

## **Technical Appendix 9.2: Outdoor Access Management Plan**

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## 1 Introduction

### 1.1 Purpose of the Report

Pell Frischmann Consultants Limited (PF) has been commissioned by Ramboll UK Limited (Ramboll), on behalf of Watchman Energy Park Limited (hereafter referred to as 'the Applicant') to prepare a framework for the preparation of a detailed Outdoor Access Management Plan (OAMP) for the proposed Watchman Energy Park (hereafter referred to as the Proposed Development), which is located within the South Lanarkshire Council (SLC) administrative area.

The purpose of this report is to provide a comprehensive framework for the management of public access and recreational amenities during the construction, operational, and decommissioning phases of the Proposed Development.

It is considered that the information provided in this report would provide the basis for a detailed OAMP to be prepared post consent, which would be secured by planning condition.

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### 1.2 Report Structure

Following this introduction, the OAMP report is structured as follows:

- Section 2 outlines the methodology, including approach and relevant planning guidance;
- Section 3 outlines the Proposed Development;
- Section 4 establishes the outdoor access baseline conditions;
- Section 5 identifies the potential impacts on the outdoor access baseline;
- Section 6 considers mitigation measures and appropriate monitoring of these;
- Section 7 summarises enhancement opportunities; and
- Section 8 provides a summary.

## 2 Methodology

### 2.1 Approach

Recognising the potential for interaction with existing public access routes, this OAMP report outlines an approach to managing safety, minimising disruption and, where possible, enhancing local recreational opportunities.

The overarching objective of the OAMP is to demonstrate a robust commitment to public safety and access management throughout the project lifecycle. It ensures compliance with relevant legislation and best practice guidance while maintaining flexibility to adapt to site-specific conditions.

### 2.2 Policy and Guidance

#### 2.2.1 Relevant Policy

##### National Planning Framework 4 (NPF4)<sup>1</sup>

The National Planning Framework (NPF) is a long-term plan for Scotland that sets out where development and infrastructure is needed in the country. NPF4 sets out the Government's plan looking forward to 2045 that will guide spatial development, set out national planning policies, designate national developments and highlight regional spatial priorities. It is part of the statutory Development Plan and so influences planning decisions across Scotland.

NPF4 puts the climate and nature crises at the heart of the Scottish planning system and was adopted in February 2023.

With regards to the OAMP, within the NPF4, Policy 13: Sustainable Transport states that:

*“Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:*

- *Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;*
- *Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;*
- *Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and*
- *Adequately mitigate any impact on local public access routes.”*

##### Town and Country Planning (Scotland) Act 1997<sup>2</sup>

Section 208 – Footpaths and Bridleways Affected by Development: Orders by Planning Authorities - provides a planning authority with the legal power to make an order to stop up or divert footpath or bridleways (including core paths), where it is content that it is required to enable development. The order under Section 208 may provide:

- *“for the creation of an alternative footpath or bridleway for use as a replacement for the one authorised by the order to be stopped up or diverted, or for the improvement of an existing path or way for such use;*

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<sup>1</sup> Scottish Government (2023), National Planning Framework 4. Available at: <https://www.gov.scot/publications/national-planning-framework-4/>

<sup>2</sup> UK Parliament (1997), Town and Country Planning (Scotland) Act 1997. Available at: <https://www.legislation.gov.uk/ukpga/1997/8/contents>

- *for authorising or requiring works to be carried out in relation to any footpath or bridleway for whose stopping up or diversion, creation or improvement, provision is made by the order;*
- *for the preservation of any rights of statutory undertakers in respect of apparatus of theirs which immediately before the date of the order is under, in, on, over, along or across any such footpath or bridleway;*
- *for requiring any person named in the order to pay, or make contributions in respect of, the cost of carrying out any such works.”*

##### Land Reform (Scotland) Act 2003<sup>3</sup>

The Land Reform (Scotland) Act 2003 establishes statutory public rights of responsible access in Scotland to most land and inland waters for recreation, education and other purposes.

Within the Act, Chapter 3 covers the Scottish Outdoor Access Code and outlines the duties of Scottish Natural Heritage (now NatureScot) with respect to this Code. It notes that it is the duty of SNH to draw up and issue the Scottish Outdoor Access Code, setting out, in relation to access rights, guidance as to the circumstances in which;

- *“those exercising these rights are to be regarded as doing so in a way which is or is not responsible;*
- *persons are to be regarded as carrying on activities, otherwise than in the course of exercising access rights, in a way which is likely to affect the exercise of these rights by other persons;*
- *owners of land in respect of which these rights are exercisable are to be regarded as using and managing, or otherwise conducting the ownership of it, in a way which is or is not responsible;*
- *owners of land in respect of which these rights are not exercisable are to be regarded as using and managing, or otherwise conducting the ownership of it, in a way which is likely to affect the exercise of these rights on land which is contiguous to that land.”*

##### Scottish Outdoor Access Code<sup>4</sup>

The Scottish Outdoor Access Code is a set of guidelines that explains the public's rights and responsibilities when accessing the outdoors in Scotland. It was developed by NatureScot and supports the Land Reform (Scotland) Act 2003, which gives people statutory rights of responsible access to most land and inland water in Scotland.

The Scottish Outdoor Access Code is based on three key principles which are as follows:

- *“Respect the interests of others.*
- *Care for the environment.*
- *Take responsibility for your own actions.”*

The Scottish Outdoor Access Code provides guidance on a number of different outdoor activities such as walking (and dog walking), cycling, horse riding, climbing and wild camping.

##### South Lanarkshire Local Development Plan 2 (LDP2)<sup>5</sup>

The South Lanarkshire Local Development Plan 2 (LDP2) was adopted on 9 April 2021.

With regards to the outdoor access, Policy 15 Travel and Transport states that:

*“The council expects active travel and the availability and/or provision of public transport facilities and access to be fundamental design and locational elements of new development. New development proposals should*

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<sup>3</sup> Scottish Parliament (2003), Land Reform (Scotland) Act 2003. Available at: <https://www.legislation.gov.uk/asp/2003/2>

<sup>4</sup> NatureScot (2025) The Scottish Outdoor Access Code. Available at: <https://www.outdooraccess-scotland.scot/>

<sup>5</sup> South Lanarkshire Council (2021), Local Development Plan 2. Available at: [Local Development Plan 2 \(LDP2\) - South Lanarkshire Council](https://www.southlanarkshire.gov.uk/Local-Development-Plan-2-(LDP2)-South-Lanarkshire-Council)

*promote opportunities for travel by sustainable travel modes in the following order of priority – walking, cycling, public transport and car.”*

*“Existing walking and cycling routes including former railway lines will be safeguarded and enhanced where appropriate. The loss of these routes will only be acceptable where compensatory replacement can be provided.”*

### 2.2.2 Best Practice Guidance

#### South Lanarkshire Local Development Plan 2 – Supporting Planning Guidance: Renewable Energy (2011)

The document outlines the following relevant guidance in relation to public access:

*“SPP (now superseded by NPF4) requires consideration of public access, including impact on long distance walking and cycling routes and scenic routes identified in the NPF. The Council recognises the importance of outdoor access (walking, cycling, horse riding and non-motorised water based activities) for both the health and social wellbeing of communities and economic vitality of the area. The South Lanarkshire Core Path Plan should be referred to; however, core paths are only one component of the overall outdoor access provision of the area. Core paths will be supplemented by, and linked to, a more extensive network of access routes (non-core paths). There are a number of strategic long distance walking and cycling routes in South Lanarkshire including the Clyde Walkway, Southern Upland Way and elements of the National Cycling Network. These are important visitor attractions...”*

*“Any impacts from renewable energy developments on core paths, wider access network routes and recreational uses across South Lanarkshire require to be fully assessed and, if appropriate, proposed mitigation measures require to be identified. The visual impact of renewable energy developments from core paths and strategic routes is an important consideration...”*

*Wind farm array road networks (turbine service roads) are of importance for recreational access purposes and are often strategically important in linking up elements of the longer distance routes network, as well as offering considerable potential for extending the access network provision (for walking, cycling and horse riding) for local communities. The Land Reform Act creates a statutory right of non-motorised access to most land and inland water in Scotland for the purpose of recreation and passage. There are, however, certain exceptions to this right on grounds of safety, security and privacy. This should be recognised by developers and appropriate public access provision should be incorporated in proposals, and an Access management prepared aimed at addressing the development and future management of the site for recreational access use.”*

#### Good Practice During Wind Farm Construction<sup>6</sup>

NatureScot’s Good Practice During Wind Farm Construction document provides guidance regarding access during the construction and operational phase in Part 8 Recreation and Access.

