Annex C: Outline OAMP

Pell Frischmann

Novar 1 Wind Farm Repowering

Outdoor Access Management Plan (OAMP)

September 2026

10109487

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Novar 1 Wind Farm Repowering
Outdoor Access Management Plan (OAMP)

1 Introduction

1.1 Purpose of the Report

Pell Frischmann Consultants Ltd. (PF) has been commissioned by Beaufort Wind Limited. (the 'Applicant') to prepare a framework for the preparation of a full Outdoor Access Management Plan (OAMP) for the proposed Novar 1 Wind Farm Repowering (the 'Proposed Development'), located between Glen Glas and Strath Rusdale in The Highland Council (THC) administrative area. Beaufort Wind Limited is a subsidiary of Nadara.

The purpose of this report is to provide a comprehensive framework for the management of public access and recreational amenities during the decommissioning of the existing Novar 1 Wind Farm, and 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 could 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 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:

- *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[2]

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;*

[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 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[3]

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 Code[4] 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.

Highland-wide Local Development Plan (LDP)[5]

The Highland-wide Local Development Plan (LDP) was adopted in April 2012.

With regards to the OAMP, Policy 67 Travel and Transport sates that:

[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] The Highland Council (2012), Local Development Plan. Available at: https://www.highland.gov.uk/info/178/development_plans/199/highland-wide_local_development_plan

"…the Council will support proposals where it is satisfied that they are located, sited and designed such that they will not be significantly detrimental overall, either individually or cumulatively with other developments…, having regard in particular to any significant effects on the following:…

- *the amenity of users of any Core Path or other established public access for walking, cycling or horse riding;*
- *tourism and recreation interests;*
- *land and water based traffic and transport interests."*

2.2.2 Best Practice Guidance

Good Practice During Wind Farm Construction

NatureScot's Good Practice During Wind Farm Construction[6] 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] 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

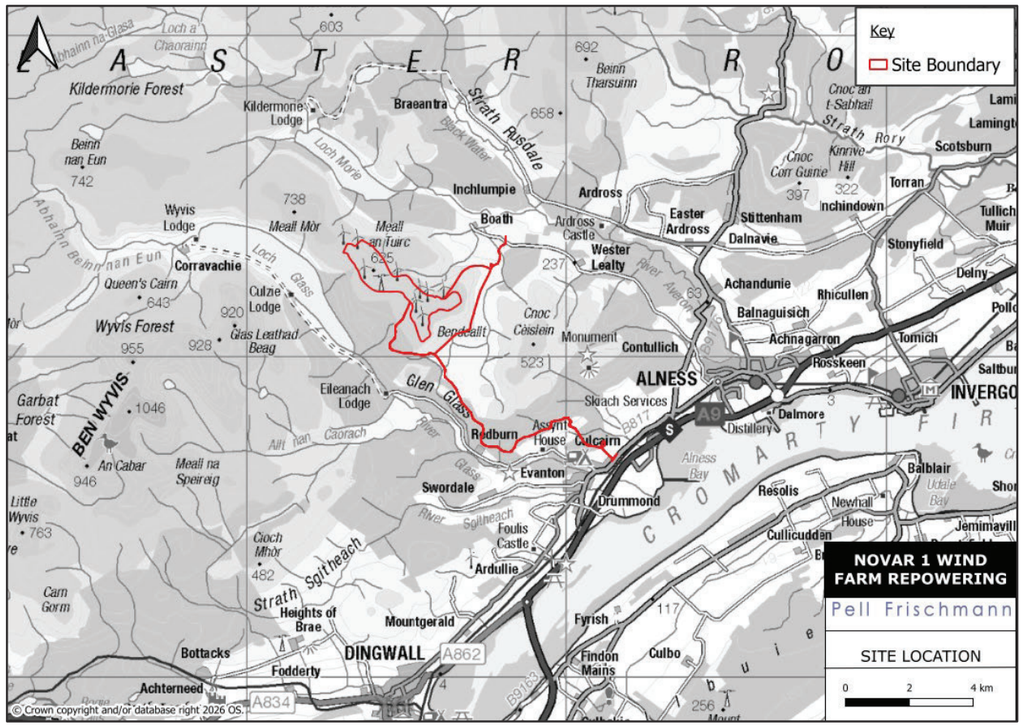
The Site is located within the Novar Estate, which is approximately 11 kilometres (km) north of Dingwall and 9km northwest of Alness in THC administrative area.

