

# Red John Pumped Storage Hydro Scheme

Volume 5, Appendix 14.3: Outline  
Access Management Plan

ILI (Highlands PSH) Ltd.

November 2018

### Quality information

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### Revision History

<u>Revision</u>	<u>Revision date</u>	<u>Details</u>	<u>Authorized</u>	<u>Name</u>	<u>Position</u>
1	November 2018	Submission	CA	Catherine Anderson	Associate Director

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# Appendix 14.3 Outline Access Management Plan

## 14.1 Introduction

- 14.1.1 The Outline Access Management Plan (AMP) provides an overview of the proposed management of recreation routes during the construction and operation phases of the Development. It is proposed that any management during the decommissioning phase will be covered by the Decommissioning Plan to be prepared at the appropriate time given the potential lifespan of the Development.
- 14.1.2 The Outline AMP should be read in conjunction with Chapter 14.1: Socio-economics and Tourism (Volume 2).
- 14.1.3 This Outline AMP has been prepared in keeping with the requirements set out in the SNH Guidance "*A Brief Guide to Preparing and Outdoor Access Plan*". (Ref 1)
- 14.1.4 This document is an outline plan which has been prepared to be submitted with the Section 36 Application. It demonstrates the commitment of the Applicant to maintain access through the Development Site during the construction and operation of the Development. A final AMP will be prepared post consent with the appointed Construction Contractor and agreed with the Highland Council and all other relevant stakeholders ahead of the commencement of any pre-construction works.

## 14.2 Baseline

- 14.2.1 The existing recreation routes are shown in Figure 14.1.1 (available at the end of this appendix) and are described in further detail in Chapter 14: Socio-economics and Tourism (Volume 2). The list of recreation routes includes:
- Kindrummond to Dirr Wood Highland Council Core Path (IN12.04);
  - The Drumashie Moor Highland Council Core Path (IN12.05);
  - The South Loch Ness Trail (Ref 2);
  - The Trail of the Seven Lochs;
  - Sustrans National Cycle Route 78 The Caledonian Way (Ref 3);
  - The C1064 and the B852 roads, which are part of General Wade's Military Road Network and follow the route of the original roads between Fort Augustus and Inverness;
  - Local path network of smaller paths used by the landowner and locals for walking, cycling and horse riding;
  - An Torr Highland Council Core Path (IN12.01);
  - Fair Headed Lad's Pass Highland Council Core Path (IN17.01);
  - Other Highland Council Core Paths;
  - The Great Glen Way; and
  - The Great Glen Canoe Trail (Ref 4).

### 14.3 Impacts to Access

14.3.1 Table 14.1 summarises the status of the various recreation routes during both construction and operation and the proposed diversions where access will be impeded as a result of construction and operation activities. This summary relates to figures 14.1.1 to 14.1.7 (available at the end of this appendix). It should be noted that any diversions on figures are indicative at this stage.

14.3.2 The assessment of potential effects on recreation routes is included in Table 14.11 of Chapter 14: Socio-economics and Tourism (Volume 2).

**Table 14.1 Summary of Recreation Routes and Diversions during Construction and Operation**

<b>Route</b>	<b>Construction</b>	<b>Operation</b>
<b>Core Paths Outside Development Site Boundary</b>	Refer to Figure 14.3.1	Refer to Figure 14.3.1
IN12.01	No direct impact as a result of construction activities. Diversion 3 will allow users to be able to access IN12.01 from IN17.01 during construction. Diversion 3 is shown on Figure 14.1.3.	No impact during operation. Users will be able to access IN12.01 from other recreation routes as usual.
IN17.01	No direct impact. Diversion 3 will allow users to be able to access 17.01 from IN12.01 during construction. Diversion 3 is shown on Figure 14.1.3.	No impact during operation. Users will be able to access IN17.01 from other recreation routes as usual.
<b>Core Paths Within Redline Boundary</b>	Refer to Figure 14.3.2	Refer to Figure 14.3.5
IN12.04	IN12.04 will be partially closed for the duration of the construction period. It will be diverted via Diversion 1 to join up with IN12.05, allowing access through the Development Site for the duration of the construction period.	IN12.04 will be partially closed for the duration of operation. It will be diverted via Diversion 4.
IN12.05	IN12.05 will be partially closed during construction. It will be diverted via both Diversion 1 and Diversion 2 for the duration of the construction period.	IN12.05 will be partially closed during operation. It will be diverted via Diversion 4 as shown on figure 14.1.5.
<b>Long Distance Routes</b>	Refer to Figure 14.3.3	Refer to Figure 14.3.6
South Loch Ness Trail	The South Loch Ness Trail will be partially closed for the duration of the construction period. It will be diverted via Diversion 3 allowing access through the Development Site for the duration of construction.	The South Loch Ness Trail will be accessible to users as usual during operation.

