

WEST RIVERSIDE AND WOODBANK

DESIGN STATEMENT

REVISED 27 03 2019



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SECTION 01
THE PROJECT

1.1 Development overview

Name of the scheme: West Riverside and Woodbank House

Description: PPIp Application and EIA for proposed tourism and leisure-led mixed use development at West Riverside and Woodbank House (Site area 27.9 hectares (69acres), including:

- Refurbished visitor information building;
- 60-bedroom Apart-hotel;
- 32-bedspace budget accommodation;
- Up to 126 self-catering lodges comprised as follows:
 - 15 woodland bothies (in grounds of Woodbank House)
 - 16 woodland lodges (in grounds of Woodbank House)
 - 19 Larger Lodges (in grounds of Woodbank House)
 - 32 Lodges in Drumkinnon Wood
 - 44 Lodges at West Riverside
- Up to 6 private houses;
- Up to 15 apartments within Woodbank House
- Up to 6 apartments within the refurbished outbuildings of Woodbank house;
- 900m2 brewery;
- A boathouse c.95m2 for storage of equipment and operation of water-based activities;
- Leisure/pool/water park area up to approximately 2,500m2 ;
- Restaurants/Cafe & Retail areas up to 1,100m2 in total;
- Visitor reception areas & hub building up to approximately 2,000m2;
- External activity areas including tree top walk, events/performance areas, children’s play areas, monorail, forest adventure rides, picnic / play areas;
- Staff and service area of up to approximately 900m2;
- Associated parking (up to 320 additional spaces), landscaping and infrastructure development works; and
- Access to be taken from the surrounding road network including Ben Lomond Way and Pier Road.

The proposed development also includes the remains of the Grade A listed Woodbank House and attendant structures. The conservation and redevelopment of Woodbank House and other listed structures within the site will be subject to future applications for planning and listed building consent.

As the Applicants are seeking PPIp rather than full planning permission, at this stage the proposed development comprises a suite of key parameters, within which the detailed design of the proposed development will be confirmed at a later date. Providing that the final design remains within these key parameters, this approach ensures that the likely ‘maximum’ extent of effects can be considered when determining the PPIp application for the proposed development.

The proposed development is shown on a Parameters Plan, which is included in this Design Statement (DS). The Parameters Plan is the development for which PPIp is being sought by the Applicants. All other plans submitted as part of the PPIp application are indicative and are provided for illustrative purposes only.

A more detailed description of the key parameters of the proposed development is provided in Chapter 3 of the Environmental Statement (ES) and within the Planning Statement.

The Team:

- **Applicant:** Flamingo Land Resorts Ltd and Scottish Enterprise
- **Project management:** Glenfruin with TSL
- **Planning and engineering services:** Peter Brett Associates LLP (PBA)
- **Architecture and masterplanning:** Anderson Bell Christie
- **EIA:** PBA with Envirocentre
- **Cost Control:** Brown and Wallace

Purpose and structure of this document: As the Applicant is seeking Planning Permission in Principle (PPIp) rather than full planning permission, there is no statutory requirement to submit a Design Statement (DS). However, through pre-application discussions, the Planning Authority requested that the PPIp application be supported by a “design brief and

access statement or masterplan”. This request was made on the basis that the site includes listed buildings. This non-statutory Design Statement and the Parameters Plan have been prepared to meet this request.

The Design Statement explains and illustrates the design principles and design concept underlying the proposals and describes how these will help to achieve the aspirations set out in Loch Lomond and the Trossachs draft Placemaking Supplementary Guidance.

1.2 Site details

The application site is located to the north of Balloch, and contains two distinct areas, known respectively as West Riverside and Woodbank House. Old Luss Road is the interface between the two.

1.3 Client

The site at West Riverside and Woodbank House offers a unique opportunity for leisure based development on the doorstep of one of Scotland’s key tourism destinations, Loch Lomond.

Scottish Enterprise, in partnership with Loch Lomond and Trossachs National Park Authority, have promoted the West Riverside and the undeveloped sites within Loch Lomond Shores for tourism and leisure re-based developments. The majority of the site therefore benefits from visitor experience site allocations within the adopted LLTNP LDP 2017 – 2021.

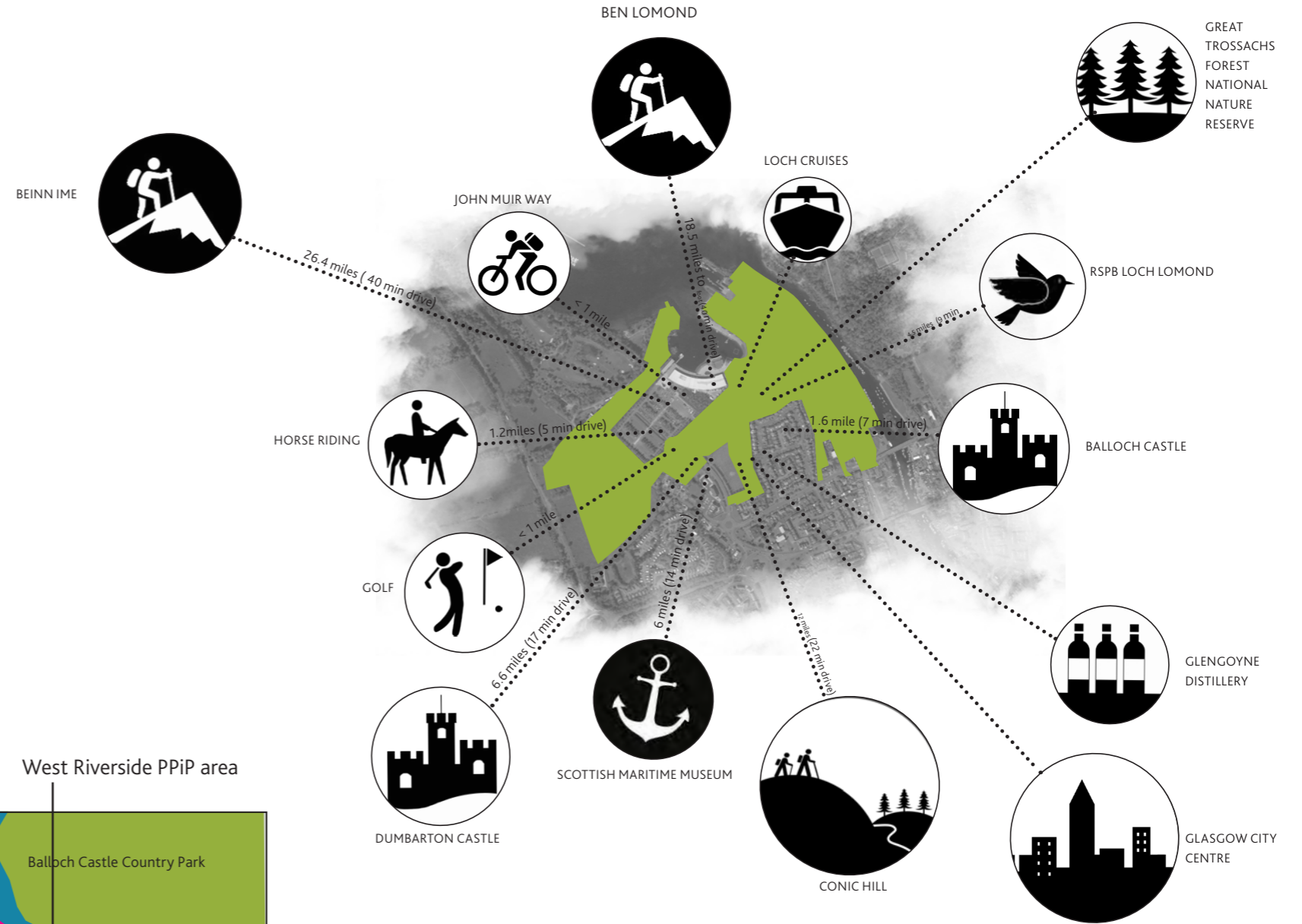
The aim has been to create a quality-led destination that improves connectivity and which is accommodation – led, such as hotel, hostel, lodge and holiday accommodation together with family orientated, active leisure activities.

Further details regarding the rationale for siting the proposed development at the selected location are provided within the West Riverside and Woodbank House Planning Statement.

LOCATION



THE SITE



Within easy reach of the site there are a multitude of opportunities to experience culture, leisure sport and nature.

NOTE: Locations and distances are for indicative purposes only

1.4 Baseline site description

The site is located within the Loch Lomond and Trossachs National Park.

Loch Lomond and Loch Lomond Shores lie to the north, with the River Leven and Balloch Country Park to the east, Balloch Road to the south and the A82 and Cameron House to the west.

An existing holiday park sits to the south of the Woodbank area and Sweeney Cruises operate from the River Leven towards Balloch Road at West Riverside. To the north, the historic Maid of the Loch and the Duncan Mills Memorial Slipway are located at the Pierhead. A Visit Scotland Information Centre and a small informal car park sit adjacent to the High Street (Balloch Station Square).

The baseline existing site incorporates:

Areas of woodland and greenspace used as publicly accessible open space and as the setting for some current visitor destinations:

1) The eastern part of the woods includes a corridor of open grassland with more mixed pioneer woodland species. This area of woodland lies alongside the River Leven, which flows south into the Clyde.

2) Drumkinnon Woods is a smaller area of woodland, with walks and picnic areas, located just to the south of Loch Lomond Shores. Running east-west through the woodland is a major gas pipeline with associated substations. The woodland contains a variety of native tree species and provides a setting for housing at Drumkinnon Gate to the south.

Woodland extends to the north west of Loch Lomond Shores where a narrow, wooded strip of land is the location for existing visitor destinations (Loch Lomond Bird of Prey centre and Tree Zone Aerial Adventure Course) together with a path network leading to the waterside.

3) The previous Balloch Central Station building (now a 'Visit Scotland' information centre): the Information Centre is located close to Balloch Road, opposite Balloch Station and beside existing parking areas which are used as park and rides spaces by rail travellers. The junction providing traffic access to the parking areas is shared by Sweeney Cruises, who require access for coaches bringing visitors to their riverside landing site for cruise boats.

EXISTING BASELINE COMPONENTS (REFER ALSO TO NUMBERED PHOTOGRAPHS ON FOLLOWING PAGE)



01 PROJECT DEVELOPMENT SITE DETAILS

There is an area of public realm in front of the Tourist Office which was included in the previous Balloch Charrette; designs for this area have been generated by Sustrans and are currently being further developed by West Dunbartonshire Council.

4) **The riverbank and access to existing moorings at the River Leven:** there is a formal and informal path network which currently brings pedestrians to the riverbank, including pedestrian access to existing pontoons used by local boating and cruising clubs.

5) **Important pedestrian links including the John Muir Way:** a formal and informal path network extends throughout the West Riverside site and is well used by visitors and local people.

6) **Beach and shoreline at Loch Lomond:** a beach opposite Loch Lomond Shores gradually rises to a small wooded area. A small section of the beach to the north is all that remains of the original Loch Lomond shoreline (prior to the creation of the new lagoon associated with Loch Lomond Shores).

7) **The pierhead area adjacent to the public slipway and Maid of the Loch quayside** is the focus for a number of facilities and visitor destinations. These include:

- The Duncan Mills Memorial Slipway with associated trailer park and changing facilities
- Base for Loch Lomond and the Trossachs national park water-borne rangers
- Maid of the Loch paddle steamer (partially restored), together with its steam slipway and winch house (fully restored)
- The slipway is also the starting point for the Great Scottish Swim - a day-long event comprising a series of outdoor races within Loch Lomond, and it provides a base for Loch Lomond and the Trossachs national Park water-borne rangers

8) **Woodbank House, ancillary buildings and their landscape setting.** The remains of Woodbank House (grade A Listed) and its setting are approached from the Old Luss road, through agricultural land used for rough grazing. There is a steeply sloping area of dense woodland behind the house and outbuildings which is the location of a previous walled garden and glasshouses. The house is in a ruinous condition with only parts of the south and west elevations remaining.

9) **The site of a previous boathouse.** The land associated with Woodbank House includes a small area to the north west of Loch Lomond Shores which was the location of a previous boathouse. There is a right of access from Woodbank House, through woodland to the site of the previous boathouse.



RIVERFRONT WOOD



DRUMKINNON WOOD



BALLOCH GATEWAY



RIVERBANK AND MOORINGS



JOHN MUIR WAY



BEACH AT LOCH LOMOND



PIERHEAD



WOODBANK HOUSE



PREVIOUS BOATHOUSE

SECTION 02





SECTION 02
WIDER AREA APPRAISALS

2.1 Planning and Policy context

Full details of the legislative and planning policy context applicable to the PPIP application are provided within the West Riverside and Woodbank House Planning Statement and Chapter 5 (Legislative and Policy Context) of the Environmental Statement.

The design approach for West Riverside and Woodbank has been informed by the following Policy and Guidance documents:

The Loch Lomond and Trossachs National Park (LLTNP) Local Development Plan sets out a vision and spatial strategy for the National Park area focused a place to Live, Invest, Visit and Experience. Like other National Parks in Scotland it has four key aims:

- to conserve and enhance the natural and cultural heritage of the area
- to promote sustainable use of the natural resources of the area
- to promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public, and
- to promote sustainable economic and social development of the area's communities.

The Local Development Plan's Development Strategy Map (page 17) identifies Balloch as one of eight locations for 'Strategic Tourism Opportunities', reflecting its role as a visitor destination and gateway to the National Park. Both Woodbank and West Riverside are allocated for visitor experience within the local development plan (VE1 West Riverside and Woodbank House VE4). The development

of Drumkinnon Wood for visitor experience uses is supportable in principle by LDP policy VEP1.

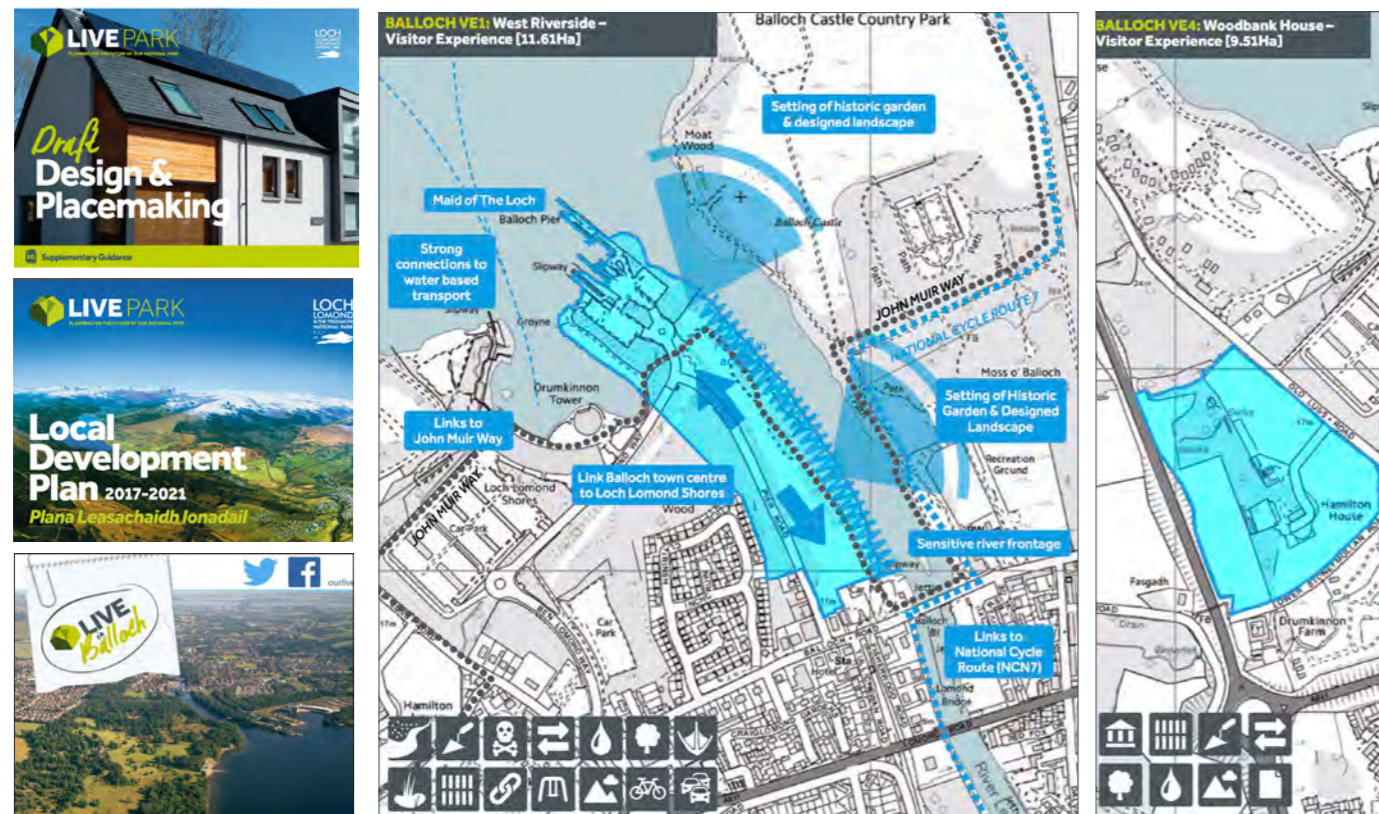
LIVE in Balloch outlines a strategy for future development and is based upon a charrette managed by the National Park together with West Dunbartonshire Council and Scottish Enterprise. During the charrette, residents took part in a codesign process which focussed on, among others, initiatives located within the proposed site.

LLTNP Draft Design and Placemaking supplementary guidance supports the delivery of the core Local Development Plan policies. It encourages high quality design solutions for the very special places which form part of the National Park.

The design approach and concepts also reference the following guidance and sources of information:

- The six qualities of successful places set out within the Scottish Planning Policy (2014)
- Scottish Planning Policy (SPP)
- Designing Streets
- Wild Park – LLTNP Biodiversity Action Plan
- PAN 61 - Planning and Sustainable Urban Drainage System (2001)
- PAN 68 – Design Statements
- The Special Landscape Qualities of the Loch Lomond and the Trossachs National Park (SNH)
- Landscape Character Assessment (SNH)

LOCAL DEVELOPMENT PLAN, CHARRETTE AND PLANNING GUIDANCE



EXISTING BALLOCH CHARACTER

Balloch aims to be a vibrant, busy place - a Gateway to the National Park and beyond



suburban character



poor welcome at station, parking an issue



pubs and restaurants



lacks an attractive centre

WIDER LANDSCAPE ASSESSMENT: integration is a key consideration



2.2 Wider landscape setting

The site is positioned within a designated National Park, and close to a nationally designated National Scenic Area. Because of this, it is considered to have a valuable and special landscape setting.

It sits on a lowland area at the southern end of Loch Lomond, with rising ground on all sides of the site except directly to the north (Loch Lomond) and directly to the south (the urban settlements along the River Leven valley).

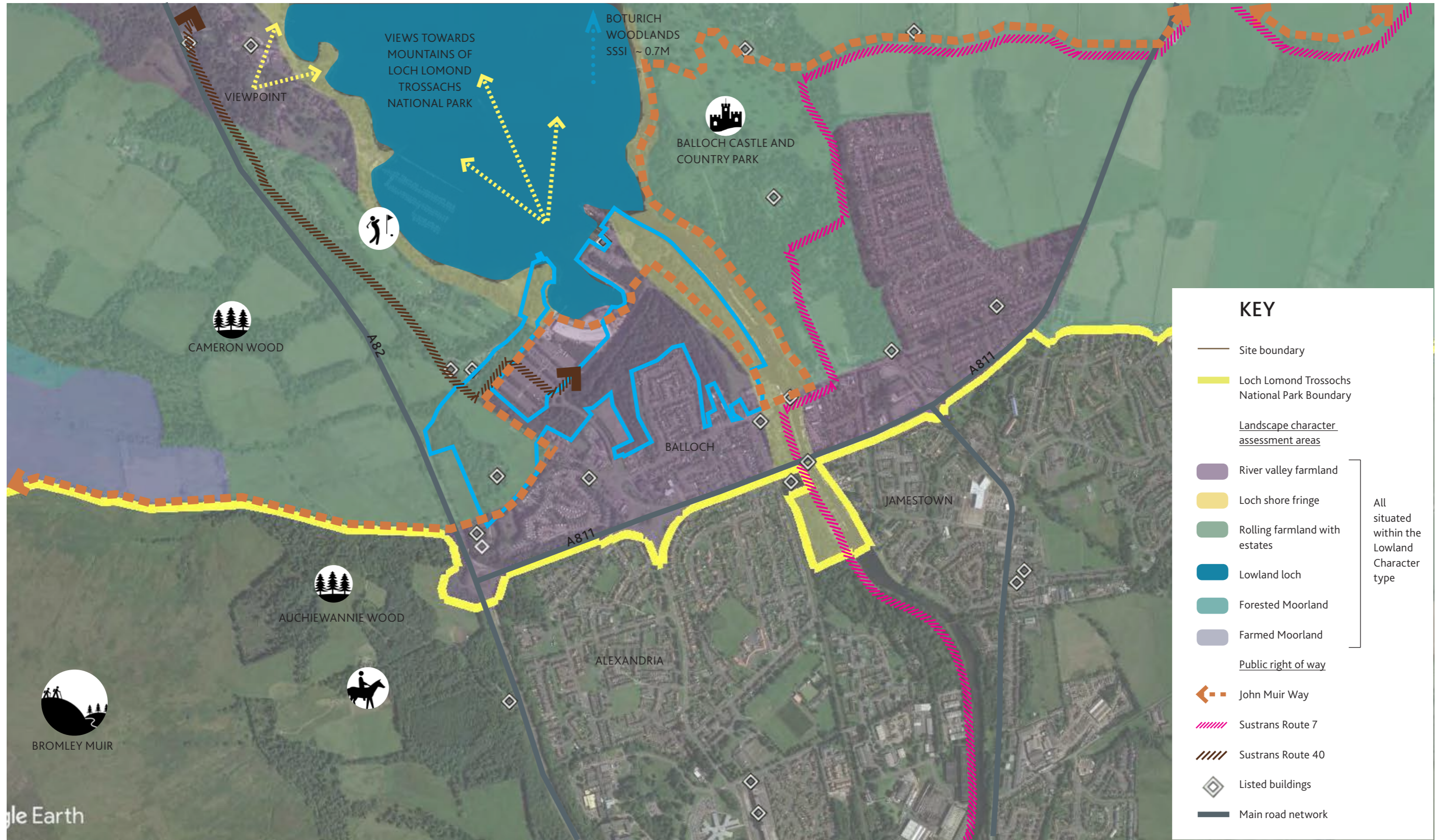
Despite its important landscape designations, Balloch's built development and infrastructure means that its immediate landscape setting does not have the highly scenic, rugged and wild qualities of the park experienced further north. Its landscape setting has already been impacted upon by a larger new development (Lomond Shores), by road infrastructure and by housing. Drumkinnon Woods, although classed as ancient woodland, appears well used by local residents and looks in relatively poor condition.

A landscape visual impact assessment (LVIA) has been carried out as part of the Environmental Impact Assessment (EIA) process. The LVIA and ZTV analysis suggests that the proposed development may be visible from areas including:

- Two isolated locations on the loch shore (Proposal Beach, within the grounds of Balloch Castle and the boathouse marina within the grounds of Cameron House estate);
- Areas of open high ground immediately to the east (Balloch Castle) and west (Upper Stoneydollan) of Balloch; and
- Very occasional long-distance views of the development from Inchmurrin Island (4km from the site) and areas of high ground further afield – the visual impact on which would be negligible.



WIDER LANDSCAPE CONTEXT AND LANDSCAPE CHARACTER TYPES



2.3 Wider built context: Balloch

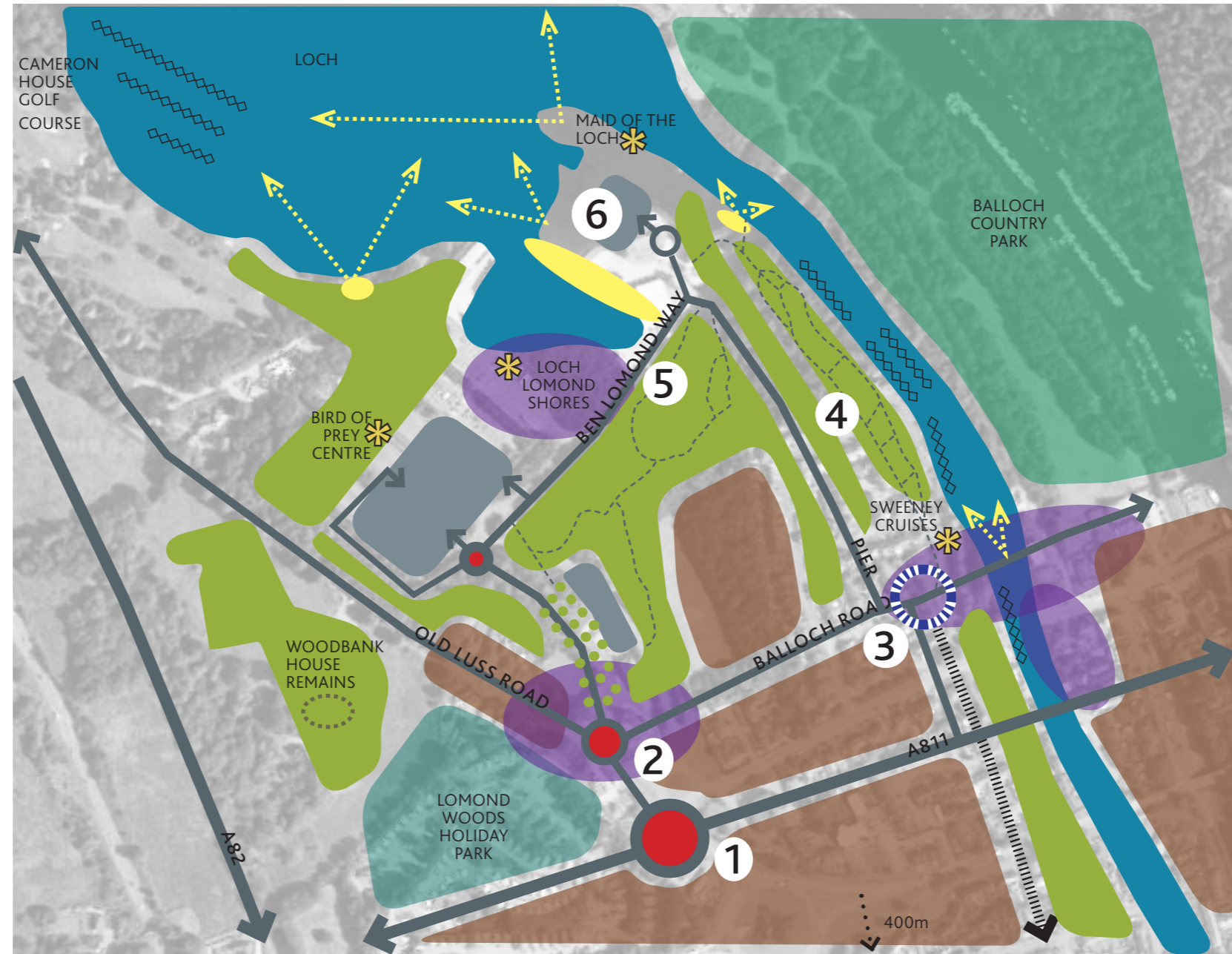
Balloch has been identified as a key settlement in the Loch Lomond and Trossachs National Park area. Its location at the foot of Loch Lomond means it has an important role as a gateway to the National Park for those travelling from the south and from central Scotland along the A82.

It is the most northerly part of the Vale of Leven conurbation (Alexandria, Renton, Bellsmyre) with a population of circa 6000 people. It has a suburban development pattern of predominantly two storey houses.

Balloch is an important tourist destination, with a number of successful visitor destinations including:

- Loch Lomond Shores: indoor, outdoor and water-based activities plus retail, restaurants and an aquarium. It has around 1.2million visitors annually and is consistently one of the best visited free tourism attractions in Scotland.
- Other pubs and restaurants within the Balloch area.
- Boating and cruises on the River Leven and Loch Lomond, including the Maid of the Loch and the Duncan Mills memorial slipway.
- The Visitor Information Centre had 54,500 visitors in 2015, up on 53,500 in 2014.
- Balloch Country Park, which has been a visitor destination since 1910.
- A range of events and festivals including Farmers Markets, the Annual Loch Lomond Food & Drink Festival (23,000 visitors 2014), the Great Scottish Swim (3000 entrants), cycle, water and land Races, Festive Lights (13,000 visitors 2014) and winter events, Outdoor Get Active Festivals, Drive In Movies, as well as smaller Art Fairs, Antique Weekends and Family Events throughout the year.

