



Please complete this form to find out if you need consent from Scottish Forestry, under the **Forestry (Environmental Impact Assessment) (Scotland) Regulations 2017**, to carry out your proposed forestry project. Please refer to Schedule 2 Selection Criteria for Screening Forestry Projects under [Applying for an opinion](#). If you are not sure about what information to include on this form please contact your [local Conservancy office](#).

Proposed Work							
Please put a cross in the box to indicate the type of work you are proposing to carry out. Give the area in hectares and where appropriate the percentage of conifers and broadleaves							
Proposed Work	select	Area in hectares	% Conifer	% Broad-leaves	Proposed work	select	Area in hectares
Afforestation	<input type="checkbox"/>				Forest roads	<input checked="" type="checkbox"/>	1
Deforestation	<input type="checkbox"/>				Forest quarry	<input type="checkbox"/>	
Location of work		Clunes & Loch Arkaig Forests					

Description of Forestry Project and Location
<p>Provide details of the forestry project (size, design, use of natural resources such as soil, and the cumulative effect if relevant). Please attach map(s) showing the boundary of the proposed work and other known details.</p> <p>ATV track: 2330m (0.58ha): Clunes Forest, Coupe 61074 (starting at NN 1854 9236)</p> <p>This ATV track is required to facilitate on going native woodland establishment operations in the short to medium term and valuable deer management for long term deer management for this site and for the entire open hill of Clunes. The aim for this open hill is to expand native woodland through natural regeneration up to the montane zone, and to protect and expand the montane scrub habitat which is currently being set back by excess herbivore impact.</p> <p>Construction of 2330m of ATV track up to 2.5m width (widened on inside bends to accommodate radius), through a young native woodland site. Track design complies with the attached FLS "PN - ATV/Restocking tracks PN description" and FLS "ATV Track Cross-section 1 up to 2.5m width". Watercrossing points will be pipe culverted in accordance with the FLS "Culvert Design Guide". Material will be site won, sourced from as close to the route as possible. The depth of the track will be enough to cover all ground bumps and vegetation and the surface will be firmed, cambered and dried in-situ to form a smooth surface. Where camber is not in use, grade reversal and track outslope will be used to draw water off the track. Topside drains will be used where required with hard material built above and drains filtered at least 15m on either side of watercourses. No intrusion will be made into the embankment area of any watercourse showing up on a 1:50,000 map. Gradient will be up to 12% with short lengths under 100m up to 15% with care to avoid excess erosion and instability.</p>

A turning bay will be constructed at the end of the track. Alignment of the track will flow around raised landforms avoiding- steep ground and excessive cut and fill.

Forwarder tracks 840m (0.42ha):

Loch Arkaig Forest, Coupes 62050, 62055 & 62056

Track 1 - 730m starting in Coupe 62055 (off LK3 at NN 1694 8903 ending in Coupe 62056 at NN 1743 8921.

Track 2 - 80m Coupe 62050 (off LK3 at NN 1661 8911

Track 3 - 30m in Coupe 62055 (off LK3 at NN 1623 8915

Coupe 62055 is a Phase 1 fell area, Coupe 62056 is a Phase 2 fell area and Coupe 62050 is a minimum intervention coupe of young established PAWS (P'2008), which annexes much of Coupe 62055 from the new forest road LK3. Track 2 is required to gain some access through the young PAWS site with the remainder of the required access achieved by brush mats. Track 1 will serve both approved fell coupes. The eastern slopes of Coupe 62056 will require skyline winch extraction. Track 1 will gain access round the shoulder of the hill to enable skyline to be set up at the end of this forwarder track.

These forwarder tracks will be constructed in accordance with the "FLS Forwarder Track Specification" and water crossing points complying with the FLS "Culvert Design Guide" as mentioned previously. Culverts will be spaced at 10 to 25m intervals for adequate water control with the frequency of culverts dictated by water features on site. Minimum culvert size is 300mm but 450mm is preferred. The routes of the tracks are confined to good solid ground. Track 1 has been ground truthed by the FLS Civil Engineer with every effort made to avoid ancient woodland features in the PAWS area.

The tracks will be up to 5m in width, widened on the inside of bends to suit the radius. Maximum gradient is 20% with short lengths less than 100m up to 30% with care to avoid excess erosion and instability. Construction will normally be waterbound using material as available with track depth will be between 300 and 900mm. For drainage, there will be silt traps at all switch backs and bends with regular bumps on the tracks to draw off water. The frequency of the bumps is dependent on gradient, however, they will be at 50m intervals on gradients exceeding 15%.

Provide details on the existing land use and the environmental sensitivity of the area that is likely to be affected by the forestry project.

Clunes ATV track

Coupe 61074:

The current land use is a native afforestation site planted in 2021 which comprises of 58% SP & 42% NMB.

This site lies within:

Wild Land Area (WLA): 18 - Kinlochhourn-Knoydart-Morar

Special Land Area (SLA) - Loch Lochy & Loch Oich.

The route of the track crosses several watercourses and avoids areas of deep peat. Part of the track lies within the impact zone of a known merlin breeding site.

The start of the planned ATV track is accessed off an existing ATV track which is also ScotWays track HL0022 - an old Drover's Road.

Loch Arkaig Forwarder tracks:  
Coupes 62050, 62055, 62056

The current landuse for Coupe 62050 is established young native woodland on a PAWS site. Coupe 62055 is a Phase 1 fell coupe with Coupe 62056 a Phase 2 fell coupe, both mainly consisting of mature commercial conifers including larch.