The Site is situated along the ridgeline connecting Meall Mor, Meall an Tuirc, Bendeallt and Cnoc Gille Mo Bhrianaig with the elevation ranging within the Site from 625 metres (m) Above Ordnance Datum (AOD) to 310m AOD, with the topography descending from the ridge in all directions to Loch Glass, Loch Moire and Strath Rusdale.

The Site is predominantly located on upland moorland, although there are some commercial forestry blocks of mostly coniferous species to the north, south, and east of the Site, and on the slopes of Cnoc Ceislein, with smaller areas of long-term retention conifer and broadleaves. The Alness River (also known as River Averon) runs to the north of the Site. The operational Novar 1 Wind Farm is located within the Site and Novar 2 Wind Farm is located to the west of the Site

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

Figure 1 Site Location



3.2 Proposed Development

The Proposed Development will comprise the construction of the following:

- Decommissioning and removal of the existing 34 turbines along with associated infrastructure including below ground cabling from the site, the restoration of crane hardstanding and those Internal Tracks that are not required for the proposed new wind farm;
- Up to 9 new turbines with a rotor blade diameter of approximately 162m, a hub height of approximately 99m, and a maximum tip height of up to 180m;
- Permanent foundations supporting each wind turbine;
- Associated crane hardstanding at each turbine location;
- Existing on-Site Internal Tracks and infrastructure to be reused where possible with some limited requirement to build new tracks to access new turbine positions. Existing southern Heavy Goods Vehicle (HGV) would require limited widening throughout its length to accommodate abnormal loads, whereas the existing northern Light Goods Vehicle (LGV) access track will be retained in its current condition;
- Underground cable arrays within the Site connecting the turbines to the on-site substation;
- A control building and substation compound;
- Temporary construction compound(s) and laydown area(s); and
- Biodiversity enhancement measures including options such as forestry planting, peatland restoration and grassland management.

In addition, ancillary works may be required, such as:

- Extraction of rock from borrow pits; and
- Off-site works to facilitate the delivery of abnormal loads.

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

The principal construction period is expected to be 18 months within a three-year decommissioning and construction phase. During this time 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 HGV;
- Abnormal Indivisible Loads (AILs) consisting of the wind turbine components and heavy lift crane(s); and
- Escort vehicles for AIL deliveries, generally 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 3: The Site and Proposed Development (EIA Report, Volume 2).**

4 Outdoor Access Baseline

4.1 Path Network

A review of THC's Core Path network[7] indicates that there are two Core Paths within the Site, and a review of Ramblers Path Network indicates that there are a number of tracks/paths within the Site.

Existing tracks within the Site are mainly associated with the existing Novar 1 Wind Farm, with the exception of a local path which runs northeast to southwest in the vicinity of the existing turbine locations in the northern part of the Site. This local path connects to onward paths beyond the Site. The locations of the Core Paths and the existing track/path network within the Site are shown in **Figure 2** and details of the Core Paths are outlined below in Table 1.