DATA COLLECTED FROM SCOTTISH NATURAL HERITAGE AND HISTORIC ENVIRONMENT SCOTLAND



1 Largest roundabout displays attractive bulb planting and trees but still lacks sense of arrival into Balloch



2 Second roundabout lacks identity and signage: there is no indication of an attraction down the road



3 Characterless village centre which doesn't persuade visitors to spend time in the area.



6 Pierhead area lacks sense of arrival and is featureless, ut there are great views across the och.



5 Ben Lomond Way creates a barrier between Drumkinnon woods and the loch front.



4 Underutilized woodland and glades

KEY	
	Vehicular routes
	Pedestrian routes
	Car parking
	Visitor attraction
	Attractive tree lined street
	Uninspiring public realm entrance
	Railway line
	Impressive views
	Moorings
	Vehicular node
	Woodland
	Commercial area
	Residential area

02 PROJECT DEVELOPMENT WIDER AREA APPRAISALS

2.4 History of development in the Balloch area

Although there was some industry focused on the River Leven before the railway arrived, the Balloch settlement was very small and rural in character until the early 20th Century.

Local Estates: Balloch Castle Country Park was originally the seat of the Earls of Lennox. The original castle was replaced by a gothic-style mansion in 1808, with only the remains of the castle's earthworks still visible. The Park itself is now an important 18th and 19th century designed landscape. It was purchased by the Glasgow Corporation in the early 1900's, and in 1980 it became Balloch Castle Country Park.

Railway and industry: During the late 19th century, the arrival of the Loch Steamers and the railway heralded the beginning of Balloch as a tourist destination. Although the line terminated at Balloch Pier to service the Loch Lomond steamers, other railway infrastructure was located at the (then) Central Station. Throughout the years the railway was developed further with sheds, goods yard and a turntable and further sidings to accommodate the carriages needed for summer travellers.

The last public cruise left Balloch Pier on August 30th 1981 and Balloch Pier Station closed in 1986 with a reconfigured Balloch station opening in 1988, replacing the former Balloch Central Station. Railway sidings were converted to greenspace

Boating and cruises: The last steamer in service on Loch Lomond, the 'Maid of the Loch', sits at Balloch Pier. It has been partially restored by a charity – the Loch Lomond Steamship Company – who have successfully bid for funding to relaunch it as a fully operational paddle steamer. The Balloch Steam Slipway is a 1902 heritage attraction which was constructed to pull the Maid of the Loch out of the water, rebuilt in 2006 with the help of the Heritage Lottery Fund.

Residential development: There are a few older, historic (pre 1919) properties which are 'pepper-potted' throughout Balloch. Unlike many other similar sized settlements in the National Park, these properties do not sit together to enclose attractive spaces and places. Because of this there are very few places with the potential to act as a 'village square' or as a gathering point for positive community interactions.

Balloch's residential areas were mainly developed after 1950 and as a result have a low density, suburban character. These include Drumkinnon Gate, located on the site of a previous factory

Industry: The British Silk Dyeing Company works opened in 1929 and continued to operate until 1980. A catastrophic fire resulted in its closure; the site was then developed for the Drumkinnon Gate housing development.

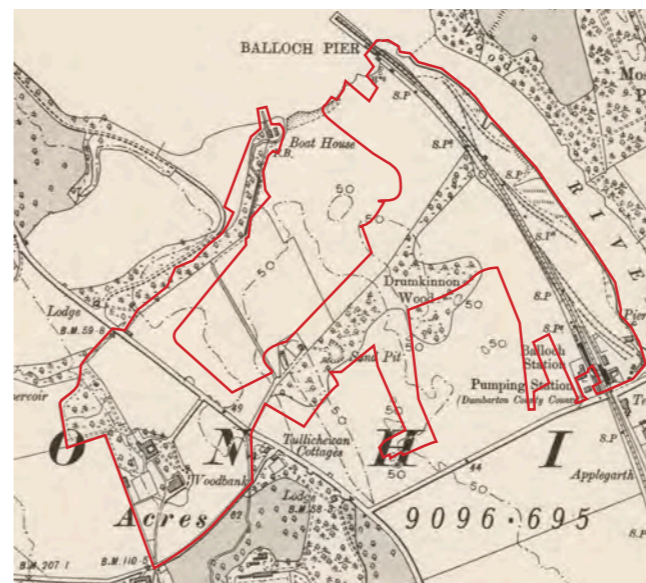
During the twentieth century a number of existing smaller sand/gravel pits at Drumkinnon Wood began to be quarried more

1860



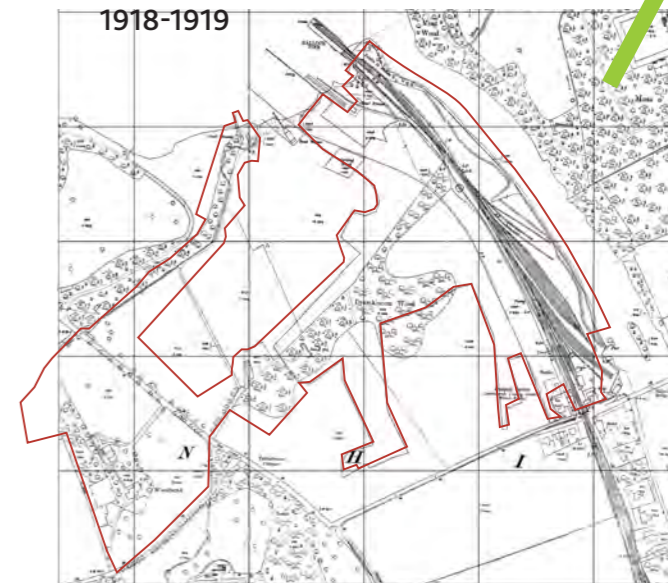
- Woodbank House
- Balloch Station and Balloch Pier
- Settlement at Drumkinnon & Drumkinnon Wood

1896



- Woodbank House
- Boathouse for Woodbank House now constructed
- Settlement at Balloch Station extended
- Gravel pit at Drumkinnon Wood

1919



- Woodbank House - more extensive ancillary buildings
- New jetties at Balloch Pier
- Railway tracks more extensive

1914?



- Steamer at Balloch Pier

1920s



- Extensive railway sidings
- Drumkinnon Wood partially re-felled?

1940s



- Loch Lomond Factory constructed

02 PROJECT DEVELOPMENT WIDER AREA APPRAISALS

extensively, leaving behind a flooded area which has now been incorporated into the Loch Lomond Shores development.

A major oil pipeline between Finnart and Grangemouth was laid in the 1950's, resulting in significant areas of made ground and mounding within Drumkinnon Woods together with some woodland removal.

Loch Lomond Shores The Loch Lomond Shores development was opened in 2002. Its construction involved the extension of an existing, flooded gravel pit to form a new lagoon, now the setting for a contemporary visitor destination which reinforces Balloch's potential as a gateway to Loch Lomond, with development focused on the Loch and providing retail, restaurants plus a range of attractions. These initially included an IMAX cinema located in the landmark Drumkinnon Tower, which is now an aquarium.

2.5 Future development

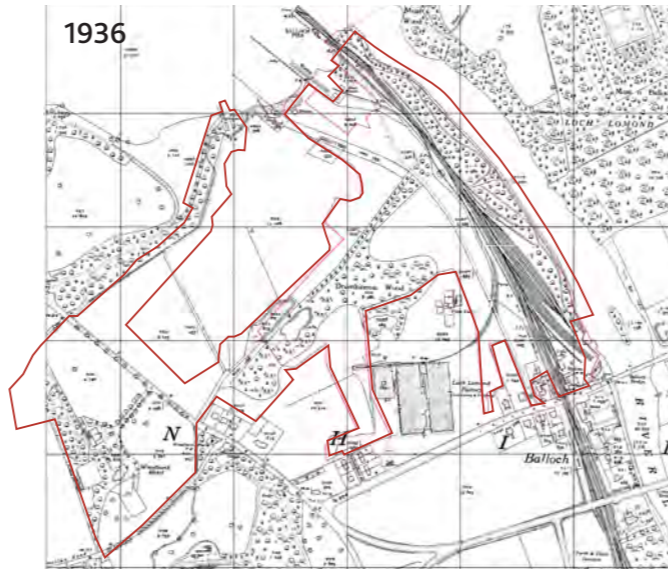
Sustrans: Outwith the site, a first phase of public realm improvements is currently being progressed by West Dunbartonshire Council. It includes the introduction of traffic calming and formalised parking bays along Balloch Road West and the creation of a Village Square. Quality materials, raised tables and traffic calming measures will create a sense of place with the potential to encourage further activity like seasonal markets and performances.

A second phase of development is proposed, which includes part of the Station Square area within the PPIP site boundary. The timescales for this area are to be confirmed, and a collaborative working approach proposed between Flamingo land, West Dunbartonshire Council, Sustrans and Abellio. A final design has not yet been agreed, but it is hoped that works will start early next year. Sustrans considered it best to delay implementing these works so that all the developments in this area complement each other

Community Watersports Hub: Proposals have been developed for a potential community watersports hub located at the pierhead area. As yet, it has not received funding and has not yet been the subject of a planning application

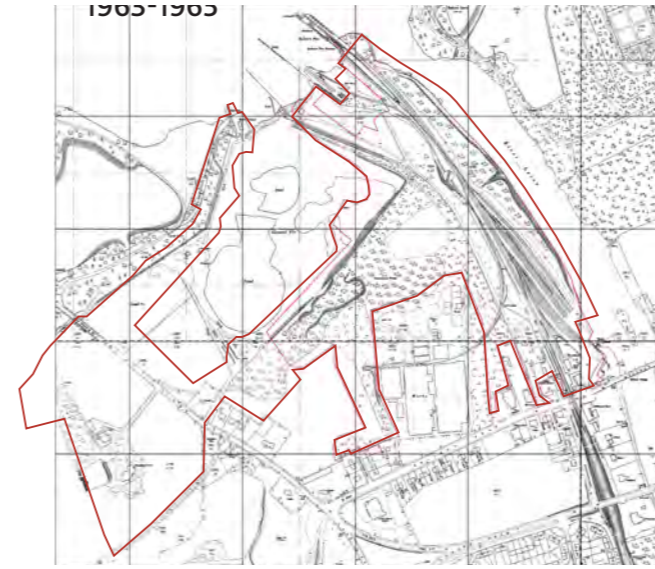
Sweeney Cruises submitted a Planning Application to Loch Lomond and the Trossachs National Park which has been approved. (Ref. No: 2017/0373/DET) They consider that their existing facilities on the banks of the River Leven are no longer fit for purpose and propose to construct three new buildings (a two-storey office building, slipway enclosure/workshop building, and a boathouse with storage level above) and to install two new pontoons and a new access road.

1936



- Woodbank House - now Woodbank Hotel
- Loch Lomond Factory (silk dyeing and finishing)

1965



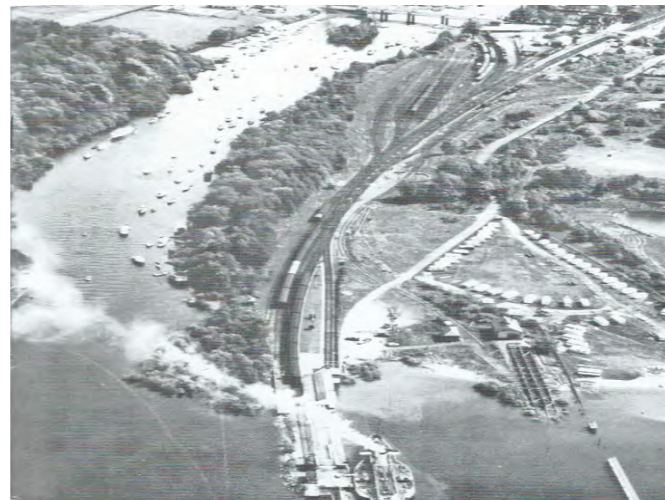
- Extensive gravel pits and ponds at Loch Lomond Shores location
- Further development at Balloch

2017



- Loch Lomond Shores constructed
- Balloch Pier Station & railway lines now gone
- Balloch Station relocated
- Woodbank House now a ruin

1960s



- Steamer at pier
- Railway line still in use
- Holiday caravans

1980s



- Artificial lagoon at Loch Lomond Shores location
- Railway line and Balloch Pier Station replaced with greenspace

2000s



- Loch Lomond Shores constructed
- Waterside and lagoon reshaped
- New homes constructed at previous factory

SECTION 03





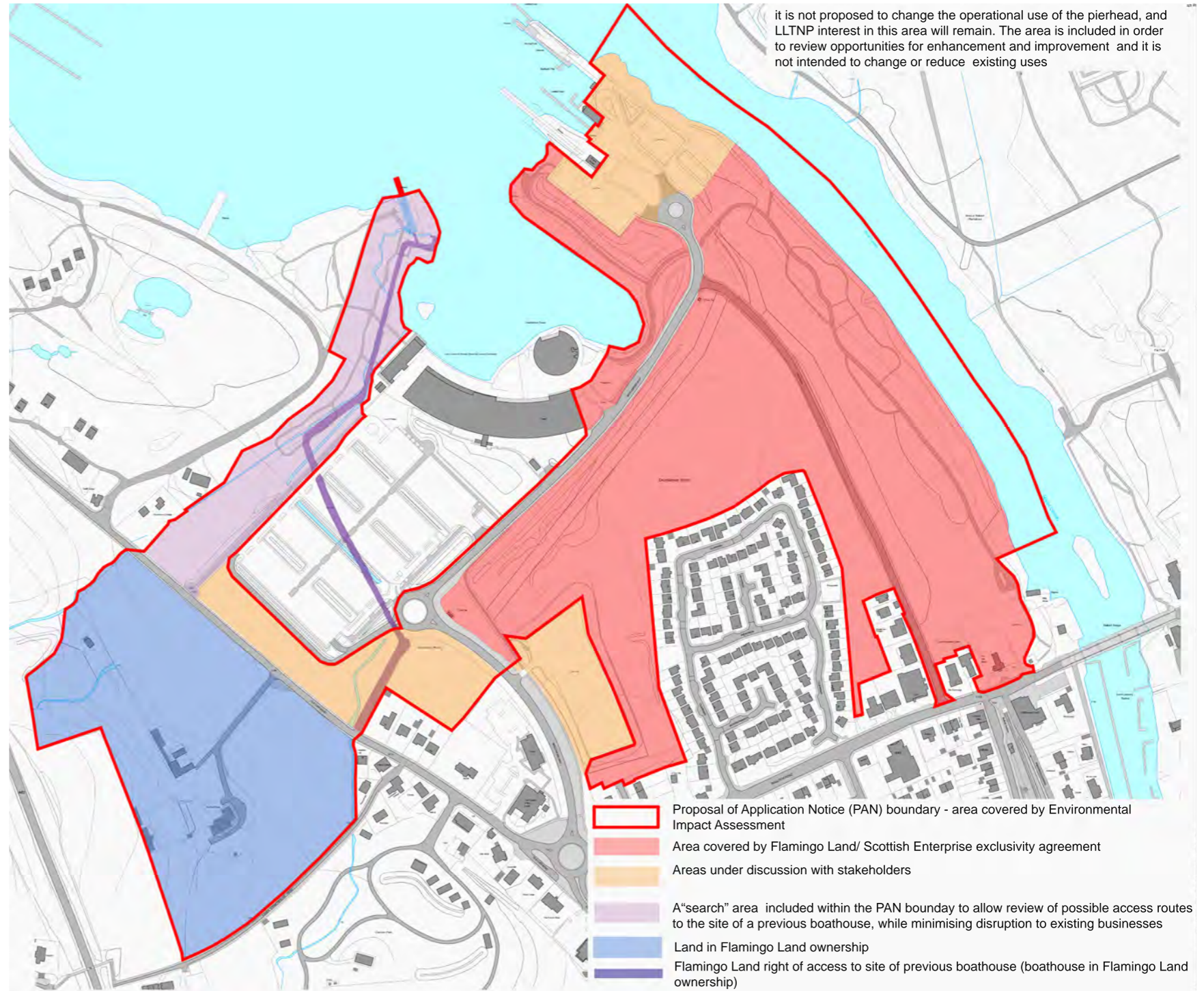
SECTION 03
DEVELOPMENT CONSTRAINTS

LAND OWNERSHIP

3.0 Land ownership

Land within the PPIP site falls within different ownerships:

- An area covered by an exclusivity agreement between Scottish Enterprise and Flamingo Land; this land is currently owned by Scottish Enterprise and will be purchased by Flamingo Land;
- Further areas within Scottish Enterprise's ownership which are under discussion with Flamingo land;
- The site of a previous boathouse in Flamingo Land ownership, together with a right of access
- A 'search area' within Scottish Enterprise ownership to allow review of possible access routes to the site of a previous boathouse, while minimising disruption to existing businesses.
- The Woodbank site – currently within Flamingo Land's ownership.
- A small area of land included within a recent Planning Application by Sweeney Cruises overlaps with the PPIP site



3.2 Heritage Conservation

There are a number of historic sites and Listed buildings within and immediately adjacent to the site. These include:

Woodbank House and its setting Category: A Listed

Barham Glen Architects (RIAS Conservation accredited architects) have prepared an outline conservation report (attached as appendix)

Woodbank House dates from circa 1775, with later 19th century additions. Recent external inspections, including a structural survey, found the building to be a largely roofless ruinous shell with an internal structure beyond attempts for retention. The house became a hotel in the 1930s.

In addition to Woodbank House itself, there are the substantial remains of former stables and garage buildings to the East. The southern stable block retains original features which could potentially be retained or rebuilt. The north block contains more in the way of subsequent intervention. Neither block retains its roof.

The remains of previous planting and structures associated with Woodbank's gardens and parkland can still be seen, and include:

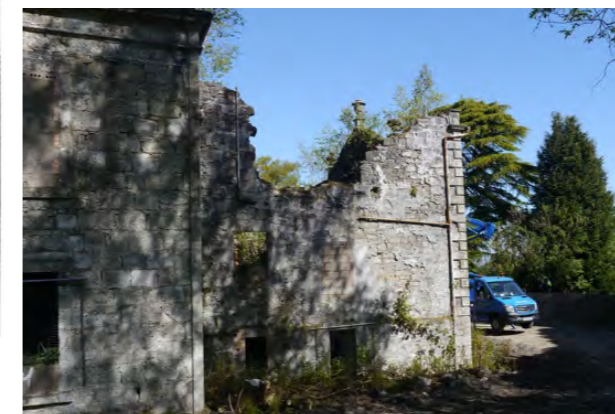
- An attractive area with open vistas towards the main façade of Woodbank house from Luss Road
- Remains of a walled garden.
- Mature avenue tree planting at Old Luss Road
- Large mature good quality tree species of significance throughout the landscape such as Cedar, Pine and Oak.
- Existing woodland creates a pleasant backdrop to Woodbank House- it is the location for a previous walled garden and glasshouses, plus a bothy and a network of footpaths
- Exotic tree species give a distinctive character to the woodland.

WOODBANK HOUSE



Woodbank House (historic photograph)

Woodbank House and setting (circa 1918)



Woodbank House - current ruinous condition



Ancillary buildings - current ruinous condition



03 PROJECT DEVELOPMENT DEVELOPMENT CONSTRAINTS

Winch House Including Slipway at the Pierhead (Drumkinnon Bay) Category: A Listed

A railway running down to the water's edge consisting of cast-iron rails on longitudinal sleepers. A rectangular harled brick building at the top of the slipway houses a steam winch. It is a good example of a rare building type and is particularly notable for the retention of its original machinery.

The Maid of the Loch Steam Launch & Balloch Pier Category: not Listed

The historic Maid of the Loch Paddle Steamer (partially restored), together with its steam slipway and winch house (fully restored) are located at a pier which was part of the previous station and is itself currently undergoing restoration.

Balloch Country Park and Castle; Category: A Listed

The Country Park sits on the opposite side of the River Leven to the development site. It is the location for Balloch Castle (an A Listed building), and its important parkland setting. The estate was designated as a country park in 1980, and since 2002 has been part of Loch Lomond and The Trossachs National Park.

Balloch Station Category: not Listed

These station buildings are currently used as a tourist information centre by Visit Scotland, with the present Balloch station now located on the opposite side of Balloch Road.

Drumkinnon Farm; Lower Stonymullen Road Category: B Listed

Drumkinnon Farm was the home farm and stables of Tullichewan Castle, which was demolished in 1954.

Tullichewan Hotel Balloch, Category C Listed

Located opposite the previous station building, this building continues to function as an hotel

Illus:

1. Winch House; 2. Maid of the Loch steam launch and Balloch Pier; 3. Balloch Castle; 4. Balloch Station; 5. Drumkinnon Farm; 6. Tullichewan Hotel



1



2



3



4



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6



3.3 Ecology: wildlife habitat

A Phase 1 habitat survey has been carried out and the following ecology reports have been completed and have informed design proposals

- Phase 1 habitat survey
- Otter and water vole
- Badger red squirrel and pine marten
- Bat activity survey

LEGEND

- Site Boundary
- Japanese Knotweed
- Target Note
- JNCC Code**
- A1.1.1 Broadleaved Woodland - Semi-Natural
- A1.1.2 Broadleaved Woodland - Plantation
- A2.2 Scattered Scrub
- A3.1 Scattered Broadleaf Trees
- B2.2 Semi-improved Neutral Grassland
- B5 Marshy Grassland
- C3.1 Tall Ruderal
- F2.2 Inundation Vegetation
- G2 Running Water
- J1.2 Amenity Grassland
- J1.4 Introduced Shrub
- J2.1.1 Intact Hedge
- J2.1.1/J2.4 Intact Hedge/ Fence
- J2.4 Fence
- J2.5 Wall
- J3.6 Building
- J4 Bare Ground



03 PROJECT DEVELOPMENT

DEVELOPMENT CONSTRAINTS

3.4 Woodland

There are four areas of woodland within the site:

- Drumkinnon Woods
- Woodbank
- An area to the north of Loch Lomond Shores Car Park (no development proposed in this area)
- Woodland located at the previous railway line and sidings beside the River Leven

Woodland History

Wooded areas of the site have seen differing land uses over the years:

- Prior to any settlement, the area would have formed part of the natural forest of Scotland. By 1750, agriculture had more or less cleared woodland in the area - an extract from Roy's Military Map shows few distinct trees or woodland
- Well-known industrial uses followed, including extensive land use change to cater for transport by boat and rail.
- By 1930, the LEPO woodland had been felled (and probably re-stocked) and the River Leven riparian woodland was undergoing significant fragmentation. The area known as Drumkinnon Woods was largely cultivated land for arable crops.
- By 1949, the restocked LEPO woodland was developing into what is core mature woodland today within Drumkinnon Woods.
- Concurrent with the development of Loch Lomond Shores, woodland at the River Leven was cleared and replanted to provide amenity grasslands where railway lines used to be positioned.
- The 'Ineos' pipeline dissects Drumkinnon Woods and has resulted in an uneven area of significant level changes and some new planting.
- The site history suggests that woodland within the development area has experienced some marked changes over 300 years, with woodland expansion occurring in the last 50-70 years.

Designated woodland

The areas proposed for development are not covered by a Tree Preservation Order or Conservation Area, but Scottish Native Woodland and Ancient Woodland Inventory sites are present within the site boundary. Long-established of plantation origin (LEPO) woodland is present in the west, north and centre of the site. These areas are granted a degree of protection through the planning system, and the Scottish Government's policy on control of woodland removal states that there is a strong preference for retaining ancient woodland, amongst other types of woodland.

Some existing woodland listed in the Scottish Ancient Woodland Inventory has been disturbed or altered/reduced in size as a result of:

- INEOS pipeline installation (1951)
- Recently constructed housing at Drumkinnon Gate
- Road access and parking for Loch Lomond Shores
- Previous landscaping associated with the historic garden/setting for Woodbank House
- The location of various businesses in woodland to the north of Loch Lomond Shores
- Planting or spread of exotic tree species and shrubs, as well as invasive plant species – for example extensive areas of bamboo at Woodbank House



DATA COLLECTED FROM SCOTTISH NATURAL HERITAGE AND HISTORIC ENVIRONMENT SCOTLAND

KEY

- PPIP Boundary
- 1 Drumkinnon Wood North
- 2 Woodbank
- 3 Drumkinnon Wood
- 4 West Riverside
- Woodland listed in the Scottish Ancient Woodland Inventory
- Old sessile oak woodland habitat (SAC)
- Modern woodland associated with Loch Lomond Shores



Tree surveys and assessments

A tree survey was conducted to gather British Standard 5837:2012 data on prominent trees in the landscape. In addition to this, various tree groups were described in terms of species and character along with age profile, average diameter and height estimates. Following the prominent tree survey and the more general survey of tree groups, the survey effort to identify every individual tree within relatively homogenous woodland groups was deemed excessive at PPIP Stage and unnecessary for 'in-principle' design.

A survey was conducted in September 2017 to identify the GPS locations glades of c.20m diameter, based on approximate dimensions of woodland lodges. In both woodlands, some further glade opportunities could be identified in addition to these if the removal of a small number of young sycamore trees is undertaken.

Following consultation with LLTNP in August 2017 (and again in November 2017), more information on the woodland character (ecological quality) was requested. As a result, a digital output of distinct woodland composition changes was provided.

Description of current woodland

All areas of woodland are considered to have resulted from planting and subsequent natural regeneration in certain areas. No true ancient semi-natural woods are present on the site and the woodland presents a range of 'ecological quality'.

There are some invasive species present (japanese knotweed; himalayan balsam; rhododendron, laurel and bamboo); there are also 'exotic' or 'domiciled' tree species such as beech which conflict with the otherwise native component of the semi-natural woodland character

Prominent landscape trees are located:

- along raised banking south of Ben Lomond Way towards the Loch Lomond Shores complex;
- trees parallel to Luss Road within the 'Woodbank' section of the site
- surrounding the derelict building in that area

Within Drumkinnon Wood, there are core areas of oak associated with replanting around 1930, plus sycamore and birch

A young to semi-mature aged broadleaf plantation surrounds the Loch Lomond Shores infrastructure – this forms part of the development landscaping for previous projects.

Woodbank woodland is of plantation origin, somewhat dominated by species such as sycamore. Detracting from this is the proliferation of invasive rhododendron, laurel and bamboo plus intense grazing pressure from horses and some gravelled areas associated with derelict buildings.



KEY

<u>Woodland Species Composition</u>	
	Planted or Highly Modified Woodland
	Oak, Birch, Sycamore Woodland
	Core Sessile Oak Habitat with Bramble
	Oak, Sycamore, Bramble Bracken
	Pipeline Clearing / Dense Bramble
	Planted / Exotic / Domicilled Tree Species
	Birch, Cherry, Willow, Sycamore Woodland

<u>Invasive Non-Native Species</u>	
	Bamboo
	Himalayan Balsam
	Japanese Knotweed
	Laurel
	Rhododendron

Woodland Species Composition



3.5 Transport

The development site is well connected for all modes of transport:

- **Train:** Balloch is well connected by train via Glasgow and Balloch station sits directly opposite the development site. A car park to the north of the Visit Scotland Centre is used for park and ride.
- **Bus:** Scottish Citylink coaches pass through Balloch, there are local bus stops at Loch Lomond Shores and at Balloch Road
- **Car:** Balloch is well connected by road by the A82 and A811
- **Cycle:** National Cycle Route 7 passes by the south east of the West Riverside site, and regional Route 40 begins to the north west, at Loch Lomond Shores. The West Loch Lomond Cycle path starts at the Visit Scotland Centre. There is limited cycle storage at the station
- **Boat:** the pierhead is the location for the only public slipway on Loch Lomond, this can be very busy, so access and parking for cars and trailers can be problematic.

3.6 Parking

Existing and proposed parking provision has been the subject of extensive traffic analysis and transport assessment by PBA using a methodology agreed with West Dunbartonshire Council. Full details are included within the Transport Assessment (TA) and the Traffic and Transport Chapter of the ES, both of which are submitted in support of the PPIP application.

There are 1329 parking spaces within or adjacent to the site. These include:

- Loch Lomond Shores Main Car Park – 737 spaces
- Loch Lomond Shores Overflow Car park – 359 spaces
- Balloch Pier – 122 spaces (62 spaces including trailer parking)
- River Leven (beside Visit Scotland building) – 111 spaces

There is surplus parking available; based on the occupancy figures for weekdays there remains a typical average of 876 to 1125 spaces typically available during the week, and 754 to 1036 spaces available at the weekend.

A proprietor's agreement has been put in place between all businesses operating from Loch Lomond Shores. It controls the shared use of the car parking spaces. Initial discussions between Flamingo Land and Proprietors has not indicated that there will be any issues related to Flamingo Land use of these parking areas, supplemented by reconfigured and additional new parking areas.

