



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"/>	1.84
Deforestation	<input type="checkbox"/>				Forest quarry	<input checked="" type="checkbox"/>	0.3
Location of work		Stidriggs Farm, Beattock, Dumfries and Galloway					

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>A largely productive woodland creation scheme is being developed at Stidriggs, south of Beattock, under the Forestry Grant Scheme. The woodland creation project, which covers roughly 200 ha of planting on a ~270 ha site, is currently following a determination process under the Environmental Impact Assessment regulations.</p> <p>Approval for the construction of a surfaced forest road serving the new woodland is being sought. At this stage the exact timing of the road construction, and whether or not it will be fully surfaced or formation only has not been decided, but for the purposes of this determination request it is presumed that the road will be fully constructed and surfaced by 2030</p> <p>In addition to assisting in the establishment, maintenance and management of the new woodland, the forest road will enhance public access, facilitate peat restoration works and contribute to the local economy and work opportunities.</p> <p>Additionally, as the road will join with the Annandale Timber Transportation Link (ATTL), it will significantly reduce the amount of heavy vehicle use of the local public road network.</p> <p>The tracks will extend for a length of 2,300 m between its access onto the ATTL and an existing surfaced track by Stidriggs Farm steading. With an average width of 3.5m and a stone depth of 0.5m, and allowing for Turning 'T's the estimated volume of stone required is estimated at 4,000m³ (8,800 tonnes).</p>

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Initial survey work suggests that there are a number of suitable locations for quarries capable of supplying this volume along the route of the proposed forest road. Should this prove not to be the case there are two existing quarries which would have sufficient stone. These quarries lie in close proximity to the site and the ATTL, and are within the same ownership as Stidriggs.

The potential and existing quarry locations are shown on Map 2, along with the proposed roadline and the woodland footprint

The use of on-site stone, or failing that, stone from quarries by the ATTL, will avoid the ~350 lorry movements which would be required to bring stone to site.

In addition to the location and proposals maps, construction specifications and further details are also attached.

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

Historically the land has been used for pastoral agriculture.

The site has been thoroughly screened for environmental sensitivities during the development of the woodland creation proposal, and there are no areas of notable environmental sensitivity (eg archaeological features, valued habitats, deep peat, PWS catchments) which will be impacted by the forest track construction.

In addition, the site as a whole is not notably visually sensitive, and the proposed forest road will have minimal visual impact, with only a short stretch in the north being visible from the the dead-end road to Kinnelhead, over 2km to the north.

The roadline has been integrated into the overall design of the woodland.

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.

No significant effects on the environment are anticipated as a result of the proposed road construction. The development of the FGS application necessitated a rigorous assessment of the entire property, and all sensitive habitats, soils, watercourses, archaeological features, private water supply catchments, and steep gradients have been identified. The location of these sensitivities and other features has been taken into account when planning the track route and work specifications

Works will be implemented to the highest industry standards. Proximity to water courses and pollution pathways have been avoided as far as is feasible, reducing the opportunity for diffuse pollution.

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The proposed specifications are attached.

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.

An initial scoping exercise related to the woodland creation proposals was held, including contacting all known community, voluntary, and statutory stakeholders.

There are no local residents who will be affected by the forest road construction proposals.

These proposals will be included in the consultation exercise being undertaken for the woodland creation proposals. This will include issuing final proposals to stakeholders, holding a drop-in event in Beattock, and placing the consultation on Scottish Woodland Ltd's website.

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.

As noted above, no significant effects are anticipated, and the following mitigation opportunities will be adopted

- Works will be completed in the drier spring/summer months if feasible, and no works will be undertaken during periods of prolonged wet weather.
- Road lines have been designed to avoid the wetter soil types and riparian areas as far as is feasible.
- Watercourse crossing points have been avoided
- Drain and culvert installation will adhere to best practice
- The road lines avoid all sensitive areas.
- Slope analysis and field verification have been used to confirm the feasibility.

The proposed specifications are attached.

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...	
Select...	
Select...	
Select...	