Figure 2 Path Network within the Site

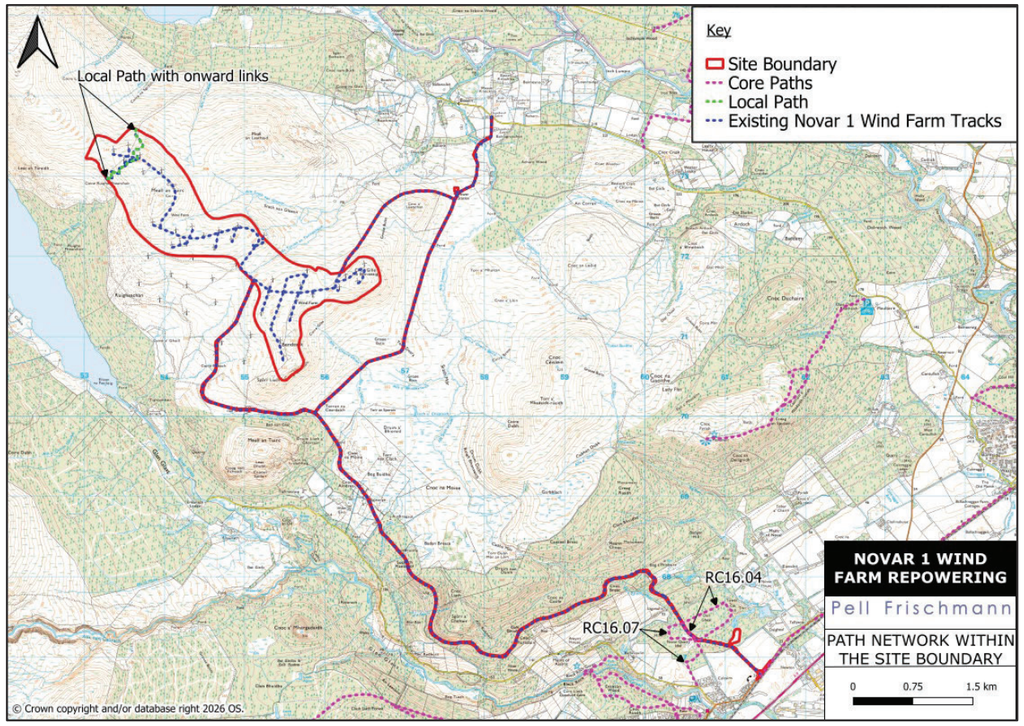


Table 1 Paths within the Site

Reference	Path Name	Path Type	Total Length (m)
RC16.04	Novar Green Road	Estate Track	1,620
RC16.07	Novar Quarry	Estate Track	1,430

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.

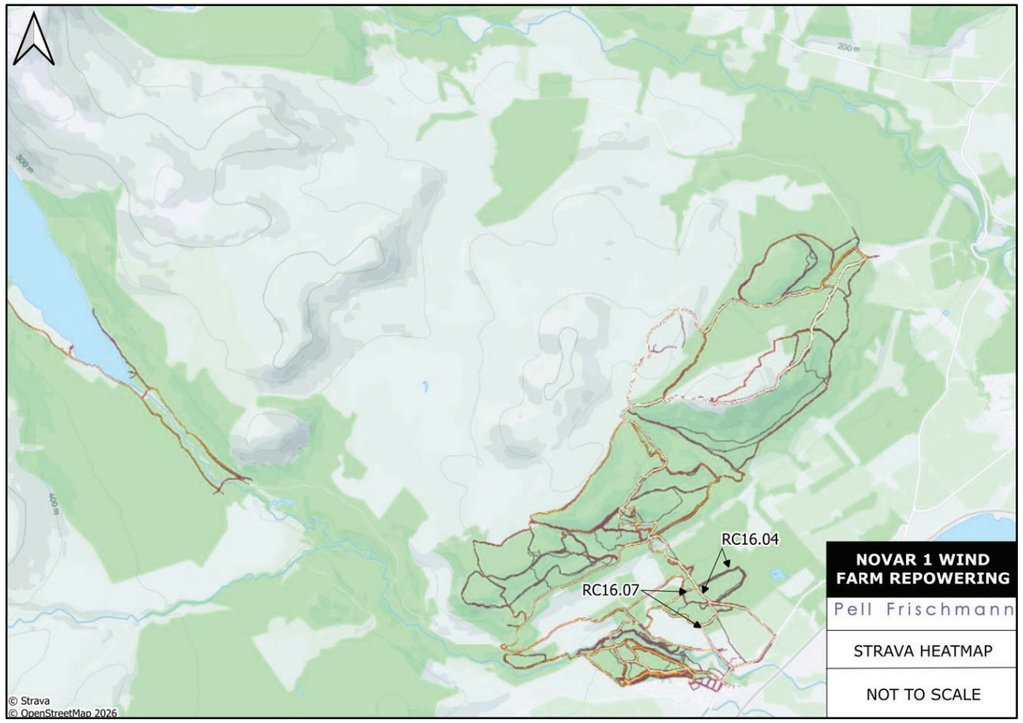
[7] The Highland Council, Paths in the Highlands. Available at: https://www.highland.gov.uk/info/1225/countryside_farming_and_wildlife/161/outdoor_access/4

4.2 Existing Network Usage

The usage of the tracks/paths in the vicinity of the Site and within the Site has been reviewed, by examining the fitness tracking app Strava's Heatmap[8] for the area. This provides an indication of use of the tracks/paths in 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.