All three tracks lie within PAWS designations. The northern section of track 1 lies in AWI 1860 designation with the rest of track 1 and all of tracks 2 & 3 within AWI 1750 designation. Most of tracks 1 and 3 lie within CPI buffers. The start of tracks 1 and 3 are affected by a small watercourse. All tracks lie within a low to medium slope instability risk with a portion of track 1 within a moderate to high risk area. This site lies within the SLA - Loch Lochy and Loch Oich local landscape area. The western half of track 1 and all of tracks 2 and 3 lie within raptor nesting impact zones.

## Description of Likely Significant Effects

Provide details on any likely significant effects that the project will have on the environment (resulting from the project itself or the use of natural resources) and the extent of the information available to assist you with this assessment.

Clunes ATV track:

Negative impact on the WLA designation with construction in an area which is perceived as remote, of wild character and devoid of modern human activity.

Impeding access along the ScotWays/hill access track during initial construction.

Damage to deep peat - impede natural hydrology and enable carbon release.

Loch Arkaig forwarder tracks:

Destruction of ancient woodland features.

Visibility of tracks post harvesting in proximity to outcrops.

Both ATV and forwarder tracks:

Impact on the iconic SLA

Siltation and pollution of minor watercourses which drain into a waterbody deemed by SEPA to be of high overall status, and which supports a MOWI fish farm.

Disturbance to breeding raptors.

Long term landscape and biodiversity improvement by enabling operations that will result in the expansion native woodland habitat in an area undergoing a landscape scale native habitat restoration.

Include details of any consultees or stakeholders that you have contacted in order to make this assessment. Please include any relevant correspondence you have received from them.

All stakeholders listed the LMP revision Stakeholder record - final darft consultation.

## Mitigation of Likely Significant Effects

If you believe there are likely significant effects that the project will have on the environment, provide information on the opportunities you have taken to mitigate these effects.

Compliance with the UK Forestry Standard on biodiversity, historic environment, landscape, climate change, soils and water

Track construction and protection of watercourses and soils will adhere to:

NatureScot - "Constructing tracks in the Scottish uplands"

FLS Forwarder track, ATV track specifications and cross-sections and FLS culvert design guide. The culvert design guide includes the assessment of watercourse catchments in accordance with the Centre for Ecology and Hydrology guidance "Flood Estimation Handbook" and calculations include the latest guidance from SEPA on how rainfall will increase over the current century.

FLS Civil engineer has ground truthed forwarder track 1 which lies in an area of scattered outcrops with low-moderate-high slope instability risk and identified a safe route.

FLS Civil Engineer has also assessed the route of the ATV track for gradient compliance and culvert requirements. Working with other FLS staff the route avoids areas of deep peat.

Identifying the locations for the safe storage of fuels and lubricants, the identification of welfare and machine maintenance areas and the use of bunded trunks.

Compliance with SEPA's GBRs and seeking SEPA Licences where appropriate.

Adherence to best practice document: FCPG25 - Managing forest operations to protect the water environment.

WLA:

In conjunction with the above compliance, the FLS Landscape Architect has assessed the WLA and has devised adjustments that will enable the track to fit into the natural undulations of the local landscape, with additional mitigation measures to make water crossing points as natural as possible, as well as ensure track sides and the track itself vegetates to blend into the landscape whilst ensuring a firm base for ATV travel. As the native woodland develops the route of the track will be further obscured. In the long term this access will enable the management of deer to sustainable levels over the whole of Clunes hill enabling the expansion of native woodland and montane scrub and improved tall herb communities and blanket bog habitats to further strengthen the perception of remoteness and naturalness within the WLA.

ScotWays tracks:

During the initial stage of ATV track construction banksmen will manage public access in the vicinity of operations to enable safe access to the hills along HL0022.

Compliance with best practice guidance: FCPN104 - Managing woodland access and forest operations in Scotland.

SLA:

The ATV and forwarder tracks will enable forest management that will improve landscaping and native habitats that will further enhance the features of the SLA, in particular, around the iconic Chia-Aig falls and improving the current upper forest margins of Clunes Forest as viewed from the A82. The latter will take many years, however, this part of the forest will be converted to native woodland and the upper forest margin will be improved through the establishment of a naturally regenerating transition native woodland to montane scrub, enabled through effective deer management on the open hill of Clunes accessed by the ATV track.

**Prevent destruction of ancient woodland features:**

The FLS Civil Engineer has ground truthed forwarder track 1 and has avoided as much ancient woodland features as possible. Prior to commencement of operations the FLS Environment team will ground truth all forwarder tracks to identify features and species that need protection. They will provide additional site specific mitigation which must be followed. This information feeds into the operational work plans for internal consultation and will be put into pre-commencement meeting agreements and documentation.

**Preventing disturbance to breeding raptors:**

Prior to the commencement of track construction operations the FLS Environment team will ground truth the areas for evidence of new nests and activity in known nest locations. They will provide mitigation measures that must be followed, which mentioned above, will be input into the operational work plan system and will form part of the pre-commencement agreements. Such measures may include avoiding operations in the breeding season. They will also liaise with neighbours, local raptor groups and where appropriate with the RSPB to be aware of nesting sites in neighbouring land that impacts FLS sites. These mitigation measures will be based on the following best practice:  
 FCS Guidance Note 31 - Forest and Wildlife Protection  
 FCS Guidance Note 32 - Forest operations and birds in Scottish Forests  
 FCPN101-Managing forest operations for white tailed eagles  
 Disturbance Distances in Selected Scottish Bird Species - NatureScot guidance.

