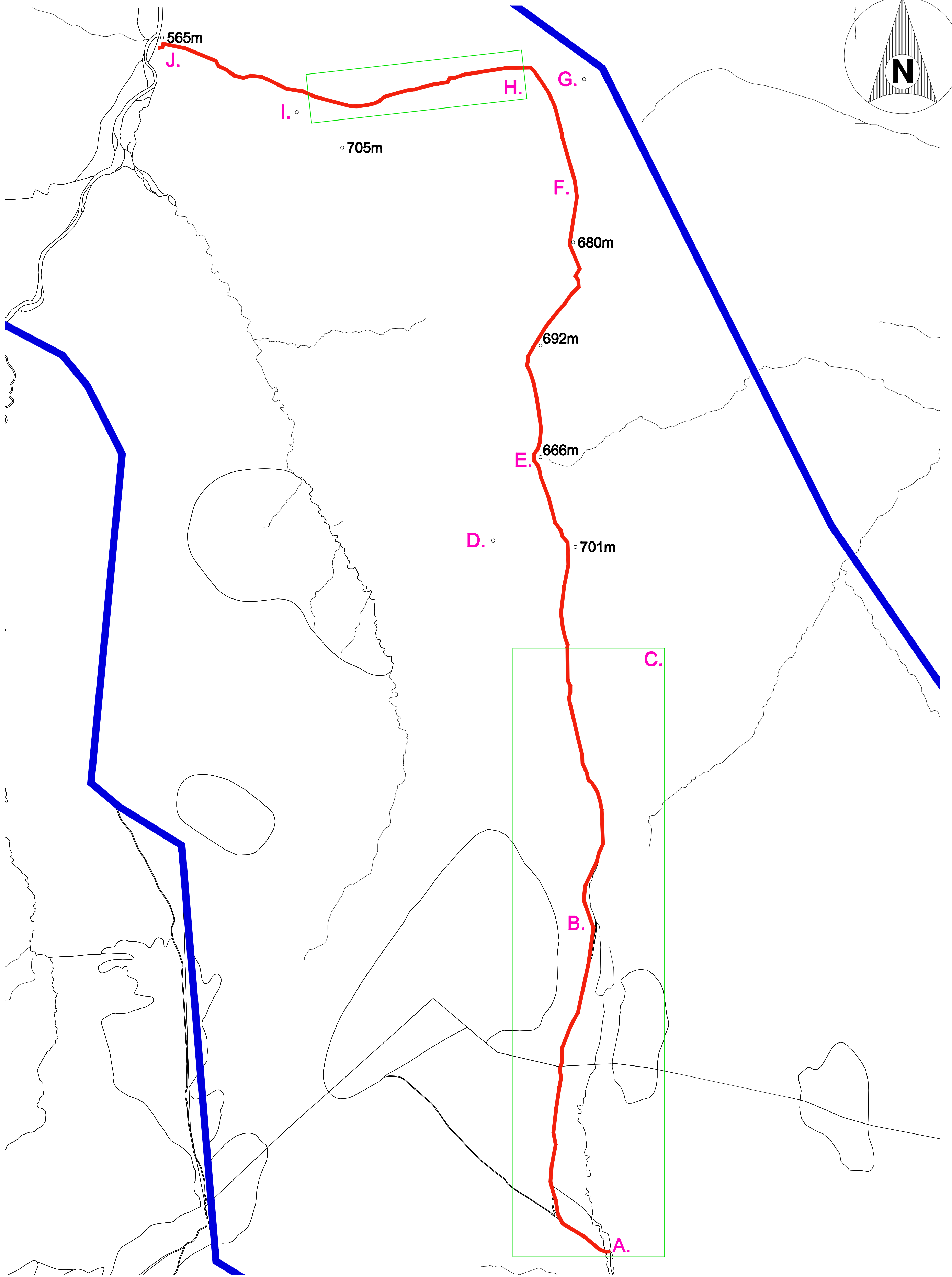
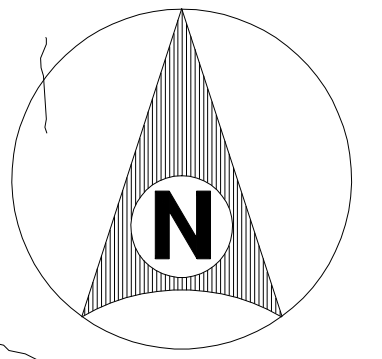


