



Agenda item 5

Appendix 1a

2025/0167/DET

Plans

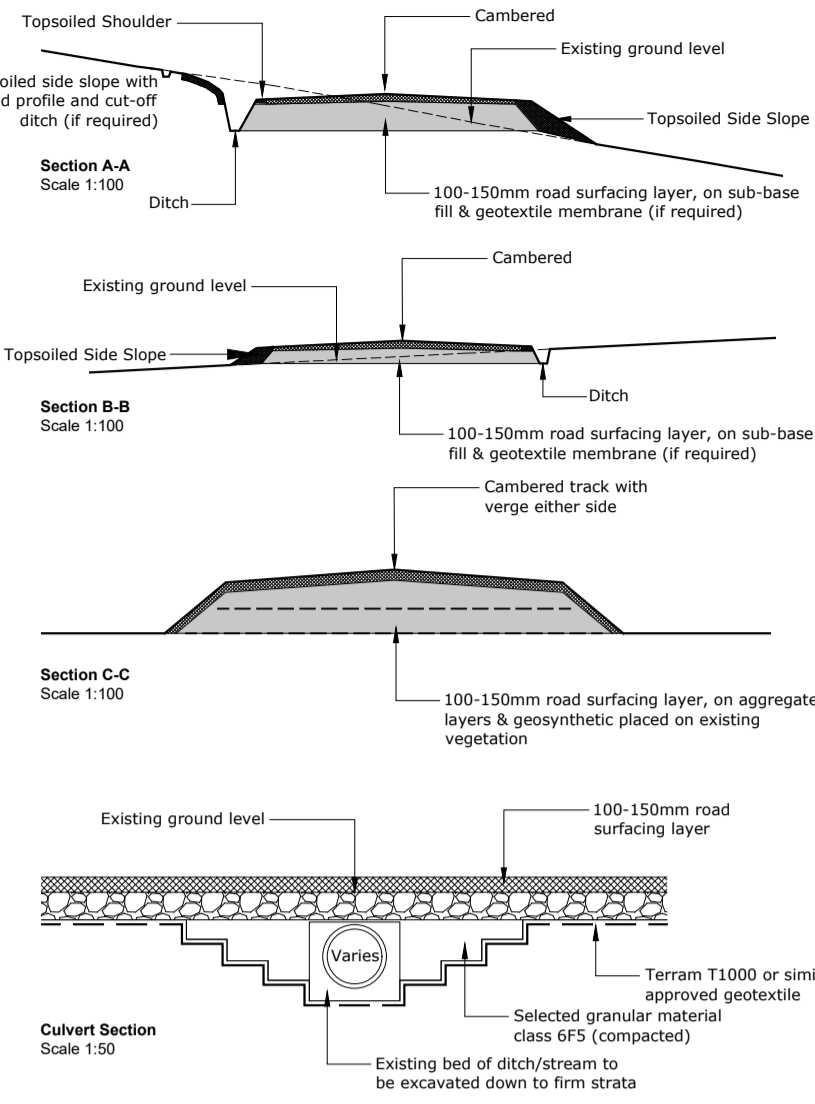
FORMATION OF TRACK:
 Sequence of Operations / Method Statement
 (Provided by Contractor)

Track Construction:

1. Delivery of the Method Statement & Risk Assessment for the job to all personnel working on site together with a site induction
2. Site Supervisor/Manager to check the bearing certification cards for all personnel are relevant and in date for personnel undertaking plant operations
3. Install signage in the relevant places/positions and physical barriers if required
4. Transportation of plant/machinery on the back of the loader to designated delivery place ensuring the location is suitable to off-load plant
5. The machinery required to undertake these works is: 210 Excavator, 130 Excavator, Hydramma Dumper, Tracked Dumper & Roller
6. Move machinery to the working area
7. Check site for existing underground or overhead services prior to commencing works
8. Strip off turf/heather from proposed track and ditch line
9. Excavate soil/peat and set aside on opposite side from ditch to create track-side verge
10. Excavate suitable material from ditch side and use to form track
11. Strip next section of turf/heather in track line and place in verge
12. Excavate soil/peat material and place in void created by excavation for track material
13. Strip turf/heather from track side ditch line and place behind newly formed ditch
14. Carrying out this procedure continuously creates a fully constructed track line and ditch within the required radius of the excavator
15. This method of track construction ensures that the formation of the track and ditch and the reinstatement of the turf/heather is achieved in one process thus giving maximum opportunity for quick regrowth
16. This process can be carried out as normal in wetter areas provided peat/soil material depths are not excessive
17. In any areas of standing water or where water is seeping on to proposed track line, a temporary ditch can be created. If required, to divert water from working area until track is complete. The temporary ditch would be fully reinstated thereafter.
18. Having worked the trackside line and probed the potentially wet areas, it was found that there were no significant depths of soft material that would impact this method of track construction or reinstatement.
19. Trench-walked pipes will be installed and where existing watercourses cross the proposed track line.
20. In areas where material for track formation is not suitable to receive traffic, a capping layer may be required. This would be won from localised borrow pits and imported to the track to form a running surface. Any borrow pits thus utilised would be stripped of turf/heather which would be placed aside for reinstatement on completion.

