

Technical Appendix 9.2: Outdoor Access Management Plan

Pell Frischmann

Ravengill Energy Park

Outdoor Access Management Plan (OAMP)

April 2026

10109873

Confidentiality						
This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.						
Report Ref.	Ravengill EIA_TA 9.2 Outdoor Access Management Plan_V2.Docx					
File Path	https://ramboll-my.sharepoint.com/personal/sophie_scott_ramboll_com/Documents/Ravengill Energy Park EIA - REH2024N04129/Reports/EIAR/Vol 4 Technical Appendices/9. Traffic/Ravengill EIA_TA 9.2 Outdoor Access Management Plan_v2.docx					
Rev	Suit	Description	Date	Originator	Checker	Approver
V1		Draft	24/03/2026	E Moran	S Cochrane	G Buchan
V2		Second Draft	20/04/2026	E Moran	S Cochrane	G Buchan
Ref. reference. Rev revision. Suit suitability.						

Prepared for

Ravengill Energy Park Ltd.

10 Newton Place
Glasgow
Scotland
G3 7PR

Prepared by

Pell Frischmann Consultants Ltd.

First Floor, South Wing
55 Baker Street
London
W1U 8EW

Pell Frischmann

Contents

1 Introduction 1

1.1 Purpose of the Report..... 1

1.2 Report Structure 1

2 Methodology 2

2.1 Approach..... 2

2.2 Policy and Guidance..... 2

3 Proposed Development 5

3.1 Site Location 5

3.2 Proposed Development 5

4 Outdoor Access Baseline 7

4.1 Path Network 7

4.2 Existing Network Usage..... 8

4.3 Road Network 9

4.4 Recreational Amenities 9

4.5 Local Communities 9

4.6 Other Land Uses..... 10

5 Potential Access Impacts..... 11

5.1 Construction Phase 11

5.2 Operational Phase 13

5.3 Decommissioning Phase 14

6 Mitigation and Monitoring..... 15

6.1 Construction Phase 15

6.2 During Operation 18

6.3 During Decommissioning..... 19

7 Enhancement..... 20

7.1 Proposed Network Opportunities..... 20

7.2 Ongoing Maintenance..... 20

8 Summary..... 21

Figures

Figure 1 Site Location5

Figure 2 Path Network within the Site Boundary.....7

Figure 3 Strava Heatmap Extract9

Figure 4 Paths in Relation to the Proposed Development12

Tables

Table 1 Paths within the Site Boundary.....7

Table 2 Potential Impacts During the Construction Phase.....12

Table 3 Potential Impacts During the Operational Phase13

Annexes

Annex A Indicative Diversion Sign Plates

1 Introduction

1.1 Purpose of the Report

Pell Frischmann Consultants Limited (PF) has been commissioned by Ramboll UK Limited (Ramboll), on behalf of Ravengill Energy Park Limited (hereafter referred to as 'the Applicant') to prepare a framework for the preparation of a full Outdoor Access Management Plan (OAMP) for the proposed Ravengill 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 full OAMP to be prepared post consent, which can be secured by planning condition.

This report is the copyright of PF (2026) and the Applicant. No liability is accepted for the use of this report, in whole or in part, by third parties. No section of this document may be reproduced without prior written approval.

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 outlines an initiative-taking 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)¹

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:

- *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 1997²

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;*
- *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;*

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

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

- *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 2003³

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 outlines duties of Scottish Natural Heritage with respect to The Scottish Outdoor Access Code. It notes that The Scottish Outdoor Access Code should give guidance to the following bodies in relation to access rights:

- *“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

The Scottish Outdoor Access Code⁴ 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)⁵

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

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

³ Scottish Parliament (2003), Land Reform (Scotland) Act 2003. Available at: <https://www.legislation.gov.uk/asp/2003/2>
⁴ NatureScot (2025), The Scottish Outdoor Access Code. Available at: <https://www.outdooraccess-scotland.scot/>
⁵ South Lanarkshire Council (2021), Local Development Plan 2. Available at: [Local Development Plan 2 \(LDP2\) - South Lanarkshire Council](#)

“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)⁶

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

NatureScot’s Good Practice During Wind Farm Construction⁷ 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.”