Route	Construction	Operation
Trail of Seven Lochs	The Trail of Seven Lochs will be partially closed for the duration of the construction period. It will be diverted via Diversion 1 allowing access through the Development Site for the duration of construction.	The Trail of Seven Lochs will be accessible to users as usual during operation.
<b>Cycle Routes</b>	Refer to Figure 14.3.2	Refer to Figure 14.3.5
National Cycle Route 78	National Cycle Route 78 will be partially closed for the duration of the construction period. It will be diverted via Diversion 3 allowing access through the Development Site for the duration of construction.	National Cycle Route 78 will be accessible to users as usual during operation.
<b>Local Path Network</b>	Refer to Figure 14.3.4	Refer to Figure 14.3.7
	Some local paths will be retained and will be open to users during construction. Other will be closed for duration of the construction period and some will be closed temporarily during construction. The local paths which are in the location of the head pond will be closed permanently.	Most local paths will be available to users as usual during operation. One local path will be lost permanently at Compound 1. The local path lost to the construction of the headpond will be replaced by a new path which will provide access to Loch Ashie.
New Path	Refer to Figures 14.3.2, 14.3.3, 14.3.4	Refer to Figures 14.3.5, 14.3.6, 14.3.7
	The C1064 will be permanently realigned prior to construction. This realignment will include the provision of a path which can be used for recreation. It will be available to recreation users throughout the construction period.	The recreation route included as part of the C1064 alignment will be available for the duration of operation.
Diversions		Refer to Figures 14.3.5 and 14.3.6
	N/A	Diversions 1 and 2 will be retained during the operation phase providing two additional local paths to the existing network.

## 14.4 Mitigation and Implementation

### Construction

14.4.1 The Construction Contractor will ensure minimal impact upon the local community, and users of localised recreational or permissive routes / facilities and cycle paths during construction through various mitigation measures. Opportunities will also be explored for any beneficial effects that can be delivered for the local community during construction.

14.4.2 Mitigation measures that may be implemented include, but are not limited to:

- All work will be undertaken in accordance with the embedded mitigation measures reported in Chapter 3: Alternatives and Design Evolution (Volume 2) and the additional mitigation as summarised by Appendix 17.1: Mitigation register;
- The Applicant, the appointed Construction Contractor and Environmental Liaison Officer (ELO) will work with local communities and businesses within the villages of Dores, Aldourie, Abriachan and Lochend to ensure the phasing of the construction works is designed to minimise effects on the local community wherever reasonably practicable.
- Wherever reasonably practicable the workforce will be recruited from the local area. The Construction Contractor will engage with local contractors at the Pre-Qualification stage of the tender process, with the intention of providing local employment and investment in the area through the appointed Construction Contractor. These could include supply chain workshops and events; and
- Wherever reasonably practicable materials will be sourced from local suppliers where excess material from the Development cannot be utilised.

#### *Types of Reinstatement*

- 14.4.3 Details of the types of reinstatement will be provided when a Construction Contractor has been appointed. Consultation with the local community and relevant stakeholders will be undertaken to determine the appropriate type of material to be used in line and any additional signage which may be required. It is intended to utilise excess material unsuitable for use in the construction of the Headpond, and this is likely to be suitable for reuse in creating diversions and reinstatement of access routes.

#### *Recreation Route Upgrades*

- 14.4.4 Details of the existing recreation routes which will be upgraded post-construction will be provided when a construction contractor has been appointed. As above, consultation on the type and requirement for upgrades will be undertaken.

#### *Standards*

- 14.4.5 Any temporary and permanent diversions will have due regard to use by walkers. The recommendations from British Standard 5709:2006 “*Gaps, Gates and Stiles*” and the requirements of the Highway Act 1980 and Countryside Act 2000 will be considered in consultation with The Highland Council Access Officer and other parties.

#### *Health and Safety*

- 14.4.6 A Health and Safety Plan (HASP) will be prepared by the Construction Contractor which will set out how all health and safety matters on site are to be managed and how risks are to be identified and managed in accordance with current good practice and legal requirements.

#### *Communication*

- 14.4.7 Prior to construction works the AMP including any diversions will be communicated to the local community. Methods of communication will be determined post consent.
- 14.4.8 Appropriate signage will be used for both construction traffic routes and the recreation route network.



## **Operation**

### *Communication*

- 14.4.9 Prior to the operation phase the AMP including operation phase diversions will be communicated to the local community. Methods of communication will be determined post consent.
- 14.4.10 Appropriate signage will be used for the recreation route network.

## **14.5 References**

- Ref 1. Scottish Natural Heritage. (2010). A Brief Guide to Preparing and Outdoor Access Plan. [Online]. Available: <https://www.nature.scot/professional-advice/planning-and-development/natural-heritage-advice-planners-and-developers/planning-and-development-green-networks-and-greenspace>. [Accessed: 27/09/2018]
- Ref 2. South Loch Ness. (2018). South Loch Ness Access Map [Online]. Available: [http://s3.spanglefish.com/s/3502/documents/downloads/sln-access\\_map\\_a2\\_2018.jpg](http://s3.spanglefish.com/s/3502/documents/downloads/sln-access_map_a2_2018.jpg). [Accessed: 27/08/2018].
- Ref 3. Visit Scotland (2018). Scotland's Tourism Performance Summary Report 2017. [Online]. Available: <https://www.visitscotland.org/binaries/content/assets/dot-org/pdf/research-papers-2/tourism-in-scotland-2017-summary.pdf> [Accessed: 27/08/2018].
- Ref 4. Explore Highland. (2017). Great Glen Canoe Trail [Online]. Available: <http://www.explorehighland.com/great-glen-canoe-trail/> [Accessed 08 September 2018].

