



Cloud Hill Wind Farm

Technical Appendix 14.1 Access Management Plan

August 2023

Project No.: 0669769

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1. INTRODUCTION

1.1 Purpose

This Access Management Plan (AMP) has been produced to demonstrate how public access will be controlled, maintained and managed during construction, operation and decommissioning of the Cloud Hill Wind Farm (the 'Proposed Development'), in accordance with the Land Reform (Scotland) Act 2016¹. This AMP provides mitigation measures to ensure the safe and continuous use of public access routes, specifically the Southern Upland Way (SUW) due to its proximity to the Proposed Development (200m south of T3 and 200m south-east of T8). This AMP will also explore the potential for offsetting measures during the operational phase, such as upgrading access tracks for recreational use. Should the Proposed Development be granted consent, a full AMP will be submitted to, and approved by Dumfries and Galloway Council (the 'Council'). The AMP as agreed shall be implemented in full, unless otherwise approved in writing with the Council. This draft AMP was undertaken by ERM.

This AMP should be considered a live document and will be subject to review, and conditions, by the Council's Principal Contractor, Access Officer and Southern Upland Way Rangers should consent for the Proposed Development be issued. As such, mitigation measures may be amended as required to address any concerns or issues raised at a later date.

During the construction phase of the Proposed Development, the full, approved AMP should be read in conjunction with the Construction Environmental Management Plan (CEMP) and the Construction Traffic Management Plan (CTMP). Both the CEMP and the CTMP shall be prepared by the Applicant's selected Principal Contractor and agreed with the Council prior to the commencement of works on Site.

During the operational phase, mitigation measures and the potential for offsetting – such as upgraded access tracks – will be explored in conjunction with the Council's Principal Contractor, Access Officer and Southern Upland Way Rangers should consent for the Proposed Development be granted.

During the decommissioning phase, the full, approved AMP shall be reviewed as part of the decommissioning works plans and updated as required.

The contents of this AMP should be read in conjunction with Chapter 4: Description of the Proposed Development, Chapter 13: Access, Traffic and Transport, and Chapter 14: Socio-economics, Tourism, Recreation and Land Use in Volume 1: EIA Report Text.

1.2 Methodology

This AMP has been drafted in line with the requirements set out in the NatureScot guidance for the Preparation of Outdoor Access Plans². This guidance specifies that there should be five steps set out below:

- Step 1: Identify the Purpose, Aims and Objectives of the AMP.
- Step 2: Establish the Outdoor Access Baseline affected by the development proposal.
- Step 3: Identify predicted development impacts and potential enhancements on the Outdoor Access Baseline.
- Step 4: Mitigate the predicted development impacts, and design potential enhancements.
- Step 5: Manage and Monitor the implementation of the AMP.

¹ Scottish Government (2016) Land Reform (Scotland) Act 2016 [Online] Available at: <https://www.legislation.gov.uk/asp/2016/18/contents/enacted> (Accessed on 09/06/2023)

² Nature Scot (2010) A Brief Guide to Preparing an Outdoor Access Plan [Online] Available at: <https://www.nature.scot/sites/default/files/2017-06/B639282%20-%20A%20Brief%20Guide%20to%20Preparing%20Outdoor%20Access%20Plans%20-%20Feb%202010.pdf> (Accessed on 09/06/2023)

This AMP has been structured to follow the steps detailed above.

Requests for input into this AMP were made to the Council Access Officer, Southern Upland Way Rangers and the Southern Upland Way Partnership, following Scoping recommendations issued by Scotways (Table 14.1, Chapter 14: Socio-Economics, Tourism, recreation and Land Use, Volume 1: EIA Report Text); however, no responses or comments were issued. As this AMP is a live document it can be updated as required following further consultation with the Principal Contractor, Councils Access Officer and Southern Upland Way Rangers.