The guidance states that:

*“Access rights are based on shared responsibilities. The public have to act responsibly, following the Scottish Outdoor Access Code (SOAC), while land owners/managers have a reciprocal responsibility to respect the interests of those who exercise their rights. The Land Reform (Scotland) Act 2003 and SOAC provide the context for access management both during construction and once the wind farm is operational, and this framework is fully integrated with the requirements of other legislation, including health & safety.”*

<sup>6</sup> NatureScot (2024). Good Practice During Wind Farm Construction. Available at: <https://www.nature.scot/doc/good-practice-during-wind-farm-construction#part-8-recreation-and-access>

## 3 Proposed Development

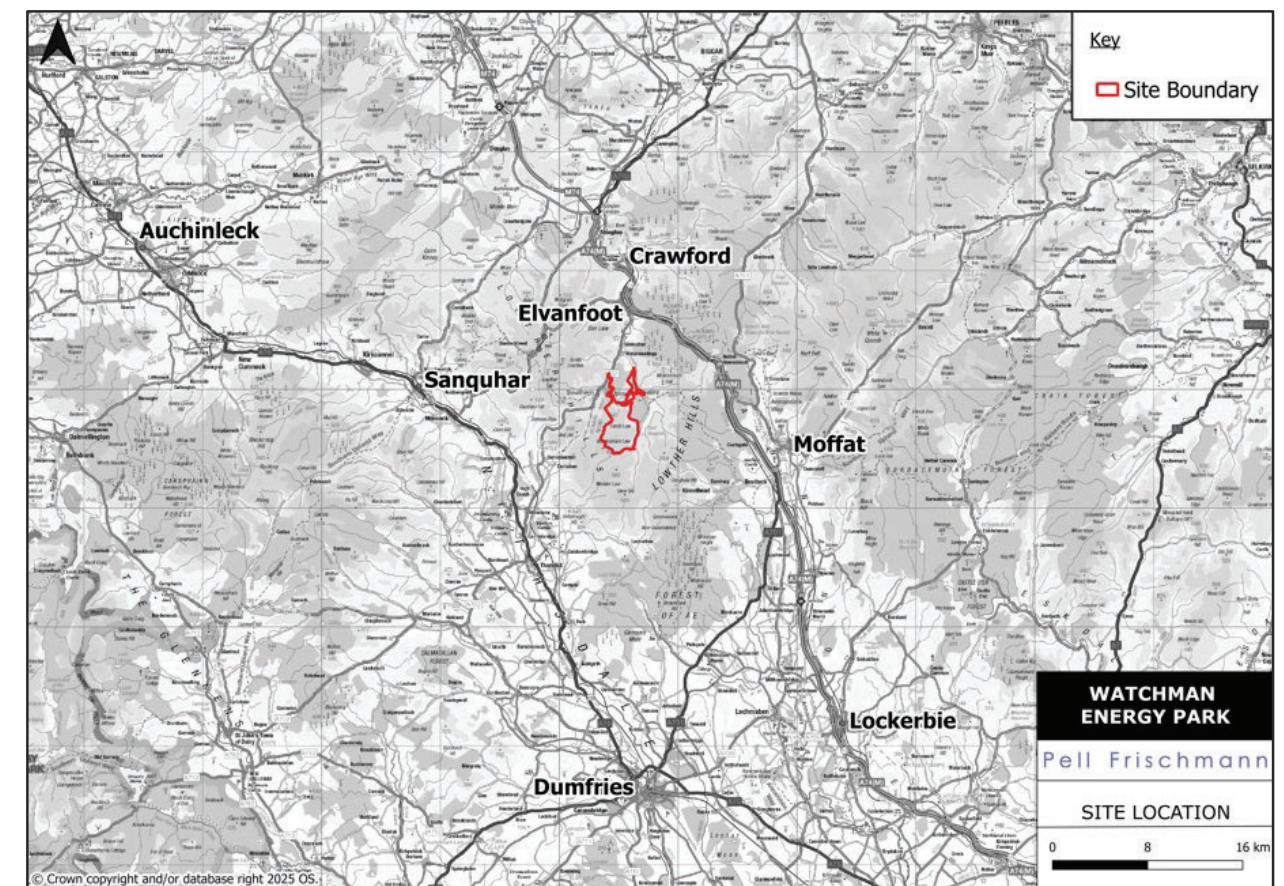
### 3.1 Site Location

The Site covers an area of approximately 1,089 hectares (ha). The Site is located approximately 10 kilometres (km) south of Crawford, 7 km south of Elvanfoot and 12 km to the west of Moffat and between the valley of the Daer Water and the A702. There is commercial forestry to the north, Daer Reservoir and commercial forestry to the east, open moorland of the Southern Uplands to the south, and further open moorland with the A702 road beyond to the west. The Site is within the administrative boundary of SLC.

The main development area (i.e., where the wind turbines and associated infrastructure are to be located) of the Site mainly consists of upland moorland. The Site is intersected by a 2 km (approximate) section of the Southern Upland Way (SUW).

The Site Location is shown in **Figure 1**.

