

6 Mitigation and Monitoring

6.1 Construction Phase

6.1.1 Core Path, PRoW and Wider Network Users

Where a Core Path, PRoW or Wider Network path would lead users into direct conflict with construction activities, it would be closed for the duration of the construction phase. Core Paths, PRoWs or Wider Network paths which would be crossed by proposed onsite access tracks are as follows:

- Core Path CL/5701/1;
- Core Path CL/3529/1 (Hunt Law Leadhills-Snarhead);
- Wider Network CL/5073/1;
- Wider Network CL/5069/1;
- Wider Network CL/5074/1;
- Wider Network On Road CL/5034/1; and
- Wider Network CL/5023/1.

However, any passable PRoWs that does not lead directly into a construction area and is not used by construction vehicles will remain open, except when construction activities are occurring at specific crossing points. Formal consent for any temporary closure of Core Paths, PRoWs and Wider Network paths will be agreed with the local authority. Once construction is complete, these Core Paths, PRoWs and Wider Network paths can be re-opened.

Where Core Paths, PRoWs and Wider Network paths are closed, new temporary path diversions would be implemented to ensure safe and efficient connections. To facilitate potential diversions, options for temporary closure of footpaths and trails would be explored with the local authority. All Core Paths, PRoWs and Wider Network paths would be surveyed and upgraded as necessary before construction begins to allow multi-user passage and would be maintained for the lifetime of the Proposed Development.

Signage and Publication

The diversion (permanent and temporary) and closure of the Core Paths would be signed and publicised on relevant project and local authority websites. Signs would clearly indicate the location of the Proposed Development construction works and the access tracks to be used by construction traffic. These signs would be regularly checked and maintained for the duration of the construction period.

The Applicant would be responsible for addressing all related issues, including the erection, maintenance, and management of necessary infrastructure such as signage and barriers.

6.1.2 Public Access Management

To ensure clear accountability for public access and safety within the areas within the Site, a Public Access Management Area (PAMA) would be defined. This area would generally align with the construction working footprint but would also encompass any existing paths that might otherwise become dead ends. The Applicant would assume responsibility for managing this PAMA throughout the construction phase. Once the Proposed Development is operational, responsibility for the PAMA would revert to SLC and relevant private landowners, with the exception of any areas permanently leased by the Applicant, which would remain under their control.

For health and safety reasons during the construction phases, the statutory right to recreational activities under the Land Reform Scotland (2023) along with any permissive access rights for cyclists and horse riders, would be temporarily suspended within the designated PAMA. Access to the broader areas outside of the PAMA would continue to be managed by SLC with information regarding any restrictions impacting these wider areas, as a result of the Proposed Development, provided to SLC as required.

The Applicant would adopt a collaborative approach with SLC to manage all access restrictions and diversions across the interface between the PAMA and the wider network. Any path or road entering the PAMA would be

clearly marked with an information point provided. The entry point may be temporarily blocked if deemed appropriate for safety. All necessary signage would be funded directly from the Proposed Development construction budget and would be used to inform the public about usable routes and potential construction hazards as required.

6.1.3 Construction Areas

All construction compounds, borrow pits, and turbine foundations would be fenced when actively being worked, as would any open excavations. If, after implementing these proposed mitigation measures, a risk assessment identifies the need for additional mitigation, further measures would be considered. These may include deploying banksmen when heavy plant machinery is operating during the construction of new tracks and the widening of existing tracks, and when construction traffic is anticipated to be intensive. If deemed necessary, 24-hour security, such as driving patrols, may be in place at construction sites within the PAMA during all construction activities.

Associated lighting (where necessary), gated entrances, and site fencing would be in place from the very beginning of the construction work. All plant, equipment, and welfare units would be securely shut down, locked, and parked within the fenced area when not in use, wherever possible. If plant and equipment at working areas cannot be returned to a compound overnight, it would be locked in a safe condition and immobilised, where feasible.

6.1.4 Crossing of Core Paths, PRoWs and Wider Network Paths by Construction Traffic

The proposed access routes for the Proposed Development wind turbines will intersect with Core Paths, PRoWs and Wider Network paths. Mitigation measures are proposed to ensure public health and safety.