Specification:
 Materials to be used in the formation of the track base to be of good quality granular material with less than 15% silt content. Material to be placed and compacted in layers not exceeding 200mm thick. Note the degree of compaction depends on the moisture content of the material being placed. Road surface finished with 100 to 150mm crushed rock.

Verge Treatment:
 Track-edge habitat restoration will be the primary mitigation factor during the construction phase. Restoration will be carried out in tandem with construction rather than being left until the end. Track-edge turfs and topsoil/peat will be stored suitably close to the track, and replaced up to the batter edges. This ensures that the track-edge soil or peat does not become exhausted through drying, or eroded by wind and rain, in periods of particularly dry weather. It may be necessary to water turfs, soil and peat to increase the longevity of the seed. The potential for this should be assessed when choosing a location in which to store these materials. A combination of in situ material recycling and reseeded may be necessary. Reseeding will only be considered as a last resort. There will be a preference for locally harvested seed as it ensures the use of species of native provenance, and conservation of local genetic diversity.



Proposed site boundary
 Proposed new track (3.42km)
 Proposed upgrading works to existing track (0.74km)

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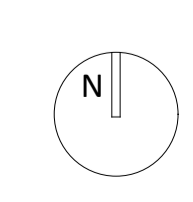


WORK STAGE
 2-Concept Design

DRAWING STATUS
 Information

DRAWN BY CF
CHECKED BY CW
DATE Mar 2025

REVISIONS			
Rev	Description	By	Check
A	Sections added	CF	CW
B	Sections amended	CF	CW
C	Route amendment	CF	AL
D	Existing track to remain, link section removed, and turning head added	CF	AL