## Figures

**PROJECT**  
RED JOHN PUMPED STORAGE HYDRO

**CLIENT**  
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- KEY**
- Development Site boundary
  - Excluded from Development Site boundary
  - Above ground infrastructure - Line
  - Above ground infrastructure - Area
  - Local path network
  - South Loch Ness Trail
  - Trail of Seven Lochs
  - Sustrans National Cycle Route 78  
The Caledonia Way

- Core Path**
- IN12.01 - An Torr Circuits
  - IN12.04 - Kindrummond to Dirr Wood
  - IN12.05 - Drumashie Moor
  - IN17.01 - Fair Haired Lad's Pass

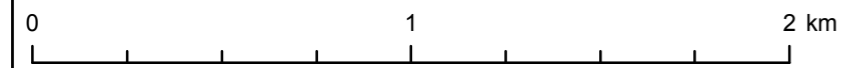
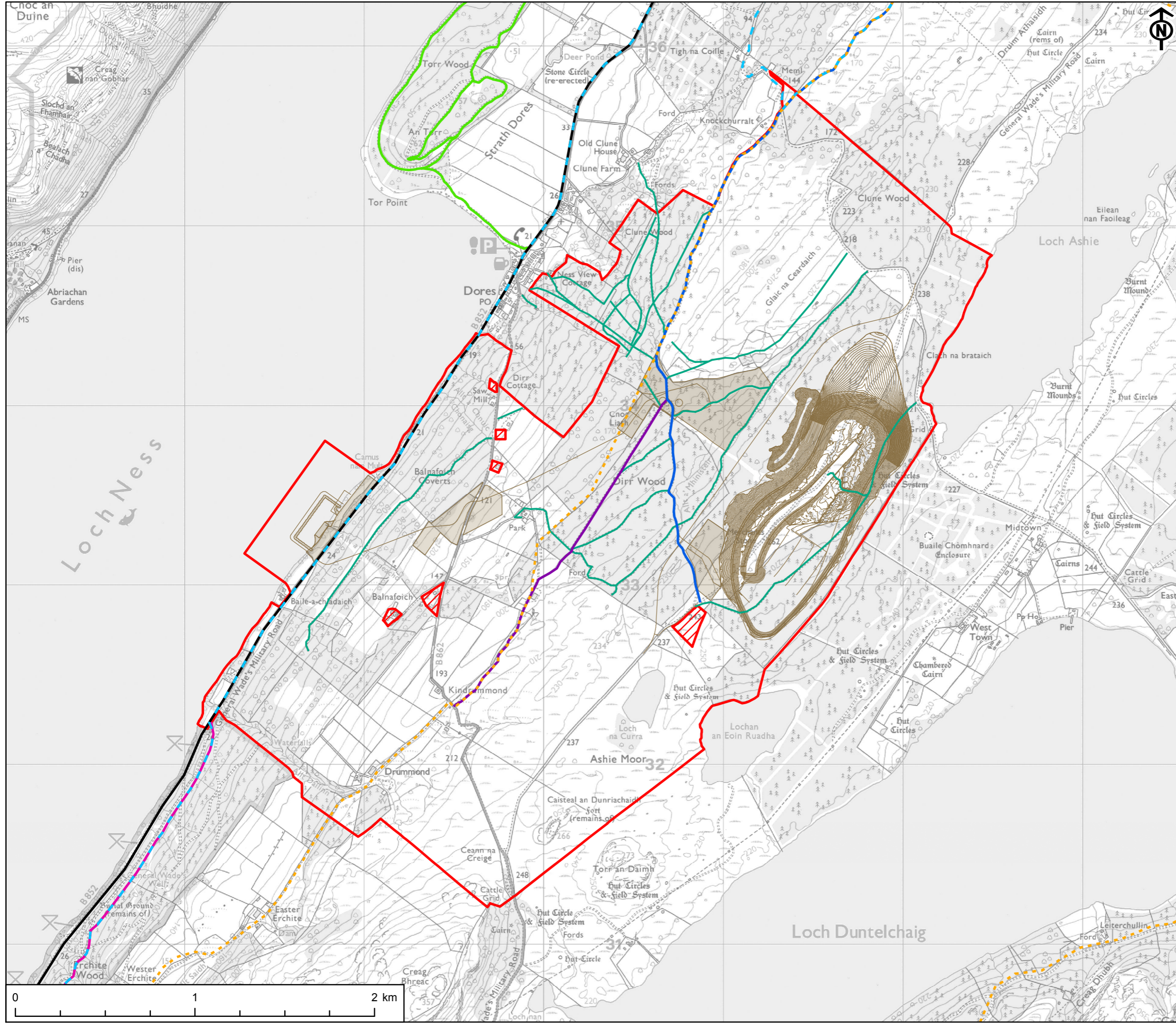
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ACCESS MANAGEMENT PLAN  
FIGURE 14.3.1  
EXISTING PATH NETWORK

**REFERENCE**  
RJ\_181031\_EIA\_A14.3.1\_v1

**SHEET NUMBER** 1 of 1  
**DATE** 31/10/18

Project Management Initials: CA Designer: LC Checked: SY Approved: CS

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- Development Site boundary
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  - Above ground infrastructure (Construction) Area
  - Sustrans National Cycle Route 78 The Caledonia Way
  - Core Path IN12.04 - Kindrummond to Dirr Wood
  - Core Path IN12.04 - Kindrummond to Dirr Wood - To be closed
  - Core Path IN12.05 - Drumashie Moor
  - Core Path IN12.05 - Drumashie Moor - To be closed
  - New path along C1064 realignment
  - Temporary access road (not open to public)
  - Diversion #1
  - Diversion #2

