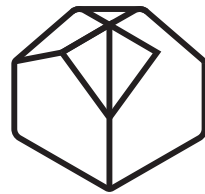


**LOCH
LOMOND
& THE TROSSACHS
NATIONAL PARK**



LIVE PARK

PLANNING FOR THE FUTURE OF OUR NATIONAL PARK



Additional Sites Verbatim Report

February 2015

LIVE Park - Additional Sites Report - Consultation process

The consultation was held for 6 weeks from 14 November 2014 until 19 December 2014, in addition to the 11 weeks consultation for the Main Issues Report (April-July). The consultation was promoted through numerous means including; newspaper adverts, Ben Ledi View article, letters notifying community councils and development trusts, blogs on ourlivepark website, posts on ourlivepark facebook page and tweets on ourlivepark twitter page, copies available in local libraries and national park offices. We provided a range of methods for people to get involved in the consultation including:

- Using our online system (Online Local Development Plan or OLDP)
- Response form
- E-mail
- Posted letters, and
- In person

What is this Report?

This report includes all the comments submitted during the LIVE Park – Additional Sites consultation as formal responses. It also includes those received via our website (including our online system – OLDP), by response form, email or posted letters. As verbatim comments, these are shown word-for-word. To make it easier to analyse comments are organised alphabetically by settlement. We received 55 comments to the consultation. This report should be read in context with other Main Issues Report documents. All relevant documents can be found at www.ourlivepark.com by clicking on 'Downloads' tab at the top of the webpage.

How did we prepare this report?

Comments have been reviewed, entered into our database and split up to allocate the content with the relevant part of the Additional Sites Report document. This means we have split up the comments where needed. We have not edited or summarised the comments. We have redacted some comments which have named individuals or listed responders home addresses. Appendices were attached to some representations received and these are also available to view; appendix 1 relates to the comments from Woodland Trust Scotland, where as the other three appendices relate to specific sites in Balgibbon Drive, Callander and Park Avenue, Gartmore.

If you notice any errors that we might have overlooked, please let us know immediately by emailing us at hello@ourlivepark.com

Please note that the consultation is now closed and there is no opportunity to make any additional comments or change your comment at this stage. If anything is unclear or you need further guidance, then get in touch by emailing us at hello@ourlivepark.com or by calling us on **01389 722600** and asking for Thom, Hugh or Susan.

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Additional Sites Report Comments Received



Chapter Commented on: **General Comment**

Customer Reference: 00188

Organisation: Sportscotland
(If applicable)

Customer Name:

Comment Method: EMAIL

Comment Reference: 00188/2/001

Verbatim Comment:

We have reviewed the additional sites using aerial imagery, and have been unable to identify any sites whose development would impact upon an outdoor sports facility. However, we would seek to highlight to the planning authority the provisions of Scottish planning policy para. 226 with regard to the loss of outdoor sports facilities if any such facility is found to exist on these sites, and the circumstances as set out in the development management regulations under which Sportscotland should be consulted on planning applications affecting these.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR1 Gart Farm and Surrounding land, Callander**

Customer Reference: 00185

Organisation: Transport Scotland
(If applicable)

Customer Name:

Comment Method: EMAIL

Comment Reference: 00185/2/001

Verbatim Comment:

The sites at Gart Farm and Surrounding land in Callander are currently allocated in the Plan for tourism related development. The land owner is wishing to separate a parcel of land to the north of the site from the overall tourism designation as they consider it suitable for a housing development of approx 10 units in the short term. The site currently has an access from the A84 and serves 2 existing houses. The junction is within the 60mph section but close to the final 100 yard countdown marker for the 30mph zone. There is also an access to a large caravan site immediately west of the existing site access. The proposed use and layout of the existing and potentially amended junctions on this short stretch of road would need to be considered carefully to ensure that an acceptable overall design solution was achieved. The cumulative impact assessment of the allocated sites in Callander, in particular on the A84/A81 junction, would need to consider this additional traffic.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR1 Gart Farm and Surrounding land, Callander and PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00311

Organisation: The Woodland Trust Scotland
(If applicable)

Customer Name:

Comment Method: EMAIL

Comment Reference: 00311/1/001

Verbatim Comment:

Thank you for allowing the Woodland Trust Scotland to comment on these additional sites. Beneath is a table which lists two additional sites (PMIR1 and PMIR2) which are adjacent to ancient woodland or other woodland/wooded sites. As you can see from the table, one area of the ancient woodland adjacent to PMIR1 is non-native and 0% semi-natural. Although not surveyed as such, this may be an example of a Plantation on Ancient Woodland (PAWS) which are known to respond well to ancient woodland restoration due to the continuing existence of some of the ancient woodland's mycorrhiza. This is particularly likely since woodland surveyed as PAWS exists at NN645059.

The (non-ancient) wet woodland within site PMIR2 is mentioned in the additional sites document: "Wet woodland on site should be safeguarded with green corridor formed to support biodiversity and landscape to the north to provide clear boundary". The upper birchwood within site PMIR1 is not mentioned. This and the other woodlands surveyed and adjacent to both sites have been identified as potential Forest Habitat Network Core Areas.

We OBJECT to both sites being identified for further development since this will lead to the loss of ancient woodland and damage to ancient woodland. We consider that these site allocations should not be taken forward unless the protection of the adjacent woodland can be guaranteed and therefore request that where the allocations are taken forward, sufficient buffering between the proposed development and woodland should be identified in planning policy at the appropriate stage.

PLEASE SEE APPENDIX 1 FOR FULL RESPONSE INCLUDING TABLE.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR1 Gart Farm and Surrounding land, Callander**

Customer Reference: 00381

Organisation:
(If applicable)

Customer Name: Peter

Cartwright

Comment Method: INPERS

Comment Reference: 00381/1/001

Verbatim Comment:

Gart Farm

Do not believe Callander needs such a large development as it would detract from the appearance of Callander as you enter it, this can be justified by the developments that have been completed as you come in to Callander from Stirling.

Callander cannot sustain the level of traffic in the summer months & the development of further housing on any of your proposed sites will just make matters worse.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00088

Organisation:
(If applicable)

Customer Name: Richard
Johnson

Comment Method: EMAIL

Comment Reference: 00088/6/001

Verbatim Comment:

Regarding the additional sites proposed for inclusion in the Draft Local Plan, I would like to object to the site: North of Lagrannoch Drive, Callander (ID PMIR2).

My property on Lagrannoch Drive is adjacent to the railway line / cycle track and directly opposite the proposed development site. My objections are:

1. The site is bordered to the south by houses and to the north by the golf course so access would be through Balgibbon Drive. This is a relatively narrow, residential road with cars parked on both sides and also partially on the pavement. Access off Stirling Road is not easy because of the narrow road and sight lines and there is a right angled bend in the road which causes problems. Increased traffic would be a problem and large vehicles would have difficulties getting down the road and back.
- 2 The area is quite open at the moment, especially for the houses along Lagrannoch Drive, so new housing in the site would enclose the existing houses. Houses at the end of Lagrannoch Drive, including mine, have already suffered from enclosure from the new houses on the old chalet park site.
3. The extension of the site to the east includes the geological feature, terminal moraine, the development cannot encroach onto, or close to this feature as it will cause permanent damage.
4. Drainage of the site is a significant issue. To the west the Mellis Burn has flooded in the past and to the east there is a large depression which fills with water. A developer might give assurances that they will cope with this but any development over the Mellis Burn will increase the flood risk to Glen Gardens and any development at the eastern end of the site will increase runoff and the old drains under the railway will not have the capacity to convey additional rates of flow resulting in a large, deep pond developing on that side of the railway embankment. We have recently seen how developers cope with ponding water in this area with the recently developed land behind my house having been raised before the new houses were constructed.

I therefore consider that I would be directly affected by this development and object to the entire site being included in the Local Plan.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00093

Organisation: Scottish Natural Heritage
(If applicable)

Customer Name:

Comment Method: OLDP

Comment Reference: 00093/7/001

Verbatim Comment:

Access to this site will involve an extension of Balgibbon Road over a small watercourse that flows into the River Teith SAC. Before giving detailed planning permission for this site, the Park Authority will need to demonstrate that there will be no impacts on the integrity of the River Teith SAC. We advise that prior to granting planning permission for any proposals, the Park Authority should require the developer to submit a construction method statement setting out how they will ensure that there will be no release of soil/ silt into that water course as a result of construction activity.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00174

Organisation:
(If applicable)

Customer Name: Rob

Latimer

Comment Method: OLDP

Comment Reference: 00174/2/001

Verbatim Comment:

The western part of this site has capacity for some housing and while access may present an issue for a developer (I understand there may be a ransom strip at the road end. Despite the content of the supporting JMP report), I do not see any significant constraint on appropriately landscaped development.

The eastern part of the site is not appropriate for development at any level. The ground conditions are not favourable for standard residential development as the site is sloping up to an exposed albeit low level escarpment and this landform and cover currently provides an important settlement boundary.

I would also question the 'Callander Landscape Capacity Study for Development' referenced within the justification for this site's inclusion. Note that the golf course and Coilhallan Wood are also identified as having low capacity for Housing. I would argue that none of these sites should be considered for such development.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00185

Organisation: Transport Scotland
(If applicable)

Customer Name:

Comment Method: EMAIL

Comment Reference: 00185/2/002

Verbatim Comment:

The site North of Lagrannoch drive is proposed for 32 houses in total. A transport statement has been provided to support the development which concluded that the site would result in 17 and 16 two-way vehicle trips in the peak hours, which, the report states, is not anticipated to have a significant detrimental impact on the operation of the local or strategic road network in the vicinity of the development sites. The sites are north east of the a84(t) and traffic would join at its junction with glen gardens. As noted in the transport statement further discussion on the detail of the assessment and supporting information would be required should the site progress to planning application stage. The cumulative impact assessment of the allocated sites in Callander, in particular on the a84(t)/a81 junction, would need to consider this additional traffic. The potential issues around land ownership and deliverability are for the planning authority to consider.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00283

Organisation:
(If applicable)

Customer Name: Joyce
Burnett

Comment Method: OLDP

Comment Reference: 00283/1/001

Verbatim Comment:

I would like to object to the "preferred" site of Balgibbon Drive / Lageannoch being considered as a serious option for multi residential development. Access to this site from Balgibbon Drive would prove difficult for many reasons as the road is so narrow already but due to the lack of foresight when building the existing properties many of the family homes have two or three vehicles some which are parked on street due to poorly designed driveways. At present the road only allows single car width passing and this must be done with care to avoid damage to parked cars.

The road has had very little maintenance carried out by the council with pavements in poor condition. Danger to children and elderly by increasing volume of traffic through street would be a high risk. The turning area at the end of the street is used all day every day and cannot be blocked as many vehicles only have this option to turn. Flooding at end of Balgibbon Farm has caused serious issues in past, this would need to be addressed to ensure redirection of stream did not redirect problem.

Main objection would be using Balgibbon Drive either for short term or long term access it is totally unsuitable, risk to personal safety, risk of damage to vehicles, further damage to pavements and road and loss of cul-de-sac residence which we all signed up for not a through road.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00288

Organisation:
(If applicable)

Customer Name: P

White

Comment Method: LETTER

Comment Reference: 00288/1/001

Verbatim Comment:

I am writing in response to the proposed housing development to the north of Lagrannoch Drive, Callander (PMIR2). I am not convinced Callander needs more housing at the present time - the local housing market is depressed, and two houses in Balgibbon Drive have been on the market for over a year.

But what concerns me more is the proposed extension of Balgibbon Drive to service the development. When the houses in Balgibbon Drive were built in the 1970's they were supplied with garages designed to house a family car of the time. I have a ford fiesta and just manage to use my garage, but it is a tight fit. Most families nowadays have at least two cars, which are considerably larger, and therefore have to be parked on the road. The road, already narrow, has therefore become one-track, and the prospect of forty or more extra cars using it presents problems of safety and congestion. the rubbish collection vans have to back down the road, and it would make their job impossible.

I have lived here for 13 years, and in that time have watched the population of Callander double in size, but without an increase in amenities. We are urged to "shop local", which is what I would like to do, but we are restricted to two convenience stores, and desperately need a new supermarket. Parking is totally inadequate, with no time restriction on Main street, and not a single disabled bay, which unfortunately I need. I am quite unable to visit my bank and other essentials.

I remember Callander as a delightful town, beloved of tourists, and serving the outlying villages, but its fast becoming a dormitory town, with those residents who are able to, shopping elsewhere, and having little loyalty to the town.

I am sorry to paint a bleak picture, but I am very anxious to maintain the town's identity, which I feel is beginning to erode.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00289

Organisation: Callander Golf Club
(If applicable)

Customer Name:

Comment Method: LETTER

Comment Reference: 00289/1/001

Verbatim Comment:

The proposed development shares a boundary on the North side of MIR31 and MIR32 with the 16th hole. It is our opinion that there would be significant risk to property and persons from wayward golf balls especially in MIR31. Historically Balgibbon Farm has been struck by balls. Trees have been planted to provide a natural screen but this does not completely eliminate the risk. When the field was in agricultural use there was no need for additional protection but if properties were to be developed it is our opinion that protective fencing would need to be constructed possibly as high as 10 metres.

The club is not in a financial position to meet the costs for construction or maintenance of such a protective screen and consider that this would need to be a condition on the developer.

The club would also comment that such a construction would be an eyesore and not in keeping with the rural nature of the course.

There is also consideration for drainage as there is a piped drain leading from the base of the hill on the 16th fairway which is piped across MIR31 to the Mellis Burn. This would need to be protected and access provided for maintenance.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00290

Organisation:
(If applicable)

Customer Name: Colin

Bryce

Comment Method: LETTER

Comment Reference: 00290/1/001

Verbatim Comment:

1) No notice of pending consultation

2) Drummon Place is access road to Waverley Drive, Glen Gardens, Livingstone Avenue, Balgibbon Drive.

3) I live at corner of Stirling Road and Drummond Place. The idea of HGVs going up and down this narrow road is mind boggling. The amount of damage ie. to road and property I cannot imagine, probably battle for any compensation for damage done.

4) You already have an access that goes straight on to the sight.

5) I don't think you would be allowed access through the Bellway development. Maybe you could ask Mr Baillie-Hamilton to let you access from his property.

6) Why must you even consider the prospect of disrupting peoples lives with even attempting to access through a long established settlement. There is considerable local traffic that uses the surrounding roads, without heavy equipment and the potential problems that it will create.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00294

Organisation:
(If applicable)

Customer Name: Cherie

Bettison

Comment Method: LETTER

Comment Reference: 00294/1/001

Verbatim Comment:

- Additional Housing at this site (and the "B" site next to it) gives me great concern.

- Houses here would detract from the beauty of the area and more so if they came down to the old railway line which is the National Cycle Track (route 7) used constantly by dog walkers; tourists and children as well as cyclists.

- whatever wildlife that is still here is greatly appreciated by all the walkers and residents here at present. More housing would severely diminish this.

- it appears that this chosen site extends to the open area, predominately bracken, but this area is used by various wildlife. I have fox dropping, adders, roe deer and last year some small butterflies in very attractive and fair sized aggregates, indicating that this is/was a popular site for them. Houses here would mean a loss of even more of our wildlife.

- access to this PMIR2 site is apparently being considered as via Balgibbon Drive which is narrow and unsuitable and/or Glen Gardens which is not only as narrow but restricted residents have to park their gardens along it, making it a one-way system width wise. It already suffers from too many cars to cope with, let alone what a new housing estate would mean, both while the building is taking place and afterwards.

- this access would have to cross the burn and this burn is prone to flooding, creating yet another hazard.

- from Glen Gardens it would have to cross the National Cycle Route 7 at some point. Where would this be possible? It does not seem desirable

- this site is to be considered if PMIR2 is not useable BUT this area includes the Callander Glacial Moraine. People come from all around the world to visit this Moraine.

- once again this site would affect the natural enjoyment of those many of us who use this National Cycle Route N7. It is at present enjoyed by as many walkers as bicyclists.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00295

Organisation:
(If applicable)

Customer Name: Malcolm

McNaughton

Comment Method: LETTER

Comment Reference: 00295/1/001

Verbatim Comment:

I personally feel there is enough traffic using this narrow street as it is and any more traffic will increase the chances of there being a serious accident.

To me the entrance from the Main Road is far too narrow and it would appear that it would be impossible to widen that area to allow 32 tonne - 44 tonne rigid and arctic lorries access.

Furthmore this road was never built to take all the increase volume of vehicles.

I am totally against this development going ahead.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00296

Organisation:
(If applicable)

Customer Name: Russell And Anna
Drummond

Comment Method: LETTER

Comment Reference: 00296/1/001

Verbatim Comment:

As a resident of Balgibbon Drive I would like to record my objections to the proposed planning application to build a further 22 houses in a green field site at the end of Balgibbon Drive with access to the proposed building site being Balgibbon Drive. My main concerns are:

1. Access off the main A84 road via Glen Gardens to Balgibbon Road is not wide enough to take further traffic
2. Balgibbon Drive is again too narrow to take further traffic presently some of the residents including myself have to park on the pavement to allow the flow of traffic to exceed the road there can be up to 10 to 12 vehicles parked like this. We have to do this to ensure access for emergency vehicles at all times
3. Glen Gardens is the main route for all traffic from Balgibbon Drive, Marshall Crescent, Livingston Avenue and Drummond Place to gain access on the main A84 again the road is not suitable to take an increase in traffic during the construction of the houses and after from the new planned residents
4. Glen Gardens is the main road for local residents including children to walk or cycle to school again increasing the traffic would cause safety issues
5. There would be major disruption by lorries etc accessing the site during the building phase causing noise and dirt pollution
6. Local services are at breaking point both the pre-school nursery and primary school are full with plans having to be made to find further places with a council that has no budget the local doctors practices are both a breaking point with patient numbers

Only today I witnessed the Stirling council road sweeping lorry unable to access Balgibbon drive due to parked traffic at the bottom end of the road the driver had no option but to abandon his cleaning duties and reverse back down Glen Gardens (Picture in Appendix 2). I have also attached picture of how I have to park my car outside my house to allow for access further up Balgibbon Drive

I hope you will consider my points of objection before making your decision on the planning application

Please see Appendix 2 for the mentioned photographs.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00297

Organisation:
(If applicable)

Customer Name: Anne

McCroary

Comment Method: LETTER

Comment Reference: 00297/1/001

Verbatim Comment:

My concerns and objections about the above development are to do with the extra traffic on Waverly Drive the point where all the traffic from the following streets: Balgibbon Drive, Glen Gardens, Marshall Cres/Esher Cres (these streets have to use this route also), Livingstone Ave, Drummond Place, Waverly Drive and the cul de sac to the rear of Waverley Drive

No small amount of homes all with 1 - 2 cars or vans per house

Wavery Drive the smallest of all the streets has the only exit to the A84 Trunk Road and from to the schools, shops, doctors and places of work therefore it is already congested at peak times of the day there is no street parking or lays to help. Passing of wide vehicles. The exit is always busy 2 out 3 times I have wait in a queue to get out.

The entrance sign to Waverly Drive is misleading it should read Waverly Drive with access to Glen Gardens etc not the other way round as it is.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00298

Organisation:
(If applicable)

Customer Name: Robert And Grace
McLauchlan

Comment Method: LETTER

Comment Reference: 00298/1/001

Verbatim Comment:

We wish to reject vehemently the proposal to allow access to a new housing development in the land designated as to the North of Lagrannoch Drive (PMIR2). via Balgibbon Drive.

If this development goes ahead the additional volume of traffic would have a detrimental impact on our amenities and raise safety issues since there is already a need to park vehicles on the pavement to ensure emergency vehicle access.

If this access was impaired it would force on to the road parents with pushchairs and myself who uses a mobility scooter and create a safety hazard.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00300

Organisation:
(If applicable)

Customer Name: Ian And Janet
Steadman

Comment Method: LETTER

Comment Reference: 00300/1/001

Verbatim Comment:

We wish to put in a note of concern and reject the proposal to allow access to a new housing development in the land designated as to the North of Lagrannoch Drive (PMIR2).

If this development goes ahead the additional volume of traffic would have a huge impact on our amenities. This would cause safety issues to the street with the increase of traffic.

The additional volume of traffic would put a great risk to the residents, children and older people who all live in Glen Gardens with the danger of large work vehicles using the street for access to the work site.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00301

Organisation:
(If applicable)

Customer Name: G

Steadman

Comment Method: LETTER

Comment Reference: 00301/1/001

Verbatim Comment:

I wish to put in a note of concern and reject the proposal to allow access to a new housing development in the land designated as to the North of Lagrannoch Drive (PMIR2).

If this development goes ahead the additional volume of traffic would have a huge impact on our amenities. This would cause safety issues to the street with the increase of traffic.

The additional volume of traffic would put a great risk to the residents, children and older people who all live in Glen Gardens with the danger of large work vehicles using the street for access to the work site.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00302

Organisation:
(If applicable)

Customer Name: Richard
Nelson

Comment Method: EMAIL

Comment Reference: 00302/1/001

Verbatim Comment:

I have strong objections regarding access to the site via Balgibbon Drive as I believe there are serious logistical and safety issues, particularly during the construction phase.

It has been estimated that a development of this size will generate a minimum of 750 HGV deliveries of construction materials via Glen Gardens and Balgibbon Drive. Balgibbon Drive is 5.5 metres wide (not 6 metres as specified in the transport survey submitted on behalf of the landowner). The width of Glen Gardens immediately prior to the junction to the main road is no more than 5 metres. In both Balgibbon Drive and Glen Gardens there is insufficient off-road parking to accommodate all vehicles and many cars need to park on the road. Both roads are therefore too narrow to allow ready access to HGV vehicles. The ability for HGVs to negotiate safely up and down Glen Gardens and Balgibbon Drive is seriously in doubt. There will be many occasions when parked residents' vehicles and/or delivery vehicles will make it impossible for HGVs to pass causing major delays and disruption. The HGVs will have insufficient space to turn around.