**Figure 1 Site Location**



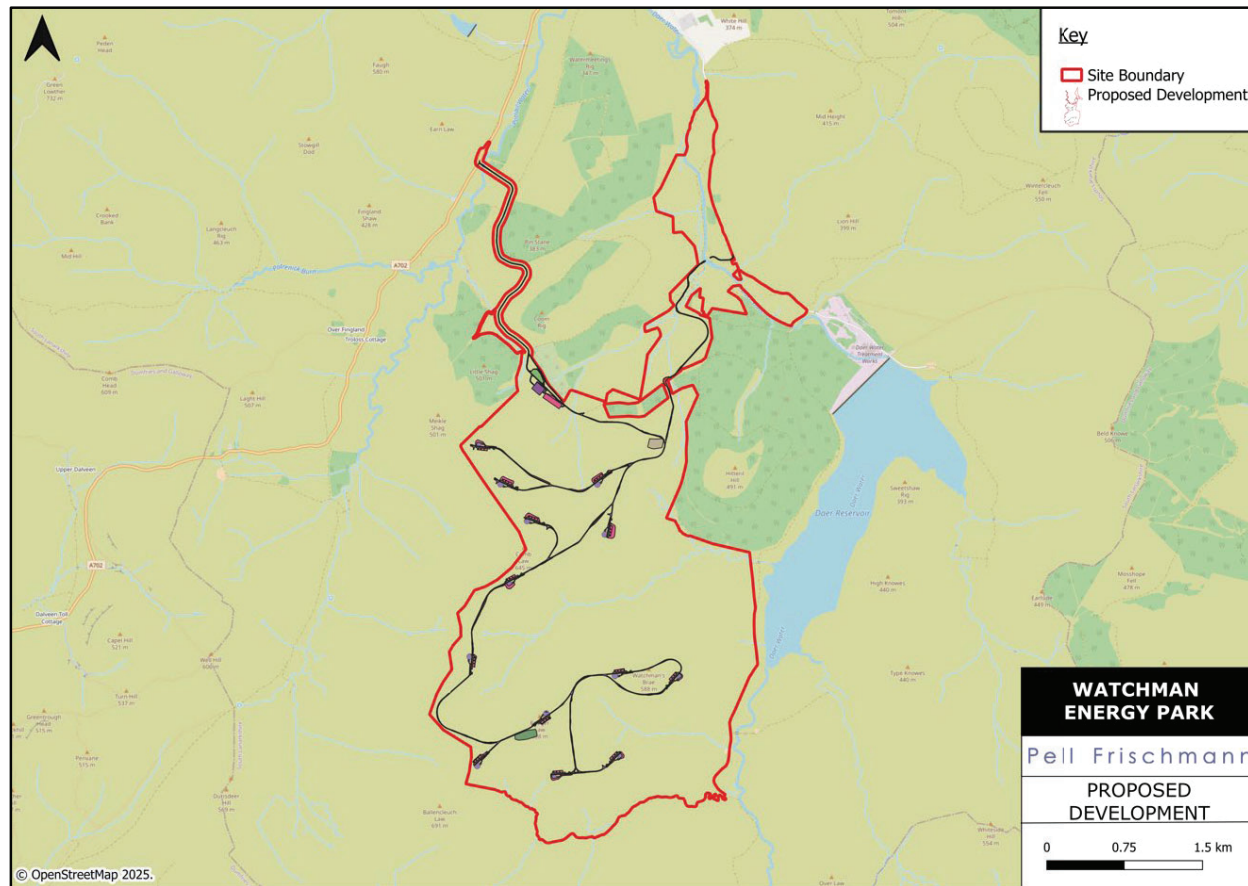
### 3.2 Proposed Development

The Proposed Development comprises the construction, operation and decommissioning of up to 13 wind turbines, a Battery Energy Storage System (BESS), substation and ancillary infrastructure works.

There are two access routes into the Site: the Western Access, from the A702 through Watermeetings Forest, and the Eastern Access, off Daer Water road to enter the site at Wintercleugh. During operation, the Site entrances would be gated to prevent unauthorised vehicular access.

The layout of the Proposed Development is shown in **Figure 2**.

Figure 2 Proposed Development Layout



The construction phase is expected to be 18-months and during this phase, the following traffic would require access to the Site:

- Staff transport, either cars or staff minibuses;
- Construction equipment and materials, deliveries of machinery and supplies such as concrete raw materials using Heavy Goods Vehicles (HGV);
- Abnormal Indivisible Loads (AILs) consisting of the wind turbine components and heavy lift crane(s); and
- Escort vehicles for AIL deliveries, generally Light Goods Vehicles (LGV).

Except for the turbine components, the majority of traffic would be normal construction plant and would include grading tractors, excavators, high-capacity cranes, as well as forklifts and dumper trucks. Most of the construction plant deliveries would arrive at Site on low loaders. Bulk materials would generally be delivered on HGV tipper or articulated vehicles.

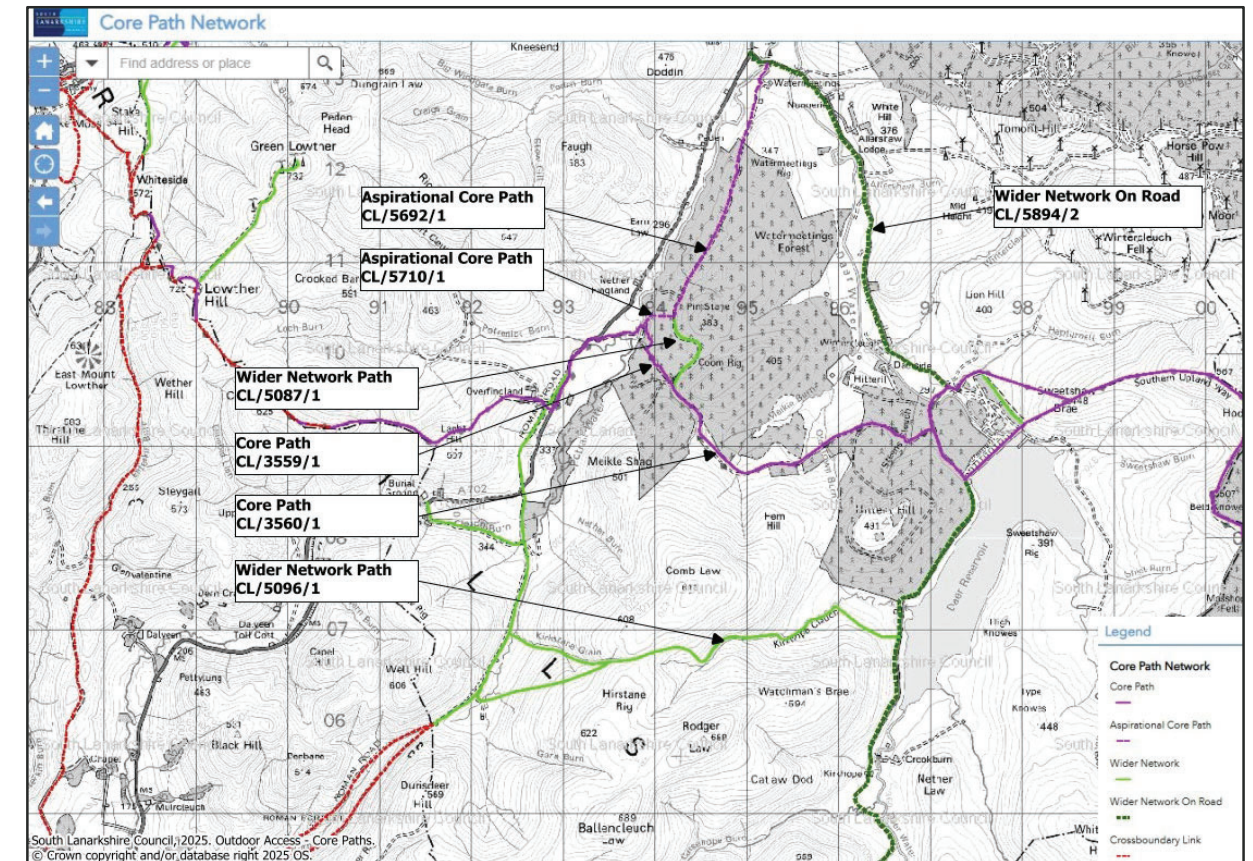
A complete description of the Proposed Development is provided in the Environmental Impact Assessment (EIA) Report (EIAR) **Chapter 2: Description of Proposed Development (EIAR Volume 2)**.

## 4 Outdoor Access Baseline

### 4.1 Path Network

A review of SLC's Core Path network<sup>7</sup> indicates that there are a number of Core Paths, Aspirational Core Paths and Wider Network Paths within the Site Boundary, which are shown in **Figure 3**.

Figure 3 Path Network within the Site Boundary



The SUW is a coast-to-coast long-distance route which runs from Portpatrick on the west coast to Cove on the east coast and is approximately 340 km in length. Sections of the route form part of the Core Path network and a section of the SUW is located within the Site Boundary. Details of the Path Network within (and adjacent to) the Site Boundary shown in **Figure 3** are outlined below in **Table 1**.