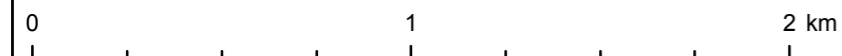
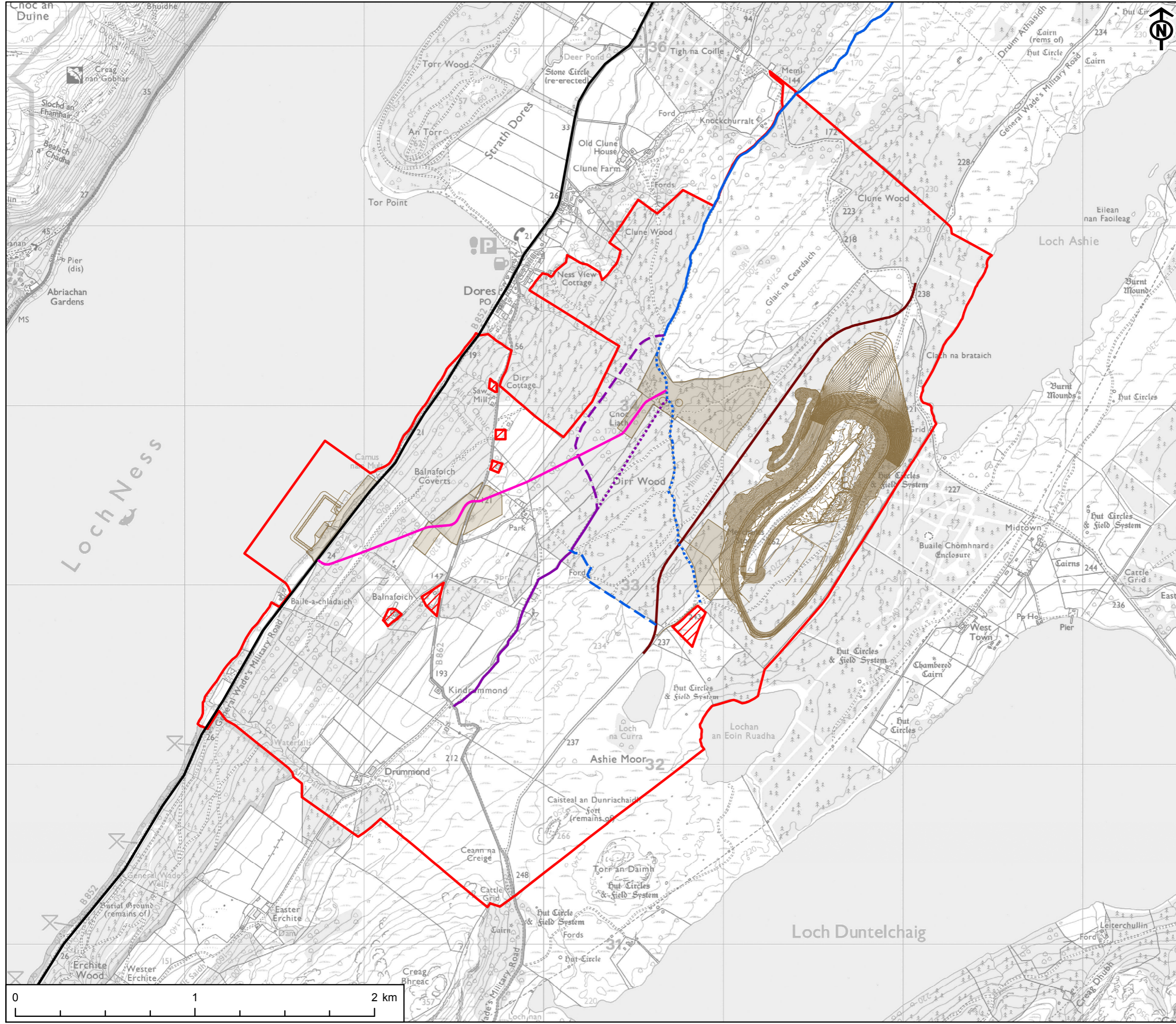
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FIGURE 14.3.2  
CONSTRUCTION - CORE PATHS AND NATIONAL CYCLE ROUTE

