FICE

Forestry Commission
Scotland

Redacted
DGA Forestry
Lochanhead Wood
Lochanhead
Dumfries
DG2 8JB

Silvan House
231 Corstorphine Road
Edinburgh
EH12 7AT

fcscotland@forestry.gsi.gov.uk
Tel: 0131 334 0303
Fax: 0131 314 6152

Director Scotland
Bob McIntosh

Our ref: R8/4/2008

Date: 7th October 2008

Dear Redacted

STRATEGIC TIMBER TRANSPORT SCHEME – *FORREST ESTATE DUNDEUGH LINK ROAD*

PROJECT REFERENCE NO: R8/3/2008

I am writing on behalf of the Scottish Ministers to offer Strategic Timber Transport Scheme support towards eligible expenditure incurred in the above project.

On the basis of the details set out in the application and subsequent correspondence and subject to the terms and conditions set out in this letter and Sections 1, 2 and 3 (which together constitute "the agreement").

Section 1a is the certification of acceptance and designated signatory for claim forms.

Section 1b sets out the total expenditure on your project that is eligible for funding. It states the maximum amount of grant that may be paid to you and includes a breakdown of expected expenditure and claims. Grant may be used only for the activities set out in Section 1b and you are expected to follow the financial profile in Section 1b. If you do not do so, the funding of your project will be at risk.

Section 1c outlines the project's progress, including performance targets, which are specific, and measurable and, as appropriate, include a completion date. They are based on your application and may have been discussed with you while the project was being assessed or in the course of your agreement being finalised.

Section 1d sets out any special conditions, which are specific to your project. These conditions may relate to the purchase of particular equipment or services and are designed to ensure that your project will achieve it objectives.

Section 2a sets out the general conditions of grant.

Section 2b sets out the Eligible and Non Eligible costs.

Section 3 sets out the form of words to be used when claiming grant if you wish to submit a report from an independent accountant instead of original receipted invoices.

You must comply with all the conditions and performance targets set out in this agreement. If you do not, we may refuse to pay your claims or can seek to recover money which you have already been paid.

It is strongly recommended that partnerships prepare a formal "Partnership Agreement" which ensures that all those involved in the project are legally committed to deliver the elements they have agreed to and as specified in the application.

You will be required to provide an audited statement on completion of the project confirming that the grant has been used to fund the project expenditure outlined within this agreement.

I enclose two copies of the agreement. **If you wish to accept it, please sign both copies where indicated and return BOTH of them to me within one month of the date of this letter.** If you do not do this, the offer will lapse automatically and you will not be paid for any eligible costs you have incurred on the project. By signing and returning the agreement you will be accepting its terms. Please ensure that you read it all (including all Sections carefully). Please also provide specimen signature(s) on page 4. A copy signed on behalf of Forestry Commission Scotland will be returned to you.

If you accept the agreement, expenditure may be incurred over the period outlined in Section 1b Part III and IV. **[However you must not start work on the project or incur eligible costs until you have received a copy of the signed contract from FC Scotland]**

Our preferred method of payment is by direct credit (BACS). If you are not already registered for this form of payment, please contact Redacted at Redacted @forestry.gsi.gov.uk to ask for a registration form.

Yours sincerely

Redacted
Timber Development
Policy Group

EXPENDITURE

Total Project Costs (£)	: £437,921
Maximum Grant Awarded (£)	: £109,480

PART III: DISBURSEMENT PROFILE

Source of Project Funding	2010/11 (£)
STTF	£109,480
Other Funding	£328,441
TOTAL	£437,921

TOTAL EXPENDITURE PROFILE

Proposed Expenditure Profile (eligible items)	2010/11 (£)	
	Apr-Sept	Oct-Mar
Capital Items	337,671	
Ongoing Revenue	95,250	
Management Costs	5,000	
Total	437,921	
Year Total	437,921	

STTS EXPENDITURE PROFILE

Proposed Expenditure Profile (eligible items)	2010/11 (£)	
	Apr-Sept	Oct-Mar
Capital Items	84,418	
Ongoing Revenue	23,812	
Management Costs	1,250	
Total	109,480	
Year Total	109,480	

MEASUREABLE TARGETS AND OUTPUTS

Measurable Targets and Outputs	Date to be completed
The project will involve:	
• The upgrading of 300 metres of existing forest road (A-B)	Dec 2010
• The creation of 3690m of new forest road (B-D) (E-H)	Dec 2010
• The creation of one new bridge (F)	Dec 2010
• The creation of a new access bell mouth onto the A713 (H)	Dec 2010
All as per attached map below	
NB all roads will be upgraded and or constructed to the Forestry Commission specification to the DfT Design Manual for the Roads and Bridges (DMRB) Please add a brief bridge and bell mouth specification	

SPECIAL CONDITIONS PARTICULAR TO THE PROJECT

- All relevant permissions to be in place prior to contract commencement

Signature . Redacted .....