⁶ South Lanarkshire Council (2011). South Lanarkshire Local Development Plan 2 – Supporting Planning Guidance: Renewable Energy https://www.southlanarkshire.gov.uk/downloads/download/868/renewable_energy_supplementary_guidance
⁷ 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>

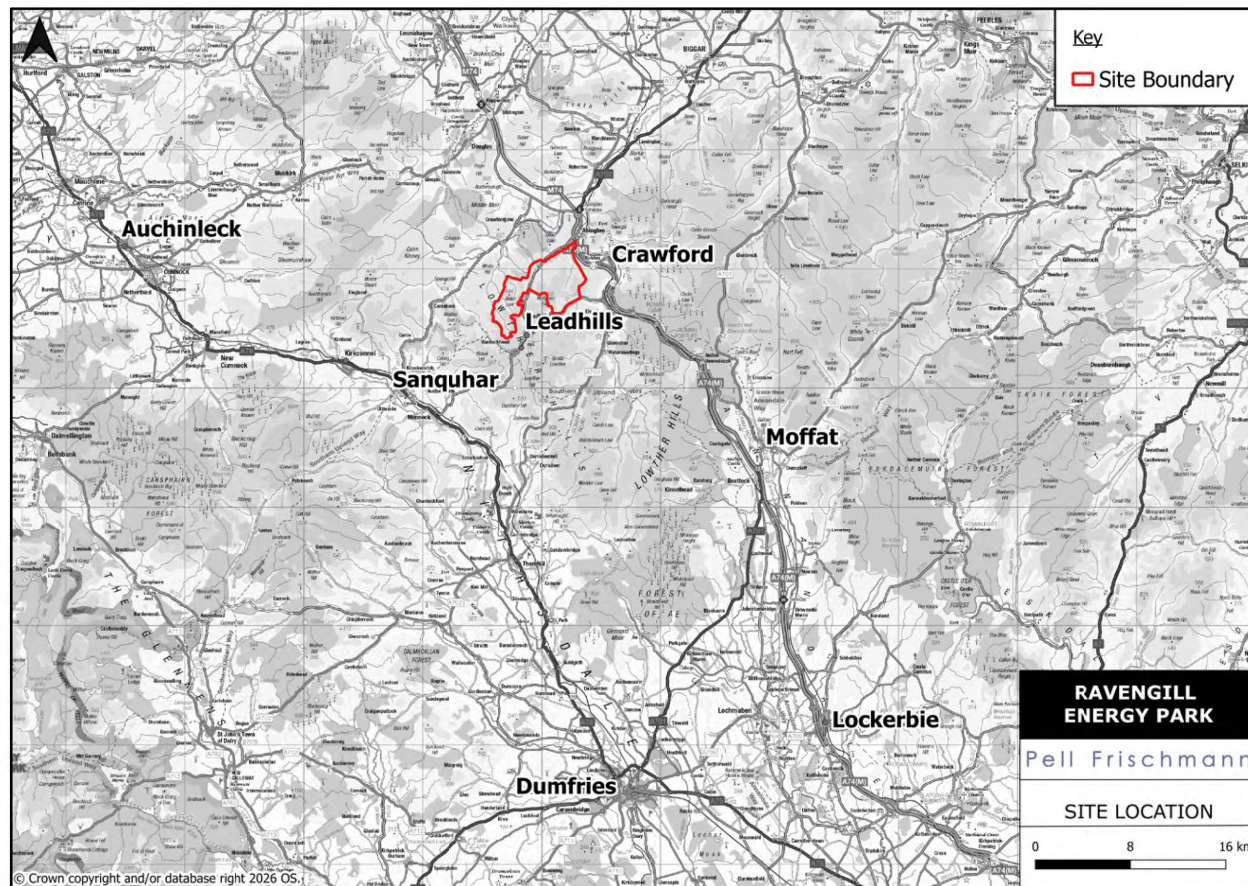
3 Proposed Development

3.1 Site Location

The Site covers an area of approximately 2,555 hectares (ha). The Site is located north of Leadhills village, south of Abington village and west of the A74(M) motorway. The Site is within the administrative boundary of SLC.

The Site predominantly comprises open moorland, improved grassland and semi-improved grassland, with areas of forestry located in the valleys, predominantly to the east of the B797. The Site location is shown in **Figure 1**.

