



















Legend

-  Existing Forest Roads
-  Taynuilt Plan Area

Primary Current Species

- | | |
|---|--|
|  NBL: Native Broadleaves |  NS: Norway Spruce |
|  DF: Douglas Fir |  RC: Western Red Cedar |
|  L: Larch |  SP: Scots Pine |
|  GF: Grand Fir |  SS: Sitka Spruce |
|  LC: Lawson Cypress |  WH: Western Hemlock |
|  LP: Lodgepole Pine | |
|  MC: Mixed Conifer | |
|  MOP: Mountain Pine | |
|  NF: Noble Fir | |

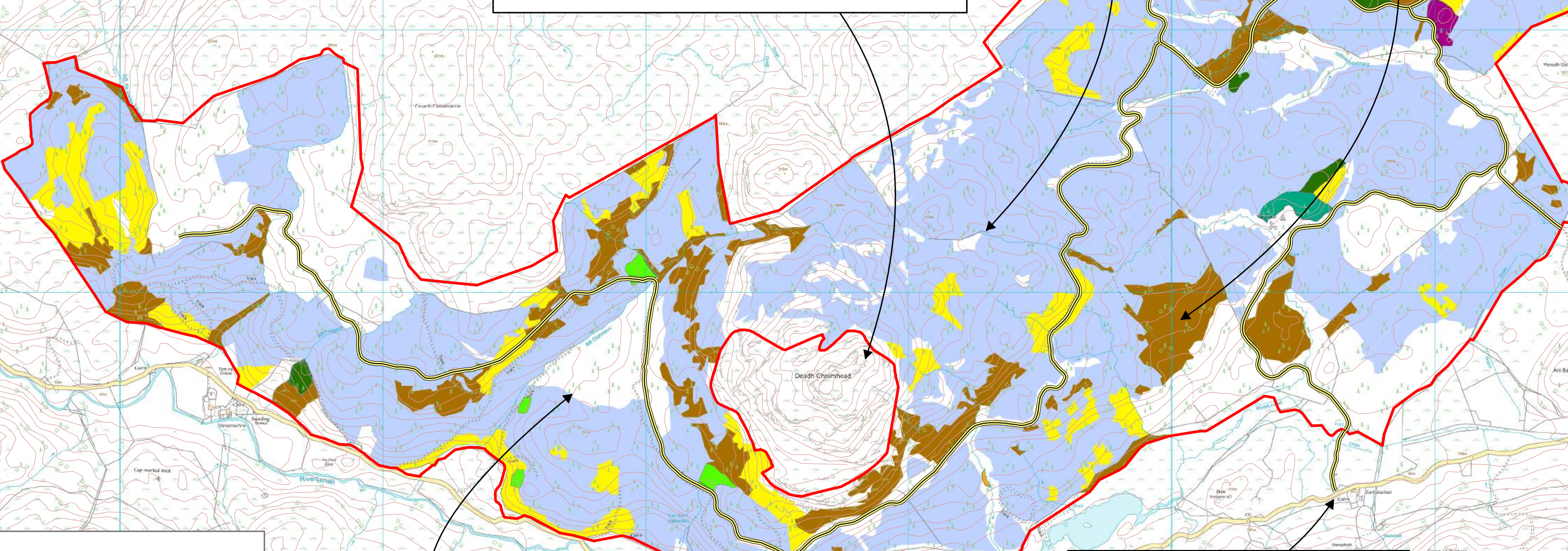
Soils in some areas are poor and deep peat may be an issue to consider post harvesting. The area east of Death Choimhead and north of the road falls within this category. Due to the terrain & geology the soils vary significantly at a micro scale and this leads to patchy crops which creates difficulties for management and harvesting. There may be potential to even crops up and increase overall productivity by improved drainage, fertiliser, pre commercial thinning or heather control.

There are large areas of established broadleaves outwith the ASNW areas, there is the opportunity to strengthen and link these areas in an integrated way with PAWS restoration.

Death Choimhead is a historical lookout point and provides superb views across the surrounding countryside. Access to this hill is facilitated by the road network but the actual climb to the summit is problematic. The open ground part of the summit is not under FES ownership which complicates any discussion on path creation, although a simple brashed desire line through the FES holding on the east side of the hill could bring walkers out onto a relatively clear approach to the summit. Use of the track would then create a path appropriate to the level of use.

Better soils occur generally below the road, and these areas are suitable for diverse conifers, although deer control is essential and fencing may be problematic.

The extensive road network facilitates harvesting with forest shape and road layout allowing access and good road frontage for proposed coupes. The road network has limited recreational value because of the lack of circular routes, however walking and cycling loops are possible by using the public road in Glen Lonan which is also a Sustrans cycle route.



Scale: 1:15,000 @ A3

17/09/2019