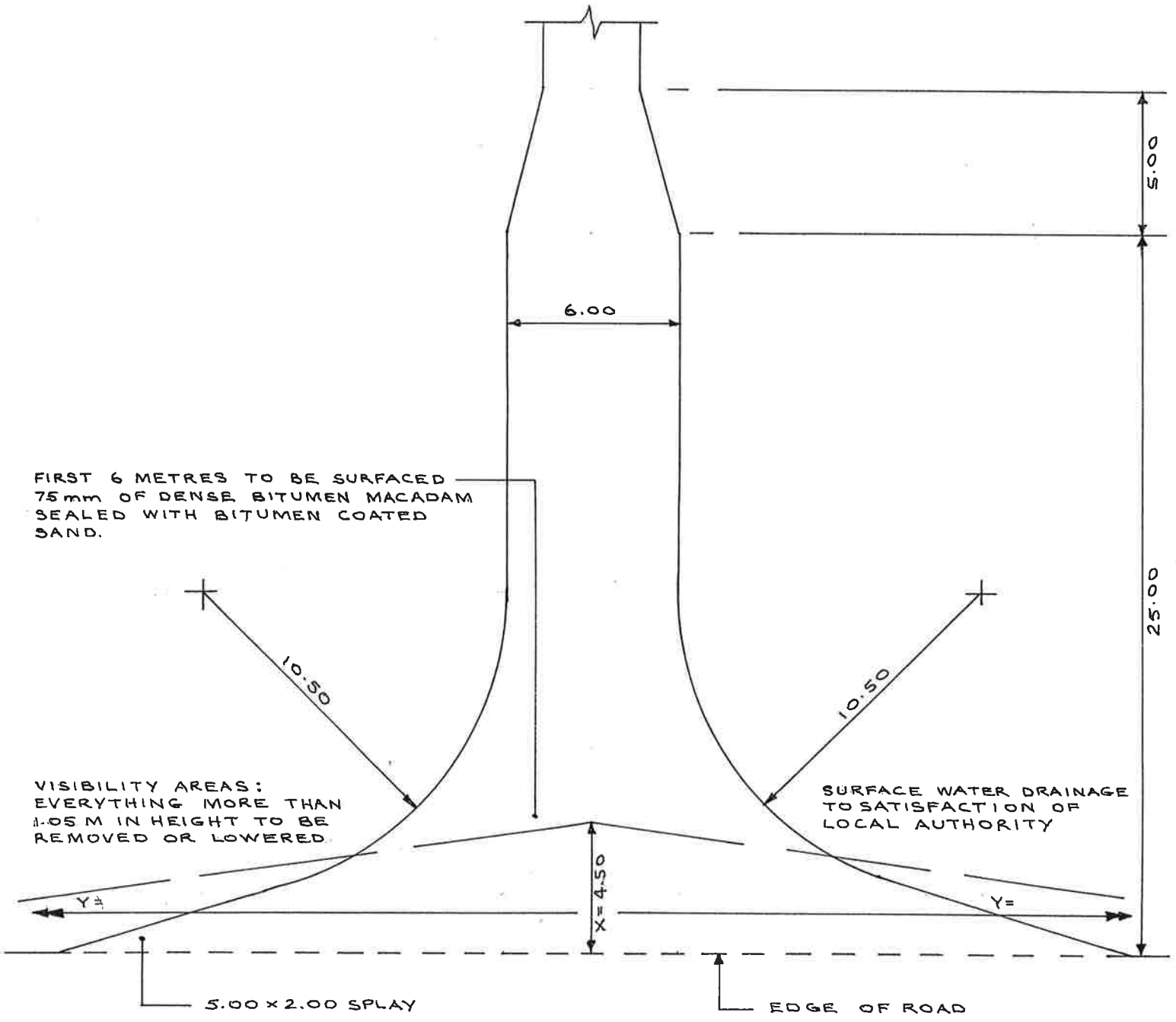
BLOCK CAPITALS . Redacted

For and on behalf of the Lead Applicant

Date 29/9/08

FOREST ROAD ACCESS

FOREST ROAD WITH TURNING
PLACES FOR HEAVY VEHICLES



LAYOUT PLAN

Scale 1:200

FORESTRY CIVIL ENGINEERING

22 King Street, Castle Douglas. DG7 1AA

Date .....

Redacted

From: Redacted
Sent: 26 September 2008 12:04
To: Redacted
Subject: Bridge spec

DESIGN	
Calculations are in accordance with :-	Department of Transport Bridge Design Memor BS 5400 Pt 1, 2, 3. Institute of Hydrology Flood Studies Report
Loading	HA (41 tonne max vehicle) This is any Construction and Use vehicle allowe road without restriction
Temperature Range	-20° C ~ +40° C (ie 60° C)
Handrail Loading	1.4kN/m length of rail at 1.1m above deck
Design Life	50 years
Flood Return Period	1 in 100 years
Materials Steel	H Yield S355JR BS EN10025
Timber	C24 BS 5268
Concrete	RC35 BS 5328
Steel Protection	Galvanised BS 729
Timber Preservation	Tanalith E BS 4072

General Specification Clauses

The Specification referred to in the tender will comprise Series 100,200,600

1700,1800, 1900 and 2400 of the "Specification for Highway Works" published by HMSO, December 1991 unless the following items in this specification state otherwise and the Department of Transport's Design Memoranda BD 24/92 and 15/92 and BS 5400 all modified extended by substitute, extended, Additional, or Cancelled Clauses referred to below.