PROJECT TITLE
 Forestry Extraction Track

CLIENT
 Pitmain & Glenbanchor Estates

DRAWING TITLE
 Site Plan

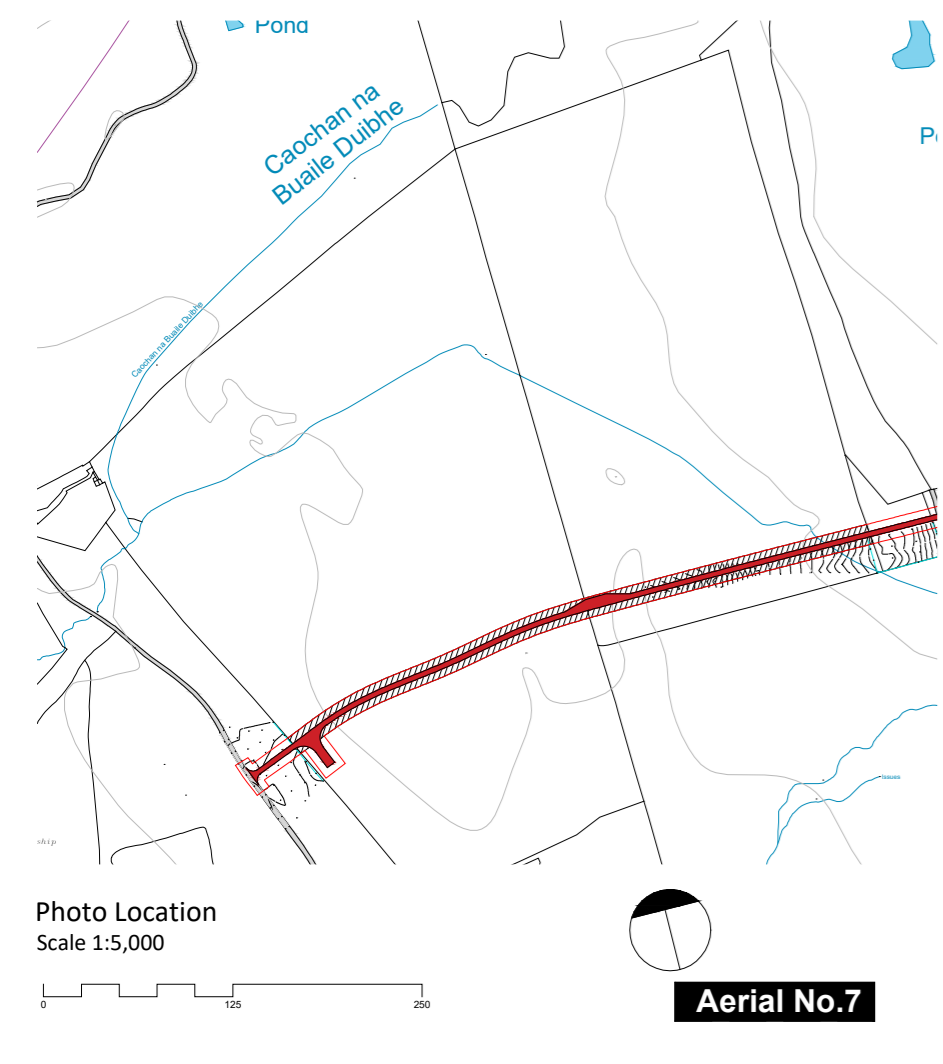
DRAWING REFERENCE
 640453 01

REVISION
 D

SCALE @ A1
 1:5000



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WORK STAGE 2-Concept Design		
DRAWING STATUS Information		
DRAWN BY CF	CHECKED BY CW	DATE Feb 2025

REVISIONS			
Rev: A	Description: Turning head added & junction amended	By: CF	Check: - Date: 03.03.26

N

PROJECT TITLE
Glenbanchor Estate - Proposed Forestry Extraction Track

CLIENT
Pitmain & Glenbanchor Estates

DRAWING TITLE Aerial No.7 - Proposed Route	
DRAWING REFERENCE 640453 12	
REVISION A	SCALE @ A2 As Noted