Figure 3 Strava Heatmap Extract



The Heatmap indicates that the Core Paths within the Site are used by recreational users (Strava users) as shown in **Figure 3**. It should be noted that these Core Paths are along the Internal Tracks to the turbine locations, within the southern section of the Site. There does not appear to be any records of Strava users in the vicinity of the existing Novar 1 Wind Farm turbine locations (or in the vicinity of the proposed turbine locations associated with the Proposed Development). It should be noted that this does not however mean that people are not using these paths, rather they are just not using Strava to record their activities.

[8] Strava Heatmap, Available at: https://www.strava.com/heatmap [Accessed January 2026]

4.3 Road Network

4.3.1 Public Road Network

There are no public roads within the Site.

4.3.2 Car Parking

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

4.4 Recreational Amenities

There are no recreational amenities available within the Site.

4.5 Local Communities

There are no local communities within the Site. The closest settlement to the Proposed Development is the village of Evanton, with dwellings located immediately south of the Site access junction on the B817.

4.6 Other Land Uses

4.6.1 Hill Walking and Mountaineering

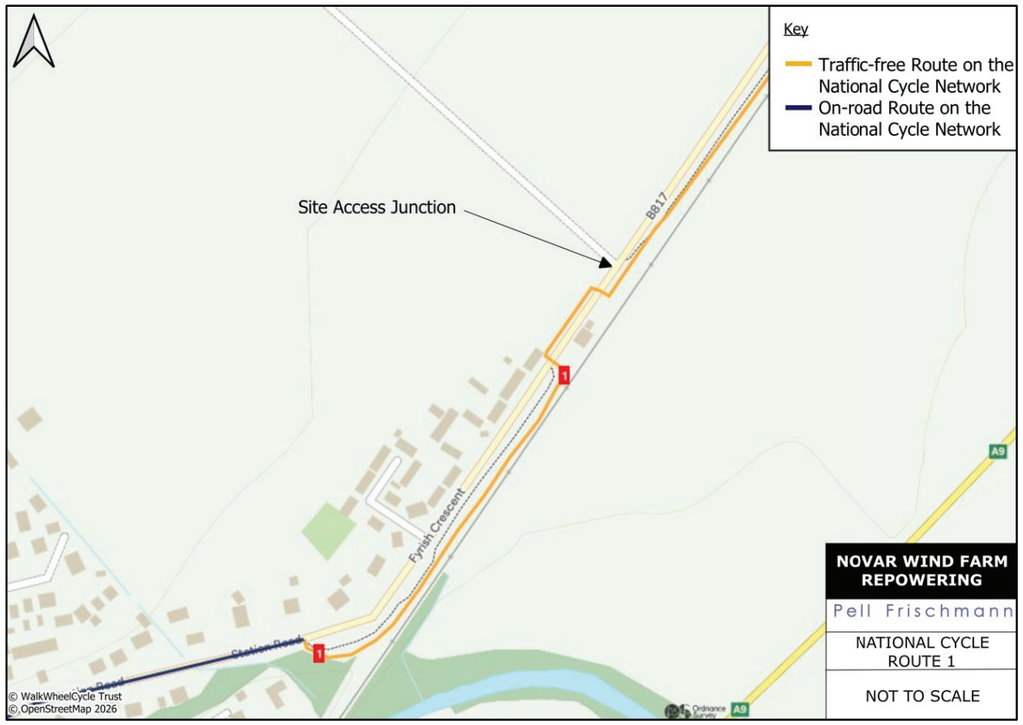
Hill walking is permitted under the Land Reform (Scotland) Act 2003 and Meall an Tuirc is located within the Site.

4.6.2 Cycling

With regards to cycling, a review of Walk Wheel Cycle Trust's (formerly Sustrans) National Cycle Network (NCN) map[9] indicates that NCN Route 1 is the closest NCN Route to the Site. The location of NCN Route 1 in relation to the Site Access is shown in **Figure 4**.

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

Figure 4 National Cycle Route 1



To the north-east of the Site access junction, NCN Route 1 comprises Core Path RC16.08 (Evanton – Skiach Cycleway) which is a shared path running adjacent to the B817, which is separated from the carriageway by vegetation.

To the immediate southwest of the Site access junction, NCN Route 1 crosses the B817 and is located along a shared path for approximately 70m before crossing once again to the opposite side of the road to form a shared path running adjacent to the B817, which is separated from the carriageway by vegetation.