Any crossing points would be fully signed and guarded in accordance with '*Safety at Street Works and Road Works: A code of practice*'¹¹ and Chapter 8 of the '*Traffic Signs Manual and Guidance for Safer Temporary Traffic Management*'.¹² All approaches to these crossing points would feature warning signs for walkers, cyclists, horse riders, and construction vehicles. Additionally, signs would be erected at all entrances to the Site indicating the location of construction works and the specific access tracks designated for construction traffic. When crossing points are not safe for public access, they would be temporarily closed off with appropriate signage.

Where access tracks, used by construction traffic, are accessible from a path, lockable barriers or appropriate fencing would be used to prevent members of the public from entering construction areas. Barriers would be erected on each side of the crossing point, parallel to the track, to guide pedestrians to the designated safe crossing point where necessary, where path users would have priority. These crossing points would be maintained in a clean and obstruction-free state, regularly inspected for signage, fencing, and footpath surface integrity. Where footpaths cross in areas of poor visibility, the visibility would be improved, or the footpath would be diverted to a new temporary crossing point with better visibility.

All construction staff would undergo an induction to alert them to the presence of recreational users in the vicinity of the Site and to the environmental, health, and safety measures required. All delivery drivers and plant operators would receive brief "toolbox talks" on the location of footpath crossing points and the safety procedures adopted for them.

All operatives and delivery drivers would be instructed to advise Site management of any deterioration in crossing point safety. All operatives and delivery drivers would be required to maintain a speed limit of 15 miles per hour (mph), reducing this speed further when passing pedestrians, cyclists, or riders are using crossing points. This speed limit would be rigorously enforced.

If, following the implementation of the above mitigation measures, a risk assessment indicates that additional mitigation is required, further measures would be considered, which may include the use of banksmen. Banksmen

¹¹ Safety at Street Works and Road Works – A Code of Practice, Department for Transport, 2013

¹² Traffic Safety Measures and Signs for Road Works and Temporary Situations, Department for Transport, 2009

would control path crossings when working in a particular area or when construction traffic is anticipated to be heavy.

6.1.5 Equestrian

The British Horse Society has previously made recommendations on the interactions between HGV traffic and horses. Horses are normally nervous of large vehicles, particularly when they do not often meet them. Horses are flight animals and will run away in panic if really frightened. Riders will do all they can to prevent this but, should it happen, it could cause a serious accident for other road users, as well as for the horse and rider.

The main factors causing fear in horses in this situation are:

- Something approaching them, which is unfamiliar and intimidating;
- A large moving object, especially if it is noisy;
- Lack of space between the horse and the vehicle;
- The sound of air brakes, and
- Anxiety on the part of the rider.

The British Horse Society has previously recommended the following actions to be included in the Site training for all HGV staff:

- On seeing riders approaching, drivers must slow down and stop, minimising the sound of air brakes, if possible.
- If the horse still shows signs of nervousness while approaching the vehicle, the engine should be shut down (if it is safe to do so).
- The vehicle should not move off until the riders are well clear of the back of the HGV.
- If drivers are wishing to overtake riders, please approach slowly or even stop in order to give riders time to find a gateway or lay by where they can take refuge and create sufficient space between the horse and the vehicle. Because of the position of their eyes, horses are very aware of things coming up behind them.
- All drivers delivering to the Site must be patient. Riders will be doing their best to reassure their horses while often feeling a high degree of anxiety themselves.

As such training at the Site would advise staff on how to react properly if encountering equestrians on the access route.

6.1.6 Public Road Network

While the full extent of temporary works is yet to be determined, it is anticipated that all public roads surrounding the Site would remain open throughout the construction phase. All work within the public road network would be undertaken by authorised contractors, fully complying with the Roads (Scotland) Act 1984 and local policy. A comprehensive Construction Traffic Management Plan (CTMP) would be developed to ensure the safe and efficient transportation of turbine components and all other construction materials and personnel to the Proposed Development during the construction phase. This CTMP would incorporate any specific requirements identified by the relevant authorities and would satisfy all planning conditions related to traffic and transport.

