



Longcroft Wind Farm

Technical Appendix 3.4

Outline Outdoor Access Management Plan

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1 Introduction

1.1.1 This outline Outdoor Access Management Plan (OAMP) is submitted by the applicant. The principal objective of this document is to provide information on how outdoor access will be managed within the site during the construction and decommissioning of the proposed development. There will be no restrictions to outdoor access during the operational phase of the proposed development.

1.2 Proposed Development Description

1.2.1 The proposed development includes the installation of 19 wind turbines (up to a maximum tip height of 220m) and associated infrastructure.

1.2.2 The construction phase of the proposed development is predicted to be approximately 16 months. The description of the proposed development is discussed in detail in **Chapter 3: Proposed Development Description** of the EIA Report.

2 Methodology

2.1.1 This outline OAMP has been drafted in line with the requirements set out in the SHN (now NatureScot) '*Guidance for the Preparation of Outdoor Access Plans*' (SHN, 2010). The guidance stipulates that there should be five steps set out within an OAMP, notably:

1. Identify the purpose, aims & objectives of the OAMP.
2. Establish the outdoor access baseline affected by the proposed development.
3. Identify impacts of the proposed development and potential enhancements on the outdoor access baseline.
4. Mitigate the impacts of the proposed development and design potential enhancements.
5. Manage and monitor the implementation of the OAMP.

2.1.2 This outline OAMP has been structured to broadly follow the steps detailed above.

3 Outdoor Access Baseline

3.1.1 Through a request for a Scoping Opinion from the Scottish Ministers, the applicant has received responses from the following organisations with respect to outdoor access:

- Scottish Borders Council (SBC);
- Scottish Rights of Way and Access Society (ScotWays); and
- Oxton & Channelkirk Community Council.

3.1.2 The Land Reform (Scotland) Act 2003 gives the public rights to non-motorised access to most land in Scotland. This provides the right to walk, cycle, ride a horse and camp within the site of the proposed development, provided it is done responsibly.

3.2 Scottish Borders Council

3.2.1 SBC provided mapping of core paths, rights of way and permissive paths in the vicinity of the site. The following pass through the site:

- Core Path - Referenced as:
 - 16; and
 - LAUN/16/3, LAUN/16/4 and CREL/16/4 (all the same path).
- Permissive Paths - Referenced as:
 - OXCH/LMC269/0007/1 and OXCH/FGO/1;
 - OXCH/FGO/2;
 - OXCH/FGO/3;
 - OXCH/FGO/4;
 - OXCH/FGO/5;
 - CREL/FGO/3; and
 - CREL/FGO/4.

3.2.2 With respect to the construction, operation and decommissioning of the proposed development it is envisaged that of those paths listed above the following will be affected:

- Core Path - Referenced as:
 - 16; and
 - LAUN/16/3, LAUN/16/4 and CREL/16/4 (all the same path).
- Permissive Paths - Referenced as:

- OXCH/LMC269/0007/1 and OXCH/FGO/1 (both the same path);
- OXCH/FGO/2; and
- OXCH/FGO/3.

3.3 ScotWays

3.3.1 In addition to the mapping provided by SBC, ScotWays provided mapping for rights of way and heritage paths in the vicinity of the site. The following pass through the site.

- Right of Way - Referenced as BE/BE11/1
- Heritage Paths - Referenced as:
 - BE/HP408/3 and BB/HP408/2 (both the same path), also known as *Muir Road from Lauder to Dunbar (Herring Road)*; and
 - BE/HP409/1, also known as Addinston Hill Ridge Route.

3.3.2 With respect to the construction, operation and decommissioning of the proposed development it is envisaged that of those paths listed above the following will be affected:

- Right of Way - Referenced as BE/BE11/1; and
- Heritage Paths - Referenced as BE/HP408/3 and BB/HP408/2 (both the same path), also known as *Muir Road from Lauder to Dunbar (Herring Road)*.

3.3.3 The paths noted above have been presented in Appendix 1.

3.3.4 In addition to the paths identified by both SBC and ScotWays there are a number of existing tracks across the site that might reasonably be used for outdoor access by walkers, cyclists and horse-riders.