AGENDA ITEM 6

APPENDIX I

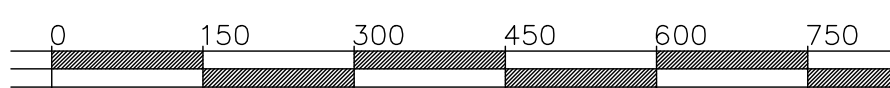
2018/0400/DET

PLANS



Key Features

- A. 0m - Track crosses watercourse - single span crossing proposed
- B. 750m - CNPA Boundary (track exits National Park)
- C. 0 - 1770m - Track passes through peatlands
- D. 2090m - Possible shallow borrow pit location (10m dia)
- E. 2445m - Watercourse crossing - culvert proposed
- F. 3089m - Water course crossing - culvert proposed
- G. 3650m - Possible shallow borrow pit location (10m dia)
- H. 3780 - 4400m - Track passes through peatlands
- I. 4500m - Possible shallow borrow pit location (10m dia)
- J. 5000m - Track terminates at River Dulnan



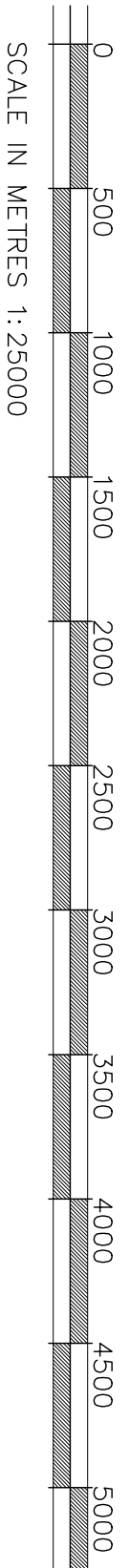
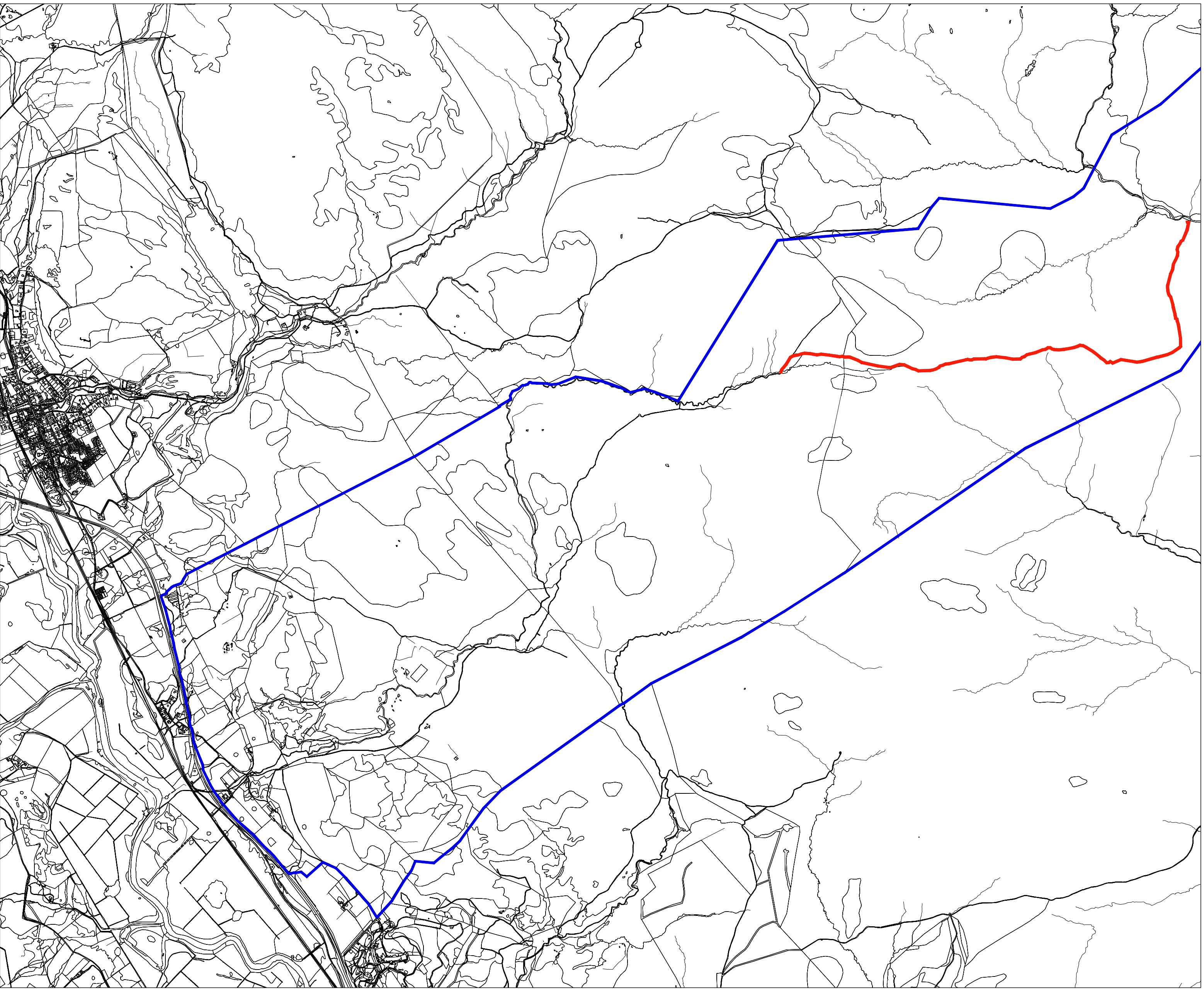
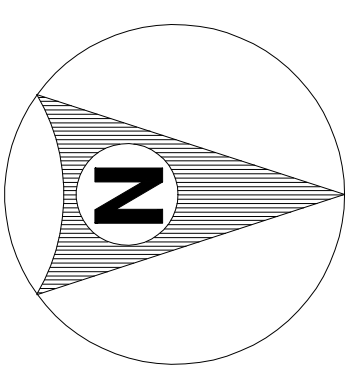
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1504