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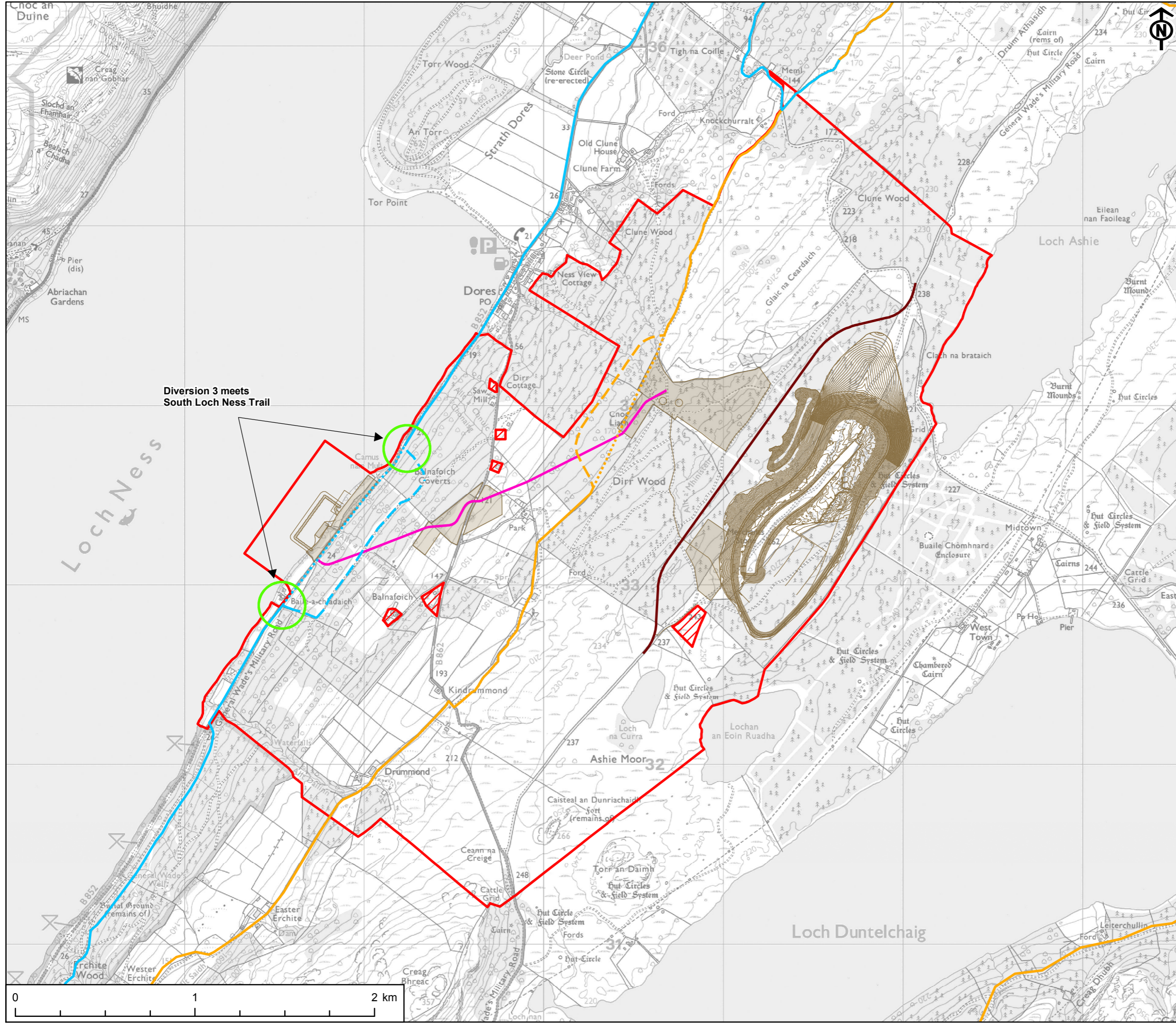
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  - Trail of Seven Lochs
  - Trail of Seven Lochs - To be closed
  - South Loch Ness Trail
  - South Loch Ness Trail - To be closed
  - New path along C1064 realignment
  - Temporary access road (not open to public)
  - Diversion #1
  - Diversion #3

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Diversion 3 meets South Loch Ness Trail

