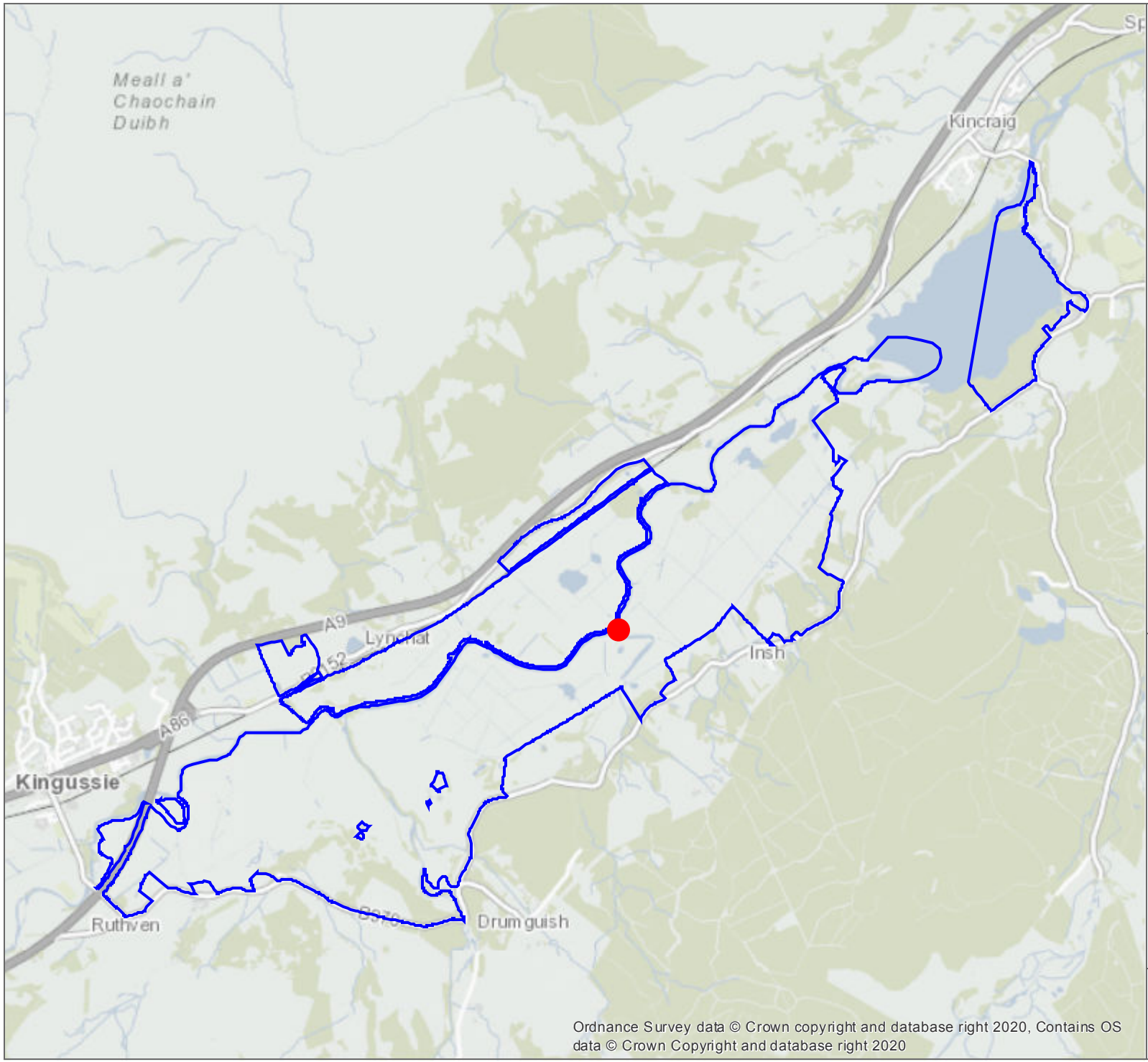
AGENDA ITEM 6

APPENDIX 1

2021/0064/DET

PLANS



Proposed track formation overview location map

Legend:

- Proposed track formation
- RSPB Reserves- Public (UK) (polygons)

Acknowledgements & notes:

Created by: RSPB

N

Map scale = 1:43,507

Date printed: 18/02/2021

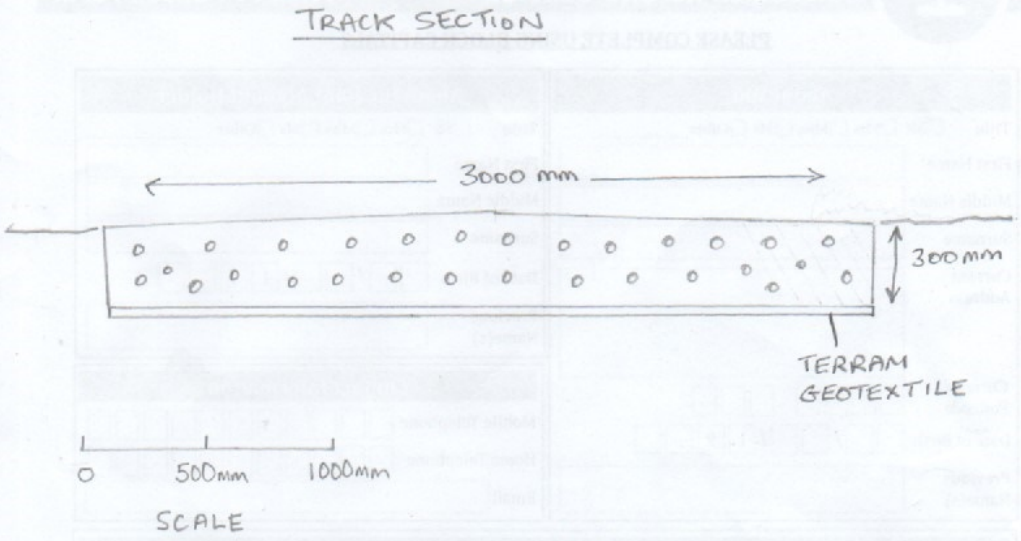
0 0.45 0.9 1.8 Km

giving nature a home

Insh Marshes proposed track specification.