**Other species:**

Depending on the outcome of the pre-operational surveys conducted by the FLS Environment team the following best practice adherence may be required:  
 FCS Guidance Note 33 - Forest operations and red squirrel in Scotland  
 FCS Guidance Note 35a - Forest operations and bats in Scotland  
 FCS Guidance Note 35c - Forest operations and otter  
 FCPG9 - Forest operations and badger setts  
 If any of these species have been found the FLS Environment team will provide the mitigation measures to be followed and agreed in the pre-commencement meetings, with input into the operational work plans.

### Sensitive Areas

Please indicate if any of the proposed forestry project is within a sensitive area. Choose the sensitive area from the drop down below and give the area of the proposal within it.

Sensitive Area	Area
Select...	

### Property Details

Property Name:	Clunes and Loch Arkaig Forests		
Business Reference Number:		Main Location Code:	

# Environmental Impact Assessment Screening Opinion Request Form

Grid Reference: (e.g. NH 234 567)	NN 1694 8903	Nearest town or locality:	Achnacarry, Spean Bridge
Local Authority:		Highland	

Owner's Details			
Title:	Mr	Forename:	Andrew
Surname:	Hunt		
Organisation:	Forestry and Land Scotland	Position:	Regional Manager
Primary Contact Number:	0131 370 5474	Alternative Contact Number:	0300 067 6650
Email:	andrew.hunt@forestryandland.gov.scot		
Address:	FLS West Region, Oban Outstation, Millpark Road, Oban.		
Postcode:	PA34 4NH	Country:	Scotland
Is this the correspondence address?	Yes		

Agent's Details			
Title:	Ms	Forename:	Catriona
Surname:	MacLennan		
Organisation:	Forestry and Land Scotland	Position:	Planning Forester
Primary Contact Number:	07823537772	Alternative Contact Number:	0300 067 6650
Email:	catriona.maclennan@forestryandland.gov.scot		
Address:	FLS West Region, Torlundy Office, Fort William		
Postcode:	PH33 6SW	Country:	Scotland
Is this the correspondence address?	Yes		

Office Use Only	
GLS Ref number:	

### Clunes & Loch Arkaig Forests

Author: Catriona MacIennan

Scale @ A3: 1:50,000

Date: 09/06/2024

#### Legend

##### Minor Roads (GB)

— Minor Roads (GB)

##### Secondary Roads (GB)

— Secondary Roads (GB)

