



# Clune Wind Farm

## Technical Appendix 3.4

### Outline Outdoor Access Management Plan

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# 1 Introduction

1.1.1 This Outline Outdoor Access Management Plan (OAMP) is submitted by the Applicant.

## 1.2 Purposes, Aims and Objectives

1.2.1 The purpose of this document is to outline how the Applicant would manage public access during the construction, operation, and decommissioning of the Proposed Development. This outline OAMP accompanies the EIA Report for the Proposed Development and, should consent be granted, it is envisaged that this outline OAMP would be revised and updated following discussion with The Highland Council (THC), NatureScot, and the relevant landowners, to ensure that the aims, objectives and details meet the stakeholder's requirements.

1.2.2 It is envisaged that the finalised OAMP for the Proposed Development would be secured and enforced via a planning condition.

1.2.3 The final OAMP is intended to be deliverable, to safeguard access during construction, provide access enhancements during the operational phase of the Proposed Development and facilitate opportunities for improving access in the local area surrounding the Proposed Development. It would aim to address the basic infrastructure associated with improving access such as car parks, trailheads<sup>1</sup> and path improvement within the Proposed Development and to set up a framework for delivering improved access arrangements throughout the life of the Proposed Development.

1.2.4 This outline OAMP does not provide specific details of signage and interpretation etc., instead it provides outline examples or suggestions for further discussion and agreement with consultees. If the Proposed Development is consented and this OAMP further developed, there would be a requirement to agree a number of specific details with THC Access Officer, such as path surfacing and upgrade specifications.

1.2.5 There will be no restrictions to outdoor access rights during the operational phase of the Proposed Development, with the exception of some maintenance activities should they be required, e.g. replacement blade delivery.

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<sup>1</sup> The point at which a path begins and includes for signage / signposting.

## 1.3 Proposed Development Description

- 1.3.1 The Proposed Development includes the installation of 26 wind turbines (up to a maximum tip height of 200m), and associated infrastructure.
- 1.3.2 The construction phase of the Proposed Development is predicted to be approximately 23 months. The description of the Proposed Development is discussed in detail in **Chapter 3: Proposed Development Description** of the EIAR.

## 2 Methodology

- 2.1.1 This outline OAMP has been drafted in line with the requirements set out in the SHN (now NatureScot) *'Guidance for the Preparation of Outdoor Access Plans'* (SHN, 2010). The guidance stipulates that there should be five steps set out within an OAMP, notably:
  - 1. Identify the purpose, aims, & objectives of the OAMP,
  - 2. Establish the outdoor access baseline affected by the proposed development,
  - 3. Identify impacts of the proposed development and potential enhancements on the outdoor access baseline,
  - 4. Mitigate the impacts of the proposed development and design potential enhancements, and
  - 5. Manage and monitor the implementation of the OAMP.
- 2.1.2 This outline OAMP has been structured to broadly follow the steps detailed above.

## 3 Outdoor Access Baseline

3.1.1 The Land Reform (Scotland) Act 2003 gives the public rights to non-motorised access to most land in Scotland. This allows the right to walk, cycle, ride a horse, and camp within the Proposed Development, provided it is done responsibly.

### 3.2 ScotWays

3.2.1 A request to ScotWays was made to identify outdoor access routes within the Site boundary, shown in **Figure 1.2** of the Environmental Impact Assessment Report (EIAR), and a summary of their response is included below:

- “*The Catalogue of Rights of Way does not currently record any rights of way that cross or are close to the Option Site*”,
- “*There are no Heritage Paths currently recorded that cross or are close to the Option Site*”, and
- “*There are no Scottish Hill Tracks currently recorded that cross or are close to the Option Site*”.

3.2.2 The report from ScotWays includes a disclaimer stating that the results are based on the information that is held in the records of Scotways, local authorities, judicial and other records. There is a possibility that there are unrecorded rights of way.

### 3.3 Strathdearn Access Map

3.3.1 In addition to the ScotWays report outlined in **Section 3.2** the *Strathdearn Access Map*, included as **Appendix 1**, highlights suggested off-road cycle routes, hill walks, and low-level walks.