ARCHITECTURAL & BUILDING CONSULTANCY

Bishops Well Cottage, Dalguise, Dunkeld, Perthshire, PH8 0JX
email:dmartin1504@gmail.com tel:07740373820

Client:	Balavil Estate
Project:	Repairs & Improvements to Existing Hill Track/Private Way
Address:	Balavil Estate, Kingussie, Inverness-shire
Dwg Title:	Site Plan
Scale:	1:7500
Dwg Date:	July 2018
Status:	planning



SCALE IN METRES 1:25000

ISO4

ARCHITECTURAL & BUILDING CONSULTANCY

Bishops Well Cottage, Dolgise, Dunkeld, Perthshire, PH8 0JX
email:dmartin1504@gmail.com tel:017740373820

Client: **Balavil Estate**

Project: **Repairs & Improvements to Existing Hill Track/Private Way**

Address: **Balavil Estate, Kingussie, Inverness-shire**

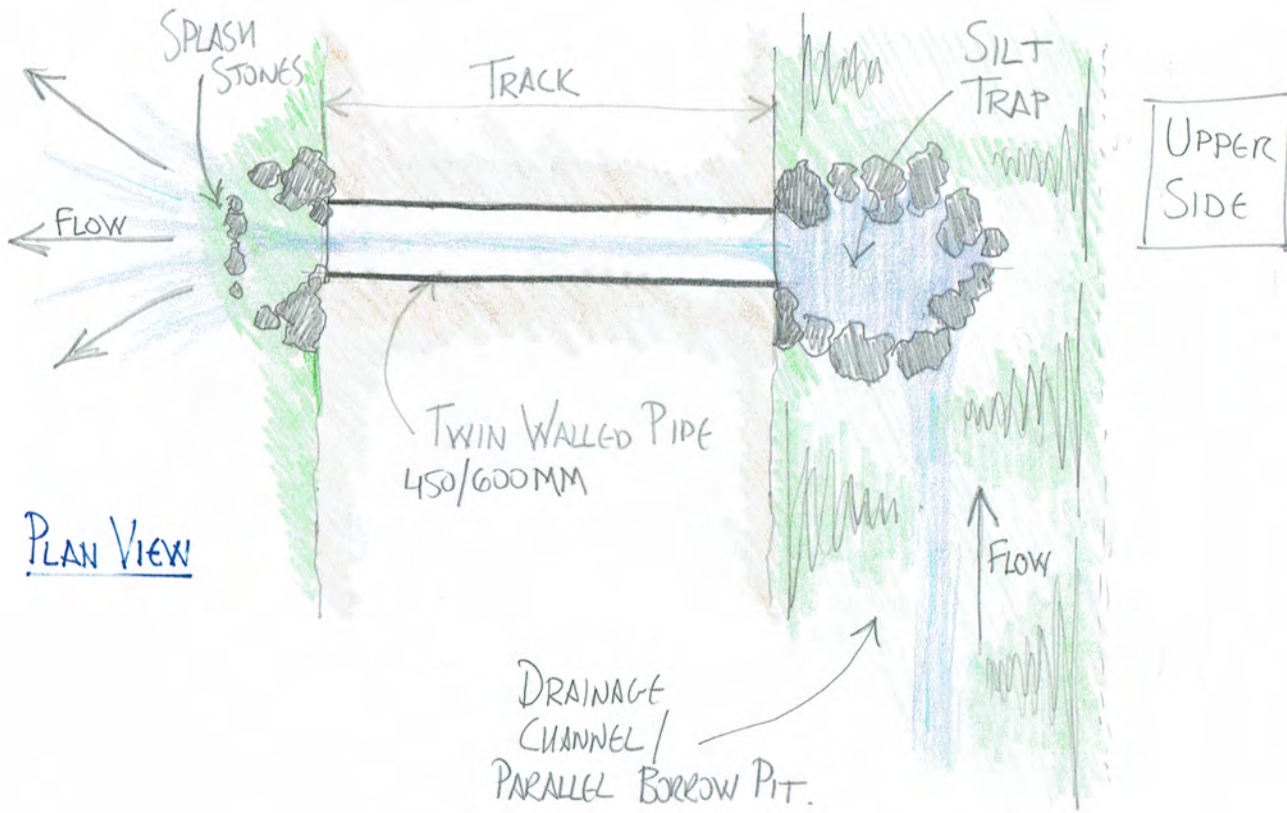
Dwg Title: **Site Location Plan**