There is a dangerous blind turn where Glen Gardens meets Balgibbon Drive. Two cars can pass each other providing each remains tight to their side of the road. There have been accidents and numerous near misses. The substantial increase in traffic (and particularly from HGVs) will increase the risks exponentially and accidents will happen.

The HGVs will need to turn off the main Stirling Road into Glen Gardens. The narrowness of Glen Gardens allied to restricted lines of sight has the potential to cause significant traffic delays as well as accidents. Cars exiting and entering Glen Gardens have to give way to on-coming traffic or steer round parked cars. HGVs may only become aware of on-coming traffic as they begin their turn into Glen Gardens. This will cause traffic problems on both the main Stirling Road and Glen Gardens. Excluding the 16 households in Balgibbon Drive, there are around 115 households in Glen Gardens and the streets leading off Glen Gardens which are all cul-de-sacs. They all need access through Glen Gardens and, of course, many of the households have more than one car. Added to this are delivery vans, etc. leading to an already high volume of traffic on very narrow roads.

There does not appear to be any reference in National Park documents relating to the piece of land (referred to as "play area" on deeds) at the end of Balgibbon Drive which would have to be traversed to reach the proposed site. The land is owned jointly by Balgibbon Drive residents, all of whom have registered their strong objections via Callander Community Council to using Balgibbon Drive to access the site.

Additional Sites Report Comments Received



The additional housing will result in a significant increase of traffic in Balgibbon Drive and exacerbate the traffic problems in Glen Gardens. The relative narrowness of Balgibbon Drive reflected the views of the original developers that a wider road was unnecessary for a street with 16 houses.

Currently those householders in Balgibbon Drive who do not have sufficient off-street parking park vehicles partly on the pavement to allow ready access of other cars, delivery vehicles, council vehicles, etc. The additional housing from the new development will result in substantially more vehicles and increased pedestrian access along Balgibbon Drive. To allow pavement access to the pedestrian traffic with prams, etc., cars will need to be parked wholly on the road which will lead to greater congestion and more limited access with a concomitant rise in potential accidents.

I am not clear what exactly is included in your "strategic environmental assessment". I assume an important and hopefully, predominant, aspect of an environmental assessment considers the impact of any proposed development on the local population. Balgibbon Drive is home to a mixture of households ranging from families with young children to elderly retirees. The things we all value about Balgibbon Drive and why most of us moved there, are the sense of community, the peaceful environment and the excellent location. I moved here from Glasgow following a serious and on-going illness. The medical advice I received was that a quiet and stress-free environment would be a significant benefit in managing my illness. Callander and the trossachs have proved to be an ideal environment. The proposed development fills me with foreboding and I foresee that the building phase will be a particularly stressful time for every household in Balgibbon Drive and surrounding locations. I would emphasise that I do not object in principle to the use of the land for house building provided an alternative and more suitable access route could be identified.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00306

Organisation:
(If applicable)

Customer Name: Jean
Smith

Comment Method: LETTER

Comment Reference: 00306/1/001

Verbatim Comment:

Elderly people in Marshall Crescent must come in and out via Glen Gardens. As cars park all along one side of that road, it becomes a single track road.

The increased volume of traffic will also very much add to the difficulties.

It seems a shame to spoil a favourite and peaceful country walk with further houses.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00309

Organisation:
(If applicable)

Customer Name: Alan

Reid

Comment Method: EMAIL

Comment Reference: 00309/1/001

Verbatim Comment:

There are a number of considerations that I would wish the planners to discuss when this application is reviewed.

Flooding

The Mellis Burn has flooded on at least two occasions since we have lived in Balgibbon Drive (32 years) and the area adjacent to the old railway line holds water every year during the winter. On one occasion water from the burn ran down Balgibbon Drive.

Flood prevention work on the golf course carried out after the last flood now means that water has been diverted towards the farm land away from existing properties in Balgibbon Drive.

Trees and Wildlife

There is an area of ground on the west side of the proposed development adjacent to Balgibbon Drive that supports a number of mature native trees. I would support the need to maintain a wildlife corridor and would wish to see the trees being maintained to support the red squirrels. The planned access in my opinion would act as a barrier to wild life.

Access

This is a major concern. On a daily basis the access to the pavement for pedestrians on Balgibbon Drive is compromised with parked vehicles. Given the number of vehicles owned by residents in Balgibbon Drive a number are regularly parked partly on the pavement which means pedestrian access is restricted and pedestrians, mothers with pushchairs and users of motorised wheelchairs have to go onto the road to pass these vehicles. Currently there are two resident families where this is a specific safety issue. Wheelie bins and recycling boxes also cause pedestrians to move onto the road.

Additional Sites Report Comments Received



Parking on the pavement is particularly a problem at the start of Balgibbon Drive where a number of properties have been developed over the years and there is no off street parking, or where there is parking, it compromises access to the pavement for pedestrians. Currently the first six houses have 13 vehicles of which only 6 can be parked off street without compromising the pavement. Figure 2.2 from the Transport Survey clearly demonstrates this. I would also wish to challenge statements made in section 2.2 of the TS. It makes reference to good quality pedestrian facilities on Glen Gardens and Stirling Road. This is not the case. There is no footpath on the east side of Glen Gardens and the footpath on the west side of Glen Gardens is in need of renewal and has been for several years. There is no adopted footpath on the north side of Stirling Road. There are no pedestrian crossings in this area to provide access to the pavement on the south side of Stirling Road although the TS gives the impression that there is a controlled crossing.

Large rigid bodied delivery vehicles regularly have to reverse down the street to exit as they cannot turn in the hammerhead without dual rear axle steering. 40 foot articulated lorries cannot access the street and turn in the hammerhead and with current parking arrangements cannot reverse down the street. I know this from the experience I had having deliveries made when I extended my property in 2010. During the construction phase of any development this problem can only be exacerbated and I estimate that with the number of properties being proposed we could be talking about a minimum of 750 to 1000 goods vehicle movements.

If residents were to park legally in Balgibbon Drive access for emergency vehicles would be compromised.

The TS states in 2.9 that the approximate width is 6m when it is actually 5.5m and the width of Glen Gardens at the junction is actually only 4.6m. It also states vehicle flows are therefore low and predicts that a 130% increase in the number of properties is only going to increase movements by 16 or 17 double movements per day. With only 17 properties there are currently more movements than they are predicting.

I also anticipate that the access for HGV's, and commercial vehicles from Stirling Road onto Glen Gardens could cause significant risk of a serious road traffic accident. The TS states there were no capacity issues noted. I appreciate that the site visit was for a limited period only but if they had asked any local resident they might well have given more consideration to their recommendation. The visibility lines are compromised from both directions as are the turning radii. The width of Glen Gardens at 4.6m at the junction is too narrow to allow an HGV or van and a car to pass never mind two HGV's. I understand that this was the significant limiting factor when the original development plan rejected this site and nothing has changed since that decision was taken.

HGV's entering or exiting need to cross over the white line compromising oncoming vehicles. The biggest risk is to vehicles travelling east on Stirling Road turning left into Glen Gardens when there is an HGV or van exiting or approaching the junction and they have to give way without exiting Stirling Road. Vehicles behind will not necessarily see the obstruction and will anticipate the turning vehicle will clear the main road and run the risk of running into the back of the turning, now stationary vehicle.

It should also be noted that Glen Gardens is regularly used for learner drivers under tuition and examination for their reverse turns and I do not think that L drivers and construction traffic is a good mix.

The access from Glen Gardens onto Balgibbon Drive has similar problems with compromised lines of sight and turning radius.

Additional Sites Report Comments Received



An alternative access road from the east side of the proposed development through the wood would be a much safer option and would not adversely affect an existing residential development. Such an access road would also provide for potential long term development joining up properties to the east of Callander

Services

My understanding as a result of recent emergency repairs to the gas supplies is that this would need to be upgraded if the number of properties was to be expanded.

Privacy and Light

Whilst the proposed development does not show any new properties adjacent to mine it is likely in the future that infilling might well have a detrimental impact on our privacy and the amount of light our property would get. Given that we have just extended our property and have east facing windows unlike other properties in the street we would be disadvantaged by having a property adjacent to our eastern boundary.

Amenities

We chose this property because of the quiet rural location in a small cul-de-sac and the proposed development would significantly change the environment. After the construction phase there could be a 150 to 200% increase in vehicle movements and impact on noise and privacy would be negative.

Access Ownership

Graham and Sibbald's report states that access to the land is in the ownership of their client as shown in Appendix 1c. I would wish to challenge this as I believe I own part of the land that is being considered as the main access to this site and we would not be supporting this application or be prepared to sell our land. Figure 4.1 shows an area of grass and tree in front of the access gate. My deeds show that this is in my ownership and I enclose a copy to back up this statement. I also understand that the remaining grass area is jointly owned by the residents of Balgibbon Drive as a play area for children.

Conclusions

It is my opinion that the Transport Statement is flawed and the conclusions drawn are not accurate. I also consider that any proposal should have considered the problems that would be caused by transport during the construction phase. The width of the access from the trunk road at 4.6m was a significant reason for the rejection of this site historically and nothing in this application has changed that factor and I can see no justification for overturning the original decision.

Appreciating that costs will be a major consideration an access from the east of the proposed site would eliminate the need to bridge the Mellis Burn and provide a safer and easier access both during and after the construction phase with the potential for longer term development.

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I look forward to hearing your observations on the above points that I have raised and would like an acknowledgement of receipt of this document.

(Please see Appendix 1c of the Main Issues Report Verbatim Report for referenced map, this can be found at www.ourlivepark.com/downloads)

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Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00312

Organisation:
(If applicable)

Customer Name: David And Gwynne
Hetherington

Comment Method: EMAIL

Comment Reference: 00312/1/001

Verbatim Comment:

The park's officer's original reasons for excluding the two sites mir31 and mir32 from being preferred sites were "the site is constrained in regard to vehicle access as land outwith the boundary of the site would be required to enable an adoptable access road. If access from Balgibbon drive would raise potential amenity issues, due to additional traffic, for residents. This site is therefore not a preferred site."

The applicant, mr mckellar has attempted to show that he has ownership of all land that would be required to allow him vehicle access to the site - however this is simply not true. Figure 1.2 in jmp's flawed traffic statement clearly shows the area of land at the end of Balgibbon drive outwith his ownership, as does photo/figure 4.1.

This open space, although adopted for maintenance by sc, is jointly owned by the 16 properties in Balgibbon drive, and will not be made available to [REDACTED] or any other developer. There is therefore no access to the development site from Balgibbon drive!

The transport statement in para 4.5 states "all land required to achieve access is under the control of [REDACTED]. this is therefore an untruth.

Notwithstanding any of the above, and as stated above, the transport statement is flawed and inaccurate in that it states that it concludes "that a safe access can be created that will not impact on the residential amenity of the existing residents." that is clearly not true as Balgibbon drive was designed as a cul de sac, the road width is 5.5m and not as misleadingly stated an "approximate width of 6m" . That road width of 5.5m is designed to cater for the 16 houses so how can they claim that more than doubling the amount of traffic with through traffic from another larger development will not have an adverse impact on the residential amenity of the existing residents?

Balgibbon drive is currently a quiet and safe residential street - safe for children and older people - because it is a cul de sac - that is why people buy houses there. By turning it into a busier through road it will totally change the character of the street and that clearly will have a detrimental effect on the residential amenity of the existing residents.

Even with the 16 existing houses in Balgibbon drive, with the transport statement "vehicle flows are therefore low." residents currently have to park their cars illegally on the pavement to allow neighbour's cars, council vehicles, tradesman's vehicles and emergency vehicles to pass along the street. This is demonstrated by the transport

Additional Sites Report Comments Received



statement itself as figure 2.2 shows cars parked illegally on the pavement although it is noticeable that the photo was deliberately taken at the quietest time of the day! As the transport statement describes it "sporadic on-street parking was observed."

It would be somewhat illogical for permission to be granted to allow these two sites to be preferred sites based on a requirement for the residents of Balgibbon drive to illegally park their cars to allow the through traffic not to mention the construction vehicles, which even with the cars parked on the pavement, would struggle to get through!

Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00314

Organisation:
(If applicable)

Customer Name: Laura

Park

Comment Method: LETTER

Comment Reference: 00314/1/001

Verbatim Comment:

As a resident of Glen Gardens with a young child I am particularly worried about the amount of traffic that would be using this road. Many times as it is at the moment I have met cars coming from the Main Street and the turn is so tight and road narrow that I am surprised there hasn't been an accident already. Many residents have to park cars on the road and this makes it even harder to fit cars along the road comfortably. If we were to meet a large vehicle it would be even harder to pass safely. The amount of traffic using this road at the moment is a lot. It can be very difficult to get out on to the Main Road at busy times. During School times in particular and busy holidays.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00315

Organisation:
(If applicable)

Customer Name: Donald

Grieve

Comment Method: EMAIL

Comment Reference: 00315/1/001

Verbatim Comment:

Comments: AGAINST the document.

As a resident, and after consulting with my family, I wish to put forward reasons why we are not in favour of the proposed development:

1. Initially, Balgibbon Drive will be inundated with the contractors vehicles and supply deliveries to the site.
2. Balgibbon Drive is a narrow cul-de-sac, and the aforementioned vehicles will find great difficulty in negotiating through the maze of parked vehicles belonging to the residents.
3. Balgibbon Drive was not built with the intention of carrying the volume of weight relevant to accessing a building site.
4. The contractor's vehicles, when faced with each other in the opposite direction, would have to encounter mounting the pavements in order to pass one another. At the current time, the weight of parked cars already cause subsidence in the pavements, leading to unsatisfactory conditions for pedestrians.
5. Gas/water supply pipes would be under serious threat from the voluminous pressure caused by these large vehicles mounting the pavements.
6. The entrance to Balgibbon Drive from Stirling Road, is via Glen Gardens. The entry to Glen Gardens from the main thoroughfare (A84) is very narrow, and is difficult to negotiate as a two-way system.
7. Balgibbon Drive presents a blind corner on entering/exiting, and an increased volume of traffic would exacerbate what is already a safety hazard.
8. As a cul-de-sac, the residents of Balgibbon Drive are frequently left to fend for themselves with regards to heavy snow and icy conditions.

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9. The increased volume of traffic would be detrimental to the lifespan of pets, which are not fenced in, owing to open-planned gardens being a condition of the residents missives.

10. The childrens' play area, situated at the top end of Balgibbon Drive, is also an open-planned area, and this too could lead to future accidents, with the new traffic passing by.

11. Since the original building of Balgibbon Drive, car ownership per household has increased. This has led to the need for on-street parking. Owing to the narrow width of the road, vehicles have to park on the pavements, which in turn causes pedestrians (especially with disability buggies, shopping trolleys, prams or golf trolleys) to walk in the middle of the street. Once again, a safety hazard.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00316

Organisation:
(If applicable)

Customer Name: Vernon And Gill
Alexander

Comment Method: EMAIL

Comment Reference: 00316/1/001

Verbatim Comment:

I am more than a little concerned that the site at the end of Balgibbon Drive should be considered for development with access through the Balgibbon route.

My key concerns are as follows:

1. The Balgibbon proposed entrance contains an area of old established woodland which houses a wide variety of wildlife including Owls and Pipistrelle Bats. These creatures are of local interest and add to the valuable rural setting of this Callander boundary.
2. The Balgibbon proposed entrance would create excessive traffic movement through an already congested area, currently used for turning by the existing residents, visitors, delivery and service vehicles.
3. Many of the residents are either retired or working from home thereby parking their vehicles throughout the core parts of each day and receiving multiple deliveries and or services.
4. Balgibbon Drive was constructed when vehicles were of a smaller proportion than today and therefore the road is frequently difficult to negotiate by car and van. Many residents therefore park partially on the pavement (see 5) to ease congestion and allow access to emergency vehicles (see 6).
5. By permitting the development of the site with Balgibbon access, current residents will be required to park vehicles fully onto the pavements on both sides of the road. This would force pedestrians, people with prams and disabled persons into using the road to enter or exit.
6. By permitting the development of the site with Balgibbon access emergency vehicles will have difficulty accessing all properties due to congestion and excessive vehicle movements created by the development. Judging from other recent developments each property has two vehicles on average creating a further minimum of 60 vehicle movements each way plus deliveries and services within an already 'at capacity road'.

Additional Sites Report Comments Received



7. It should be noted that the junction from Stirling Road into a narrow Glen Gardens is a challenging manoeuvre, which frequently causes congestion, particularly during the hours of 07.30 and 08.45 and 16.00 and 18.30 in both Glen Gardens and Stirling Road which can create difficulties for the emergency services that are located nearby.

8. It should be noted that there have been a number of accidents at the Stirling Road, Glen Gardens junction.

9. It should be noted that the entrance to the proposed site is located precisely at the site where land is bequeathed to the people of Balgibbon for their use. This land is frequented by children in Balgibbon who use it as a safe play area. This use would be jeopardised as the area would no longer be as safe with 'through traffic' at speed.

10. It should be noted that the land as mentioned in point 9 has a constructed stile that is frequented by the local population, adult and children, and visitors thereby increasing pedestrian traffic, see 5.

11. Balgibbon has a 'Green Road' pedestrian entrance to the Golf Course at the Entrance to Balgibbon Drive and this also gives access to surrounding walks which are frequented by pedestrians, see 5.

12. The route through Glen Gardens to Balgibbon Drive will transect the Cycle Route entrance. The route then follows Livingstone Avenue. This road is often used by delivery vehicles as a short cut to Balgibbon Drive during busy times thus avoiding the congestion at Stirling Road. This useage would be escalated by a factor of three. Consideration will be required for the safety of cyclists continuing with this route.

13. The entrance to Balgibbon Drive has a narrow 90 degree bend where a large van and car cannot pass. Consideration will be required to re-engineer the road layout to avoid incident. It should be noted that this is also the access for pedestrians at point 11.

14. Glen Gardens is an already well used road servicing Waverly Drive, Drummond Place, Marshall Crescent, Livingstone Avenue, Murdiston Avenue and Balgibbon Drive plus rear entrance and parking for a number of premises in Stirling Road. Further access using this road will create considerable congestion and difficulties for drivers, cyclists and pedestrians.

15. Balgibbon has in the past suffered from significant water damage as a result of water run-off from the Golf Course. Water is now successfully fed off through a stream running through the old established forested part of the proposed site approximately 20 metres from the end of Balgibbon. I have serious concerns that if this water course be redirected or re-engineered it may create a return to flooding.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00317

Organisation:
(If applicable)

Customer Name: Elinor
Gordon

Comment Method: EMAIL

Comment Reference: 00317/1/001

Verbatim Comment:

I have recently bought xx Balgibbon Drive in Callander and hear that you are considering using it as the access road to a new development north of Lagrannoch Drive.

I would like to comment that, my experience of having various tradesmen at the house in recent weeks, has made it quite clear that even modest sized vans parked on the street makes it very difficult for people/cars/recycling lorries to pass. The thought of a stream of heavy vehicles using the road as access during the construction phase seems entirely impracticable to me. I suggest that most of the time they would be unable to pass the parked vehicles already there and, even on the occasions they could pass, it would not only make life difficult but, given the narrow width of the road and the sharp bend as you turn into it, very dangerous.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00318

Organisation:
(If applicable)

Customer Name: John And Mary
O'Hare

Comment Method: EMAIL

Comment Reference: 00318/1/001

Verbatim Comment:

We strongly object to any further development in and around Callander. When is it going to stop? Any piece of land or field seems to be fair game to build houses on. Are these not "green field" sites? This is all about greedy landowners and developers making a lot of money.

Callander is FULL: the schools are FULL, the doctors' surgery is FULL, and judging by the stench from the sewage treatment plant, suffered by many on a daily basis, this must be FULL as well. The traffic in Callander is a nightmare and chaotic every day: street parking, double parking, five sets of lights on the way through the town, road works seem to be never-ending.

I'm sure the residents in Balgibbon Drive bought their houses because it was a quiet cul-de-sac, and a safe environment in which to raise their families. Why should they have to suffer construction traffic and see their properties de-valued because of a development there. The road is not wide enough and cannot be widened.

WE DO NOT NEED OR WANT any further development in this area.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00371

Organisation:
(If applicable)

Customer Name: Matt And Sue

Watson

Comment Method: EMAIL

Comment Reference: 00371/1/001

Verbatim Comment:

I am writing to express concerns over the proposed development site at Balgibbon Drive, Callander.

Our concerns relate mainly to the additional traffic volume both to facilitate construction and then from new residents that will need to turn onto Glen Gardens from Stirling Road. This road is often congested with residents cars parked on it which already reduces it to one lane in places and turning into and out of this junction can be tricky.

Furthermore we have concerns for the safety of school children who often use the cycle way which runs parallel to this development as a safe route to school. When using this route children have to cross the Glen Gardens to Balgibbon road and with another 64 residents vehicles using this road this could be a serious problem.

We also feel that there would be significant impacts on residents who currently enjoy views of the wild land and countryside to the north resulting from new buildings obscuring their view and a related loss of amenity currently enjoyed by walkers and cyclists who have free access over this ground to paths in the nearby woods and around the golf course.

In our view the site at the Mollands would be a far better area to develop.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00379

Organisation:
(If applicable)

Customer Name: Jean
Kidd

Comment Method: INPERS

Comment Reference: 00379/1/001

Verbatim Comment:
Balgibbon Drive

- 1) Access to proposed site and disruption to local homes.
- 2) My home at xxxxxxxxxx South of Site Ref PMIR2 and proposed plan would disturb amenity access & property value.
- 3) I would like to be advised of future plans by post if possible, as I have no access to email or fax.
- 4) I feel the site at Claish Farm should be considered first, with no disruption to homes and easy access to the site.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00381

Organisation:
(If applicable)

Customer Name: Peter

Cartwright

Comment Method: INPERS

Comment Reference: 00381/1/002

Verbatim Comment:

Balgibbon Drive

1) How do you propose to get lorries into this site as accessible roads are all too narrow & nearly all street parking?