4.6.3 Camping

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 Boundary, 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, shared access tracks or paths;
  - 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, tracks or paths 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

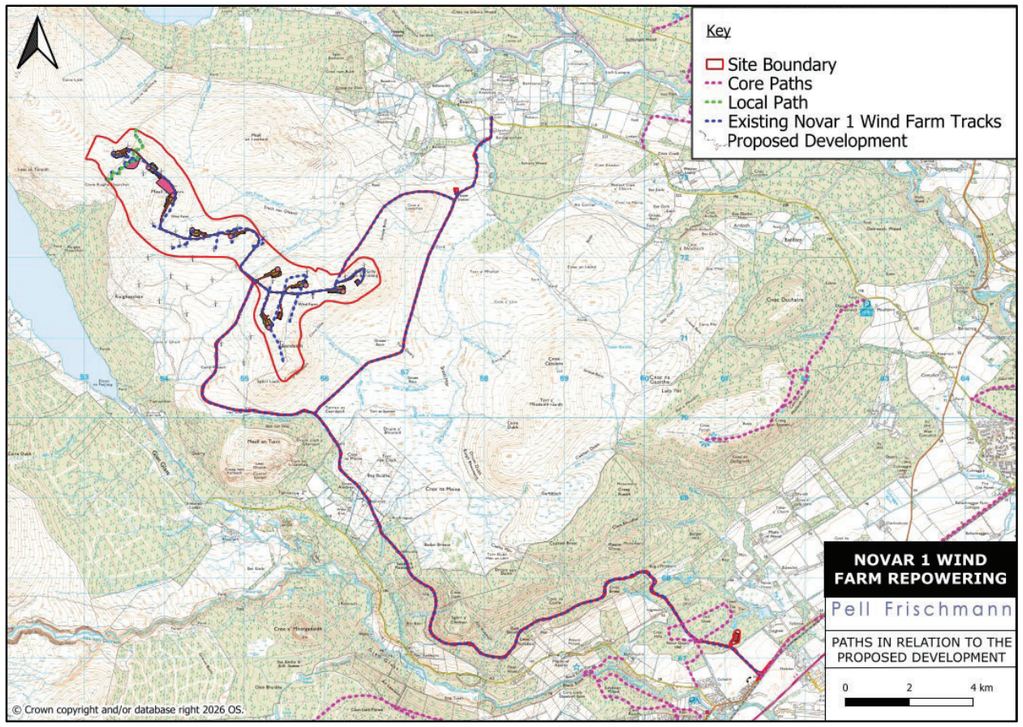
The Proposed Development's access tracks used by construction traffic within the Site will impact the following Core Paths:

- Novar Green Road (RC16.04); and
- Novar Quarry (RC16.07).

It should be noted that the Proposed Development's Internal Tracks in the vicinity of the Core Paths will comprise upgraded Novar 1 Wind Farm tracks.

The Proposed Development's upgraded Internal Tracks will mainly follow the existing Novar 1 Wind Farm tracks and will also cross the existing local path in the north of the Site. The location of the existing tracks and paths in relation to the Proposed Development is shown in **Figure 5.**

Figure 5 Existing Tracks 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/tracks/ paths	**Temporary closures:** Full or partial temporary closures of core paths/tracks/paths 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/tracks/paths crossed by construction traffic. **Noise and vibration**: Increased noise from construction plant, vehicle movements, and blasting, on core paths/tracks/paths close to construction areas. **Dust and mud:** Generated by construction traffic, affecting air quality and surface conditions on core paths/tracks/paths crossed by construction traffic. **Visual intrusion:** Presence of construction machinery, Site compounds, and partial structures impacting visual amenity during recreational pursuits. **Reduced enjoyment:** Overall diminishment of the recreational experience due to the industrial nature of construction.
Cyclists	**Road delays**: Cyclists within the vicinity of the Site are required to cross the carriageway to remain on NCN Route 1, which may be impacted by slight 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 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. **Visual intrusion:** Presence of construction machinery, Site compounds, and partial structures impacting visual amenity 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.
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 35 years. The operational phase is restricted to occasional maintenance operations which will generate low volumes of traffic that are not considered to be in excess of daily traffic. 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/Tracks/Paths	During most of the operational phase, no impacts are anticipated. This is in line with the impacts on these users with regards to the existing Novar 1 Wind Farm. 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 people using core paths/tracks/paths within the Site or on-Site infrastructure are considered extremely low, but it is a recognised planning and safety risk. 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 on-Site infrastructure. This is in line with the impacts on these users with regards to the existing Novar 1 Wind Farm. 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 cyclists using the tracks or on-Site infrastructure is considered extremely low, but it is a recognised planning and safety risk. Modern turbines