In so far as any substitute or additional clauses may conflict or be inconsistent with any provision of the Specification, the

substitute or provisional clause will always prevail.

Any British Standard referred to in these documents will be held to be the latest edition published at the time of the tender.

Any clauses of this Specification which relate to work or materials not required for the works, shall be deemed not to apply.

Unless specifically defined otherwise, the definition of terms used in this specification shall be that in the Glossary of Building & Civil Engineering Terms BS6100

Redacted

From: DGA Forestry -Redacted[Redacted@dga-forestry.co.uk]
Sent: 26 September 2008 15:21
To: Redacted
Subject: RE: STTS Expenditure Profile Forrest Estate/Dundeugh Link Road R8/4/2008 Reminder

Redacted

Sorry, your email below seems to have slipped through the net somehow. I'll have the response to you on Monday/Tuesday. I might still be waiting for the bridge specification from FC Engineering but I will send you everything else.

Regards

Redacted

DGA Forestry (David Goss & Associates)
Forestry Managers and Consultants
Lochanhead Wood, Lochanhead, Dumfries, DG2 8JB.
Tel: 01387 730634
Fax: 01387 730557
Mobile: Redacted
email: Redacted Redacted@dga-forestry.co.uk

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From: Redacted [mailto:Redacted @forestry.gsi.gov.uk]
Sent: 24 September 2008 11:00
To: DGA Forestry -Redacted
Cc: Redacted ;Redacted
Subject: STTS Expenditure Profile Forrest Estate/Dundeugh Link Road R8/4/2008 Reminder

Dear Redacted

Further to my last e-mail of the 29th July 2008 (below) Could you please give me an update on how this is now progressing.

I would like to be in a position to draft the Certification of Acceptance Contract by the end of September if at all possible with a view to getting this signed before we move to the next round of the STTS which is at the end of October.

Thank you in anticipation.

Redacted

Redacted

Policy Advisor
Forestry Commission Scotland
Silvan House
Edinburgh
EH12 7AT

Mobile Redacted

From: Redacted
Sent: 29 July 2008 12:40
To: 'DGA Forestry Redacted
Cc: Redacted
Subject: RE: Strategic Timber Transport Scheme - STTS Application Forrest Estate/Dundeugh Link Road Project Reference - R8/4/2008

Dear Redacted

Thanks for the e-mail reply to my letter. A hard copy would be appreciated to keep my files in order if that is OK.

The next step in the process, now the offer has been accepted, is for an expenditure profile to be completed. I have attached a copy of said expenditure profile for the Dundeugh Link Road, which I have partly completed and all you have to do is fill the the blank spaces (highlighted yellow).

I have also filled in the Measurable Targets/Outputs which if you could check for accuracy and add any further detail that would be appreciated. A road specification will not be required as this is as detailed in the application as standard FC spec but a brief spec for the bridge and bell mouth will be required

Once this has been done I will be in a position to finalise the Certification of Acceptance Contract which will be sent to you for signing along with a covering letter.

Let me know if you need any further information.

Thanks you in anticipation

Redacted

Redacted

Policy Advisor
Forestry Commission Scotland
Silvan House
Edinburgh
EH12 7AT

Mobile Redacted

From: DGA Forestry - Redacted [mailto: Redacted @dga-forestry.co.uk]
Sent: 29 July 2008 08:30
To: Redacted
Subject: Strategic Timber Transport Scheme - STTS Application Forrest Estate/Dundeugh Link Road Project Reference - R8/4/2008

Dear Redacted

Thank you for your letter of 10th July which for some reason wasn't received until 21st July.

I apologise for the delay in responding to the original offer but I am sure you understand we needed to look the

bid in more detail with the partners which has taken some time.

I confirm that the offer is going to be taken up. Could you please let me know what the next step will be.

Would you like a hard copy on headed notepaper for your files?

Regards

Redacted

DGA Forestry (David Goss & Associates)
Forestry Managers and Consultants
Lochanhead Wood, Lochanhead, Dumfries, DG2 8JB.
Tel: 01387 730634
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On leaving the GSi this email was certified virus-free

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Redacted

From: Redacted
Sent: 29 July 2008 12:40
To: 'DGA Forestry - Redacted
Cc: Redacted
Subject: RE: Strategic Timber Transport Scheme - STTS Application Forrest Estate/Dundeugh Link Road Project Reference - R8/4/2008
Attachments: Expenditure Profile July 08.doc

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Once this has been done I will be in a position to finalise the Certification of Acceptance Contract which will be sent to you for signing along with a covering letter.

Let me know if you need any further information.

Thanks you in anticipation

Redacted

Redacted

Policy Advisor
Forestry Commission Scotland
Silvan House
Edinburgh
EH12 7AT

~~Mobile~~ Redacted

From: DGA Forestry - Redacted [~~mailto:~~ Redacted @dga-forestry.co.uk]
Sent: 29 July 2008 08:30
To: Redacted
Subject: Strategic Timber Transport Scheme - STTS Application Forrest Estate/Dundeugh Link Road Project Reference - R8/4/2008

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Would you like a hard copy on headed notepaper for your files?