4 Potential Access Impacts & Mitigation

4.1 Construction Phase Impacts & Mitigation

4.1.1 With reference to the paths presented in Appendix 1, the following paths appear to take a similar route across the site;

- Core Path - Referenced as:
 - 16; and
 - LAUN/16/3, LAUN/16/4 and CREL/16/4 (all the same path).
- Right of Way - Referenced as BE/BE11/1; and

- Heritage Paths - Referenced as BE/HP408/3 and BB/HP408/2 (both the same path), also known as *Muir Road from Lauder to Dunbar (Herring Road)*.

- 4.1.2 It has been assumed that instead of four individual route across the site this is one route which has been recorded to varying degrees of accuracy. Reviewing aerial imagery and various Ordnance Survey maps, it appears that Core Path 16 aligns best with existing tracks, paths and desire lines overland. Therefore, the alignment of Core Path 16 has been adopted during the design of the proposed development.
- 4.1.3 Therefore, the primary impact on outdoor access through the proposed development will be during the construction phase. As presented in Appendix 1 (Figure TA 3.4), Core Path 16 and Permissive Paths OXCH/LMC269/0007/1 and OXCH/FGO/1 (both the same path), OXCH/FGO/2 and OXCH/FGO/3 could be directly impacted.

Core Path 16

- 4.1.4 From Burncastle, outwith the site, the alignment of this path appears to follow established vehicle tracks until approximate Ordnance Survey grid reference E353980, N652960. It then continues overland until it reaches an existing track within the site at approximate Ordnance Survey grid reference E355780, N656825, approximately 5km. At points along its alignment it is indistinguishable from the surrounding terrain.
- 4.1.5 The new access tracks associated with the proposed development share approximately 1km of their alignment with Core Path 16 on the portion of the path which tracks overland, off of the established vehicle tracks.
- 4.1.6 In addition, the new access tracks associated with the proposed development cross Core Path 16 in four locations.

Permissive Paths

- 4.1.7 Permissive Path OXCH/LMC269/0007/1 and OXCH/FGO/1 follows the established vehicle track alongside the Whalplaw Burn. It splits at approximate Ordnance Survey grid reference E354977, N656601 to OXCH/FGO/2 (in a north-west direction) and OXCH/FGO/3 (in a north-east direction).
- 4.1.8 The new access tracks associated with the proposed development are proposed to follow the alignment of the OXCH/FGO/3, along its full length

until where a new crossing over the Whalplaw Burn is proposed. Therefore the use of all three paths will be impacted during construction.

Mitigation

Warning Signs - During Construction Phase

- 4.1.9 The applicant is committed to keeping any impacts to an absolute minimum. Where temporary restrictions are required, these will be kept to the minimum required time and appropriate signage will be erected.
- 4.1.10 Information will be provided at the access points these paths, on the Longcroft Wind Farm website, and communicated to the local community through a Community Liaison Group. Where alternative routes are available, they will be recommended. The duration will be kept to a minimum and access will be made available at evenings, weekend and public holidays during restricted periods.
- 4.1.11 Appendix 2 shows the typical warning sign (Standard generic construction activity warning sign (Paths for All, 2010)) that will be used to warn of public access restrictions and the health and safety risks associated with the construction activities. These signs will include information including:
- the start date of the restriction
 - the duration of the restriction
 - details (including a map) of any restriction or diversion that is in place; and
 - the telephone number of the construction manager who can provide further information.
- 4.1.12 It is proposed that warning signs are located in these approximate locations, either within the public road or within site:
- At approximate OS grid reference E353136, N650322 where the D50 meets the A697.
 - At approximate OS grid reference E352895, N653728 on the D124 adjacent to the site entrance to Longcroft Wind Farm.
 - At approximate OS grid reference E352899, N653818 near the gate to the existing track adjacent to Whalplaw Burn.
 - At approximate OS grid reference E356753, N658724 on North Hart Law.
 - At approximate OS grid reference E356514, N656251 adjacent to an existing track on the eastern edge of the site.