Table 1 Paths within (adjacent to) the Site Boundary

Reference	Path Name	Path Type	Total Length (m)
CL/5692/1	Watermeetings - Coom Rig	Aspirational Core Path	2,550*
CL/5710/1	Woodland walk Watermeetings Forest	Aspirational Core Path	400*
CL/5087/1	SL180 Watermeetings forest	Wider Network Path	1,080*
CL/3559/1	SUW, Portrail Water-Coom Rig	Core Path	905
CL/3560/1	SUW, Hitteril Hill	Core Path	3,523
CL/5096/1	SL171Potrail Water - Kirkhope Cleuch	Wider Network Path (& PRoW)	3,300*
CL/5894/2	Daer Water public road	Wider Network On Road	4,481

\* Approximate measurement – measured from OS mapping

<sup>7</sup> South Lanarkshire Council, 2025. Outdoor Access – Core Paths. Available at: [https://www.southlanarkshire.gov.uk/info/200166/getting\\_outdoors/1002/outdoor\\_access/3/](https://www.southlanarkshire.gov.uk/info/200166/getting_outdoors/1002/outdoor_access/3/)

In their EIA Scoping Opinion response (refer to **Technical Appendix 1.2, EIAR Volume 4**), ScotWays provided information on Heritage Paths, Other Routes, Recorded Public Rights of Way (PRoW) and Scottish Hill Tracks. Upon review the paths they noted including Heritage Paths, Other Routes, PRoWs and Scottish Hill Tracks are all located along path routes as described in **Table 1**.

The Heritage Path (Daer Water to Thornhill) runs along the Daer Water public road, while Other Routes path SL/SL180/1 follows the path of the SUW Core Path within the Site Boundary. The PRoW SL/SL171/1 follows the route of Wider Network Path CL/5096/1. From the information provided by ScotWays on Scottish Hill Tracks, Scottish Hill Track SHT(6) 063a appears to mainly follow the path of Wider Network Path CL/5096/1 (also a PRoW) on the western side of the Site, while on the eastern side of the Site it appears to follow Kirkhope Cleuch stream.

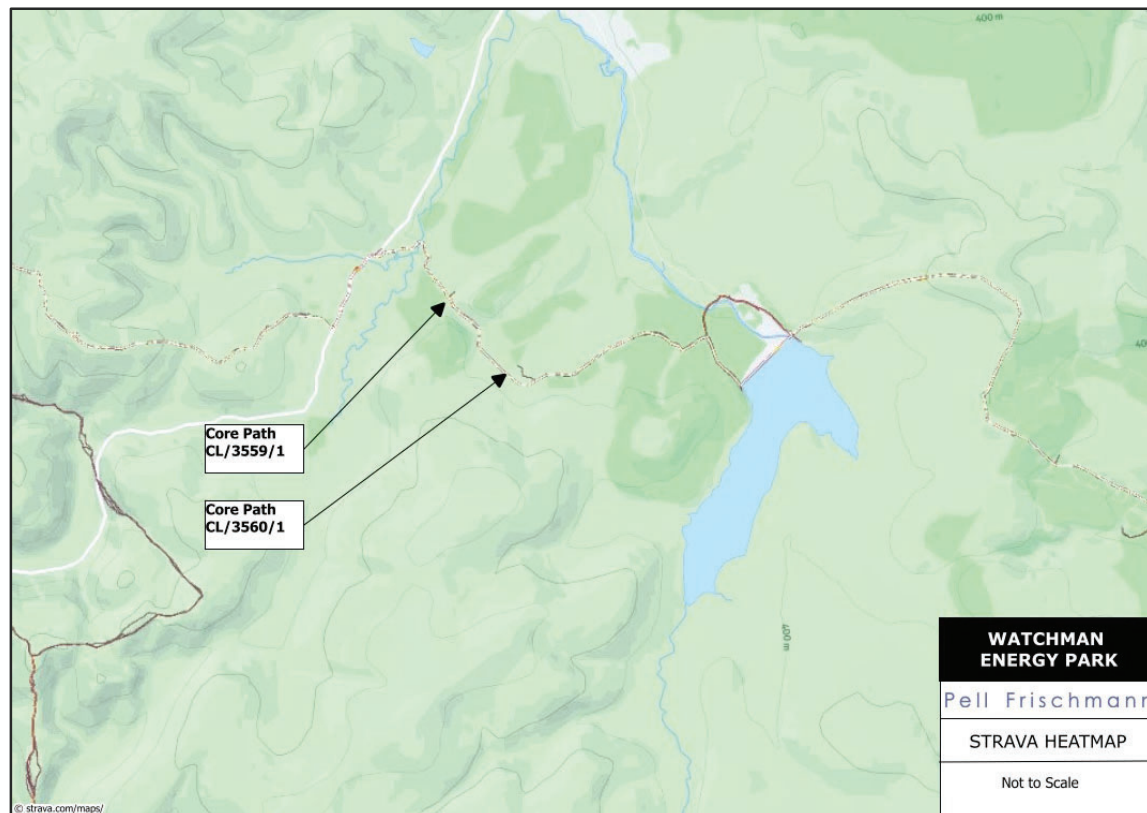
Under the Land Reform (Scotland) Act 2003, walking and dog walking is permitted within the Site. The Scottish Outdoor Access Code provides responsible practices for users.

## 4.2 Existing Network Usage

The usage of the tracks/paths in the vicinity of the Site and within the Site Boundary has been reviewed, by examining the fitness tracking app Strava's Heatmap<sup>8</sup> for the area. This provides an indication of use of the tracks/paths in the Site Boundary to give a comparative review of route popularity. The Heatmap shows 'heat' made by aggregated, public activities over the last year and it is updated monthly by Strava.

An extract from the Strava Heatmap is provided in **Figure 4**. The Heatmap includes activity from members of the public using the track/path network for recreation and exercise. The lighter lines indicate paths that are used more frequently, with the darker lines indicating the paths that are used less frequently.

Figure 4 Strava Heatmap Extract



<sup>8</sup> Strava Heatmap, Available at: <https://www.strava.com/heatmap>

The Heatmap indicates that the Core Paths, also part of the SUW, within the Site Boundary are used by recreational users (Strava users) as shown in **Figure 4**. There does not appear to be any records of Strava users on the Aspirational Core Paths CL/5692/1 or CL/5710/1 or on the Wider Network Paths/PRoW shown in **Figure 4**.

## 4.3 Road Network

### 4.3.1 Public Road Network

There are no public roads within the Site Boundary of the Proposed Development. There are two public roads which route along the edge of the Site Boundary of the Proposed Development and these would be used by construction traffic associated with the Proposed Development which are as follows:

- Daer Water, is a two-way single track road with passing places which links A702 to the Eastern Access; and
- A702, is a two-way single carriageway where the access junction to the Western Access is located.

Kirkhope public road is located along the south-eastern section of the Site Boundary, however, this would not be used by construction traffic associated with the Proposed Development.

### 4.3.2 Car Parking

There are no public car parking areas located within the Site Boundary of the Proposed Development.

## 4.4 Recreational Amenities

There are no recreational amenities available within the Site Boundary of the Proposed Development.

## 4.5 Local Communities

There are no local communities within the Site Boundary of the Proposed Development. The closest settlement to the Proposed Development is the village of Elvanfoot approximately 7 km to the north of the Site.

A number of scattered residential properties are located within the surrounding area of the Site including properties along the A702 road, and the minor road (Daer Water road) leading to the Daer Reservoir.

## 4.6 Other Land Uses

### 4.6.1 Hill Walking and Mountaineering

Hill walking is permitted under the Land Reform (Scotland) Act 2003. Within the Site Boundary, there a number of hills including:

- Comb Law;
- Watchman's Brae;
- Rodger Law; and
- Hirstane Rig.

### 4.6.2 Cycling

With regards to cycling, a review of Walk Wheel Cycle Trust's (formerly Sustrans) National Cycle Network (NCN) map<sup>9</sup> indicates that the nearest route is NCN Route 74, which connects Strathclyde Country Park and National Cycle Network Route 75 north of Hamilton and the village of Crawford to the south, which is approximately 9 km to the north.