Regards

Redacted

DGA Forestry (David Goss & Associates)
Forestry Managers and Consultants
Lochanhead Wood, Lochanhead, Dumfries, DG2 8JB.
Tel: 01387 730634
Fax: 01387 730557
Mobile: Redacted
email: Redacted Redacted@dga-forestry.co.uk

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EXPENDITURE

Total Project Costs (£)	: £437,921
Maximum Grant Awarded (£)	: £109,480

PART III: DISBURSEMENT PROFILE

Source of Project Funding	2010/11 (£)
STTF	£109,480
Other Funding	£328,441
TOTAL	£437,921

TOTAL EXPENDITURE PROFILE

Proposed Expenditure Profile (eligible items)	2010/11 (£)	
	Apr-Sept	Oct-Mar
Capital Items		
Ongoing Revenue		
Management Costs		
Total		
Year Total		

STTS EXPENDITURE PROFILE

Proposed Expenditure Profile (eligible items)	2010/11 (£)	
	Apr-Sept	Oct-Mar
Capital Items		
Ongoing Revenue		
Management Costs		
Total		
Year Total		

MEASUREABLE TARGETS AND OUTPUTS

Measurable Targets and Outputs	Date to be completed
The project will involve:	
• The upgrading of 300 metres of existing forest road (A-B)	Dec 2010
• The creation of 3690m of new forest road (B-D) (E-H)	Dec 2010
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• The creation of a new access bell mouth onto the A713 (H)	Dec 2010
All as per attached map below	
NB all roads will be upgraded and or constructed to the Forestry Commission specification to the DfT Design Manual for the Roads and Bridges (DMRB) Please add a brief bridge and bell mouth specification	

SPECIAL CONDITIONS PARTICULAR TO THE PROJECT

- All relevant permissions to be in place prior to contract commencement

Signature .....

BLOCK CAPITALS ..... Date .....
For and on behalf of the Lead Applicant

Redacted

From: DGA Forestry [Redacted@dga-forestry.co.uk]

Sent: 29 July 2008 08:30

To: Redacted

Subject: Strategic Timber Transport Scheme - STTS Application Forrest Estate/Dundeugh Link Road Project Reference - R8/4/2008

Dear Redacted

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Regards

Redacted

DGA Forestry (David Goss & Associates)
Forestry Managers and Consultants
Lochanhead Wood, Lochanhead, Dumfries, DG2 8JB.
Tel: 01387 730634
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KCE

Forestry Commission
Scotland

Redacted
DGA Forestry
Lochanhead Wood
Lochanhead
Dumfries
DG2 8JB

Silvan House
231 Corstorphine Road
Edinburgh
EH12 7AT

fcscotland@forestry.gsi.gov.uk
Tel: 0131 334 0303
Fax: 0131 314 6152

Director Scotland
Bob McIntosh

Date: 10th July 2007

Dear Redacted

STRATEGIC TIMBER TRANSPORT SCHEME – STTS Application FORREST ESTATE DUNDEUGH LINK ROAD

PROJECT REFERENCE – R8/4/2008

Further to my letter of 7th April 2008 with reference to the award of funding for 2010/2011.

Having not received a response to this letter I would be very grateful if you could let me know as soon as possible the situation regarding the Forrest Estate – Dundeugh Link Road award offer.

Although I appreciate the award offered is different to that applied for, an early response as to the likelihood of this being accepted would be appreciated. Therefore could you please let me know by the 29th July if either, the offer is going to be taken up or more time is required to consider the situation.

However should I not hear anything form you by this date I will have no option but to recommend that the award be withdrawn and the funding be allocated to other potential schemes.

Your urgent attention to this matter will be appreciated.

Thank you in anticipation

Redacted

Strategic Timber Transport Scheme Advisor
Forestry Commission

Forestry Commission
Scotland

Redacted
DGA Forestry
Lochanhead Wood
Lochanhead
Dumfries
DG2 8JB

Silvan House
231 Corstorphine Road
Edinburgh
EH12 7AT

fcscotland@forestry.gsi.gov.uk
Tel: 0131 334 0303
Fax: 0131 314 6152

Director Scotland
Bob McIntosh

Date: 7th April 2008

Dear Redacted

STRATEGIC TIMBER TRANSPORT SCHEME – STTS Application FORREST ESTATE DUNDEUGH LINK ROAD

PROJECT REFERENCE – R8/4/2008

Thank you for the recent additional information that was supplied to aid the Advisory Panel's decision when considering your application.

As I am sure you are aware, the Strategic Timber Transport Fund is a limited resource that already has significant financial commitments from previous applications. Even so, I am pleased to inform you the Advisory Panel has recommended your project for grant assistance. However, the Panel has also recommended an intervention rate of 25% (£109,480) based on their assessment of your project against the Scheme criteria. In addition, due to the current financial commitments of the Scheme, the award is offered for the financial year 2010/11.