6.1.7 Users of Camp Sites and General Outdoor Recreation

During the construction phase of the Proposed Development, SLC may need to restrict the location and timing of certain recreational activities that require an activity permit. The risk assessments currently prepared for these activities would need to account for the proposed construction activities and would be agreed with SLC, as is current practice.

Prior to and during construction ongoing discussions with local access officers, SLC, local community groups, and other user groups would help integrate the construction proposals with the needs of those who use the area for recreation.

Other informal uses of the land, such as camping, may be prevented due to the temporary suspension of these rights within the PAMA. However, activities requiring permissions for areas outside the PAMA, within the remainder of the land, may still occur at SLC's discretion.

6.1.8 Access for Emergency Vehicles

Any visitor to the Core Paths, PRoW, Wider Network Paths, tracks and land would follow the same emergency procedures as they do currently. The emergency services would be fully informed about the construction of the Proposed Development, including details of AIL movements and any access restrictions in place within the vicinity of the Site.

Prior to construction, in accordance with The Construction (Design and Management) Regulations (CDM) Regulations 2015¹³, the Principal Contractor for the Site would produce a comprehensive Construction Phase Plan. This Plan would include emergency procedures specific to the construction works and would be shared with the emergency services. Keys to any locked gates at access points would also be provided to the emergency services.

An Emergency Response Plan (ERP) would be prepared specifically for the Proposed Development construction phase. This ERP would detail the procedures to be adopted in the event of an environmental emergency during the construction period. The ERP's objectives are to provide guidance and information on actions to be taken by personnel involved in the construction process during an environmental incident. The Plan would identify clear procedures in relation to access to be followed in the event of any incident with the potential to cause environmental harm.

Furthermore, comprehensive guidance and procedures for all health and safety related incidents in relation to access would be contained within the Construction Health and Safety Plan for the Proposed Development, which is expected to be prepared by the Applicant's appointed Principal Contractor.

6.1.9 Proposed Signage

Restricted access and minor diversion sign plate examples are provided in **Annex A**. All direction signs would be green and would have text height of 75 millimetres (mm) to allow easy viewing.

The Principal Contractor would enforce Site-specific speed limits, reinforced through advisory signage and weekly toolbox talks. Site exit signage would remind drivers of local speed restrictions and the presence of vulnerable road users.

In addition, the Principal Contractor would post a plan of the Site at the entrance points to the Site each week highlighting areas where works are ongoing to help advise path users.

6.2 During Operation

Following the commissioning of the Proposed Development, the temporary suspension of Land Reform (Scotland) Act 2003 access rights would be lifted, and all Core Paths, PRoWs and Wider Network Paths temporarily closed during construction would be reopened.

Should significant maintenance be required during the operational phase, mitigation measures similar to those employed during construction would be implemented, where appropriate. Any such temporary disruption would be highly localised to the maintenance area and of a much shorter duration compared to the construction phase.

Recognising that some equestrians perceive turbines to have a negative impact when horse riders and carriage drivers pass within 200 m, due to the potential for blade and shadow movement to startle animals, signage would

¹³ The Construction (Design and Management) Regulations 2015, Secretary of State for Work and Pensions

be installed to warn riders. This signage would be placed at relevant locations, alerting equestrians and other users to the presence of turbines.

6.3 During Decommissioning

A Decommissioning Plan would be produced for agreement with SLC prior to decommissioning commencing. It is expected that decommissioning would not cause as much disruption as construction. It is not possible to confirm at this stage what recreational activities would be taking place within the vicinity of the Site, as such it is proposed that a further OAMP is produced and agreed in advance of decommissioning.

7 Enhancement

7.1 Proposed Network Opportunities

Under Land Reform (Scotland Act 2003) access tracks associated with the Proposed Development would be available for public use for non-motorised users upon completion of the construction and commissioning phases, subject to following the Scottish Outdoor Access Code.

At the Site accesses, the access tracks would be gated to prevent unauthorised vehicle access to the wind farm tracks.

When operational and maintenance traffic is operating on the Site, they would be subject to a 15 mph speed limit and would be required to use their hazard warning lights or display a flashing beacon when operating on the tracks to aid and alert other users.