EXISTING ACCESS AND MOVEMENT CONDITIONS; THE WIDER BALLOCH AREA



EXISTING ACCESS AND MOVEMENT CONDITIONS ADJACENT TO THE SITE



3.7 Pedestrian access

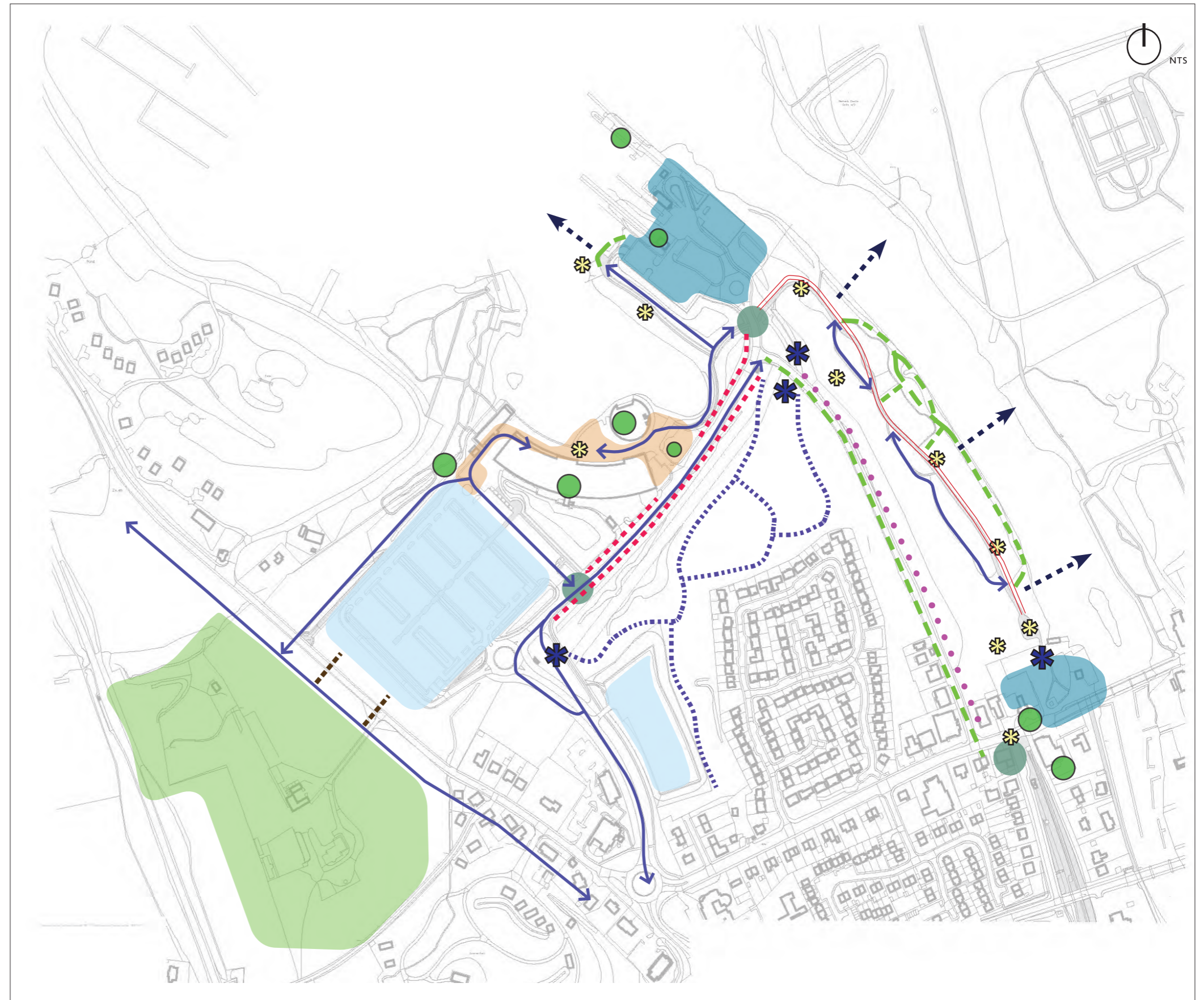
The current site provides a series of pedestrian routes that traverse through woodland, open spaces and around the Loch-front. Some longer distance paths continue outwards from the site, including the Loch Lomond Shores Walk, John Muir Way and the Three Lochs Way.

Paths within the site currently vary in surface treatment – ranging through asphalt, concrete, bound gravel and timber edging and low-quality paving. In some locations there is more natural surfacing which can cause problems with accessibility. Pedestrian access points, or ‘gateways’, can be unwelcoming and would benefit from more detailed consideration of how these tie into wider pedestrian routes and become more prominent.

Throughout the site there is also areas which favour car traffic than foot traffic. This is nowhere more evident than along the Pier-head and Balloch Gateway spaces.

KEY

- Current destination points / attractors
- - - - - Features / views of significance for locals
- ✱ Gateway access points (foot traffic)
- - - - - No access along these edges
- Car dominant spaces - conflict for pedestrians
- ↔ Key pedestrian routes
- Low quality pedestrian routes - issues with accessibility / quality of surfacing
- Woodland footpaths
- Shared vehicle pedestrian routes
- Pedestrian priority space
- Current pedestrian crossing points
- ✱ Current provision of facilities such as seating
- Area showing need for pedestrian links
- Current car-parking locations
- Weak edge treatment - open access
- Area with currently limited / no public access



3.8 Flood risk

A Flood Risk Assessment and Drainage Strategy have been completed and will be appended to the West Riverside and Woodbank House ES. A significant part of the pierhead zone lies within an area identified as at risk for flooding (1 in 200 + 20% climate change flood extents and 1 in 500 year flood extents). Consultation with SEPA has confirmed that they consider some areas to the east to be at risk of flooding from the River Leven, with areas to the west at risk of flooding from Loch Lomond

SEPA confirmed to PBA that they would have a presumption against any structures in Loch Lomond or the River Leven such as pontoons, platforms or stilted buildings, nor would they be supportive of land-raising to facilitate development along the River Leven.

3.9 Water supply, foul drainage and surface water management

Much of the existing foul drainage in the area is captured in combined sewers which carry wastewater to the Ardoch Wastewater Treatment Works in Dumbarton.

Some areas of the West Riverside site slope away from existing sewers so a pumping station is located on the West Riverside site which currently serves Loch Lomond Shores.

FLOOD RISK AREAS



Legend

- 1:200 Year Event + Climate Change - 10.57 mAOD (2017 Topo) Outline
- Watershed (River / Loch)
- Zone for Hotel Development Above Design River Leven Flood
- Zone for Possible Hotel Development within Loch Lomond Flood Zone - Will Require Appropriate Compensatory Storage
- 2017 Topographic Survey

3.10 INEOS pipeline

There are two oil pipelines present on the site - the INEOS Crude Oil and multi product pipelines stretch from Finnart in the west to Grangemouth in the east. Constructed in 1951, they cross a significant proportion of the West Riverside site within the Drumkinnon Woods area parallel to Ben Lomond Way.

INEOS have been consulted at an early stage of the design process and they have advised that they impose a range of conditions and restrictions on development beside their pipelines. These have the potential to impact on future development through:

- Wayleave requirements which will influence the type of construction possible close to the pipeline: these include:
 - A 100-metre corridor (50m to either side of the pipeline) where no work can be carried out without prior consent from INEOS, including drainage, fencing, buildings, posts, signposts, lampposts, underground services installation
 - Restrictions on tree planting and tree species within a 20-metre corridor (10 m to either side of pipeline).
 - A 6-metre corridor (3m to either side of the pipeline) where all work must be directly supervised by an INEOS representative
 - Security requirements for INEOS installations which will impact on views across the site: for example, there is a visual impact associated with existing perimeter 2.7-metre-high fencing at valve pits

3.11 Public utilities

Electricity; Scottish Power mapping confirms that cables generally follow the route of existing roads

Gas; SGN mapping confirms that gas mains generally follow the route of existing roads

Telecoms; BT records confirm that telecom installations generally follow the route of existing roads. The BT apparatus is primarily underground but there are some overhead lines on the northbound side of Pier Road and the access road to Woodbank House

Water; a water main cuts across the south west corner of the Woodbank site



INEOS PIPELINE WAYLEAVE AREA

KEY  ineos pipeline wayleave area

SIGNIFICANT LEVEL CHANGES

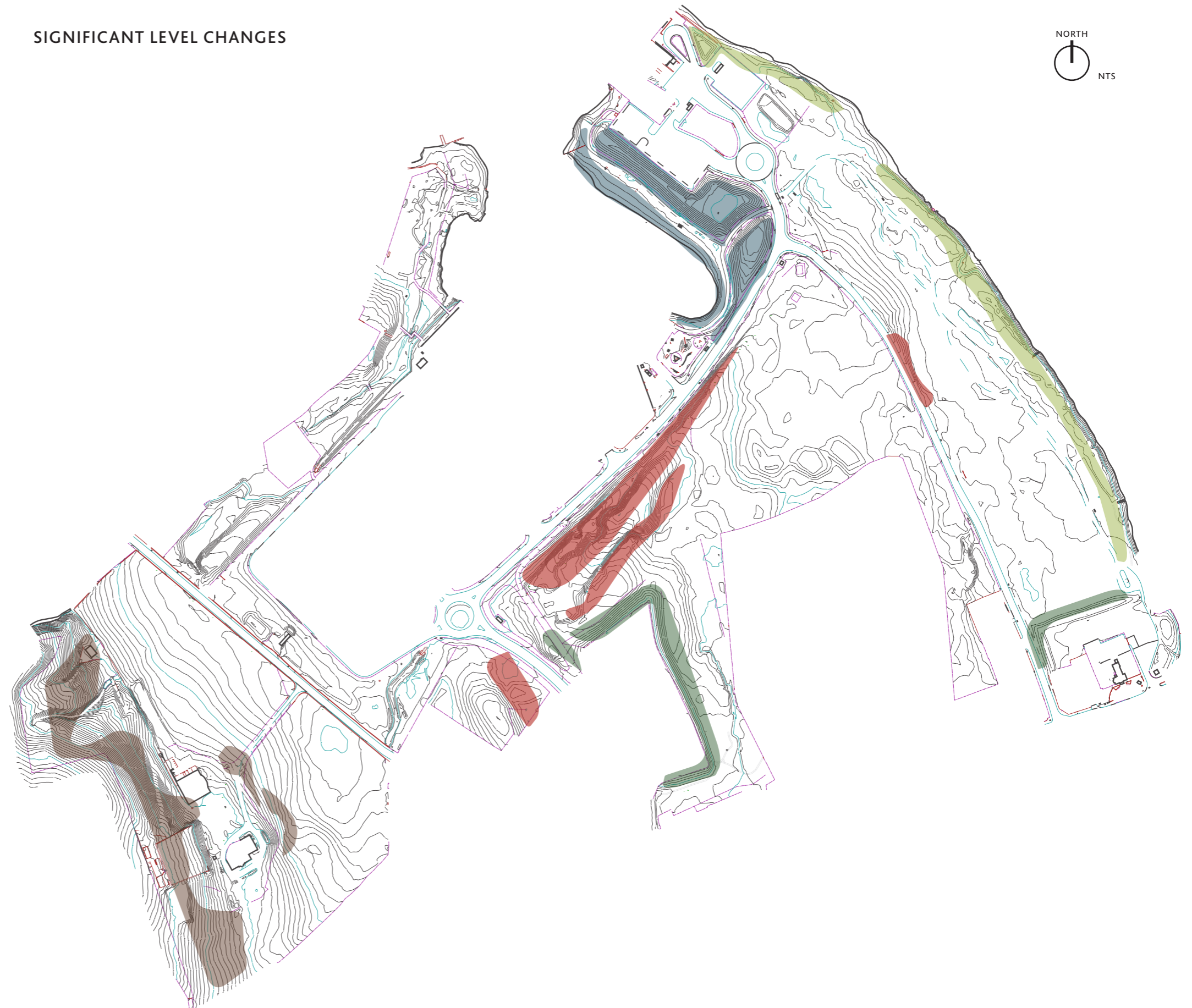
3.12 Topography

There are some significant changes in level across some areas of the site. In places, the site undulates and becomes particularly steep to gradients exceeding 1:3 slope.






This is very evident from walkover studies within the area of mature tree planting at Drumkinnon woodland.

Within this area of the site the level changes have the potential to cause potential issues with the placing of lodges and access infrastructure within the woodland, as well making the integration of new accessible pedestrian links more difficult.

In some locations it will be necessary to protect the sites natural features -such as significant tree species -and to minimise new development's impact on the woodland ecology. In these locations new developments will have to work with the existing site topography; cut and fill will not be possible



KEY

-  Areas of significant level changes within Mature woodland.
-  Areas of level changes interventions, that create buffering to adjacent land uses; such as car parking to be retained and further enhanced.
-  Areas of landscape treatments resulting in level changes. This space presents opportunities for further enhancement through master-plan proposals.
-  Areas of significant level changes within plantation woodland that may restrict offering within this area, issues with accessibility.
-  Areas of natural undulating landforms such as river corridors; limited interventions.




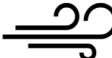

3.13 Microclimate

The microclimate across the site is varied. The majority of the site receives a good amount of solar gain throughout the day. The river-front woodland, with its dense canopy, reduces the impact of solar gain at ground level which hinders the growth of ground-cover woodland species. In these locations existing pedestrian routes suffer from dominant shade. In contrast, the remainder of this riverside edge is open with a mix of glades and lighter tree canopies. Drumkinnon Woodland has a pleasant quality to its microclimate with some light penetrating to ground level where natural woodland openings exist. This promotes ground cover and creates a varied woodland setting.

Towards the Loch edge, spaces become much more exposed and prevailing winds sweep across the Loch Lomond and towards the Pier. During times of extreme weather, wind and rain, these spaces offer little protection and shade. However the prevailing wind is screened well by tall semi mature buffer planting, particularly around the beach-front and pierhead.

MICROCLIMATE: SUMMARY



	SNOW Highest Jan-March with an average of 12 Days in this period
	RAIN Generally most frequent in July- September with approx 26 days with rain. Oct-Dec highest quantity in up to 317mm
	TEMPERATURE MAX 22°C // MIN -4°C
	WIND December and January generally have higher gust speeds and more frequent winds at higher speeds. Prevailing south westerly winds
	DAYLIGHT HOURS Shortest Day- Sunrise 8:49 // Sunset 15:45 Longest Day- Sunrise 4:32 // Sunset 22:10

Averages taken from 2009-2016

worldweatheronline.com

SECTION 04





SECTION 04
**EXISTING LANDSCAPE
CHARACTER**

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER AREAS

Design proposals are based upon a design analysis of the important qualities of the site and its setting. They have provided an insight into the constraints which are likely to influence any future development, so that the site's important character is not lost or compromised

An initial Landscape Analysis was carried out for all areas of the site, and a series of landscape character types were identified rather than one overarching typology. Each of these character types have distinctive features that set them aside from one another.

These character types were studied in greater detail, to fully understand the components that made each type unique. Those studies included consideration of:

- Overall experience and current function
- Spatial quality
- Micro-climate
- Access & circulation
- Boundaries and sense of enclosure
- Hard landscape treatments
- Vegetation
- Legibility of space
- Constraints and opportunities
- Significant landmarks and features

KEY

- Pier-head
- Riverfront Woodland
- Balloch Gateway
- Loch Lomond Shores
- Loch Lomond Shores car park
- Drumkinnon Woodland
- Ben Lomond Way
- Woodbank House
- Woodbank Plantation Woodland
- Boathouse Woodland Promontory
- Pier-head Development

EXISTING LANDSCAPE CHARACTER AREAS WITHIN THE PPIP SITE

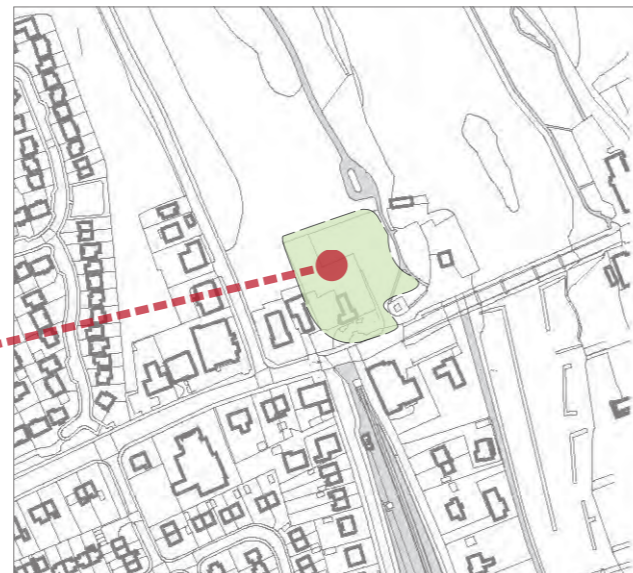


04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER AREAS



EXISTING CHARACTER AREAS PLAN



SITE AREA - 0.74 HA



VIEWS ACROSS THE RIVER LEVEN



VISIT SCOTLAND INFORMATION CENTRE

4.1 Zone A: Station Square

Strengths

- Tourism Facilities such as Sweeney Cruises and information centre currently located here.
- Proximity to Village Centre and Train Station.
- Animation of river edge with boating, offers some local character.
- Mature trees create a strong backdrop to the space.

Weaknesses

- Weak Gateway for the site as a whole.
- Surrounding buildings and street furniture do not create and shape spaces with a distinctive character
- Immediate surroundings are a bit underwhelming - dominated by car parking and poor-quality fencing.
- Mundane planting with large areas of mown amenity grass offering no particular function.

Opportunities

- Enrich the space with new facilities creating a new hub for the village.
- Create a flexible high quality space that can serve a scale of events, performances and 'pop ups'
- Create a destination, improving local character and creating a series of pleasant outdoor spaces.
- Enhance way-finding and strengthen identity through the hard material palette.

Threats

- Parking needed to service master-plan proposals and park and ride for station
- Adjacent ownership boundaries and interface with the space.
- Busy road acts as a barrier - road crossings along Balloch Road and their impact.
- Proposals for the space need to be compatible with day to day activities of local people.



VIEW FROM VISITOR CENTRE TOWARDS THE BALLOCH BRIDGE



SWEENEY CRUISE TICKET BOOTH AND CAR PARKING

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER AREAS



EXISTING CHARACTER AREAS PLAN



SITE AREA - 5.63 HA

4.2 Zone B: Riverfront

Strengths

- Existing footpaths connect Balloch village to the Pierhead with pedestrian routes through woodland
- Good quality vegetated backdrop to the village.
- Moorings add activity along the water edge.++
- Secluded beach along River Leven.
- More capacity for lodges than the Drumkinnon Woodland.

Weaknesses

- A well maintained space but it lacks a clear function and distinctive identity
- Steep banks to river Leven and limited access to waterfront reduces riverside experience.
- Some routes are not accessible for people with a disability
- Pier Road feels like a service road, and there are some issues with fly tipping and graffiti.

Opportunities

- Enhance the experience of entering the site for visitors, realigning and improving existing footpaths
- Introduce branding and place-making using street furniture and way-finding.
- Some open glades and Riverfront locations provide opportunity for lodges.
- Introduce children's play spaces, picnic areas and gathering spaces.
- Monorail to from Station Square to Pierhead

Threats

- Flood risk and SEPA requirements at riverside



EXISTING PATHS THROUGH THE WOODLAND



BOAT MOORINGS ALONG THE RIVER EDGE



CENTRAL GRASSED AREA



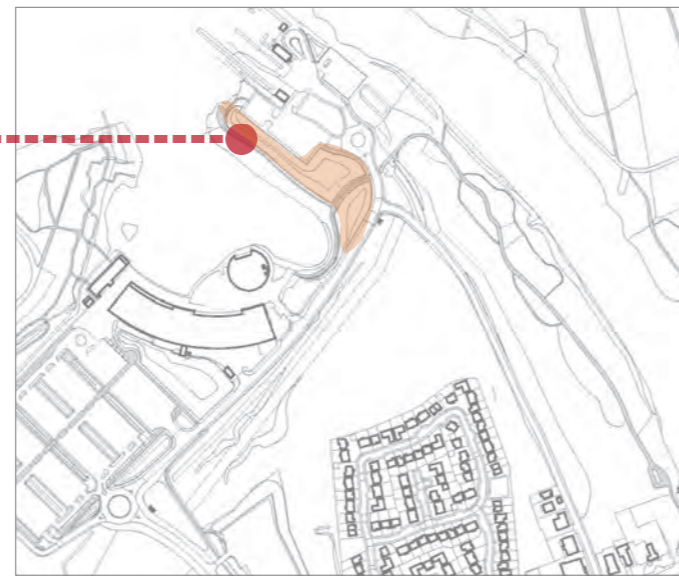
SECLUDED BEACH ALONG RIVER LEVEN

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER AREAS



EXISTING CHARACTER AREAS PLAN



SITE AREA - 0.73HA



PATH TOWARDS PIERHEAD AND MAID OF THE LOCH



EXISTING WATERFRONT TREE CLUSTERS

4.3 Zone C: Pierhead Development

Strengths

- Best iconic Loch views are North West from this location.
- Activity in this location animates the waterfront, kayaking.
- Beach front promenade that is currently accessible and used by tourists and locals.

Weaknesses

- Recently planted dense woodland obstructs visual links inland, so the area feels isolated.
- The loch-side play area does not provide an exciting visitor destination
- Poor external furniture palettes and low quality landscape surface treatments
- Pedestrian routes are poorly defined throughout the space, with limited way-finding.
-

Opportunities

- Introduce new characterful development that identifies this area as a special destination
- Improvement of public realm, create a welcoming gateway for guests with a hotel and waterpark
- Enhancement of the Loch front to maximise views along the Loch.

Threats

- The scale and impact of building development to be in keeping with the current character of space -
- Some areas are within a potential flood risk zone.



SITE AS A KEY PART OF THE VISTA WITH HISTORIC WATERFRONT BUILDINGS AND THE 'MAID OF THE LOCH'



04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER AREAS



EXISTING CHARACTER AREAS PLAN



SITE AREA - 9.02 HA

4.4 Zone D: Drumkinnon Wood and Bay

Strengths

- Established existing mature woodland with a complex tapestry of older and newer semi mature woodland, offering a variety of spaces.
- Some exotic trees scattered throughout the woodland including, Beech, Sycamore, Douglas Fir.
- Good quality backdrop to the existing developments, quality setting for new lodges.
- Well screened and recessed car park that can be utilized by future development

Weaknesses

- Weak access gateway points, in need of upgrading.
- Overall less capacity for lodges to be located than the riverfront woodland.
- Level changes result in accessibility issues in some areas.
- Smaller substations are ugly within the landscape and require screening.

Opportunities

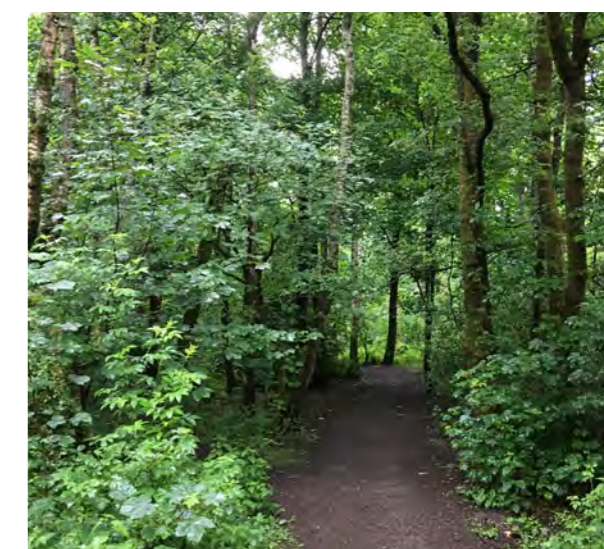
- A chance to enhance the current biodiversity and management of the woodland
- Some open glades provide opportunity for lodge locations.
- Level changes can be used to screen play areas and adventure facilities
- A chance to create high tree walk to celebrate existing mature trees.

Threats

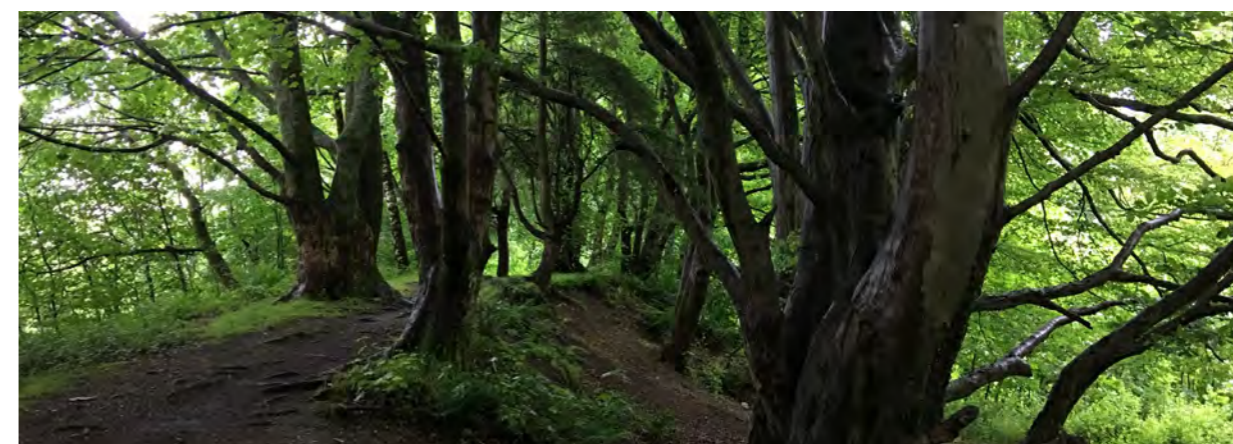
- Wayleaves for underground utilities and INEOS pipeline could impact on development proposals.
- Significant level changes, and the need for minimal intervention could impact on accessibility
- Consideration needs to be given to adjacent houses overlooking the space.
- Sensitive nature of the biodiversity and soil



OPENINGS WITHIN THE WOODLAND COVER



EXISTING FOOTPATHS DEFINE TRAILS THROUGH THE WOOD



SIGNIFICANT MATURE TREE SPECIES ALONG THE WOODLAND EDGE, AREAS OF SIGNIFICANT LEVEL CHANGE



SOME FEATURES REQUIRE SCREENING SUCH AS THE SUB STATION

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER AREAS



EXISTING CHARACTER AREAS PLAN



PIER HEAD SITE AREA - 1.2HA



MAID OF THE LOCH



VIEW OF THE PIER WATERFRONT VISITOR CENTRE



OLD RAILWAY BUILDING RETAINED



VIEW POINTS ALONG THE LOCH WATERFRONT

4.5 Zone C: Area Adjacent to Site; Pierhead

Strengths

- Best iconic Loch views are from this location
- The Listed Steam slipway and historic Maid of the Loch steamer provide a destination for visitors
- Activity in this location animates the waterfront

Weaknesses

- Recently planted dense woodland obstructs visual links inland, so the area feels isolated.
- The loch-side play area does not provide an exciting visitor destination
- Poor external furniture palettes and low quality landscape surface treatments
- Pedestrian routes are poorly defined throughout the space, with limited way-finding.
- Fencing is used to control activities and can be very visually dominant.

Opportunities

- Introduce new characterful development that identifies this area as a special destination
- Rationalise the hard material palette throughout the space.
- Improvement of public realm, create a welcoming gateway for guests with a hotel and waterpark
- Enhancement of the Loch front to maximise views along the Loch.

Threats

- The scale and impact of building development to be in keeping with the current character of space -
- Some areas are within a potential flood risk zone.
- Car parking could continue to dominate views

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER AREAS



EXISTING CHARACTER AREAS PLAN



SITE AREA - 1.60 HA



ARIEL VIEW OF THE WOODLAND



CURRENT ACCESS ROUTES THROUGH WOODLAND



ACCESS TO THE LOCH EDGE - SECLUDED BEACHES



VIEW LOOKING BACK FROM PIER TOWARDS THE WOODLAND

4.6 Zone D: Boathouse woodland promontory

Strengths

- Attractive, mature woodland screens the existing car park and loch Lomond Shores development.
- Existing tourist destinations are located within woodland
- Woodland separates Cameron House golf course from the Lomond Shores development.
- Quiet tranquil area away from the busy visitor centre of Lomond Shores.
- Flamingo Land, as owners of Woodbank House, have a right of access to the site of a previous boathouse

Weaknesses

- Limited access / complexity of pedestrians routes from Loch Lomond Shores and Drumkinnon wood.
- Poor connection to the rest of the site.
- Limited space / capacity for development - enhance current provision in the space.
- Poor vehicle access along the woodland.

Opportunities

- Loch edge used for 'low key' activities such as luxury accommodation, with access by boat.
- A chance to improve screening of some poor visual interventions such as fencing
- Improve links to the rest of the site through way-finding and signage.
- Enhance smaller pedestrian gateway entrances of this section of the site.

Threats

- A busy area used by local walkers
- Potential clash between current function as a view point and more private uses

EXISTING LANDSCAPE CHARACTER AREAS

4.7 Zone E: Woodbank

Strengths

- The area has an underlying parkland and woodland character that can be strengthened
- Views across attractive open pasture provides a characterful setting for Woodbank House
- The site's heritage- the remains of Woodbank house, ancillary buildings and the designed landscape
- Large Mature good quality tree species of significance throughout the landscape

Weaknesses

- Apart from areas of rough grazing, the site is disused
- Boundary treatments, roadways etc are in a poor state of repair
- Physical connections to the site for pedestrians are limited
- Invasive species (Rhododendron and Bamboo) within much of the existing woodland reduce biodiversity.