1.3 Purpose, Aims and Objectives

The aims and objectives of this draft AMP are set out below:

- Minimise construction impacts for users of the SUW;
- Provide the safe and continuous use of the SUW for recreational users throughout the construction, operation and decommissioning phases of the Proposed Development; and
- Provide offsetting measures, where appropriate, within the Site that will enhance the experience of users for the SUW as per the mitigation Matrix included in National Planning Framework 4 (NPF4)³.

2. THE PROPOSED DEVELOPMENT

The Proposed Development comprises up to 11 three-bladed horizontal axis wind turbines up to 180 m tip height with a total generating capacity greater than 50 MW. The main components of the Proposed Development are as follows:

- 11 three-bladed wind turbines with a maximum tip height of up to 180 m, rotor diameters of approximately 150 m and hub heights of approximately 105 m, and associated foundations and hardstanding areas;
- Access tracks (upgrading of existing and construction of new);
- Electrical Infrastructure (Substation and control room, Battery Energy Storage System (BESS), and a network of underground cabling between each turbine and the substation);
- A temporary construction compound;
- Up to three borrow pits; and
- A permanent met mast (up to 100 m).

The layout of the Proposed Development is presented in Figure TA14.1.1. The layout has evolved via the iterative EIA Process with further details of the design iterations and final layout provided in EIA Volume 1 Chapter 3 Description of the Proposed Development.

The Proposed Development is situated entirely within the Dumfries and Galloway Local Authority area (the Council). The Council are the responsible roads authority as well as the access authority with regard to the duties set out in the Land Reform (Scotland) Act 2016.

³ Scottish government (2023) National Planning Framework 4 [Online] Available at: [National Planning Framework 4 \(www.gov.scot\)](https://www.gov.scot) (Accessed on 06/07/2023)

3. ACCESS BASELINE AND POTENTIAL ACCESS IMPACTS

3.1 Access Baseline

Core Paths are defined by the Scottish Rights of Way and Access Society (ScotWays) as 'paths for providing a reasonable access network'⁴. Core paths include many rights of way, as well as other paths that are important to local people and visitors.

Core paths are protected under the Land Reform (Scotland) Act 2003. In section 1 of this act, 'access rights' highlight that everyone has the right to be on land for recreational purposes and to cross land for such purposes. This is subject to limitations and restrictions, such as respecting the benefits of private land ownership. A person only has access rights if they are utilised responsibly. The Scottish Outdoor Access Code highlights how individuals can responsibly utilise their access rights, which is based on three principles⁵:

- Respect the interest of others;
- Care for the environment; and
- Take responsibility for your own actions.

Core Paths are key routes designated by local authorities, such as Dumfries and Galloway and East Ayrshire Council, that make up part of the wider path network to provide public access throughout their local areas.

Following an online review, fifteen recognised recreational routes, paths, and trails have been identified within the 10 km tourism and recreation study area, including Core Paths, Heritage Paths, and Scottish Hill Tracks; however, only one route is predicted to experience direct impacts which require mitigation – the Southern Upland Way (SUW), which is a 345 km, long-distance route stretching from the west to the east coast of Scotland. The SUW Core Path is the only public access path within the Site boundary and as such, is predicted to experience both direct, and indirect, impacts as a result of the construction, operation and decommissioning of the Proposed Development.

A full list of all recreational routes within the tourism and recreational study area are listed in Table 14.10, Chapter 14: Socio-economics, Tourism, Recreation and Land Use, Volume 1: EIA Report Text and EIA Volume 2 Figure 14.1: Recreational Routes Map.

3.2 Potential Access Impacts

The direct impact associated with the Proposed Development on access receptors is on the SUW during the construction phase of the works. As noted in the baseline, this is the only public access path directly impacted by the Proposed Development.