Figure 1 Site Location



3.2 Proposed Development

The Proposed Development would comprise the following:

- 21 wind turbines with a maximum tip height of 220 metres (m);
- permanent foundations supporting each wind turbine, and associated crane hardstanding at each wind turbine base;
- a temporary construction site entrance from the A74(M) motorway, to allow delivery of Abnormal Indivisible Loads (AILs) only, required for turbine component delivery. Empty AIL vehicles would return to the road network via the B797 road, rejoining the M74 at Junction 14;
- two new junctions on the B797 road for site traffic and two new junctions on the C16 Crawfordjohn Road between the B797 and B740 at Crawfordjohn;
- a series of new on-site access tracks with associated watercourse crossings (where the final layout dictates), which may include upgrade and/or relocation of existing access tracks across the Site;
- underground power cables, generally laid in trenches alongside access tracks;
- on-site substation and control building;

- temporary construction compounds and laydown areas; and
- a BESS, with approximately 50 MW capacity, co-located with the on-site substation; and
- four temporary construction compounds and laydown areas, the main one located adjacent to the substation and BESS sites and three satellite compounds: two located in the western area of the Site and the other located in the northern area.

In addition, the following ancillary works would be necessary:

- extraction of rock from borrow pits. Four borrow pit search areas have been located within the Site;
- temporary on-site concrete batching plant. This would be located within the temporary compound areas and/or one of the borrow pit search areas; and
- where necessary, works on land outside the main development area and immediately adjacent to the A74(M) to facilitate the delivery of AIL (e.g. construction of over-run areas and temporary modifications to street furniture etc).

The layout of the Proposed Development is shown on **Figure 2.1 (EIAR Volume 3a)**.

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);
- 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.

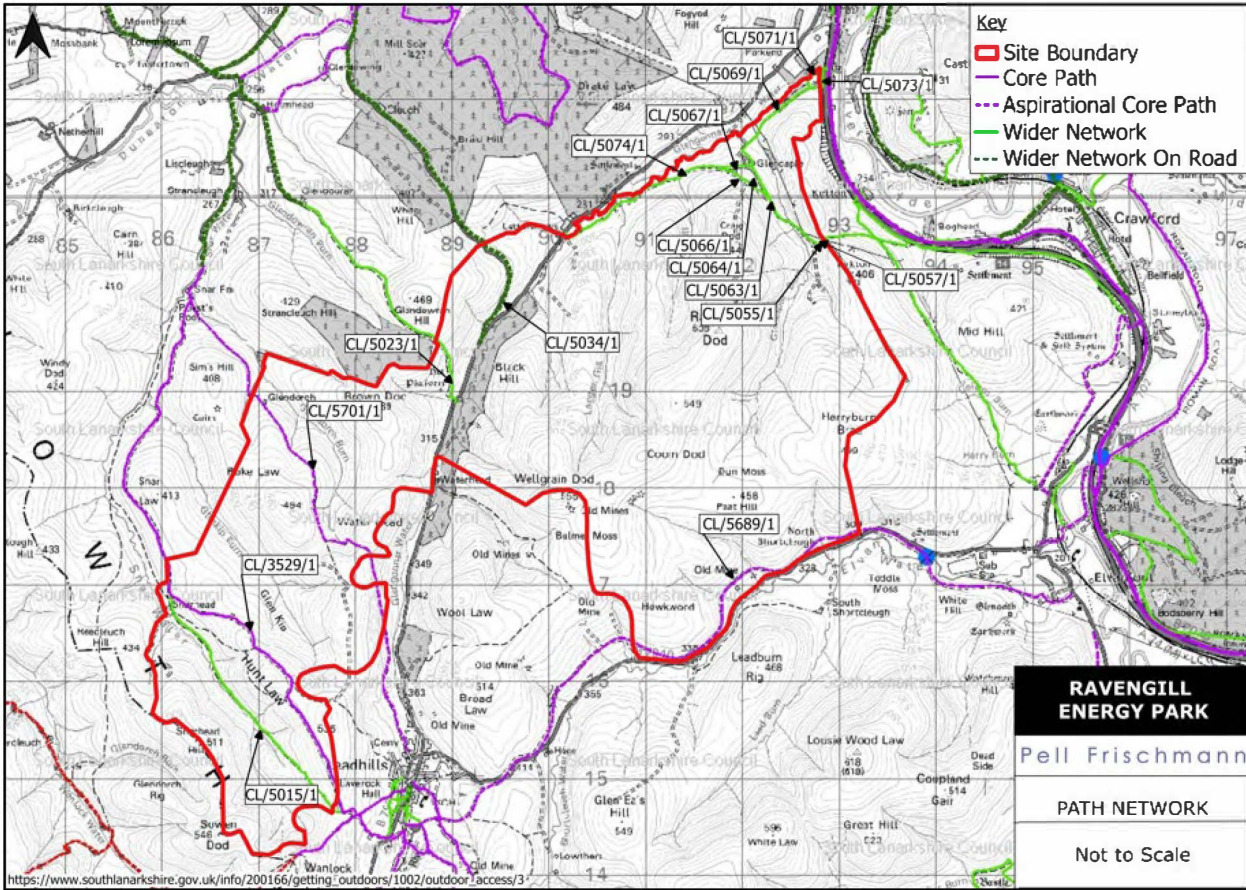
A complete description of the Proposed Development is provided in the Environmental Impact Assessment (EIA) Report (EIAR) **Chapter 2: Development Description (EIAR Volume 2)**.

