

Bovuy 2025 New Tracks Method Statement

Track specification: The installation of two new tracks, approximately 1,099 m and 284 m respectively. Machines used will be 20 ton tracked excavators, on site to undertake wider ground preparation for planting. All tracks will be built to a specification to allow ATV access, with a running surface a minimum of 2.5 m wide. Tracks will incorporate a top-side drain, with water allowed to pass under the track regularly via cut-off culverts. Cut-off culverts will incorporate a sump both in the top-side drain and on the low side in order to allow water to collect/settle out any suspended sediment. Sumps are to be 1m wide and at least 2m long, cut to a depth at least 10cm deeper than the main drain channel. Drains will be cut off, with sumps installed at the ends, a minimum of 5 metres prior to any watercourse crossings.

Harvesting for Trackline: No harvesting is required to facilitate the proposals.

Management: The construction operation will be managed by Tilhill Forestry Ltd. and undertaken using an approved and competent sub-contractor.

Materials: The tracks will be constructed with as dug materials from site. Appropriately sized culverts will be used and registered with SEPA when crossing watercourses as required.

Purpose: The principal purpose of the track works is to allow access to the compartment for planting and maintenance of the next generation crop and to undertake deer control. As it stands the only access to the compartment from the forest road is on foot over rough ground, which is a practical impediment to the aforementioned forestry operations as well as a safety concern.

Archaeology: No scheduled or unscheduled features will be affected by the works. The longer track will cross the discontinuous remnants of a stone dyke at one point. The location chosen is an existing breach in the dyke where the track will not affect any standing/extant structures. The track will also cross an old, scarcely used path in one place. Here, the new track will be ramped at both sides to maintain access along the old path.

Landscape: The site is relatively well-obscured from general public view, only being seen to a limited degree from higher ground in the neighbouring commercial forest on the opposite side of the A819. Therefore, the landscape impact of these works will be minimal and will reduce rapidly following the replanting of the surrounding site, as the area will begin to 'green up' and be softened by new tree growth within 3 to 5 years.

Trackline Assessment: Proposed track lines have been walked by the Forest Manager with no issues recorded. Pre-operational checks will be undertaken to ensure that this remains the case before works commence. A white-tailed eagle has been known to nest previously in a location to the north of the operational site. No works will be carried out within the accepted buffer zone of nesting locations (500m) within the breeding season (Jan-Aug inclusive) without prior consultation with, and approval from, NatureScot.

Regulations & Guidelines: SEPA will be consulted to determine the level of control required under the Controlled Activities Regulations (2005) and, where required, to apply for registration or a licence.

Mitigation: Pre-operational checks will determine the extent of any hazards and constraints that may require mitigation. Intra-operational checks will also be undertaken to monitor water quality at all water crossings.

Tolerances: Some minor deviation may be required on-site from the proposed track routes to account for topography and ground conditions. It is expected that the line will move no more than 10 metres in either direction at any point from the routes shown on the location plan.