##### Forest Roads

— Forest Roads

##### Planned ATV/Forwarder Tracks

— ATV

— Forwarder

##### Blocks

— Clunes

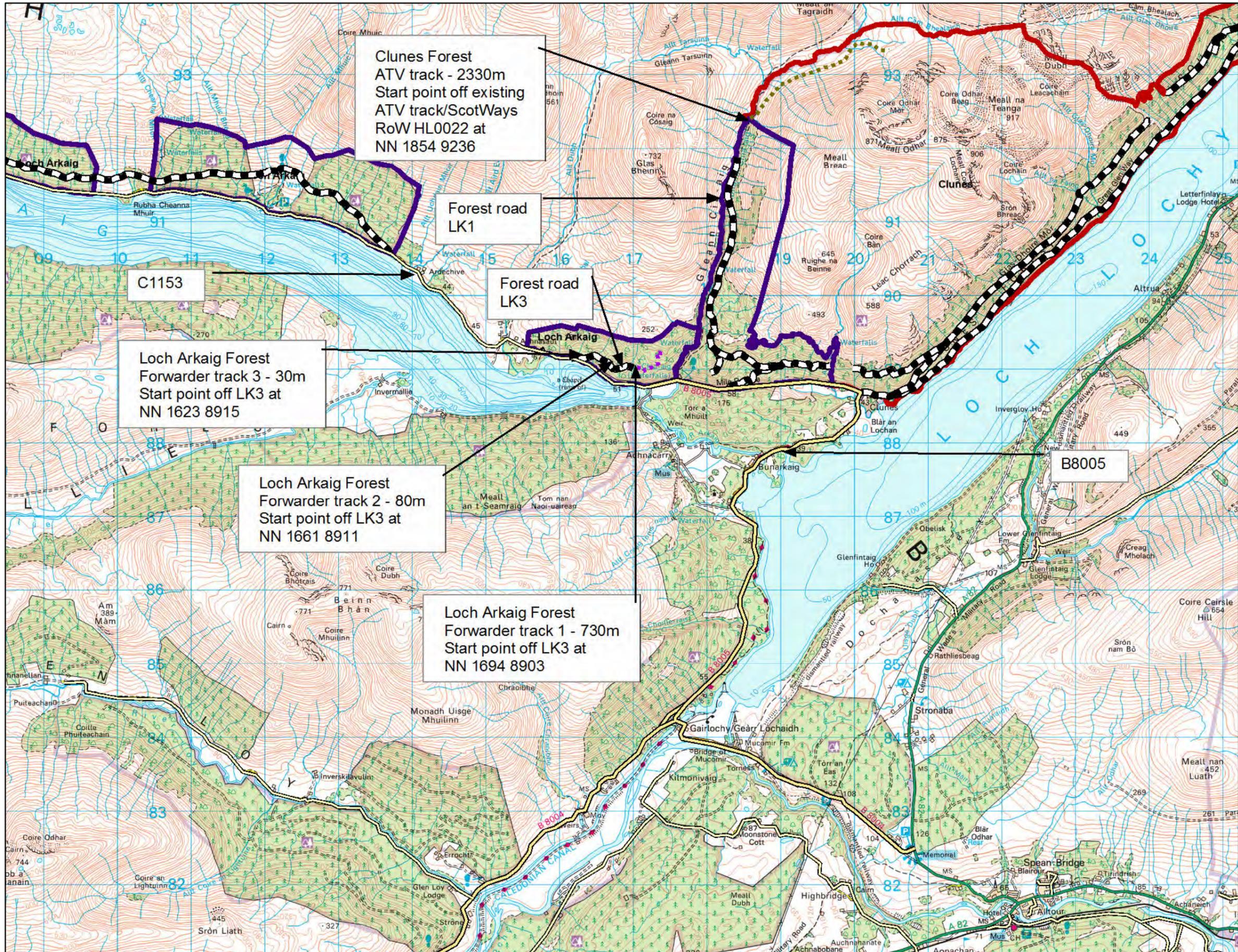
— Loch Arkaig

0 0.225045 0.9 1.35 1.8 km



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forests and land  
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managed to the  
UK Woodland  
Assurance Standard.





### Clunes Forest upper Chia-aig

Author: Catriona MacIannan

Scale @ A3: 1:10,000

Date: 15/04/2024

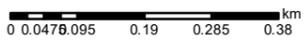
#### Legend

##### Next Perspectives 5m Contours (Scot.)

-  Index
-  Intermediate
-  Registrations
-  Watercourses

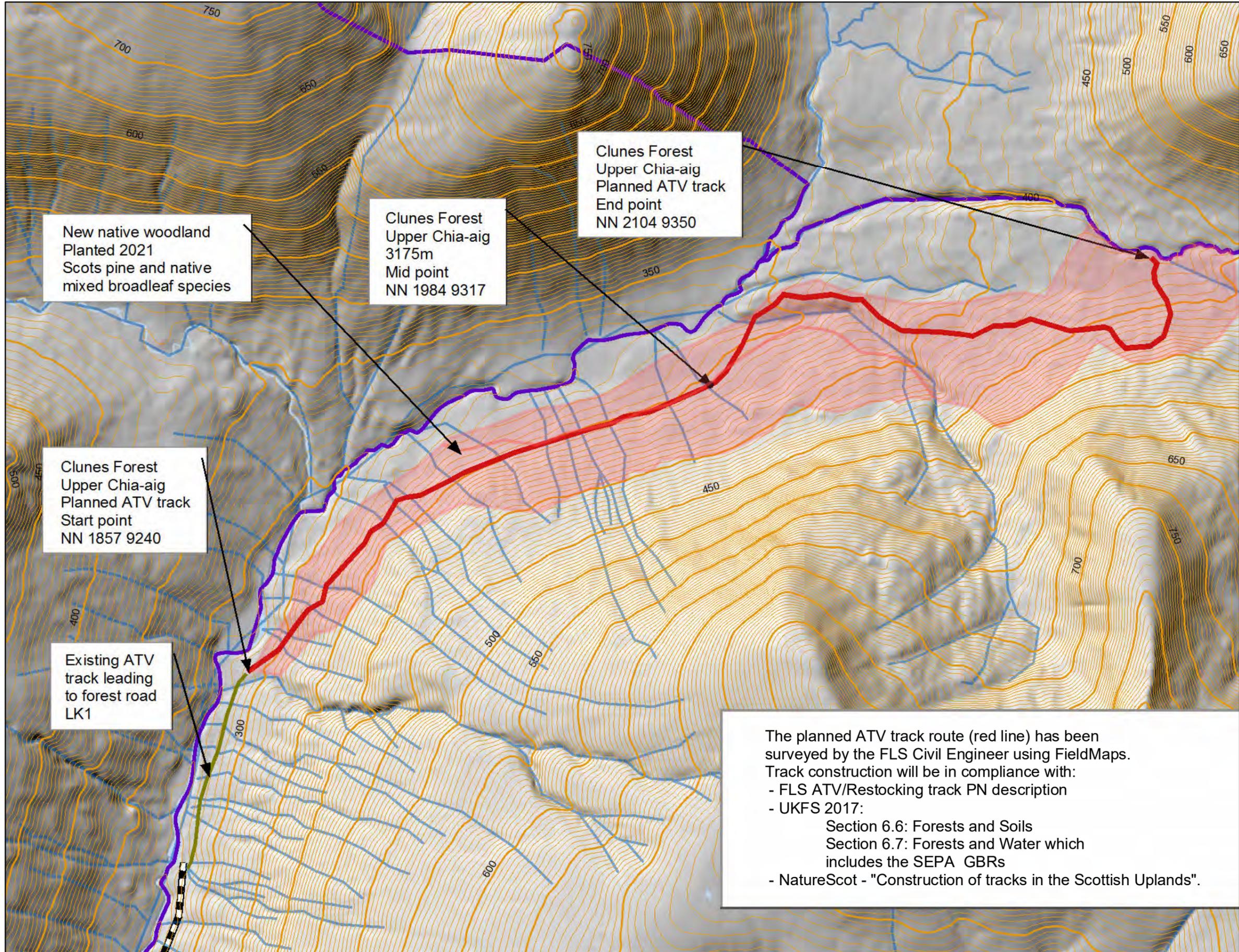
##### Forest Roads

-  Forest Roads



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New native woodland  
Planted 2021  
Scots pine and native  
mixed broadleaf species