- At approximate OS grid reference E 354484, N657262 adjacent to an existing track on the north-eastern edge of the site.

4.1.13 Upon completion of the construction phase, outdoor access will be restored without disturbance.

Path Signage

4.1.14 With reference to paragraph 4.1.4, for the section of Core Path 16 between E353980, N652960 and E355780, N656825, and where the new access tracks cross the alignment of Core Path 16, it is proposed that line-of-sight posts are installed. This could potentially improve navigation of Core Path 16 where it travels overland. It is proposed to install these posts at the following approximate OS grid references: E354068, N653837; E354335, N654383; E354530, N654783; E355192, N655431 and E355780, N656825.

Pass Gates

4.1.15 Pass gates will be installed to accommodate outdoor access along the tracks where there are currently gates or where new gates are proposed. An example of pass gates to be installed is included in Appendix 3. The exact specification is to be agreed with the Scottish Borders Council, in consultation also with the British Horse Society Scotland, prior to construction. The pass gates will have an internal width of 1.5m on a surfaced pass to accommodate walkers, cyclists and horse riders. It is proposed that pass gates will be installed at the following locations:

- Adjacent to the new access track at approximate OS grid reference E354315, N654282, south-east of T1;
- Adjacent to the new access track at approximate OS grid reference E354487, N654720, north-east of T1;

Potential Re-alignment of Core Path 16

4.1.16 With reference to Figure TA 3.4 in Appendix 1 the new access track associated with the proposed development appears to intersect with Core Path 16 at approximate Ordnance Survey grid reference E354060, N653820.

4.1.17 The new access track then travels northwards along Peat Law, Hogs Law, Wedder Law towards North Hart Law. Core Path 16 travels in the same

direction, slightly west of the new access track until they intersect again at approximate Ordnance Survey grid reference E356550, N658580.

- 4.1.18 Should it be of interest to the relevant authorities, it is proposed that Core Path 16 is re-aligned between these two points to follow the alignment of the new access track.

4.2 Operational Phase Impacts & Mitigation

- 4.2.1 During the operation of the proposed development, there will be no outdoor access restrictions on any of the paths and outdoor access rights shall be as they were prior to the construction phase of the proposed development.

4.3 Decommissioning Phase Impacts & Mitigation

- 4.3.1 The operational life of the proposed development and associated infrastructure will be 50 years. Following this, an application could be submitted to retain or replace the wind turbines, or they could be decommissioned. If decommissioned, some of the new access tracks could be left onsite to ensure the continued benefit of improved access for the landowner and the public, or they could be reinstated.
- 4.3.2 Should the proposed development be decommissioned outdoor access restrictions as per the construction phase shall be reinstated.

5 Management and Monitoring

- 5.1.1 As the outline OAMP is being prepared as part of the planning application, the applicant is yet to appoint a contractor to undertake the civil engineering works. It is proposed that the contractor appointed to construct the proposed development will refine this outline OAMP in consultation with the local authority prior to construction to ensure it is fit for purpose.

6 Conclusion

- 6.1.1 The applicant aims to provide for safe outdoor access routes during construction and decommissioning phases of the proposed development and to welcome long term outdoor access during the operation of the proposed development.