While there are no formal cycling routes within the Site Boundary of the Proposed Development, the Daer Water public road (part of the wider network of paths) is lowly trafficked and suitable for cyclists of all levels. Furthermore,

<sup>9</sup> Walk Wheel Cycle Trust, 2025. The National Cycle Network. Available at: <https://www.walkwheelcycletrust.org.uk/national-cycle-network/>

under the Land Reform (Scotland) Act 2003, cycling within the Site is permitted and the Scottish Outdoor Access Code provides responsible practices for users.

#### 4.6.3 Camping

There are no formal camp sites within the Site Boundary of the Proposed Development, however under the Land Reform (Scotland) Act 2003, wild camping within the Site is permitted and the Scottish Outdoor Access Code provides responsible practices for users.

#### 4.6.4 Equestrian

There are no formal equestrian facilities within the Site Boundary of the Proposed Development, however under the Land Reform (Scotland) Act 2003, horse riding within the Site is permitted and the Scottish Outdoor Access Code provides responsible practices for users.

#### 4.6.5 General Outdoor Recreation

Under the Land Reform (Scotland) Act 2003, the area within the vicinity of the Site supports activities such as picnicking, wildlife watching and photography.

## 5 Potential Access Impacts

### 5.1 Construction Phase

The construction phase is anticipated to present the most substantial, albeit temporary, impacts on public access and amenity within the Site. These may include:

- Direct Safety Risks:
  - Vehicle-User Conflict: Increased risk of collisions between construction vehicles (HGVs, AILs, cars / LGVs) and recreational users (walkers, cyclists, horse riders) on Core Paths, PRoWs, shared access tracks or public roads.
  - Working Area Hazards: Risks from excavations, moving plant, overhead lifting operations, falling objects (e.g., during turbine erection), borrow pit excavation operations and material storage within or adjacent to active construction zones.
- Access Restrictions and Severance:
  - Temporary Closures: Full or partial temporary closures or restrictions of Core Paths, PRoWs or tracks for health and safety reasons, particularly surrounding turbine erection areas, borrow pits, and active track construction.
  - Diversions: Requirement for diversions that may increase journey length, alter gradient or reduce amenity.
  - Physical Barriers: Fencing, gates or other physical barriers to prevent unauthorised access into hazardous areas, potentially leading to perceived or actual severance of routes.
- Disruption to Amenity and Experience:
  - Noise and Vibration: From construction plant, vehicle movements; impacting the tranquillity of recreational areas.
  - Dust and Mud: Generated by construction traffic, affecting air quality and surface conditions on shared routes.
  - Visual Intrusion: Presence of construction machinery, site compounds and partial structures impacting the landscape character during recreational pursuits.
  - Reduced Enjoyment: Overall diminishment of the recreational experience due to the industrial nature of construction.
- Impacts specific to AIL Movements:
  - Road Delays: Short-term, intermittent or significant delays on public roads to facilitate AIL passage, affecting all road users.
  - Third-Party Land Encroachment: Temporary use of verges, private drives, or field edges during AIL movements that may impact local access or require specific permissions.

#### 5.1.1 Paths Impacted

The access tracks to be used by construction traffic within the Site Boundary of the Proposed Development cross over the following Core Paths:

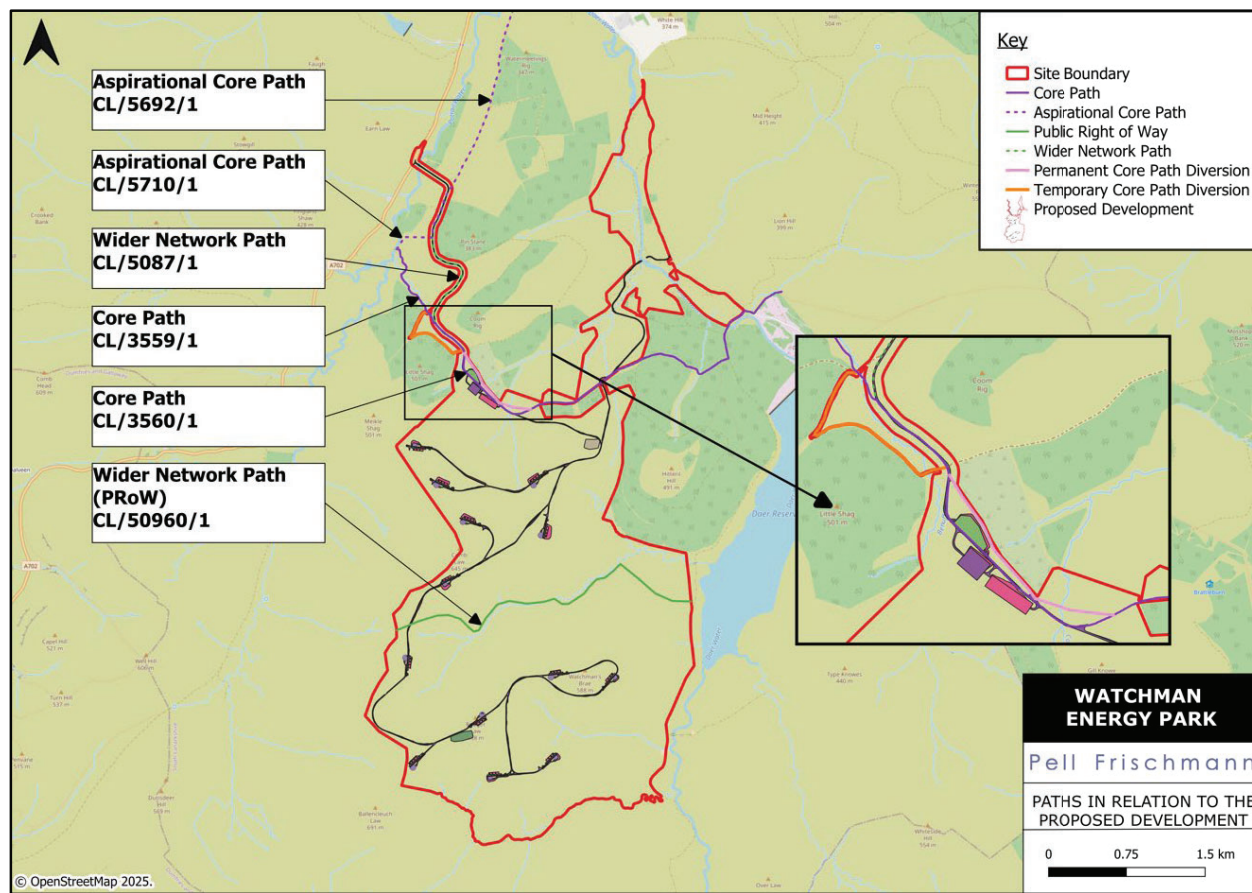
- Core Path CL/3559/1 (SUW, Portrail Water-Coom Rig); and
- Core Path CL/3560/1 (SUW, Hitteril Hill).

The access tracks to be used by construction traffic for the Proposed Development also cross the following paths within the Site Boundary:

- Aspirational Core Path CL/5692/1 (Watermeetings - Coom Rig);
- Aspirational Core Path CL/5710/1 (Woodland walk Watermeetings Forest);
- Wider Network Path CL/5087/1 (SL180 Watermeetings forest); and
- Wider Network Path (PRoW) CL/5096/1 (SL171Potrail Water - Kirkhope Cleuch).

The location of the paths in relation to the onsite access tracks is shown in **Figure 5**.

