



Apply suitable silvicultural management to achieve a greater proportion and diversity of native species over time (see PAWS strategy). Monitor representative sites at 5 year intervals.

Continue rotational forestry on non PAWS areas, but extend rotations to allow for conversion to lower impact silvicultural systems where regeneration is a practicable option, and develop high value large diameter spruce and fir. Continue a programme of rhododendron control and laurel removal to enhance the potential for regeneration.

Ensure felling coupe design reflects landform and enhances visual impact particularly where these can be viewed from the main transport corridors. Continue to develop and enhance internal landscaping around existing corridors and natural features.

Encourage and maintain woodland cover, with open space in the areas immediately adjacent to the main rail and road corridors with tree safety and soil stability being the top priority. Natural processes will dictate how these areas will develop over time but it will be our intention to intervene where safety is compromised, invasive exotic species in the shrub layer begin to dominate or where there is viable produce.

Maintain basic free level of access through ongoing management of informal parking areas and gateways. Continue to apply best practice when managing forest road, ride and other corridors through the woodland both for aesthetic and habitat improvement.

Glynn Valley - Concept Map

- Ancient & Semi-Natural Woodland
- Ancient Replanted Woodland
- Glynn Valley Outline
- Glynn Valley Rail Line
- River Fowey
- A38

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