3.2.1 Construction Phase

During the construction phase, the Applicant will ensure that the SUW remains accessible within the Site boundary at all time, as per the Land Reform (Scotland) Act 2003. During this 18-month construction phase, users of the SUW will experience both direct and indirect impacts. Direct impacts will only occur on the 4 km stretch of the SUW within the Site boundary (UNNO-504-16). This is due to the presence of safeguarding which will introduce new features to the route, representing a change in the SUW's baseline. Safeguarding will include features such as signage, borrow pit fencing and management of the SUW. Management of the SUW may occur around borrow pit fencing areas and at the north-eastern access point to ensure that pedestrian access is segregated from construction traffic. Such arrangements will be fully discussed between the Applicant and the Council's Principal

⁴ Scotways (2023) What are Core Paths? [Online] Available at: [What are core paths? | ScotWays](#) (Accessed on 05/07/2023)

⁵ Scottish Outdoor Access Code (2022) What is the Outdoor Scottish Access Code? [Online] Available at: [What is the Scottish Outdoor Access Code? | Scottish Outdoor Access Code \(outdooraccess-scotland.scot\)](#) (Accessed on 05/07/2023)

Contractor, Access Officer and Southern Upland Way Rangers should consent for the Proposed Development be issued.

Noise and visual impacts will also create indirect impacts. When passing close to or through the Site, recreational users will experience views of construction activities – including construction of access tracks, borrow pits, crane pads and foundations – as well as the emerging turbines and construction cranes; however, given that they will be moving along the path, and views will be experienced from all directions (360 degrees), construction activities will only be visible when travelling towards, and looking in the direction of, the Proposed Development. With the appropriate mitigation proposed, no significant noise levels are predicted for users of the SUW, as concluded in Chapter 12: Noise, Volume 1: EIA Report Text. The potential for recreational users to be disrupted by dust from the Proposed Development's construction would be identified and mitigated within the CEMP. Mitigation measures are likely to include spraying water to condense dust after periods of dry weather.

3.2.2 Operational Phase

During the operational phase, there will be indirect visual impacts. Figure 14.1 in Volume 2: Figures Excluding LVIA), shows 9-11 turbines are visible along most of the SUW that travels north from the Proposed Development through Sanquhar; however, the south-western portion of the SUW has more limited visibility, with a maximum of 6-9 turbines theoretically visible. During extreme weather events, there is also potential for ice throw to occur from T1, T3, T4, T7 and T8.

3.2.3 Decommissioning Phase

During the decommissioning phase, it is assumed that effects are likely to be similar to those during the construction effects.

3.2.4 Implementation

The safe management of this route during construction, operational and decommissioning phases will be achieved through the implementation of a full AMP; however, mitigation measures outlined within Section 4 of this draft AMP give likely suggestions of the type of mitigation that will be proposed to minimise disruption whilst ensuring the safety of recreational users. Further, offsetting proposals are outlined in Section 5 of this AMP.

4. ACCESS MITIGATION

This draft AMP has been prepared to support this application and provide likely mitigation measures; however, a full AMP will be created in conjunction with the Council's Principal Contractor, Access Officer and Southern Upland Way Rangers to mitigate any impacts that users of the SUW within the Site may experience during the construction, operational and decommissioning phases of the Proposed Development. The Applicant is committed to enabling day to day access where this does not compromise the safety of the general public or construction staff. Given this, it is envisaged that with the correct management strategy, signage and Site rules, access can be maintained to the SUW at all times.

4.1 Construction Mitigation

The potential effects to the SUW during construction, as noted in Section 3.2.1, shall be addressed by:

- Notification of the timings, nature and duration of construction works, as well as their impacts on the utilisation of the SUW at this time. This will be communicated in advance to community councils as well as through relevant platforms such as Scotways/Council/project website or by placing posters in public buildings like Sanquhar Library;
- Communicating with residents, businesses and third-parties in close proximity to the SUW by letter advising of working hours and timetables;

- Advance signage on public roads, the SUW and CDM locations as displayed in Figure 14.1.1 to warn people of works that could interfere with their route/warn them of potential unexpected vehicle movements;
- Erection of signage, as shown in Plate 14.1.1, along the SUW during construction works, at locations similar to those displayed in Figure 14.1.1, which will include regular updates on the programme;
- Installation of fencing or rope barriers to guide recreational users safely along the recognised route of the SUW rather than along the construction access track. This would also be managed by the on-Site contractors; and
- Potential for areas of the SUW which fall within the Site in close proximity to construction traffic to have some localised, temporary delays for walkers (at maximum a matter of 15 minutes). This will be managed by on-Site contractors and would occur on the occasion that traffic loads are coming into, or leaving, the Site.