2) As the cycle way comes out at the corner of Balgibbon Drive, will this not create a safety issue for the users of the cycle way.

3) Building on this site would not seem to be within keeping of the N Park policy of attracting visitors to Callander.

This proposed site has attracted quite a lot of wildlife this year & building would disrupt any further attraction of wildlife as well as disturbing red squirrels in the neighbouring woods.

Of the 3 sites this would appear to be the least suitable.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00616

Organisation:
(If applicable)

Customer Name: Ian

McVarrie

Comment Method: EMAIL

Comment Reference: 00616/1/001

Verbatim Comment:

I am objecting to the proposal to use glen gardens as access for up to 1000 hgv's to deliver construction materials to the designated North Lagrannach drive (PMIR2).

Glen gardens road is narrow, undulating and has been ill kept by local authorities over the past thirty to forty years. It could not sustain daily usage of extremely heavy and wide vehicles. Most entrances and exits off glen gardens are very narrow making it extremely difficult for large vehicles to access the proposed site.

Pavements in the glen gardens area are also narrow and an excessive increase in traffic will not only disrupt residents through volume and noise it will create a dangerous situation for the many elderly and very young residents of this area.

Marshall Crescent is accessed from glen gardens and is wholly comprised of housing for elderly people. Residents in this area use mobility scooters and often ambulances need access to take elderly residents to hospital appointments. All of this would be impacted by heavy road usage in glen gardens.

Residential car parking in glen gardens is often roadside as many residencies do not have a drive or garage. This further reduces the capacity for vehicles passing in the street as only a narrow single lane is available to drive in.

Heavy plant vehicles such as diggers, dumper trucks and drilling machines will have great difficulty manoeuvring in and out of the site due to the confines stated above.

Therefore, without a strengthening and widening of proposed access roads, further thought should be given to constructing a direct access route via Lagrannoch drive. This area already has a much broader access road than glen gardens and is superior in construction and upkeep.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR2 Balgibbon Drive, Callander**

Customer Reference: 00617

Organisation: Callander Community Council
(If applicable)

Customer Name:

Comment Method: LETTER

Comment Reference: 00617/1/001

Verbatim Comment:

The Callander Community Council discussed at great length at its last meeting on the 10th November the proposal for the inclusion of the site "North of Lagrannoch Drive" in the Local Plan. The consensus of opinion was that this site should not be included due to the access problems on to the trunk road A84 and the narrow nature of Balgibbon Drive. Our view very much mirrors the correspondence and personal contact with the residents of the area. I have copied the correspondence from the locals in the area.

Please see appendix 4 for the correspondence.

Chapter Commented on: **PMIR3 Claish Farm Extension, Callander**

Customer Reference: 00093

Organisation: Scottish Natural Heritage
(If applicable)

Customer Name:

Comment Method: OLDP

Comment Reference: 00093/6/001

Verbatim Comment:

We are content with the officers recommendation with respect to the SSSI. Since proposals on this site could affect the SSSI, we would remind you that SNH should be consulted on proposals for this allocation to ensure that necessary measures are put in place to avoid impacts on the interests of the SSSI.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR3 Claish Farm Extension, Callander**

Customer Reference: 00174

Customer Name: Rob

Latimer

Organisation:
(If applicable)

Comment Method: OLDP

Comment Reference: 00174/2/002

Verbatim Comment:

I would agree that this site 'would contribute to the creation of a sensitive and improved approach to the settlement from the south' which is significantly at odds with the Callander Landscape Capacity Study for Development identifying this area as having low capacity.

Nevertheless with appropriate landscaping and care around the SSSI (Site of Special Scientific Interest) I think this site would enhance the southern approach and contribute to the formation of a suitable settlement boundary to the west of proposed southern expansion.

Chapter Commented on: **PMIR3 Claish Farm Extension, Callander**

Customer Reference: 00185

Customer Name:

Organisation: Transport Scotland
(If applicable)

Comment Method: EMAIL

Comment Reference: 00185/3/001

Verbatim Comment:

This is an extension to the existing proposed allocation and would have little additional impact on the strategic trunk road network than that discussed to date. However, the cumulative impact assessment of the allocated sites in Callander, in particular on the A84/A81 junction, would need to consider this additional traffic. As discussed previously, the total volume of new development accessing the A81 before an additional link across the river is delivered would need to be agreed as part of the cumulative impact study.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR3 Claish Farm Extension, Callander**

Customer Reference: 00299

Organisation:
(If applicable)

Customer Name: Alexander And Jennifer

McClure

Comment Method: LETTER

Comment Reference: 00299/1/001

Verbatim Comment:

We wish to lodge a strong objection to the overall scale of development proposed for this rural town. We have already seen significant numbers of houses built in Callander in recent years which have not proved easy to sell. The approach to the town from the east is overdeveloped and cluttered and we are still at a loss to know why planners allowed Bellway to build 3 storeys high at one point at the start of the town.

In particular we would wish to object to developments MIR 37a and the adjacent additional site proposed at Mollands estate/Claish Farm where unfortunately there appears to be confusion over its numbering - on the Park website it shows as PMIR 2 whereas the plan published in the December/January 2014/15 edition of Ben Iedi View shows it as PMIR 3. We would also want to highlight concern that the limited view of proposals published in this article could be seen as misleading in that it omits the developments already proposed and does not present the full picture to those who may be seeing this for the first time.

As well as this we would raise a complaint about the short timescale allowed for comment, particularly as this falls within the busy Christmas period - we think a period of at least 3 months would have been reasonable - and we certainly would ask for the timescale to be extended given the above-mentioned mistake over numbering which has confused a lot of people.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR3 Claish Farm Extension, Callander**

Customer Reference: 00304

Organisation: Ristol Consulting Ltd
(If applicable)

Customer Name:

Comment Method: OLDP

Comment Reference: 00304/1/001

Verbatim Comment:

On behalf of the landowner, Ristol Consulting Ltd (RCL) wish to advise that site PMIR 3 is available for residential development. The site can be delivered as part of a masterplan led approach including site MIR 37a (Claish farm extension) in order to meet the policy requirements within the MIR. The site should be considered effective when set against the criteria provided for in Circular 2/2010 (Affordable Housing and Housing Land Audits). RCL look forward to working with the Council to support detailed site testing as part of the preparation of the Proposed Plan.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR3 Claish Farm Extension, Callander**

Customer Reference: 00319

Organisation:
(If applicable)

Customer Name: John

Taylor

Comment Method: EMAIL

Comment Reference: 00319/1/001

Verbatim Comment:

Sorry to be so close to the deadline for submissions; I only found out about this through Ben Ledi View, and needed time to think. A few specifics and a concern

First, I observe that this part of the process feels as if it has popped up quickly as an urgent matter. Surely we cannot have stumbled upon an urgent need for more housing in Callander. Great place to live and to visit, but flawed: on a couple of national highways, no 'community hall', infrastructure creaking. As my Mum might have said, it's already too big for its size. That's before you look at infrastructure practicalities like drainage and schools.

Secondly, I do know that the Mollands estate, on which I live at present, covers part of the 'Annexed Estates', and there exists an amazingly well-documented record of the then current, and proposed, uses of estates forfeited after the '45'. I wasn't aware till a few years ago of the historic significance of this stretch of 'lots' land, both sides of the A81. The proposed development must spoil the unity, such as remains, of the lots. A large amount of detail is left as was, for example the 'dogleg' in a field dyke west of PMIR3. The visual corridors as you approach Callander on the A81 and A84 are not brilliant, or vernacular, but let's not make them worse.

Thirdly, I mention the archaeological significance of the general area. The 'longhouse' on Claish Farm's land is mightily significant, and unlikely to be an isolated site. No doubt any proposed development would have to do a study of the area.

Finally, it will send an appalling message to residents and especially those working the land if the extensive dairy farm set up recently by a local family based on Claish is torpedoed by the Plan.

I have set out these, non-expert, points to draw or emphasise attention to aspects of the Plan which might turn out to be an irreparable error.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR3 Claish Farm Extension, Callander**

Customer Reference: 00381

Customer Name: Peter

Cartwright

Organisation:
(If applicable)

Comment Method: INPERS

Comment Reference: 00381/1/003

Verbatim Comment:

Claish Farm

Easy access to Main Glagsow Road

Suitable access for large building vehicles & the development of a roundabout.

This site would seem the most appropriate for all aspects of development, at the present time.

Chapter Commented on: **PMIR4 Gartness/Stirling Road, Drymen**

Customer Reference: 00185

Customer Name:

Organisation: Transport Scotland
(If applicable)

Comment Method: EMAIL

Comment Reference: 00185/3/002

Verbatim Comment:

This site is in Drymen, which is not on the trunk road network (with the nearest section being the a82 at Balloch), and only 30 houses are proposed. No strategic traffic implications are expected.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR4 Gartness/Stirling Road, Drymen**

Customer Reference: 00200

Organisation: MacTaggart and Mickel
(If applicable)

Customer Name:

Comment Method: LETTER

Comment Reference: 00200/3/001

Verbatim Comment:

REPRESENTATION TO LOCAL LOMOND & THE TROSSACHS NATIONAL PARK MAIN ISSUES REPORT ADDITIONAL SITES CONSULTATION – LAND AT GARTNESS ROAD / STIRLING ROAD, DRYMEN

Introduction

This representation is on behalf of our client Mactaggart & Mickel, in respect of the land on Gartness Road, Drymen (site PMIR4 in the Main Issues Report). We have submitted previous representations on this site – to the presently adopted Local Plan and to earlier stages of the Local Development Plan. As you are aware our client owns the adjacent site, this site benefits from a full planning permission for the development of 36 houses.

This proposal has been delayed due to ongoing discussions between Stirling Council, as owners of the public car park, and our client on the proposed access to the subject site. As part of this representation and the promotion of the strategic site we would welcome the opportunity to discuss a new access to the existing residential allocation to be taken through the site to the west.

We enclose a detailed Site Appraisal & Design Statement completed on the proposal by Brindley Associates. This document presents details for a high level landscape appraisal, including a landscape development framework and an indicative masterplan layout. We would refer you to this document to review in full as part of the LDP process.

There are two potential layouts presented, one with only housing development on the strategic site, the other with provision for coach parking and housing development.

Site History

The Consultative Draft version of the adopted Local Plan promoted our client's site for residential development, 66 units, to come forward in the period 2016 – 2020. Whilst this allocation was subsequently removed in the Finalised Draft Plan, it was proposed to be replaced with the football pitch to the north of Stirling Road.

Additional Sites Report Comments Received



The Reporter who was appointed to review outstanding objections to the Local Plan removed the football pitch site and concluded that our client's site would be a preferable housing development location, if the development extends no further along than the football pitch to the north.

Based upon this review and our knowledge of the site, we are of the opinion that the site being promoted by our clients has the potential to deliver a Housing opportunity for Drymen within the context of a robust landscape framework and within long term defensible boundaries.

We are of the opinion that appropriately designed residential development in this location can deliver housing growth whilst remaining completely consistent with the established landscape character of Drymen and the Loch Lomond and the Trossachs National Park.

MIR considerations

As previously considered for the Main Issues Report publication we note the National Park propose to continue the target of 75 units per annum for the Local Development Plan. We note this has been established from reviewing HNDA information from the four local authorities in the National Park area.

With regards to p21 in the Background Paper for Population and Housing - Version 1, March 2014 we note that windfall development has outperformed land identified on local plan sites between 2008 and 2013. This will undoubtedly be related to the downturn in the economy in this time and the unique nature of the National Park in terms of single house developments, etc. However, this is also a clear indication that not enough effective land is being allocated in the Plan.

The MIR states on p61 that more flexibility is required in the National Park and in this regards affordable housing targets are not being achieved. Whilst we note this is related to the present affordable housing policies in part this is also linked to a lack of effective supply to meet the required housing shortfalls.

Furthermore, the new SPP policy document (June 2014) now advises that an overall housing supply target should be increased by a margin of 10% to 20% to establish the housing land requirement. We are assuming, given the MIR was published prior to the SPP being approved, that the 75 per annum requirement does not take this into account.

In our view the National Park should aim for a higher level of growth, in the region of 90 units per annum being required. This would reflect an increase of 20% to allow for a generous supply, promote sustainable growth in the National Park, increase affordable housing development and reduce as much reliance on windfall development.

As considered above the National Park should be ensuring there is a generous supply of housing land in accordance with the new SPP. As stated the site to the south of Stirling Road can provide a minimum of 30 units as a first phase and contribute to the housing land supply in the Plan period. Furthermore, it will assist in the delivery of the existing allocation adjacent to the site, reference H16.

By including this site in the Proposed Plan as a residential opportunity it will allow a more flexible housing land supply to come forward in Drymen. It is evident through the

Additional Sites Report Comments Received



MIR consultation process that the site is considered suitable for housing development and it would therefore be prudent to promote it now rather than waiting for other sites to come forward.

Benefits / Timeline

Our client's site to the south of Stirling Road should be promoted for 30 residential units. We are of the opinion that the promoted site will:-

- Relate to existing infill development to the immediate west;
- Be well contained by long term defensible boundaries in the form of Stirling Road and the A811 to the north and south;
- Benefit from the existing and maturing landscape structure associated with these roads;
- Will be contained by the proposed development of the infill site to the immediate west and will again benefit from screening and landscape framework associated with scrub vegetation being retained and enhanced as part of that development;
- Can integrate with the existing allocation to the west through a new access point;
- Has the capability to provide for coach parking to reduce pressure on parking in the village centre.

As explained, this strategic site is the same developer, Mactaggart & Mickel, as the allocated site to the west. There are subsequently synergies that can be achieved in delivering a better overall development for the village and National Park. There will be consistency with same housing builder building out both sites in terms of overall design and delivery, and the potential for wider community benefit, including visitor parking and coach parking.

The final configuration of the visitor and coach parking can be considered through further discussions and deliberations on the proposal. There is also the opportunity to increase the affordable housing on site, through a wider scheme. There will clearly be an increase in jobs during construction, and with a longer pipeline of development this would provide more certainty to start the consented site, in assisting with construction overheads, etc.

We would be pleased to consider this strategic site further in advance of the Proposed Plan being published in the context of all of these issues. Assuming the Proposed Plan is published in July 2015 for consultation, the following timeline is possible in terms of site delivery:-

July 2015 - Strategic site allocation confirmed in Proposed Plan

Oct 2015 - Submission of planning application for strategic site, including linkages to existing allocation, community benefits (coach parking, etc) and affordable housing provision.

Feb 2016 - Determination of planning application for strategic site.

July 2016 - Site start for strategic site, first phase being community benefits and infrastructure to link to new site to ensure early delivery of affordable housing.

Additional Sites Report Comments Received



We trust this is of some interest and would refer you to the attached report, this correspondence and our previous representations when considering this site in respect of the Proposed Plan. We would again welcome further discussions with you in advance of any further deliberations on the process towards finalising the Proposed Plan document.

Please see Appendix 3 for attached document.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR5 Land North West of Park Avenue, Gartmore**

Customer Reference: 00109

Organisation:
(If applicable)

Customer Name: Christopher

Sheldon

Comment Method: EMAIL

Comment Reference: 00109/2/001

Verbatim Comment:

It is not appropriate to include this site in the Local Development Plan for two reasons:

1) UNSUITABLE AND RESTRICTED ACCESS

a) Access to this site is proposed along Park Avenue. We have been told by Stirling Council that this private unadopted road does not meet the minimum requirements for adoption in terms of width and infrastructure, including drainage, lighting and pavement provision.

b) The road does not meet minimum width requirements for an access road to a housing development. The recently renewed surface was only designed for light and low use traffic and would not support additional traffic.

c) The upper section of Park Avenue is constrained by neighbouring properties so there is no scope for widening the road or improving the visibility at its junction with Main Street to meet current road design guidance. The lower section of Park Avenue could only be widened with the agreement of the several landowners.

2) SITE DOES NOT MEET REQUIREMENTS OF POLICY HOU3

a) No affordable housing needs have been demonstrated in Gartmore which cannot be met by the existing Stirling Council, Stirling Rural Housing Association and privately rented properties. Furthermore lower priced private houses recently placed on the market have been particularly slow to sell;

b) There are two undeveloped sites within the current settlement boundary which are not constrained and would be suitable for further housing.

c) The proposed site is visually prominent and sensitive in terms of landscape qualities. The 10 houses proposed would dwarf the existing properties in Park Avenue and their residents would be adversely affected by their development;

Additional Sites Report Comments Received



d) The type of development proposed (self build sites and mixed private and affordable) is inconsistent with the definitions of affordable housing in the National Park's Supplementary Planning Guidance.

Chapter Commented on: **PMIR5 Land North West of Park Avenue, Gartmore**

Customer Reference: 00140

Organisation:
(If applicable)

Customer Name:

Jackson

Comment Method: OLDP

Comment Reference: 00140/2/001

Verbatim Comment:

There are fantastic views towards Stirling where the back lane meets Park Avenue. Whatever ends up happening with this area of land these views are a tremendous village asset and a special quality and should not be compromised. Gartmore Village Action Plans have views right at the top of the list of things people love about Gartmore and this is one special view. If this site is to be used the planning should be first rate and absolutely protect this view for everyone to continue enjoying. It is a very peaceful spot too and this quality should also be considered.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR5 Land North West of Park Avenue, Gartmore**

Customer Reference: 00140

Organisation:
(If applicable)

Customer Name:

Jackson

Comment Method: OLDP

Comment Reference: 00140/3/001

Verbatim Comment:

Any intensification of the Park Avenue /Main Street junction would be dangerous. Already it is a tricky junction to negotiate with children as visibility is poor and parked cars etc always present. also I would object to alterations to the junction that eroded the rural village character.

Chapter Commented on: **PMIR5 Land North West of Park Avenue, Gartmore**

Customer Reference: 00185

Organisation: Transport Scotland
(If applicable)

Customer Name:

Comment Method: EMAIL

Comment Reference: 00185/4/001

Verbatim Comment:

The site is distant from the trunk road network and is limited to 10 houses. No strategic traffic impact implications are expected.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR5 Land North West of Park Avenue, Gartmore**

Customer Reference: 00303

Organisation: Gartmore Community Council
(If applicable)

Customer Name:

Comment Method: OLDP

Comment Reference: 00303/1/001

Verbatim Comment:

Gartmore Community Council strongly object to the proposed use of site 'Land North West of Park Avenue, Gartmore' (PMIR5) for housing.

The key reasons for this objection are:

- 1) Development of this site would destroy/ harm one of Gartmore's key view points. This specific view, from Park Avenue, is described as 'dazzling' in the Gartmore Conservation Area Appraisal. Also, in section 17 of the same document, 'respecting important views in and out of the conservation area' is stated as a 'future management priority' for Gartmore.
- 2) Access along Park Avenue would not be suitable, nor should it be altered in any way. The narrow enclosed nature of the section closest to the main street has a special quality that is of importance to the village character. This section also lies within Gartmore Conservation Area.
- 3) The proposed site is currently absolutely rural in use and 'feel'. This sense of being in the countryside on one of the key circular walks around/through the village should not be diminished, and is vital to the village character. Any development in this location with the inevitable swathes of tarmac and street furniture would destroy this rural feel, one of Gartmore's key qualities.
- 4) The landscape setting of Gartmore is absolutely first rate. This is recognised by all: locals; visitors; planning documents; Community Action Plans; etc. Development of this site and subsequent additions of cars, bright garden furniture etc would be detrimental to the landscape.
- 5) There is a well known bench at the Park Avenue view point. All abilities can reach it and enjoy the peace and quiet and uninterrupted views to Stirling Castle and the Wallace Monument and the hills beyond. We want to keep this for everyone to enjoy. Especially as it has a historical place in the community and it is possibly one of the key quality view points in Stirlingshire that all abilities can reach easily.
- 6) The site does not meet the requirement of the current National Park Local Plan Policy HOU3 because: a) No local affordable housing need has yet been demonstrated;

Additional Sites Report Comments Received



b) There are two undeveloped but viable sites within the settlement boundary; c) Nor is it located within an appropriate landscape setting and capable of being successfully integrated with the surrounding built and natural environment.

7) Gartmore has done two Community Action Plans. Top of the list of what the community value about Gartmore are the views all round. The community absolutely value being in the countryside and enjoying local walks and treasure the landscape setting Gartmore uniquely has. Also, very importantly, in the 'flags on maps exercise', which was a key interactive information gathering tool in the first Community Action Plan, many many people placed 'No development' flags in the fields along the back lane/Park Avenue side of the village. This was a very well attended event and the community put their trust in this process and naturally expect the National Park to integrate the community's fairly conclusive 'no development here please' unified statement as being a key part of the National Park planners' decision.