**TITLE**  
ACCESS MANAGEMENT PLAN  
FIGURE 14.3.3  
CONSTRUCTION - LONG DISTANCE ROUTES

**REFERENCE**  
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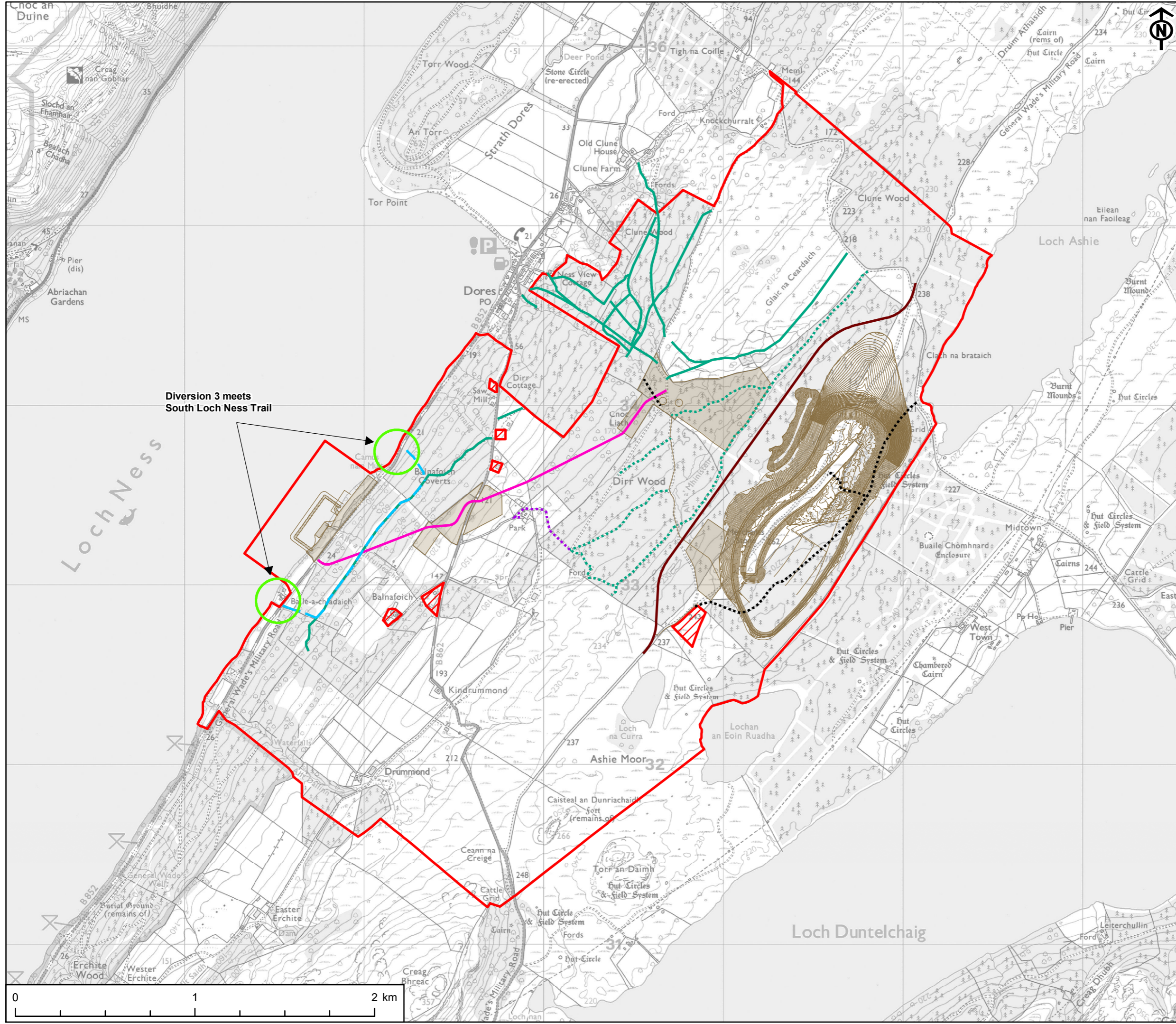
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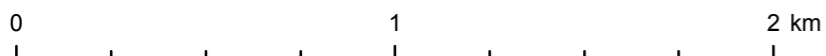
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  - Excluded from Development Site boundary
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  - Above ground infrastructure (Construction) Area
  - Local path
  - Local path - To be closed
  - Local path - To be closed permanently
  - Local path - To be closed temporarily
  - New path along C1064 realignment
  - Temporary access road (not open to public)
  - Diversion #3

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Diversion 3 meets  
South Loch Ness Trail

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**TITLE**  
ACCESS MANAGEMENT PLAN  
FIGURE 14.3.4  
CONSTRUCTION - LOCAL PATHS

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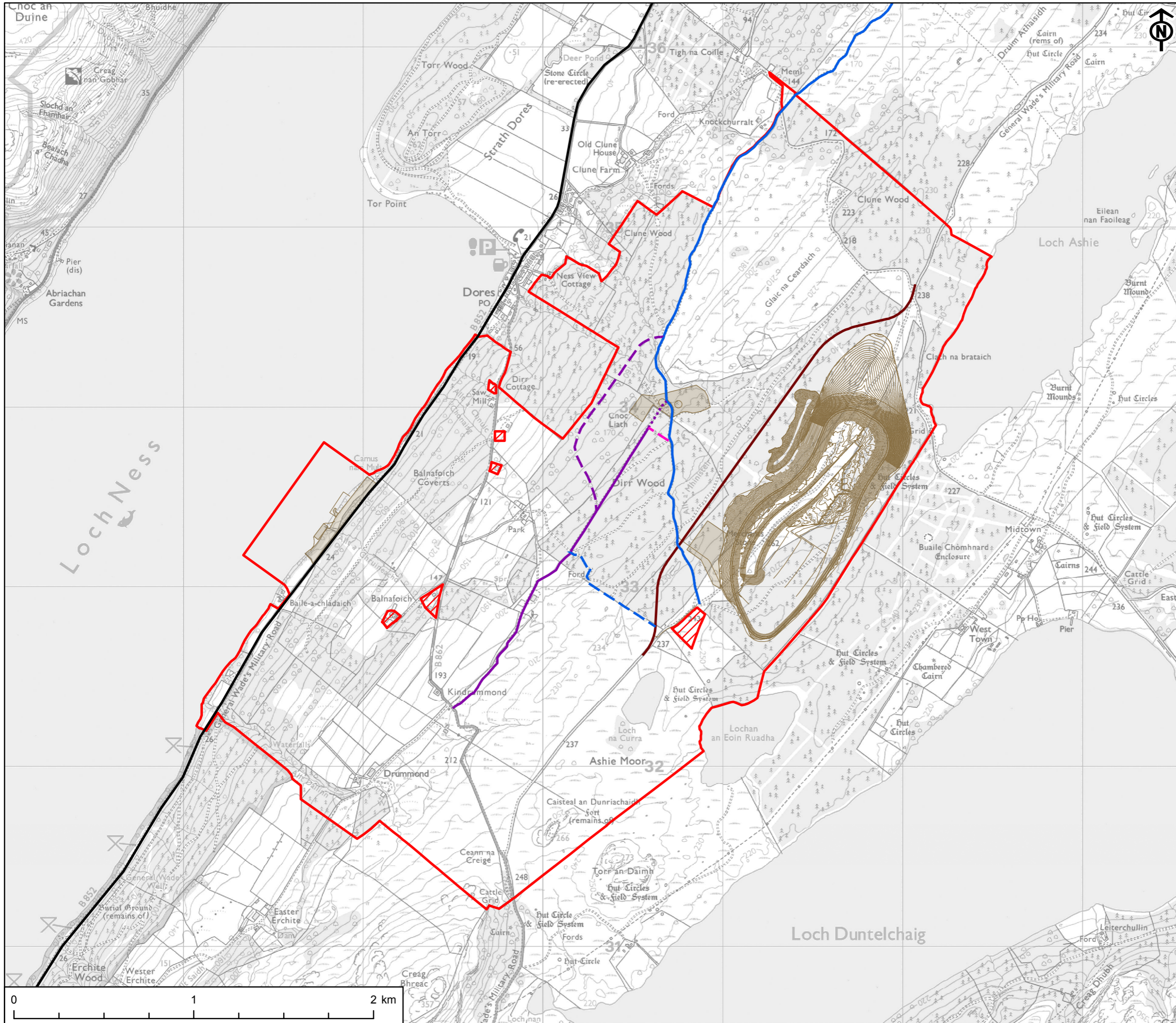
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  - Core Path IN12.04 - Kindrummond to Dirr Wood - To be closed
  - IN12.05 - Drumashie Moor
  - New path along C1064 realignment
  - Diversion #1
  - Diversion #2
  - Diversion #4