Therefore Forestry Commission Scotland would like to make an offer of grant aid of 25% or £109,480 in financial year 2010/2011. This does not mean that the work cannot proceed earlier only that the grant monies can only be claimed between 1st April 2010 and 31st March 2011.

Should you wish to discuss this decision or any other aspect of your application please do not hesitate to get in touch with either Redacted or myself.

Redacted

Strategic Timber Transport Scheme Advisor
Forestry Commission Scotland

Redacted

From: Redacted
Sent: 18 March 2008 07:20
To: Redacted
Subject: RE: Questions on the Forrest est and Dundeugh bid

Redacted

Thanks for this, some good information that the Panel will find of great use when scoring.

I will get this to the Panel today in the hope that they will get to read this prior to the meeting on Thursday.

Look forward to seeing you on the 20th

Thanks

Redacted

Redacted

Policy Advisor
Forestry Commission Scotland
Silvan House
Edinburgh
EH1 7AT

Tel Redacted
Mob Redacted

From: Redacted [mailto:Redacted@dumgal.gsx.gov.uk]
Sent: 14 March 2008 15:31
To: Redacted
Cc: Redacted@dga-forestry.co.uk; Redacted @hotmail.co.uk
Subject: FW: Questions on the Forrest est and Dundeugh bid

Hi Redacted
Please see attachments sent to me by Redacted prior to leaving for his holiday.
Further to this I have had information back from the police and D&G council regarding impacts on the road safety on timber exiting onto the A713.
The basic message here is at present Forrest Est has an exit and FCS have an exit, so there are two exits for slow moving traffic on to a busy and quite fast section of A road. Both existing junctions have safety issues especially the Polmaddie/Dundueugh one with the fatalities in 2006, not due to a timber lorry. So by combining these two into one located at a better site this will have a valuable contribution to road safety on the A713.
This bid was being initially proposed for both timber parties to exit at Polmaddie but the growing population there had already started lobbying the FC into reducing/ stopping timber haulage in this locality. With Forrest Estate requesting access to the FC road network this has now allowed a wider benefiting project to be developed improving things for the forest industry and the local communities.
I will if time allows prep a simple power point for this Bid to deliver on the 20TH, other than that Redacted would have read out his notes.

I believe the above and attached documents answer the questions raised in your letter dated 3/3/2008 and give

the panel extra information to consider. The Council does not intend to down grade the U1s to an Excluded route or put weight restrictions on it. At present they are committed to the TTG and making sure the ARM operates as cooperatively as possible. Yet as with all Councils budgets are very tight and at some point the U1s may become a victim to this and the Council may no longer be able to afford its upkeep. At this is stage it is likely that Forrest Estate timber would then become landlocked.

Redacted
South of Scotland Timber Transport Officer
Dumfries and Galloway Council
Militia House, English Street
Dumfries DG1 2HR
Tel: Redacted
Fax: Redacted
e-mail: Redacted @dumgal.gov.uk
Web: www.dumgal.gov.uk

Any email message sent or received by the Council may require to be disclosed by the Council under the provisions of the Freedom of Information (Scotland) Act 2002

ROUTED VIA THE GSX NETWORK FROM mail.dumgal.gsx.gov.uk

13th March 2008

F502/3
Redacted
Forestry Commission Scotland
Silvan House
231 Corstorphine Road
Edinburgh
EH12 7AT

(By email only)

Dear Redacted

Strategic Timber Transport Scheme – STTS Application Forrest Estate/Dundeugh Link Road

Project Reference – R8/4/2008

Thank you for your letter of 3rd March received via email from Redacted

Unfortunately, I am on holiday as from today and will be unable to attend the meeting on 20th March as requested. Redactedhas however kindly offered to make the presentation on our behalf, as I understand he will be attending the meeting with respect to other projects.

I note the points you have asked for further clarification on and have prepared the attached paper. I hope this addresses the various issues and that the Panel is able to approve the application.

I would obviously be prepared to meet the panel at a later date if that was felt necessary or to provide any further information by letter or email if necessary.

Yours sincerely,

Redacted

Redacted
Enclosures (1)

Cc: Redacted(by email)

Your Ref :

Our Ref : S/RM/D3120/KB/VP

Date : 14 March 2008

Local Roads Services Stewartry
Abercromby Depot
Abercromby Road Industrial Estate
Castle Douglas DG7 1LH

Any enquiries please contact
RedactedRedacted
RedactedRedacted
Fax : 01556 505275

Redacted
South of Scotland Timber Transport Officer
Dumfries and Galloway Council
Militia House
English Street
DUMFRIES DG1 2HR

Dear Redacted Redacted

A713, FOREST ESTATE AND FORESTRY COMMISSION STTF BID

I refer to your email. As discussed, the new proposed access shown on the above drawing is to be located approximately 2.2km north from the existing forest access at Polmaddy Bridge. At this new point, roads safety will be improved as national visibility and junction geometry standards can be met with this proposal.

The forest access at Polmaddy Bridge in contrast is located on a poor section of the A713 with reduced visibility and I would not be in favour of any increase in the volumes of timber using this access on road safety grounds, indeed it makes sense to move the access given the accident statistics and reduced visibility that presently exists on the forest access at Polmaddy Bridge.