Environmental Impact Assessment Screening Opinion Request Form

Select...	
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Property Details			
Property Name:	Stidriggs Farm		
Business Reference Number:		Main Location Code:	
Grid Reference: (e.g. NH 234 567)	NY 294 546	Nearest town or locality:	Beattock
Local Authority:	Dumfries and Galloway Council		

Owner's Details			
Title:	Lord	Forename:	David
Surname:	Johnstone		
Organisation:	Annandale and Lochwood Estates LLP	Position:	Owner
Primary Contact Number:		Alternative Contact Number:	01576 470317
Email:			
Address:	Annandale Estate Office, St. Ann's, Lockerbie, Dumfriesshire		
Postcode:	DG11 1HQ	Country:	UK
Is this the correspondence address?	No		

Agent's Details			
Title:	Ms	Forename:	Charlotte
Surname:	Cavey-Wilcox		
Organisation:	Scottish Woodlands Ltd	Position:	Regional Manager
Primary Contact Number:	01835 823 353	Alternative Contact Number:	
Email:	charlotte.cavey-wilcox@scottishwoodlands.co.uk		
Address:	Scottish Woodlands, Priorwood, High Rd, Melrose		
Postcode:	TD6 9EG	Country:	Scotland
Is this the correspondence address?	Yes		

Office Use Only	
GLS Ref number:	

Stidriggs Woodland Creation

Roading Specification

Introduction

Objective

Forest roads are required to facilitate the establishment and management of a substantial woodland creation project at Stidriggs, near Beattock, under the Forestry Grant Scheme. Specific objectives are as follows:

- Facilitate future timber haulage.
- Safer and efficient access for establishment.
- Protect watercourses by effective drainage.
- Assist with fire management if required.
- Wildlife and habitat management (including peatland restoration).
- Forest monitoring.
- Provision of public access

Additional Benefits

- New access opportunities for recreational use.
- Provide economic benefits to local/regional economy.
- Contribute to employment opportunities.
- Avoid use of minor public roads (via access onto a dedicated Timber Transport Link).

Overview Specification

Design Speed: 25kmh / 15mph

Design Loading: 44t across 6 axles

Expected Traffic: Facilitate timber haulage, typically using articulated or wagon and drag platforms, not exceeding 18.75m length, 2.55m width and 4.5m in height. Additional use may be required to accommodate plant haulage using exempt appliances under the Road Vehicles Regulations 1986.

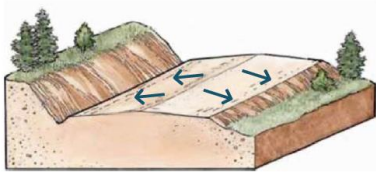
Formation: This will typically be built using cut and fill, aspiring for a width of 6-7m.

Road width: 3.6 – 4.4m (4.0m average). Sharp bends have been avoided

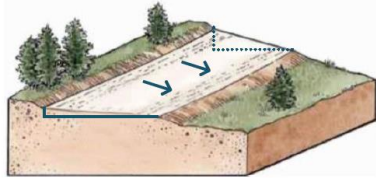
Gradient: <8% preferred, <10% acceptable. Small lengths (<250m) up to 15% may be permitted provided that they are contained within an overall average gradient of 10%. A minimum gradient of 2% will be used where possible to shed surface water, except over short distance limited by topography.

Cross Slope: The surface shall be cambered with 5% falls from the crown, or with a 5% crossfall sloping inwards on steep side slopes.

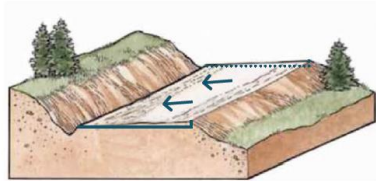
Camber or crown



Out-slope or crossfall



In-slope or crossfall



Above – Examples of running surface cross slope.

Construction: Figures 1 – 3 show cross sectional design of typical construction methods to be used. The majority of construction will use the cut and fill method shown in figures 1 and 2. A crown shape will be added to help shed surface water, reducing the susceptibility for diffuse pollution pathways and increasing durability.