Should blasting be required at any of the proposed borrow pits (not considered to be required at the time of preparation of this EIAR, based on Site investigation undertaken to date), there is potential to cause disruption to recreational users. The requirement for blasting will be considered further during the detailed design stage of the development prior to commencement of work on Site. Where blasting is required, a Blast Management Plan will be prepared and approved by the Council. This would include a timetabled plan of blasting activities that will be communicated through signage and social media channels with the local communities to minimise disruption to users of the SUW. No temporary closures or diversions are expected to be required but temporarily delays may occur.

Plate 14.1.1 and Plate 14.1.2 below provide examples of the required content of Site signage for recreational users of the Southern Upland Way.

Plate 14.1.1: Example of Safety Signage for Recreational Users of the Southern Upland Way



Plate 14.1.2: Example of Safety Signage for Construction Workers



Figure 14.1.1 identifies indicative locations where signage shall be deployed within the Site. Traffic signage shall comply with Chapter 8, Part 1 of 'Traffic Signs and Regulations and General Directions (TSRGD)'⁶ in line with Transport Scotland standards and the 'Construction and Design Management Regulations 2015'⁷.

4.2 Operational Mitigation

The potential effects to the SUW during the operational phase are noted in Section 3.2.2. When operational, the SUW will pass through the Site as can be seen in Figure 14.1.1. At its closest points, the SUW will sit 200m south of T3 and 200m south-east of T8. The SUW will also pass by, at slightly further distances, from T1 (334m south-east), T4 (300m south) and T7 (360m south-east).

At times of extreme winter weather there is a potential risk of ice throw / fall from turbines. Ice throw can develop on turbine blades, towers and nacelles under certain climatic conditions. This may result in ice falling or being thrown from the turbine as a result of particular circumstances such as turbine movement or vibration, temperature rise or strong winds. Further detail on ice throw can be found within Section 14.5.3, Chapter 14: Socio-economics, Tourism Recreation and Land Use, Volume 1: EIA Report Text.

The risk to public safety is considered to be very low; however, mitigation is still proposed in order to ensure the safety of recreational users and operational personnel on the SUW. These have been created in line with guidance from NatureScot and the Scottish Government, as well as best practice from similar wind farm applications.^{8,9} These measures are as follows:

- Specific training for service crews regarding the potential for ice throw;
- Monitoring of ice risk conditions by Site maintenance personnel; and
- Warning signage at access points to the Site to notify the public of the risk of ice fall from turbines. This warning signage will be similar to that shown in Plate 14.1.3. Warning signage will also be placed on/near turbine towers that pass the SUW and are theoretically within ice throw distance (T1, T3, T4, T7 and T8, as discussed in detail within Table 14.14, Chapter 14: Socio-economics, Tourism Recreation and Land Use, Volume 1: EIA Report Text). This will advise

⁶ Health and Safety Executive: Construction and Design Management Regulations [Online] Available at: <https://www.hse.gov.uk/construction/cdm/2015/index.htm> (accessed 16/06/2023)

⁷ Transport Scotland: Traffic Signs and Road Markings [Online] Available at: <https://www.transport.gov.scot/our-approach/industry-guidance/traffic-signs-and-road-markings/#overview> (accessed 16/06/2023)

⁸ NatureScot (2019) Good Practice During Wind Farm Construction [Online] Available at: [Guidance - Good practice during Wind Farm construction | NatureScot](#) (accessed on 19/06/2023)

⁹ Scottish Government (2014) Onshore Wind Turbines: Planning Advice [Online] Available at: [Onshore wind turbines: planning advice - gov.scot \(www.gov.scot\)](#) (Accessed on 19/06/2023)

members of the public to stand back from the turbines and to take care when nearby and in-line with turbine blades, under icy conditions.

