



Scottish  
Forestry  
Coilltearachd  
na h-Alba

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Our Reference – Crianlarich Land Management Plan – 7.8 hectares of Forest Roads

29 June 2020

Dear Mr Murphy

### **The Forestry (Environmental Impact Assessment) (Scotland) Regulations 2017**

I refer to your application at Crianlarich for our Screening Opinion as to whether the work you are proposing (7.8 hectares of forest roads) is an EIA project and will require EIA consent.

I can confirm that the work you propose will **not** require EIA consent.

#### **Reasoned Conclusion:**

The project is to create 7.8 hectares of Forest Roads.

The proposal is to construct:

- 2,875 metres of forest road with an average footprint of 7 metres totalling 2 hectares. The 7 metre footprint will consist of a running surface averaging 3.4 metres and roadside drains. It will include 1 layby per 500 metres of road and a turning point at the end.
- 2,300 metres of forwarder tracks, approximate width of 3-4 metres totalling 0.7 hectares.
- 24,200 metres of All Terrain Vehicle (ATV) tracks with a width of 2 metres totalling 4.8 hectares.
- Up to 75 harvesting access ramps, 3 metres wide and up to 15 metres long totalling 0.34 hectares. The final number and location of the ramps will be determined at the time of operations however it is expected that one ramp per 100 metres of road/coupe interface will be sufficient.

Indicative positions of the roads and tracks are shown on the roads and tracks map (M7) and final positions will be within  $\pm 60$  metres of these. Final lines will be planned to minimise landscape impact and ground disturbance, reflecting existing topography, avoiding steep gradients where possible and avoiding sensitive habitats.

The purpose of these proposals are to facilitate safe access for timber harvesting and haulage and subsequent restocking operations, maintenance and deer management.

#### **Landscape**

Scottish Forestry is the Scottish Government agency responsible for forestry policy, support and regulation

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The property lies within the Loch Lomond and The Trossachs National Park. The proposed roads will be constructed to the standard Forestry & Land Scotland (FLS) Class A road specification and in line with the principles described in the Scottish Natural Heritage (SNH) guidance on Constructed Tracks in the Scottish Uplands.

The road lines have been selected to follow the site topography and to minimise cut and fill. The impact of the road construction will be further reduced by ensuring batter angles and, in general, the disturbed ground, is left in a condition that will promote early natural vegetation regeneration.

The location of turning points and laybys will be carefully selected to minimise disturbance and the batter angle of any cut required in construction.

Where possible laybys and turning points will be positioned on the downhill side of the new roads and where possible top soil stripped from the road line will be stored to be used for landscaping after construction.

As an additional measure, given the landscape sensitivities, groups of native trees will be planted at appropriate points to help screen the road from the surrounding area.

The surface of forwarder tracks will be protected with a layer of branches and tops. Forwarder tracks will be approximately 3 metres to 4 metres wide. When no longer needed for extraction the width will be narrowed to 2.5 metres and both track and batters will be allowed to revegetate.

ATV tracks will be constructed in line with the principles described in the SNH guidance on Constructed Tracks in the Scottish Uplands. During construction ground disturbance will be kept to a minimum. ATV tracks will not be treated as permanent features; once operations are complete tracks will be allowed to grass over and the running surface and side batters will be left in a condition that will promote vegetation regeneration.

### **Soil**

There will be some immediate soil disturbance during the creation of this infrastructure however this is necessary and ground disturbance will be kept to a minimum.

The creation of defined access routes will serve to facilitate timber harvesting operations, timber haulage, subsequent restocking, maintenance and deer management whilst protecting areas of open ground from disturbance such as rutting and allowing for the risk of diffuse pollution to be reduced and managed more effectively.

### **Water**

Construction will conform to the forests and water guidelines. Tracks will be constructed with a top-side drain and will have regular drainage cut-offs to prevent erosion of the trackside drain. No water from the trackside drains will discharge directly into any watercourse.

After careful consideration of this proposal I conclude that the project will not have a significant effect on the environment and therefore consent will not be required.

This decision is valid for only 5 years from the date of this letter and shall cease to have effect beyond 29-06-2020. If you propose to carry out any of the work in your application after 29-06-2020 please inform us immediately. We will screen the proposals again to decide whether your proposals require EIA consent under these Regulations

Please note that if you intend to apply for grant funding for this work, you must wait until you get an approved contract from us before you start any of the work.

Yours sincerely

pp. 

Keith Wishart  
Conservator