**TITLE**  
ACCESS MANAGEMENT PLAN  
FIGURE 14.3.5  
OPERATION - CORE PATHS AND  
NATIONAL CYCLE ROUTE

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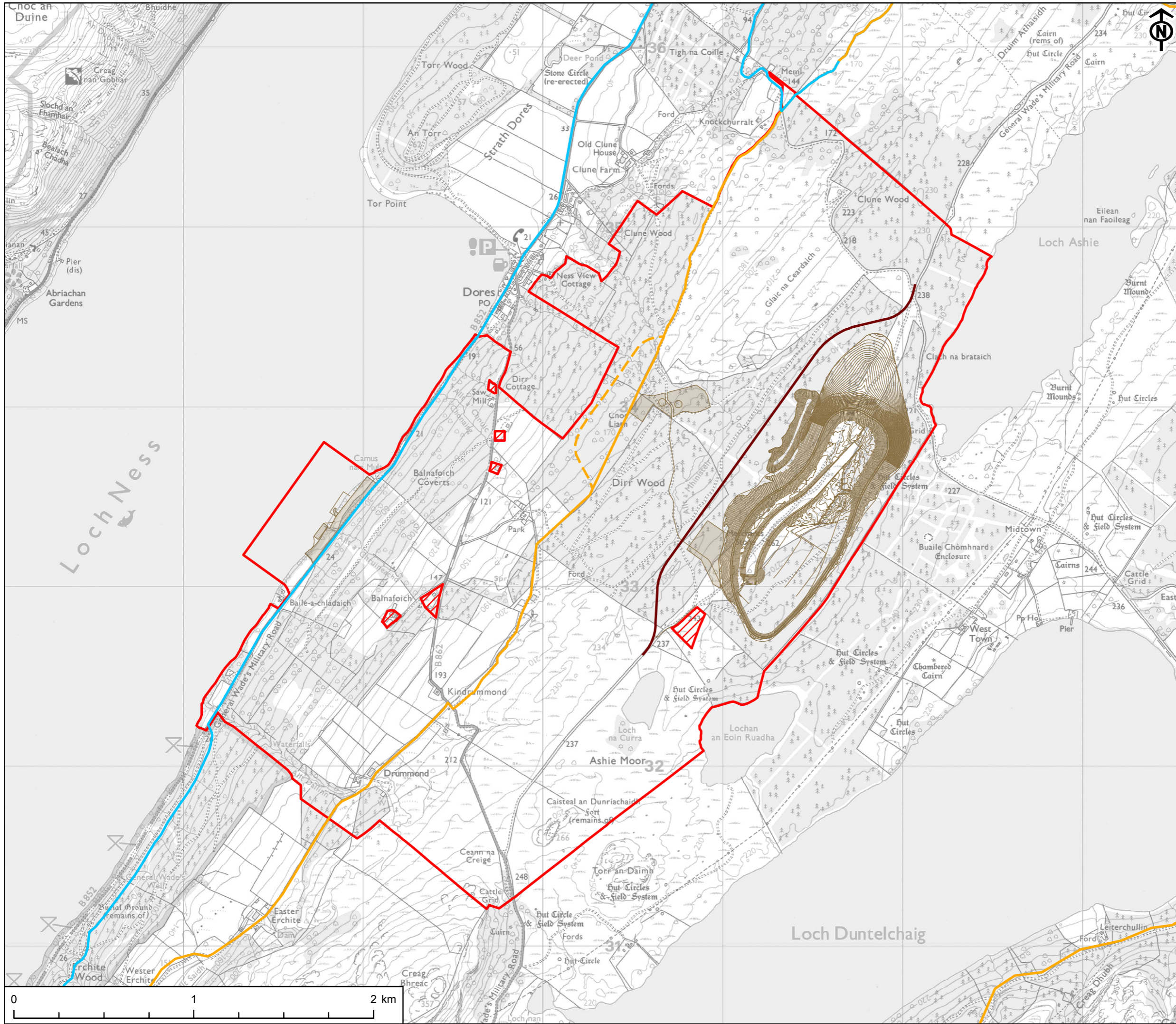
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  - Above ground infrastructure (Operation) Line
  - Above ground infrastructure (Operation) Area
  - Trail of Seven Lochs
  - South Loch Ness Trail
  - New path along C1064 realignment
  - Diversion #1