Opportunities

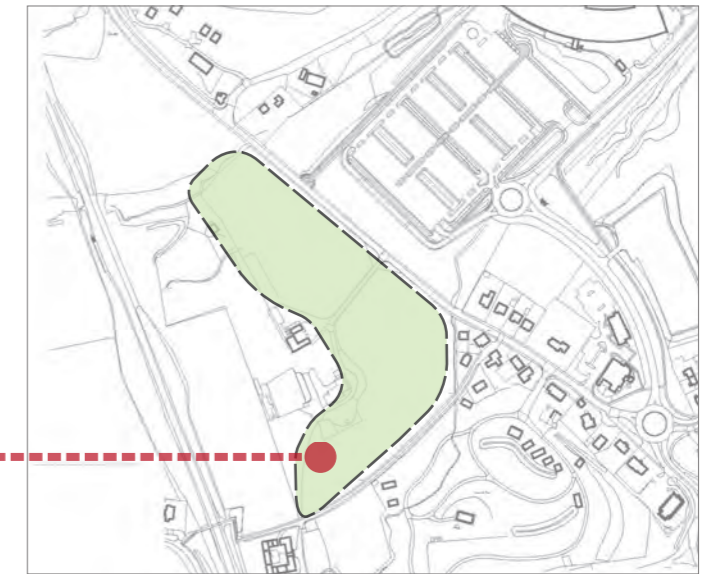
- Retain open views and parkland nature of space.
- Restore the façade of Woodbank House and use lighting to emphasise its role as a local landmark
- Potential for limited residential development as enabling development
- Some spaces could be used for events

Threats

- Steep level changes and impact on the location of lodges / number of holiday lets.
- The structural stability of existing Woodbank House Facade, and costs of its restoration.
- Access for emergency vehicles may be restricted due to steep gradients.
- Physical impact of development on existing tree species.
- Impact of controlling invasive species - a key consideration.



EXISTING CHARACTER AREAS PLAN



SITE AREA - 4.02 HA



ISSUES WITH INVASIVE SPECIES



STEEP GRADIENTS ALONG AREAS OF WOODLAND



ISSUES WITH INVASIVE SPECIES



STEEP GRADIENTS ALONG AREAS OF WOODLAND



EXISTING AND HISTORICAL ACCESS ROUTES TO INFORM DEVELOPMENT



EXISTING AND HISTORICAL ACCESS ROUTES TO INFORM DEVELOPMENT



EXISTING MATURE TREE SPECIES REVEAL A NATURAL AND CULTURAL HISTORY OF THE SPACE



EXISTING MATURE TREE SPECIES REVEAL A NATURAL AND CULTURAL HISTORY OF THE SPACE

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER AREAS



EXISTING CHARACTER AREAS PLAN



SITE AREA - UNKNOWN

4.8 Area adjacent to the Site: Loch Lomond Shores

Strengths

- A waterfront location with canoeing and boating which animates the space.
- Existing retail and F&B facilities are a popular destination for tourists.
- Established tourist facilities such as the Sea-life centre further enhance the space.
- High quality flexible hard landscape, easily adapted for a variety of functions throughout the year.
- Good views of the Loch from the upper floors of the Sea-Life Centre

Weaknesses

- A limited offer at present with retail outlets that appeal to a particular age range and visitor type.
- The Sea-Life centre dominates its setting
- Poor links to the beach front on the North shore and the Loch Lomond Shores public space.
- Back of house facilities are located towards the Drumkinnon edge of the site
- Mismatch of external furniture palettes lowers the quality of the space, some products are dated.
- Planting lacks visual interest and limited use of low level planting throughout the space.

Opportunities

- New public realm within the proposed development area could complement and improve the existing experience for Loch Lomond Shores visitors -connecting visitors to the waterfront and creating landscape features that enhance the space.

Threats

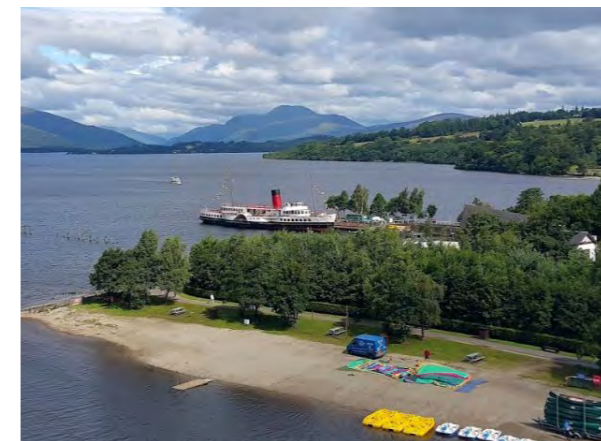
- There are some areas where agreement will be needed between all parties for new development



OPPORTUNITIES FOR CHILDREN'S PLAY



POPULAR LOCAL RETAIL FACILITIES ALONG THE LOCH-FRONT



VIEWS FROM SEA-LIFE CENTRE ACROSS THE LOCH



PUBLIC SPACE SURROUNDING THE RETAIL OUTLETS



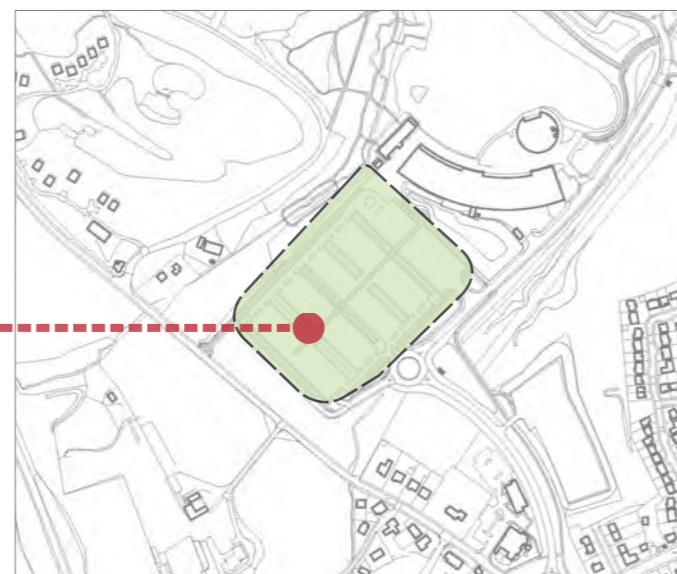
SEASONAL USES FOR THE LOCH INCLUDE WATER-SPORTS & OUTDOOR PURSUITS

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER AREAS



EXISTING CHARACTER AREAS PLAN



SITE AREA - UNKNOWN

4.9 Area adjacent to the Site : Loch Lomond Shores Car Park

Strengths

- Good location to existing tourism facilities and Loch front.
- Large number of spaces accommodated within the car-park benefits local and visitors.
- Mature trees create a dense screening to the car park reducing its impact.

Weaknesses

- Space is dominated by vehicles, however well maintained well and tidy in appearance.
- Poor surface water treatment and no SUD's evident in the space.
- Obtrusive Back of House facilities located facing the access road to the space with poor visual appeal.
- High level flood lighting detracts from the quality of space, limited use of low level lighting.
- Poor pedestrian crossing points and weak signage used throughout the space

Opportunities

- Existing parking areas could potentially service some of the proposed development .
- The space is adaptable for programmed events.

Threats

- Agreement will be needed between all parties for new development



CAR PARK SCREENED BY EXISTING TREES



TYPICAL CAR-PARK TREATMENT



PEDESTRIAN SPACE FACING ONTO EXISTING CAR-PARK



ENTRANCE POINTS TO TREE ADVENTURE



BIRD OF PREY FACILITIES LOCATED HERE

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER AREAS



EXISTING CHARACTER AREAS PLAN



SITE AREA - UNKNOWN



ROUNDBOUT LACKS 'GATEWAY' WELCOME



ACCESS POINTS TO DRUMKINNON WOOD CAR PARK

4.10 Area adjacent to the Site: Ben Lomond Way

Strengths

- Well used main access way for vehicles to the site.
- The route has an attractive avenue character and landscaping is well maintained.
- There is a good planting buffer along the edges of the space to adjacent properties.
- Attractive beech hedges delineate the space.
- Provides a vehicle access point to Loch Lomond Shores overflow car park.

Weaknesses

- Limited footpaths along this route with limited pedestrian crossing points.
- A car dominated space, where the focus is on traffic management rather than pedestrian links.
- Uninspiring lighting, typical of roadway lighting
- No gateway / nodal welcome at the end of this key route to Loch Lomond Shores.
- The current planting/landscaping provides limited seasonal interest

Opportunities

- Improved seasonal planting interest along this route.
- Better, more characterful public realm
- Opportunity to improve way finding and signage with gateways enhanced throughout the space

Threats

- The road is sometimes used for traffic queues and overflow carparking for the public slipway
- Limited scope to make improvements to existing road treatments / highways and buffers.



DENSE TREE PLANTING AND HEDGE PLANTING ALONG THE ROUTE



MAINTENANCE INTENSIVE GRASS EDGE TREATMENT

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER

4.11 Existing street furniture

Existing street furniture, boundary treatments and signage within site and Loch Lomond Shores have been assessed in terms of their form, function, visual appearance and robustness.

The site currently lacks an integrated material palette, with the current provision looking dated, dull and tired. Way-finding can be difficult throughout, with signage sometimes hard to read and poorly located.

The site's lighting strategy is lacking inspiration, in some areas large flood lighting and typical street lighting are evident; however the site's pedestrian routes are dark with no lighting present.

The current offering of mismatched materials and street furniture creates a poor aesthetic across the site as a whole. There is considerable scope to unify and improve the current material and hard landscape palettes to enhance each character area, create an identity for spaces, and to strengthen the woodland through place-making objectives.

SIGNAGE



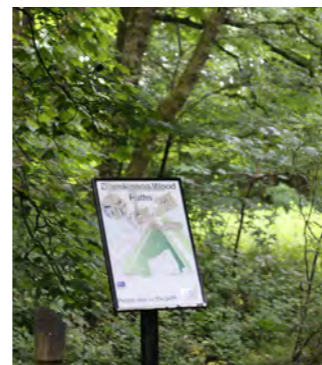
Trail markers ●



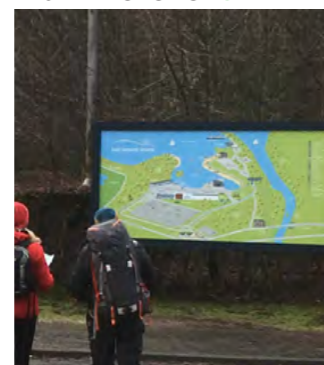
Direction signage ●



Way-finding signage ●



Location map ●



Location signage ●



Gateway signage ●

SEATING



Comerative Stone bench ●



Timber top bench with back rest ●



Timber picnic bench & BBQ ●



Timber top bench without back rest ●



Galvanised steel linear bench ●



Galvanised steel picnic table & BBQ ●



Timber picnic bench & BBQ ●

- High Quality
- Medium Quality
- Low Quality

04 PROJECT DEVELOPMENT EXISTING LANDSCAPE CHARACTER

LITTER BINS



Timber slatted bin ●



Galvanised steel bins ●

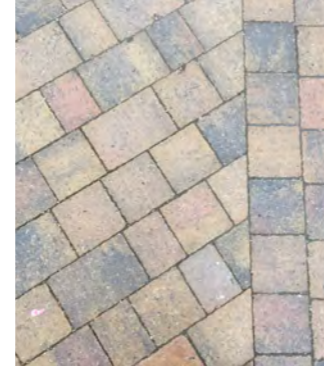


Steel bins ●



PPC coated bins ●

SURFACING



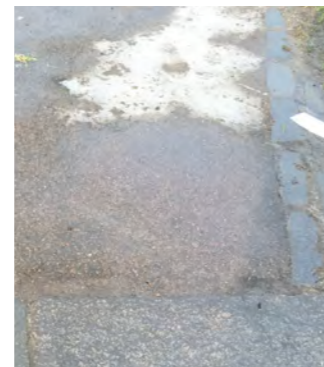
Block Paving ●



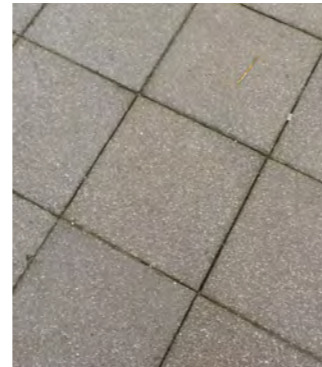
Bound gravel ●



Brick herringbone ●



Resin-bound ●



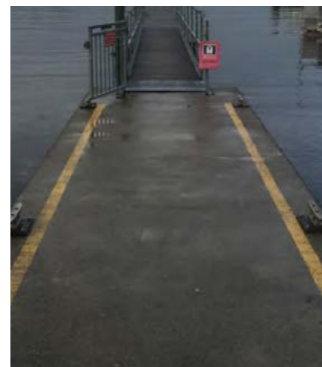
Concrete flags ●



Concrete setts ●



Standard Asphalt ●



Concrete ●

OTHER MATERIALS



Natural earth footpaths ●



Natural stone used for coastal erosion ●



Pebble beach ●

PLAY FEATURES



Water / sand pit play equipment ●

04 PROJECT DEVELOPMENT EXISTING LANDSCAPE CHARACTER

BARRIERS/ FENCES



Rustic timber post and rail gateway ●



Traditional estate style, double gate ●



Metal gated access to the waterfront ●



Traditional steel estate fence ●



Ornate steel fencing with dry stone wall ●



Traditional stone wall ●



Low timber hit & miss fencing ●



Timber post and wire barrier ●



Security fencing to electrical equipment, PPC finish ●



Timber gaurd rail ●



High steel mesh, security fence ●



Galvanised heavy duty swing gate ●

ART



Steel Art installations ●

04 PROJECT DEVELOPMENT EXISTING LANDSCAPE CHARACTER

BOLLARDS



Brushed steel bollards to pedestrian routes ●



Traditional steel bollards, PPC finish ●



Brushed Steel, removable bollards ●



Timber bollards ●

MISC



Galvanised cycle stands ●

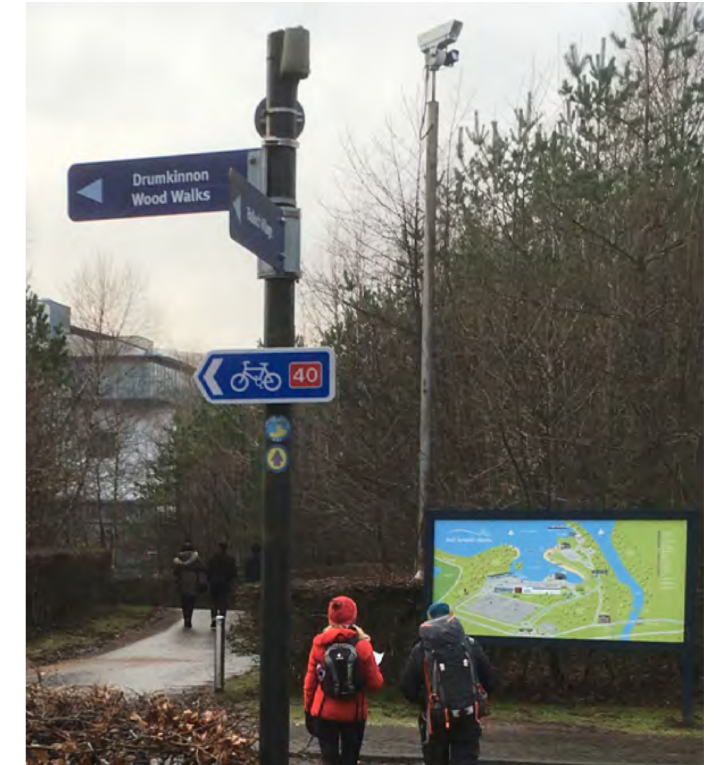


Raised granite planter beds ●

LIGHTING / CCTV



Smaller lighting columns along key pedestrian routes ●



CCTV columns ●



Large scale lighting columns used in car-park spaces ●



Double headed lighting columns used in Loch Lomond Shores ●

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER

NTS

4.11 Landscape analysis summary

The proposed development outlined on the Parameters Plan is based on the following key recommendations derived from the preceding appraisal:

Iconic Loch Views; new development should celebrate its special location

Beach; the existing beach is an asset which should be retained. There are opportunities to build upon the existing beach front experience – maintaining public access, enhancing the quality of the space and integrating play features..

Pier-head; this area requires an overall uplift in quality to complement its function as a destination point.

The INEOS pipeline and existing substations locations are fixed. Proposals for these spaces must work around and incorporate these constraints.

The 'village square' at the Visit Scotland building currently offers a weak and unwelcoming first impression to the site. It has huge potential as a gateway and gathering space for visitors, as well as a chance to enhance Balloch's village-scape

Significant level changes and 'lumpy ground' throughout the mature woodland. This gives a unique character and definition to the area. There are opportunities to use these level changes to the development's benefit.

Potential location for a Visitor Hub and reception building, using the existing landforms to define the building design.

Opportunities for further car parking. Where this occurs, enhanced soft buffer treatment will be required to screen residential properties.

Woodbank House has an attractive historical facade and there are prominent vistas towards it. New development should retain Woodbank House as a landmark, using it to shape proposals.

Informal open spaces along the waterfront woodland lacks any function. There is potential to explore alternative interventions here



KEY

- | | | | | | | | |
|--|--|--|---|--|---|--|---|
| | BOH / service space - visual deterrent | | Semi mature wood-self seeded nature. Offering lower capacity for development | | Existing well screened car-parks | | Existing play - Build on this offer |
| | Dominant Architectural Features | | Recently planted landscaped areas - Beneficial for screening of parking areas/ development but low significance | | Weak planting buffer to adjacent residential properties | | Historic paths and tracks - Ref:1936 map |
| | Highest value trees - Retain & protect where possible | | Unsurveyed woodland of a recent semi-mature nature. Offering potential capacity for development | | Sensitive local / house visual receptors - buffer | | Steep slopes / Level change - Challenging for development |
| | Historic / Long established plantation woodland. Offering low capacity for development | | Unattractive hard landscape space. Low quality character with significant room for improvement | | Visual detractors - Screen | | Significant views / vistas |

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER

ANALYSIS SUMMARY - KEY POINTS

(refer to numbered diagram on previous page)

1. Iconic Loch Views
2. Beach
3. Picturesque spit, retain current character but enhance key points.
4. Pier-head offering some current interesting landscape features that add to its character.
5. The 'village square' acts as a gateway to the site. This space offers a weak and unwelcoming first impression to the site. The space has huge potential for enhancing not only the site gateway and principal node but also enhancement of Balloch village-scape.
6. Significant level changes and 'lumpy ground' throughout the mature woodland. This gives a unique character and definition to the area. Opportunities to use these level changes to the developments benefit.
7. Potential location for a Visitor Hub and reception building, using the existing landforms to define the building design.
8. The space could be best used to provide room for car parking. Where this occurs, enhanced soft buffer treatment will be required to screen residential properties.
9. Attractive historical facade of Woodbank House, and prominent vistas. Retain and restore this feature, exploit the feature in proposals.
10. Historical maps and ecological data used to assess areas appropriate for Lodges.
11. Low lying flat meadows, offering capacity for development of residential plots. Further enhancement and buffer planting required surrounding these.
12. Informal open spaces along the waterfront woodland lacks any function.



01 - Iconic views along the Loch Waterfront



02 - Scope to improve the current beach



03 - Picturesque spit, adding a natural backdrop to the site



04 - Pier-head current low quality offering



05 - Unwelcoming quality Village-scape



06 - Areas of significant level changes throughout woodland



07 - Ideal location for Visitor Hub and Reception



08 - Area suitable for woodland carparking facilities



09 - Woodbank historical facade



10 - Woodbank mature planting to be retained at Lodges.



11 - Low lying meadows with woodland backdrop



12 - Area of 'dull' landscape - scope to improve space

SECTION 05





SECTION 05
**STAKEHOLDER AND
COMMUNITY ENGAGEMENT**

5.1 Community Engagement

Because this development is classified as a 'major development' there is a statutory requirement to undertake pre-application consultation. The aim was to consult with the community at an early stage of the design process, giving them an opportunity to comment on, and contribute to, preliminary proposals. Their feedback has then been used to inform the parameters plan.

A Proposal of Application Notice (PAN) was submitted to Loch Lomond and the Trossachs National Park ('the Park Authority') and registered on 6th October 2017. It detailed a series of consultation events which were held at Loch Lomond Shores. More details about these events can be found in the Pre Application Consultation (PAC) Report. Feedback at these events was collected using questionnaire responses.

Based on the feedback received, initial design strategies were amended:

- A viewing tower has been removed from the proposals;
- A 12 metre wide landscape buffer (i.e. no development in this location) has been incorporated around Drumkinnon Gate Estate;
- Access to all key destinations and routes through the site are to be maintained during the construction phase. Localised diversions to facilitate construction may occur on land within the applicant's control. Any impacts on walking/cycle routes during the construction phase will be short term and localised diversions will be put in place;
- Access to all key destinations and routes will also be maintained during operation with the quality of some routes enhanced. Some permanent localised diversion may be required; however, this will again be limited to using other land within the applicant control to avoid lengthy or circuitous alterations;
- Removal of the proposed gated access to Pier Road;
- No development within the wayleave zones to each side of the INEOS pipelines;

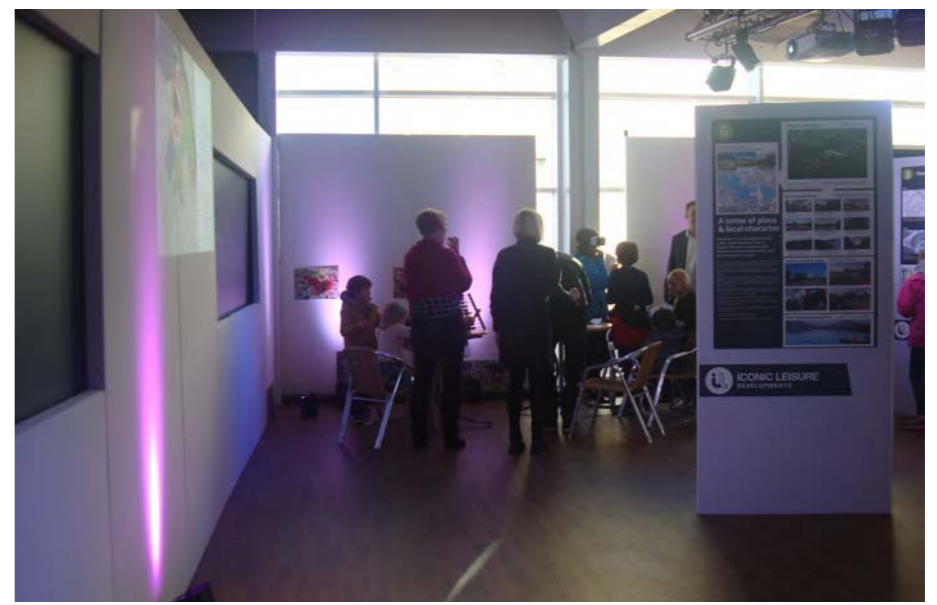
Many of the concerns raised during pre-application consultation, particularly those in relation to traffic, flooding, access, economic impact is being addressed in the Environmental Impact Assessment that accompanies this planning application.

5.2 Stakeholder engagement

Refer to the PAC report prepared by PBA for details of stakeholder engagement.



PROPOSAL OF APPLICATION NOTICE COMMUNITY CONSULTATION EVENT



SECTION 06

ATRIO, CENTRO INTERNACIONAL, BOGOTÁ, COLOMBIA





SECTION 06
DESIGN SOLUTIONS

6.1 Neighbourhood character

Design concepts, zoning and proposed uses have been developed to:

- Deliver a characterful contemporary design which will ensure that the development has a sense of place appropriate to Balloch, Loch Lomond and the National Park
- Structure the design around new pedestrian and cycle friendly routes and spaces to link the development, station and Lomond Shores
- Provide a strong landscape framework for all elements within the site
- Develop a commercial mix of uses that will animate the site and maximise footfall thereby ensuring development and long-term sustainability

Because this development is at Planning Permission in Principle (PPiP) stage, proposals are strategic, with more detail being developed as subsequent design components are developed further. Nevertheless, the PPiP stage provides an opportunity to establish

- Characterful and distinctive neighbourhoods associated with specific uses
- Movement strategies for pedestrians, cyclists and traffic.
- Design principles for future development

The proposals set out in the Parameters Plan will build upon the quality of the existing green infrastructure. High quality landscape areas are retained and managed appropriately, and improvements are proposed to lower quality spaces.

Three new "neighbourhoods" are proposed - each with their own distinctive character



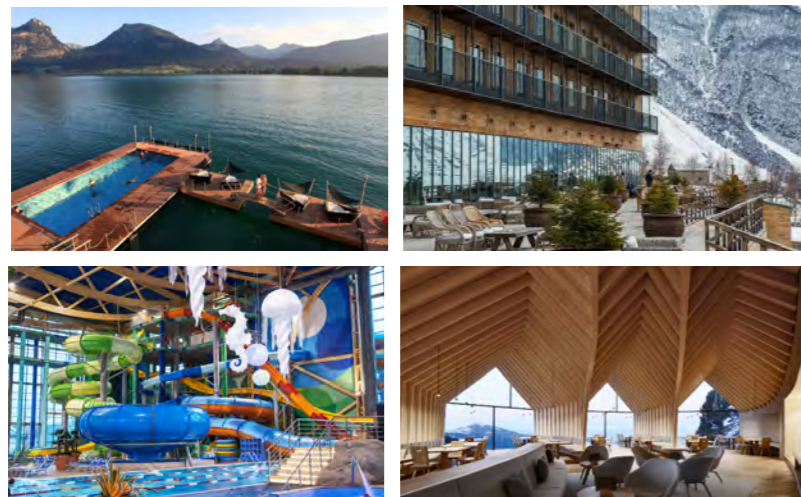
RESORT

(Parameters Plan Zone C: Pierhead)

This area draws on the larger scale of Loch Lomond Shores and Drumkinnon Tower - the location for a new waterpark, apart-hotel, restaurant, indoor visitor attractions and outdoor, water-based activities.

New development is intended to integrate with the current Loch Lomond Shores by:

- extending and improving the current offer for visitors
- continuing to use high quality materials that respect the local context
- improving access and connections to the Loch
- enhancing the public realm throughout the area
- strengthening links to & improve the existing beach front
- improving parking in the area
- celebrating key views along the waterfront through landscape interventions
- introducing opportunities for children's play spaces
- promoting local history and heritage of the Loch and site



TOWN

(Parameters Plan Zone A: Station Square)

A new "station square" which will become the focus for visitors arriving by train. It is intended as a high quality, family friendly, pedestrian only series of public spaces, framed by a new restaurant, craft brewery and bunkhouse and incorporating an outdoor performance space.

The character of new development will complement its location within the centre of Balloch through:

- Defining the space as a gateway – the start of a pedestrian route to Loch Lomond Shores
- Improving the streetscape at Balloch Road
- Creation of a series of safe, pleasant and welcoming outdoor spaces for visitors- increasing dwelling time and activity in the space
- Use of local vernacular materials and building styles and scale
- Enhancing space through soft landscaping

WOODLAND:

(Parameters Plan Zones B Riverfront, Zone D Drumkinnon Wood and Bay, Zone E: Woodbank)

Appropriate, sustainable development within woodland areas which is dependent on retaining its character and ecology – such as woodland lodges, a conservation and education area for children, a tree top walkway, and adventure rides and activities through the trees.

New development will retain its woodland character through:

- Long term, responsible management of woodland
- Improved biodiversity, through creating new habitat and strengthening old habitat
- Structures and spaces that inspire passion & respect for nature with fun, activity and education are located in these spaces
- Strengthened and expanded **pedestrian links with opportunities for recreational walks** which focus on the local and natural history of the site
- Creation of pleasant, tranquil spaces to site lodge cabins
- A 12 metre 'buffer' is proposed between residential boundary fences – there is no development proposed in this area
- New structures will work with existing topography to minimise ground level re-grading where possible.



6.2 Landscape strategy

In every case, new development is intended to enrich the existing landscape. The aim is to consolidate Balloch as a visitor destination and hub, so all landscape interventions will support the local and regional green infrastructure and enhance the biodiversity of the site.