Clunes Forest  
Upper Chia-aig  
3175m  
Mid point  
NN 1984 9317

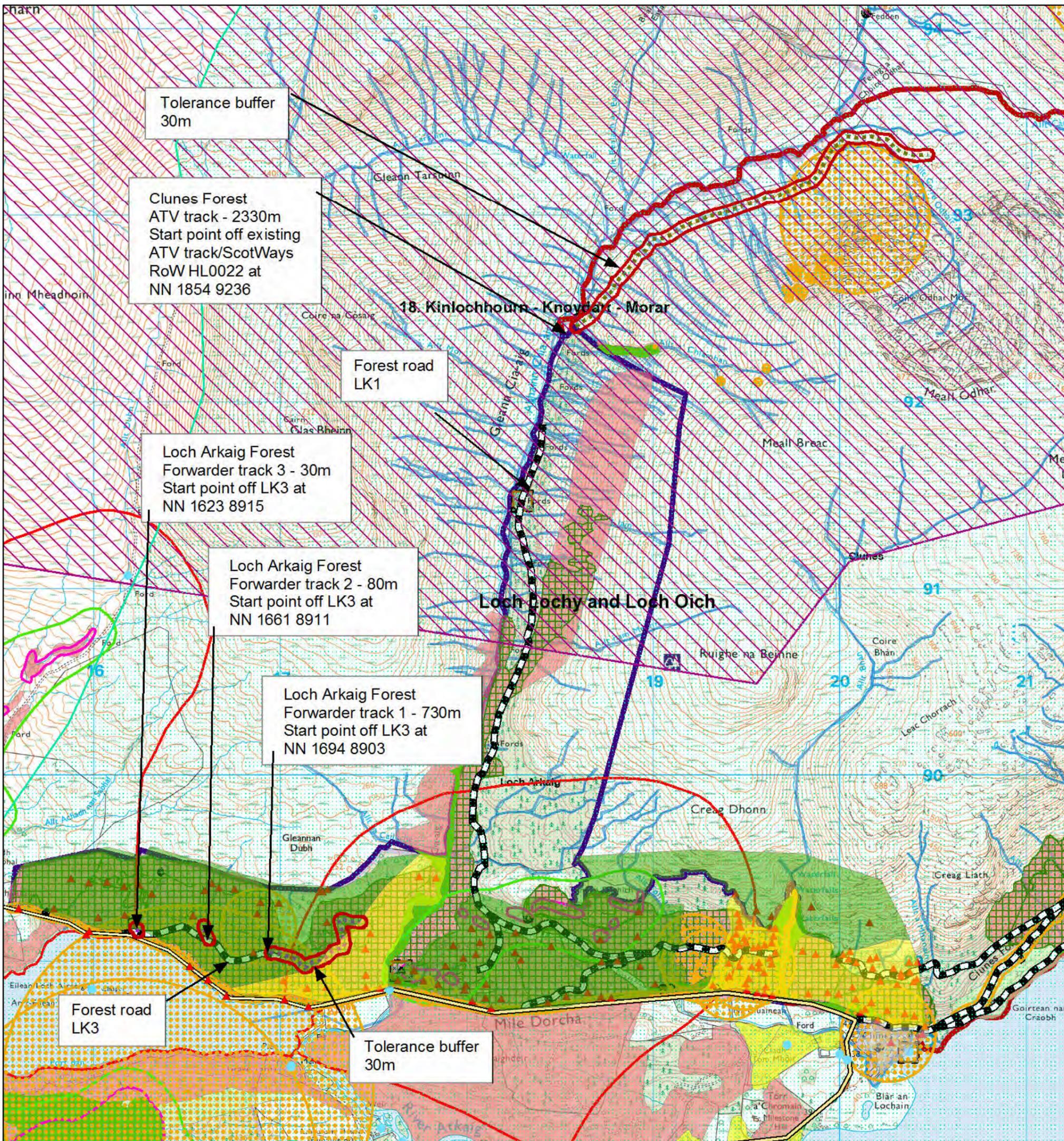
Clunes Forest  
Upper Chia-aig  
Planned ATV track  
End point  
NN 2104 9350

Clunes Forest  
Upper Chia-aig  
Planned ATV track  
Start point  
NN 1857 9240

Existing ATV  
track leading  
to forest road  
LK1

The planned ATV track route (red line) has been surveyed by the FLS Civil Engineer using FieldMaps. Track construction will be in compliance with:

- FLS ATV/Restocking track PN description
- UKFS 2017:
  - Section 6.6: Forests and Soils
  - Section 6.7: Forests and Water which includes the SEPA GBRs
- NatureScot - "Construction of tracks in the Scottish Uplands".

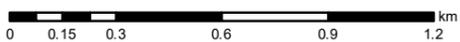


### Clunes & Loch Arkaig Forests

Scale @ A3: 1:20,000

Date: 09/06/2024

Author: Catriona MacIennan



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#### Legend

- Slope Instability Areas (Scot.)**
  - Undefined
  - Very High Risk
  - High Risk
  - Moderate to High Risk
  - Low to Moderate Risk
  - Low Risk
- Slope Instability Points (Scot.)**
  - Landslide/Peatslide
  - Other
- National Monuments Record for Scotland (Scot.)**
  - National Monuments Record for Scotland (Scot.)