Figure 1: Cut track on a gentle slope

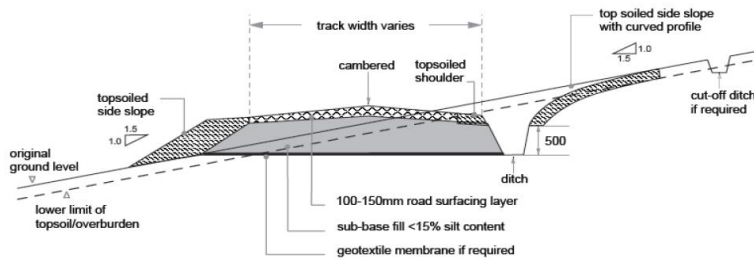


Figure 2: Cut track on a steeper slope

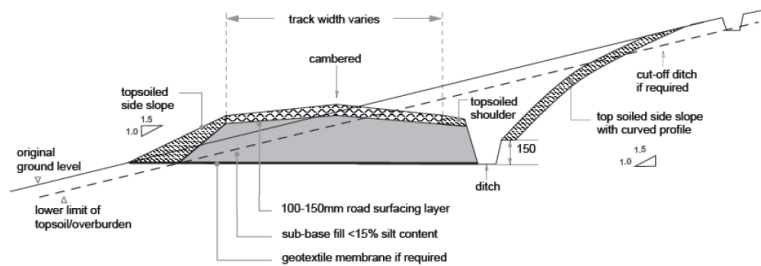
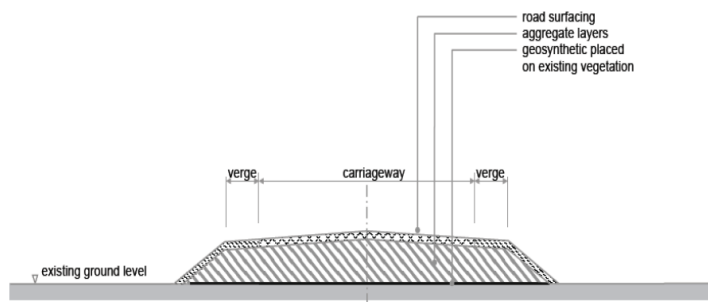


Figure 3: Surface track with geosynthetic on soft ground



Above – Primary construction techniques.

Stone: It is proposed to use stone sourced from within the property boundary, with quarry locations having been identified adjacent to the roadline. Additional opportunities for winning on-site stone will be investigated during the formation phase of road construction. Stone exploration will conform to the Scottish Forestry EIA screening criteria. Should it not be possible to win all the stone required from within the site there are two existing quarries which would have sufficient stone. These quarries lie in close proximity to the site and the Annandale Timber Transport Link, and are within the same ownership as Stidriggs. The potential and existing quarry locations are shown on Map 2, along with the proposed roadline and the woodland footprint

Timing: Winter months will be avoided if feasible. No works will be undertaken during periods of prolonged wet and sub-zero weather.

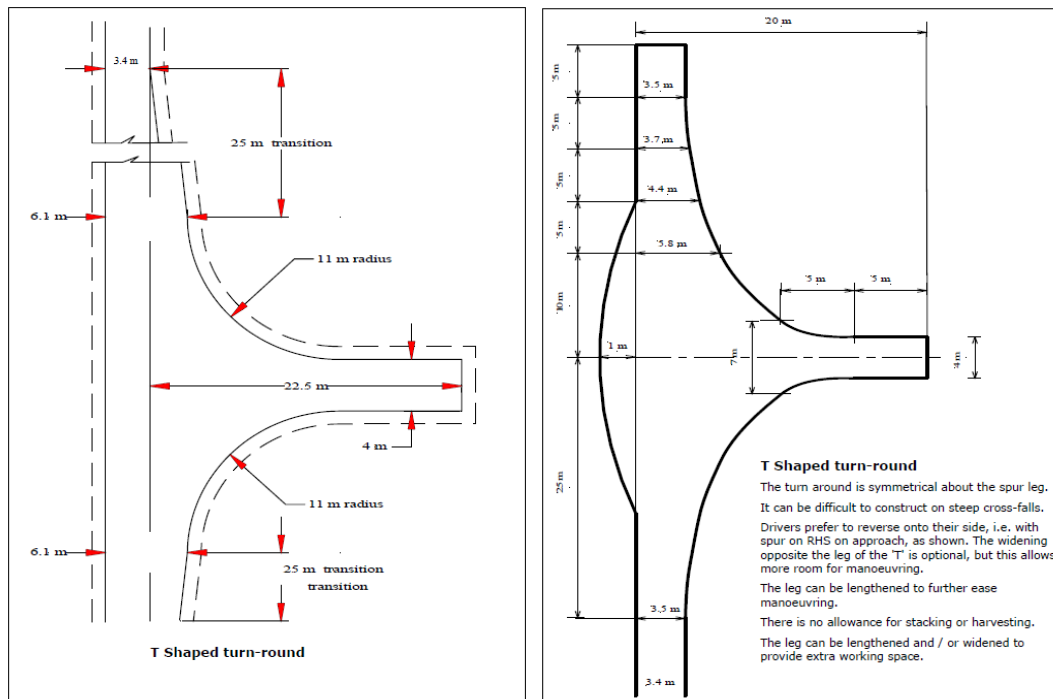
Pavement Design: The following table gives an indication of the total thickness of pavement that will be required for the various CBR values. These can vary as moisture content changes and, also as a result of applying staged construction. Based on known soil data, it is expected a depth of 300-500mm will be required. A depth of 500mm has been assumed for volume calculations.