In addition the current Environmental Assessment of the site PMIR5 seems out of step with what is in the Gartmore Conservation Appraisal. The Environmental objective number 13 surely should have a double dash for 'significant negative impact' against it! In the second and third sentences of section 3 of the appraisal the openness of Gartmore's location and dazzling views towards the Ochils are thrust to the fore as being KEY attributes of Gartmore's historic and architectural interest. Development of this site in the manner proposed would destroy both these key attributes. Also Environmental Objective 14 seems wrong. The Strategic Environmental Criteria 'Maintaining the character of settlements' will undeniably be an issue here and is worthy of a double dash for 'significant negative impact' too! Environmental objective 16 is also confusing. It has been allocated a plus sign even when, as yet, no local housing need has been demonstrated. Environmental objective 7 is also of concern. Light pollution caused by development in a prominent landscape position must give some level of negative impact and, therefore should warrant the allocation of a dash (-) or a question mark for 'unknown impacts'.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR5 Land North West of Park Avenue, Gartmore**

Customer Reference: 00310

Organisation:
(If applicable)

Customer Name: Gerry McGarvey, Dolly Watt

Karen Watt

Comment Method: EMAIL

Comment Reference: 00310/1/001

Verbatim Comment:

PMIR5 - LAND NORTH WEST OF PARK AVENUE

I am of the opinion that it is not appropriate for this site to be included in the Local Development Plan for a number of reasons:

- Access to this site does not meet the minimum requirement for adoption by Stirling Council in terms of width and infrastructure including drainage, lighting and pavement provision.
- The road is of insufficient width to provide access for further housing development and the recently renewed surface is not designed to support additional traffic.
- The upper section is constrained by neighbouring properties so there is no scope for widening the road or improving the visibility at its junction with Main Street.
- The remainder of Park Avenue could only be widened with the agreement of the several landowners.

The site does not meet the requirement of the current National Park Local Plan Policy HOUS3

because:

- No local affordable housing needs have been demonstrated which cannot be met by the existing Stirling Council, Stirling Rural Housing Association and privately rented properties.
- There are two undeveloped but viable sites within the current settlement boundary, whereas this site is not included within the current envelope.
- The site is visually prominent and sensitive in terms of landscape qualities. The 10 houses proposed would dwarf the existing properties in Park Avenue and their residents would be adversely affected by their development.
- The type of development proposed (self build sites and mixed private and affordable) is inconsistent with the definitions of affordable housing in the National Park's Supplementary Planning Guidance.

PLEASE NOTE THIS RESPONSE IS A COMPOSITE FOLLOWING SUBSTANTIAL AND LENGTHY DISCUSSION AMONGST MEMBERS OF MY HOUSEHOLD.

...AND THIS RESPONSE IS SUBMITTED WITH THE FULL APPROVAL, AND OUGHT TO BE CONSIDERED A JOINT RESPONSE

Additional Sites Report Comments Received



Chapter Commented on: **PMIR5 Land North West of Park Avenue, Gartmore**

Customer Reference: 00313

Organisation:
(If applicable)

Customer Name: Sandy

Phillips

Comment Method: EMAIL

Comment Reference: 00313/1/001

Verbatim Comment:

I have several concerns over the above proposal to adopt a part of this field into the local development plan. My concerns had been expressed on the last consultation process and remain valid in my opinion

These are as follows:

1. Access to this site is not, as I understand it, wide enough to meet the road criteria and cannot be made wider due to neighbouring properties
2. The owner of field in question does not own any part this road or have any rights to use it other for agricultural access
3. The local council did not wish to adopt this road previously for the very reason that it cannot be made compliant
4. Access to Park Avenue is via a major bend in the main road and hold ups accessing the narrow Park Avenue location do already cause a backing up of traffic. Increasing the occupancy can only lead to greater congestion
5. The site does not meet the national park guidelines concerning road specifications
6. There does not appear to be a requirement for affordable housing in the village that has been identified to my knowledge. 10 houses certainly seems to be out of kilter with anecdotal demand
7. The scale of housing would be incongruous in the context of this rural and historic agricultural location
8. An imbalance would be created with the small number of individual houses already on this road
9. Many people use this lane to access their properties and also for recreation purposes. Some of these are more vulnerable to increased vehicular traffic, children and horse riders are two in particular.
10. There seems no obvious way to provide a dedicated pavement which in itself is a major concern
11. Hearing of the history of this proposal it seems clear that affordable housing is not the real criteria for developing this site. My concern therefore that it is a money making venture and could be open to exploitation to the detriment of a scenic location

Additional Sites Report Comments Received



Chapter Commented on: **PMIR5 Land North West of Park Avenue, Gartmore**

Customer Reference: 00378

Organisation:
(If applicable)

Customer Name: Ian

Dinwoodie

Comment Method: EMAIL

Comment Reference: 00378/1/001

Verbatim Comment:

Please find my comments about Gartmore site PMIR5 (Gilbert Field, north-west of Park Avenue, Gartmore). I object strongly to this being included in any list of possible development sites for the following reasons.

- 1) The view from Park Avenue eastwards towards Stirling is arguably the best view from the village and cherished by local residents and visitors alike. Any housing development, of whatever size, would spoil this forever.
- 2) The likely route which would be used for developing, and subsequently accessing, the site is unsuitable for either purpose. The section of Park Avenue from Main Street to Lochengelly is too narrow and cannot be widened, being limited by the walls of local properties. It is also within the Conservation Area. The junction with Main Street is a dangerous one with restricted visibility and there is no obvious way this could be acceptably improved.
- 3) Gartmore is an historic estate village with, rightly, a tightly drawn Conservation Area. Any development adjacent to this, like this site is, would inevitably include new street signs, road markings and other out-of-character features.
- 4) To my knowledge there is NO demand for local affordable housing which cannot be met from the existing Stirling Council and Rural Housing Association stock.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR5 Land North West of Park Avenue, Gartmore**

Customer Reference: 00380

Organisation:
(If applicable)

Customer Name: Alison

Collier

Comment Method: EMAIL

Comment Reference: 00380/1/001

Verbatim Comment:

-Here are my comments concerning Site PMIR5 in the Main Issues Report (Gilbert Field in Gartmore). I believe this site should not be included in the Local Development Plan, whether Preferred or not.

It is proposed that access to the site be along Park Avenue a rural lane. Three years ago a group of local residents met with Stirling Council's roads department to establish whether the lane could be adopted and improved from its potholed, rutted and muddy condition. They were told that it did not meet the minimum requirements for adoption in terms of width, drainage, lighting and pavement provision. Following this, the residents decided to commission their own resurfacing work, the present surface being totally unsuitable for use by more than a handful of vehicles per day.

The present rural nature of the lane means that small children, elderly residents and horse riders would be exposed to what would be a certain increase in traffic volume. With no apparent way to provide a pavement, this would be of great concern. Additionally, the junction of Park Avenue and Main Street suffers from poor visibility and any improvement to this would be impossible without demolishing a dry-stone wall and encroaching on garden ground.

The stretch of Park Avenue next to which the proposed new housing would be located affords the best view eastwards from the village. This prospect of the Ochil Hills, Wallace Monument and Stirling Castle is unique and loved by all who are familiar with it. Any housing development would rob villagers and tourists alike of this vista so that the sole beneficiaries would be the residents in the new houses.

No demand for local affordable housing has been demonstrated that cannot be accommodated from existing council and housing association supply. If demand were to exist, there are two viable, undeveloped sites within the current Conservation envelope.

Additional Sites Report Comments Received



Chapter Commented on: **PMIR6 Luss Car Park Site off Murray Place**

Customer Reference: 00185

Organisation: Transport Scotland
(If applicable)

Customer Name:

Comment Method: EMAIL

Comment Reference: 00185/4/002

Verbatim Comment:

Although this site is in Luss, which lies close to the A82, only 6 houses are proposed and these will not be accessed directly from the trunk road. Therefore no strategic traffic implications are expected.

Chapter Commented on: **00103/1/002 The Girron, ST Fillans**

Customer Reference: 00203

Organisation: Perth and Kinross Council
(If applicable)

Customer Name:

Comment Method: EMAIL

Comment Reference: 00203/2/001

Verbatim Comment:

This site is within Perth and Kinross, although it is outside the area for which the council is planning authority. It is noted that the site has been previously considered and assessed for development but was not supported at your pre-MIR stage. As the site lies outwith the settlement boundary and you consider there to be no requirement for additional housing land to be released, we have no further comments to add. As the local authority for the area, and as a neighbouring planning authority, we are grateful for the opportunity to be involved.

Additional Sites Report Comments Received



Chapter Commented on: **SEA Environmental Report Addendum**

Customer Reference: 00093

Organisation: Scottish Natural Heritage
(If applicable)

Customer Name:

Comment Method: LETTER

Comment Reference: 00093/8/001

Verbatim Comment:

Environmental Assessment (Scotland) Act 2005

00873 Environmental Report - Loch Lomond and the Trossachs National Park Authority - Local development plan: additional sites.

Thank you for the above addendum to the SEA (Strategic Environmental Assessment) Environmental Report sent to the Scottish Government SEA Gateway on 7 November 2014.

Regarding Table 4 , Balgibbon and North of Lagrannoch Drive, Callander PMRIR2: This proposal will require the extension of Balgibbon Road over a small watercourse that drains into the River Teith SAC (Special Area of Conservation). This proposal could have a likely significant effect on this site unless mitigation is put in place. This is because the likelihood exists of silt/soil entering the watercourse during construction that could affect Freshwater Pearl Mussel beds and Salmon spawning grounds in the River Teith. We therefore recommend that:

- a) This proposal should be assessed as having a potential significant negative impact (--) on environmental Objectives 2 and 5
- b) In the comments section, you should explain what mitigation will be needed to avoid any potential impacts, namely the requirement that the applicant submits a construction method statement that sets out how any soil/ silt will be prevented from entering the watercourse during construction.

For the avoidance of doubt, because this potential risk can be addressed by standard mitigation techniques, we are not suggesting this is a reason for this site not being progressed. The purpose of including it in the SEA is to identify the risk and demonstrate to decision-makers that the risk can be avoided. You should also scope this site into the future Habitats Regulations Appraisal of the Proposed Plan.

We hope our comments above are helpful. If you would like to discuss any of our advice further please do not hesitate to contact me on XXXXXXXX or via the SEA Gateway at sea_gateway@snh.gov.uk.

Additional Sites Report Comments Received



Chapter Commented on: **SEA Environmental Report Addendum**

Customer Reference: 00187

Organisation: SEPA
(If applicable)

Customer Name:

Comment Method: EMAIL

Comment Reference:

Verbatim Comment:

Thank you for your Environmental Report (ER) consultation submitted under the above Act in respect of the Loch Lomond & The Trossachs National Park Local Development Plan: Additional sites. This was received by SEPA via the Scottish Government SEA Gateway on 7 November 2014.

We are satisfied that an adequate assessment of the additional sites has been undertaken.

Please note, this response is in regard only to the adequacy and accuracy of the ER and any comments we may have on the plan itself will be provided separately.

As the plan is finalised, Loch Lomond and the Trossachs National Park Authority as Responsible Authority, will be required to take account of the findings of the Environmental Report and of views expressed upon it during this consultation period. As soon as reasonably practical after the adoption of the plan, the Responsible Authority should publish a statement setting out how this has occurred. We normally expect this to be in the form of an "SEA Statement" similar to that advocated in the Scottish Government Guidance available at: www.scotland.gov.uk/Publications/2013/08/3355. A copy of the SEA statement should be sent to the Consultation Authorities via the Scottish Government SEA Gateway on publication.

Additional Sites Report Comments Received



Chapter Commented on: **SEA Environmental Report Addendum**

Customer Reference: 00382

Organisation: Historic Scotland
(If applicable)

Customer Name:

Comment Method: EMAIL

Comment Reference: 00382/1/001

Verbatim Comment:

Thank you for consulting Historic Scotland on the Environmental Report Addendum (ER addendum) prepared for the environmental assessment of additional sites proposed for inclusion in Loch Lomond and the Trossachs National Park Authority's Local Development Plan (LDP). It was received in the Scottish Government's SEA Gateway on 7 November 2014. I have reviewed the Environmental Report on behalf of Historic Scotland and should make clear that this response is in the context of the SEA Act and our role as a Consultation Authority. It therefore focuses on the environmental assessment, rather than the contents of the plan; any comments we have to make on the additional sites will be included in the Scottish Government's response.

It is my understanding that the ER addendum provides the assessment findings for several sites which have been proposed for inclusion in the LDP in response to the Main Issues Report consultation. I am content that the assessment findings for these sites are appropriate in relation to potential effects on the historic environment.

Please note that none of the comments contained in this letter should be construed as constituting a legal interpretation of the requirements of the Act. Instead they are intended as helpful advice, as part of our commitment to capacity building in Strategic Environmental Assessment (SEA).

Loch Lomond and The Trossachs
National Park Headquarters
Carrochan
Carrochan Road
Balloch
G83 8EG

9th December 2014

Dear Sir/Madam

Re: Loch Lomond and the Trossachs National Park Additional Sites

Thank you for allowing the Woodland Trust Scotland to comment on these additional sites.

Beneath is a table which lists two additional sites (PMIR1 and PMIR2) which are adjacent to ancient woodland or other woodland/wooded sites.

As you can see from the table, one area of the ancient woodland adjacent to PMIR1 is non-native and 0% semi-natural. Although not surveyed as such, this may be an example of a Plantation on Ancient Woodland (PAWS) which are known to respond well to ancient woodland restoration due to the continuing existence of some of the ancient woodland's mycorrhiza. This is particularly likely since woodland surveyed as PAWS exists at NN645059.

The (non-ancient) wet woodland within site PMIR2 is mentioned in the additional sites document: "Wet woodland on site should be safeguarded with green corridor formed to support biodiversity and landscape to the north to provide clear boundary". The upper birchwood within site PMIR1 is not mentioned. This and the other woodlands surveyed and adjacent to both sites have been identified as potential Forest Habitat Network Core Areas.

We **OBJECT** to both sites being identified for further development since this will lead to the loss of ancient woodland and damage to ancient woodland.

We consider that these site allocations should not be taken forward unless the protection of the adjacent woodland can be guaranteed and therefore request that where the allocations are taken forward, sufficient buffering between the proposed development and woodland should be identified in planning policy at the appropriate stage.

We recommend that if any protected species are present on the development site or adjacent to the development site that the appropriate survey work is carried out to determine the impacts that the development may have on the populations.

Yours sincerely,

Adam Combie
Campaigning Team
(Threat detector volunteer*)

*Threat detectors are a volunteer network which is managed by the Woodland Trust; please contact Katherine Rist if you wish to discuss the contents of this letter or volunteering.

Appendix One – Additional sites

Site reference number	Name of site	Development description	Woodland adjacent or within?	Native Woodland Survey of Scotland: Maturity, Semi-natural, Habitat
PMIR1	Callander	Housing (short term), Tourism (Long term)	Ancient woodland adjacent to site Within upland mixed ashwood	0% semi-natural, non-native Grid ref: NN646060 Not available Grid ref: NN641058 Mature, 60% semi-natural, upland mixed ashwood Grid ref: NN640059
PMIR2	Callander	Housing	Ancient Woodland (Drum Dhu Wood) adjacent to the site Within wet woodland	Not available Grid ref: NN644074 Young, 100% semi-natural, wet woodland Grid ref: NN642074

Additional Sites Consultation Responses – Appendix 2



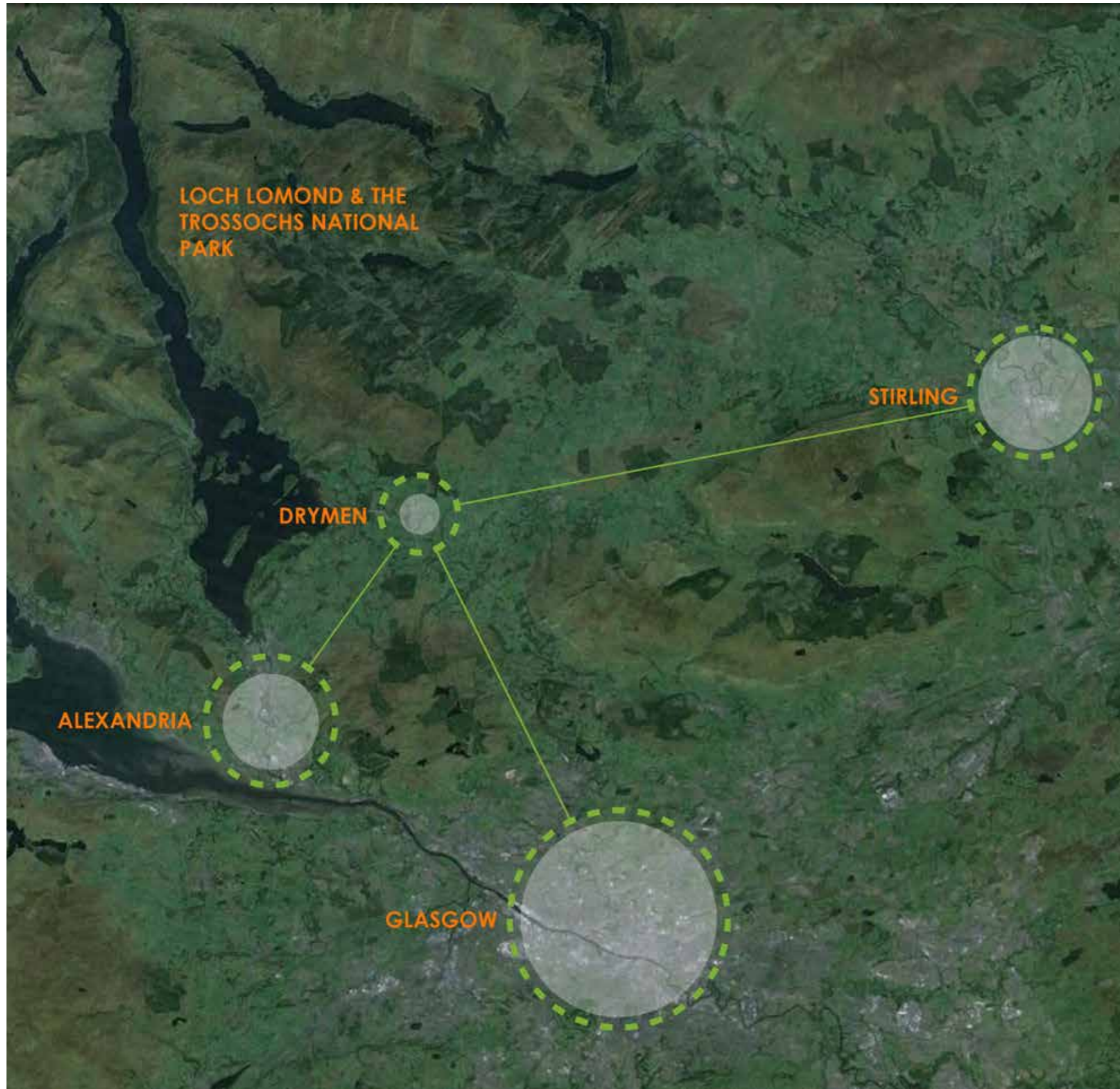


Drymen, Stirling
Site Appraisal & Design Statement

Produced on behalf of Mactaggart & Mickel
December 2014



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Introduction

Brindley Associates Ltd, Landscape Architects and Environmental Planners were commissioned by Mactaggart & Mickel in November 2014 to carry out a high level landscape site and context appraisal including a landscape development framework and an indicative landscape masterplan layout for a proposed residential development site on land at the eastern edge of the village of Drymen, Stirlingshire. This exercise has been undertaken in order to promote the site within the emerging National Park Local Development Plan.

The aim of this document is to demonstrate an understanding of the site within its landscape and townscape contexts, to draw conclusions, and to make recommendations with regard to the sites suitability for appropriately scaled residential development with open space in the future. This document includes evidence based site specific design proposals which demonstrate how the site could be developed to achieve a logical and sustainable extension to the existing settlement and mitigate negative impacts through high quality and site responsive design.

Methodology

The methodology followed in the preparation of this document comprises the following key stages and tasks:

- Desk review of the site, study area and review of relevant legislation & policy guidance;
- Site work and local site context work;
- Analysis;
- Framework & sketch design development; and
- Reporting.

The above work has been carried out by qualified Landscape Architects, Urban Designers and Ecologists employed by Brindley Associates Ltd. A visit to the site and broader study area was undertaken by staff in December 2014, during these visits, public roads were driven, publically accessible areas and paths in the study area were walked and photography used to inform design development.

Legislation Policy & Guidance

Planning policies and guidance is issued at national, regional and local levels.

The following sources were reviewed for existing policy guidance relevant to the proposed development;

- Loch Lomond & Trossachs Adopted Local Plan 2010-2015;
- Drymen Conservation Area Appraisal 2006 (Loch Lomond & Trossachs National Park);
- Drymen & Gartocharn Landscape Capacity Assessment February 2010;
- Designing Places – A Policy statement for Scotland;
- Streets Scotland Design Statement;
- PAN 65 Planning & Open Space; and
- Pan77 designing safer places.

The review determined the following;

- The proposed development site lies out-with the current settlement boundary;
- The site is currently not a preferred site by the National Park within the current Main Issue Report for development;
- The site lies out-with the existing conservation area ; and
- The site is not subject to any landscape or ecological designations.



Study Area

The study area has been taken to be land lying within a 2km radius of the proposed development site. The study area has been defined in order to review the wider landscape setting and townscape context and to assess any potential impacts associated with the proposed development. It should be noted that, the selection of study area does not imply that there will be no effects outwith its boundaries, but that based upon fieldwork and desk top analysis that any significant effects associated with the proposed development will be unlikely.

The study area lies predominantly within the Loch Lomond and The Trossachs National Park (LLTT NP) Landscape Character Assessment (LCA) which was carried out in 2009 by SNH. Comprising the immediate rural hinterland of Drymen, the following Landscape Character Types (LCT) identified within the LLTT NP can be found within the study area:

- Moorland;
- River Valley Farmland with Estates; and
- Rolling Farmland with Estates.

There are two further LCT within the study area, the Farmed Moorland Hills and River Valley Farmland that lie to the west of the national park boundary but outwith the study area of the LLTT NP LCA:

It should be noted that a National Programme of LCAs was initiated by SNH in 1994 covering 29 regional studies carried out with local authorities and other organisations. Although, the broad methodology is similar for each study (i.e. carried out in accordance with published guidance), there is not complete consistency in the naming and describing of LCT. Subsequently, the 2010 Loch Lomond and the Trossachs (LLTT) LCT dataset sits has been merged with the National dataset for the purposes of this study.