Materials & construction:

- Existing surface to be stripped down to formation level to a width of 3m. Stripped vegetation to be retained
- Terram geotextile membrane to be laid on level surface
- Local stone and gravel (max size 150mm) to be added to an average depth of 300mm and compacted
- No fine surface material will be used because this area is liable to flooding
- Profile to be slightly cambered to allow water run-off
- Stripped vegetation from the initial excavation to be laid over the edges to provide stability
- The final track width will thus be 2.5m



Track creation at Insh Marshes – the rationale.

Background.

Most of the grazing marsh to the north of Insh village (Insh Fen) is currently grazed by our tenant farmer at Dell of Killiehuntly Farm (to the west of Insh Fen) on a seasonal grazing let. He needs to check livestock daily during the grazing season but it has become increasingly difficult to access Insh Fen by vehicle directly from Dell of Killiehuntly Farm because there is no linking track and the ground is very boggy. We are therefore proposing 470m of new track to link Dell of Killiehuntly and Insh Fen compartments. This track will also be regularly used by RSPB staff and contractors for checking livestock, habitat management and monitoring/survey.

Specification.

New track: 2.5m wide, 300mm of quarry crusher material laid onto terram matting and rolled. The material will be sourced from either Alvie Quarry or an on-site quarry.

The above work would be carried out by a competent local contractor via a tendering process.

SNH.

Being a designated site (SSSI, SAC, SPA, NNR), SNH were asked for their input before applying for planning permission. Anne Elliott (Local SNH officer) and Debbie Spray (SNH Wetland Ecologist) visited the site in summer 2018. They were supportive of the project but to avoid negative impact, the route of the new track was altered slightly.

Planning application 2021/0064/DET | Formation of track | Land 810M SW of the Schoolhouse Insh Kingussie

Supplementary information including Construction Method Statement.

Construction Method Statement

Method for restoration of existing track and formation of new track are the same.

- Existing surface to be stripped down to the formation level. Stripped turfs/vegetation to be retained

- Terram geotextile membrane to be laid on level surface.

- Graded local quarry material (max 100mm) added to a depth of 300mm and compacted. Previous track repair work has used material from RSPB's on-site quarry at Dell of Killiehuntly Farm which, if graded, provides good quality material for track work. This is the preferred option because (a) it is very local material (b) it cuts transportation and carbon emission costs (c) it reduces financial costs. The alternative would be importing material from Alvie Quarry

- As with previous track repair works, quarry material will, as far as possible, be deposited straight onto the line of the track and levelled immediately to avoid any need for storage. If small temporary storage piles are required, these will be limited to (a) existing track – the preferred option (b) drier, firmer terrain adjacent to the line of the track and onto terram matting. Any such temporary piles will be completely cleared at the completion of the job.

- Non-tracked vehicles: Due to the soft, marshy terrain and the nearby presence of important fen vegetation, non-tracked vehicles will be restricted to (a) existing track (b) new track (c) areas of drier, firmer terrain.

- No fine surface layer is used because the site is liable to flooding and this could lead to pollution of local water

- Previous track restoration by this method and using the same materials has not resulted in any silt run-off

- Track profile to be cambered to allow water run-off

- Once quarry material is laid and compacted, retained turfs/vegetation will be laid along the track edges to allow consolidation through rooting and soften the edges visually

- Seasonal timing of works: work only to be carried out between August and March to avoid the bird breeding season. Regular bird surveys are carried out in this area but additionally in 2021 an RSPB Curlew Project Officer will be carrying out more intensive studies on curlew

nests and chicks. The start of track work would be delayed if late nests and/or chicks were found in the vicinity of the proposed works

- Timing of works during the day: work to start at least one hour after dawn and stop at least one hour before dusk to prevent potential disturbance to otters which are known to occur on site, although there are no known otter holts in the vicinity of the proposed works

- Work to be halted during very wet weather to avoid (a) increased ground damage by machinery (b) potential run-off of soil/silt

- Work will be supervised by Pete Moore, RSPB Warden, Insh Marshes

- Photos below show examples of previously renovated track at RSPB Insh Marshes using the method described here.

Supplementary information

Three local contractors were consulted before a final track specification was drawn up:

Duncan Grant, Glenfeshie. Duncan has previous local experience of floodplain track-work and his comments relating to potential flood damage were very helpful.

Neil Reid, Kingussie

Mark Hedderwick (Hitrak Ltd), Beauly

Photographs of site

The first three photos show that vegetation along the western half of the proposed track route is rush pasture and not important fen vegetation.

1. Looking west towards western end of proposed line of track. River wall to right.

2. Proposed line of track looking east. River wall to left

3. Proposed line of track looking east. River wall to left

4. Looking towards eastern end of proposed track route where it will link up with the existing track, seen in the middle distance. This half of the proposed route was chosen during an on-site meeting with NatureScot staff – Anne Elliott (local officer) and Debbie Spray (Wetland Ecologist) - because it is higher, drier, grassy vegetation as opposed to fen vegetation.

5. Eastern end of proposed track route where it will link in with existing track.