Plate 14.1.3: Example of Warning Signage for Recreational Users / Operational Personnel on the Risk of Ice Throw from Turbines on the Southern Upland Way



4.3 Decommissioning Mitigation

As discussed in Section 3.2.3, decommissioning phase effects are assumed to be of a similar to those experienced during the construction phase.

Mitigation measures similar to those referenced for the construction phase, in Section 4.1, will be put in place during the decommissioning phase to protect users of the SUW.

5. OFFSETTING

The significance of effect on the SUW during the operational phase of the Proposed Development is anticipated to be minor. No direct impacts are predicted and the SUW will remain open, and accessible, throughout the 35-year operational period. Users of this route will only experience indirect visual impacts during this time.

Measures are proposed that will enhance the experience of walkers of the SUW through the Site. These measures will be finalised in agreement with Council's Access Officer, Southern Upland Way Rangers and NatureScot. Proposed offsetting measures are as follows:

- Erection of up to 5 display boards along the route within the Site, consisting of:
 - Details regarding the Proposed Development and its wind energy contribution to net zero, as well as an image of the cumulative developments along the SUW and their combined generating capacities/impact towards net zero;
 - History of the SUW and maps showing connectivity of the route with nearby rights of way (x3); and
 - History of the Royal Burgh of Sanquhar and notable events.
- Replacing/upgrading of 1 no. stile on Site (if agreed as required by the Council Access Officer and Southern Upland Way Rangers);
- Erection of 4 no. waymarkers highlighting the SUW route through the Site;
- Upgrading the SUW footpath within the Site (if agreed as required by the Council Access Officer and Southern Upland Way Rangers);
- Installation of 3 no. benches/resting areas along the route within the Site; and
- Re-instatement of borrow pits to allow appropriate vegetation cover to be reintroduced into the landscape that would fit in with the existing topography (see Technical Appendix A10.3: Preliminary Borrow Pit Assessment, Volume 3: EIA Report Technical Appendices).

The indicative location of these proposed offsetting measures are illustrated on Figure 14.1.2.