4 Outdoor Access Baseline

4.1 Path Network

A review of SLC’s Core Path network⁸ 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 2**.

Figure 2 Path Network within the Site Boundary



Details of the Path Network within the Site Boundary shown in **Figure 2** are outlined below in **Table 1**.

Table 1 Paths within the Site Boundary

Reference	Path Name	Path Type	Total Length (m)
CL/5071/1	SL164 Abington - Lettershaws	Wider Network	310
CL/5069/1	SL164 Abington - Lettershaws	Wider Network	1,175
CL/5067/1	SL164 Abington - Lettershaws	Wider Network	540
CL/5074/1	SL164 Abington - Lettershaws	Wider Network	1,855
CL/5073/1	SL164 Abington - Lettershaws	Wider Network	315
CL/5066/1	SL167 Track near Glencaple	Wider Network	600
CL/5064/1	SL165 Track Kirkton Rig-Glencaple	Wider Network	350
CL/5063/1	SL165 Track Kirkton Rig-Glencaple	Wider Network	855
CL/5055/1	SL165 Track base of Kirkton Rig	Wider Network	10
CL/5057/1	SL165 Track base of Kirkton Rig	Wider Network	560

⁸ South Lanarkshire Council, 2026.Outdoor Access – Core Paths. Available at: https://www.southlanarkshire.gov.uk/info/200166/getting_outdoors/1002/outdoor_access/3/

Reference	Path Name	Path Type	Total Length (m)
CL/5034/1	Glentewing - Black Hill, Leadhills	Wider Network On Road	3,820
CL/5023/1	LMC past Glendowran Hill	Wider Network	735
CL/5701/1	Snar Farm-Leadhills	Aspirational Core Path	5,680
CL/3529/1	Hunt Law Leadhills-Snarhead	Core Path	3,170
CL/5015/1	SL135 Snar Water - Leadhill	Wider Network	2,920
CL/5689/1	Leadhills to Elvanfoot Dismantled Rlwy	Aspirational Core Path	8,600

* Approximate measurement – measured from OS mapping

In their EIA Scoping Opinion response (refer to **Technical Appendix 1.2, EIAR Volume 4**, for Consultation Register), ScotWays provided information on Public Rights of Ways (PRoWs) and Scottish Hill Tracks. Upon review, the PRoWs and Scottish Hill Tracks are located along path routes as described in **Table 1**.

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.