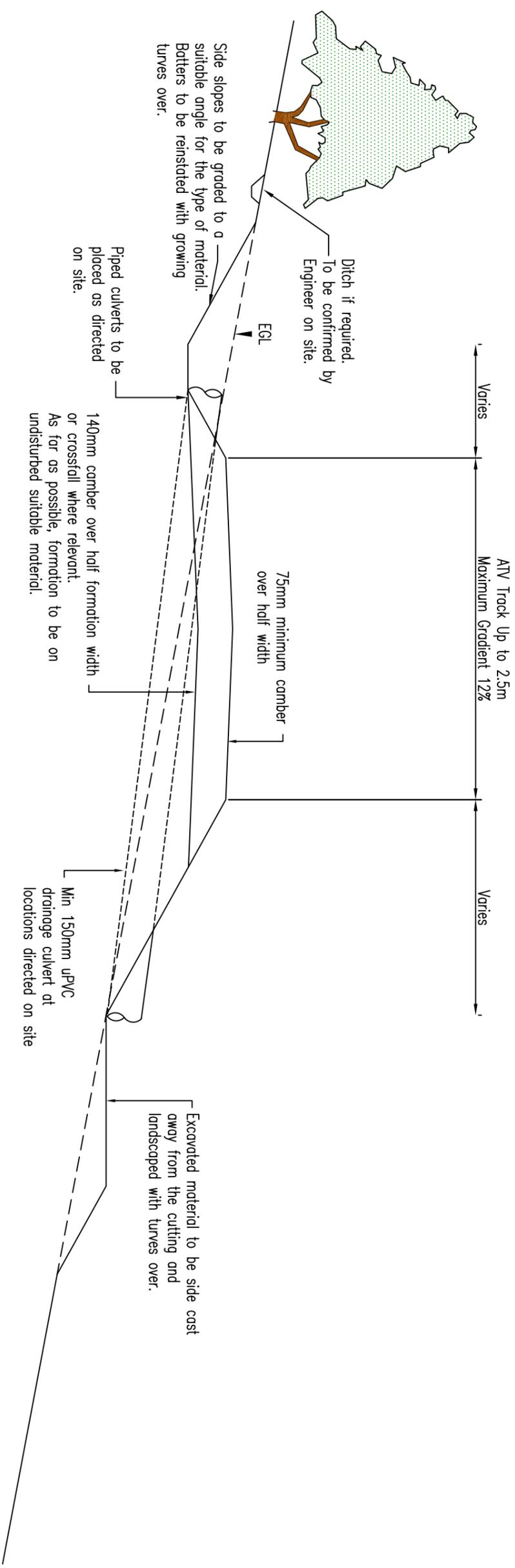
- Minor Roads (GB)**
  - Minor Roads (GB)
- Secondary Roads (GB)**
  - Secondary Roads (GB)
- Local Landscape Areas**
  - Local Landscape Areas
- Wild Land Areas (Scot.)**
  - Wild Land Areas (Scot.)
- Planned ATV/Forwarder Tracks**
  - ATV
  - Forwarder
- Forest Roads**
  - Forest Roads

- Conservation Impact Zones**
  - Conservation Impact Zones
- Conservation Sites**
  - Conservation Sites
- Heritage**
  - Heritage
  - Heritage Impact Zones
  - Heritage Impact Zones
- Caledonian Pinewood Inventory (Scot.)**
  - Cal Pine Buffer Zone
  - Cal Pine Planted Area
  - Cal Pine Regeneration Zone
  - Caledonian Pinewood

- ASNW**
  - ASNW
  - PAWS
- Ancient Woodland Inventory**
  - Ancient (of semi-natural origin)
  - Long-Established (of plantation origin)
  - Other (on Roy map)
- Blocks**
  - Clunes
  - Loch Arkaig
  - Watercourses

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Notes:-

1. All dimensions are in millimeters unless stated otherwise.
2. Route of track to be selected to minimise cut and fill.
3. Track to have minor use and minimal maintenance to encourage natural regeneration of vegetation.
4. Ramps and landings up or down side of forest roads as required. Turning bay at end of track.
5. Track construction to sufficiently cover all ground bumps and vegetation.
6. Site won mineral material, as available, sourced from as close to route as possible. Firmed, cambered and dried in-situ to form a smooth surface. Hard material built above topside drain. On soft ground, track may be floated or supported by Terram material.
7. Drainage, where camber not in use, grade reversal and track outslope will be used to draw water off track. Topside drain may be required on site. Filtered at least 15m on either side of the watercourse. No intrusion into the embankment are of watercourse showing on a 1:50,000 OS map. On Steep slopes consult with engineer.



Project

# ATV / Restocking Track

Drawn by **A MacIntosh** Date: **1/10/19**

Checked by \_\_\_\_\_ Date: \_\_\_\_\_

Authorised by \_\_\_\_\_ Date: \_\_\_\_\_

Drawing No. **ATV Track 001** Revision \_\_\_\_\_

Drawing Scale: 1:20

CAD Filename: \_\_\_\_\_ Plot Scale: 1 = 1

### ATV/Restocking track – PN description

Narrow tracks for managing restocking can be constructed to support ATVs and avoid damage to the soil & water environment.

All methods to conform to UK Forestry Standard Guidelines. Track alignment will flow around raised landforms avoiding steep ground and excessive cut and fill.

<b>Track width</b>	Up to 2.5m running surface – widened on inside of bends to accommodate radius
<b>Max gradient</b>	12% with short lengths (<100m) up to 15% with care to avoid excess erosion and instability. <i>Steeper gradients to be checked with engineer before altering this spec accordingly*.</i>
<b>Facilities</b>	Ramps and landings up or down side of forest roads as required. Turning bay at end of track.
<b>Track construction depth</b>	Sufficient to cover all ground bumps and vegetation.
<b>Construction</b>	Site-won mineral material, as available, sourced from as close to route as possible. Firmed, cambered and dried in-situ to form a smooth surface. Hard material built above topside drain. On soft ground, track may be floated or supported by Terram material.
<b>Drainage</b>	<p>Where camber not in use, grade reversal and track outslope will be used to draw water off track.</p> <p>Topside drain may be required as directed on site. Filtered at least 15m on either side of watercourse. No intrusion into the embankment area of any watercourse showing up on a 1:50,000 OS map. <i>On steep slopes consult with engineer and alter wording accordingly*.</i></p>
<b>Culverts</b>	Piped culverts as directed on site.