The Proposed Development also presents opportunities for access enhancements, which could result in long-term benefits for the local community and visitors. Key enhancement opportunities include:

- Improvements to existing access tracks, and
- Improvements to Core Paths within the Site.

7.2 Ongoing Maintenance

The crossing points and Site access tracks would be fully maintained for the operational phase of the Proposed Development. This is a requirement of ensuring safe and efficient access to the turbines and other infrastructure in the area.

Works requiring major lifting exercises are extremely rare during the operational phase of wind farms. In the event of a crane lift event, a safe working area would be provided and advance notice provided to active travel users. The extent of the safe working area would depend upon the nature of the works.

Should works require the creation of a safe working area that impinges on access, the wind farm operator would consult with SLC to advise of the issue and the timing of any exclusion zone. Given the lead time to arrange spare parts, crane hire and technician availability, it is likely that several weeks' notice can be provided.

Access for cranes the size required onsite would also require an AIL permit which can take up to eight weeks' notice to process.

During the actual works, an exclusion zone would be created in line with Health and Safety Executive (HSE) regulations and the turbine maintenance providers safety rules. These are likely to include barriers, warning signs and fencing.

8 Summary

Pell Frischmann Consultants Limited has been commissioned by Ramboll UK Limited, on behalf of the Applicant to prepare a framework for an Outdoor Access Management Plan for the proposed Ravengill Energy Park (the Proposed Development), which is located within the South Lanarkshire Council administrative area. This framework would be used as the basis for the preparation of a full OAMP to be prepared post consent, which would be secured by an appropriately worded planning condition.

A review of existing paths in the area found that the following paths are located within the Site boundary:

- Core Path CL/5701/1;
- Core Path CL/3529/1 (Hunt Law Leadhills-Snarhead);
- Wider Network CL/5073/1;
- Wider Network CL/5069/1;
- Wider Network CL/5074/1;
- Wider Network On Road CL/5034/1; and
- Wider Network CL/5023/1.

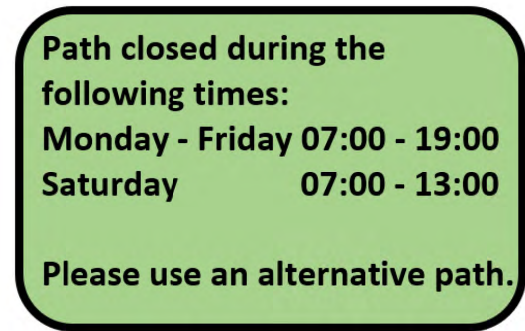
During construction, potential impacts on recreational users at the Site are expected to be temporary relating to potential safety risks, disruptions, and decreased recreational enjoyment due to machinery, noise, and visual intrusion. During operation, minimal impacts are expected and where this would exist, due to the requirement for more significant maintenance works, these would be more localised and shorter in duration than those experienced during construction.

A series of measures are proposed to help mitigate and offset the impacts of both the construction and operational phase traffic flows for recreational users of the Site. Mitigation includes the provision of a Public Access Management Area, provision of crossing points, appropriate signage and on-site training. The provision of new tracks and upgrade of existing tracks within the Site will lead to an enhancement of the existing recreational provision.

It is considered that the information provided in this framework document provides the basis for the preparation of a full OAMP to be prepared post consent, which would be secured by an appropriately worded planning condition.

Annex A Indicative Diversion Sign Plates

Path Restrictions Signage:



Diversion Signage:

Sign Type 1



Sign Type 2



Sign Type 3



General Information Sign Example:

Ravengill Energy Park



Walkers, Cyclists and Horse Riders

Access to the path is being managed during the energy park construction works. Please be aware that the path passes through an energy park construction site. For your safety, please follow the subsequent guidance:

- Please follow the signage and remain on the path or approved diversion route at all times.
- Please follow verbal guidance from any energy park construction personnel along the path.
- Please be aware that other users and construction vehicles or heavy plant such as excavators or dump trucks may also be on the path.
- If you meet any construction plant working on the path, please ensure that the operator stops the machine and waves you past. Never assume that the operator has seen you.

Know the code before you go: <https://www.outdooraccess-scotland.scot/>

If you have any queries, please call 07X XXXXXXXX

Thank you for keeping all path users safe.