Scale: **1:25000**

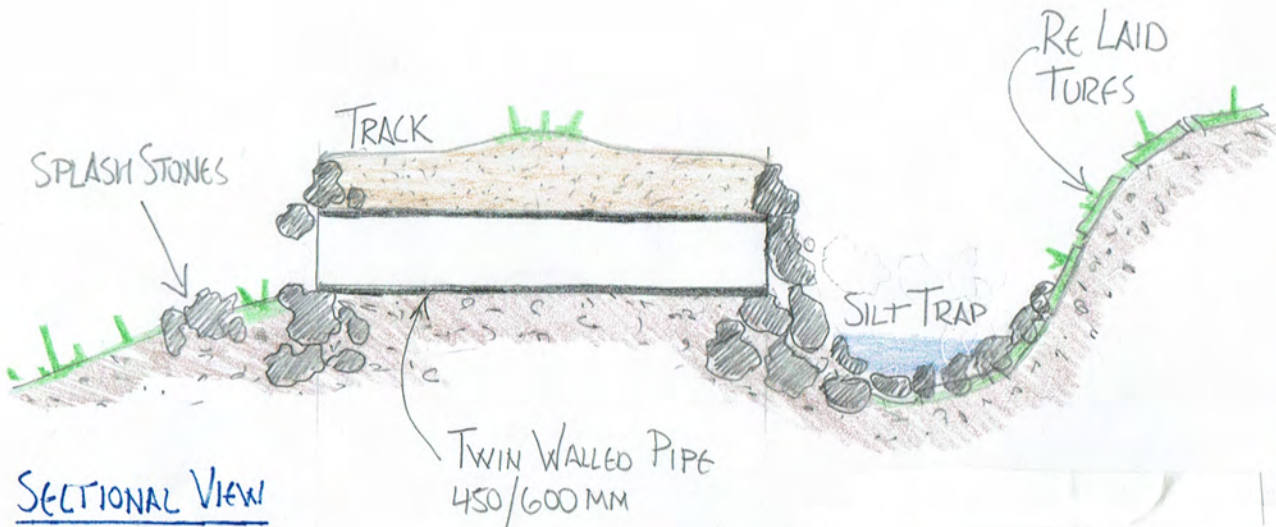
Dwg Date: **Dec 2017**

Status: **planning**

LOWER SIDE

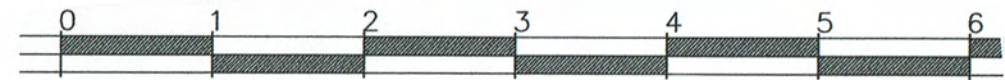


PLAN VIEW



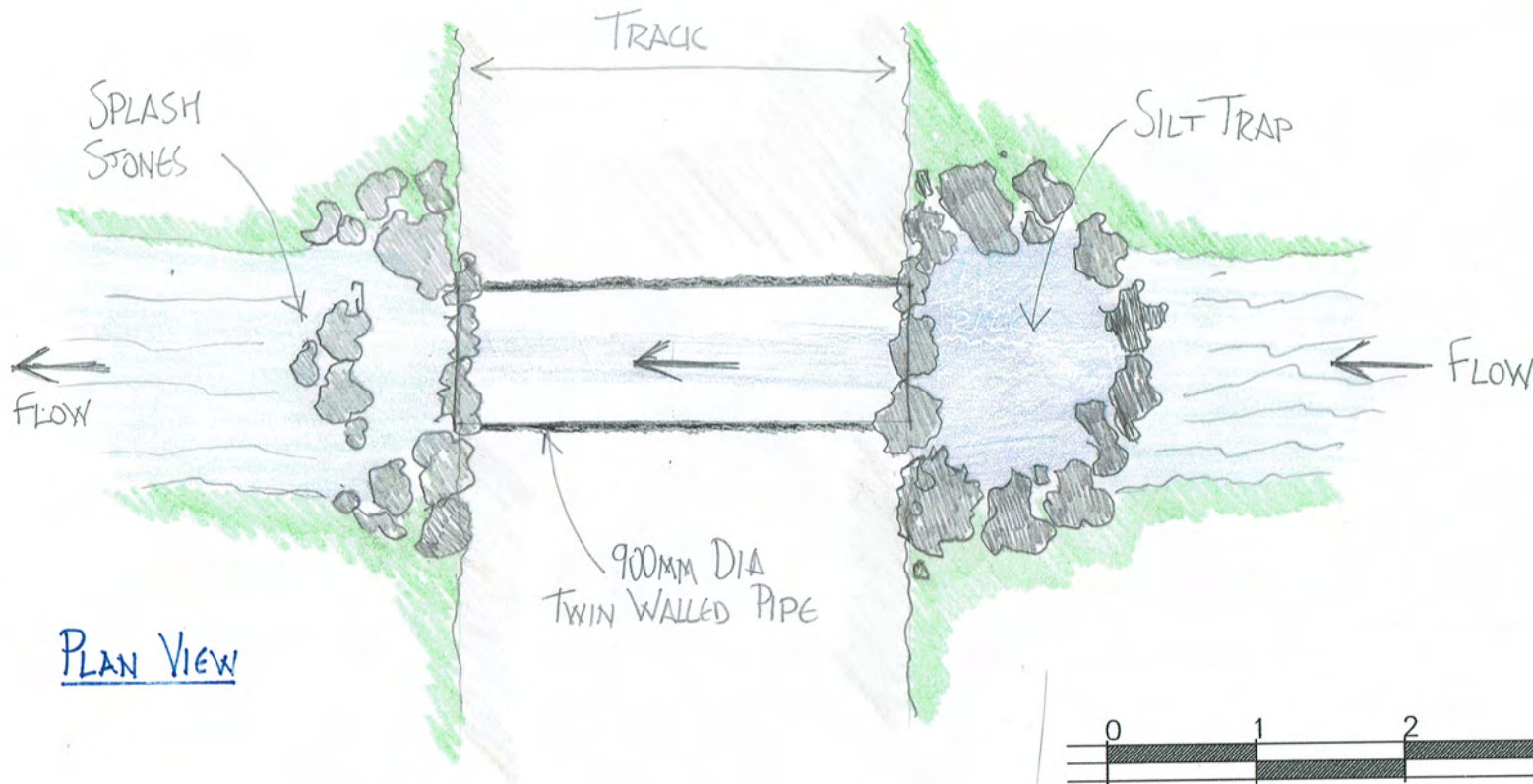
SECTIONAL VIEW
ALONG PIPE

ROAD CROSSING CULVERT
FROM PARALLEL BORROW PIT/
DRAINAGE CHANNEL

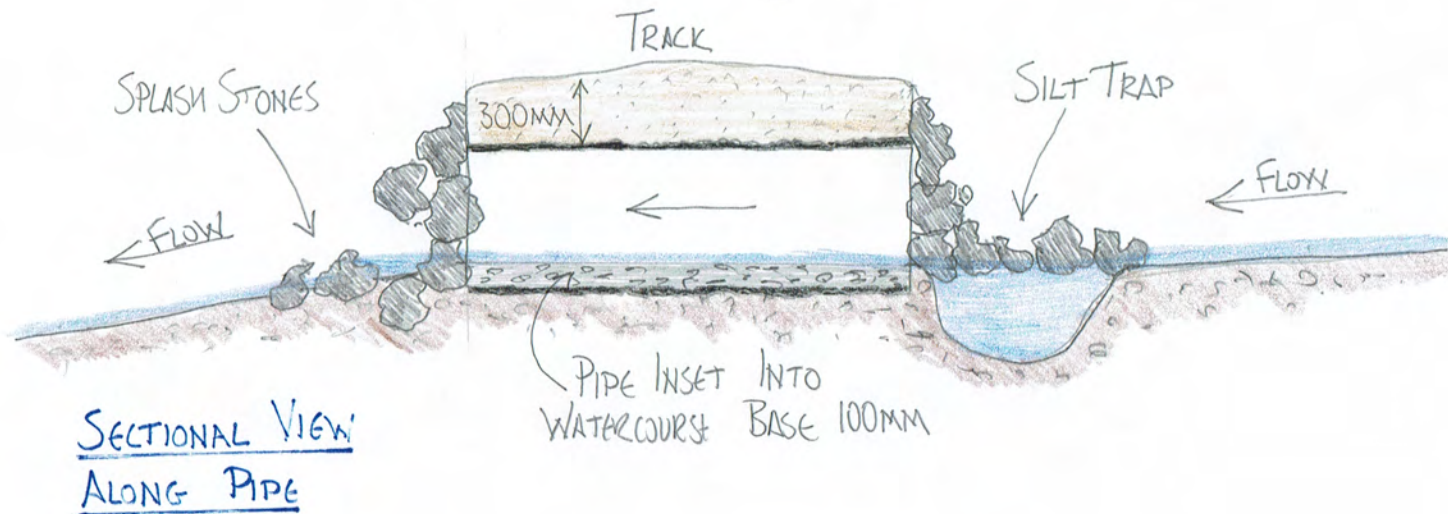
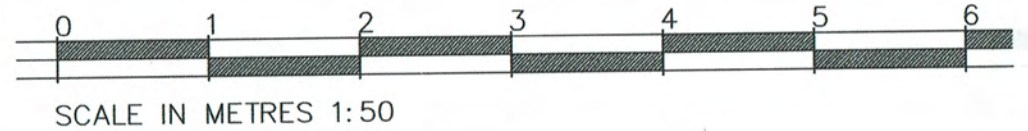