-  Indicative lodge clusters
-  Woodland & green space enhancement. Intergration of lodges
-  Main vehicular route
-  Main public pedestrian route
-  Entrance features
-  Improvement of woodland buffer planting
-  Retain vistas and open nature / character
-  Restore historic woodland and landscape features
-  Refurbish of existing historic landmark
-  New woodland to setting of residential development
-  Retain & manage existing woodland facilities
-  Enhance woodland and visitor experience
-  Existing screened car-park to be retained and used
-  New 'sensitive' car parking zones
-  Strengthen the Village-scape / improve facilities
-  Improved beach and waterfront facilities



Landscape strategy - key points

1. Observation point overlooking the loch to make the most of the iconic views.
2. Visitor destination to be built as a recessive design to minimize visual effects.
3. Drumkinnon Bay waterfront landscape improvements, with easy access to beach.
4. Holiday lodges sensitively integrated into existing woodland, by removal of unhealthy or short lived trees to create space.
 - Woodland ecology to be enhanced by planting of additional native plant species and wildlife management measures such as bird boxes.
 - Public access tracks to be incorporated.
 - Woodland age range to be diversified with new native tree planting.
5. Riverside walkway to be the route for the John Muir Way; to be developed at the water's edge, connecting into existing pathways.
6. Station Square to be transformed into a gateway and destination with active frontages including brewery, shops, hostel and tourist office centred around an outdoor performance area. The landscape here will be predominantly high quality hard landscape with some decorative planting.
7. New car park areas with native tree species as buffer planting to all rear residential boundaries where required.
8. Well spaced holiday lodges set within 'Plantation Origin' woodland with 12m buffer at existing housing
9. Existing car park retained and used as access point for lodges
10. Entrance building
11. Children's area
12. Woodland visitor experiences
13. Existing woodland and landscaping retained, enhanced and managed to improve age range and biodiversity.
14. Existing Woodbank House conserved as luxury apartments.
15. Larger Lodges with parking adjacent.
16. Woodland at Woodbank
 - Historic landscape features such as walled gardens and paths revealed and re-used.
 - Lodges and bothies integrated into existing woodland using existing topography where possible.
- Management of none-native species.
- Wildlife and biodiversity mitigation such as bird boxes and bug houses.
- Additional planting of native species.
- Historical Bothy retained and restored
17. Existing buildings associated with Woodbank House redeveloped along with new access route in keeping with the surroundings.
18. Boathouse as focus for water-based activity

6.3 Infrastructure

Surface Water Drainage Strategy

The proposed SUDs strategy for the site has been discussed with SEPA and Scottish Water who are supportive of the approach.

Woodbank; The proposed development is for less than 50 homes, so it is likely that only one level of SuDS treatment will be required prior to discharge into a receiving watercourse, utilising roadside swales.

Drumkinnon Wood; This area of the site will not be accessed by cars, with only occasional access for emergency vehicles. Because of this, SEPA have agreed that surface runoff in this area will not require treatment, however, roof runoff would require one level of treatment utilising infiltration trenches beside proposed lodges.

Car parking; A filter drain connected to a SuDS basin will provide two levels of treatment and the attenuation required prior to discharge into the River Leven for the surface water runoff from the proposed car park adjacent to Pier Road. A similar SuDS treatment approach is proposed for the car park at Pierhead.

Riverfront; Surface water drainage at the Riverfront area of the site is problematic as this area of the site is very flat. Significant land raising would be required to provide a piped network with an outfall above the flood level. The proposed strategy therefore is for infiltration solutions that manage treatment and attenuation of runoff, thereby avoiding land raising.

An infiltration trench will run along the western edge of proposed access tracks running through the middle of the riverfront area. Each lodge will have with its own catchpit and soakaway system to allow the roof runoff to infiltrate into the ground. This will capture surface runoff and provide treatment to the roof runoff from the lodges west of the track.

Foul Drainage Strategy

It is proposed that foul drainage will enter the wastewater network connected into Scottish Water's existing combined sewers on Old Luss Road and Pier Road respectively.

A pumping station is proposed in the riverfront section of the site which will capture foul drainage from the Riverfront and Pierhead areas and pump the wastewater to the existing combined sewer network at Balloch Road.

In order to determine whether development proposals can be serviced by the current water supply and sewerage system, a Pre-Development Enquiry has been lodged with Scottish Water, and a response is awaited.

6.4 Movement and parking

Abellio Scotrail, who operate the rail network, are interested in promoting train journeys to and from the new West Riverside development. Visitors will be encouraged to travel by train and leave their car behind – a more sustainable mode of transport.

Traffic will be controlled and excluded from most areas, and the public will continue to be able to walk through virtually all areas of the site.

Other than some larger lodges at Woodbank, parking for woodland lodges will only be provided if they are directly located beside existing roads. If this is not the case, visitors and their luggage will be transported to lodges by buggy upon arrival.

It is proposed to improve the route of the existing John Muir Way to provide a safe and secure pedestrian and cycle route which links Loch Lomond Shores and Balloch Town Centre.

Some traffic will be allowed into the site (for example slipway and Pierhead users, people with a disability) but most visitors will need to park their car in one of the designated parking spaces and travel either on foot, by bicycle or on a monorail which starts at the Station Square and ends at the Pierhead Visitors Hub.

Traffic access will be predominantly along Ben Lomond Way which will be retained as an adopted road. Vehicle access will be controlled along Pier Road, which is currently unadopted and is therefore not designed to current standards for either traffic or pedestrians. Part of Pier Road will be upgraded to an adoptable standard and used to access new car parking and service areas.

In some locations access will be needed for occasional use by emergency vehicles to lodges. Where this is needed, a path with a narrower running surface will be provided plus an additional low impact porous surface to create a wider running surface (total width 3.8 metres) which is allowed to colonise with none woody woodland flora. This would still permit occasional vehicle access while permitting narrower path for regular use.

All woodland pathways will be constructed using minimal excavations using a no-dig construction, building up from the existing soil level using cellular systems which distribute loads and protecting soils and tree roots from compaction below.

The table below details surface materials in relation to different uses.

Type of road surface	Description
New vehicular access	Gravel bound access road
New vehicular access (6 no new homes at Woodbank)	Tarmac
Woodland parking areas	Gravel bound access road & parking constructed to minimise impact
Pedestrian /cycle path used occasionally by emergency vehicles	Path with a narrower running surface will be provided plus an additional low impact porous surface
Tertiary small footpath	Gravel bound walkway Natural materials for tactile routes Boardwalk as at Treezone area
Sustrans improvement area (likely to be developed in partnership with WDC and Abellio)	Finishes as elsewhere in Balloch

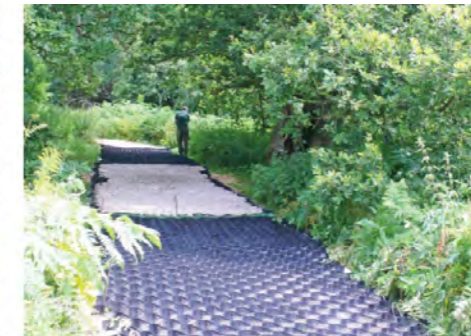
TYPICAL WOODLAND FOOTPATH



← cluster of lodges constructed to minimise impact on woodland

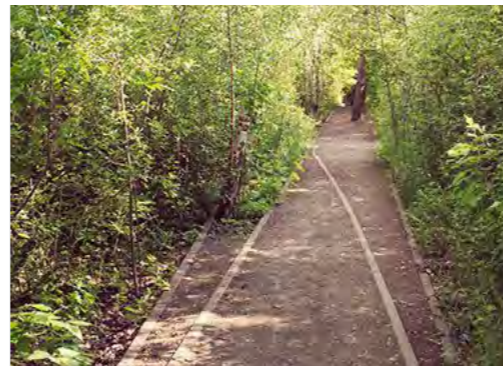
→ woodland planting improved and consolidated where possible to provide screening between lodges and footpath

→ path for pedestrians, cyclists, buggies and occasional emergency vehicles with narrower running surface + additional low impact porous surface colonised with none woody woodland flora. to create a running surface of total width 3.8 metres



illus; cellular geotextile system used to protect tree roots

ACCESS



Robust self-binding Gravel

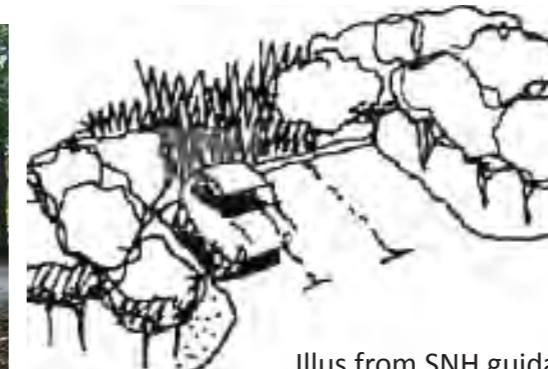


Boardwalk as at Treezone



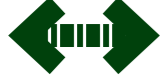












Gravel bound access road

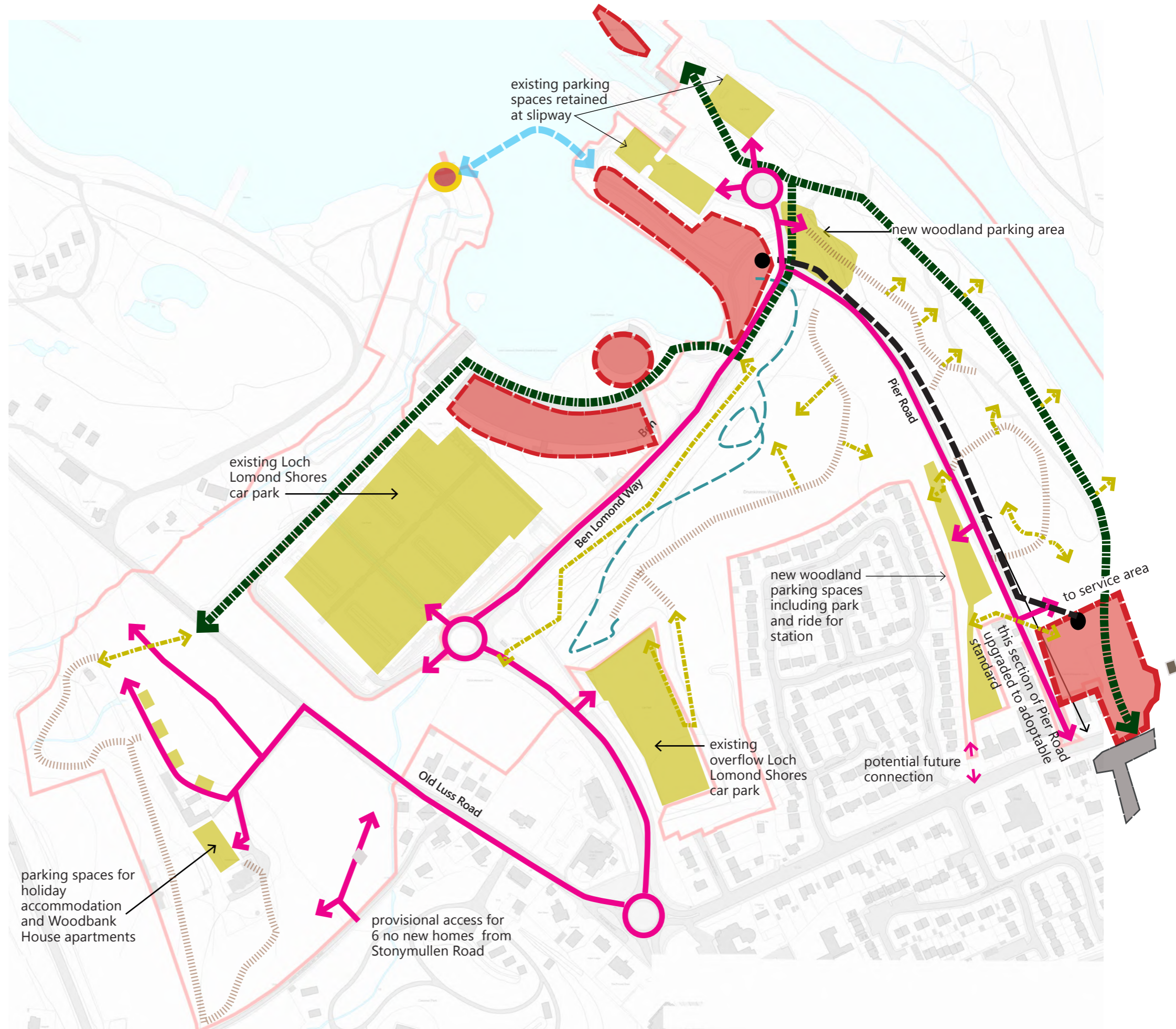
PARKING



Illus from SNH guidance

MOVEMENT AND PARKING

-  main pedestrian route incorporating Riverside Walkway (John Muir Way and route to Maid of the Loch)
-  pedestrian/cycle path suitable for emergency vehicles and route for buggy deliveries
-  tertiary small footpath - pedestrian route only
-  boathouse
-  boat access only
-  monorail between Station Square and Pierhead
-  monorail station
-  visitor destination
-  high level treetop walkway
-  sustrans public realm improvement area
-  vehicular access
-  pedestrian/cycle path suitable for emergency vehicles and route for buggy deliveries
-  parking



6.4 Woodland

Attractive, sustainable woodlands are key to the overall character of the development, so retention of mature trees and their setting is essential

At PPIp stage, designs are conceptual and detailed site layouts have not been developed. It is not possible to identify the exact locations for individual woodland components (paths, ramps, lodges, visitor destinations etc.) until designs have been developed further as part of a subsequent planning process.

Nevertheless, a number of surveys have been undertaken to inform the PPIp application and to understand the potential effects of proposals on the existing woodland.

Approximate locations for individual woodland components (paths, ramps, lodges, visitor destinations etc.) have been developed; these are not yet fixed and their detailed design will form part of a further planning application.

The location of development within woodland areas takes cognisance of the following:

- **Glade analysis:** Some proposed development areas (Drumkinnon Woods, Woodbank) are partially located within SNH designated 'Long Established Woodlands of Plantation Origin' and are included within the Scottish Ancient Woodland Inventory.

Within these areas, a survey was conducted to identify GPS locations for glades of circa 20 metre diameter, based on approximate dimensions of woodland lodges. As far as possible, these existing spaces (glades), which result from past human management, will be utilised for new lodges constructed using low impact construction techniques.

- **Invasive Species:** There are some extensive areas of invasive species to the north of the designated LEPO woodland area at Woodbank, as well as small exotic/domiciled tree species (such as young sycamore) throughout the PPIp area. Space can therefore be created following removal of the dense areas of invasive species and domiciled trees.
- **Specimen trees:** As far as possible, all specimen trees have been retained.
- **Buffer area:** There will be a 12 metre buffer between existing residential boundary fences and new lodges. Existing and proposed car parking will incorporate buffer planting to screen them from wider view - an approach aligned with SNH guidance for parking.

- **Soil protection:** existing woodlands (particularly Drumkinnon) are developing a semi-natural character – where floral diversity, fungal interaction and invertebrate life are valuable factors.

Lodges

Where lodges are located in woodland, minimal disturbance will be achieved through:

- clusters of lodges sharing infrastructure and access, rather than lodges scattered throughout woodland with each requiring its own access and infrastructure
- high quality prefabricated lodge construction using sustainable timber technologies, with lodges supported on posts rather than conventional foundations
- Privacy achieved through screening from main footpaths with appropriate planting; localised path narrowing and signage, and the use of different materials and details at lodge "clusters"

Access

- Paths through woodland will continue to be accessible by the public.
- There will be no parking areas beside lodges within existing woodland (unless lodges are located directly beside an existing road), instead parking will be located remotely and lodges will be accessed via foot, cycle or buggy.
- Wherever possible, access to lodges will be achieved using "light touch" improvements to existing paths with an enhanced porous surfacing. Routes will follow the existing topography to minimise ground level regrading where possible. Timber decking (or similar) will be used on vulnerable routes or routes with difficult topography.
- Access ways will be constructed using minimal excavations using a no-dig construction, building up from the existing soil level using cellular systems which distribute loads and protecting soils and tree roots from compaction below.
- Low level lighting will be provided
- In some locations access will be needed for occasional use by emergency vehicles. Where

Artist's impression

Privacy for lodges achieved through:

- screening from main footpaths with appropriate species
- localised path narrowing and signage
- different materials and details used for footpaths at lodge "clusters"

Access for lodge users by foot, cycle or buggy (car parking beside lodges only possible if they are located directly beside existing access roads)



"Light touch" improvements to existing paths:

- overall width extended to 3.8 metres to allow occasional use by emergency vehicles
- low level lighting
- continued public use

Minimal disturbance of existing ground achieved through:

- clusters of lodges share infrastructure and access
- prefabricated lodge construction, lodges supported on posts
- lodges located in least dense existing planting
- decking to provide outdoor spaces, decks orientated to best suit specific location

this is needed, a path with a narrower running surface will be provided plus an additional low impact porous surface to create a wider running surface (total width 3.8 metres) which is allowed to colonise with none woody woodland flora. This would still permit occasional vehicle access while retaining a narrower path for regular use

Infrastructure

In order to minimise impact on soil ecology, the disturbance of soils will be kept to a minimum and future utilities will take cognisance of trees and woodlands in order to carefully microsite the routes. Excavation for services will be targeted to areas free from tree root constraints and wherever possible they will be located beneath existing paths or other areas that have already been disturbed to create access networks. All excavations of this nature will be guided by the project arboriculturalis

New Woodland Areas

New woodland areas will be created as part of the proposed development. They will be focussed in the Woodbank and Riverside areas as these offer the greatest opportunities for functional woodland.

Woodbank offers the most potential for woodland planting. A block of new woodland will be created between the proposed lodges along Old Luss Road and the existing woodland surrounding Woodbank House. This will be divided into two large blocks either side of Woodbank House, retaining the views to and from the Category A listed property. This woodland will not only help to integrate new development into the landscape, screening and filtering views, but will also focus views on Woodbank House.

Along the Riverside area, new woodland planting will be incorporated in existing clear areas between the woodland belts. This woodland will enhance the existing woodland edge and create a setting for the proposed lodges.

In order to promote biodiversity and provide a habitat for wildlife, new planting will:

- Enhance tree planting along the River Leven with species typical of a wet woodland.
- Encourage a greater mix of native trees within the canopy;
- Improve shrub layers through planting of damp tolerant and native species
- Promote the growth of ground cover species
- Enhance the conditions needed for the growth of spongy mosses and liverworts

Approach to further detailed design stages

Additional survey work will be undertaken to allow the designers to further microsite design elements, determine areas required for construction and protect valuable woodland features during the detailed design and construction stages. These will include:

- Ecological surveys including soil ecology;
- Additional detailed tree surveys to BS 5837:2005 (Trees in relation to construction recommendations and guidance)
- Detailed landscape visual impact assessment using CGIs and photomontages
- A woodland management plan to conserve, improve and enhance existing woodland
- Use of an arboricultural watching brief during construction works
- Adherence to National Joint Utilities Group (NJUG) 10 'Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees' as amended in 2007
- Minimal working areas and protection of woodland to be retained in accordance with BS5837.

Future Management

An effective management strategy will be put in place which will:

- regularly audit maturing tree stock for pests, disease and required remedial works
- manage the reduction of any declining mature trees
- facilitate bracken and bramble control to promote floral diversity, in particular ancient woodland indicator plants
- retain dead wood material to promote fungal and invertebrate communities over time
- continue to provide supplementary planting to promote an overall woodland composition
- eradicate and control invasive plant species
- boost ecology and ground flora within woodland by thinning out trees



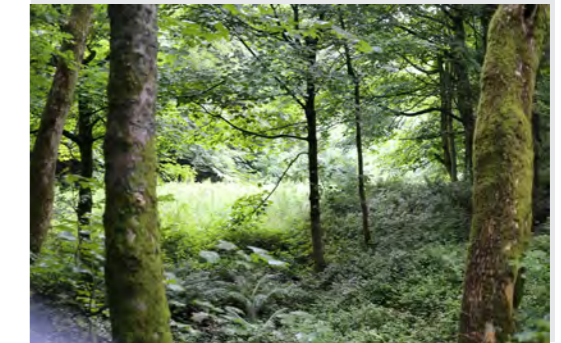
Screening of Substation required



Incorporate 'sensitive' car-parking within woodland



Enhancement of historical avenues and landscapes



Incorporate lower density lodges in young woodland areas



Retain and enhance valuable trees in Drumkinnon woodland



Screening enhancements to adjacent properties required



Management of vegetation within Drumkinnon Wood



Management of Bamboo species around Woodbank House



Enhancement of Loch Waterfront



Retain existing pathways, enhance with porous surfacing

6.4 Compensatory Woodland Planting Strategy

One of the core principles of the design has been to retain woodland, and retaining mature trees is key to giving the lodges an immediate woodland setting. However, due to the nature of the development there will be some loss of woodland which will require compensatory planting.

At PPiP stage, all designs are conceptual, so the following discussion about woodland planting is based upon a hypothetical model of the development

As a consequence, at this stage any quantities quoted are indicative, as more survey work will be required during the detailed design stages to ascertain the exact areas and numbers of trees affected. Nevertheless, there is a commitment to maximise new compensatory woodland planting within the development boundary. The following explains how this will be achieved.

Within the development boundary there is a total of 165895 m² of woodland of which 60500 m² is classed as long-established woodland of plantation origin (LEPO). In order to understand the potential effects of the development on woodland and LEPO, a number of calculations have been made based on the approach identified in the Design Statement. This considered the footprints of buildings, lodges, accesses and parking, and also identified areas within the woodlands which are not currently wooded.

Drumkinnon Wood

This comprises 73800 m² woodland within the development boundary of which 37000 m² is LEPO. The location of lodges proposed within this woodland has been heavily influenced by the available tree survey information, with the prominent trees along the western edge of the woodland retained and the majority of lodges located within glades. All lodges within LEPO woodland are located within existing glades.

In total, 6497 m² woodland has been identified within Drumkinnon Wood as being affected by development including lodges, accesses and parking, however 2379 m² is located within existing glades. This leaves 4118 m² of woodland affected by development, the majority of which is due to the parking adjacent to Pier Road, which requires compensatory planting.

Riverside

This includes the areas of woodland between Pier Road and the River Leven. This area is not classified as LEPO and no glade analysis was undertaken in this area. Proposed lodges have been located in the open areas between the woodland belts.

In total, 5533 m² woodland has been identified as being affected by development including lodges, accesses, parking, a SUDS area and riverside walkway. This area will require compensatory planting.

Woodbank

This area includes the woodlands surrounding Woodbank House and comprises 24685 m² woodland within the development boundary of which 23500 m² is LEPO. However, within the woodlands at Woodbank there are a number of areas which are not wooded. There is a large gravelled area within the LEPO which is not wooded, and the area of the previous walled garden is also void of woodland cover. Access and parking have been located in these areas to minimise the effects on the surrounding woodland.

In total, 2638 m² woodland has been identified as being affected by development including lodges, access and parking, however 1899 m² is located within the gravelled area, walled garden or within glades

which would not require tree removal. This leaves 739 m² of woodland affected by development which requires compensatory planting.

Other Areas

Other woodland within the development boundary includes 6360 m² of woodland at Pierhead and 15800 m² between Ben Lomond Way and old Luss Road. These areas are also affected by the development proposals. The Pierhead area which includes the apart-hotel and visitor centre affects all 6360 m² woodland, although a number of prominent trees along the waterfront are to be retained. The servicing area off Ben Lomond Way affects 1875 m².

Neither of these woodlands are LEPO, but would require compensatory planting totalling 8235 m².

Summary of Potential Woodland Loss

To summarise, the total potential woodland loss which requires compensatory planting is 18625 m². This equates to approx. 11% of the woodland within the development boundary, but only 1.6% of LEPO woodland within the development boundary would require removal. As stated, this is an approximate amount based on the current design at PPiP stage.

	Area of Woodland within Development Boundary	Area of LEPO within Development Boundary	Area of Woodland Affected by the Proposed Development	Area of LEPO Woodland Affected by the Proposed Development
Drumkinnon	73800 m ²	37000 m ²	4188 m ²	229 m ²
Woodbank	24685 m ²	23500 m ²	739 m ²	739 m ²
Riverside	41850 m ²	n/a	5533 m ²	n/a
Other	25560 m ²	n/a	8235 m ²	n/a
Totals	165895 m²	60500 m²	18625 m²	968 m²

Areas Available for Compensatory Planting

As well as identifying the areas of woodland affected by development, analysis has been undertaken to identify areas which could accommodate new planting. Due to the density of Drumkinnon Wood and presence of the INEOS pipeline, area for new planting are very limited and therefore areas for compensatory woodland concentrate on Woodbank and Riverside.

Woodbank offers the greatest scope for compensatory woodland planting. A block of approx. 13945 m² of new functional woodland could be created beside the proposed lodges along Old Luss Road and the existing woodland surrounding Woodbank House. This would be divided into two large blocks either side of Woodbank House.

In addition to new woodland, the existing woodlands retained at Woodbank would be managed and improved.

Between the existing woodland belts along the Riverside, approx. 5365 m² of woodland could be

created. These areas would form infill to the existing open spaces surrounding the proposed lodges and tying into the surrounding woodland blocks.

In total, 19310 m² has been identified within the development boundary which can accommodate woodland planting.

These are areas which could accommodate functional woodland, and not individual tree planting which would be incorporated into parking areas and around the apart-hotel and visitor centre. Those types of tree planting would be additional to these areas. The area proposed is greater than the area of woodland lost as a result of the proposed development.

Tree Species for New Planting

The species used for new woodland planting will have regard for the existing adjacent woodlands and existing species found within the development boundary.

Woodbank

The existing woodland comprises a mix of willow, ash, sycamore, silver birch and oak with a lower canopy layer of apple and cherry. New woodland planting in this area would predominately comprise oak (*Quercus*), ash (*Fraxinus*) and silver birch (*Betula pendula*) as the canopy layer to complement the existing woodland.

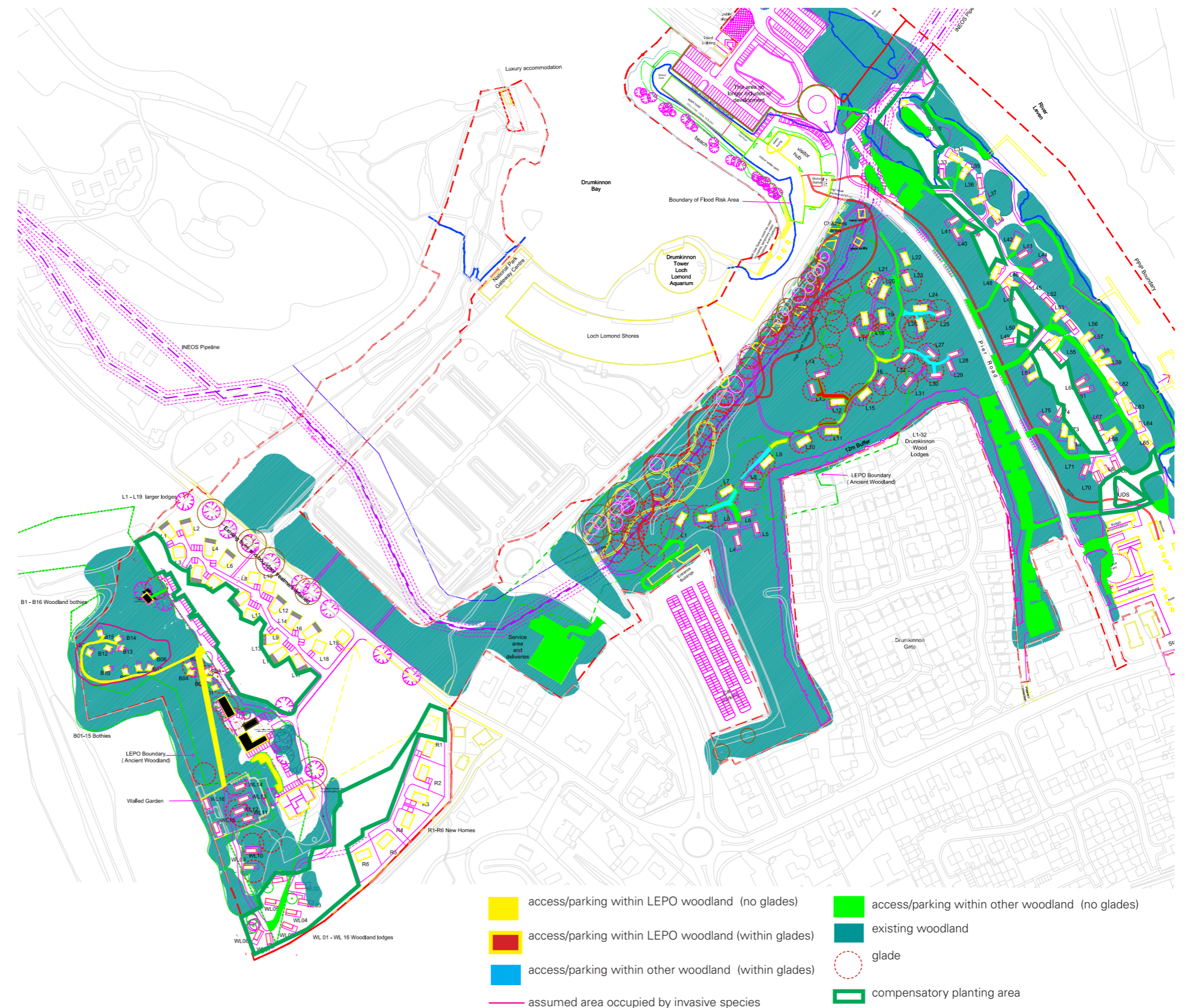
Ash is currently unavailable due to Ash Dieback which has restricted the sale of ash trees, and if this is still the case during construction then an appropriate replacement will be agreed. Some evergreen trees such as pine and yew would also be used to complement the existing planting around Woodbank House. The lower canopy would comprise native species such as cherry (*Prunus*), rowan (*Sorbus*), holly (*Ilex aquifolium*), hawthorn (*Crataegus monogyna*) and blackthorn (*Prunus spinosa*) to diversify the species in this area.