Most forest roads in UK are designed for up to 500,000 Standard Axles of 80kN based on empirical data derived for public roads.

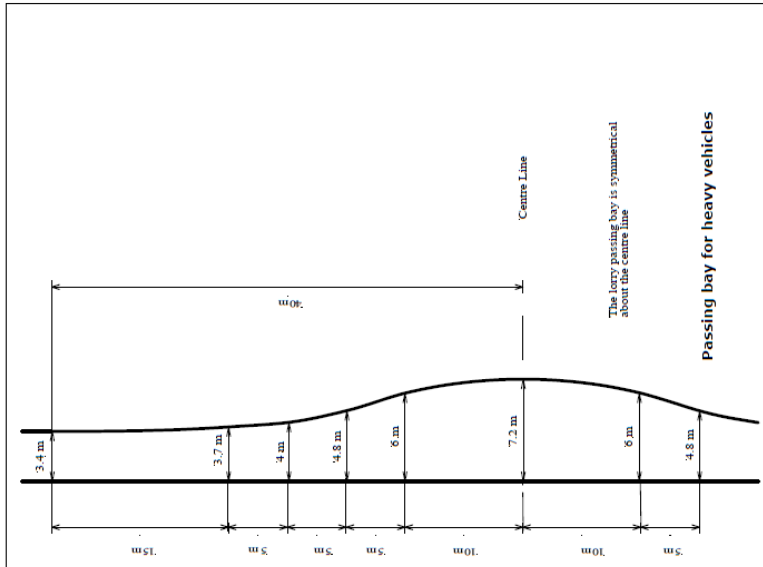
Typical material	CBR (%)	Pavement thickness (mm)
Peat, silt	<2	>850 (consider excavation of the peat or floating the road on peat)
Silty clay	2	700
Heavy clay	3	550
Sandy clay	4	475
Saturated sand	7	325
Fine sand	10	250
Graded sandy gravel	20	150
Rock	250+	Min. 100 to allow grading of surface

Infrastructure

Turning Ts: The single turning “T’s” will be 26m in overall length (i.e. from far edge of road to end of ‘T’), 4m wide with 11m radius, following one of the two designs below.



Passing Places: Passing places will be constructed with a maximum spacing of 500m. They will be 20m long and at least 4m wide with 10m splays, as detailed below



Above – Example passing place

Harvesting facilities: Ramps and stacking areas will be deferred until required for operations. Ramps may be constructed for ATV access, using a culvert in the roadside drain where this is crossed, and graded to allow access.

Drainage

Watercourse Crossings: No watercourse crossings are required

Roadside drains: A roadside ditch shall be provided on the uphill side of a road and on both sides where the road formation is at or below the adjacent ground. Drains shall have a depth of not less than 150 mm below the formation edge and a longitudinal gradient of not more than 2 degrees (3.5%). Ditches and drains shall not lead directly into watercourses. Sumps will be installed at max intervals of 50m along drains, and at changes of direction, culverts and buffer zones. The installation of drains will provide temporary storage of flood water.

In-crop drains: Sections of roadside drainage that exceed the flow capable of being dispersed in to adjacent filter zones will be dispersed using in-crop drains compliant with the latest industry standards. The frequency and design of such drainage will be managed at the operational level. As a general rule, water will be dispersed into open ground or areas of riparian broadleaves. Water will be directed towards naturally occur drainage pathways, and undisturbed vegetation will be used a buffer zone. Silt netting will be deployed as a last resort, where planned mitigation has not worked as planned. Additional mitigation will be implemented to remedy the need for silt netting as an operational priority.