## 4 Potential Access Impacts & Mitigation

### 4.1 Construction Phase Impacts & Mitigation

4.1.1 With reference to the routes indicated on the *Strathdearn Access Map*, presented in **Appendix 1**, the following are likely to be impacted by the development:

- Suggested hill walk - Carn Dhubh ‘Ic an Deòir, and
- Suggested off-road cycle - Clune Road to Insharn & Sluggan.

- 4.1.2 Suggested hill walk Carn Dhubh ‘Ic an Deòir follows one of the existing on-site tracks, commencing at approximate location E279525, N825581, the majority of which is proposed to be upgraded as part of the development. This section forms part of the main access track proposed during the construction phase, and as a result, during the construction phase of the development this path would not be accessible to the public.
- 4.1.3 Suggested off-road cycle - Clune Road to Insharn & Sluggan briefly follows the proposed main access route, commencing at approximate location E281157, N825601 and continuing southeast for approximately 900m which is a short section of the overall route.

### Mitigation

- 4.1.4 While construction is taking place within the Site the public will be asked to avoid these paths. They will be considered part of a construction site where outdoor access rights will be exempted by Sections 6 and 7 of the Land Reform (Scotland) Act 2003.
- 4.1.5 Access to the suggested routes listed in 4.1.1 will be managed through the CTMP together with on-site signage. This will include, but not be limited to the following:
- Separation from construction traffic with crossing points where necessary,
  - Principal Contractor will ensure on-site speed limits are adhered to,
  - Signage will be installed at site entrance/exit to ensure drivers are aware of potential presence of pedestrians and cyclists in the area,
  - Consideration to be given to interactions between HGV and horses,
  - Weekly toolbox talks to emphasise safety of pedestrians and cyclists.

### Warning Signs

- 4.1.6 The Applicant is committed to keeping any impacts to an absolute minimum. Where temporary restrictions are required, these will be kept to the minimum required time and appropriate signage will be erected.
- 4.1.7 Information will be provided at the access points for these paths, on the Clune Wind Farm website<sup>2</sup>, and communicated to the local community through a Community Liaison Group. Where alternative routes are available, they will be recommended. The duration will be kept to a minimum.

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<sup>2</sup> <https://www.clune-windfarm.co.uk/>

4.1.8 **Appendix 2** shows the typical warning sign (Standard generic construction activity warning sign (Paths for All, 2010)) that will be used to warn of public access restrictions and the health and safety risks associated with the construction activities. These signs will include information including:

- the start date of the restriction,
- the duration of the restriction,
- details (including a map) of any restriction or diversion that is in place, and
- the telephone number of the construction manager who can provide further information.

4.1.9 It is proposed that warning signs are located in these approximate locations, either within the public road or within the Site:

- At approximate OS grid reference E280881, N826162 along the U2832, where suggested off-road cycle - Clune Road to Insharn & Sluggan begins.
- At approximate OS grid reference E279449, N825709 on the U2832, where suggested hill walk - Carn Dhubh 'lc an Deòir begins.

4.1.10 Upon completion of the construction phase, outdoor access will be restored without disturbance.

## 4.2 Operational Phase Impacts & Mitigation

4.2.1 During the operation of the Proposed Development, there will be no outdoor access restrictions on any of the paths and outdoor access rights shall be as they were prior to the construction phase of the Proposed Development.

### Proposed Recreational Carparking

4.2.2 Once the Proposed Development is operational, it is intended that the site entrance area will be utilised for public car parking to enable the public access to the access routes in the vicinity of the Site entrance.

## 4.3 Decommissioning Phase Impacts & Mitigation

4.3.1 The operational life of the Proposed Development and associated infrastructure will be 40 years. Following this, an application could be submitted to retain or replace the turbines, or they could be decommissioned. If decommissioned, some of the new access tracks could

be left onsite to ensure the continued benefit of improved access for the landowner, or they could be reinstated.

- 4.3.2 Should the Proposed Development be decommissioned, outdoor access restrictions as per the construction phase shall be reinstated.