There are also a number of landscape and ecological designations within the 2km study area as follows;

- National Scenic Area to the west of Drymen;
- Endrick Water Site of Special Scientific Interest (SSSI) to the south of Drymen;
- Scheduled ancient monuments at Catter House to the south of the site and Easter Drumquhassle, Roman Fort which is to the south west of the site;
- Buchanan Castle Historic Garden & Designed Landscape (HGDL) to the west of Drymen and the site; and
- Drymen Conservation area to the west of the site.

In addition there are a number of long distance footpaths and routes as follows:

- The West Highland Way;
- The Rob Roy Way; and
- NCN 7.

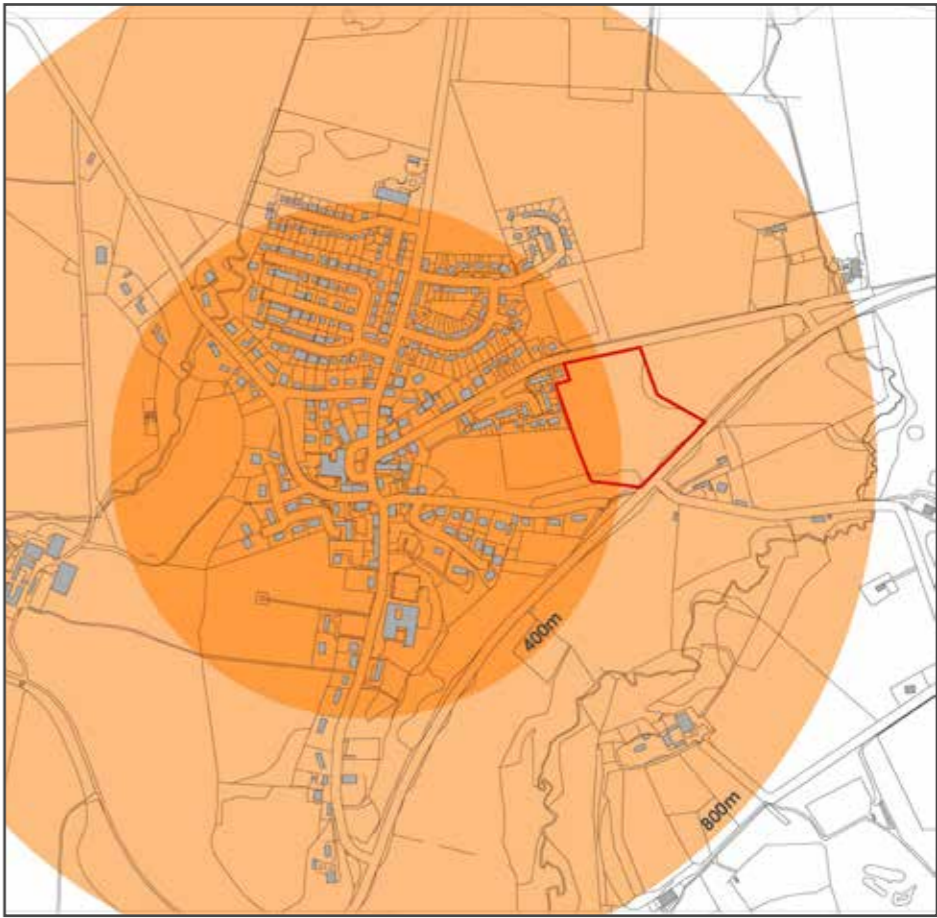
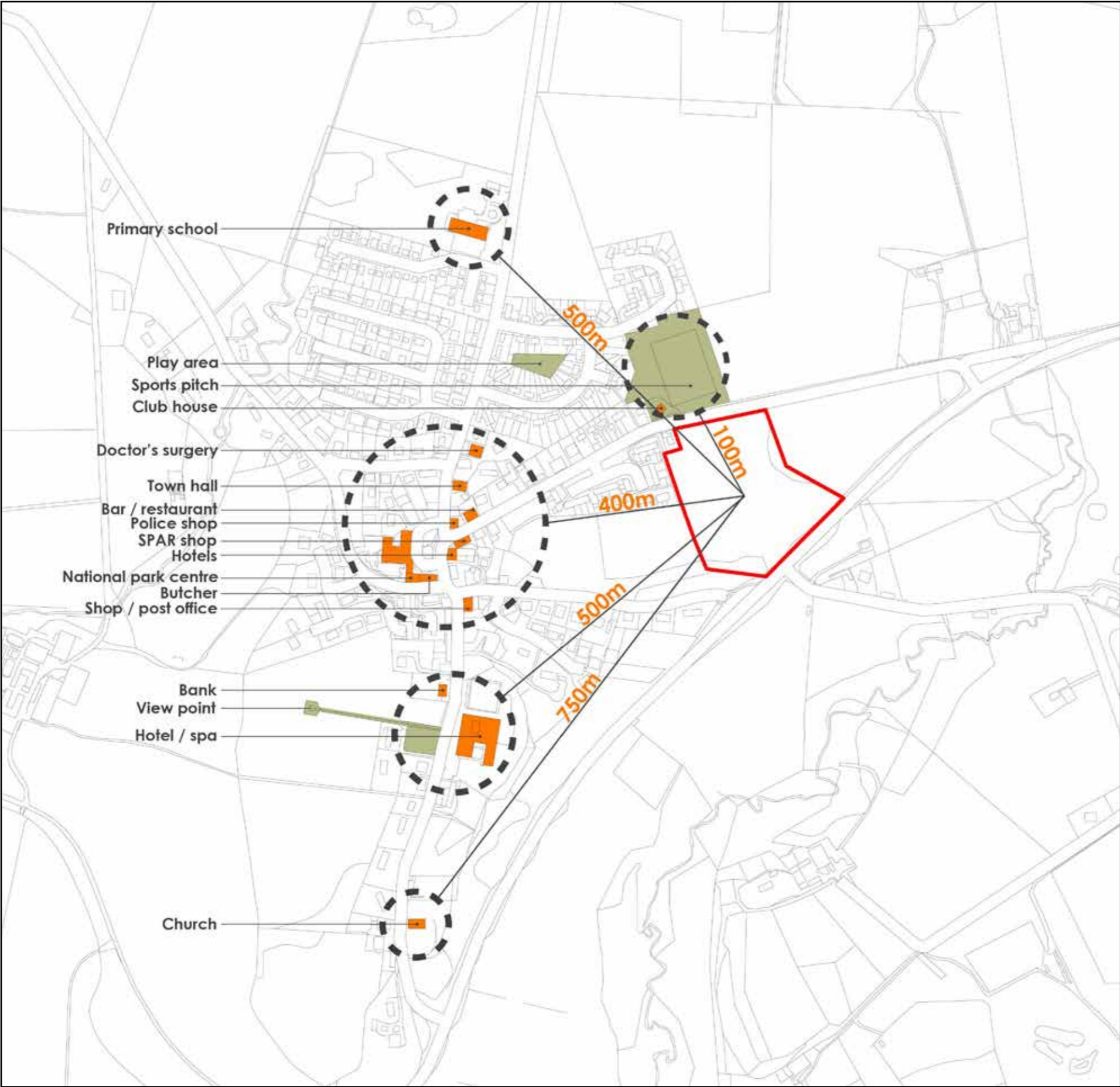
The site itself is located within the Rolling Farmland with Estates LCT, within the Loch Lomond & Trossachs National Park. The site is not directly affected by any landscape and ecological designations.

Site Location & Population

Drymen is a small village located within the Stirling Council local authority area and within the Loch Lomond & Trossachs National Park. The current population at the 2011 census was 820. Historically the population has been declining; however the settlement is supported by a wider rural hinterland population as well as a significant number of tourists and visitors.

The site is described as; 'New Site ID PMIR4' in the Live Park Additional Sites Report. The site itself lies out-with the current settlement boundary on the eastern edge of the settlement to the immediate south of Stirling.

The site is within 400m of the centre of the existing settlement and a ten minute walk for most other amenities and services (see below). Within the current policy context, the site is therefore regarded as being within a walkable community centred on the existing settlement centre.



Movement Framework

The existing movement framework in Drymen is structured around primary routes into and from the settlement and connecting to surrounding places including Stirling, Alexandria and Glasgow. This street pattern converges in the historic central square.

There are a number of secondary routes within the movement framework which are less well connected. These form cul-de-sacs which are inherently less well connected and which generally restrict connectivity and movement routes within the settlement.

There are also number of tertiary routes and connections within the settlement's movement framework which increase connectivity, primary for pedestrians and other non-vehicular users. These routes provide connections through and between buildings with in the settlement.

The proposed development offers the opportunity to strengthen the existing movement framework with a connecting route (highlighted in blue). This would increase the number of people using the primary streets with associated improvements in security, and the sense of security, within the development and wider settlement context.



Legend

- Primary Route
- Secondary Route
- Tertiary Path
- Proposed Route

Settlement Evolution & History

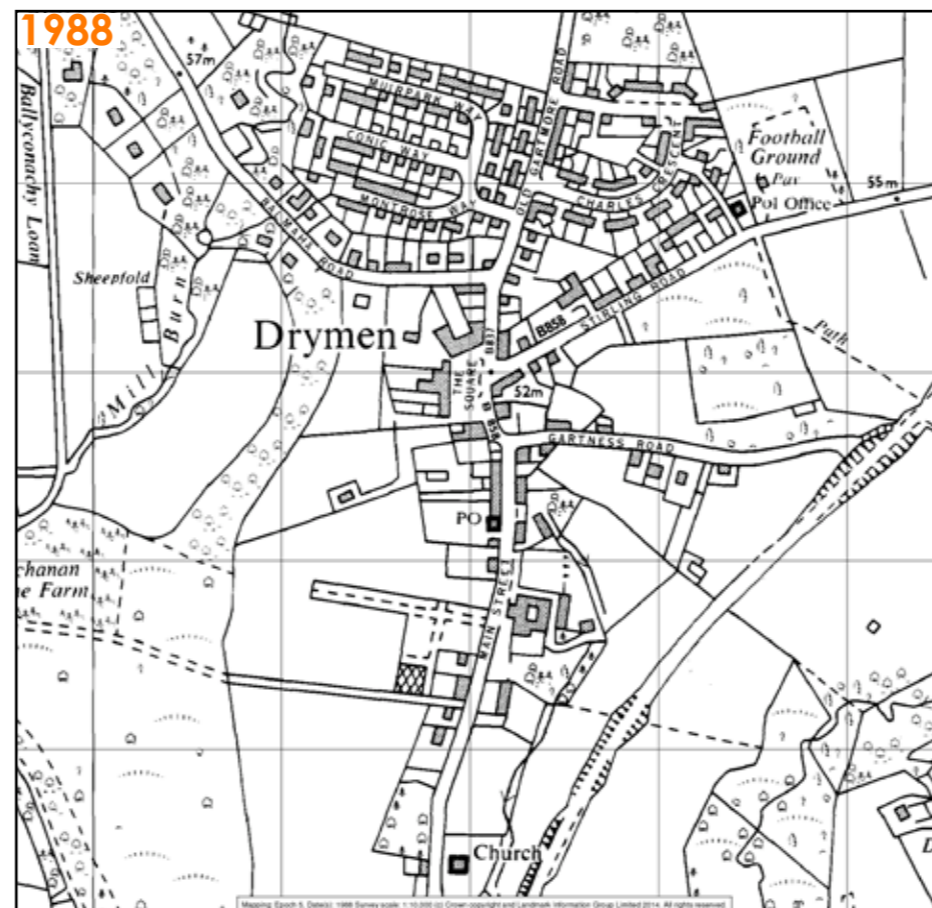
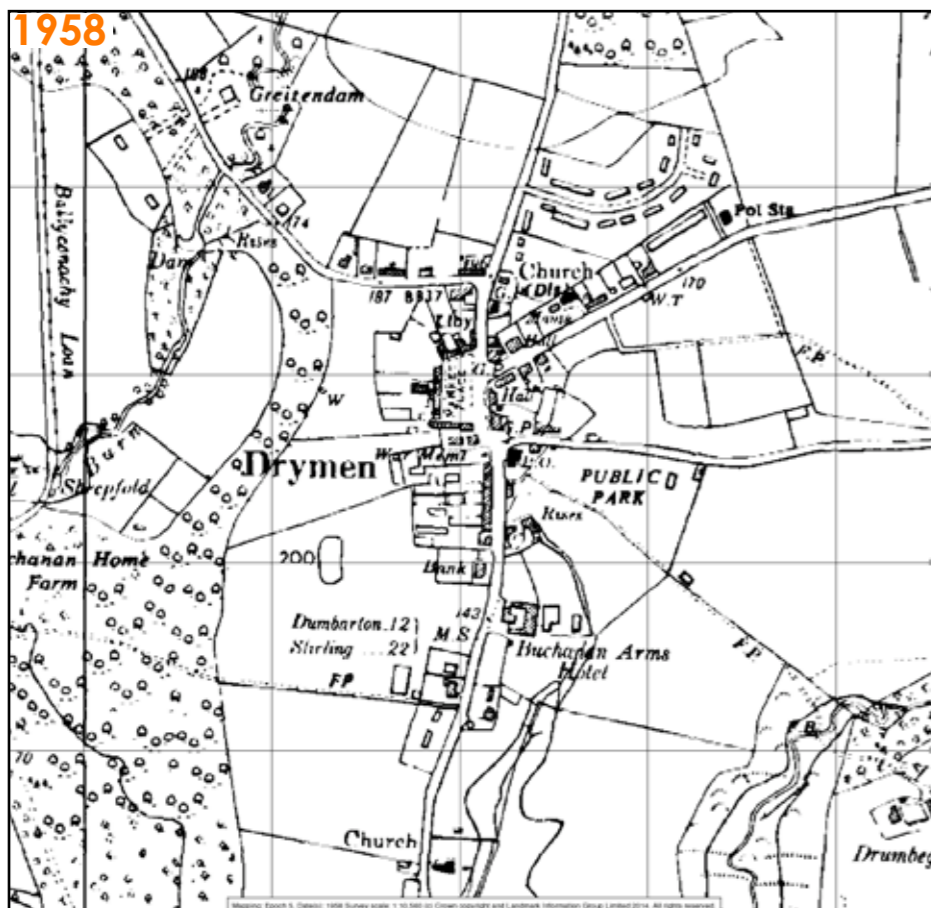
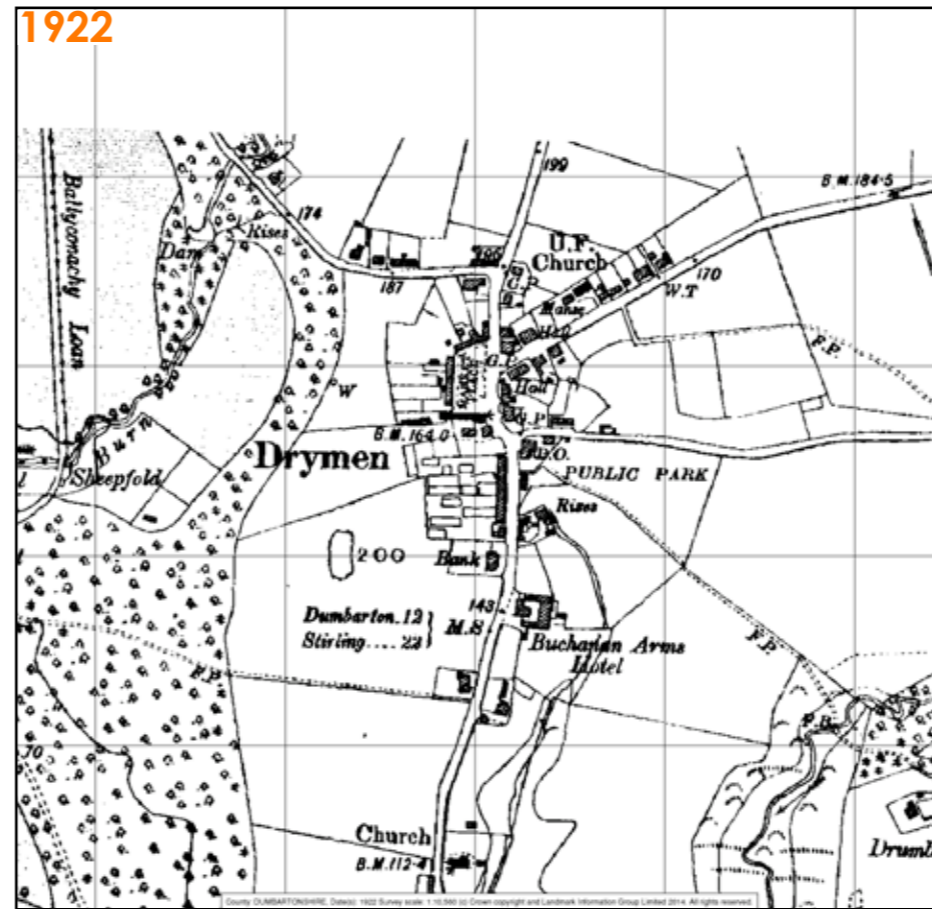
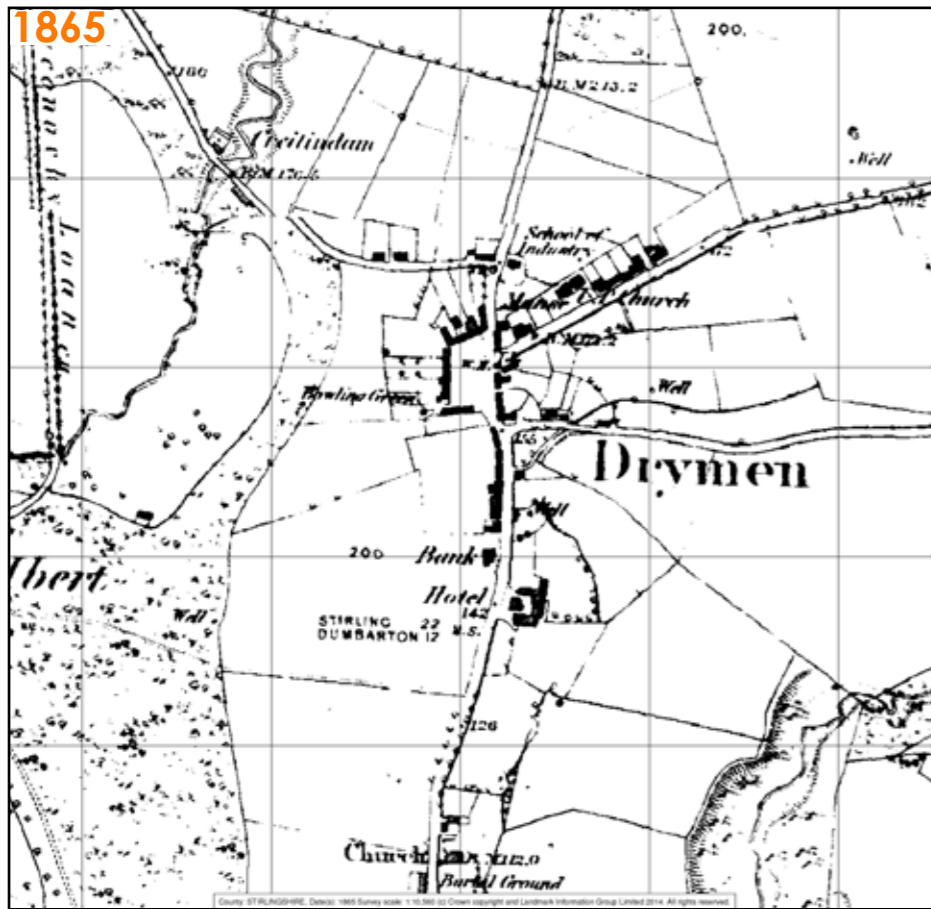
A brief review of settlement and site history has been carried out. With the conclusions summarised as follows:

- The village's origins are in the historic movement economy and the need for a medieval market place at a key strategic location along a historic movement corridor;
- The location and layout of the historic irregular street pattern possibly reflects the need for movement communications on higher lying dryer land;
- The main central open space forming the heart of the community has been reconfigured from its original medieval form to the layout seen today;
- Buildings through the settlement have evolved through time to form a mosaic of built form. These include a number of discrete townscape character areas which collectively define the overall character of the settlement as it appears today.
- There have been incremental expansions of the settlement during the 20th century in the form of housing developments and single building developments including; residential houses, primary school and other services buildings such as a mountain rescue centre; and
- The central core of the village was designated a conservation area in 1973 and exhibits a number of listed buildings and protected trees.

Drymen is a historic rural village in a National Park context with a largely well preserved physical historic character. The historic core of the settlement is designated as a conservation area. The origins of the settlement relate to the communication network which generally followed elevated land above the adjacent Endrick Water flood plain.

The settlement is built on the convergence of historic roads which follow higher ground above the surrounding carselands and historically wetter low lying areas. This is a typical pattern of historic settlement locations and development throughout the wider regional area. The settlement originally developed as a market place – located in the original medieval central market square.

The settlement is set within a matrix of surrounding woodlands, shelterbelts and hedgerows, often containing hedgerow trees. This structure, combined with the underlying undulating topography, create a distinct and high quality landscape context within which the settlement is generally very well framed.



Site and Study Area Topography

The adjacent figure illustrates the topography of the study area. The settlement of Drymen is located on elevated circa 50-60m AOD, slightly rolling land to low point of circa 30m AOD, with some local vistas out over the lower lying carseland to the south and south east of the settlement. Land rises in the north of the study area towards the Garadhban Forest and High Wood.

As discussed above, the site itself is situated on rolling land which rises from approximately 45m AOD to the south of the site to 60m AOD within the site.

Site Landuse, Character and Boundaries

The site extends to approximately 3.3 hectares and currently comprises improved agricultural grassland pasture with an area of marshy ground to the south.