\* Delete as required



Clunes & Loch Arkaig Forests

Author: Catriona MacIannan

Scale @ A3: 1:10,000

Date: 09/06/2024

Legend

Scenario Management Coupes

62055

62056

Land Management Plan Areas

Land Management Plan Areas

Minor Roads (GB)

Minor Roads (GB)

Secondary Roads (GB)

Secondary Roads (GB)

Forest Roads

Forest Roads

Planned ATV/Forwarder Tracks

ATV

Forwarder

Blocks

Clunes

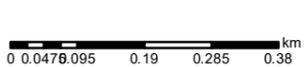
Loch Arkaig

Watercourses

Next Perspectives 5m Contours (Scot.)

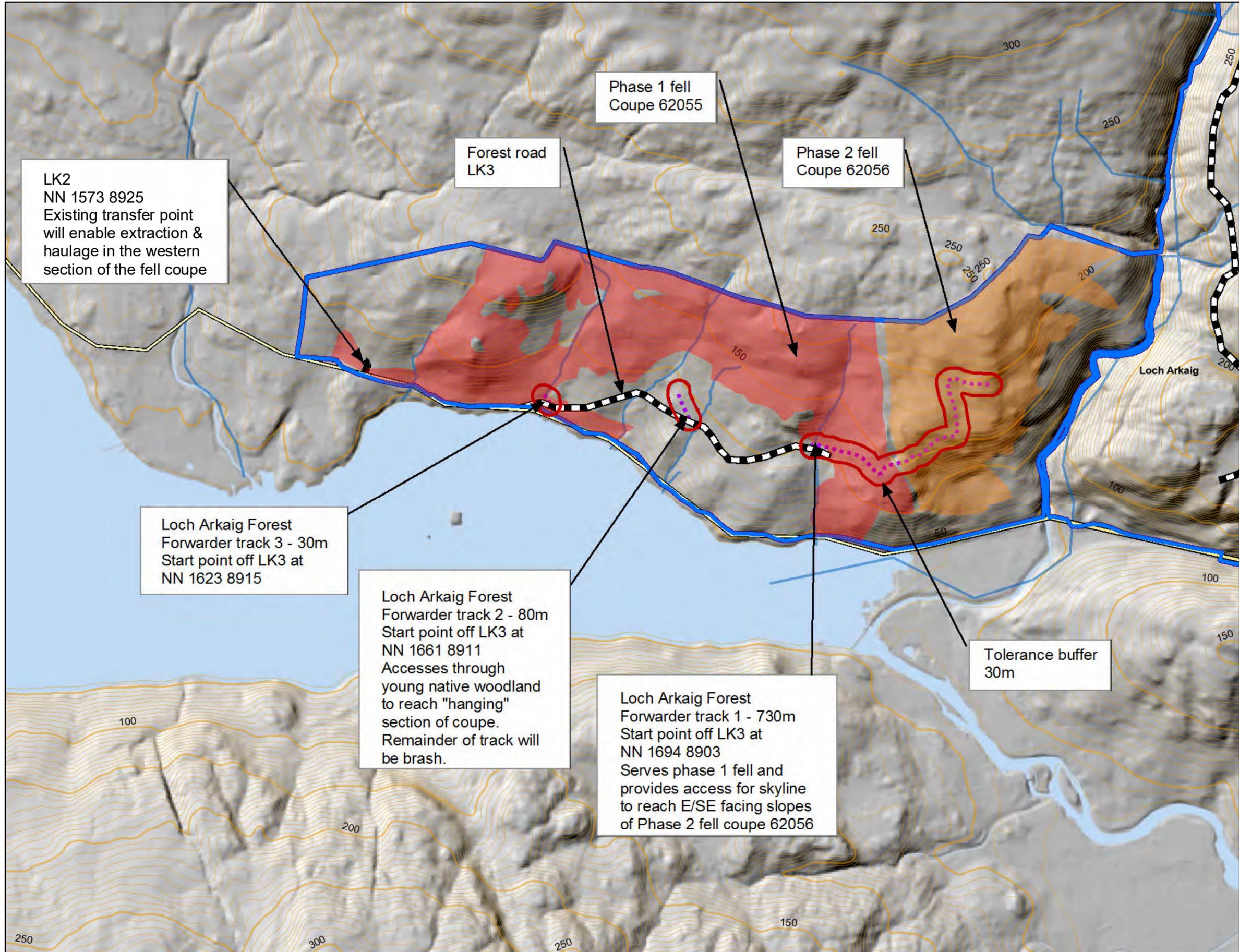
Index

Intermediate



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LK2  
NN 1573 8925  
Existing transfer point  
will enable extraction &  
hauling in the western  
section of the fell coupe