SCALE IN METRES 1:50

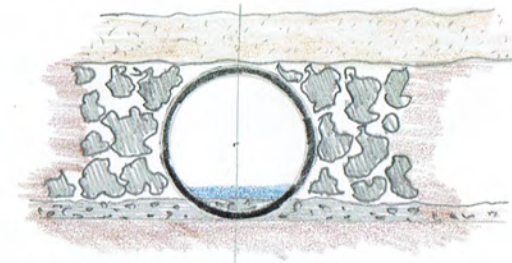
EXISTING WATERCOURSE
CULVERT



PLAN VIEW

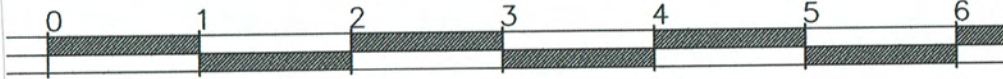


SECTIONAL VIEW
ALONG PIPE

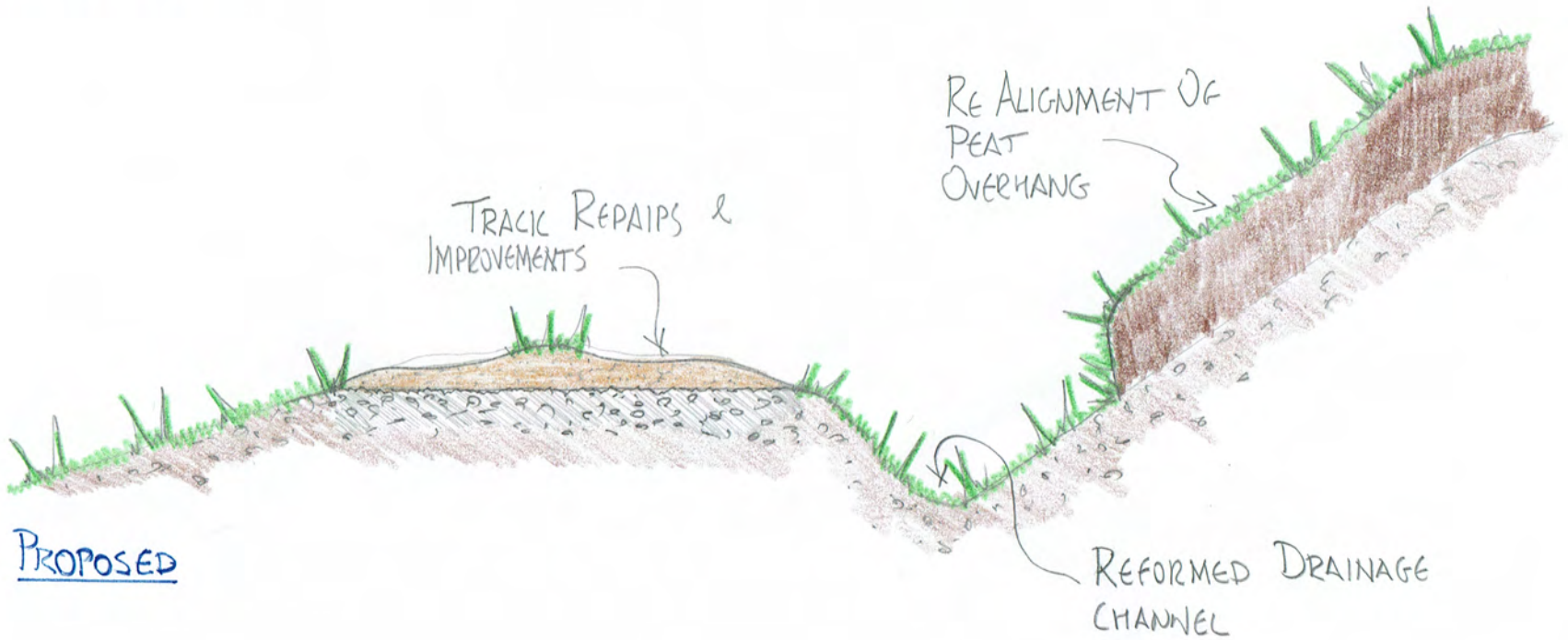
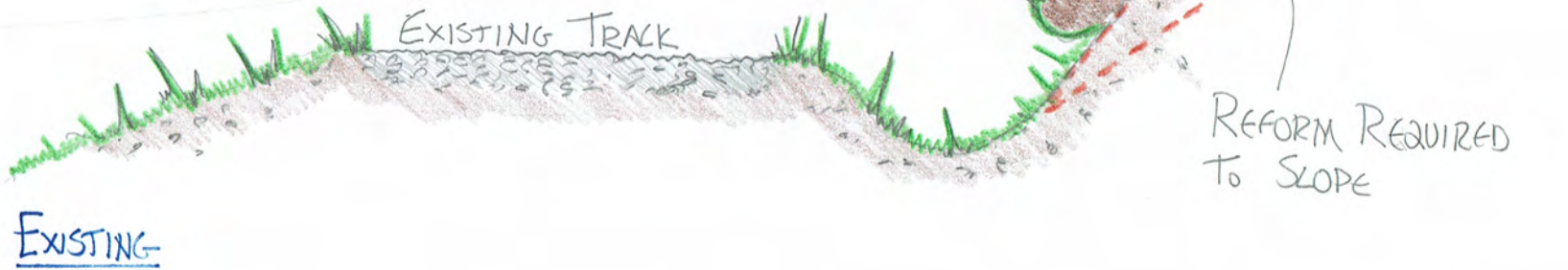