Appendix 1 - Existing Paths

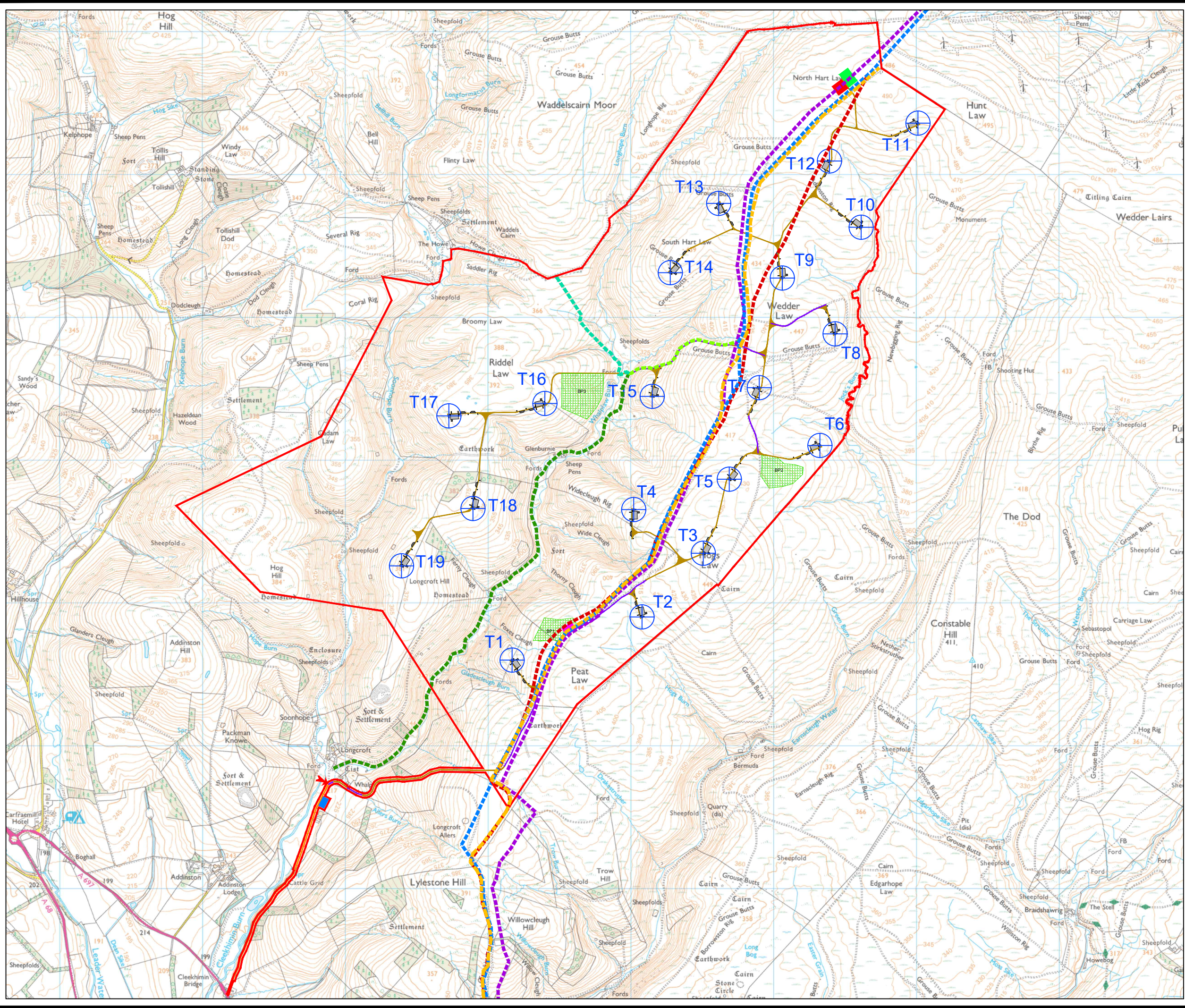


LONGCROFT WIND FARM

FIGURE TA 3.4 EXISTING PATHS

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- KEY:**
- TURBINES
 - UPGRADED SITE TRACKS
 - NEW SITE TRACKS
 - WATERCOURSE CROSSING
 - EXISTING PUBLIC ROAD
 - BORROW PIT SEARCH AREA
 - TEMPORARY BATCHING PLANT
 - SUBSTATION LOCATION
 - TEMPORARY CONSTRUCTION COMPOUND
 - BATTERY STORAGE COMPOUND
 - HARDSTANDING
- EXISTING PATHS**
- CORE PATH 16
 - OXCH/LMC269/0007/1, OXCH/FGO/1
 - OXCH/FGO/2
 - OXCH/FGO/3
 - LAUN/16/3, LAUN/16/4, CREL/16/4
 - BE/BE11/1
 - BE/HP408/3, BB/HP408/2



LAYOUT DWG	N/A	T-LAYOUT NO.	N/A
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Appendix 2 - Warning Sign Example



Appendix 3 - Pass Gate Example