The proposed access will, of course, be subject to Planning Consent and appropriate conditions will be attached to the new access relative to visibility, geometry and drainage.

Signs can also be erected either side of the proposed new access highlighting the Timber use, as discussed the signs will obviously need to comply with Traffic Regulations etc but I am sure we can get something that will work.

In summary, on roads safety grounds, the proposed location for the new access will be much safer than using the existing access.

I hope the above is helpful.

Yours sincerely

Redacted
Principal Roads Services Officer, Stewartry

Harry Thomson, Group Manager - Business
Geoff Lewis, Corporate Director

Strategic Timber Transport Scheme – STTS Application Forrest Estate/Dundeugh Link Road

Project Reference – R8/4/2008

Additional Information

1. Forrest Estate is a unique private forestry estate located in the Galloway Hills. Planting commenced in the early 1950s and continued on an annual basis into the early 1990s, with a smaller programme between 2003 and 2006. It is unique in that it is rare to find such a large single block under one private ownership, as is the case in this instance. The total Estate extends to over 4,000 hectares with over 3,000 hectares of woodland.

2. The Estate has been an important local employer since the 1950s employing in excess of 30 employees during the establishment phase and 10 employees at the present. The Estate has a policy of local employment and engages with the local community at a number of levels.

3. Due to topography the Estate is very poorly served by public roads. While this was not an issue during the establishment and thinning phases there have been a number of changes over the decades, which now impose severe restrictions on access to the Estate for timber traffic. These include:

    - Changes in harvesting methods.
    - Changes in the distribution of timber markets.
    - More importantly changes in timber haulage.
    - Reduction in Local Authority road maintenance budgets.

    The public roads serving the Estate are now inadequate to meet today's modern timber transport needs without significant capital expenditure by the Local Authority.

4. Only two public roads serve the Estate.

    - The U1s is the main access into Forrest Glen serving not only Forrest Estate but also other local businesses, residents and tourists. As detailed in the application this is a narrow twisting single track road with limited passing places, blind corners and summits. It is poorly constructed and subject to minimal maintenance by the Local Authority. It is a "severely restricted route" in the Dumfries and Galloway Agreed Routes Map (ARM).
    - The U2s is at the extreme south end of the Estate and is totally unsuited for timber traffic. It is classed as excluded in the ARM.

5. As detailed in the application the use of the U1s has increased significantly, not only due to timber traffic, details of which were provided in the application, but also due to other businesses and residents. The community using the U1s extends far beyond the local residents as detailed below:

    - There are 9 properties using the U1s, of which 7 are in full time occupancy, the other 2 are holiday properties with variable occupancy.
    - Forrest Estate, office and sawmill has 10 employees, 7 of which travel into the Estate each day via the U1s.

- The Estate encourages recreation in the forest and also provides access for long distance hikers onto the Rhinns of Kell with car parks and waymarked paths. While no formal surveys have been carried out it has been estimated there are approximately 10 visitors/week on average during the year with higher numbers during the summer.
- Natural Power Consultants, an international renewable energy consultancy, has its head office in the Forrest Glen. They currently employ in excess of 40 employees. An extension to the office will be completed in April this year which will allow up to 80 employees and a further extension is already planned which will increase capacity to approximately 120 employees.
- In addition to the employees there are business visitors, delivery and service providers which it has been estimated contribute a further 75 return vehicle movements to the road usage on average per week.

The actual community using the U1s extends to over 100 people when residents, businesses, visitors, tourists, service providers and deliveries are taken into account and excluding timber haulage and associated harvesting contractors.

6. The benefits to the local community therefore extends not only to local residents but to the nearby settlements of St John's Town Dalry and New Galloway, and the wider region. Bearing in mind the current condition of the U1s the removal of timber traffic from the road will confer the following community benefits:

    - Increased road safety to all other users of the U1s, many of which may not be used to driving on minor rural roads subject to timber traffic.
    - An improved experience for visitors to the area which may increase the likelyhood of return visits bringing benefits to the wider local community
    - Reduced damage to the fragile rural road network, reducing demands on Local Authority budgets and freeing up resources for use elsewhere in the region.

7. While the above refers to the U1s there will be further benefits from this combined bid for the village of Dundeugh. Currently all FCS timber production from the Dundeugh woodlands joins the A713 at a single access point. Local residents and tourists visiting the Polmaddie Settlements also use this access. Details of future timber production from the Dundeugh woodlands were provided in the application.

8. This junction with the A713 is badly aligned with poor sight lines. There is no opportunity to improve this junction due to landholdings and the adjacent river and bridge. The junction was the site of a fatal accident in 2006.

9. The local community using the above access has increased in recent years due to local planning policies encouraging more rural housing in designated areas. In addition to existing houses on this access road a further 2 have recently been constructed, with another 3 consented. It is understood all these new houses except one will use the forestry access road. This is in addition to the existing houses in Dundeugh village on the opposite side of

the A713 and it understood that planning permission is being sought on further land adjacent to the village.