Figure 5 Paths in Relation to the Proposed Development



### 5.1.2 Potential Impacts on Users

**Table 2** summarises the potential impacts on users of the area which have been identified within the construction phase of the Proposed Development.

**Table 2 Potential Impacts During the Construction Phase**

User	Potential Impact
Walkers – Core Paths / PRoWs / Tracks	<p><b>Temporary Closures:</b> Full or partial temporary closures of Core Paths / PRoWs / Tracks for health and safety reasons, particularly surrounding turbine erection areas, borrow pits, and access track construction.</p> <p><b>Vehicle-User Conflict:</b> Increased risk of collisions between construction vehicles (HGVs, AILs, cars / LGVs) and walkers on Core Paths / PRoWs / Tracks crossed by construction traffic.</p> <p><b>Noise and Vibration:</b> Increased noise from construction plant, vehicle movements, and blasting, on Core Paths / PRoWs / Tracks close to construction areas.</p> <p><b>Dust and Mud:</b> Generated by construction traffic, affecting air quality and surface conditions on Core Paths / PRoWs / Tracks crossed by construction traffic.</p> <p><b>Visual Intrusion:</b> Presence of construction machinery, site compounds, and partial structures impacting the landscape character during recreational pursuits.</p> <p><b>Reduced Enjoyment:</b> Overall diminishment of the recreational experience due to the industrial nature of construction.</p>
Cyclists	<p><b>Road Delays:</b> The majority of cycling within the vicinity of the Site occurs on local public roads, which may be impacted by delays.</p> <p><b>Vehicle-User Conflict:</b> Increased risk of collisions between construction vehicles and cyclists on public roads in the vicinity of the Site or along tracks within the Site.</p> <p><b>Noise and Vibration:</b> From additional construction vehicle movements along the public road network (within the Study Area – refer to <b>Chapter 9: Traffic and Transport (EIAR Volume 2)</b>) or along tracks within the Site.</p>

User	Potential Impact
	<p><b>Dust and Mud:</b> Generated by construction traffic, affecting air quality and surface conditions on the public road network within the study area or along tracks within the Site.</p>
Horse Riders	<p><b>Noise and Vibration:</b> Tracks within the Site Boundary of the Proposed Development may be impacted by noise from construction plant, vehicle movements with the potential to panic or frighten the horse.</p> <p><b>Dust and Mud:</b> Generated by construction traffic, affecting air quality and surface conditions on tracks within the Site Boundary.</p> <p><b>Visual Intrusion:</b> Presence of construction machinery, site compounds, and partial structures impacting the landscape character during equestrian activities.</p> <p><b>Reduced Enjoyment:</b> Overall diminishment of the recreational experience due to the industrial nature of construction.</p>
Public Road Network	<p><b>Vehicle-User Conflict:</b> Increased risk of collisions between construction vehicles and public road users.</p> <p><b>Road Delays:</b> Short-term, intermittent or significant delays on public roads to facilitate AIL passage, affecting all road users.</p> <p><b>Noise and Vibration:</b> From additional construction vehicle movements along the public road network within the study area.</p> <p><b>Dust and Mud:</b> Generated by construction traffic, affecting air quality and surface conditions on the public road network within the study area.</p>
Car Parking	No impacts given there are no public car parks within the Site Boundary of the Proposed Development.
Users of Wild Camping and General Outdoor Recreation	<p><b>Visual Intrusion:</b> Presence of construction machinery, site compounds, and partial structures impacting the landscape character for those wild camping.</p> <p><b>Noise and Vibration:</b> Increased noise from construction activities on Site.</p> <p><b>Reduced Enjoyment:</b> Overall diminishment of the recreational experience due to the industrial nature of construction.</p>
Local Communities	<p><b>Vehicle-User Conflict:</b> Increased risk of collisions between construction vehicles and pedestrians within local communities within the study area.</p> <p><b>Noise and Vibration:</b> From additional construction vehicle movements passing through communities within the study area.</p> <p><b>Dust and Mud:</b> Generated by construction traffic, affecting air quality and surface conditions on the public roads in communities within the study area.</p>

## 5.2 Operational Phase

The Proposed Development is expected to operate over a period of 40 years. The operational phase is restricted to occasional maintenance operations which generate low volumes of traffic that are not considered to be in excess of daily traffic, as such the potential impacts on walking and cycling routes, in the vicinity of the public road are considered minimal.

It is expected that these low volumes of operational traffic would also have a minimal impact within the Site.

**Table 3** summarises the potential impacts which have been identified within the operational phase of the Proposed Development.

**Table 3 Potential Impacts During the Operational Phase**

User	Potential Impact
Walkers - Core Paths / PRoWs / Tracks	<p>During most of the operational phase, no impacts are anticipated. However, significant maintenance could cause temporary, localised disruptions similar to those during construction, but over a much smaller area and for a significantly shorter duration.</p> <p>Topple hazard of wind turbines for people using Core Paths / PRoW / Tracks or access tracks associated with the Proposed Development within the Site are considered extremely low, but it is a recognised planning and safety issue. Modern turbines are designed and certified to strict engineering standards, with multiple safeguards against structural failure, so complete collapse is extremely rare.</p>
Cyclists	<p>During most of the operational phase, no impacts are anticipated in relation to cyclists who may wish to make use of the tracks (Core Paths / PRoW / Tracks or access tracks associated with the Proposed Development) within the Site. However, significant</p>

User	Potential Impact
	<p>maintenance could cause temporary, localised disruptions similar to those during construction, but over a much smaller area and for a significantly shorter duration.</p> <p>Topple hazard of wind turbines for cyclists using Core Paths / PRow / Tracks or access tracks associated with the Proposed Development within the Site are considered extremely low, but it is a recognised planning and safety issue. Modern turbines are designed and certified to strict engineering standards, with multiple safeguards against structural failure, so complete collapse is extremely rare.</p>
Horse Riders	<p>A perceived negative impact exists for some equestrians when horse and carriage riders are within 200 m of a turbine, primarily due to the potential for blade and shadow movement to startle or frighten their animals.</p> <p>For the most part, the operational phase would be free of other impacts, with the exception of those arising from significant maintenance work which would have a similar impact on horse riders as those during construction, but over a much smaller area and for a significantly shorter duration.</p> <p>Topple hazard of wind turbines for horse riders using Core Paths / PRow / Tracks or access tracks associated with the Proposed Development within the Site are considered extremely low, but it is a recognised planning and safety issue. Modern turbines are designed and certified to strict engineering standards, with multiple safeguards against structural failure, so complete collapse is extremely rare.</p>
Public Road Network	No impact.
Car Parking	No impact.
Users of Camp Sites and General Outdoor Recreation	<p>During most of the operational phase, no impacts are anticipated. However, significant maintenance could cause temporary, localised disruptions similar to those during construction, but over a much smaller area and for a significantly shorter duration.</p> <p>Topple hazard of wind turbines for campers using areas within the Site are considered extremely low, but it is a recognised planning and safety issue. Modern turbines are designed and certified to strict engineering standards, with multiple safeguards against structural failure, so complete collapse is extremely rare.</p>
Local Communities	No impact.

### 5.3 Decommissioning Phase

The potential impacts during the decommissioning phase can only be fully assessed closer to that period, 40 years on from the completion of the Proposed Development. It would therefore be proposed that an updated OAMP would be undertaken at that time, if deemed necessary by SLC.