Forest road  
LK3

Phase 1 fell  
Coupe 62055

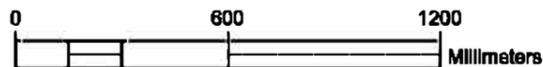
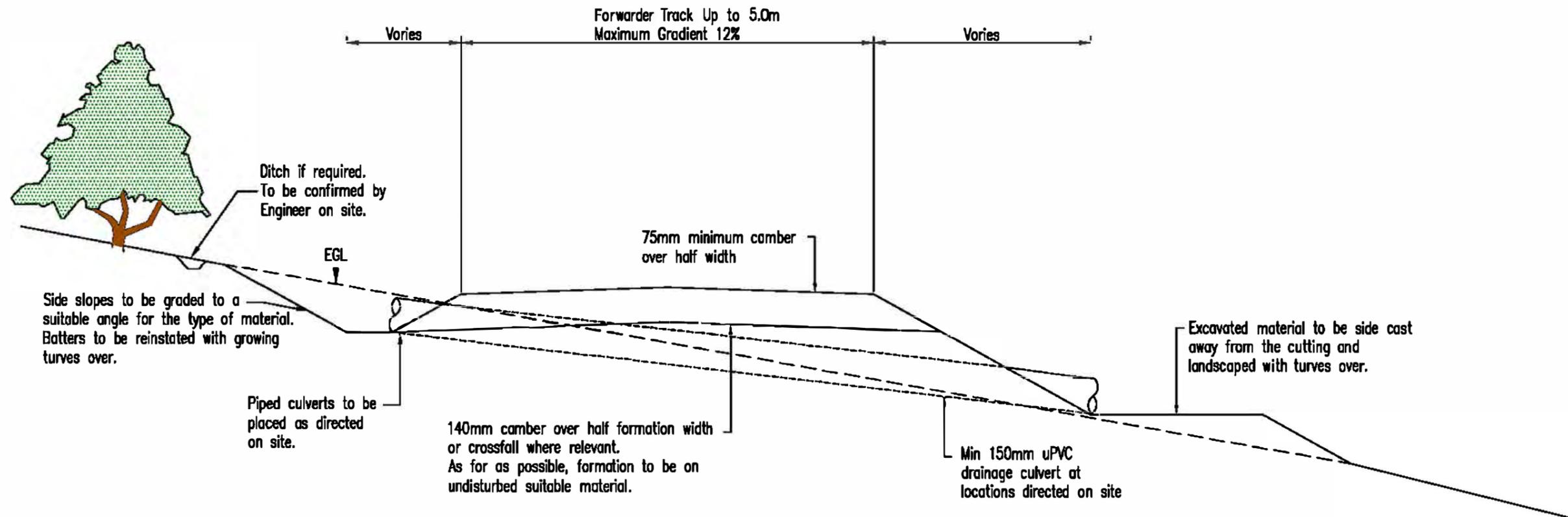
Phase 2 fell  
Coupe 62056

Loch Arkaig Forest  
Forwarder track 3 - 30m  
Start point off LK3 at  
NN 1623 8915

Loch Arkaig Forest  
Forwarder track 2 - 80m  
Start point off LK3 at  
NN 1661 8911  
Accesses through  
young native woodland  
to reach "hanging"  
section of coupe.  
Remainder of track will  
be brush.

Loch Arkaig Forest  
Forwarder track 1 - 730m  
Start point off LK3 at  
NN 1694 8903  
Serves phase 1 fell and  
provides access for skyline  
to reach E/SE facing slopes  
of Phase 2 fell coupe 62056

Tolerance buffer  
30m



**Notes:-**

1. All dimensions are in millimeters unless stated otherwise.
2. Route of track to be selected to minimise cut and fill.
3. Track to have minor use and minimal maintenance to encourage natural regeneration of vegetation.
4. Ramps and landings up or down side of forest roads as required. Turning bay at end of track.
5. Track construction to sufficiently cover all ground bumps and vegetation.

6. Site won mineral material, as available, sourced from as close to route as possible. Firmed, cambered and dried in-situ to form a smooth surface. Hard material built above topside drain. On soft ground, track may be floated or supported by Terram material.
7. Drainage, where camber not in use, grade reversal and track outslope will be used to draw water off track. Topside drain may be required on site. Filtered at least 15m on either side of the watercourse. No intrusion into the embankment are of watercourse showing on a 1:50,000 OS map. On Steep slopes consult with engineer.



Forestry and  
Land Scotland  
Coilltearachd agus  
Fearann Alba

Project

**Forwarder Track**

Drawn by A Macintosh Date: 1/10/19

Checked by Date:

Authorised by Date:

Drawing No. Revision

**Forwarder Track 001**

Drawing Scale: 1:20 @ A3

CAD Filename:

Plot Scale: 1=1

## FLS FORWARDER TRACK SPECIFICATION

Forwarder tracks can be constructed to support harvesting machines using methods that avoid damage to the soil & water environment. They should only be allowed on good solid ground. Other methods should be used on poor or unsuitable ground. All methods are to conform to UK Forestry Standard Guidelines. Junctions with forest roads are to be carefully arranged to avoid disrupting roadside drainage and structural integrity. Ramps & landings should be formed on up or down sides accordingly. Outline specification:

Forwarder Track Specification	
Track width	5m (+/- 500mm) - widened on inside of bends to suit radius.
Max gradient	20% with small lengths (<100m) up to 30% with care to avoid excess erosion & instability.
Facilities	Ramps & landings up or down side of forest roads.
Track construction depth	Track depth 300-900mm
Construction	Normally waterbound. Material as available.
Track drainage	Silt traps at all switch backs and bends. Regular bumps, on tracks drawing water off. Frequency of bumps dependant on gradient. Gradients over 15% bumps every 50m.
Culverts	Minimum size 300mm although 450mm preferred. Spacing 25 to 10m intervals for adequate water control. Frequency of culvert dictated by water features on site
Horizontal bend	Minimum 10m outside radius