SECTIONAL VIEW
THROUGH PIPE

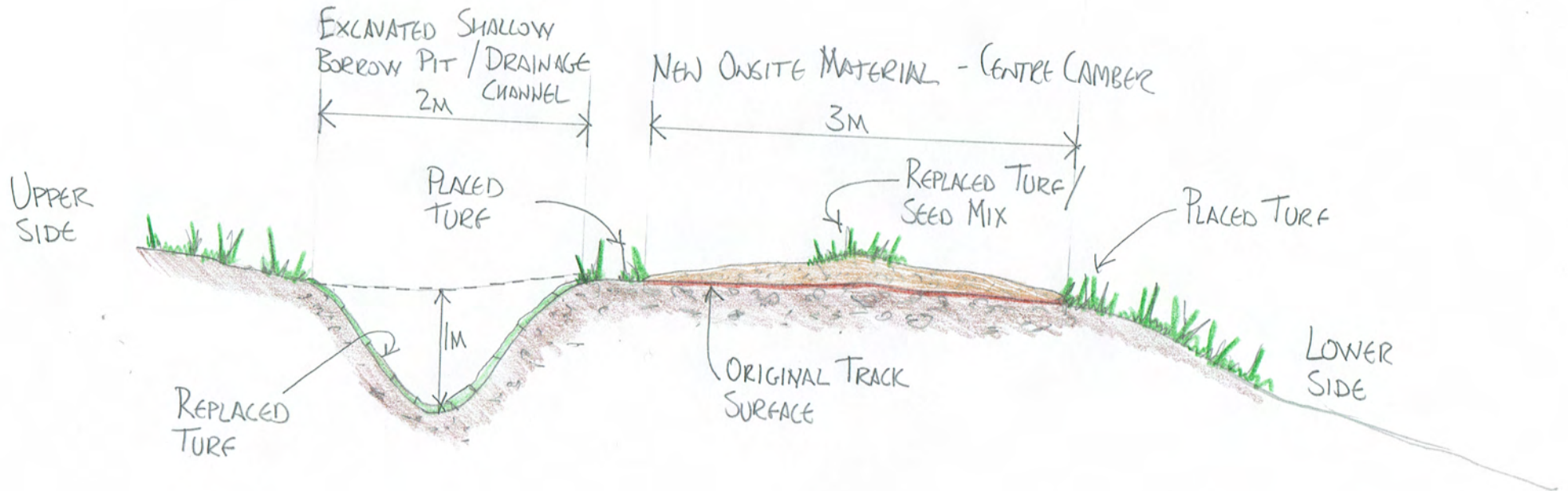
RE-ALIGNMENT OF PEAT EROSION



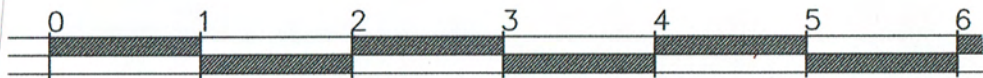
SCALE IN METRES 1:50



TYPICAL PROFILE OF REPAIR
TO EXISTING TRACK INC.
SIMON HARRILL

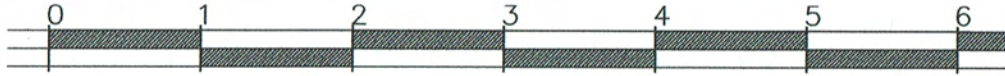


TYPICAL CONSTRUCTION LAYOUT
FOR REPAIRING TRACKS INC.
SHALLOW BORROW PITS.