Riverside

Existing woodland in this area comprises a mix of sycamore, silver birch, Douglas fir, willow and beech. New woodland along the River Leven would be typical of a wet woodland with species such as birch (*Betula*), alder (*Alnus*), willow (*Salix*) and Pin Oak (*Quercus*) used to enhance and diversify the existing woodland areas.

Shrub layers would include damp tolerant and native species such as holly (*Ilex aquifolium*), hazel (*Corylus avellana*), elder (*Sambucus nigra*), blackthorn (*Prunus spinosa*) and hawthorn (*Crataegus monogyna*).

Illustration to show assumptions underlying hypothetical compensatory planting areas



6.5 Parameters plan

Design strategies for movement, landscape and neighbourhood character have been synthesised into an holistic parameters plan.

The main design components are as shown on the parameters plan on the following page, and as noted below :

Zone	Area	Proposed Use(s)	Key Parameters
Zone A: Station Square	1	Mixed Use: Food & Drink, Entertainment and Budget Accommodation	<ul style="list-style-type: none"> Brewery (max height 13m, 1200 sqm total floor area including 300 sqm pub) Restaurant (max height – 9m, floor area 150 sqm) Amphitheatre - temporary tented structure (max height 8m; capacity – Flamingo Land to advise) Budget accommodation (32 max bed spaces, 12m max height)
	2	Tourist Information Services and Public Realm	<ul style="list-style-type: none"> Refurbished tourist office to include bike hire, commercial and site management uses Enhanced [public square adjacent to tourist office
Zone B: Riverfront	3a	Woodland with Forest Lodges and Recreational Facilities	<ul style="list-style-type: none"> Up to max No. 43 single storey forest lodges within woodland Picnic, BBQ and Play Areas in woodland pockets Path network (incorporates John Muir Way (JMW) as part of new/enhanced riverside walkway)
	4a	Managed Woodland with SUDs	<ul style="list-style-type: none"> Existing woodland retained and managed 2 SUDS attenuation areas: <ul style="list-style-type: none"> Area 1 – treatment of surface water from upgraded section of Pier Road and adjacent car park. Area 2 – treatment of surface water from reconfigured Pierhead Car Park and roof runoff from Pierhead Visitor Destination
Zone C: Pierhead	5	Pierhead Visitor Destination	<ul style="list-style-type: none"> Apart Hotel (max 60 bedrooms, height varies with a maximum of 24m) Water Park (max 24m height of structures) Restaurant/Bar (max 150 sqm, incorporated into aparthotel/water park) Visitor Hub (indoor rides, storage & office uses, height varies but max 24m)
	6	Visitor attraction and carpark	<ul style="list-style-type: none"> Details subject to future planning
	7	Multi-User Public Realm	<ul style="list-style-type: none"> High quality hard landscape public realm with capacity for temporary visitor attraction uses
Zone D: Drumkinnon Wood & Bay	8	Woodland Visitor Attractions	<ul style="list-style-type: none"> Children’s Play Area Adventure themed rides and walkways (all installations below tree canopy, max height at entry points up to 12m) Targeted development to retain and improve existing woodland Retention of above ground Petroineos pipeline infrastructure
		Woodland with Forest Lodges	<ul style="list-style-type: none"> Up to max No. 32 single storey forest lodges within woodland Path network
		Site Entrance Building(s)	<ul style="list-style-type: none"> Security, management & ticketing (5m max height above adjacent car park)
	4b	Managed Woodland	<ul style="list-style-type: none"> New pedestrian path networks Existing woodland retained and managed
	10	Staff & Service Area	<ul style="list-style-type: none"> Deliveries, storage, management, welfare and security uses (8m max height)
	3c	Boathouse	<ul style="list-style-type: none"> Small-scale water compatible use Access by boat
	11	Buffer Zone	<ul style="list-style-type: none"> 12m stand-off between existing dwellings at Drumkinnon Gate and proposed development No development

Zone E: Woodbank	12	Residential	<ul style="list-style-type: none"> Up to No.6 low density residential dwellings 																														
	13	Heritage	<ul style="list-style-type: none"> Woodbank House conserved and converted into 15no mew falts Woodbank House ancillary buildings (including stables and bothy) conserved and converted into 6 no new self catering holiday properties Woodland planting extended 																														
	3d	Visitor Accommodation	<ul style="list-style-type: none"> 19no larger lodges within existing field Path network 15 no Woodland bothies 16 no woodland lodges 																														
Overarching Components <i>(Internal access, utilities and drainage to be confirmed at detailed design stage)</i>		New Car Parking	<p>WOODBANK PARKING SPACES</p> <table border="1"> <thead> <tr> <th>Location</th> <th>No.</th> </tr> </thead> <tbody> <tr> <td>Woodbank (beside 19no larger lodges)</td> <td>38</td> </tr> <tr> <td>Woodbank House (15 flats)</td> <td>23</td> </tr> <tr> <td>Woodbank (residential)</td> <td>12</td> </tr> <tr> <td>Woodbank (ancillary buildings - 6no holiday accom)</td> <td>11</td> </tr> <tr> <td>Woodbank (15 no woodland bothies)</td> <td>23</td> </tr> <tr> <td>Woodbank (16 no larger woodland lodges)</td> <td>32</td> </tr> <tr> <td>WOODBANK TOTAL</td> <td>139</td> </tr> </tbody> </table> <p>WEST RIVERSIDE PARKING SPACES</p> <table border="1"> <thead> <tr> <th>Location</th> <th>No.</th> </tr> </thead> <tbody> <tr> <td>Staff and services area</td> <td>34</td> </tr> <tr> <td>Pierhead accessible parking</td> <td>24</td> </tr> <tr> <td>Pierhead woodland parking</td> <td>85</td> </tr> <tr> <td>Pier Road (option)</td> <td></td> </tr> <tr> <td>Station Square</td> <td>109</td> </tr> <tr> <td>WEST RIVERSIDE TOTAL</td> <td>252</td> </tr> </tbody> </table>	Location	No.	Woodbank (beside 19no larger lodges)	38	Woodbank House (15 flats)	23	Woodbank (residential)	12	Woodbank (ancillary buildings - 6no holiday accom)	11	Woodbank (15 no woodland bothies)	23	Woodbank (16 no larger woodland lodges)	32	WOODBANK TOTAL	139	Location	No.	Staff and services area	34	Pierhead accessible parking	24	Pierhead woodland parking	85	Pier Road (option)		Station Square	109	WEST RIVERSIDE TOTAL	252
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	Site Vehicular/Boat Access Points	<ul style="list-style-type: none"> 10no vehicular access points 1 no boat access point 																															
	Indicative Pedestrian/cycle linkages (capable of use by emergency vehicles)	<ul style="list-style-type: none"> As drawing 																															
	Indicative Pedestrian/cycle linkages	<ul style="list-style-type: none"> As drawing 																															
	Monorail	<ul style="list-style-type: none"> Station Square to Pierhead through Zones A, B and C (max height 3.5m rising to 5.5m above vehicular access roads) Monorail Stations in Zone A at ground level & Zone C in Apart-Hotel Monorail alignment subject to detailed design 																															

06 PROJECT DEVELOPMENT DESIGN SOLUTIONS PARAMETERS PLAN



SECTION 07

07





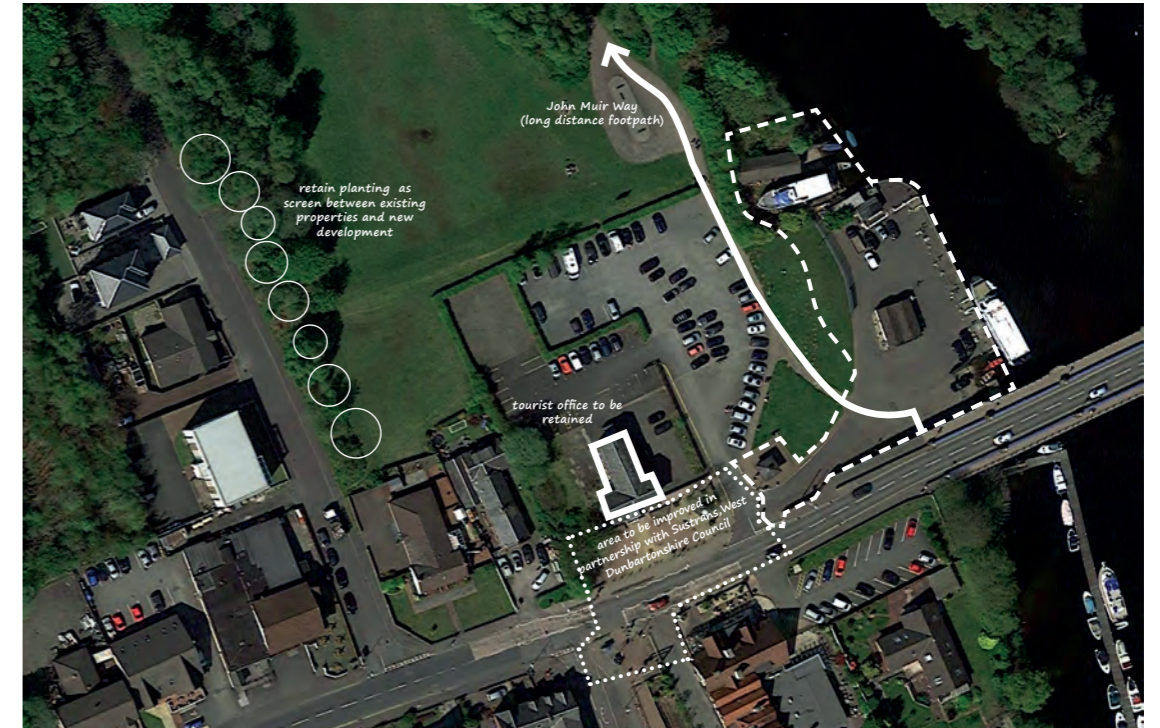
SECTION 07
**PARAMETER PLAN ZONES AND
DESIGN PRINCIPLES**

7.1. PARAMETERS PLAN ZONE A: STATION SQUARE

Location



Context



Design development

Design concepts for this Zone are based upon ideas within the Balloch Charrette. These include:

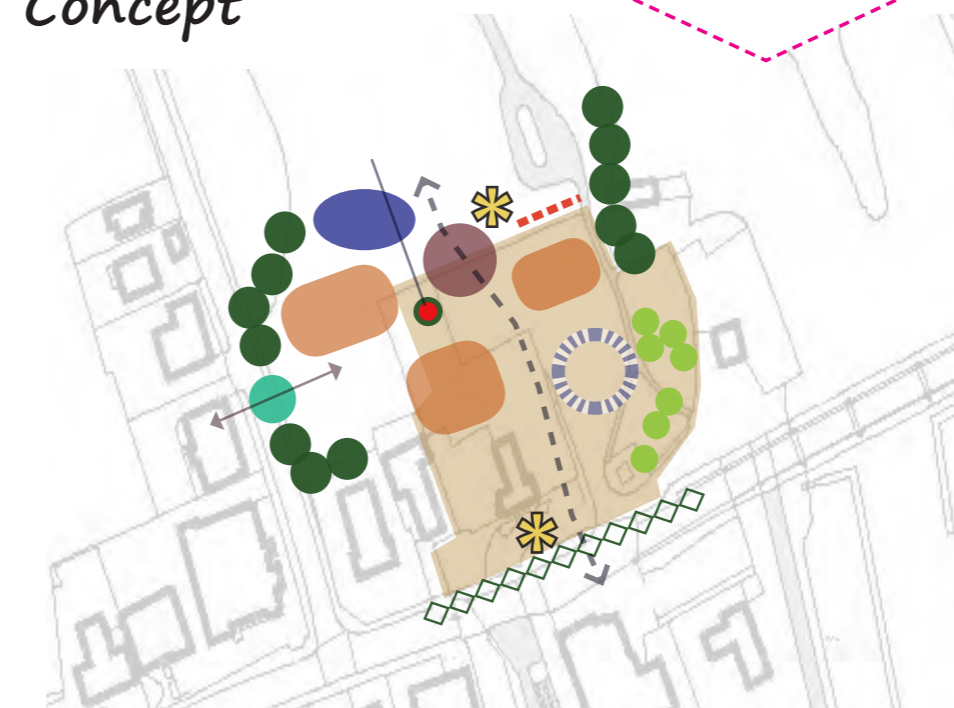
- a pedestrian priority space which provides a high-quality setting for the tourist information centre
- new buildings to create frontage and activity together with a sense of enclosure
- strong wayfinding and visitor orientation with parking located away from the proposed "Station Square"

Following the Balloch Charrette, Sustrans have developed Balloch-wide public realm proposals in more detail. (refer Section 2.6).

These have included outline proposals for a small, coordinated area of public realm which is partially located in the PpiP site(within an area in front of the tourist office currently owned by Scottish Enterprise, which will be purchased by Flamingo Land), but which also comprises Balloch Road and the railway station. There are a number of other landowners involved with the potential redevelopment of this area including principally Abellio and West Dunbartonshire Council. Ongoing, detailed design of Zone A: Station Square will take Sustran's outline proposals into account.

Sweeney Cruises are located adjacent to Zone A: Station Square and are seeking to redevelop their existing facilities to provide improved office space, a boathouse/workshop and a new access route. It is proposed to coordinate materials, construction details and massing across the Zone A: Station Square and Sweeney Cruises areas, achieved through further contact with Sweeney Cruises as proposals are developed in more detail.

Concept



KEY

- ← - - - → New pedestrian footpath
- ● ● Enhancement of current planting
- Mixed use developments
- ↔ Proposed vehicle access points
- ✱ Key gateway nodes
- Location for SUDS feature
- ● ● New amenity landscape areas
- Monorail location
- Enhanced pedestrian gateway
- - - - - Removal of existing footpath access
- ◇ ◇ ◇ Enhance streetscape
- ⊙ Amphitheatre space
- Enhanced public realm space

7.1. PARAMETERS PLAN ZONE A: STATION SQUARE

Description

Zone A: Station Square is intended as a lively destination for people arriving by train and on foot from the wider Balloch area. It will be better connected to the station by a new, high quality public space designed to integrate with the other town centre locations which have been redesigned by Sustrans and West Dunbartonshire Council, following the Balloch Charrette.

It will provide a series of interconnected, animated, small scale spaces enclosed by buildings with a "town centre" scale, which are adaptable for a number of events. They will provide external spill out from internal building uses, where people will feel comfortable sitting outside to enjoy a drink or snack, while watching an outdoor performance.

The existing tourist office will be retained and the range of services on offer will be extended to include a shop, ticketing area for the new Iconic Leisure development, bike hire and repair, a craft brewery, bar and cafe.

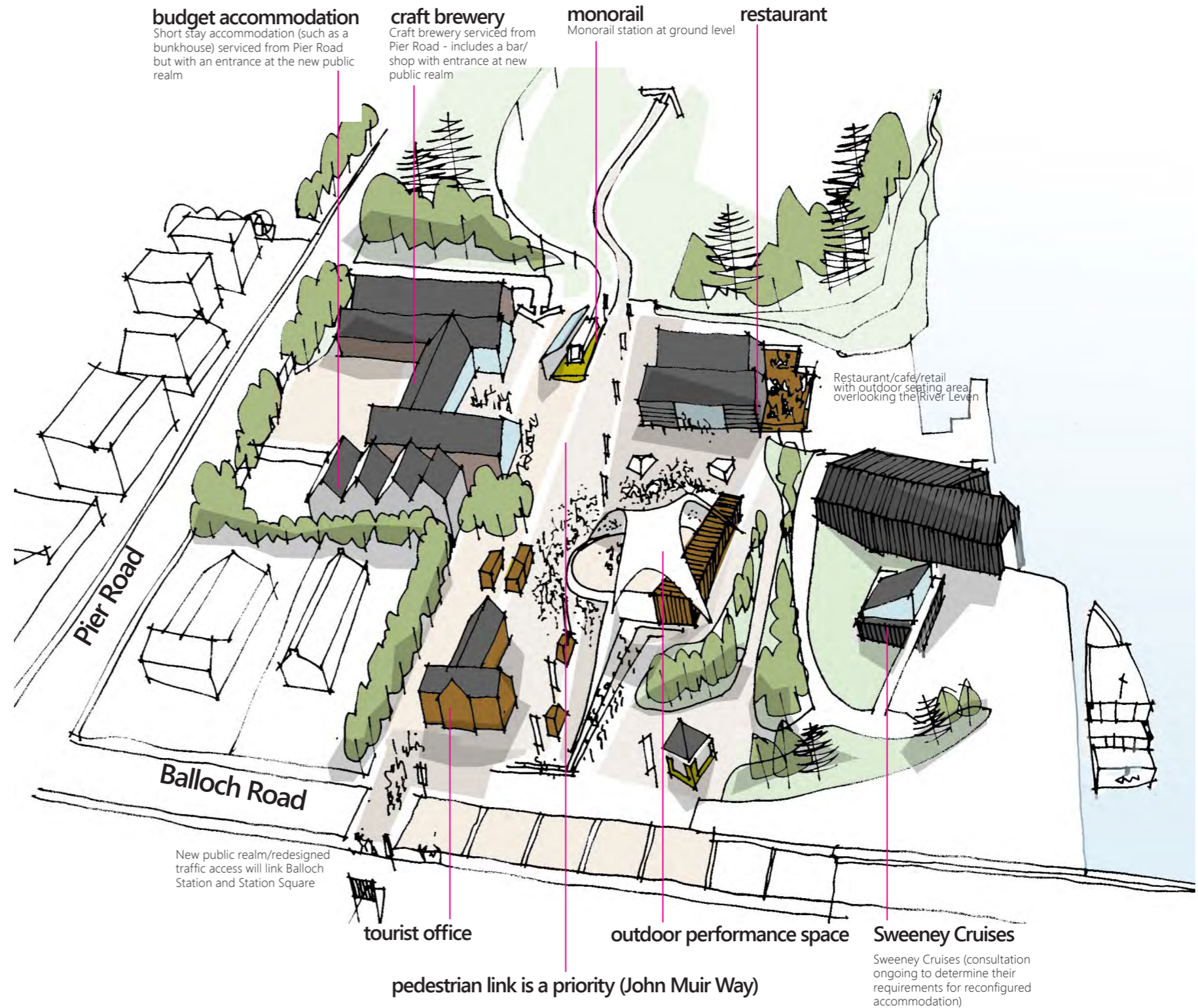
Rather than developing a pastiche of a typical rural village, we propose to base the character of built form in this area on its heritage as a transport hub for trains and tourists. Development character will be based on robust historic buildings - such as railway and dockland sheds - which have simple proportions and details and a restricted palette of materials.

The soft and hard landscape in this area will be designed to enhance the existing tree planting in the public realm to include a greater mix of native trees and ornamental varieties to define the village square. It will include decorative lighting and bespoke art works and strengthen the streetscape frontage along Balloch Road.

Station Square and the Pierhead will be linked by a footpath - the route of the John Muir Way - and by a high-level monorail which will provide good views of the river and the wider landscape while minimising its impact on its setting.

Although there is parking, it will be located further along Pier Road, so that Station Square can function as a 'pedestrian only' space which acts a gateway to the wider West Riverside area, encouraging movement towards the Pierhead and Loch Lomond Shores, and both to and from Sweeney Cruises, who are located immediately close by. This will help to minimise unnecessary traffic over Balloch Bridge and the wider village to the east.

Artist's impression



7.1. PARAMETERS PLAN ZONE A: STATION SQUARE

Character

ARCHITECTURE



view from craft brewery showing animated and lively public space



Precedent: Baynes and Mitchell Architects' Chatham dockyard project



Precedent: Hawkshead Brewery: Cumbria

FURNITURE



Traditional dry stone enclosures



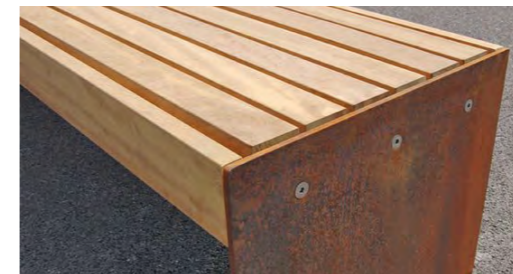
Timber bollards



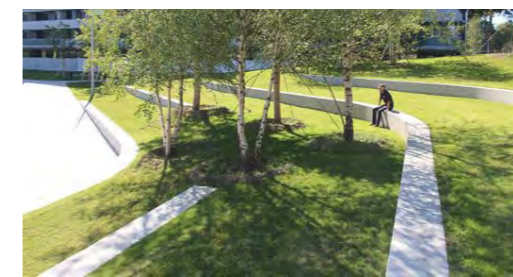
Litter bins



Concrete/ stone etched elements

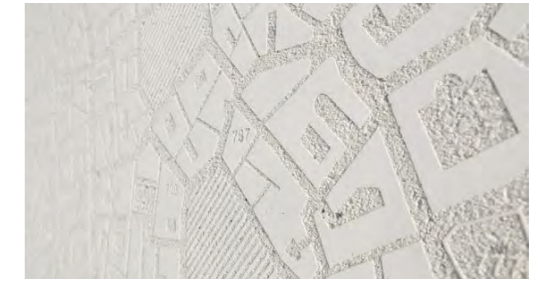


Chunky Rustic timber and steel benches



Chunky natural stone seating steps

SURFACING



Concrete etched with local references



Areas of timber decking

ART



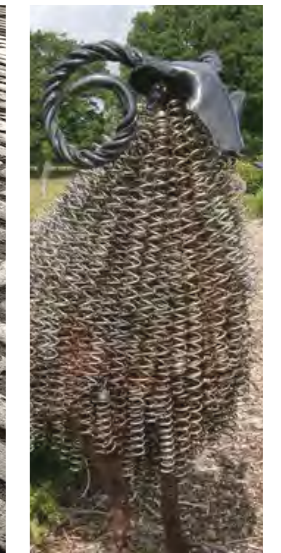
Cycle hubs



Decorative wayfinding pieces




















Local history and culture



Celebrating local context

7.1. PARAMETERS PLAN ZONE A: STATION SQUARE

Character

<p>SPECIAL FEATURES</p>  <p>Referencing trainline past</p>  <p>Robust tree planters / seating integrated</p>	<p>LIGHTING</p>  <p>Attrctive lighting</p>  <p>Low level light posts</p> <p>SIGNAGE</p>  <p>Map / wayfinding signage</p>  <p>Lighting columns</p>  <p>Gateway signage</p>  <p>Information signage</p>	<p>SOFT ELEMENTS</p>          <p>PLANTING</p> <ul style="list-style-type: none"> Enhance existing tree planting in the public realm to include a greater mix of native trees and ornamental varieties to define the village square. Species such as : Oak, Hornbeam, Gingko and Liquidambar. Introduce hardy ornamental species of shrubs with year round interest to enhance the space, such as: Elaeagnus 'Quicksilver', Berberis, Pittosporum tenuifolium, hebe, Viburnum x bodnantense, Develop planting plans to include hardy species grasses and ornamental ground cover that enhance the public space, such as: Festuca amethystina, Miscanthus nepalensis, Sporobolus heterolepis, Sedum telephium, Stachys byzantina, Lychnis coronaria, Rudbeckia, Verbena bonariensis, Euphorbia
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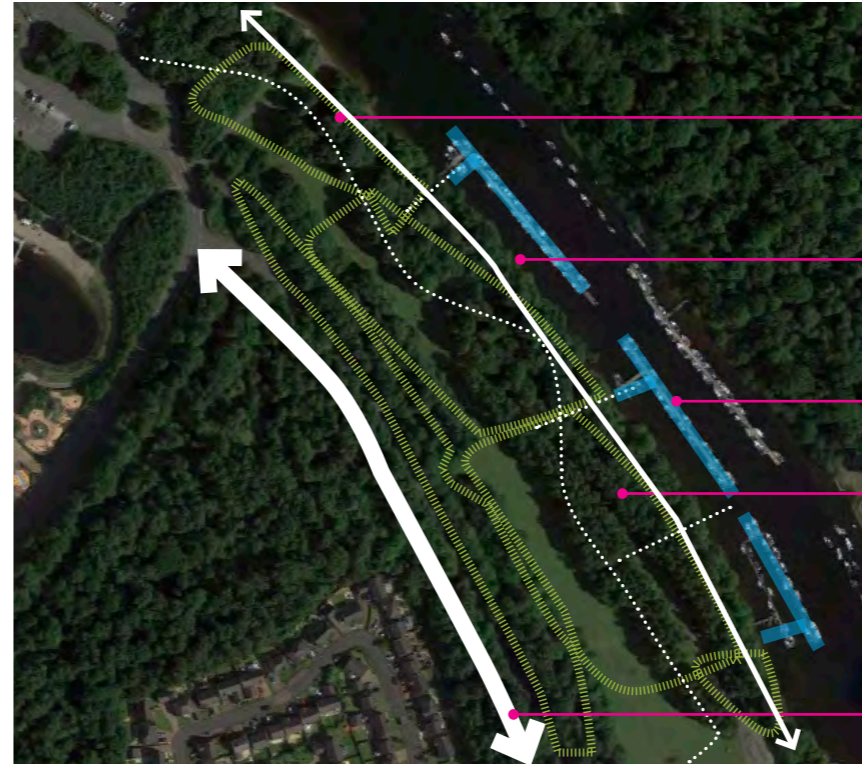
7.2. ZONE B RIVERFRONT

Location



Zone B: Riverfront

Context



recently established good quality woodland can be expanded and used to screen new development

riverside walkway provides new views towards River Leven

access to existing moorings to be retained

public access to an improved path network

traffic calming at Pier Road

Design development

We arrived at our final design proposals for this area after exploring other design options which were based upon feedback from the Balloch Charrette report and our landscape analysis. These design options were assessed by the technical team and contact was made with key stakeholders to determine if they would support these development strategies.

Design options were generated which included proposals within the Balloch Charrette. Those which were assessed but were not considered viable included:

- A new pedestrian and cycle bridge across the River Leven connecting the Pierhead area and Balloch Castle Country Park. West Dunbartonshire Council are responsible for the maintenance and development of Balloch Country Park. They confirmed that they were unable to provide any financial or practical support for a new bridge across the Leven.
- A continuous riverside walkway incorporating a boardwalk and a series of smaller -scale visitor destinations. The river edge sits within an area identified as at risk of flooding but SEPA have advised that they would not support development of any kind within the riparian flood zone. Although development is not possible directly beside the river, an enhanced Riverside Walkway will improve access to Loch Lomond Shores and provide a route for the John Muir Way.

Concept



KEY

- ← → Pedestrian routes including the John Muir Way
- Enhance Buffer planting
- Improved crossings
- Enhanced pedestrian gateway
- Holiday Lodges (notional numbers and locations)
- ↔ Retain shared route for emergency access
- Enhance access to beach front
- Children informal play spaces
- Monorail location
- BBQ areas
- New woodland parking area
- Art installations
- Existing woodland managed
- Location for SUDS features
- New and enhanced woodland planting

Description

New development in this area is intended to retain and enhance its original landscape setting.

Forest Lodges

Small pockets of holiday lodges will be sensitivity integrated into the existing woodland, through the removal of unhealthy or short-lived trees to create space for development. These will be screened by existing and new planting. Lodges will be small in scale and will be constructed of natural materials that are in keeping with their woodland setting. They will be designed to minimise any new building platforms, and to retain as many existing trees as possible.

These lodges will be accessible by foot or golf buggy only along public access ways, utilising discrete, attractive signage to discourage public access into more private areas. There will be no vehicular access, although paths will be able to accommodate occasional use by emergency vehicles.

Woodland and landscape setting

An existing, grassy corridor runs between denser woodland bordered by the River Leven to the East and Pier Road to the West. This corridor will be the location for new woodland planting which will enhance the setting for lodges and provide compensatory planting for woodland removal elsewhere.

A new/enhanced Riverside Walkway will form a section of the John Muir Way. It will be designed to encourage visitors to move towards Loch Lomond Shores and the new Pierhead and will be well lit and supervised and will incorporate picnic/seating areas and play areas.

A tree top monorail will run alongside Pier Road

Recreational facilities

The design of picnic areas and play areas will be inspired by local flora and fauna, and will provide spaces for natural, informal play.