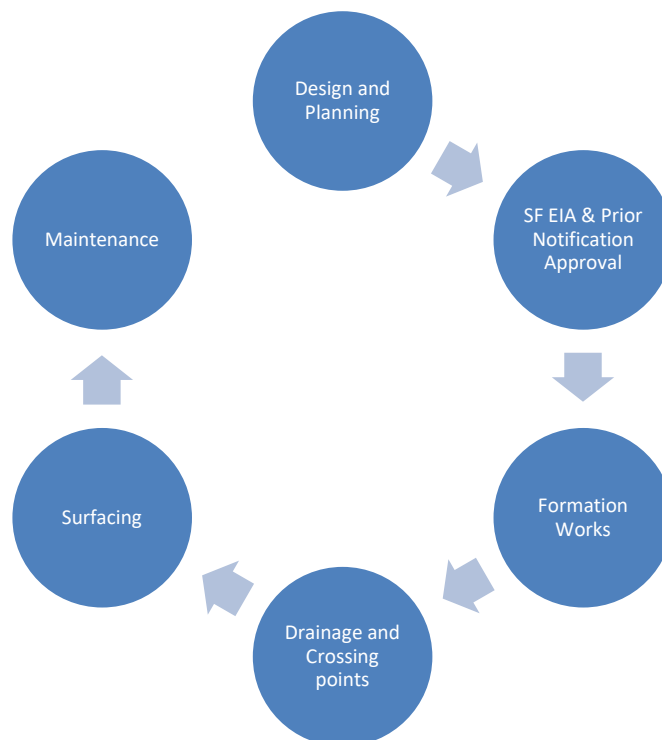
Culverts: A culvert beneath the road will be installed at a maximum interval of 200m along the drains, and closer depending on site constraints. A standard diameter of 450mm plastic twin wall is assumed, but will be sized appropriately depending on the local conditions.



Above – Example culvert and filter zone.

Workflow

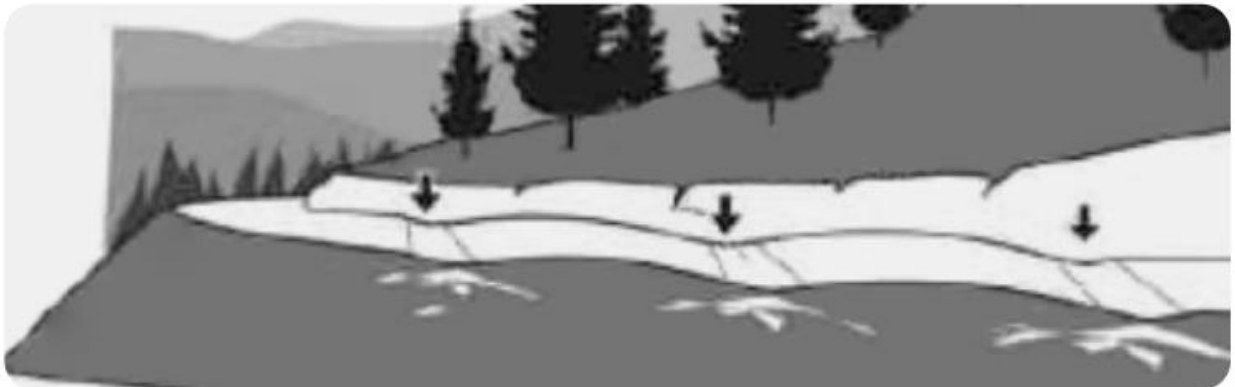
A representation of the planning and operational workflow is outlined in the diagram below. This is a simplification of the process for illustration only, and the project will progress with crossover between multiple stages.



Diffuse Pollution Management

As with all unsealed infrastructure, wear and tear will ultimately lead to deterioration of the running surface, and additional protection measures will be implemented to manage diffuse pollution from construction and subsequent wear and tear.

Rolling Dips – Linear stretches of road generally suffer less wear and tear through reduced turning forces, but can rapidly deteriorate when water collects on the surface, especially within tram lines. Creating large rolling dips, breaks the linear pathway by forcing water to shed of the road. Water can then be managed further silt sumps and culverts to reduce the concentrated flow. End to end, these should be a minimum of 5m long, and be graded to prevent vehicles beaching on the change.