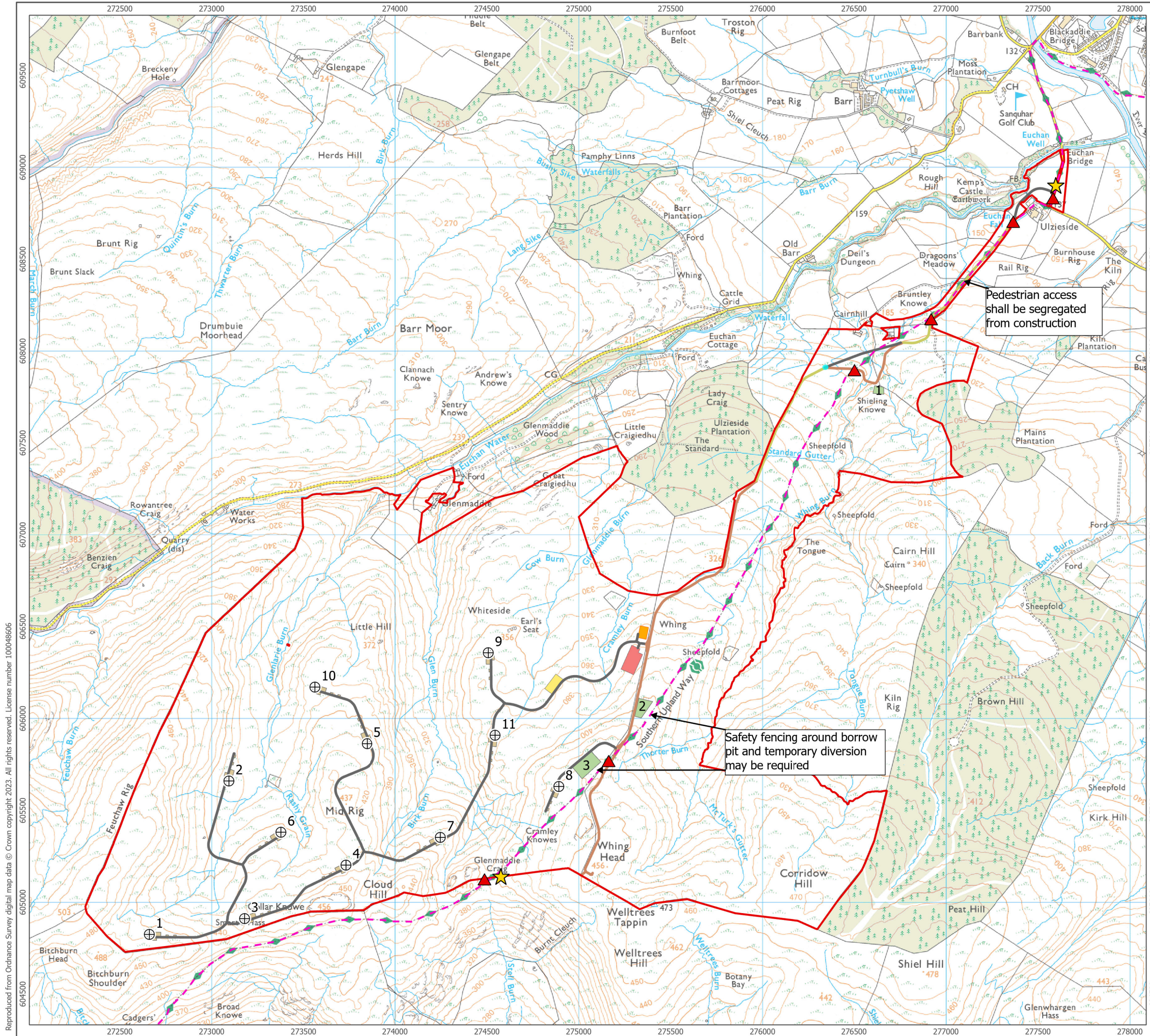
6. CONCLUSIONS

This draft Access Management Plan (AMP) has been produced to demonstrate how public access will be controlled, maintained and managed during construction, operation and decommissioning of the Proposed Development, in accordance with the Land Reform (Scotland) Act 2016¹⁰. This draft AMP has provided mitigation measures which will ensure the safe and continuous use of the Southern Upland Way (SUW) due to its proximity to the Proposed Development. This draft AMP also explored the potential for offsetting measures during the operational phase, such as the upgrading of access tracks, turnstiles and benches.

Should the Proposed Development be granted consent, a full AMP will be submitted to, and approved by the Council. The Applicant is committed to delivering the mitigation and access enhancements provided within this draft AMP, following any revisions from the Council's Principal Contractor, Access Officer, Southern Upland Way Rangers and NatureScot, to ensure the SUW can be safely accessed at all times throughout the lifetime of the project.

¹⁰ Scottish Government (2016) Land Reform (Scotland) Act 2016 [Online] Available at: <https://www.legislation.gov.uk/asp/2016/18/contents/enacted> (Accessed on 09/06/2023)