Pedestrian access will be retained to existing pontoons managed by local boating clubs, where smaller recreational boats are already moored

Woodland development strategy

A management plan will be put in place so that existing woodland is properly managed and wherever possible improved, in order to promote biodiversity and provide a habitat for wildlife. Woodland management will:

- enhance tree planting along the River Leven with species typical of a wet woodland such as Birch, Alder and Willow and Pin Oak.
- encourage a greater mix of native trees within the canopy.
- improve shrub layers through planting of damp tolerant and native species such as Ilex aquifolium, Corylus avellana, Sambucus nigra, Prunus spinosa, Crataegus monogyna,
- promote the growth of ground cover species such as marsh marigold, marsh fern and greater tussock sedge.
- enhance the conditions needed for the growth of spongy mosses and liverworts such as retaining dead wood and damp bark.

Artist's impression



7.0 PROJECT DEVELOPMENT PARAMETER PLAN ZONES AND DESIGN PRINCIPLES

SPECIAL FEATURES



Undulating Landforms

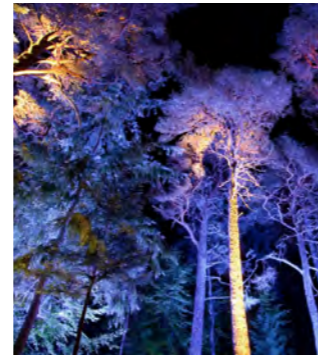


Lodges to suit woodland setting



High-line monorail through the woodland

LIGHTING



Mood lighting of Mature trees



Light posts along key routes



Low Timber lighting posts

SIGNAGE

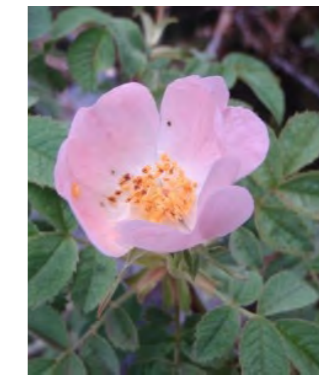


Wayfinding signage



Information signage

SOFT ELEMENTS



PLANTING

- Enhance tree planting along the River Leven with species typical of a wet woodland such as Birch, Alder and Willow and Pin Oak. Encourage a greater mix of native trees within the canopy.
- Shrub layers to be improved through planting of damp tolerant and native species such as Ilex aquifolium, Corylus avellana, Sambucus nigra, Prunus spinosa, Crataegus monogyna, Viburnum opulus.
- Promote the growth of ground cover species such as marsh marigold, marsh fern and greater tussock sedge.
- Enhance the conditions needed for the growth of spongy mosses and liverworts such as retaining dead wood and damp bark.

7.0 PROJECT DEVELOPMENT PARAMETER PLAN ZONES AND DESIGN PRINCIPLES

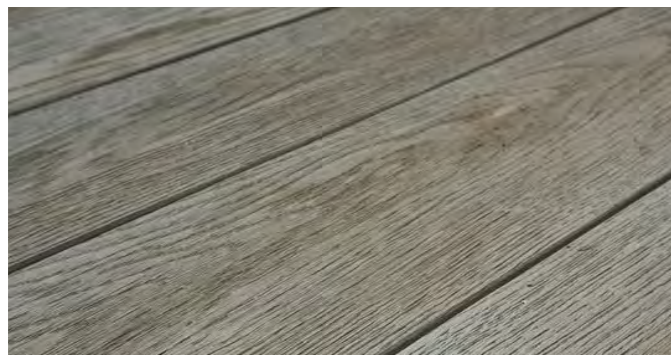
SURFACING



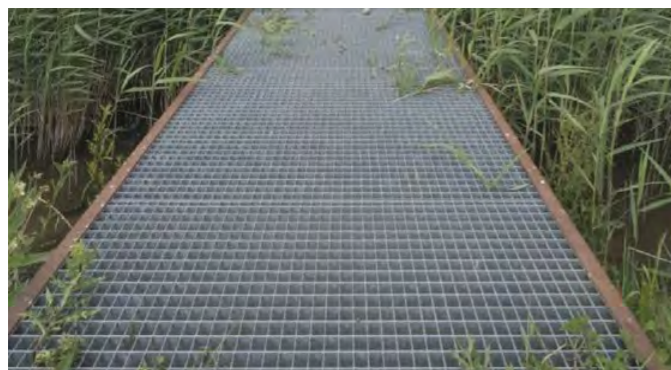
Robust self-binding Gravel



Asphalt along key access routes



Composite timber deck for lodges



Mesh grated pathways through SUD's areas

FURNITURE



Communal event pods buried in the landscape



BBQ / fire pits



Timber cycle logs



Timber bins



Reclaimed timber picnic benches



Natural Play Features



Chunky Rustic timber seating, reclaimed wood



Timber fence detail



Habitat homes



Bird Boxes

ART



Landscape Art Installations



Stumpery - dead forest

7.3. ZONE C PIERHEAD



Context: summary



Constraints: summary



Constraints; key

- ineos pipeline
- designated woodlands
- significant trees
- flood risk area 1 in 500 years
- ownership currently outwith Flamingo Land
- John Muir Way

Design development

Final design proposals for this area were developed through a number of design options based upon a thorough landscape analysis. These were assessed by the technical team in order to respond to the issues noted below:

The **Balloch Charrette** identifies the pier head as a potential 'multifunctional' area which both services existing slipway users and contributes to Balloch's visitor experience. Design concepts were therefore developed with reference to the Charrette report which suggests:

- Making the most of views out towards the water
- Coordination of designs for existing and proposed facilities

Sense of Place: Existing parking areas are utilitarian and recent woodland planting has been designed to screen

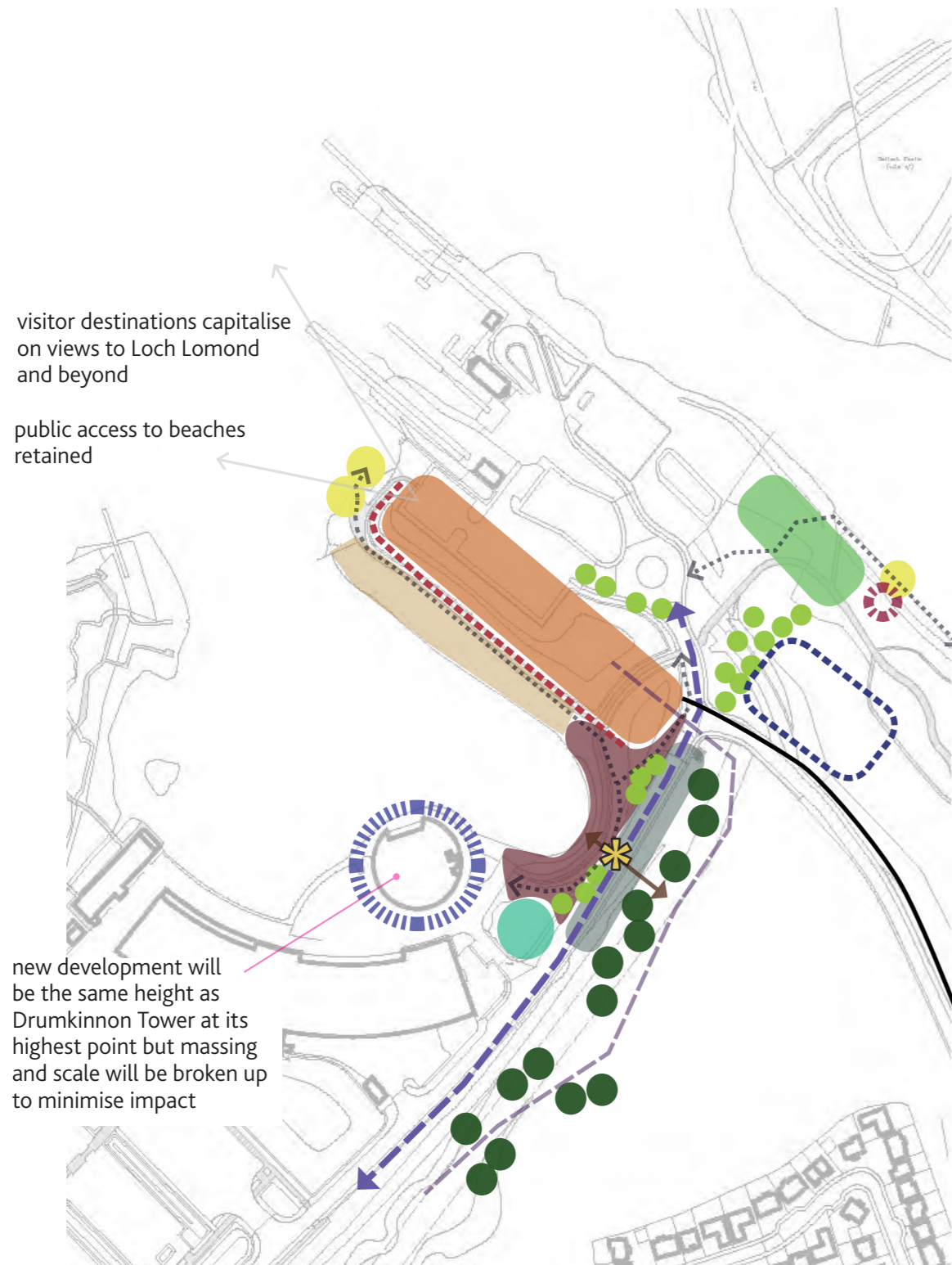
views of parking spaces. As a consequence, visitor's perceptions are of an area without its own special, interesting character. The proposed Design Strategy for this area focusses on providing a new Pierhead development which forms a 'gateway' or travellers from Balloch – enhancing the current beach front and improving the quality of the space.

SEPA have advised that they will not support development within the River Leven flood risk area, but would be prepared to consider development in the area at risk of flooding from Loch Lomond provided that compensatory flood storage is put in place and proposed finished floor levels set at the same as Loch Lomond Shores as a minimum to provide flood immunity from the as modelled 1:200 Year + Climate Change event.

The development of future pierhead structures is therefore limited to areas immediately adjacent to Loch Lomond with minimal impact on the flood risk area.

Feedback from community consultation events determined that a smaller area of existing beach to the north west of the pier head is all that remains of the original Loch Lomond shoreline before the creation of the new lagoon associated with Loch Lomond Shores. Local residents are keen to retain access to this area, so proposals accommodate this.

7.3. ZONE C PIERHEAD



Concept

KEY	
	Enhance Pedestrian routes
	Protect and enhance mature trees
	Visitor destination
	Proposed visual / physical connection
	Key gateway nodes
	Retain beach front
	Enhance planting treatments
	Enhance hard landscape points
	Enhance children's play
	Active edge treatment
	High treetop walk
	Shared space / traffic calming
	Proposed Car-park
	Complement existing character
	Strengthen connection to public space
	introduce children's play
	Enhance quiet beach-front
	Introduce SUD's
	Monorail

Description

This is intended as the location for a significant new destination which will attract new visitors, as well as enhancing and improving the experience for people currently visiting Loch Lomond Shores.

The current provision of parking spaces and slipway access for boat users will not be affected by new development Public access to the existing beach will also be retained.

There are opportunities to increase footfall and animation for this part of the Loch, by enhancing the current beach front and improving the quality of the space.

Landscape proposals are intended to complement the existing landscape character of this part of Loch Lomond, while improving visitors' enjoyment of outdoor spaces. A series of flexible outdoor spaces are proposed which can provide a potential setting for a range of activities including viewing points, play areas and seating opportunities along the water edge.

The design of external spaces will reflect local heritage and vernacular architecture. Proposed improvements include:

- Rationalising street furniture throughout the space, utilising high quality, robust and cost-effective solutions.
- Enhancing existing tree planting along the waterfront spaces with species typical of exposed conditions such as Scots pine, Rowan, Poplar and Birch. Encourage a greater mix of native trees within the canopy.
- Introducing hardy species of shrubs tolerant of exposed conditions, such as: Mahonia, forsythia x intermedia, Syringa, Corylus avellana, Hippophae rhamnoides, Buddleja davidii and Cotinus coggygria. These offer seasonal and biodiversity interest to the spaces.
- Developing planting plans to include hardy species grasses and ornamental ground cover tolerant of exposed conditions, such as: Festuca amethystina, Miscanthus nepalensis, Sporobolus heterolepis, Sedum telephium, Stachys byzantina, Kniphofia, Euryops pectinatus, Echium pininana, Crocosmia and Euphorbia.

The new visitor destination will be designed as a "gateway" to the pierhead area and will signal that this is a special, interesting and exciting place. Wayfinding and branding will be improved throughout the space.

Better connected footpaths and cycleways are proposed from Balloch town centre and Loch Lomond Shores, together with an overhead monorail system suitable for those who are less able. Shared space treatment and traffic calming will be provided at key crossing points at existing roads.

Enhanced woodland planting is proposed at the River Leven to provide a setting for an improved Riverside Walkway.

Traffic management and parking:

New parking will be provided with some parking spaces plus a drop-off area located directly beside the new Pierhead building, with others located within an informal, enhanced woodland setting to the east of the existing roundabout.

Woodland parking will be designed to comply with SNH Parking Guidance (Car Parks in the Countryside: 1996) with smaller pockets of parking set within gaps in enhanced woodland planting in order to screen parking areas. This has the potential to be the location for a future iconic leisure destination.

7.3. ZONE C PIERHEAD

Visitor destination:

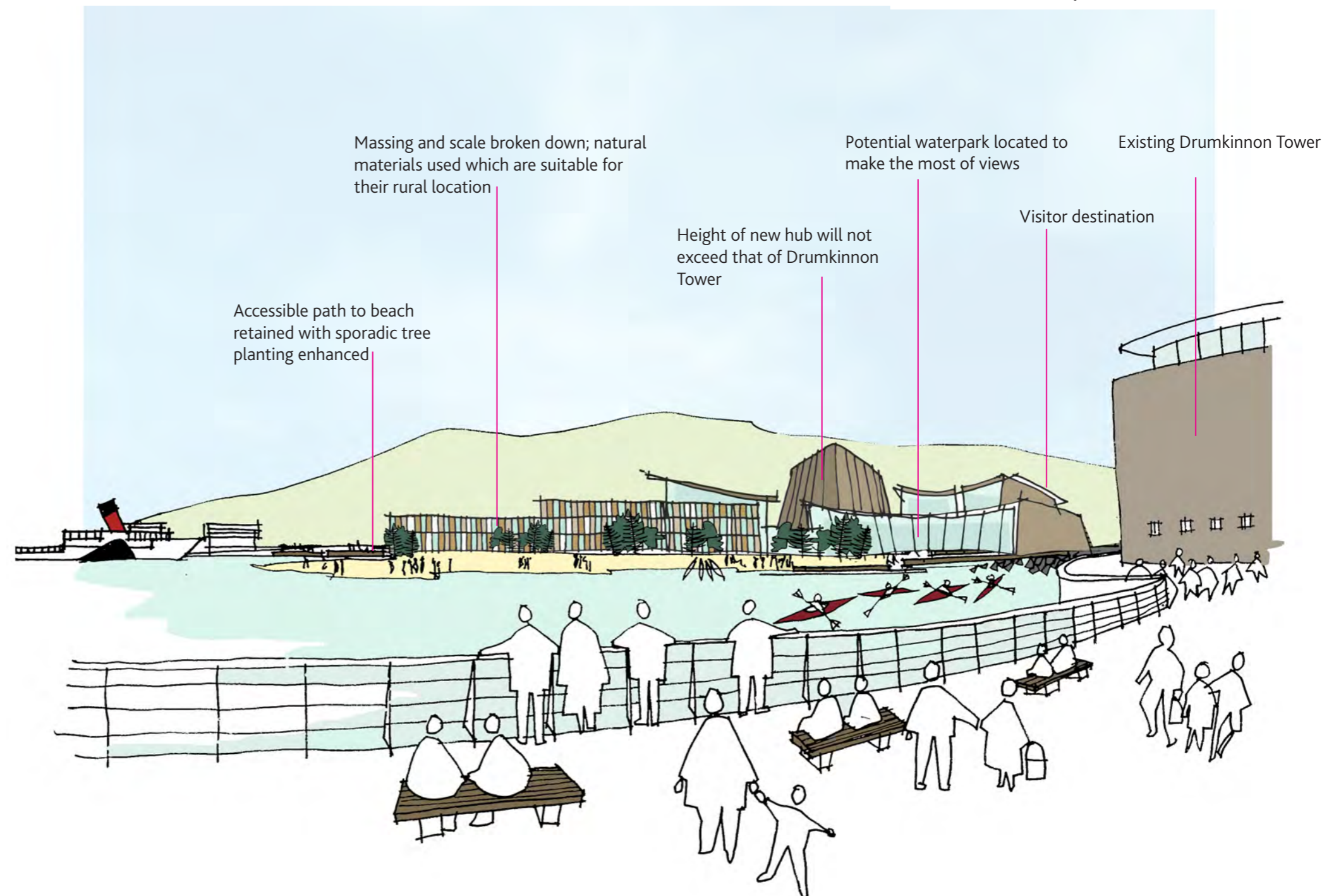
A new visitor destination will be located to focus on iconic views across Loch Lomond. Its impact on existing pierhead users will be minimised as visitors will be encouraged to walk past Loch Lomond Shores, or to travel through the existing woodland by monorail.

It will be designed to suit its rural location but will share the same scale as Loch Lomond Shores with some elements reaching the same height as Drumkinnon Tower. New development will be focussed on iconic views across Loch Lomond with a viewing deck overlooking the loch utilising the iconic views.

The new visitor destination will include:

- a family friendly indoor water park and spa, linked to outdoor pools, seating and decking areas. These will capitalise on views to Loch Lomond and beyond
- a visitor hub with indoor visitor destinations, including those for smaller (age 5 to 9) children plus facilities to support outdoor water-based activities.
- first floor level access for monorail from Station Square
- a 60 bedroom apart-hotel with remote parking (pierhead parking retained for slipway users and the Maid of the Loch).
- a family friendly restaurant/cafe linked to the water park and apart-hotel.

Artist's impression



Pierhead Character

ARCHITECTURE



FURNITURE



Timber faced step seating



Timber bollards



Timber bins



Chunky Rustic timber seating, reclaimed wood



Cycle parking

SPECIAL FEATURES



Children water play spaces



SUD's planted strips within hard landscape areas

SURFACING



Concrete Banding



Beach front



Tumbled stone setts



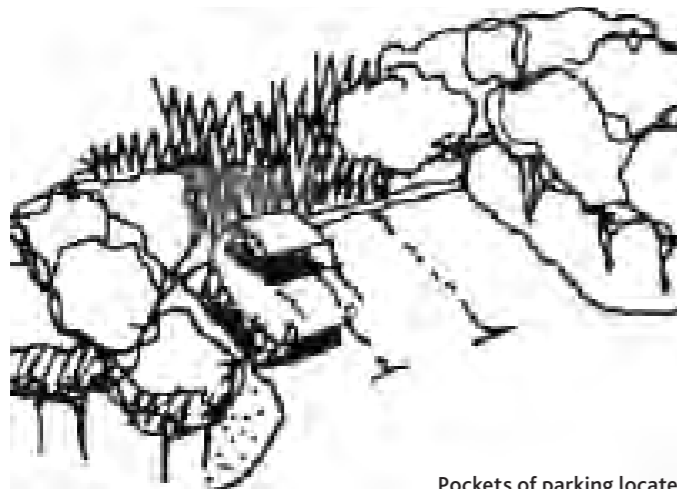
Composite timber

Pierhead Character

PARKING



A range of types of hard surfacing



Pockets of parking located in woodland setting

LIGHTING



Lighting Columns



Timber feature light posts



Low level light posts

SIGNAGE



Trail Markers



Information signage

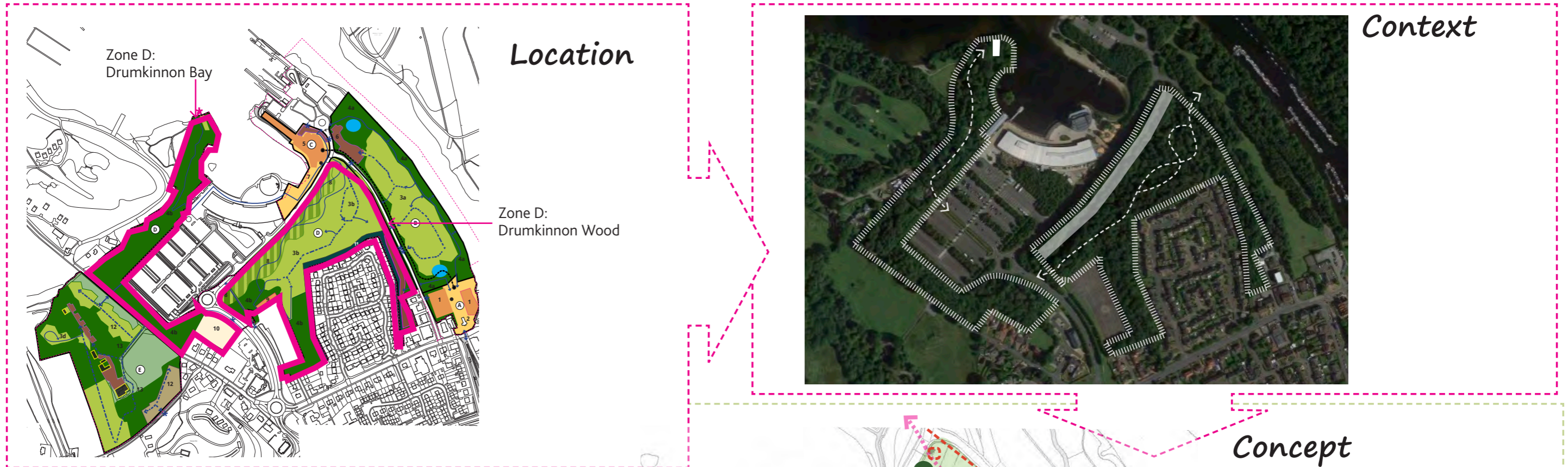
SOFT ELEMENTS



PLANTING

- Enhance existing tree planting along the waterfront spaces with species typical of exposed conditions such as Scots pine, Rowan, Poplar and Birch. Encourage a greater mix of native trees within the canopy.
- Introduce hardy species of shrubs tolerant of exposed conditions, such as: Mahonia, forsythia x intermedia, Syringa, Corylus avellana, Hippophae rhamnoides, Buddleja davidii and Cotinus coggygia. These offer seasonal and biodiversity interest to the spaces.
- Develop planting plans to include hardy species grasses and ornamental ground cover tolerant of exposed conditions, such as: Festuca amethystina, Miscanthus nepalensis, Sporobolus heterolepis, Sedum telephium, Stachys byzantina, Kniphofia, Euryops pectinatus, Echium pininana, Crocosmia and Euphorbia.

7.4 ZONE D: DRUMKINNON WOOD AND BAY



Design Development

Design concepts for this area of the site are based upon a thorough landscape analysis. At the outset of the design process, a review of existing information sources confirmed that some areas within Drumkinnon Woods are located within SNH designated areas of “Long Established Woodlands of plantation origin” and included in the Ancient Woodland Inventory.

Despite its special designation, some existing ancient woodland has already been disturbed or reduced in size as a result of:

- INEOS pipeline installation (in the 50s/60s)
- Recently constructed housing development at Drumkinnon Gate.
- Road access and car parking to Loch Lomond Shores
- Location of various businesses in woodland to the north of Loch Lomond Shores
- Planting or spread of exotic tree species and shrubs as well as invasive plant species

Design strategies for this area aim to celebrate and protect existing woodland, wildlife and significant trees, and the character of any new development will be dependent on, and derived from, the retention of the existing, welcoming woodland setting.

Design concepts for this area are also aligned with feedback from PAN consultation events. They include:

- A proposed buffer zone at Drumkinnon Gate to minimise the impact of new development beside existing homes
- Publicly accessible pedestrian access retained throughout Drumkinnon Wood, with vehicular access for emergency vehicles only



7.4 ZONE D: DRUMKINNON WOOD AND BAY

Artist's impression

SKETCH SECTION THROUGH TYPICAL WOODLAND FOOTPATH



- ← cluster of lodges constructed to minimise impact on woodland
- ×× woodland planting improved and consolidated where possible to provide screening between lodges and footpath
- ×× path for pedestrians, cyclists, buggies and occasional emergency vehicles with narrower running surface + additional low impact porous surface colonised with none woody woodland flora. to create a running surface of total width 3.8 metres
- × low level lighting

Description

Some very carefully sited components, which are sympathetic to their setting and which incorporate minimal or innovative sustainable infrastructure, will be sited in woodland areas.

Woodland setting retained

Woodland will be managed to enhance the existing ecology and ground flora by thinning out trees, consequently allowing more sunlight to reach the woodland floor. Existing tree and shrub planting will be enhanced throughout the mature woodland, with the introduction of

- additional native British species to further enrich the space (Rowan, Oak and Lime, Hornbeam, Ilex aquifolium, Ligustrum vulgare, Rosa canina, Viburnum

lantana, Cornus sanguinea, Sambucus nigra, Prunus spinosa, Crataegus monogyna).

- Native bulb planting such as bluebells.

A woodland management plan will be put in place to conserve, improve and enhance areas of existing woodland. Landscape management will retain the semi natural character of the site It will include proposals for:

- Management of none native species.
- Enhancing habitats for wildlife and biodiversity mitigation such as bird boxes and bug houses.
- Additional planting of native species.
- Enhance existing tree planting throughout the mature plantation woodland, introduce additional native

British species to further enrich the space include species such as: Rowan, Oak and Pine, Yew.

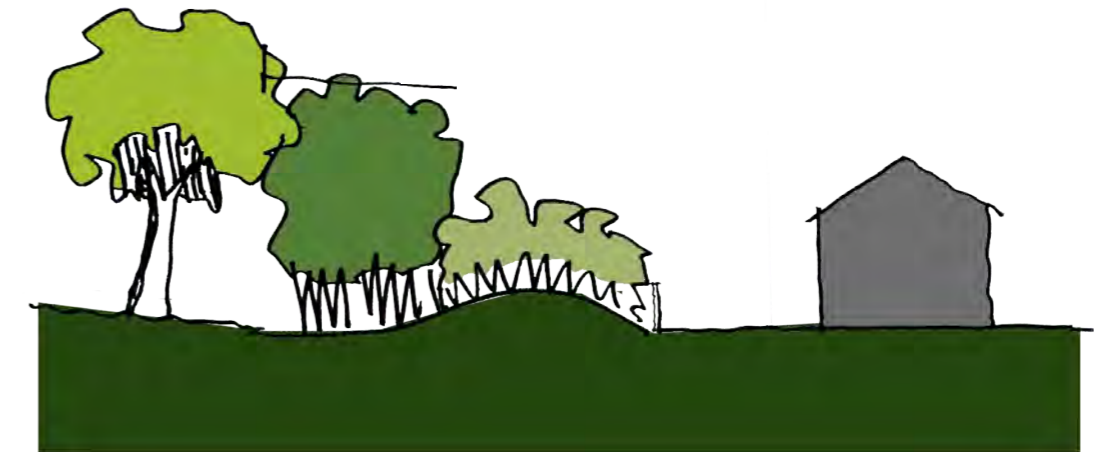
- Introduce native species of shrubs such as: Ilex aquifolium, Rosa canina, Viburnum lantana, Prunus spinosa, Crataegus monogyna to create layers and varied structure through the woodland. Control of Rhodendron species throughout the space.
- Ground cover layers of the woodland such as: Digitalis purpurea, Lavandula, Primula
- Large Mature good quality tree species of significance throughout the landscape such as Cedar, Pine and Oak.

Buffer zone and screening

Screening will be provided and/or enhanced in the following locations:

- between existing and proposed structures associated with the Ineos pipeline and other utilities – such as substations, pumping stations etc.
- a minimum 12 metre offset from adjacent residential boundary fences for any development or siting of lodges, with screening increased using evergreen native shrubs which are in-keeping with the surroundings, thus minimising the impact of new development for existing residents.

SKETCH SECTION THROUGH BUFFER



- ← woodland
- ×× "buffer" woodland planting improved and consolidated to provide screening between lodges and existing housing
- ×× existing housing at Drumkinnon Gate

7.4 ZONE D: DRUMKINNON WOOD AND BAY

Carefully designed footpaths

In order to minimise impact on existing ecology, and to ensure that the public can continue to use existing walks through the woodland, existing pathways will be retained and improved using low impact methods such as cellular confinement and porous surfaces.

Appropriately designed woodland lodges with a minimal footprint

Drumkinnon Wood is proposed as the setting for a small number of ecologically designed and carefully located holiday lodges. Customer access will be by golf buggy, rather than by car, and public access will be maintained throughout this area of the site.

Lodges will be situated in minor woodland glades and natural openings between trees to minimize tree loss. Alternatively, unhealthy or short-lived tree species will be removed to create space for lodges and enhance ground flora; for example, a particular species deemed to be of less conservation value e.g. rhododendrons could be removed.