Above – Example rolling dips on relatively linear section of road.

Water break – Timber or steel beams can be set into the road, forcing water to shed. These will be used where rolling dips are impractical.



Above – example cross bars set in road to shed water in both directions.

Silt Traps – Silt traps will be set at a minimum interval of 50m and shall ideally be 2m long, 1m wide, and 30-50cm below the drain depth. Each culvert entrance will have at least 2 staggered silt traps. Each sump will have a fresh turf bund laid in the upslope drain to further reduce the flow rate and encourage revegetation.



Above – Left – Example turf bunds on new formation. Right – Silt trap installed before culvert.

Quarries

Existing Resource

Two existing quarries are located outwith the site, but within the same ownership as the site, and easily accessible from the Timber Transport Link (see attached map for location). While the intension is to win stone on-site in the main, and to hold these quarries as a reserve, it is possible that one of them may be used as the source of stone required to create the initial access route off the Timber Transport Link.

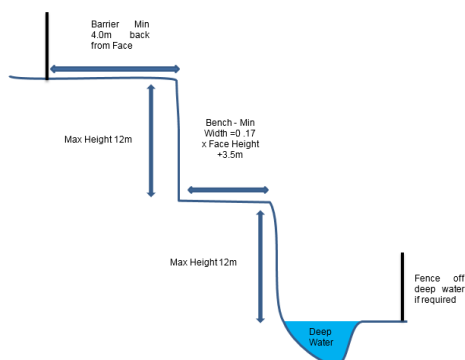
Potential Resource

A substantial amount of stone will be required to surface the roads. Three potential quarry locations have been identified, all adjoining the proposed route. Additional opportunities for stone will be explored during the formation stage of construction if required. The identified sites are at ~500m intervals, and several thousand tonne of stone won from each. This will keep the overall footprint of each borrow pit to a minimum, and reduce safety and environmental complications. The excavated area of each borrow pit could be used as passing places or turning areas, reducing the ground disturbance along other parts of the road. Locations with higher diffuse pollution potential have been (and will be) avoided, notably in terms of avoiding areas within 50m of a watercourse. Trial excavations to identify suitable borrow pits sites will be monitored for hydrology or buried drainage systems. Where soils are not free draining, provisional sumps and catch pits will be installed to catch run off.

The availability of stone is a largely unknown entity, but given the scale of the works it is hoped several opportunities for stone will be found through exploratory digging during the formation phase.

Profile

To maintain a stable and safe structure individual faces shall not exceed 8m in height although such face heights are not anticipated. The exception to this would be utilising further stone from the existing secondary quarry. In this situation it may be necessary for a bench to be inserted, to break up the face into two or more levels. A typical profile is shown below.



Environmental Considerations

Run off from mineral extraction sites may contain silt or heavy metals such as iron or aluminium dissolved or in suspension. Water draining from the quarries will be led through a system of silt traps and fed into a filter zone in order to prevent contamination of water supplies and watercourses.