The northern boundary of the site is defined by the B858 Stirling Road which is lined by an avenue of predominantly mature oak trees and a predominantly beech clipped hedgerow.

The eastern edge of the site is defined by an open minor watercourse.

The southern boundary is defined by the A811 road and early mature roadside mixed tree planting. A post and wire field boundary fence defines the western site extent beyond which lies an existing path that follows the eastern edge of the existing 20th century housing development. To the south west of the site there is an area of scrub land which currently has planning permission for housing.

The internal character of the site is gently rolling pasture to the northern and eastern extent. The site rises to a high point of approximately 60m AOD and then falls away steeply down south facing slopes towards approximately 45m AOD on the southern boundary.

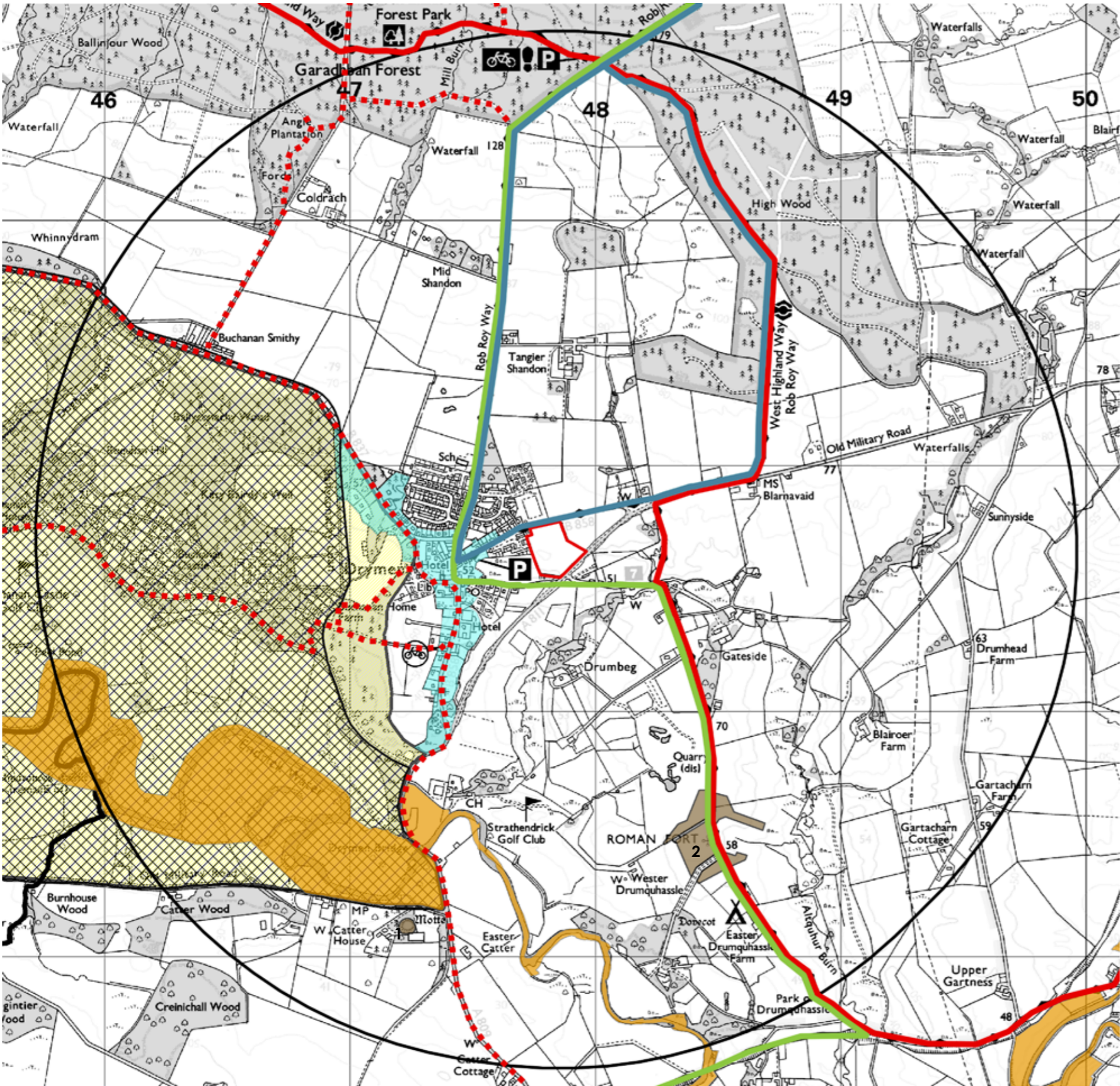


View 1 - Looking north

Landscape & Ecological Designations

There are a number of landscape and ecological designations within the 2 km study area. They are summarised as follows:

- 1. Site of special scientific Interest – Endrick Water
- 2. Scheduled Ancient Monument – Catter Law, motte
- 3. Drumquhassie Roman Fort and Annexe
- 4. National Scenic area – Loch Lomond
- 5. Conservation Area – Drymen
- 6. Historic Gardens and Designed Landscapes – Buchanan Castle
- 7. Long Distance Route – West Highland Way
- 8. Scotland's Great Trail – Rob Roy Way
- 9. National Cycle Network (NCN) Route 7
- 10. Core paths



Legend

- Proposed Site Boundary
- Site of Special Scientific Interest - Endrick Water
- Scheduled Ancient Monuments
1. Catter Law, motte
2. Drumquhassie, Roman fort & annexe
- National Scenic Area - Loch Lomond
- Conservation Area - Drymen
- Historic Garden and Designed Landscapes - Buchanan Castle
- Long Distance Route - West Highland Way
- Scotland's Great Trail - Rob Roy Way
- National Cycle Network - Route 7
- Core paths

Site of Special Scientific Interest – Endrick Water

Endrick water is a site of special scientific interest in and around the Endrick river valley.

Endrick Water is a Special area of Conservation with qualifying interests of Atlantic salmon and 2 species of lamprey. It is also a Site of Special Scientific Interest with geological and biological features. Biological features include the 2 species of lamprey covered by the SAC and a vascular plant, Scottish dock (*Rumex aquaticus*).

It is considered that there will be no significant effects on this designation as a consequence of the proposed development as the development will not introduce any effects not currently experienced at the SSSI.

Scheduled Ancient Monument – Catter Law, motte

At a height of 16m AOD overlooking the Endrick Water is a roughly oval motte which has been fashioned from a natural knoll. The motte stands 12m high on the north and 3.5m high on the south and its level top measures 30m by 35m.

It is considered that there will be no significant effects on the character or setting of this historic landscape monument as a consequence of the proposed development as the development will not introduce any effects not currently experienced at the SAM.

Drumquhassie Roman Fort and Annexe

Roman Fort (Site), Drumquhassie: Crop-marks have revealed a small Roman fort of Agricola date which, together with a number of annexes, occupies an area of about 6 ha. It should be noted that the SAM is only visible via aerial photography.

It is considered that there will be no significant effects on the character or setting of this historic landscape monument as a consequence of the proposed development as the development will not introduce any effects not currently experienced at the SAM.



Conservation Area – Drymen

Drymen conservation area defines both the core of the original medieval settlement together with the historic development along key roads into the 18th & 19th century. The settlement reflects the convergence of historic connecting routes and roads. The central open square in the centre of the settlement is on the site of the original medieval market place. The conservation area has predominantly low rise buildings with pitched tiled roofs. Buildings are in connected cottage rows in the centre of the settlement with increasing numbers of detached or semi-detached cottages, villas and other detached buildings towards the outskirts of Drymen.

The proposed development has the opportunity to relate positively to the character of the conservation area.

It is considered that there will be no effects on the physical character of the conservation area as a consequence of the proposed development as the development will not introduce any effects not currently experienced at the CA.

Historic Gardens and Designed Landscapes – Buchanan Castle

Buchanan Castle gardens provide a designed landscape setting for the now derelict B listed, 18th century castle. In terms of the perceived value of the HGDL, Historic Scotland regards it as follows:

- Work of Art - Outstanding
- Historical – High
- Horticultural, Arboricultural, Silvicultural - Little
- Architectural - High
- Scenic - Outstanding
- Nature Conservation - Some

The gardens are considered to be of high sensitivity to the type of development proposed; however it is considered that there will be no significant effects at the HGDL as a consequence of the proposed development as the development will not introduce any effects not currently experienced at the gardens.



Long Distance Route – West Highland Way

The West Highland Way (WHW) is a nationally significant long distance path from Glasgow in the south, to Fort William in the north. The path is a significant tourist attraction, following historic routes between the lowlands and the highlands, and plays a significant role in the economic vitality of the area. The path follows a route to the west of the site.

It is considered that there will be no significant effects to the character of the WHW as a consequence of the proposed development as the development will not introduce any effects not currently experienced along the route.

Scotland's Great Trail – Rob Roy Way

The Rob Roy Way (RRW) is a long distance recreational path between Drymen in the West and Pitlochry in the East. The path follows historic 17th & 18th Century paths associated with Rob Roy McGregor. The path is of significance to the local economy in and around Drymen.

The path follows a route along Stirling road which directly bounds the northern boundary to the site.

It is considered that there will be slight increase in effects along the RRW between the edge of Drymen and the site as a consequence of the proposed development as the development. However it will not introduce any effects not currently experienced along the route.

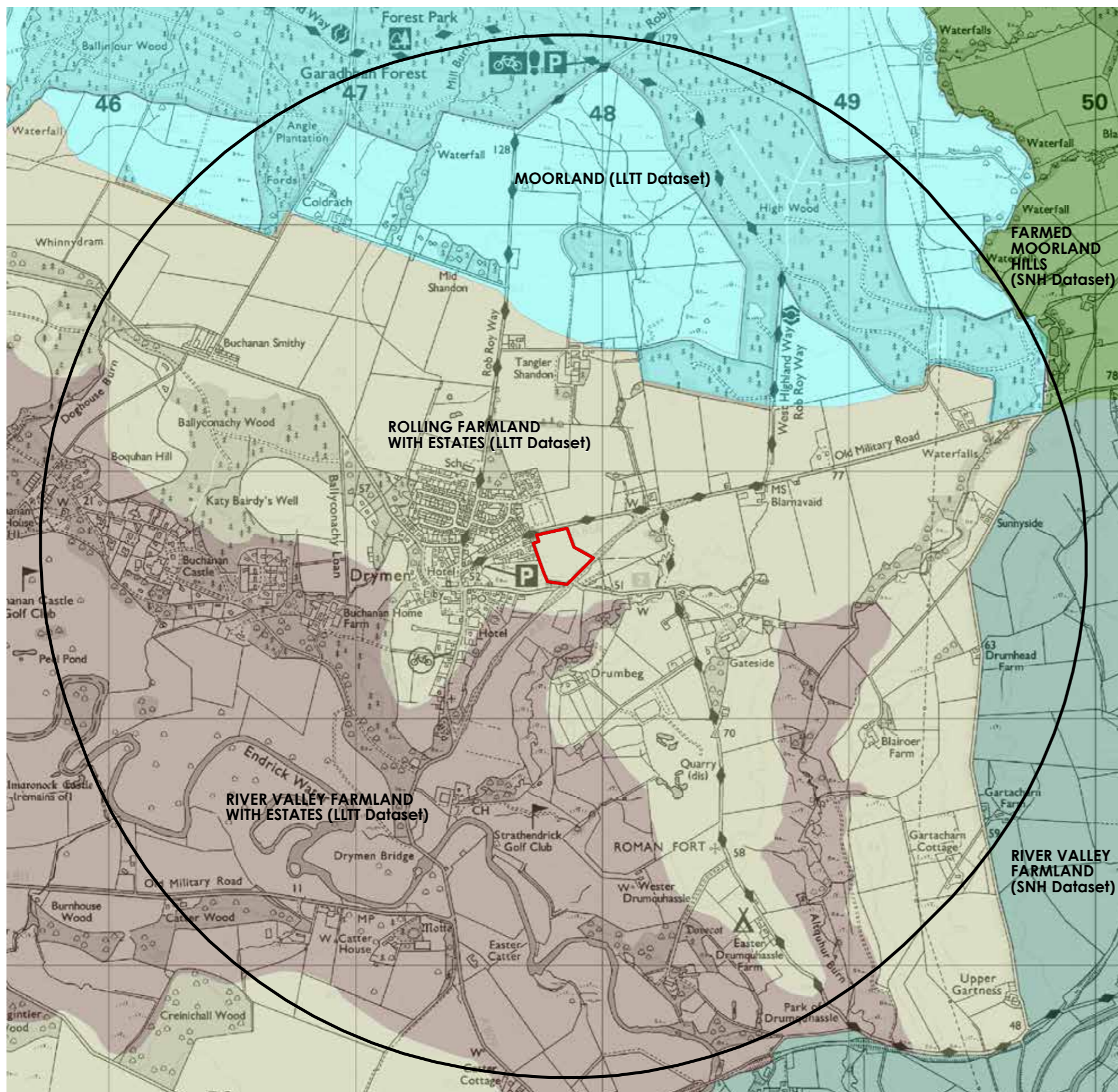
National Cycle Network (NCN) Route 7

The NCR 7 passes along the south of the site along Gartness Road.

It is considered that there will be no significant effects to the character of NCN Route 7 as a consequence of the proposed development as the development will not introduce any effects not currently experienced along the route.



Landscape Character Areas



There are five landscape character types within the 2km study. From the site work and desk review it is considered that there will be no significant effects upon landscape receptors at the Farmed Moorland Hills and River Valley Farmland LCT, which lie to the far west of the site due to the screening effects provided by existing land cover. They are therefore not considered in further detail in this document.

Rolling Farmlands LCT:

The key characteristics of the Rolling Farmlands with Estates LCT, within which the site is located, can be summarised as follows:

- Small scale fields (mainly pasture);
- Field hedgerows with boundary trees;
- Woodland shelterbelts; and
- Historic designed landscapes and historic gardens.

It is considered that the LCT would experience a localised, significant, adverse effect upon its landscape character as development of the site would result in the direct loss of a small component of agricultural land to residential development. However, within the wider context of the LCT the effect is predicted to fall to not significant due to screening provided by vegetation cover within the LCT and as the proposed development will be seen in context with the existing settlement edge of Drymen.

Moorland LCT:

The predominant landscape character in the immediate vicinity of the site is rolling farmland with estates. The Moorland LCT is typically characterised by a mosaic of small scale meadows, pastures defined by low drystone walls, fences, hedgerows tree lined avenues and structural shelterbelts and woodlands.

- The key characteristics of the Moorland LCT, which lies to the north of the site can be summarised as follows: Areas of open and rough grassland;
- Bogs and wetland areas;
- Patches of heather and gorse with sporadic trees; and
- Forestry plantations.

It is predicted that the LCT would experience a not significant effect upon its landscape character as the proposed development would be seen in context with the existing settlement edge of Drymen. Development of the site therefore would not introduce any effects not currently experienced within the LCT.

River Valley Farmland LCT:

The southern reaches of the settlement extend towards the Drymen Bridge over the Endrick Water and as a result stray into the River Valley Farmlands LCT, the key characteristics of which can be summarised as;

- Complex mosaic of agricultural fields and farmland estates;
- Mixed woodlands of semi-natural deciduous conifer plantations;
- Rectilinear mixed arable and livestock fields with mixed species hedgerows & boundary trees;
- Policy designed landscapes;
- Sand & gravel quarries;
- Golfcourses;
- Paths, roads and tracks networks; and
- Traditional settlements and associated built form.

It is predicted that the LCT would experience a not significant effect upon its landscape character as the proposed development would be seen in context with the existing settlement edge of Drymen. Development of the site therefore would not introduce any effects not currently experienced within the LCT.

These character areas are as set out in The 2010 Loch Lomond & The Trossachs Landscape Character Areas Dataset (**LLTT Dataset**) and The SNH Landscape Character Areas National Dataset (**SNH Dataset**).

Visual Appraisal

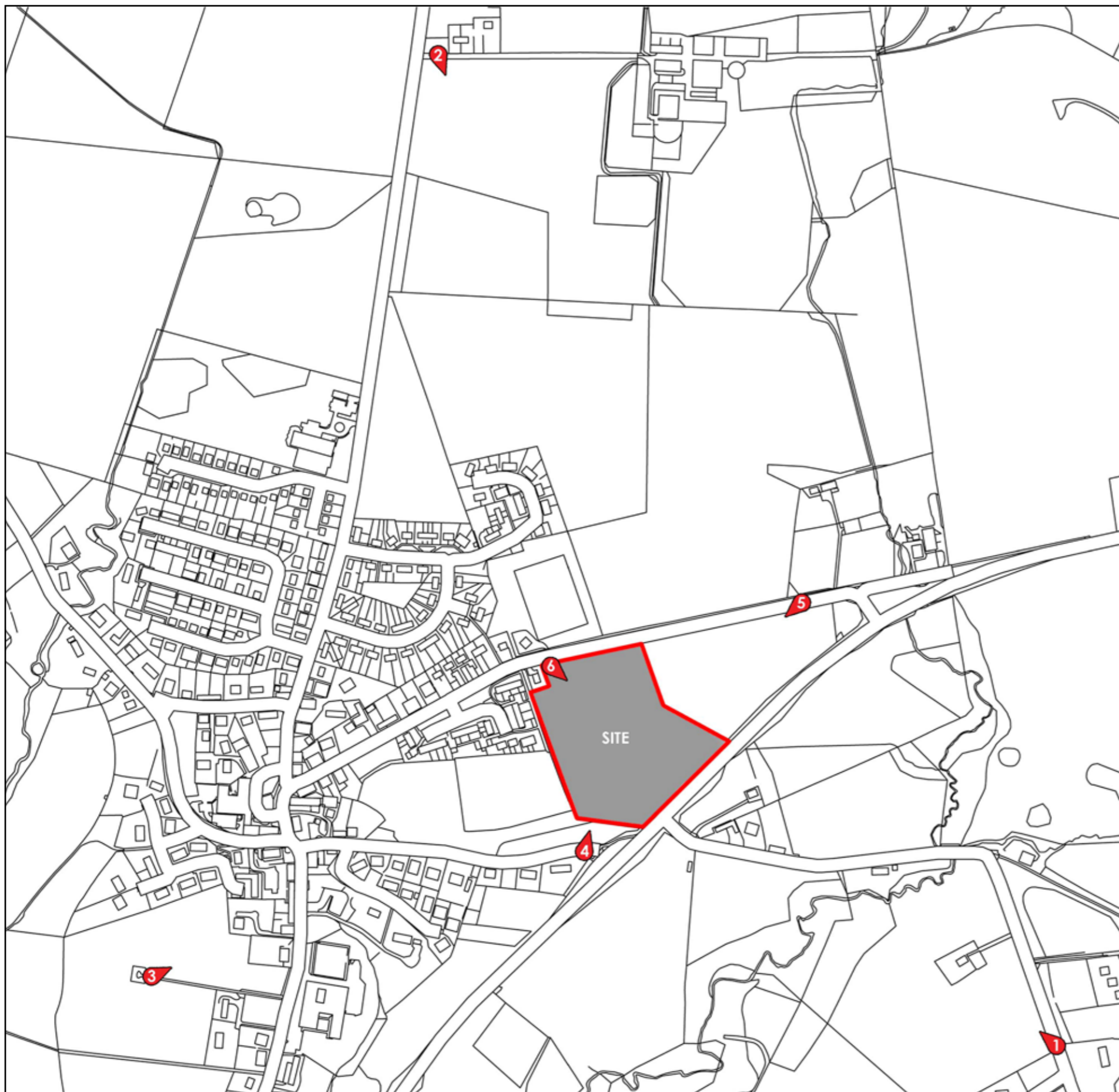
A Zone of Theoretical Visibility (ZTV) computer model has been used as part of the desk study to inform the assessment work on site and help identify landscape and visual receptors within the study area. Due to discrepancies with a bare ground computer model, the following has been concluded following on site assessment:

- The site is generally screened by the existing settlement of Drymen to the west; and
- The land cover including; Highwood plantation, woodlands around Drumbeg and Gateside and Drumbeg, together with the underlying rolling topography from approximately 60m AOD to approximately 40m AOD, provides significant screening to views to the south, east and north of the site.

The main visual receptors within the study area are therefore considered to be;

- Local residents from within Drymen;
- Local residents living in outlying rural residential properties;
- Recreational walkers & cyclists using the NCN route 7, the Rob Roy Way, the West Highland Way and the Old Gartmore Road; and
- Motorists and other road users on the Gartmore Road, the B858 Stirling Road and Gartness Road.