User	Potential Impact
	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 200m 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, which is in line with the impacts on these users with regards to the existing Novar 1 Wind Farm, 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. Topple hazard of wind turbines for horse riders using the tracks or on-Site infrastructure is considered extremely low, but it is a recognised planning and safety risk. 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	No impact.
Car Parking	No impact.
Users of Camp Sites and General Outdoor Recreation	During most of the operational phase, no impacts are anticipated. This is in line with the impacts on these users with regards to the existing Novar 1 Wind Farm. 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 on-Site infrastructure is considered extremely low, but it is a recognised planning and safety risk. 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 of Novar 1 Wind Farm Repowering can only be fully assessed closer to that period, 35 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 THC.

With regards to the decommissioning of the existing Novar 1 Wind Farm, it is proposed that a full OAMP would be prepared post consent of the Proposed Development, which would be used to address the combined decommissioning phase of the Novar 1 Wind Farm and the construction and operational phases of Novar 1 Wind Farm Repowering, which would be secured by an appropriately worded planning condition

6 Mitigation and Monitoring

6.1 Construction Phase

6.1.1 Public Access Management

To ensure clear accountability for public access and safety within the Site, 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 THC 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 THC with information regarding any restrictions impacting these wider areas, as a result of the Proposed Development, provided to THC as required.

The Applicant would adopt a collaborative approach with THC 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.

6.1.2 Core Path Users

Where a Core Path would lead users into direct conflict with construction activities, it will be closed for the duration of the construction phase. Core Paths which are crossed by on-Site access tracks are as follows:

- Novar Green Road (RC16.04); and
- Novar Quarry (RC16.07).

Any passable Core Path that does not lead directly into a construction area and is not used by construction vehicles will remain open, except when construction activities are occurring at specific crossing points. Formal consent for any temporary closure of Core Paths will be agreed with the relevant local authorities. Once construction is complete, these Core Paths can be re-opened.

While the aim is to retain access to as many Core Paths as possible during the construction phase, the right to wander from the Core Paths will be prohibited through an order obtained from THC in relation to the Land Reform (Scotland) Act 2003. The use of any Core Path within the PAMA will remain strictly limited to the Core Path itself. This will be reinforced by signage at entry points to the PAMA and other means of communication.

Where Core Paths are closed, new temporary path diversions will be implemented to ensure safe and efficient connections. To facilitate potential diversions, options for temporary closure of footpaths and trails will be explored with the relevant local authorities. All Core Paths will be surveyed and upgraded as necessary before construction begins to allow multi-user passage and will be maintained for the lifetime of the Proposed Development.

The diversion and closure of footpaths will be signed and publicised on relevant project and local authority websites. Signs will also clearly indicate the location of the Proposed Development construction works and the Internal Tracks to be used by construction traffic. These signs will 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.

Any Core Paths within the PAMA identified as being closed during the construction phase would be inspected prior to closure. Once the construction phase is complete, these would be re-surveyed, and any necessary work carried out to ensure they are returned to an agreed condition with the relevant local planning authority.

All Core Paths within the PAMA that have remained open during the construction phase would be inspected, monitored, and maintained as necessary throughout the construction period. Once the construction phase is complete, all Core Path paths/roads would be returned to an agreed state.

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.

6.1.3 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 Existing Tracks and Paths used by Construction Traffic

The Internal Tracks within the Site would remain open during the construction phase and would be used by construction vehicles. As noted earlier, Internal Tracks within the Site are mainly associated with the existing wind farm, with the exception of the local path which runs north-east to south-west in the vicinity of the existing turbine locations, in the northern part of the Site, which connects to onward paths beyond the Site.

Mitigation measures are proposed to ensure public health and safety.

