

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
<u>2</u>	<u>March 2019</u>	<u>Amends in response to THC comments</u>	<u>CA</u>	<u>Catherine Anderson</u>	<u>Technical Director</u>

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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. [It assumed that an appropriately worded planning condition will be placed on the consent, and this will require the finalised AMP to be agreed and approved prior to development commencing.](#)

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

Route	Construction	Operation
Core Paths Outside Development Site Boundary	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.
Core Paths Within Redline Boundary	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.
Long Distance Routes	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.
Cycle Routes	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.
Local Path Network	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 locals paths to the existing network.

14.4 Mitigation and Implementation

Introduction

14.4.1 At the time of writing, it is not possible to provide full details of the timing and sequence of the Construction and the timing of the commissioning and subsequent operation of the Development. It is anticipated that this AMP will be informed and finalised by the Contractor and the operator of the Development.

14.4.2 The Applicant acknowledges that some diversions will be in place for a significant amount of time and therefore the quality of the creation, reinstatement or upgrading of any affected

recreational route will be a significant inclusion in the information provided on each diversion and reinstated route.

14.4.3 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.

14.4.4 The finalised AMP will contain a method statement for each diversion, upgraded route or reinstated route as follows:

- For each all affected routes regardless of being temporary or permanent:
 - Location and route (start and finish points including National Grid References) and when it is likely to be implemented;
 - Details of measures to alleviate issues of gradient, amenity and safety of its users;
 - The applicable standards to be implemented on the specific diversion or upgraded route, in line with their anticipated use. This is to ensure that these routes are appropriately constructed in line with their anticipated use; and
 - Details of any erosion control measures (such as cellular containment) where required and if any additional signage may be required for users.
- For each temporary diversion or upgraded route:
 - The responsibility of its maintenance and condition reports of temporary diversion;
 - Details of where any construction phase diversions are requested to be left in perpetuity as enhancement measures given the length of implementation; and
 - Details of how the temporary diversion will be reinstated including planting and removal of materials;
- For each permanent diversion:
 - Details of how the permanent diversion will be left for users during the operational phase;
 - The responsibility and arrangements which have been implemented should be a permanent diversion or feature (in the case of the demountable wharf) in perpetuity;

14.4.5 The following standards will be considered when designing any temporary and permanent diversion in conjunction with The Highland Council Access Officer:

- British Standard 5709:2006 "Gaps, Gates and Stiles";
- Highway Act 1980;
- Countryside Act 2000;
- Upland Path Advisory Group guidance on path construction, standards and management;
- Lowland Path Construction;
- Equestrian Access from BHS Scotland Highway Act 1980;
- British Horse Society's Advice for Surfaces and Horses;
- Sustrans Handbook for Cycle Friendly Design.

14.4.6 The South Loch Ness Trail, which currently follows the B852, and it will be necessary to temporarily divert this for public safety as the Tailpond Inlet/Outlet structure is constructed.

Once construction is finished, a new path is proposed but this is subject to the final location of the valvehouse (as shown on Volume 3, Figure 2.11). The intention is to optimise the Development, and should the valvehouse be moved closer to the structure, then a 2 m offroad, traffic free aggregate path will be installed, maintaining the existing route along the B852. If this is not possible, then the path could be moved to the opposite side of the B852, subject to private land agreements and safety assessments. Once past the valvehouse, the route to return to the loch side of the B852.

14.4.7 The location and type of any recreational, cultural and educational signage will also be highlighted on a plan, together with any details of its content. The Applicant has already been contacted by the local Gaelic society and are exploring options for a new cultural heritage feature and signage.

14.4.8 Any additional enhancement measures or additional opportunities will be highlighted through the Project Liaison Group.

Construction

~~14.4.4~~14.4.9 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~~14.4.10 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

- ~~•~~ 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

~~14.4.5~~14.4.11 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

~~14.4.6~~14.4.12 Prior to construction works the AMP including any diversions will be communicated to the local community. Methods of communication will be determined post consent.

~~14.4.7~~14.4.13 Appropriate signage will be used for both construction traffic routes and the recreation route network.

Operation

Communication

14.4.14 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.

14.4.15 The retention of the wharf has been requested by the local community and the Applicant confirms that an element of the wharf will be maintained due to the requirement for maintenance deliveries which may come via aquatic transport in Loch Ness. It is likely that the wharf will be maintained by the operator but further detailed design is required to determine the extent of the wharf's permanent and temporary nature, and how this maintains security and also access for recreational users. Further discussions are also required with the Development operator to ensure that any recreational access by other users does not negatively damage the wharf or that it is a feature which can be compromised or vandalised. Therefore the extent of access will be determined prior to the operational phase of the Development.

14.4.16 The proposed landscaping area to the east of the Tailpond Inlet/Outlet structure will be determined once the detailed design has been completed. This will not only determine the location of the South Loch Ness path along the B852, but also the planting, screening and recreational access from the path and wharf to this location and beyond. It has been proposed that a small area is left clear with recreational signage for self-guided routes in the area, such as the Seven Lochs Trail and connectivity with the nearby Core Paths and Long Distance Routes. The Applicant agrees to this and will confirm details prior to the operational phase of the Development.

~~14.4.8~~14.4.17 Appropriate signage will be used for the recreation route network, and the Applicant will explore opportunities for increased signage on other elevated positions which may observe the Development. Opportunities for connectivity with other paths such as the Great Glen Way will be explored.

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. [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