In total, six localised viewpoint locations have been selected to represent typical views experienced by the primary receptor groups above:

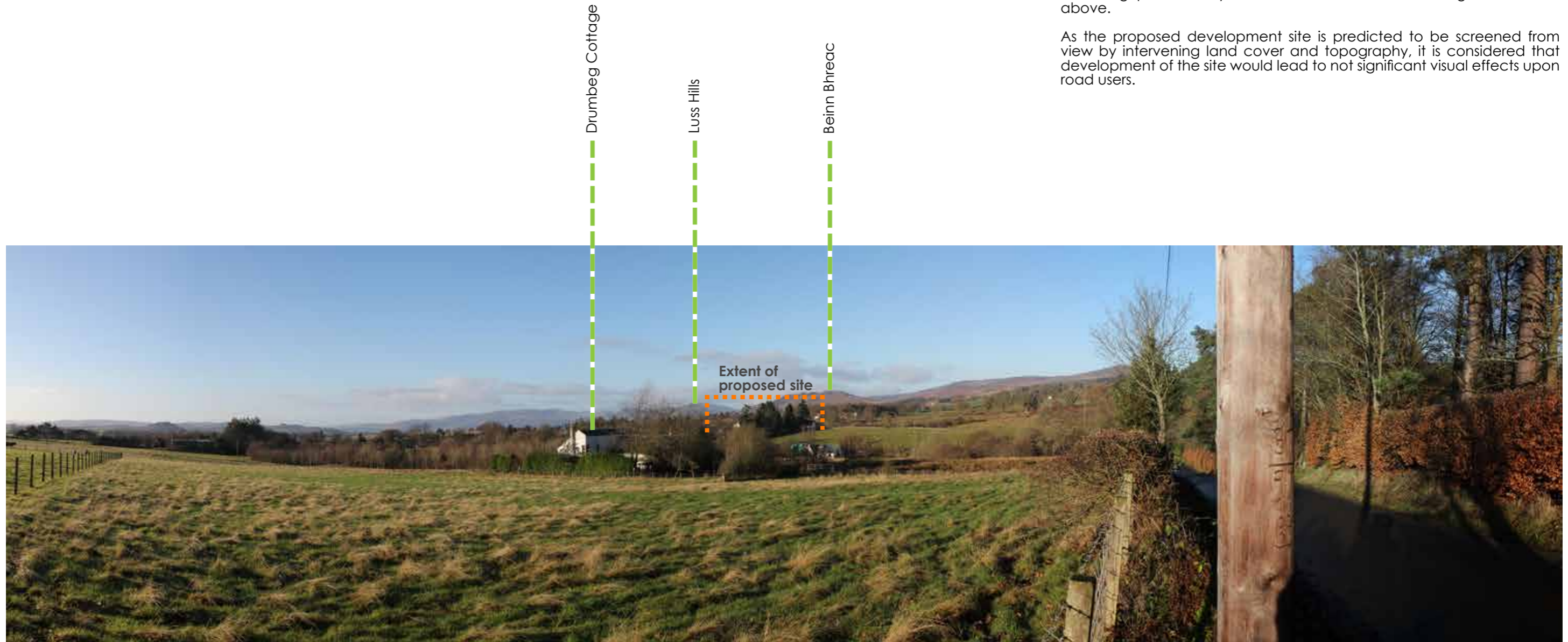


Viewpoint 1 - Gartness Road approx. 70m AOD looking out over Drumbeg, north towards the site.

Views from this location are representative of road users travelling north along Gartness Road at a local high point looking out in the direction of Drymen and towards the site.

The view is characterised by rolling farmland falling away, north, towards the site with a patchwork of mixed trees, hedges and woodlands which provide significant screening of Drymen. Visible within the view are pitched tiled rooftops and some white rendered buildings which appear scattered throughout the view and which are all set within the partial screening provided by the woodland, trees and hedges described above.

As the proposed development site is predicted to be screened from view by intervening land cover and topography, it is considered that development of the site would lead to not significant visual effects upon road users.

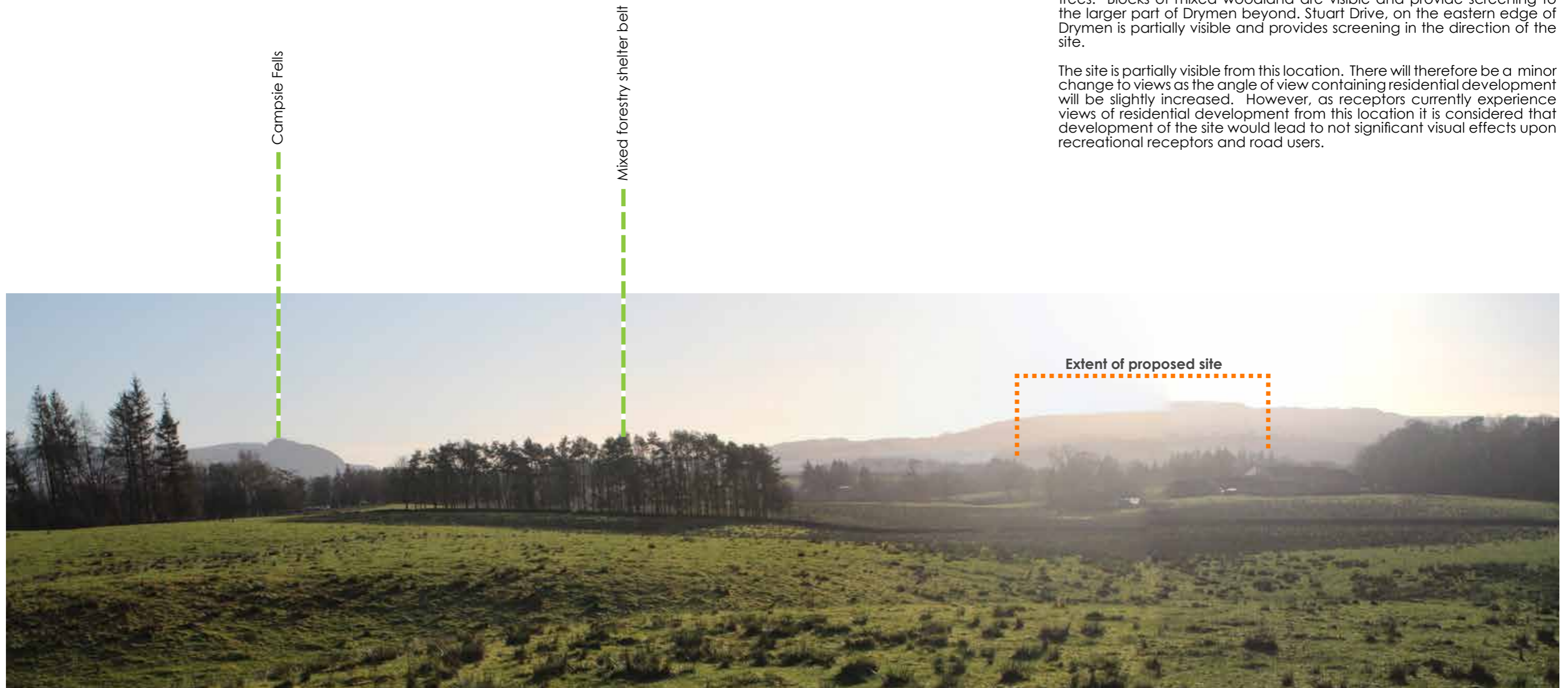


Viewpoint 2 - On the Old Gartmore Road, at the junction to Tangier Shandon approximately 70m AOD, looking south east towards the site.

Views from this location are representative of road users traveling in a southerly direction down the Old Gartmore road and NCN 7, in the direction of Drymen.

The view south towards the site from this location is of rolling farmland fields with field boundary walls, post & wire fences, hedges and boundary trees. Blocks of mixed woodland are visible and provide screening to the larger part of Drymen beyond. Stuart Drive, on the eastern edge of Drymen is partially visible and provides screening in the direction of the site.

The site is partially visible from this location. There will therefore be a minor change to views as the angle of view containing residential development will be slightly increased. However, as receptors currently experience views of residential development from this location it is considered that development of the site would lead to not significant visual effects upon recreational receptors and road users.

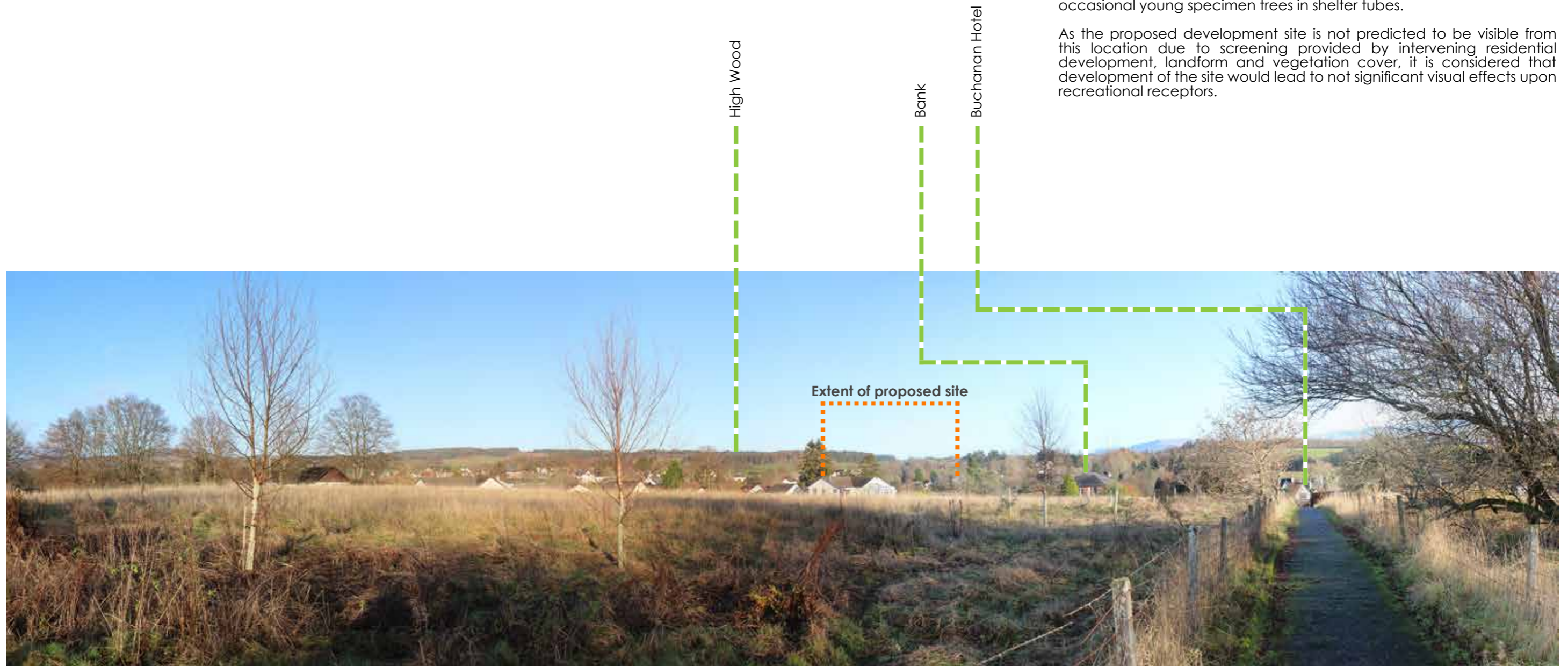


Viewpoint 3 - From the scenic viewpoint adjacent to the Buchanan arms hotel at approximately 60km AOD and looking north east over the village towards the site.

Views from this viewpoint are representative of recreational receptors moving east back down the access path towards Drymen from a designed recreational viewpoint location.

The view looks out over low level pitched roof tops set amongst trees and woodland with a backdrop of distant shelterbelts and forestry plantations on the horizon. The foreground is dominated by rough grassland with occasional young specimen trees in shelter tubes.

As the proposed development site is not predicted to be visible from this location due to screening provided by intervening residential development, landform and vegetation cover, it is considered that development of the site would lead to not significant visual effects upon recreational receptors.



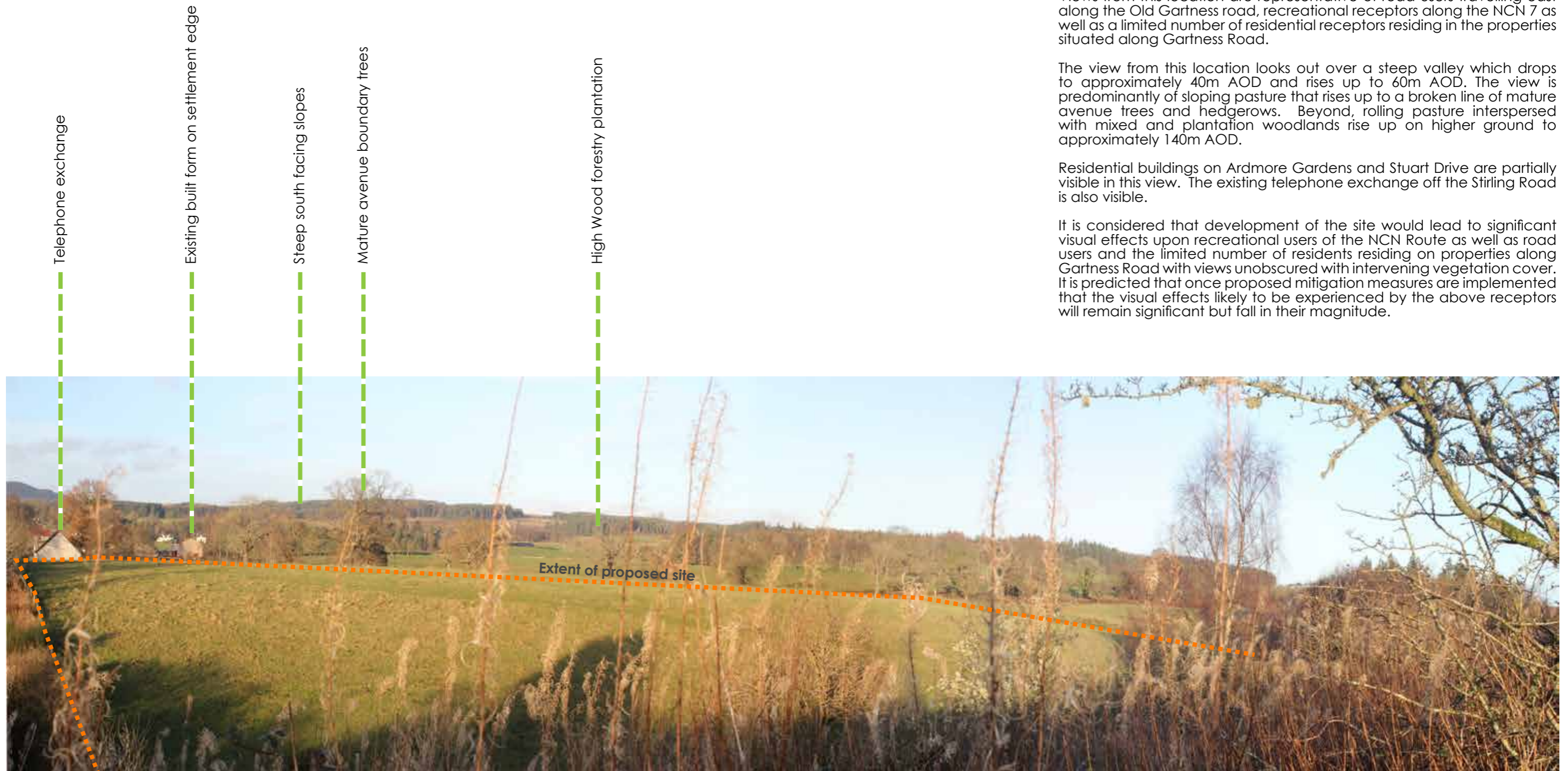
Viewpoint 4 - From the NCN 7, approximately 50m AOD, over-looking the site from the Gartness Road.

Views from this location are representative of road users travelling east along the Old Gartness road, recreational receptors along the NCN 7 as well as a limited number of residential receptors residing in the properties situated along Gartness Road.

The view from this location looks out over a steep valley which drops to approximately 40m AOD and rises up to 60m AOD. The view is predominantly of sloping pasture that rises up to a broken line of mature avenue trees and hedgerows. Beyond, rolling pasture interspersed with mixed and plantation woodlands rise up on higher ground to approximately 140m AOD.

Residential buildings on Ardmore Gardens and Stuart Drive are partially visible in this view. The existing telephone exchange off the Stirling Road is also visible.

It is considered that development of the site would lead to significant visual effects upon recreational users of the NCN Route as well as road users and the limited number of residents residing on properties along Gartness Road with views unobscured with intervening vegetation cover. It is predicted that once proposed mitigation measures are implemented that the visual effects likely to be experienced by the above receptors will remain significant but fall in their magnitude.

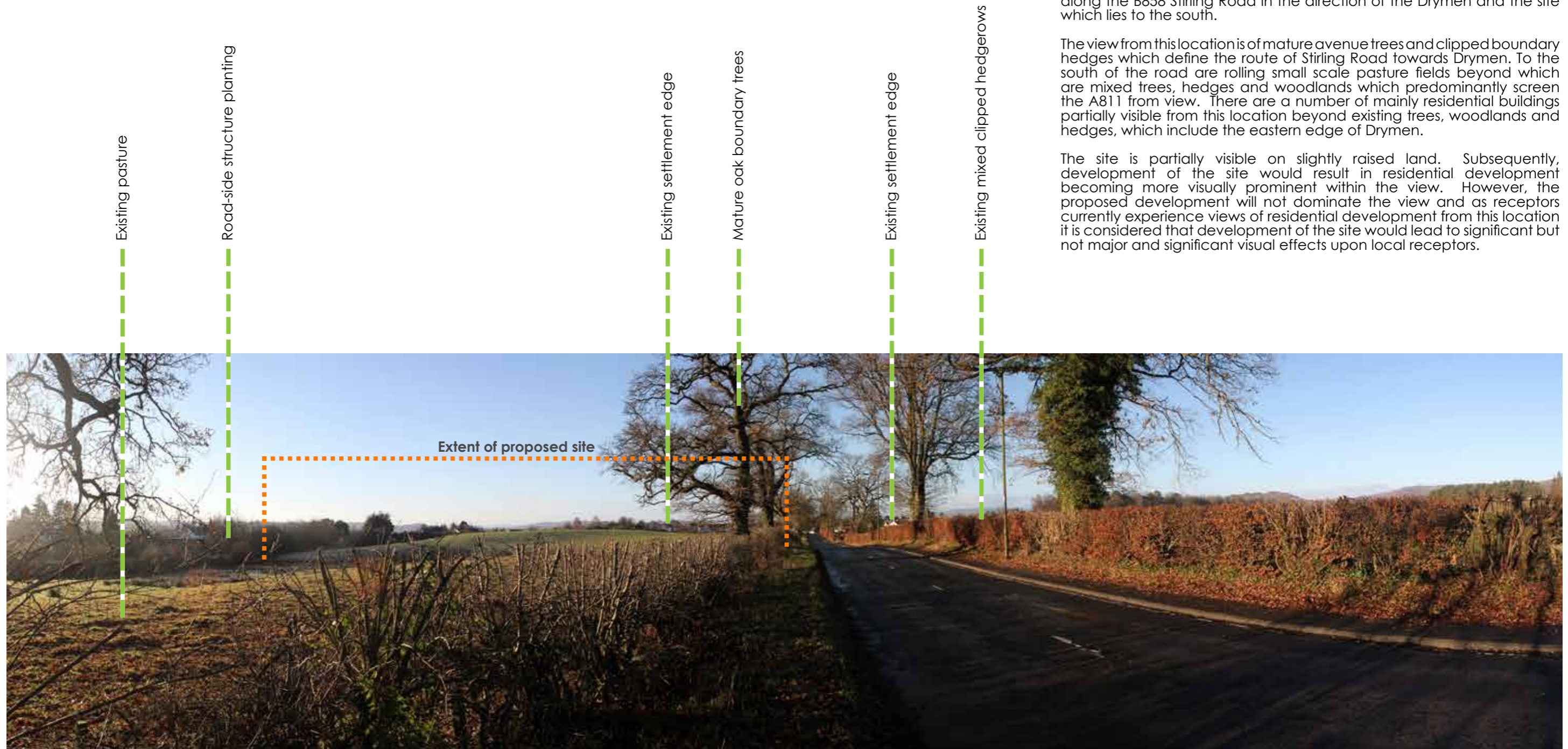


Viewpoint 5 - From the B858 Stirling Road and the Rob Roy Way, looking west towards the site.

Views from this location are representative of recreational receptors travelling along the Rob Roy Way as well as road users traveling west along the B858 Stirling Road in the direction of the Drymen and the site which lies to the south.

The view from this location is of mature avenue trees and clipped boundary hedges which define the route of Stirling Road towards Drymen. To the south of the road are rolling small scale pasture fields beyond which are mixed trees, hedges and woodlands which predominantly screen the A811 from view. There are a number of mainly residential buildings partially visible from this location beyond existing trees, woodlands and hedges, which include the eastern edge of Drymen.

The site is partially visible on slightly raised land. Subsequently, development of the site would result in residential development becoming more visually prominent within the view. However, the proposed development will not dominate the view and as receptors currently experience views of residential development from this location it is considered that development of the site would lead to significant but not major and significant visual effects upon local receptors.

