

Amendments to Approved Forest Enterprise Plans

Forestry Commission (Forest Services and Forest Enterprise) should agree baseline tolerance thresholds for operations in each District beyond which exchange of letter/map or formal amendment is required. Unless otherwise specified or agreed by the Forestry Commission, amendment will be by formal revision of the plan.

	Adjustment to felling coupe boundaries (1)	Timing of Restocking	Changes to species	Windthrow clearance (2)	Changes to road lines (3)
FC Approval normally not required	0.5 ha or 5% of coupe - whichever is less	Up to 2 planting seasons after felling	Change within species group e.g. evergreen conifers; broadleaves	Up to 0.5ha	
Approval by exchange of letters and map	0.5ha to 2ha or 10% of coupe - whichever is less			0.5ha to 2ha - if mainly windblown trees > 2ha to 5ha in areas of low sensitivity	Additional felling of trees not agreed in plan Departures of >60m in either direction from centre line of road
Approval by formal plan amendment	> 2ha or 10% of coupe	Over 2 planting seasons after felling	Change from specified native species Change between species groups	> 5ha	As above, depending on sensitivity

Notes on Tolerance Table

1. There are circumstances in which changes - of less than 0.5 ha for example - could have a dramatic visual effect. The above model does require a sensible approach to be taken by Forest Enterprise in notifying Forestry Commission when such cases arise. Local staff need to be sensitive to issues which may influence the situation (bearing in mind that small adjustments to felling coupes will not appear on the Public Register).
2. It is important that Forest Enterprise keep the FC informed about windblow clearance, which can be problematic in cases of public complaint, and in FC compliance monitoring. In some cases a modification of the proposals for the remaining area of the Plan may need to be submitted and approved. Clearance of blow should not require approval but will be needed for related standing trees.
3. It is recognised that roading proposals as marked on Road Plans are necessarily somewhat indicative, in that actual roading operations require to take account of features not always apparent at the time of roadline planning. Accordingly some leeway is acceptable to account for this.