Existing Internal Tracks used by construction traffic would be fully signed and guarded in accordance with '*Safety at Street Works and Road Works: A code of practice*'[10] and Chapter 8 of the '*Traffic Signs Manual and Guidance for Safer Temporary Traffic Management*'.[11] All approaches to these tracks would feature warning signs for walkers, cyclists, horse riders, and construction vehicles. Additionally, signs would be erected at the entrance to the Site indicating the location of construction works and the specific access tracks designated for construction traffic. Locations along the tracks which are not considered safe for public access, would be temporarily closed off with appropriate signage.

[10] Safety at Street Works and Road Works – A Code of Practice, Department for Transport, 2013
[11] Traffic Safety Measures and Signs for Road Works and Temporary Situations, Department for Transport, 2009

Where Internal Tracks, used by construction traffic, are accessible from paths within the Site, lockable barriers or appropriate fencing would be used to prevent members of the public from entering construction areas. Barriers would be erected on at the entrance to the construction area to guide pedestrians to the designated safe crossing point where necessary, where path 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 track 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.

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; and
- 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, THC 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 THC, as is current practice.

Prior to and during construction ongoing discussions with local access officers, THC, 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 THC's discretion.

6.1.8 Access for Emergency Vehicles

Any visitor to the Core Paths/tracks /path 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[12], 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.

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.

[12] The Construction (Design and Management) Regulations 2015, Secretary of State for Work and Pensions

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 and tracks/path temporarily closed during construction would be reopened.

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 THC prior to decommissioning commencing for Novar 1 Wind Farm Repowering. It is expected that decommissioning would not cause less disruption than 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 Internal 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 15mph 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 Internal Tracks, and
- Improvements to Core Paths within the Site.

7.2 Ongoing Maintenance

The crossing points and Site Internal 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 THC 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 Consultants Ltd. has been commissioned by BWL to prepare a framework for the preparation of a full OAMP for the proposed Novar 1 Wind Farm Repowering (the 'Proposed Development'), located between Glen Glas and Strath Rusdale in THC administrative area. This framework would be used as the basis for the preparation of a full OAMP to be prepared post consent, which would be secured by an appropriately worded planning condition.

The Proposed Development's access tracks used by construction traffic within the Site will impact the following Core Paths:

- Novar Green Road (RC16.04); and
- Novar Quarry (RC16.07).

The Proposed Development's upgraded Internal Tracks would mainly follow the existing Novar 1 Wind Farm tracks and would also cross the existing local path in the north of the Site. The land within the Site may be accessed by the general public through the Land Reform (Scotland) Act 2003.

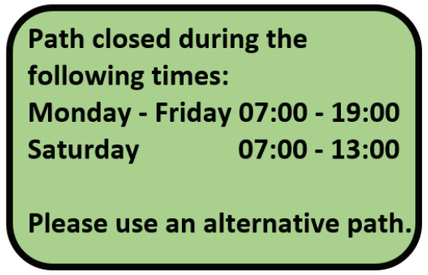
During construction, potential impacts on recreational users at the Site are expected to be temporary relating to potential safety risks, disruptions, and decreased recreational enjoyment due to machinery, noise, and visual intrusion. During operation, minimal impacts are expected and where this would exist, due to the requirement for more significant maintenance works, these would be more localised and shorter in duration that those experienced during construction. Impacts during decommissioning would be expected to be less than those experienced during the construction phase.

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.

It is considered that the information provided in this framework document provides the basis for the preparation of a full OAMP to be prepared post consent, which would be secured by an appropriately worded planning condition.

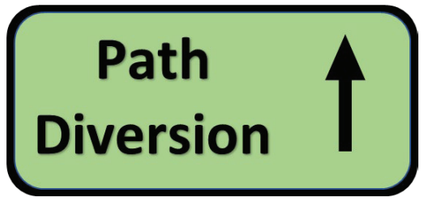
Appendix A Indicative Diversion Sign Plates

Path Restrictions Signage:

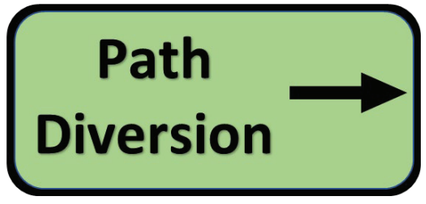


Diversion Signage:

Sign Type 1



Sign Type 2



Sign Type 3



General Information Sign Example:

Novar 1 Wind Farm Repowering nadara

Walkers, Cyclists and Horse Riders

Access to the path is being managed during the wind farm construction works. Please be aware that the path passes through a wind farm 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 wind farm 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.