10. Removal of FCS timber traffic from this access will result in the following benefits:

    - Road safety for local residents, forestry contactors and hauliers and the general public using the A713.
    - An improved environment for local residents due to reduced traffic adjacent to their properties.
    - Improve the visitor experience to the Polmaddie ancient village, which will in turn allow FCS to develop this further increasing the benefits to the wider local community from increased tourism.

11. Forrest Estate recognised that increased timber production from the woodlands, combined with the other increased usage of the U1s would lead to increased risks to road safety to the detriment of all users of the road including the local residents, commuters and visitors. From discussions with the Local Authority it further recognised that there was virtually no prospect of the U1s being upgraded to a standard, which would safely accommodate timber traffic and other users. It therefore embarked on a review of other options to provide alternative access for the despatch of timber.

12. The Estate borders FCS land on 3 sides.

    - To the west it borders Clatteringshaws Forest on the top of the Rhinns of Kell. There is no prospect of an alternative access via this route.
    - To the south it again borders Clatteringshaws but there is little prospect of linking to an agreed route due to topography and distance between the road networks.
    - To the north the Estate borders Dundeugh Forest and the two internal road networks are relatively close as can be seen from the details in the application.

    Elsewhere the Estate borders various agricultural landowners. Even if an acceptable route could be identified, arranging an access across this land would involve negotiations with multiple non-forestry landowners, creation of considerably longer new roads, a new access onto the A713 and was therefore not considered a viable proposition.

13. The link road into Dundeugh was therefore identified as the only potential alternative, which could be readily constructed and delivered. However, FCS were reluctant to allow additional timber traffic to use the existing Dundeugh access due to the following:

    - The negative effect on the expanding community on this forestry access
    - The negative effect on visitors to the Polmaddie Settlements.
    - Increased usage of the unsatisfactory junction with the A713.

14. An alternative link route was identified via the as yet undeveloped FCS Braidenoch block. FCS intends to access this block via a new road opening onto the A713 rather than via the existing Dundeugh access, which would have involved construction of longer roads and one major bridge. The Local

Authority supports the new road opening onto the A713. This link into the as yet unconstructed FCS roads will solve the access issue for Forrest Estate in a sustainable manner, while delivering additional benefits to communities and visitors both locally and across a wider area.

15. Details of the timber traffic this route would divert away from local communities and the fragile rural road network were detailed in the application. A point of clarification was requested as to which direction the timber would subsequently travel in.

    - FCS estimate that approximately 50% of their timber has in the past gone to markets in the south and 50% to other markets in the north. They do not anticipate any change in this as a result of the new access.
    - Forrest Estate sits almost equidistant between the major timber markets in Ayrshire and the Dumfries area. The direction of the timber flow will depend entirely on the markets. Over the last 2 –3 years the majority (in excess of 75%) of the timber has gone north on the A713. Previously a larger proportion had gone south to the Dumfries and Lockerbie area (approximately 50%). As the Estate puts major clearfells out to tender on an annual basis the direction of timber flow could vary from year to year depending on the purchaser.
    - It should be pointed out that this new link road transfers timber traffic directly onto an agreed route. This agreed route passes adjacent to Dundeugh Village and the new development on the forestry access not through the actual village or the new housing.

16. The U1s is a severely restricted route and its continued use depends on the Local Authority's willingness and ability to maintain this route to the standard required to carry the volume of timber traffic. Failure to maintain this route in a condition to carry sustained timber traffic will result in the Estate being landlocked. The creation of an in forest link road shared with other forest owners will ensure that the forest is cannot be landlocked in the future, will deliver a sustainable solution, while conferring benefits to the local communities and the wider area and reducing damage to the fragile rural road network.

Redacted
Redacted

I have caused a crash check to be carried out near the A713/Dundeugh/Polmaddie junction. Covering the period 1 Jan 2005 to 7 March 2008 four crashes were found to have been reported to the Police.

22/11/06 Non injury East 259858 North 588151 A713 approx 50m north of access to Polmaddie Forest. Southbound car collided with sheep on the road.

17/06/05 Non injury East 259869 North 588072 A713 approx 20m south of access to Polmaddie Forest. Untraced vehicle collided with crash barrier and communication pole.

14/12//05 Fatal East 259870 North 588010 A713 approx 30m south of access to Polmaddie Forest. Southbound van lost control on left hand bend and collided with opposing lorry on southbound carriageway. (not carrying timber). Both occupants in van received fatal injuries)

14/01/06 Non injury East 259917 North 587928 A713 approx 50m north of entrance to Dundeugh village. Southbound car lost control and hit fence before coming to rest in a field.

Not a location the Police would call a fatal crash hot spot. One injury crash in 3 years.
Yes a fatal road crash has occurred near this junction but no vehicles entering or exiting the forest junction were involved.