## 5 Management and Monitoring

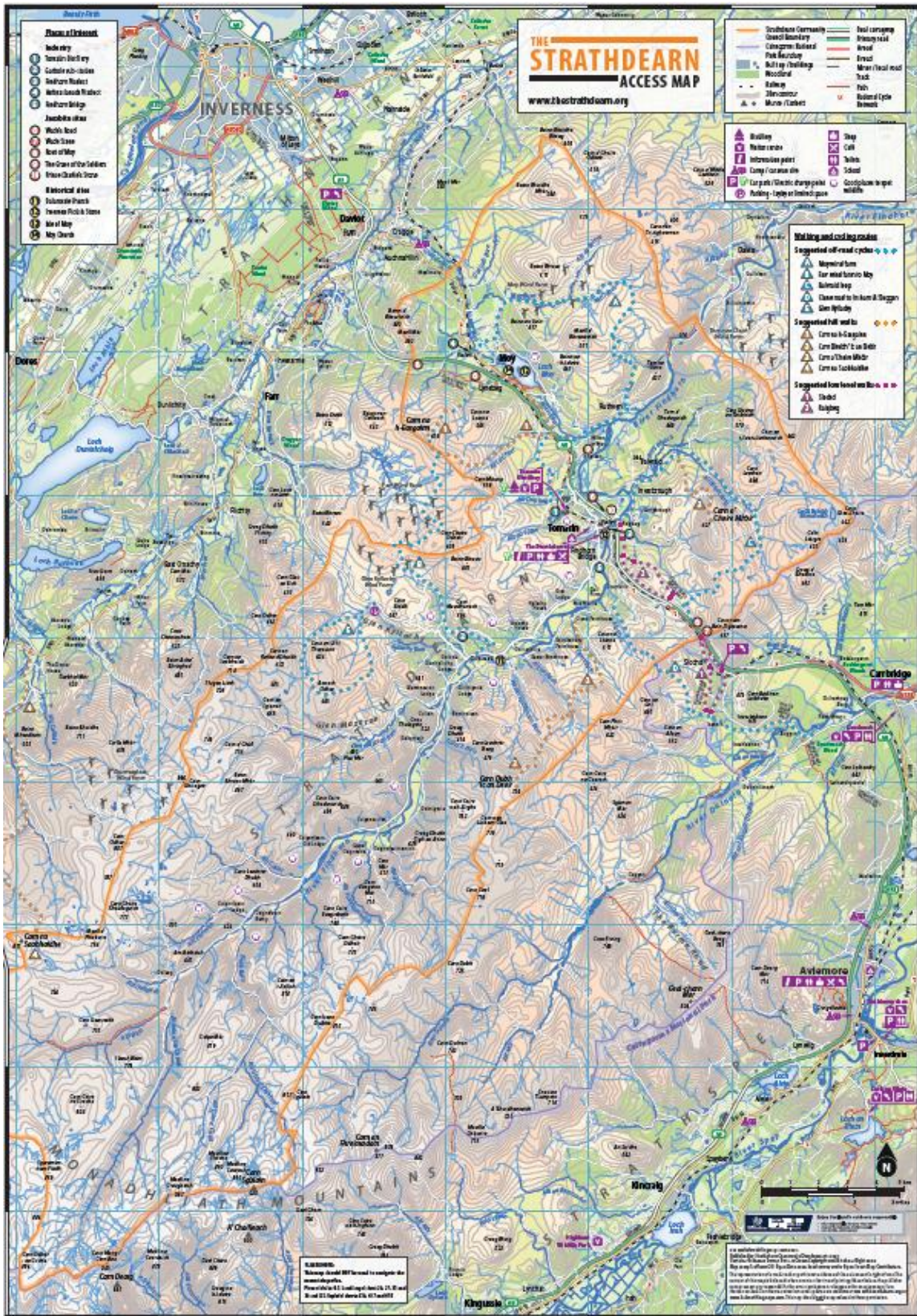
- 5.1.1 As the outline OAMP is being prepared as part of the planning application, the Applicant is yet to appoint a contractor to undertake the civil engineering works. Once consented, the Applicant will refine the OAMP in consultation with the local authority prior to construction to ensure it is fit for purpose.

## 6 Conclusion

- 6.1.1 The Applicant aims to provide for safe outdoor access routes during construction and to accommodate long term outdoor access during the operation of the Proposed Development



# Appendix 1 - Strathdearn Access Map



## Appendix 2 - Warning Sign Example

