



Scottish  
Forestry  
Coilltearachd  
na h-Alba

Central Scotland Conservancy  
Bothwell House, Hamilton Business Park  
Hamilton, ML3 0QA  
Tel: 0300 067 6006  
centralscotland.cons@forestry.gov.scot  
Conservator: Keith Wishart

Stephen Murphy  
Forestry & Land Scotland  
Central Region  
Aberfoyle Office  
Aberfoyle  
FK8 3UX

Our Reference – Lock Eck Land Management Plan – 4.9 hectares of Forest Roads

27 July 2020

Dear Mr Murphy

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

I refer to your application at Loch Eck for our Screening Opinion as to whether the work you are proposing (4.9 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 4.9 hectares of Forest Roads.

The proposal is to construct:

- 1,235 metres of forest roads with an average footprint of 7 metres totalling 0.86 hectares. The 7 metre footprint will consist of a running surface averaging 3.4 metres and roadside drains. The forest roads will include 1 layby per 500 metres of road and a turning point at the end.
- 16,100 metres of All Terrain Vehicle (ATV) tracks with a width of 2 metres totalling 3.2 hectares.
- Up to 90 harvesting access ramps, 3 metres wide and up to 15 metres long totalling 0.4 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.
- Up to 10 turning points and 40 passing places with a combined nominal area of 0.7 hectares will be required during upgrades to the 54 kilometres of existing forest road network. Each turning point will be up to 22.5 metres long with an approximate area of 0.03 hectares and each passing place will be up to 7.2 metres wide with an approximate area of 0.01 hectares.

Indicative positions of the roads and tracks are shown on the screening opinion request (SOR) maps (M14 a & b) and final positions will be within  $\pm 60$  metres of these. The actual lines will be planned to minimise landscape impact and ground disturbance, reflecting existing topography, avoiding steep gradients where possible and avoiding sensitive habitats. Other facilities such as laybys, turning areas and ramps will be along routes to and adjacent to the first and second phase coupes shown on this map.

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

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

### **Landscape**

The property lies within the Loch Lomond and The Trossachs National Park. The proposed forest 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.

A detailed assessment of the line will be made prior to construction, cut and fill and batter angles will be kept to a minimum and where feasible top soil and turf will be retained for landscaping. In general disturbed ground will be left in a condition that promotes regeneration of natural vegetation and direct seeding will be considered as an option.

All-Terrain Vehicle (ATV) tracks will be constructed in line with the principles described in the Scottish Natural Heritage (SNH) guidance on Constructed Tracks in the Scottish Uplands. 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 necessary timber harvesting operations, timber haulage and subsequent restocking, maintenance and deer management. These access routes will also protect areas of open ground from disturbance such as rutting and compaction and allow 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 27-07-2025. If you propose to carry out any of the work in your application after 27-07-2025 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