The setting and design of lodges will provide:

- Woodland as the predominant experience of the space, with continuous woodland cover between lodges and a woodland character as the basis for lodge designs.
- Lodges will be clustered together to maximise privacy while minimising the need for any intrusive boundary treatments. They will be positioned and oriented to screen views towards them, and to retain privacy between lodges, while retaining a secluded woodland feel.
- A sustainable construction type with minimal excavations and a minimal footprint is proposed, with lodges supported on posts, rather than slab foundations. Small plant and machinery construction techniques will be used with minimal changes to existing ground levels.
- Materials, massing and scale which are appropriate for a woodland setting – for example prefabricated single storey lodges using timber cladding and decking, installed on post for minimal disturbance.
- All development to be located within/below the existing tree canopy.

Artist's impression : woodland experience



"cluster" of lodges

biodiversity protected

paths improved to accommodate occasional emergency traffic

lodges designed to minimise impact on existing levels and soil

7.4 ZONE D: DRUMKINNON WOOD AND BAY

Woodland experiences

A number of visitor destinations will sit between existing trees, which will be retained and protected as they form an essential part of the experience for visitors, as well having an ecological importance. Level changes can be used to benefit the development, siting play areas and adventure facilities within localised depressions in the landscape which can provide natural screening.

Different character areas will complement their woodland setting:

- Exploration – a carefully sited and located woodland children’s area. This will focus on wildlife, conservation and on supporting biodiversity; it will provide a natural, outdoor woodland experience for children aged three to nine
- Views – a high level woodland walkway which will allow all visitors to enjoy a tree-top experience - an opportunity to travel between trees at just below canopy height
- Adventure – starting points for low key eco-forest adventure experience will provide a landmark at the roundabout entrance to Loch Lomond Shores

Existing car park

There is an existing car park in this area which is used by Loch Lomond Shores for overflow car-parking. It is well screened and at a lower level to adjacent woodland. A new entrance building with a woodland character will be located at its northern edge, within the site and built upon existing topography. It will provide an arrival point for lodge visitors and buggy storage, and will also act as a gateway to the woodland.

Boathouse woodland promontory

This will be the location for storage of equipment and operation of water-related activities.



Visitor experiences integrated with Loch Lomond Shores:
Starting points for low key eco-forest adventure experience provides a landmark at roundabout entrance to Loch Lomond Shores

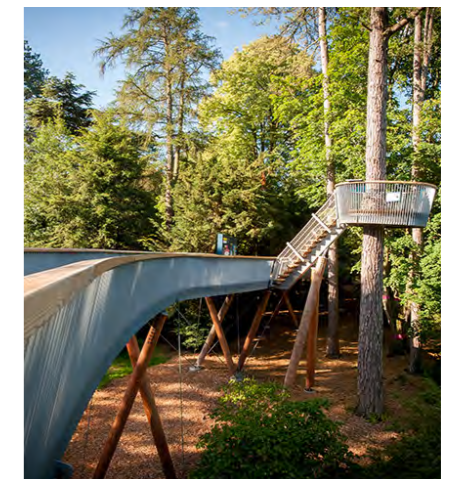
Children’s area is well connected to Loch Lomond Shores and the proposed Pierhead development

Different character areas:

- Exploration
- Views
- Adventure



Childrens zone - woodland themed



Elevated Tree Top Walk and viewing



Elevated Tree Top Walk and viewing



Childrens zone - woodland themed



Precedent image: boathouse;



Precedent : woodland adventure ride

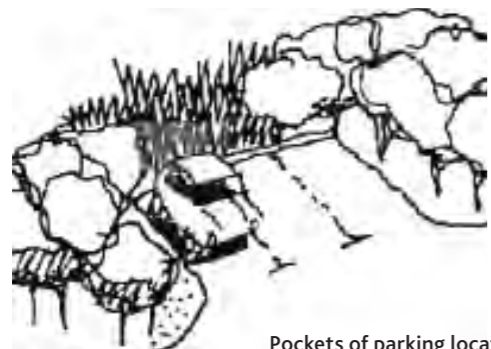
7.0 PROJECT DEVELOPMENT PARAMETER PLAN ZONES AND DESIGN PRINCIPLES

Woodland Character

LODGES

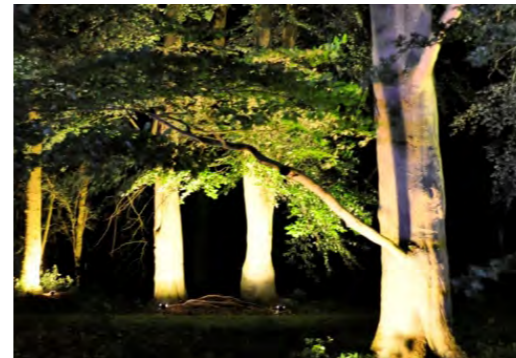


PIER ROAD PARKING



Pockets of parking located in woodland setting

LIGHTING



Uplighting of Mature trees



Woodland Lanterns



Low Timber lighting posts

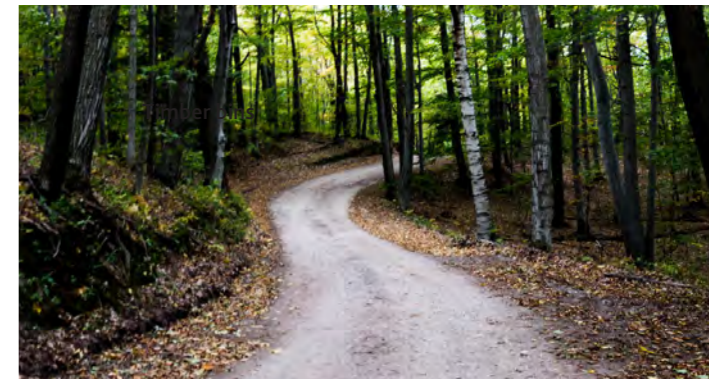


Information signage

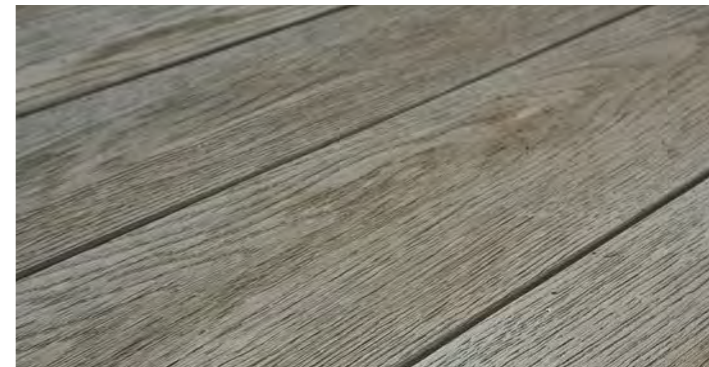
PATHS



Timber board-walks elevated off ground level



Robust self-binding Gravel



Composite timber deck for lodges



Natural Materials used for tactile routes

Woodland Character

SPECIAL FEATURES



Gateway Markers - Natural materials

STREET FURNITURE



Timber bollards



Low level light posts



Chunky Rustic timber seating, reclaimed wood



Reclaimed log seating

SIGNAGE



Educational signage

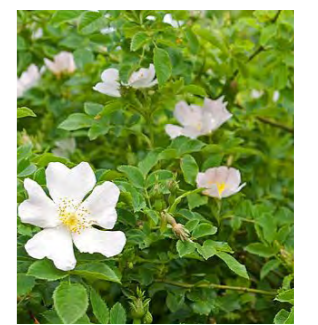
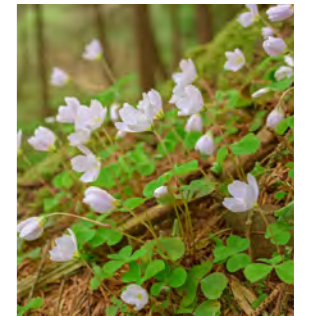


Enhance gateways along key routes



Wayfinding signage

SOFT ELEMENTS

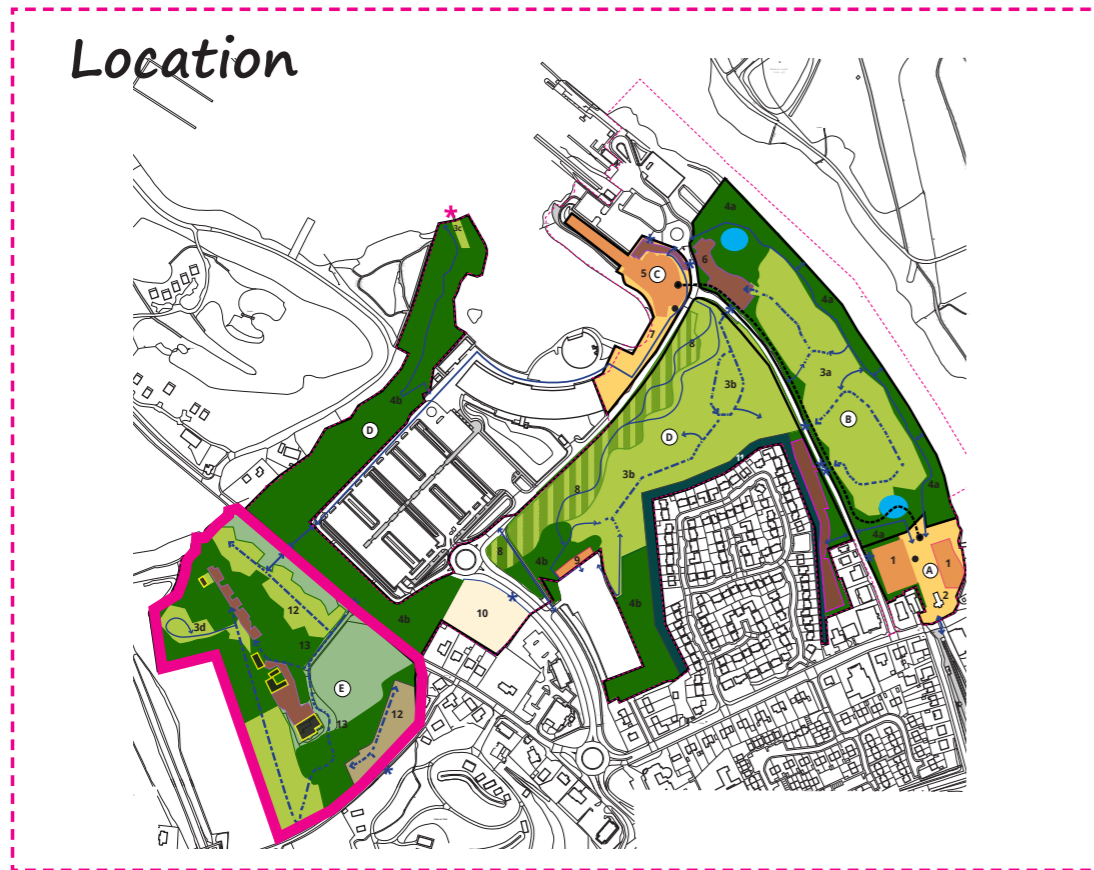


PLANTING

- Enhance existing tree planting throughout the mature woodland, introduce additional native british species to further enrich the space include species such as: Rowan, Oak and Lime, Hornbeam.
- Introduce native species of shrubs such as: Ilex aquifolium, Ligustrum vulgare, Rosa canina, Viburnum lantana, Cornus sanguinea, Sambucus nigra, Prunus spinosa, Crataegus monogyna.
- Ground cover layers of the woodland to benefit from native bulb planting such as: bluebells.

7.5. ZONE E WOODBANK

Concept



Design development

Design concepts for this zone have been developed using

- historic maps, aerial photos, and site visits
- landscape analysis
- structural survey of Woodbank House prepared by PBA Ltd
- Barham Glen Architects (RIAS Conservation accredited architects) have prepared an outline conservation report (attached as appendix)

Proposals also accommodate Loch Lomond and the Trossachs Local Development Plan designations and feedback from the Pre-application consultation process

This process has identified:

- Woodbank House as a local landmark, providing an aesthetic contribution to its landscape setting. It sits in an elevated position with important views towards it from the old Luss Road across an open area currently used for rough grazing.
- The importance of the setting of Woodbank House, including the previous walled garden, stables and other smaller ancillary buildings which are currently in a state of dereliction.

- Woodland designated as ancient woodland located in a steeply sloping area directly behind Woodbank House

The Conservation Appraisal and Structural Survey identified that all structures, buildings and outbuildings are in a very poor condition, with extensive building works required to conserve and rebuild/reconstruct what remains.

The Applicants reviewed options for the reconstruction and conservation of existing buildings to identify whether there were any future uses which could provide sufficient revenue to make redevelopment financially viable. This determined that conversion of both Woodbank House and of associated ancillary buildings should be possible if funding is generated through enabling residential development on part of the Woodbank site.

Consultation with Historic Environment Scotland is proposed, once more detailed proposals have been developed.

The detailed design of retained facades and reused listed buildings within the Woodbank House part of the site will be addressed through future applications for planning and listed building consent.

KEY

- ↔ Vehicle access route
- Retain and improve avenue planting at Luss Road
- Retain mature tree
- New woodland planting
- Existing woodland planting
- Walled garden reinstated as location for lodges
- Buffer planting
- ✳ Retain open area - flexible use of space
- ↔ Enhance connections for pedestrians
- Opportunity to redevelop Listed building and ancillary buildings
- Woodland Holiday lodges (notional locations and numbers)
- Larger holiday lodges
- Low density enabling residential development
- ⋯ Pedestrian/cycle access suitable for occasional use by emergency vehicles
- Parking

7.0 PROJECT DEVELOPMENT

PARAMETER PLAN ZONES AND DESIGN PRINCIPLES

7.5. ZONE E WOODBANK

Description

Outline design ideas take a holistic approach to the site as a whole, with equal consideration given to both Woodbank House and its setting.

Woodbank House and its setting

Although the retention of existing buildings and their setting is a key driver for this site, the priorities for their redevelopment have been identified as:

- Retention and conservation of the original east (principal) Woodbank House façade, in order to preserve and improve key views from the Old Luss Road. Redevelopment and extension of the property to form new flats.
- Redevelopment of the previous stable buildings and other ancillary buildings for holiday accommodation retaining as much of the original structures as possible. The intention is to retain both north and south Stable blocks, refurbishing them to restore the original symmetry of the Stables courtyard, enhanced by its curved entrance walls flanked by matching stone gables. Other ancillary buildings beside the Stables plus an existing Bothy will also be rebuilt.
- Historical landscape features are still evident, and the intention is to use historical built and landscape footprints - such as the walled garden - to guide development proposals.
- Open meadowland framed by trees will be retained to preserve the attractive views towards the landmark historical feature of Woodbank House. This open area has the potential to be used for a range of temporary events. The intention is to create a space that celebrates the sites past. Retain the sites openness along with its significant views.

Six new homes as enabling development will be located so that they does not intrude on views towards Woodbank House from the old Luss Road, and avenue planting along the road will be consolidated, improved and maintained. New woodland planting in areas within and beside new development will provide screening for new high quality holiday lodges.



1950's



present day



PPiP proposals

open views retained to landmark Woodbank House

limited high quality residential development

7.5. ZONE E WOODBANK

Woodland Lodges and Bothies

Some very carefully sited woodland lodges and micro-lodges (referred to as 'bothies') which are sympathetic to their setting and which incorporate minimal or innovative sustainable infrastructure, will be sited in the steeply sloping woodland areas behind Woodbank House, to take advantage of spectacular views over Loch Lomond. Visitors will access this area by foot or by buggy, with paths designed for occasional use by emergency vehicles. The setting and design of lodges will provide:

- Woodland as the predominant experience of the space with woodland character to provide the basis for design character
- Lodges positioned and oriented to retain privacy between lodges while retaining a secluded woodland feel for this part of the site
- Use of appropriate materials, massing and scale for a woodland setting – for example using timber cladding and decking, single storey, prefabricated and installed on stilts for minimal disturbance
- Continuous woodland cover between lodges with minimal changes to existing ground levels
- All development to be located within/below the existing tree canopy

Larger lodges

It is proposed to locate holiday lodges within an area currently used for grazing adjacent to Luss Road. They will be screened by new woodland planting to ensure that they do not intrude onto views of Woodbank House and new footpaths will provide better access between Woodbank and Loch Lomond Shores.

Retention of existing woodland

A woodland management plan will be put in place to conserve, improve and enhance areas of existing woodland, in the same way as at Drumkinnon Wood. Landscape management will retain the semi natural character of the site It will include proposals for:

- Management of none native species.
- Enhancing habitats for wildlife and biodiversity mitigation such as bird boxes and bug houses.
- Additional planting of native species.
- Introduce additional native British species to further enrich tree planting throughout the mature plantation woodland,
- Introduce native species of shrubs such as: Ilex aquifolium, Rosa canina, Viburnum lantana, Prunus spinosa, Crataegus monogyna to create layers and varied structure through the woodland.
- Introduce Ground cover layers of the woodland such as: Digitalis purpurea, Lavandula, Primula
- Retain large Mature good quality tree species of significance throughout the landscape such as Cedar, Pine and Oak.

Artist's impressions



"Bothies"; decks and timber walkways make the most of steeply sloping areas of the site while retaining existing woodland

BOTHIES AND LODGES



"Lodges"; located in less steeply sloping areas, views to Loch Lomond and beyond, planting retained

Artist's impression LARGER LODGES



7.0 PROJECT DEVELOPMENT PARAMETER PLAN ZONES AND DESIGN PRINCIPLES

7.5. ZONE E WOODBANK

SURFACING



Gravel bound walkways



Traditional cobble setts

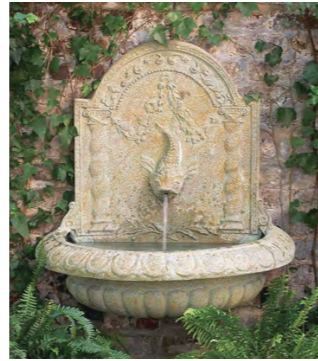


Areas of timber decking for lodges

FURNITURE



Traditional dry stone enclosures



Water features



Bee hives



Rustic timber picnic tables



Estate fencing



Bench with backrest

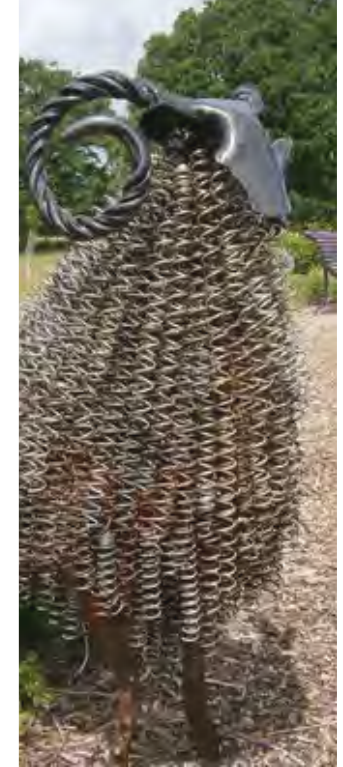


Bird boxes

ART



Plant history of the site



7.0 PROJECT DEVELOPMENT PARAMETER PLAN ZONES AND DESIGN PRINCIPLES

SPECIAL FEATURES



Restoration of derelict buildings

LIGHTING



Tree lighting



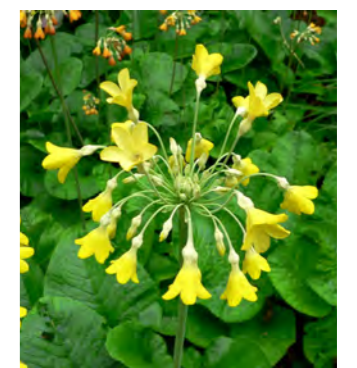
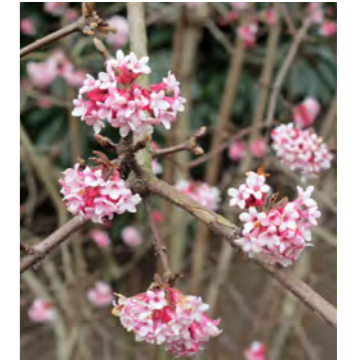
Low level light posts

SIGNAGE



Integrated wayfinding

SOFT ELEMENTS



PLANTING

- Enhance existing tree planting throughout the mature plantation woodland, introduce additional native british species to further enrich the space include species such as: Rowan, Oak and Pine, Yew.
- Introduce native species of shrubs such as: Ilex aquifolium, Rosa canina, Viburnum lantana, Prunus spinosa, Crataegus monogyna to create layers and varied structure through the woodland. Control of Rhodendron species throughout the space.
- Ground cover layers of the woodland such as: Digitalis purpurea, Lavandula, Primula

HISTORIC FEATURES



Retain and Restore the listed facade



Design solutions retain open vistas towards Woodbank House

SECTION 08

ATRIO, CENTRO INTERNACIONAL, BOGOTÁ, COLOMBIA





SECTION 08
CONCLUDING STATEMENT

8.0

CONCLUDING STATEMENT

Balloch is an extremely accessible opportunity for a day visit from Scotland's principal urban environments, to enjoy Loch Lomond, its wild landscapes and fresh air. The challenge for Balloch is how to encourage more expenditure from the existing day trip market, either with attractions and activities, or through extending stays to overnight, while managing the effects of a large influx of people in a small place.

The best way to increase visitor spending is to increase dwell time, with overnight accommodation, an enhanced activity offer and an expanded and improved food and drink provision.

Balloch Charrette Report

A bespoke approach

These design proposals have been developed by a comprehensive technical team using a "place-based" approach recommended by Loch Lomond and the Trossachs National Park (LLTNP). They have been based upon a thorough examination of the existing landscape and the setting for new development.

The aim is to provide a vibrant and sustainable visitor destination with a distinctive character derived from its stunning setting. The scheme's design approach is based upon caring for, complementing and enhancing a special landscape while providing a series of connected woodland spaces and places which encourage movement between the Loch Shore and Balloch

It will maintain the distinctiveness of the National Park and its special landscape, and to build upon the work that has informed the Balloch Charrette.

The proposed development at West Riverside and Woodbank House has the potential to make a major contribution to the viability and sustainability of the visitor economy in Balloch by increasing visitor dwell time and spending.

There is a strong case for the development in terms of its close proximity to an existing attraction at Loch Lomond Shores, and its potential to support the local tourism industry, while providing opportunities for jobs and the local economy.

This new development makes a positive contribution to its setting by:



Conserving and enhancing the area's heritage

- Retaining existing historic structures that have a cultural and heritage significance, such as Woodbank House
- Using historic knowledge as tool to inform future proposals
- Providing new development that 'knits – in 'and improves what is already on offer at Loch Lomond Shores
- Opening up views of the river, the loch and the mountains, while minimising the impact of new development on views into the site
- Designing new buildings with materials, massing and scale which suit their specific location



Using natural resources in a sustainable way.

- Retaining and improving important landscape features and wildlife corridors which are a fundamental part of the proposed development's character.
- Retaining and reusing natural materials wherever possible
- Increasing biodiversity
- Creating a balance between protecting a natural setting and creating a successful visitor destination that attracts families and retaining the best of the development's setting



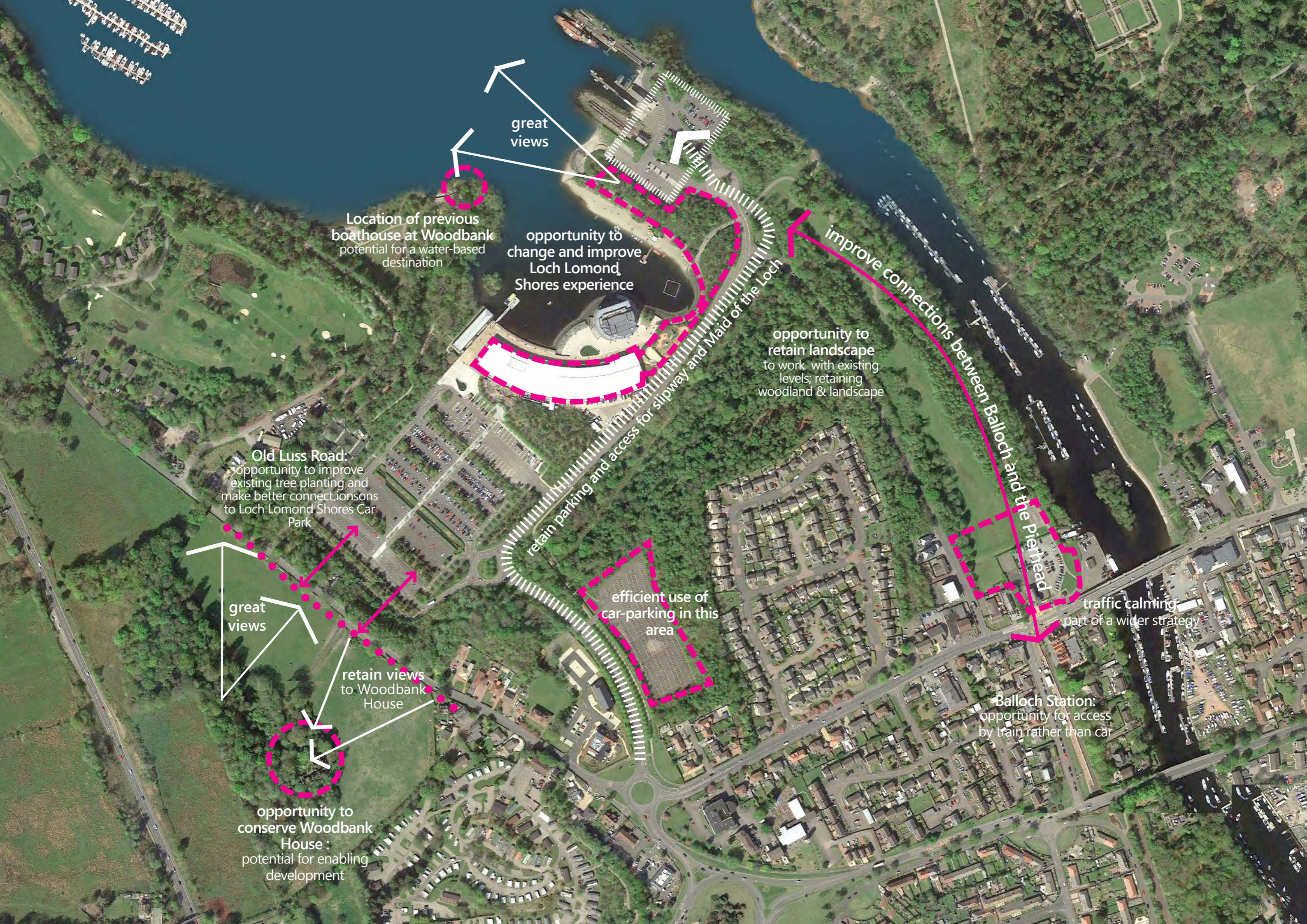
Creating opportunities for the public to continue to enjoy the special qualities of the area

- Improving connections – between arrival points such as Balloch Station, the village centre, Loch Lomond Shores and Balloch Park.
- Continuing to provide access to the waterfront, and using waterside locations for new activities
- Creating more inviting, safer physical links between Loch Lomond Shores and the rest of Balloch
- Setting the bar high for quality – making sure that the Balloch experience is second to none.
- Providing educational opportunities



Providing opportunities for local social and economic development

- Expanding the ranges of visitor experiences and generating activity – so that visitors to Balloch will stay for longer and experience a wider range of places
- Complementing and building upon existing visitor experiences, accommodation and destinations.
- Create new opportunities for employment for people of all ages from Balloch and the Vale of Leven.



great views

Location of previous boathouse at Woodbank potential for a water-based destination

opportunity to change and improve Loch Lomond Shores experience

improve connections between Balloch and the Pierhead

opportunity to retain landscape to work with existing levels; retaining woodland & landscape

retain parking and access for slipway and Maid of the Loch

Old Luss Road: opportunity to improve existing tree planting and make better connections to Loch Lomond Shores Car Park

efficient use of car-parking in this area

great views

retain views to Woodbank House

traffic calming part of a wider strategy

opportunity to conserve Woodbank House: potential for enabling development

Balloch Station: opportunity for access by train rather than car

END

Revisions (29/03/19)

Section 1.1	Page 7	project description amended
Section 2.5	Page 17	Sweeney Cruises Planning Consent updated
Section 3.4	Pages 24 and 25	Additional woodland information added
Section 3.8	Page 28	Flood risk mapping updated
Section 6.2	Page 50	Existing landscape strategy diagram updated to reflect revised zoning
Section 6.2	Page 60	Proposed landscape diagram and annotation updated
Section 6.3	Pages 62 and 63	Text and diagrams updated to reflect revised zoning
Section 6.4	Pages 64 – 67	Further detail regarding woodland development strategies and compensatory planting
Section 6.5	Pages 68-69	Parameters plan updated
Section 7.1	Page 72	Location diagram amended
Section 7.2	Pages 75 -77	Text diagrams and illustrations updated
Section 7.3	Pages 80-81	Diagrams and text updated
Section 7.3	Pages 82-85	Artists impression updated; references to pierhead parking area removed
Section 7.4	Pages 86 – 87	Diagrams updated
Section 7.4	Page 89	Text amended – woodland ride image added
Section 7.5	Pages 92 & 93	General amendments
Section 7.5	Pages 94,96	Text and image captions amended
Section 8	Pages 101	Annotation amended