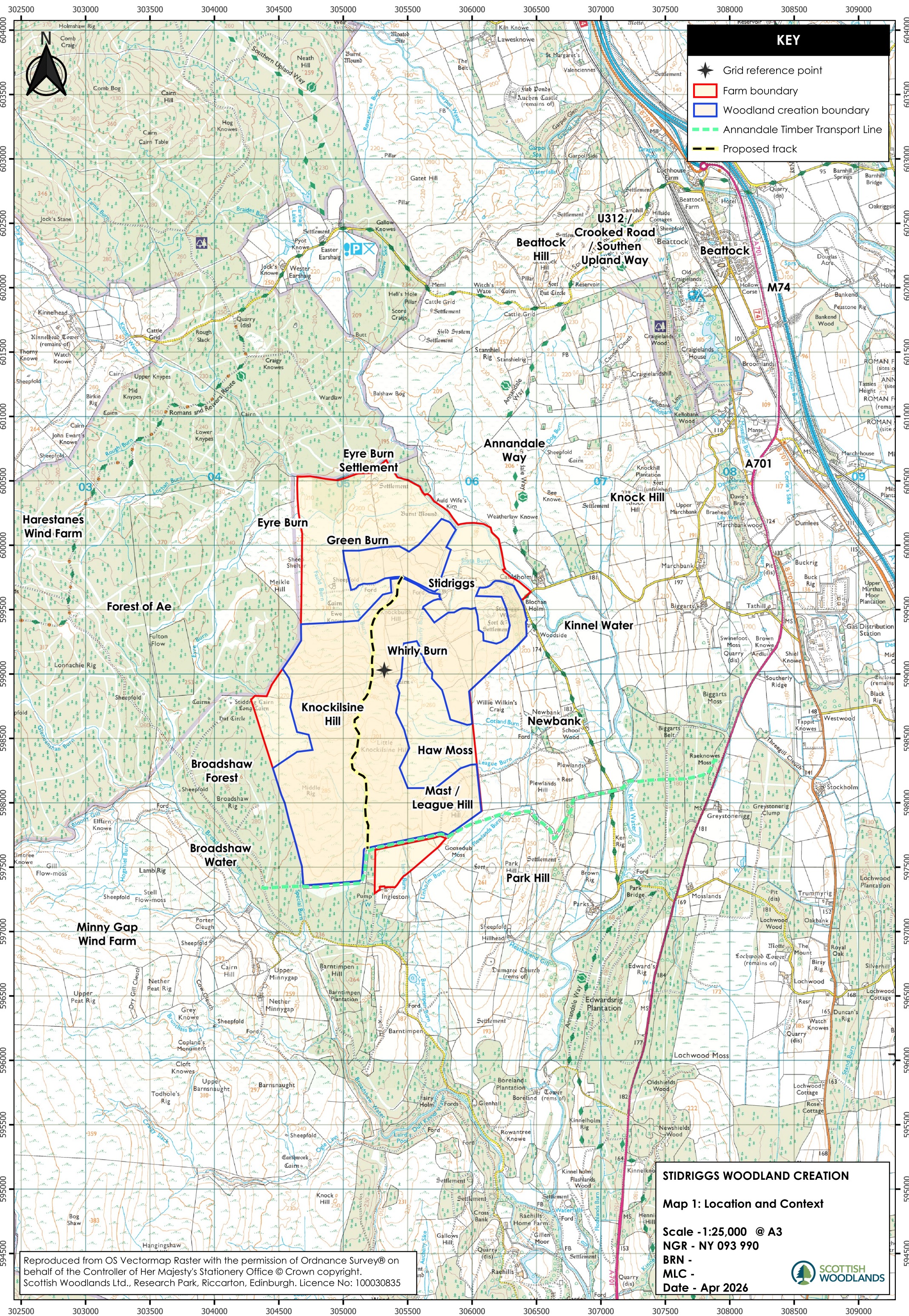
Health and Safety Considerations

Competent contractors will be engaged to implement all operations, and overall Health and Safety will be monitored by the owner's representative. UKFS Guidelines on Forests and Water will be strictly adhered to, in addition to all SEPA requirements and industry best practice. Full risk assessment and pollution control plan will be prepared for the works.

Operationally, mineral extraction sites will be managed as any other worksite with appropriate attention being paid to the particular hazards and risks which may be encountered. (e.g. public access, reversing vehicles etc). If blasting or crushing is involved specialist approved contractors would be used and additional documentation issued as required.

When not in use such sites still represent a danger. Before moving machinery off site excavated faces will be cleaned of any loose material which may fall from them. Works will be undertaken to ensure that the any excavations do not fill with water and that drains end in a suitable silt trap and filter zone.

Quarries will be inspected to ensure that they remain safe and that any barriers are in a suitable state of repair.