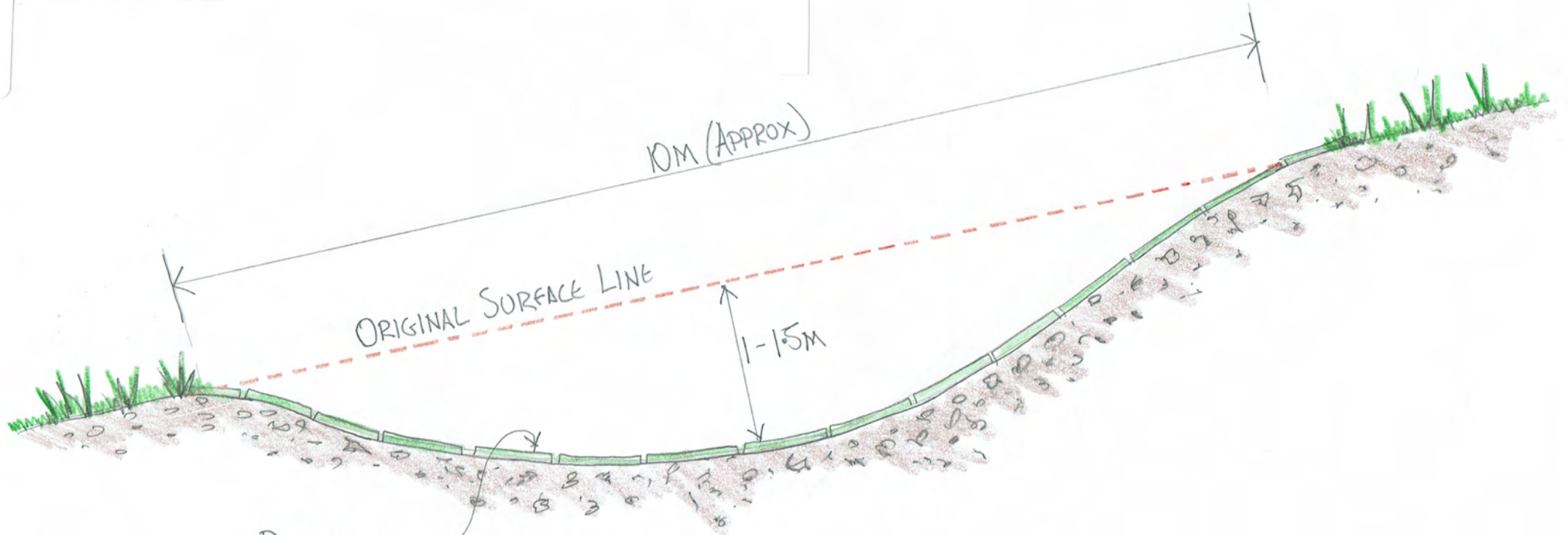


SCALE IN METRES 1:50

TYPICAL BORROW PIT DETAIL



SCALE IN METRES 1:50



REPLACED
TURFS

RE LAID IMMEDIATELY
FOLLOWING MATERIAL
EXCAVATIONS

Method Statement

Plant required:

2 x 13 tonne 360 degree excavators

8 tonne LGP excavator

Hydrema 912 10 tonne articulated dumper

8-10 tonne tracked dumper

Bomag 213 vibrating roller

(all plant will be refuelled using on board pump from bunded tank to eliminate Spillage, spill kits will be carried on each machine and bowser,)

Standard track construction

The most part of this track will be built in a standard fashion in line with SNH “constructed tracks in Scotland” guidance.

The vegetation will be removed using the excavator and placed to the side for re-use, a shallow borrow pit running parallel on the high side of the track will be formed with the material being placed on the track and profiled into a centre cambered shape to shed surface water quickly to eliminate erosion.

The parallel borrow pit will be shaped with no steep slopes to allow wildlife/livestock to get in and out safely and all turves replaced whole and compacted with the bucket this reducing the visual impact and importantly preventing erosion/scouring and silt.

The track may need to be capped using material won from designated borrowpit, which will be loaded by 13t excavator onto (where possible) a 912 hydrema dumper and hauled on to the track where it will be spread evenly and cambered by other 13t excavator, then compacted using vibrating roller.

There will be a need for a number of culverts, they will be installed with 450mm or 600mm twin wall pipes, with stone built head walls at each end and splash stones in place on the outfall to prevent scouring.

Floating track construction

Floating road sections will be carried out on areas of deep peat where there are no feasible options to avoid such areas and the alternatives would have a bigger ecological impact.

The track will be built on the agreed line with the use of teram layed on top of the vegetation with a layer of tensar geogrid on top of the teram. Then there will be a 500mm layer of as dug material from the designated borrowpit put ont top of the geogrid and teram. The material will be excavated from the borrow pit with 13t excavator and loaded onto 912 hydrema dumper or tracked dumper depending on weather/ground conditions and hauled onto the track and spread with the use of an LGP 8t excavator and tracked in,edges will be turfed up to reduce visual impact and regulate the width of the track to 2.7m wide. The track will be rolled with vibrating roller.

Surface water will be controlled with a shallow grip on the top side and culverts will be installed at intervals and maintain all existing water crossings.