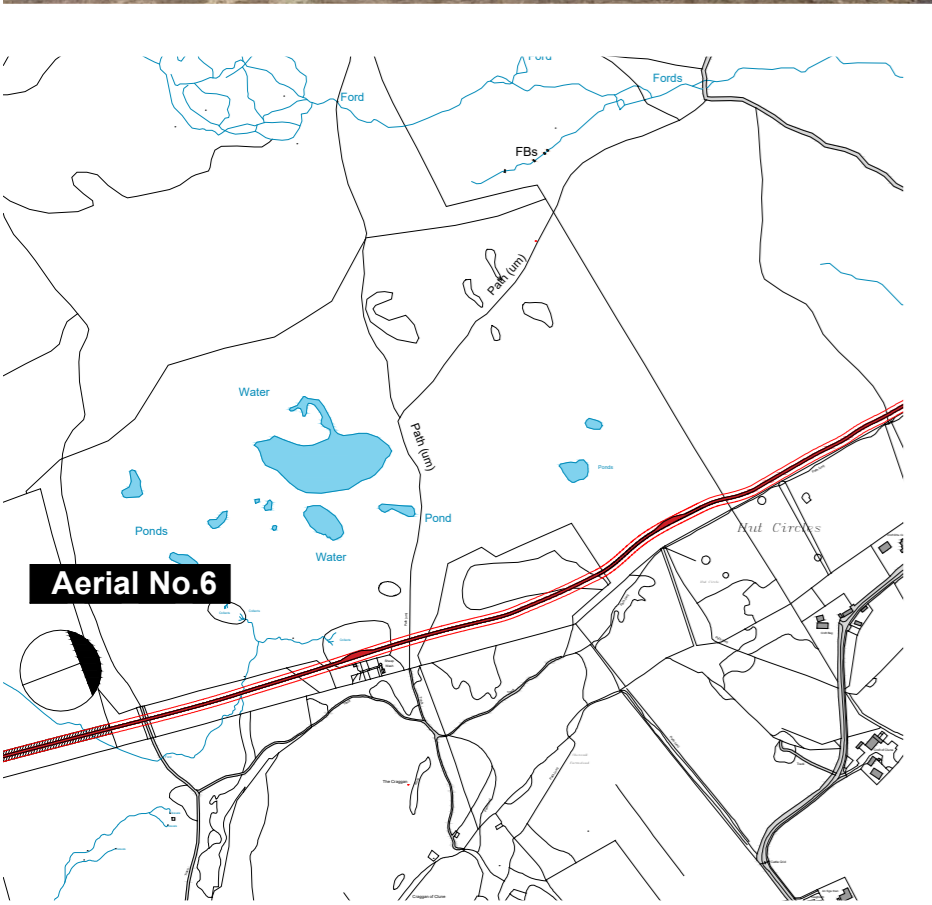
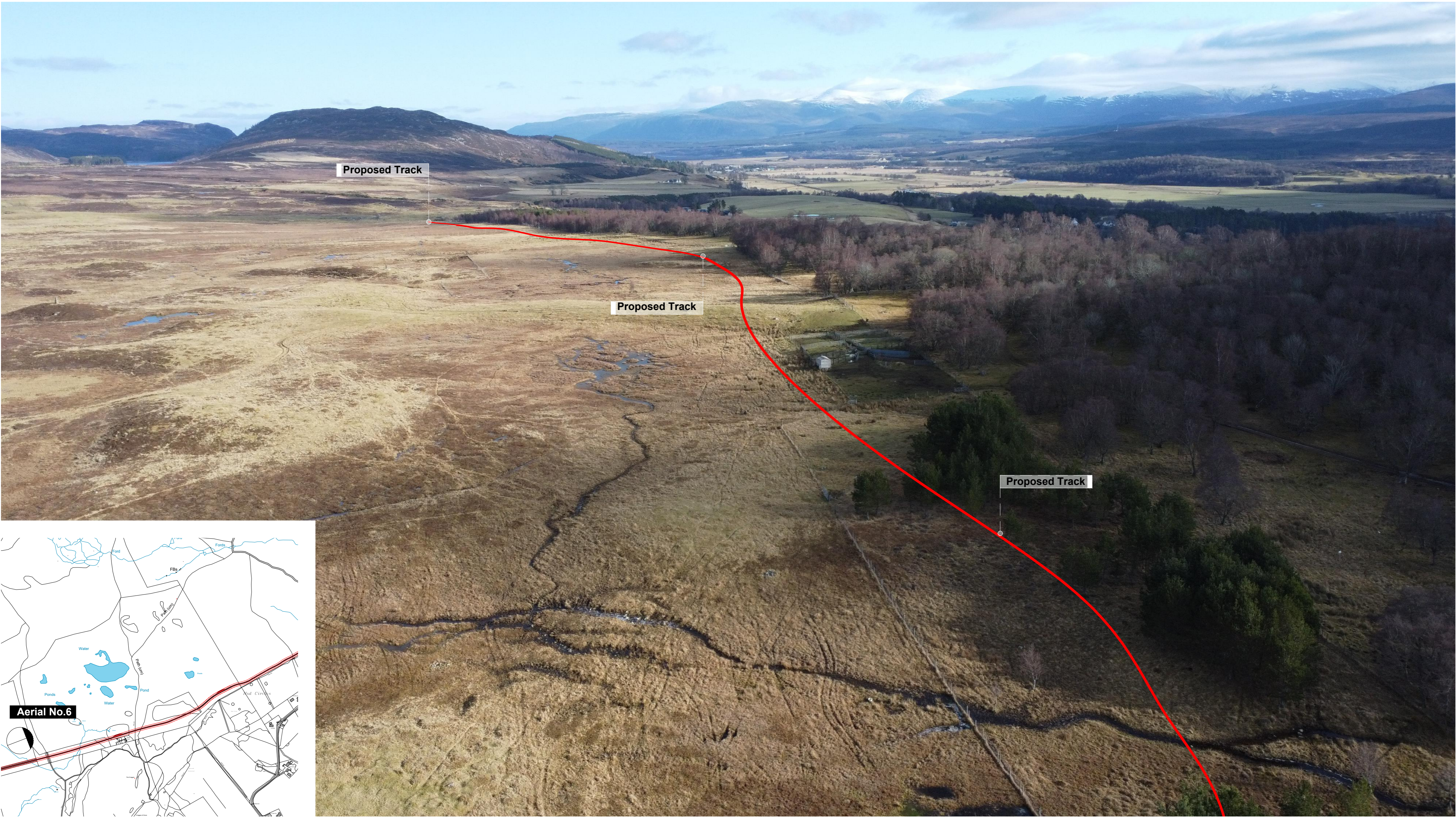


Photo Location
Scale 1:10,000

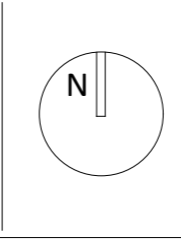
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WORK STAGE 2-Concept Design		
DRAWING STATUS Information		
DRAWN BY CF	CHECKED BY CW	DATE Feb 2025

REVISIONS		
Rev:	Description:	By: Check: Date:
A	Red line amendment	CF - 29.08.25
B	Route amendment	CF - 20.10.25
C	Existing track to remain	CF - 03.03.26



PROJECT TITLE Glenbanchor Estate - Proposed Forestry Extraction Track
CLIENT Pitmain & Glenbanchor Estates

DRAWING TITLE Aerial No.6 - Proposed Route
DRAWING REFERENCE 640453 11
REVISION C
SCALE @ A2 As Noted