Cheers

Redacted
Traffic Management
Dumfries & Galloway Constabulary
Cornwall Mount
Dumfries DG1 1PZ
Tel: Redacted
Ext: Redacted
Redacted
Email: Redacted @dg.pnn.police.uk

SAVE PAPER - Please do not print this e-mail unless absolutely necessary

-----Original Message-----
From: Redacted [~~mailto:~~Redacted@dumgal.gsx.gov.uk]
Sent: 10 March 2008 11:14
To: Redacted
Subject: A713, Foresst Estate and Forestry Commission STTF bid

A bid to the Strategic Timber Transport Fund was submitted recently by the above estate and FCS. The attached letter has asked some questions for supporting information. Can you as the police confirm that a fatal crash occurred at the bend on the A713 Dundeugh/Polmaddie. The FC have a main forest exit for timber on this bend, I believe the crash did not involve a timber lorry but a known black spot with a timber lorry exit is not ideal for road safety. The bid would see Forrest estate linking to internal FC roads and more timber exiting at this junction. The local community here is growing and has/is lobbying the FC to have less timber lorries exiting past their properties.
So the FC and Forrest est. have now worked together and propose a new exit point onto the A713, at a safer point and away from any habitation. This is at NS 586 902, see map attached (hope you can open jpeg files)

So we are looking for a letter that states that the Dundeugh forest road exit is at a known fatal black spot and is not ideal for road safety. Support for the movement of the forest exit point from the black spot to a new safer location. Give me a call if you need any further info. The bid people have asked for a very quick response time, replies back to them by 17/3/08.

Thanks Redacted Redacted

Redacted
South of Scotland Timber Transport Officer
Dumfries and Galloway Council
Militia House, English Street
Dumfries DG1 2HR
Tel: Redacted
Fax: Redacted
e-mail: Redacted @dumgal.gov.uk
Web: www.dumgal.gov.uk

Any email message sent or received by the Council may require to be disclosed by the Council under the provisions of the Freedom of Information (Scotland) Act 2002

RedactedRedacted

From: Redacted
Sent: 11 March 2008 09:58
To: Redacted
Cc: Redacted Redacted Redacted Redacted Redacted Redacted Redacted Redacted Redacted Redacted
Subject: Lorg Glen and Dunduech STTS application presentations

Redacted

I understand from Redacted that you will be attending (plus potential others) the Advisory Panel meeting of the 20th March 2008 to give a presentation / Q-A session to the Panel.

In order to get timings right (as I am trying to organise several presentations on the day) would it be possible for your presentations to commence at:

Dundeuch Forrest Estate 9.45am
Lorg Glen 10.30am

We will have a laptop with projector available and a flipchart in the room.

Please could you let me know if this is acceptable and whether any additional presentation equipment will be required.

If you need me to copy this e-mail to others please let me know.

Thank you in anticipation

Russ

Redacted

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Tel: 0131 334 0303
Fax: 0131 314 6152

Director Scotland
Bob McIntosh

Date: 3rd March 2008

Dear Redacted

STRATEGIC TIMBER TRANSPORT SCHEME – STTS Application FORREST ESTATE DUNDEUGH LINK ROAD

PROJECT REFERENCE – R8/4/2008

Thank you for your recent application to the Strategic Timber Transport Scheme. Following the Timber Transport Forum Advisory Panel meeting of The 12th February 2007, the members welcomed your submission and thank you for a well-written and clear application.

However before your application can go forward to full scoring the Panel seek clarification on certain crucial aspects. Therefore due to the size of the potential award the Panel suggest a meeting where a presentation can be put to the Advisory Panel in order for the Panel to get a better understanding of the application.

Some of the points that require clarification are:

1. There is some confusion within the Panel as to the exact context of the community benefits as stated in the application therefore the Panel would like to see more information and clarification of the community benefits this scheme could bring.

2. It would appear the only real benefit is reduced damage to public roads, the Panel seek clarification and some idea of timber flows once the timber lorries reach the A713. Is the bulk of the timber still likely to travel south through the village?

3. Have any alternatives to this route been identified and what would the costs of any alternatives be in relation to this application,

4. The Panel seek clarification that the wood in question would indeed be landlocked without this link road.

The Advisory Panel will be meeting on the 20th March and would like to invite the applicant and or representatives to give a presentation of the application. The Panel would then have an opportunity to discuss the issues raised, with a view to getting a better understanding of the application for scoring.

Thank you in anticipation

Redacted

Strategic Timber Transport Scheme Advisor
Forestry Commission

Project Appraisal Sheet

Project Title: FORREST ESTATE DUNDEUGH	Completed By: [redacted]	Date: 5/03/2008

Essential Criteria		
Strategic Fit	**Project should only proceed if is consistent with local and national strategies, plans and objectives** Road safety ?	**Proceed / Reject / Defer** P
Need for Public sector intervention	**Project should only proceed if public sector intervention is a condition or key element of success (normally funder of last resort)** Estate + FC	**Proceed / Reject / Defer** P
Life time viability / sustainability	**Project should only proceed if it is operationally and financially viable over its proposed period**	**Proceed / Reject / Defer** P
Long term benefits	**Project should only proceed if there are demonstrable long term benefits**	**Proceed / Reject / Defer** P
Deliverability	**Project should only proceed if risks and uncertainties over cost and timescales have been defined and costed**	**Proceed / Reject / Defer** P
State Aid	**Project does not breach State Aid rules** ✓	**Proceed / Reject / Defer** P
Additionality	**Project does not subsidise normal operations** check with panel	**Proceed / Reject / Defer** P