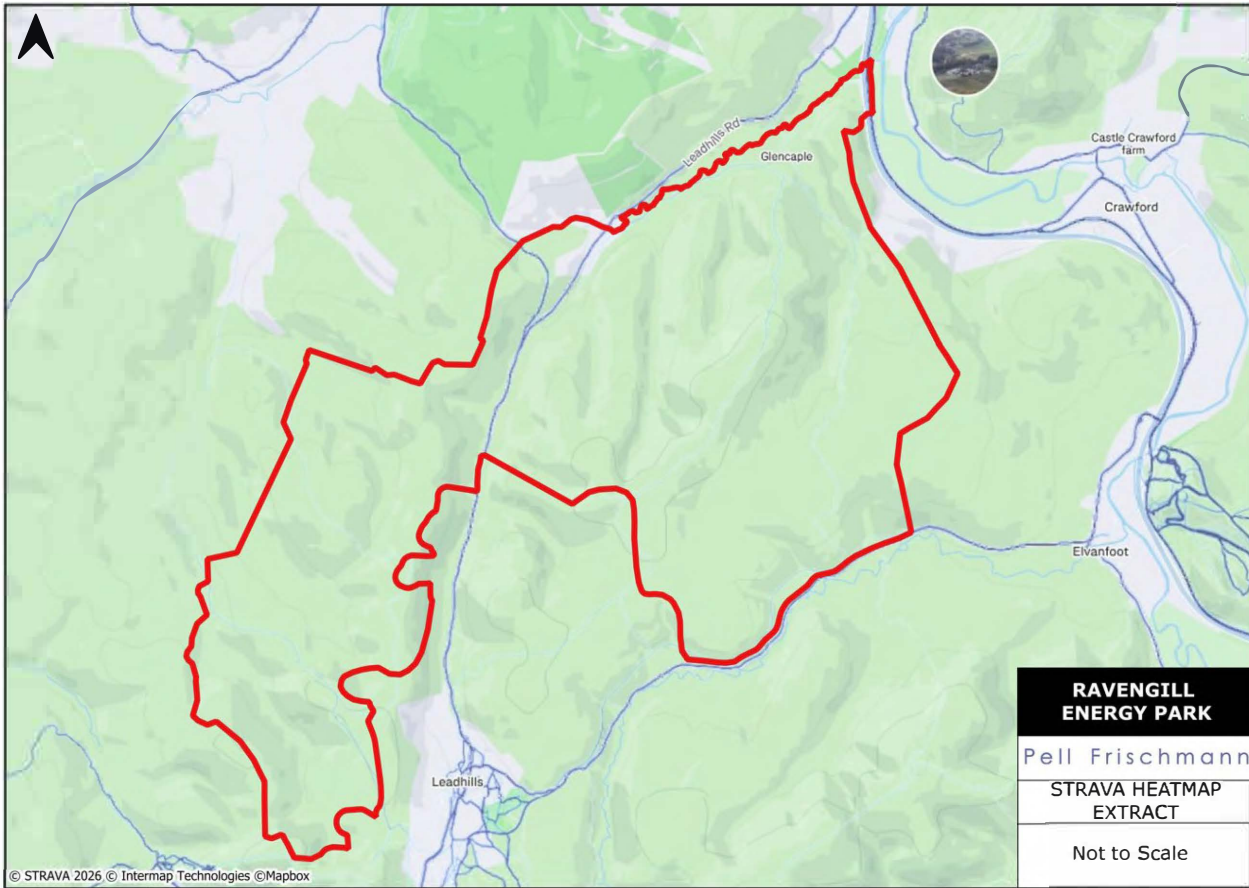
4.2 Existing Network Usage

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 Heatmap⁹ for the area. This provides an indication of Strava users use of the tracks/paths within the Site 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 3**. The Heatmap includes activity from members of the public using the track / path network for recreation and exercise. The brighter lines indicate paths that are used more frequently, and the darker lines indicate paths that are used less frequently.

⁹ Strava Heatmap, Available at: <https://www.strava.com/heatmap> [Accessed March 2026]

Figure 3 Strava Heatmap Extract



The Heatmap indicates that the Core Paths, Aspirational Core Paths and Wider Network Paths within the Site Boundary are not used by recreational users (Strava users) as shown in **Figure 3**. However, there does appear to be Strava users on the Wider Network On Road CL/5034/1 (which is the C16 Crawfordjohn Road) as well as the B797, as shown in **Figure 3**.

4.3 Road Network

4.3.1 Public Road Network

The Site is bisected by the B797 Leadhills Road which is a two-way single carriageway road. Access to the Western and Eastern sections of the Site will be via newly provided priority junctions on the B797. Within the Site, the C16 Crawfordjohn Road is a single track road and runs between the B797 and B740 at Crawfordjohn.

4.3.2 Car Parking

There are no public car parking areas located within the Site boundary.

4.4 Recreational Amenities

There are no recreational amenities available within the Site boundary.

4.5 Local Communities

There are no local communities within the Site. The closest settlement to the Site is the village of Leadhills located southwest. Amenities within Leadhills include a primary school, a surgery and tourist accommodation.

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, the following hills are located:

- Ravengill Dod;
- Pin Stone;
- Peat Hill;
- Coom Dod;
- Wellgrain Dod;
- Brown Dod;
- Rake Law;
- Water Head; and
- Hunt Law.