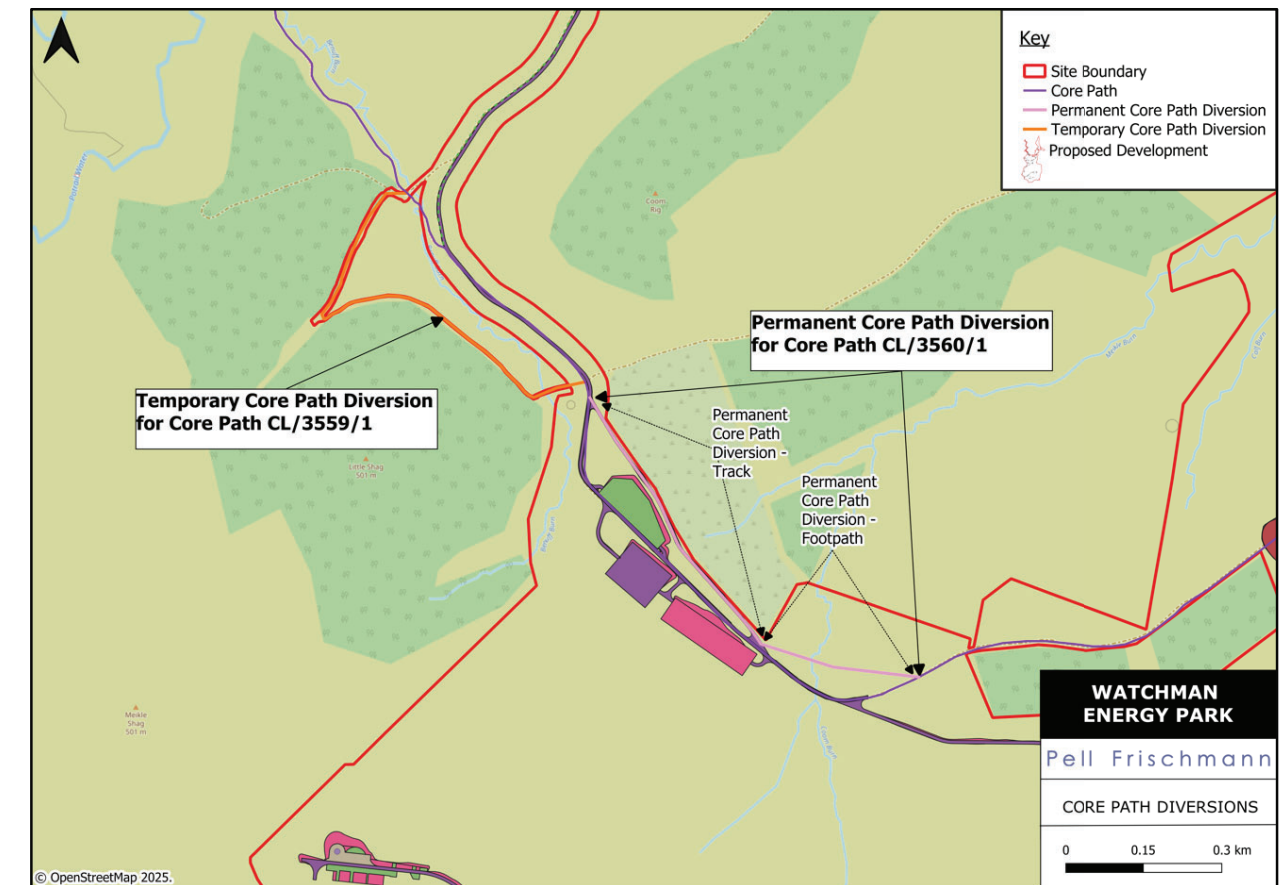
## 6 Mitigation and Monitoring

### 6.1 Construction Phase

#### 6.1.1 Core Path Users

The permanent and temporary Core Path diversions relative to the onsite access tracks and infrastructure associated with the Proposed Development are illustrated in **Figure 6**.

Figure 6 Core Path Diversions



#### Permanent Core Path Diversion

The Proposed Development includes a permanent diversion to a short section (approximately 880 m) of the SUW which is noted as Core Path CL/3560/1 (Southern Upland Way, Hitteril Hill) on SLC's Core Path Network map<sup>10</sup>. Appropriate signage would be put in place to direct users to the permanent diversion. Permission for providing this permanent diversion would be obtained through the separate process of seeking a diversion order under Section 208 of the Town and Country Planning (Scotland) Act 1997<sup>2</sup>.

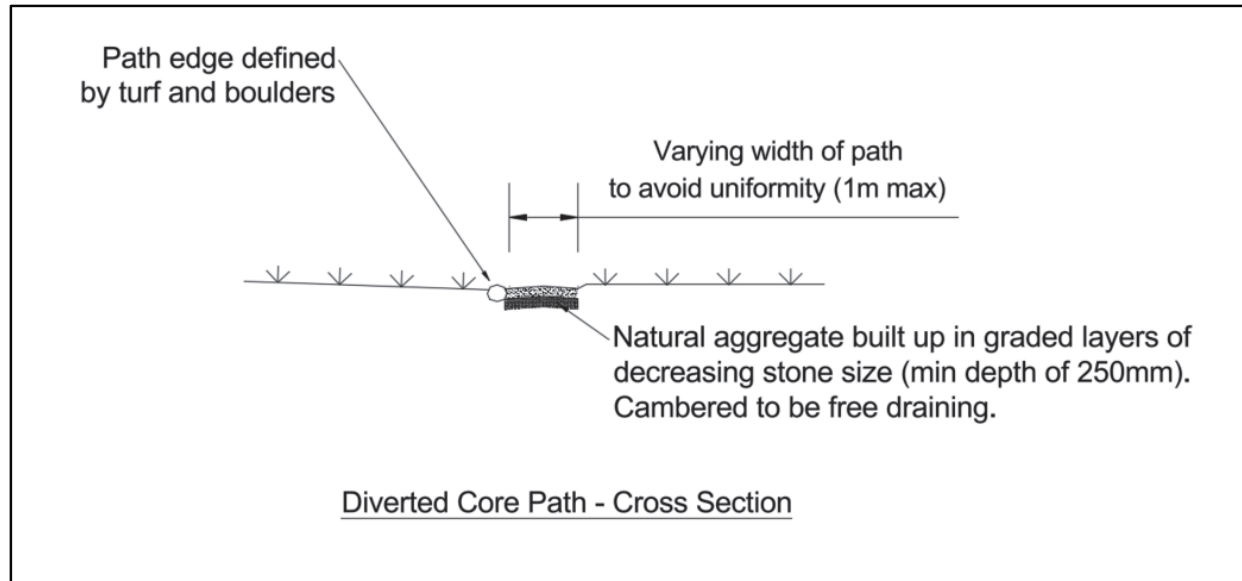
The permanent diversion would be provided so that users of the Core Path network can avoid infrastructure associated with the Proposed Development. During the construction phase, the permanent diversion would not be used by construction traffic associated with the Proposed Development, instead it would provide continuing access for existing users away from the active construction areas at the Proposed Development. Approximately 570 m of the permanent Core Path diversion would form a track of 6 m width to allow continued right of way for

<sup>10</sup> Available at: <https://southlanarkshire.maps.arcgis.com/apps/webappviewer/index.html?id=ea777bba61f94767a4a801f2f1d65e8b>