FIGURES





Site Boundary

Proposed Turbine Location

Southern Upland Way

CDM Billboard

Construction Warning Sign Required

Site Infrastructure

BESS

Borrow Pit

Temporary Construction Compound

Crane Hardstanding

Substation

Access Track

Existing Track

New Track

Upgraded Track

1:20,000 Scale @ A3

0

0.5

1 km

NORTH

Produced By: HT

Ref: 4254-REP-098

Checked By: KM

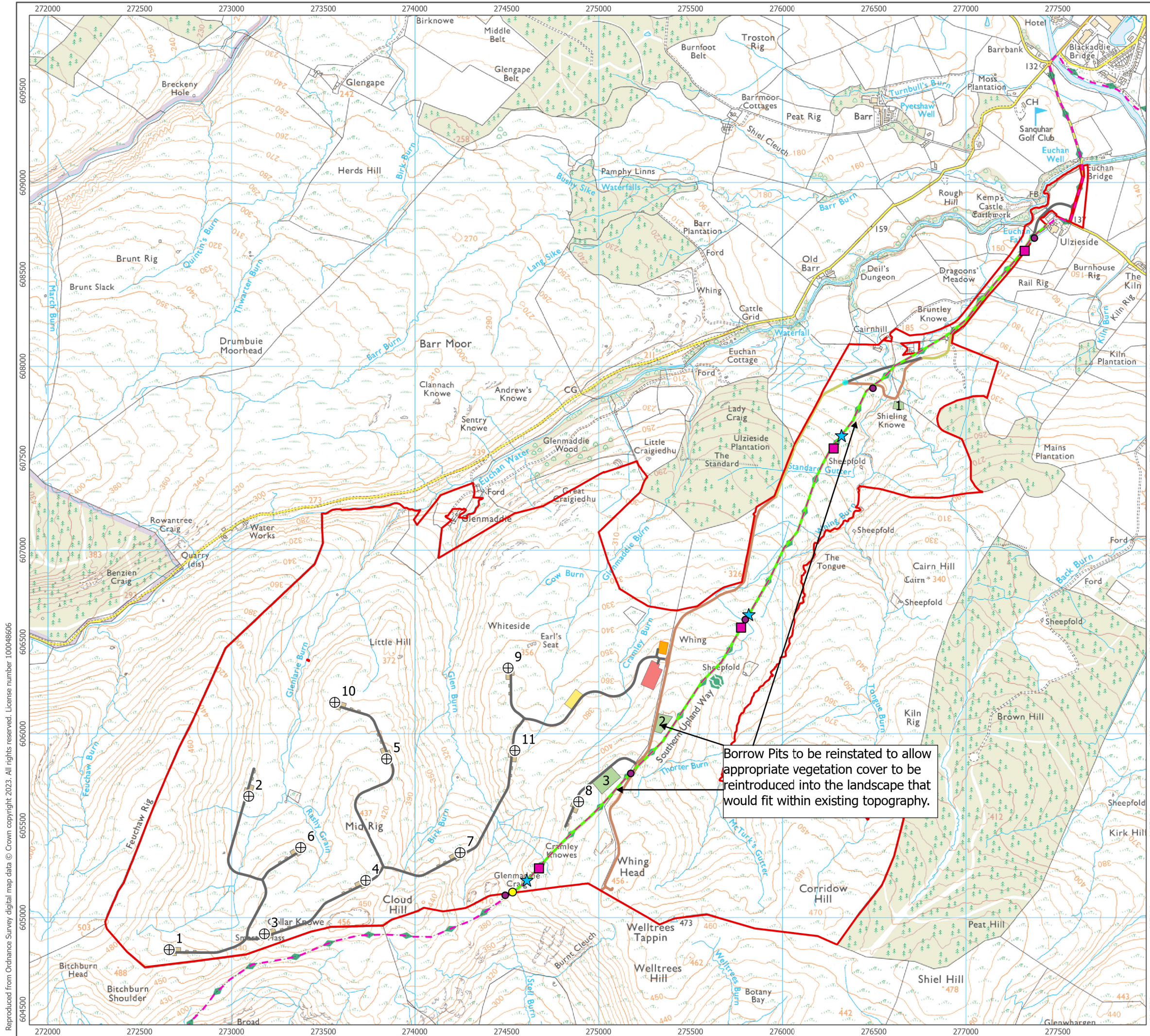
Date: 17/08/2023

Access Management Plan

Figure TA 14.1.1

Cloud Hill Wind Farm

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Site Boundary

Proposed Turbine Location

Access Track

Existing Track

New Track

Upgraded Track

Site Infrastructure

BESS

Borrow Pit

Temporary Construction Compound

Crane Hardstanding

Substation

Southern Upland Way

Information Display Boards

Upgraded/Replaced Stile*

Waymarker

Proposed Benches/Resting Areas

Proposed Upgraded Walking Route*

1:20,000 Scale @ A3

0 0.5 1 km

NORTH

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Access Management Plan

Offsetting

Figure TA 14.1.2

Cloud Hill Wind Farm

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