4.6.2 Cycling

With regards to cycling, a review of Walk Wheel Cycle Trust’s (formerly Sustrans) National Cycle Network (NCN) map¹⁰ indicates that the nearest route is NCN Route 74 which connects Strathclyde Country Park and NCN Route 75 north of Hamilton and the village of Crawford to the south. In relation to the Site, the closest section of NCN Route 74 runs along the A702 in the vicinity of the B797 Leadhills Road / A702 priority junction.

While there are no formal cycling routes within the Site, the C16 Crawfordjohn Road which leads to Crawfordjohn (part of the wider network of paths) and the B797 Leadhills Road public road are lowly trafficked and suitable for cyclists of all levels. Furthermore, 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

Lettershaws Campsite is located to the north-east of the B797 Site accesses.

There are no formal camp sites within the Site; 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; 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.

¹⁰ Walk Wheel Cycle Trust, 2025. The National Cycle Network. Available at: <https://www.walkwheelcycletrust.org.uk/national-cycle-network/>

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 proposed for use by construction traffic within the Site cross over the following Core Paths:

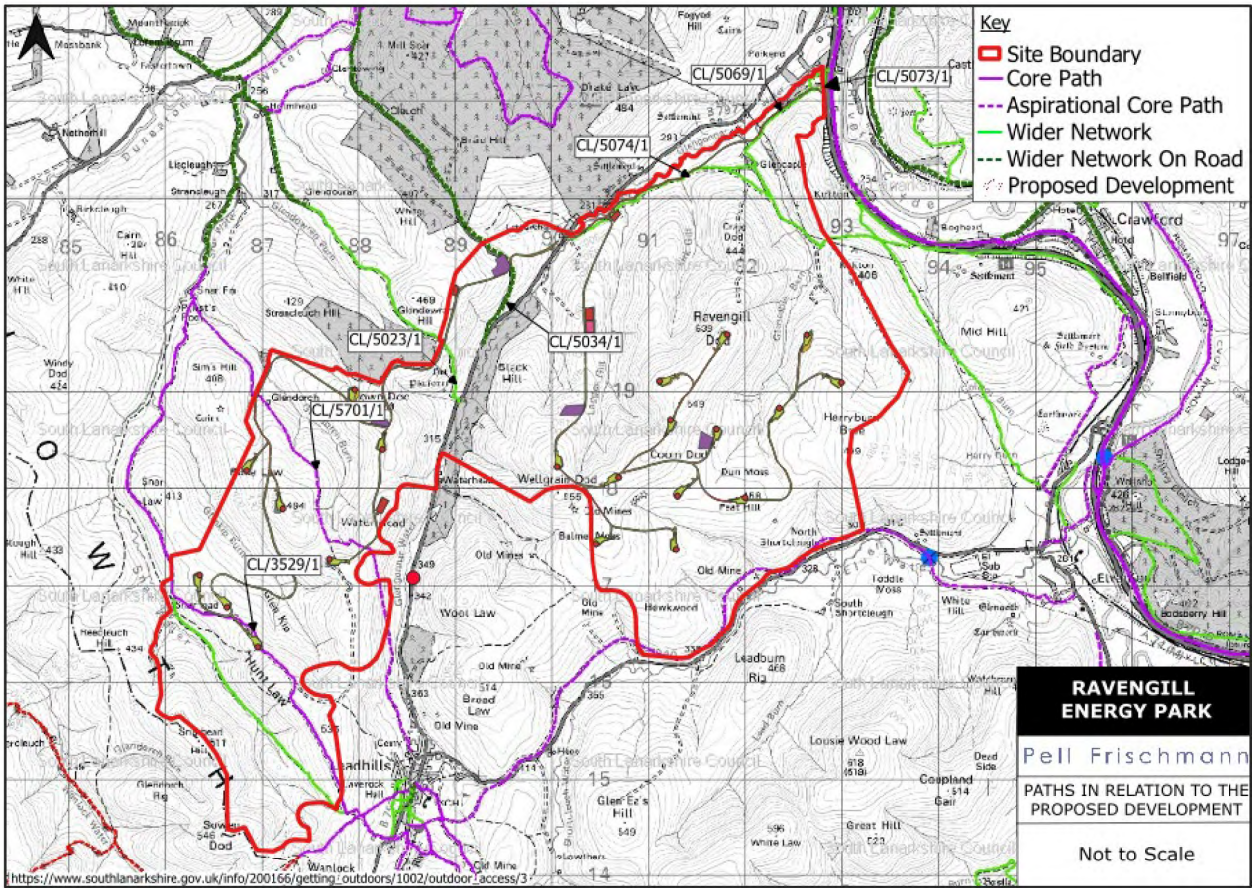
- Core Path CL/5701/1; and
- Core Path CL/3529/1 (Hunt Law Leadhills-Snarhead).