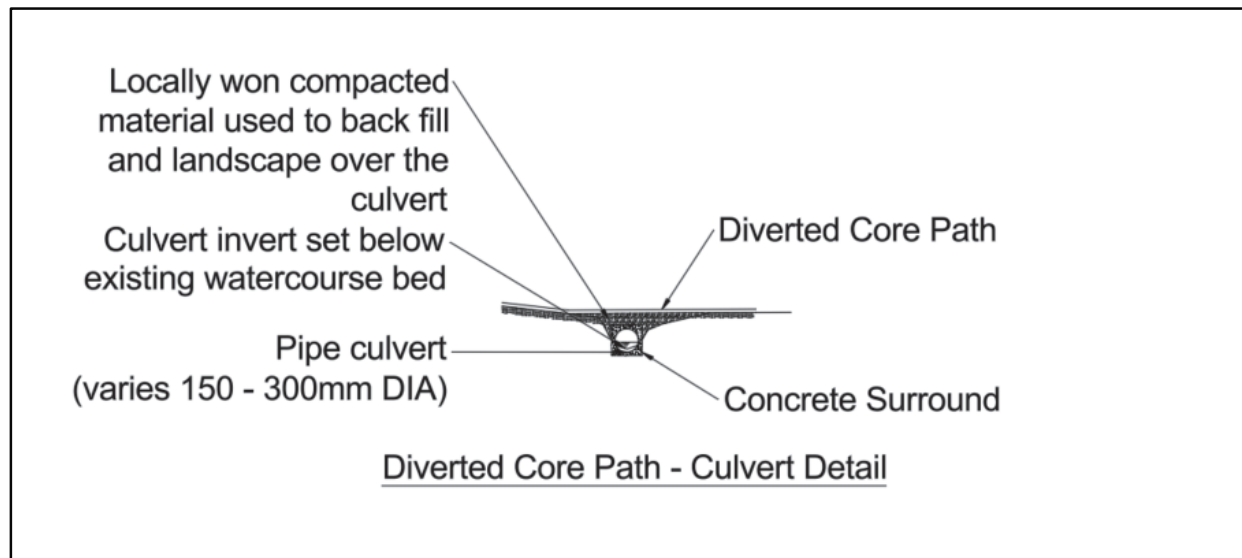
local farms and forestry operations, while approximately 310 m would form a footpath of circ. 1 m width. The location of these sections of the permanent Core Path diversions are shown in **Figure 6** above.

A typical cross section of the proposed permanent Core Path diversion (footpath) is shown in **Figure 7**, and a typical cross section of the proposed permanent Core Path diversion (footpath) over a watercourse is shown in **Figure 8**.

**Figure 7 Typical Cross Section of the Proposed Permanent Core Path Diversion (footpath)**



**Figure 8 Typical Cross Section of the Proposed Permanent Core Path Diversion at Watercourse (footpath)**



The existing Core Path CL/3560/1 would be upgraded to form part of the Site access tracks which would provide access for construction/maintenance vehicles to the Proposed Development area. Refer to **Chapter 2: Description of Proposed Development (EIAR Volume 2)** for further information on onsite access tracks.

#### Temporary Core Path Diversion

A temporary diversion during construction would be put in place for the part of the SUW which is noted as Core Path CL/3559/1 (Southern Upland Way, Potrail Water-Coom Rig). The diversion would follow an established diversion route used during forestry operations and is formed of an existing track alignment. Appropriate signage

would be put in place to direct users to the diversion. Crossing points would be provided where required, with additional signage provided to alert users and construction traffic of the crossing location. Formal consent for the temporary closure of Core Path CL/3559/1 (SUW, Potrail Water-Coom Rig) would be agreed with SLC.

The section of Core Path CL/3559/1 (SUW, Potrail Water-Coom Rig) closed during the construction phase would be inspected prior to closure. Once the construction phase is complete, this would be re-surveyed, and necessary work carried out to return the path to active use in a suitable condition as agreed with SLC. The Core Path can be re-opened at this location following any necessary work post construction.

#### 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 Boundary, 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 pit, 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 PRowS and Existing Tracks by Construction Traffic

The proposed access tracks for the Proposed Development intersect with the Wider Network Path CL/5096/1 (PRow SL/SL171/1) and CL5087/1 and Aspirational Core Paths CL/5692, CL/5710/1. These paths would remain open during the construction phase and therefore would be crossed over by construction vehicles. As such 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'<sup>11</sup> and Chapter 8 of the 'Traffic Signs Manual and Guidance for Safer Temporary Traffic Management'.<sup>12</sup> 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, cross over with these paths, 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 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 would control PRow 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.

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

<sup>12</sup> Traffic Safety Measures and Signs for Road Works and Temporary Situations, Department for Transport, 2009

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 users of 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 2015<sup>13</sup>, 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.

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

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 **Appendix 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. The permanent diversion to Core Path CL/3560/1 would remain in place during operation.

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 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 Boundary of the Proposed Development.

### 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 Limited has been commissioned by Ramboll UK Limited, on behalf Watchman Energy Park Limited ('the Applicant') to prepare a framework for an Outdoor Access Management Plan (OAMP) for the proposed Watchman 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 detailed 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 there are Core Paths which form part of the Southern Upland Way (SUW) located within the Site Boundary of the Proposed Development, as well as Aspirational Core Paths, a PRoW and Wider Network Paths. The land within the Site Boundary may be accessed by the general public through the Land Reform (Scotland) Act 2003.

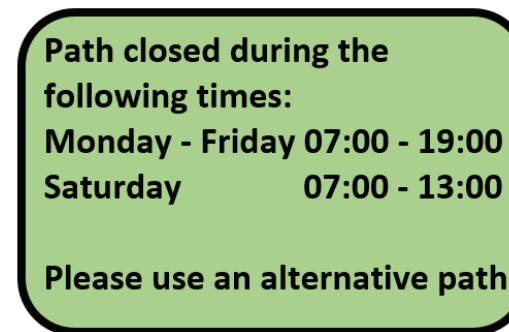
During construction, potential impacts on recreational users at the Site are expected to be temporary relating to potential safety risks, disruptions, and decreased recreational enjoyment due to machinery, noise, and visual intrusion. During operation, minimal impacts are expected and where this would 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. With regards to the Core Path network within the Site Boundary, a permanent diversion is proposed to a short section (approximately 880 m) of the SUW which is noted as Core Path CL/3560/1 (Southern Upland Way, Hitteril Hill), while a temporary diversion during construction would be put in place for the part of the SUW which is noted as Core Path CL/3559/1 (Southern Upland Way, Portrail Water-Coom Rig). Other mitigation includes the provision of a Public Access Management Area (PAMA), provision of crossing points, appropriate signage and on-site training. The provision of new tracks and upgrade of existing tracks within the Site would 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 detailed OAMP to be prepared post consent, which would be secured by an appropriately worded planning condition.

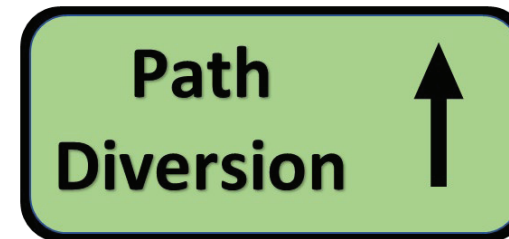
## Appendix A Indicative Diversion Sign Plates

### Path Restrictions Signage:

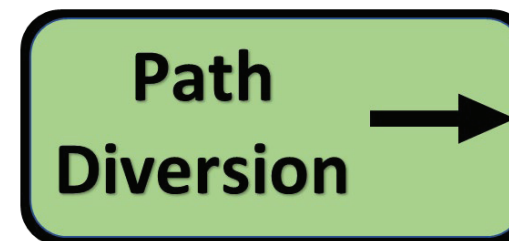


### Diversion Signage:

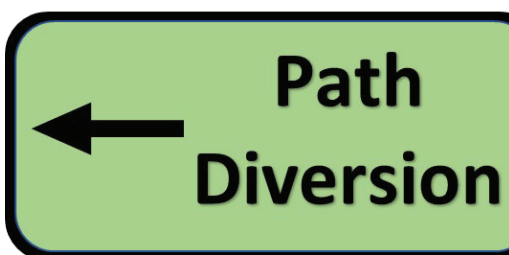
#### Sign Type 1



#### Sign Type 2




#### Sign Type 3



General Information Sign Example:

**Watchman 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.