**TITLE**  
ACCESS MANAGEMENT PLAN  
FIGURE 14.3.6  
OPERATION - LONG DISTANCE ROUTES

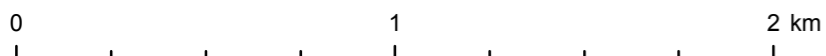
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  - Above ground infrastructure (Operation) Area
  - Local path
  - Local path - To be improved
  - Local path - To be closed permanently
  - New path along C1064 realignment
  - New path for operation

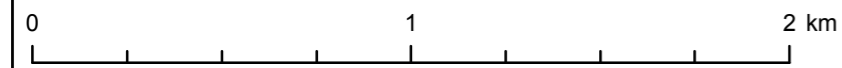
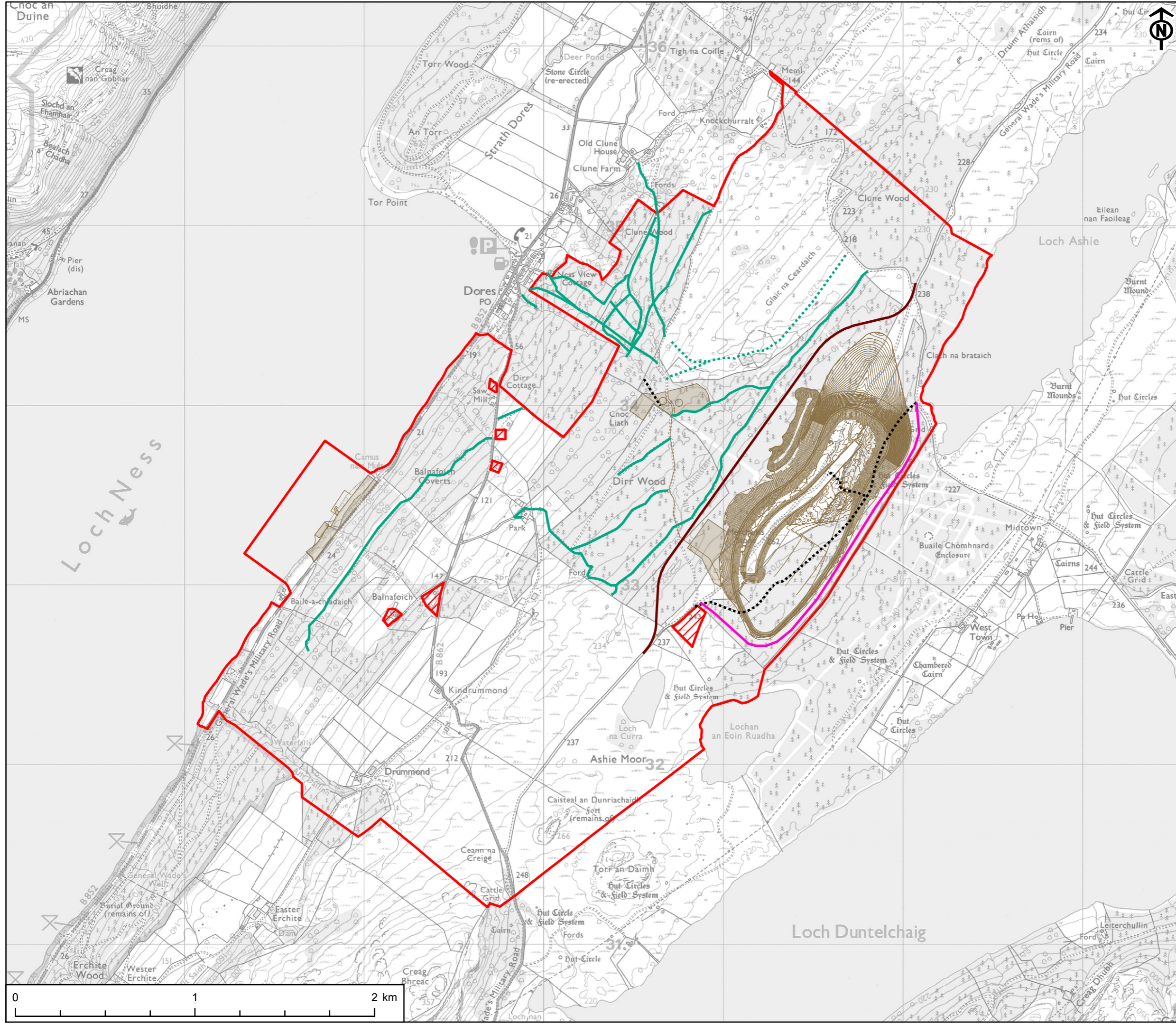
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ACCESS MANAGEMENT PLAN  
FIGURE 14.3.7  
OPERATION - LOCAL PATHS

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