KEY

- Grid reference point
- Farm boundary
- Woodland creation boundary
- Annandale Timber Transport Line
- Proposed track

STIDRIGGS WOODLAND CREATION

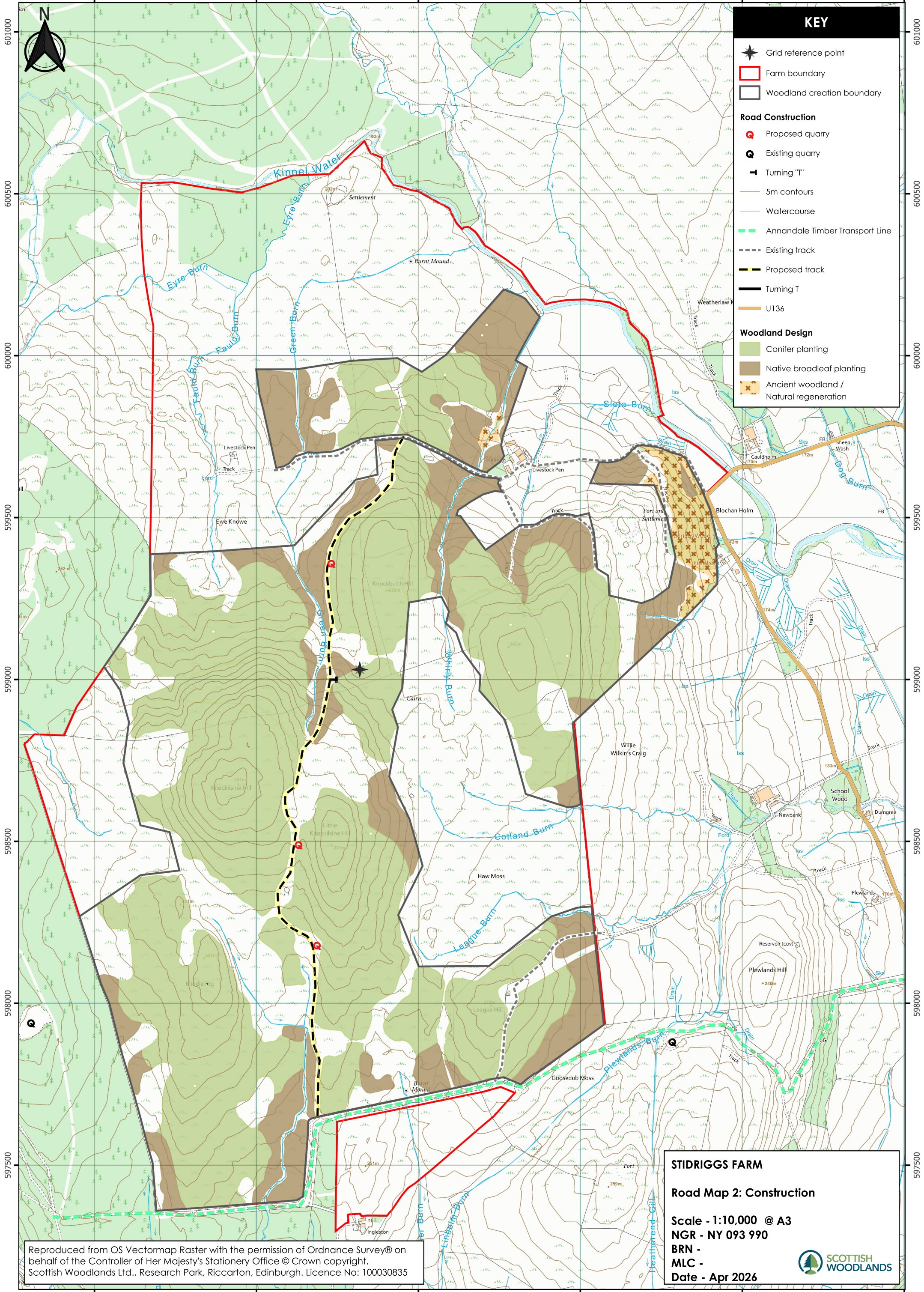
Map 1: Location and Context

Scale - 1:25,000 @ A3
 NGR - NY 093 990
 BRN -
 MLC -
 Date - Apr 2026



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304500 305000 305500 306000 306500 307000



KEY

- ★ Grid reference point
- ▭ Farm boundary
- ▭ Woodland creation boundary

Road Construction

- Proposed quarry
- Existing quarry
- └ Turning "T"
- 5m contours
- Watercourse
- Annandale Timber Transport Line
- Existing track
- Proposed track
- └ Turning T
- U136

Woodland Design

- Conifer planting
- Native broadleaf planting
- Ancient woodland / Natural regeneration

STIDRIGGS FARM

Road Map 2: Construction

Scale - 1:10,000 @ A3
 NGR - NY 093 990
 BRN -
 MLC -
 Date - Apr 2026

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