The access tracks for the Proposed Development also cross the following paths within the Site:

- 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.

The location of the paths in relation to the onsite access tracks is shown in **Figure 4**.

Figure 4 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 / Wider Network	Temporary Closures: Full or partial temporary closures of Core Paths / PRoWs / Wider Network for health and safety reasons, particularly surrounding turbine erection areas, borrow pits, and access track construction. Vehicle-User Conflict: Increased risk of collisions between construction vehicles (HGVs, AILs, cars / LGVs) and walkers on Core Paths / PRoWs / Wider Network crossed by construction traffic. Noise and Vibration: Increased noise from construction plant, vehicle movements, and blasting, on Core Paths / PRoWs / Wider Network close to construction areas. Dust and Mud: Generated by construction traffic, affecting air quality and surface conditions on Core Paths / PRoWs / Wider Network crossed by construction traffic. 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.
Cyclists	Road Delays: The majority of cycling within the vicinity of the Site occurs on local public roads, which may be impacted by delays. Vehicle-User Conflict: Increased risk of collisions between construction vehicles and cyclists on public roads in the vicinity of the Site or along tracks within the Site. Noise and Vibration: From additional construction vehicle movements along the public road network within the study area or along tracks within the Site. Dust and Mud: 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.

User	Potential Impact
Horse Riders	Noise and Vibration: 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. Dust and Mud: Generated by construction traffic, affecting air quality and surface conditions on tracks within the Site Boundary. Visual Intrusion: Presence of construction machinery, site compounds, and partial structures impacting the landscape character during equestrian activities. Reduced Enjoyment: Overall diminishment of the recreational experience due to the industrial nature of construction.
Public Road Network	Vehicle-User Conflict: Increased risk of collisions between construction vehicles and public road users. Road Delays: Short-term, intermittent or significant delays on public roads to facilitate AIL passage, affecting all road users. Noise and Vibration: From additional construction vehicle movements along the public road network within the study area. Dust and Mud: Generated by construction traffic, affecting air quality and surface conditions on the public road network within the study area.
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	Visual Intrusion: Presence of construction machinery, site compounds, and partial structures impacting the landscape character for those wild camping. Noise and Vibration: Increased noise from construction activities on Site. Reduced Enjoyment: Overall diminishment of the recreational experience due to the industrial nature of construction.
Local Communities	Vehicle-User Conflict: Increased risk of collisions between construction vehicles and pedestrians within local communities within the study area. Noise and Vibration: From additional construction vehicle movements passing through communities within the study area. Dust and Mud: Generated by construction traffic, affecting air quality and surface conditions on the public roads in communities within the study area.

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 / Wider Network	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. Ice fall / throw for people using Core Paths / PRowS / Wider Network within the Site or on Site infrastructure are considered extremely low, but it is a recognised planning and safety issue. Safety systems including signage would make impacts very unlikely. Topple hazard of wind turbines for people using Core Paths / PRowS / Wider Network within the Site or on Site infrastructure 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.
Cyclists	During most of the operational phase, no impacts are anticipated in relation to cyclists who may wish to make use of the tracks within the Site or onsite infrastructure. However,

User	Potential Impact
	significant maintenance could cause temporary, localised disruptions similar to those during construction, but over a much smaller area and for a significantly shorter duration. Ice fall / throw for cyclists using the tracks or onsite infrastructure are considered extremely low, but it is a recognised planning and safety issue. Safety systems including signage would make impacts very unlikely. Topple hazard of wind turbines for cyclists using the tracks or onsite infrastructure is considered very 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.
Horse Riders	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. 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. Ice fall / throw for horse riders using the tracks or onsite infrastructure are considered extremely low, but it is a recognised planning and safety issue. Safety systems including signage would make impacts very unlikely. Topple hazard of wind turbines for horse riders using the tracks or onsite infrastructure is considered very 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.
Public Road Network	Negligible impact.
Car Parking	No impact.
Users of Camp Sites and General Outdoor Recreation	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. Topple hazard of wind turbines for campers using the tracks or onsite infrastructure is considered very 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.
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.