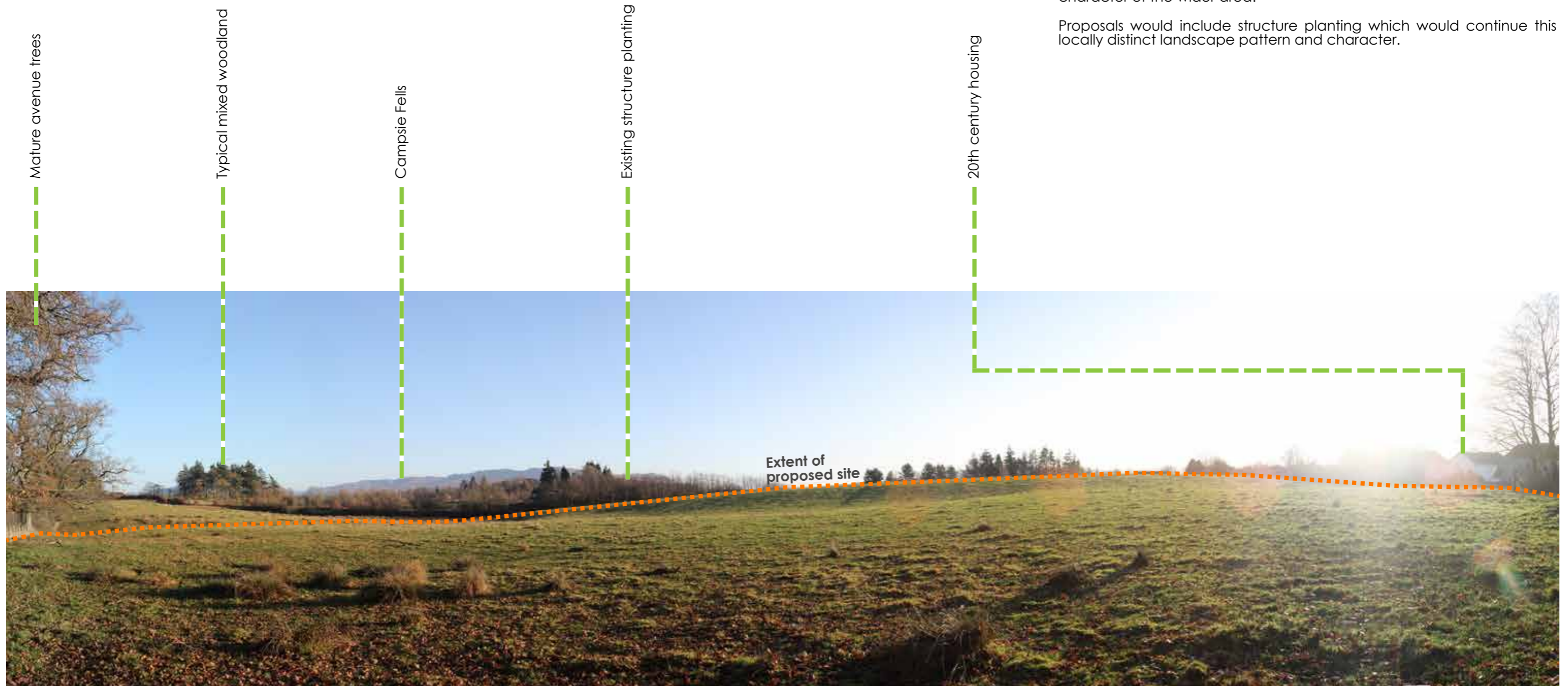


View point 6 - Looking out south over the site and beyond.

View point 6 illustrate the views from within the site looking south, over the site and illustrates the rolling topography and the opportunity for long distant views to the Campsie fells.

The existing tree and woodland planting which is visible from this view point restricts some closer views out from the site but would allow the proposed development to be sensitively integrates into the visual character of the wider area.

Proposals would include structure planting which would continue this locally distinct landscape pattern and character.



Visual Appraisal Summary Conclusions

Summary Conclusion

It is considered that landscape and visual effects of the proposed development site will be largely contained within its immediate vicinity.

Throughout the broader study area effects on landscape and visual amenity are not considered to be significant as the site is either substantially screened from the assessed receptors or are seen as a not significant addition within a broader view of an agricultural landscape which contains areas of, and views to, existing residential developments.

Potential significant effects which have been identified, therefore relate specifically to direct, localised effects upon the Rolling Farmlands with Estates LCT, within which the site is located.

With regards to the assessed viewpoints, the proposed development will be visible from the south, when seen from the vicinity of the Gartness Road and NCN 7 and in and around the area where it crosses the A811; however it will generally be seen in context or as part of the existing settlement of Drymen.

The proposed development will be partially visible in the east when travelling west along the B858 and Rob Roy Way; although again the site will be seen in context with the existing settlement of Drymen.

Views towards the proposed development from the selected viewpoint locations within the north and west of the study area are generally restricted by topography, existing built form, areas of woodland, boundary trees and hedgerows. Therefore no significant visual effects are predicted from these locations.

It is considered that while some of the closer views towards the site will change, the character of the views will be consistent with the underlying and predominant landscape and edge of townscape character.



Existing Trees, Woodlands & Hedgerows in the Wider Study Area

The surrounding land cover is characterised by mainly tree lined boundaries, hedges and shelter belts, with riparian woodland following larger streams rivers and watercourses. Within the study area there are also policy woodlands associated with historic designed landscapes, estates and gardens.

Water Courses, Burns & Rivers

There is a small open watercourse or burn to the east of the site, which runs approximately north to south which bisects the open pasture on either side.

There is a low lying area of marshy land within the site to the south. At the time of survey 2nd (December 2014) there was no signs of any standing water.

Flood Risk Assessment

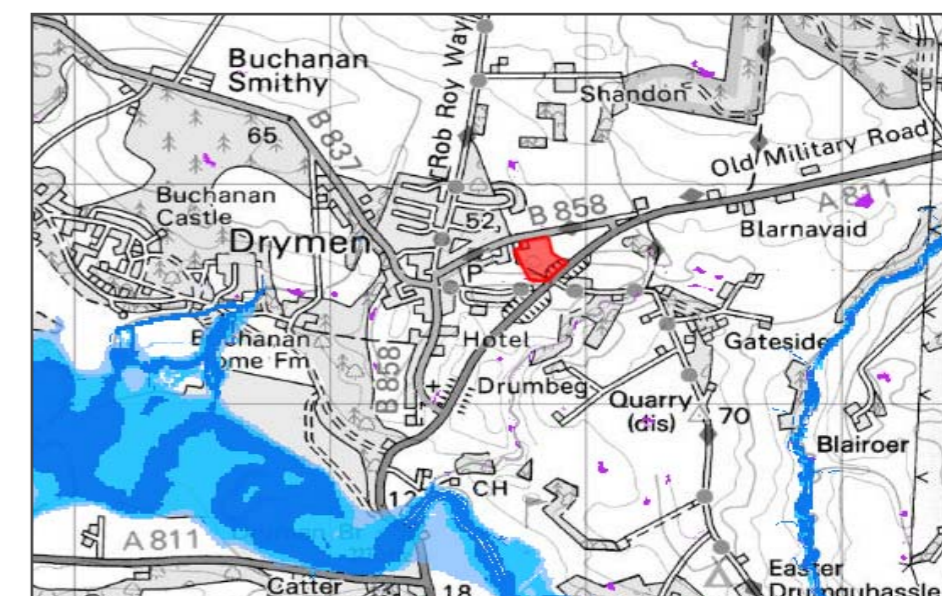
A review of the SEPA online flood risk assessment for the site has been carried out and the site is not considered to be at risk of flooding (see below).

Ecology

A brief online review of the site has been undertaken, and is based upon free mapping and Scottish Natural Heritage's Sitelink database. It is considered that the site, although comprising mainly improved pasture of limited biodiversity value, may offer suitable habitats for:

- Bats – the mature trees on the northern boundary are potentially suitable as roost sites and as foraging routes connecting to the wider landscape;
- Badgers may be foraging in the site;
- Otters may be using the burn to commute; and
- The marshy grassland by the burn may be classed as a 'wetland' and SEPA advises against impacts on these areas.

Development of the site, if allocated, would require further ecological survey to ensure that any effects on valued ecological receptors were addressed in the detailed design and mitigation strategy for the development.





Townscape Character – Settlement Wide

The settlement of Drymen, despite having a well-defined centre with a strong sense of historic place, is now a mosaic of differing neighbourhoods with varying characteristics. There are a number of elements and characteristics which help to unify the whole settlement and which are evident to varying degrees through each of the above. There are however, areas of the settlement which have been developed without regard for the importance of creating a strengthened sense of a whole place. Consequently there are areas which form part of the settlement which dilute and erode the overall historic and physically rich underlying character of the settlement.

Unifying urban elements include the use of:

- Natural stone boundary walls;
- Fences and hedges as boundary treatments;
- Colours, renders and finishes to masonry on buildings;
- The predominantly low rise built form across the whole settlement;
- Pitched roofs (though of varying degree of pitch and roof tiling material); and
- Mature locally appropriate focal trees.

Elements which are considered to have a detrimental effect to the historic character patterns of the settlement include the following:

- The use of lower quality manmade materials, for example low brick and concrete block boundary walls;
- Roads designed to primarily for vehicular use only rather than being street layouts;
- Conflicts between private back gardens and public fronts (in some locations such as Charles Crescent);
- Unconnected 'cul-de-sac' street network in some locations such as Muirpark way/Conic way/Stuart Drive;
- Unsympathetically located road signage;
- A legacy of space left over after planning and some poorly considered open spaces;
- Wide areas of roadway through the centre which are vehicular traffic dominated; and
- Unsympathetic pedestrian guard rails and other non-site specific street furniture.

Streets & Open Spaces

Drymen's historic street pattern is a free form grid, with primary routes radiating from the central village square. The village square is a key punctual open space within the structure of the settlement and significantly aids both the legibility and the inherent character of the place.

Other open spaces within the settlement, including Ardmore Gardens, have a diluting effect on the spatial coherence and general legibility of the core settlement. From the historic record, there have been a number of physical interventions to the settlement over time, including a number of new residential developments. Many of these developments have diluted the distinct character of the historic village. The village remains a low rise and low density settlement with a strong sense of history, within the conservation area generally, and around the historic central square particularly.

Townscape Character Areas

Townscape Character Area 1 – Historic Centre



The centre of the settlement is spatially well defined, with legible paths, clear movement corridors and a well-defined central open space.

The built form is of a noticeably higher density to the centre of the historic centre, with mainly rows of connected buildings forming a strong sense of enclosure and defining the edges around the main public square. The density of built form reduces further from the centre of the settlement.

There are a number of landmarks in and around the settlement including prominent buildings, with prominent colours/finishes and details as well as the central open square. These intensify towards the centre of the settlement. As noted above, however, the spatial structure of the streetscape becomes less defined in various areas of the settlement moving out away from the historic centre and conservation area.

Common and characteristics materials through the historic centre include:

- Red sandstone walls;
- White and off-white rendered masonry walls;
- Natural slate roof files;
- Chimneys;
- Feature metalwork and railings;
- Feature accent painted details; and
- Domestic scale windows.

Street widths are narrower away from principle movement corridors. They generally have no footways and are treated as shared surfaces.



Townscape Character Area 2 - Conservation Areas outwith the main centre

Similar character to that of the central conservation area but with more dispersed pattern of built form density including more semi-detached and detached buildings.

Common and characteristics materials through the historic centre include:

- Red sand stone walls;
- White and off-white and buff coloured rendered masonry walls;
- Natural slate roof files;
- Chimneys;
- Feature metalwork and railings;
- Feature accent painted details; and
- Domestic scale windows layout

Street widths are, again, narrower away from principle movement corridors. They generally have no footways and are treated as shared surfaces.



Townscape Character Areas

Townscape Character Area 3

This area comprises a visually distinct estate of cul-de-sac roads with footways and typical architectural character of the mid 20th century.

The development is low rise and low density with detached and mainly single storey houses. The houses have mixed roof pitches and are predominantly finished with concrete tiles. The hard landscape exhibits a predominance of low quality man-made materials including;

- Brick and concrete blocks garden walls and boundary treatments;
- Rendered walls and house elevations; and
- Some timber cladding.

The character of the area predominantly contrasts with the underlying historic townscape as exhibited in the conservation area and is not distinct to the local area.



Townscape Character Area 4

This area is a visually distinct area largely typical of inter-war and post war housing development. The housing is predominantly two storey, with pitched natural slate roofs and painted rendered walls. There is a mainly clear definition between front and back garden space, with front garden boundaries defined and characterised by metal railings and hedges (mainly privet).

The character of the area predominantly contrasts with the underlying historic townscape as exhibited in the conservation area and is not distinct to the local area. There are however common elements such as the painted rendered walls, use of natural slate roof tiles and garden boundary treatments which help to unify the area with the surrounding Townscape and character.



Townscape Character Areas

Townscape Character Area 5

This area is formed along the B855 and has two distinct characters of design on either side of the road. The north side of the Stirling Road is characterised as per the above inter-war/post war housing as described above (Character area 4). This steps back from the main road with a combination of garages, parking and large front gardens.

To south of the road there is an area of open public space which forms the entrance to a mid – late twentieth estate of terraced housing. This space has a number of early mature trees which are set back from the main Stirling Road.

The materials and character of this housing area is typical of the period with a combination of manmade materials including brick, concrete blockwork and rendered walls to the houses and gardens. The housing has predominantly pitched roofs with concrete tiles.

The combination of the two open spaces described above has a negative effect on the general legibility of the settlement and the sense of enclosure on arrival to the settlement from the east along Stirling Road. The pattern of development in this character area generally dilutes and erodes the underlying historic character of the historic main settlement centre.



Townscape Character Area 6

The area is characterised by a mix of low rise, mainly single storey, detached residential houses. The character is typical late 20th century cul-de-sac (as typified by Stuart Drive). The materials both for the hard landscape and built form are typical of the period and include; rough cast rendered walls, timber cladding, brick work, block work and mixed colours of concrete roof tiles.

Front gardens generally have poorly defined boundaries and this contrasts with the underlying common patterns in the built form of the wider settlement.



Townscape Character Areas

Townscape Character Area 7

The area is characterised also by a mix of low rise, mainly single storey, detached residential houses. The character is very typical late 20th century cul-de-sac (as typified by Gartness Court). The materials both for the hard landscape and built form are typical of the period and include; roughcast rendered walls, timber cladding, brick work, block work and mixed colours of concrete roof tiles.

Front gardens generally have poorly defined boundaries and this contrasts with the underlying common patterns in the built form of the wider settlement.



Townscape Character Area 8

The area is characterised also by a mix of low rise, mainly single storey, detached residential houses. The character is very typical late 20th century cul-de-sac (Whinnock Court). The materials both for the hard landscape and built form are typical of the period and include; rough cast rendered walls, timber cladding, brickwork, block work and mixed colours of predominantly concrete roof tiles.

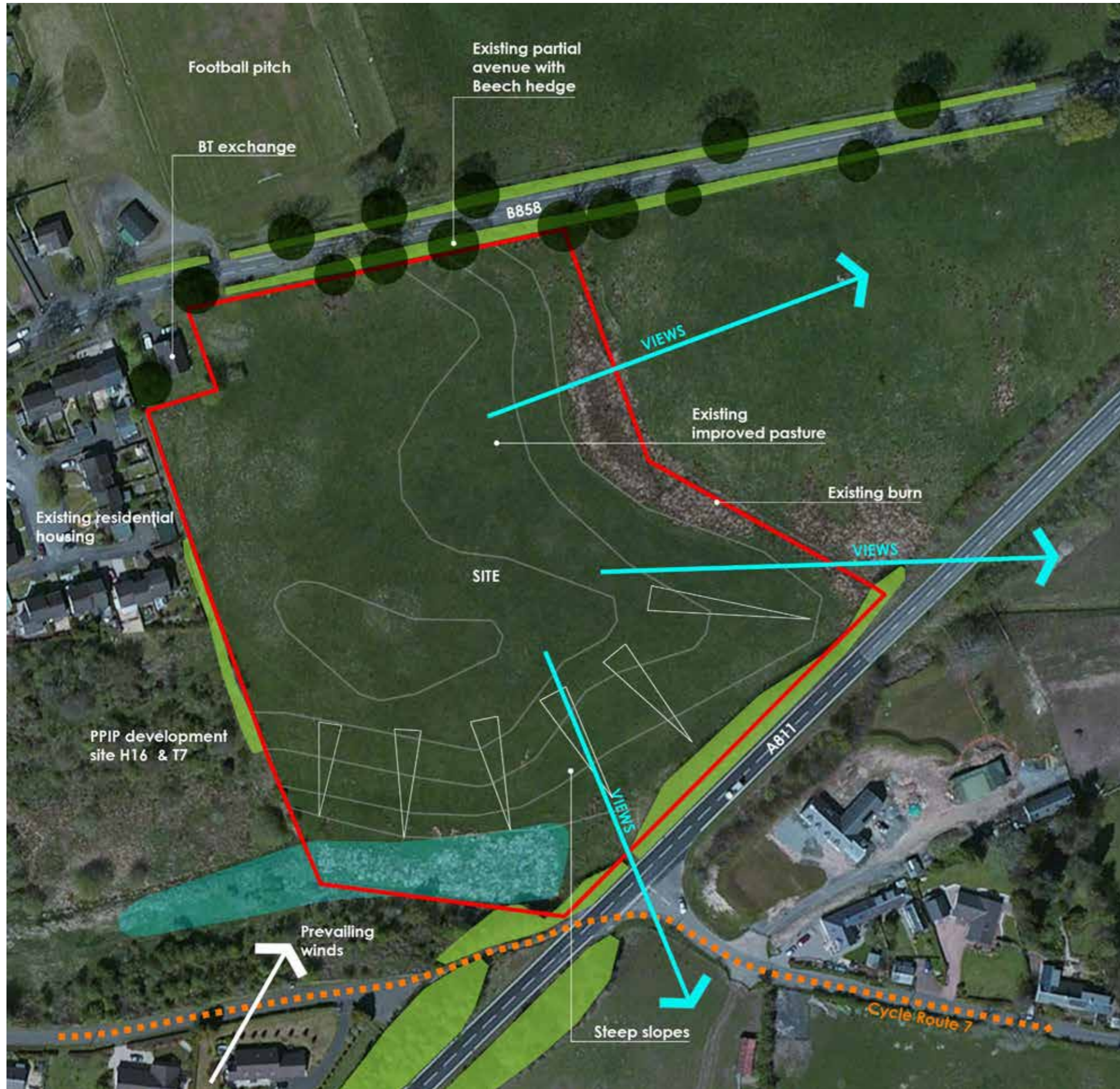
Front gardens are generally poorly defined in terms of edge definition, and where gardens are well defined they use concrete block work which contrast with the underlying common patterns and materials in the built form of the wider settlement.

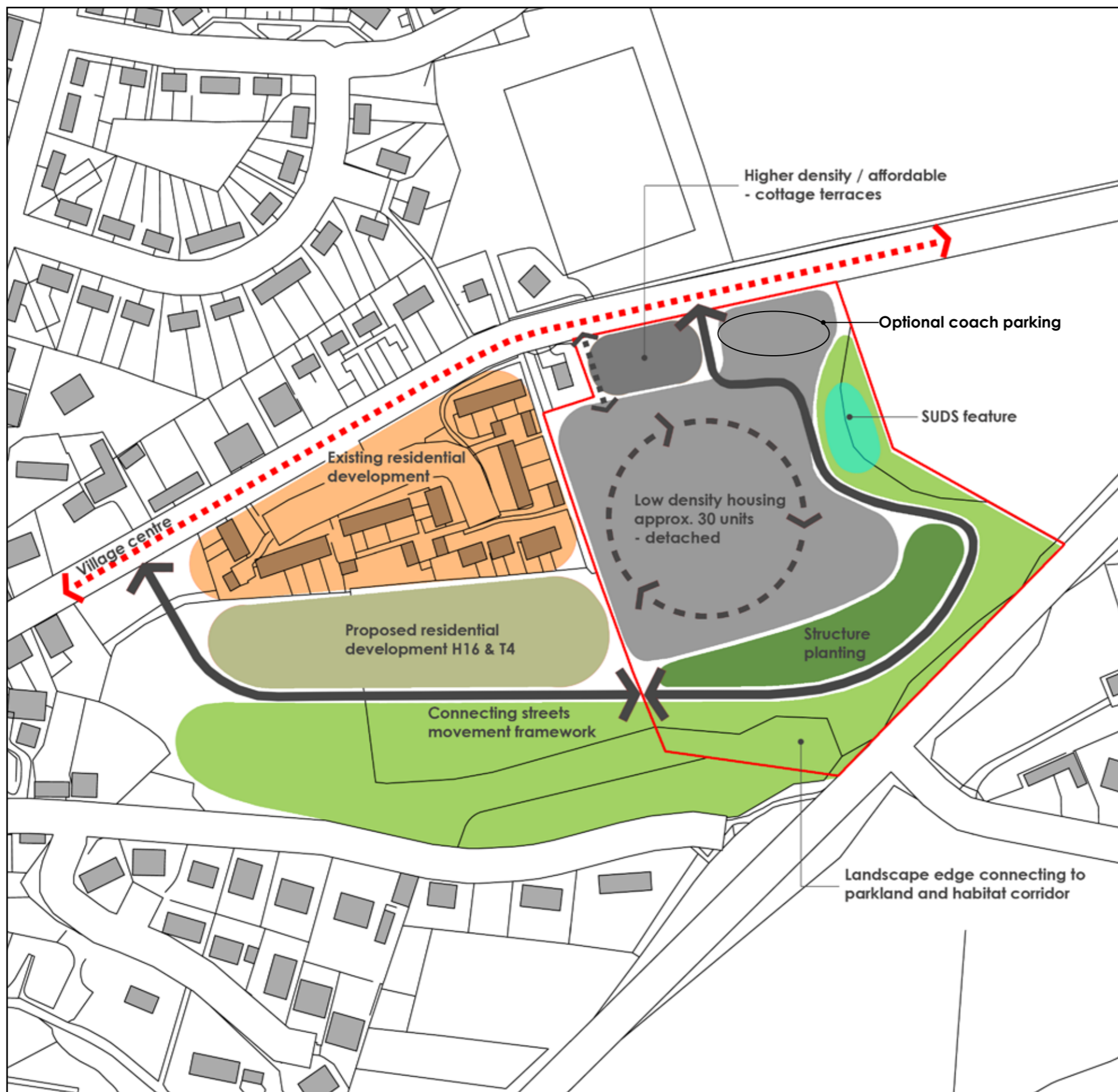
There is a predominance of ornamental gardens trees and shrubs in front gardens which is typical of the period when the development was built. Where hedges have been grown on front garden boundaries, the streets begin to exhibit a unity with the wider settlement character.



High Level General Constraints & Opportunities Summary Table

CONSTRAINTS	OPPORTUNITIES
Steep slopes & marshy ground to the south reduce the developable land.	Good area of gently rolling developable land.
Existing mature trees to the northern boundary.	To move the settlement boundary east.
Watercourse to the east.	Very long distant views to the south.
Views to the south & South East.	Create a new village gateway to the B858 Stirling road.
	To Create a connection to the existing movement framework - and to the proposed housing site H16 T4.
	Advanced planting to help assimilate the proposed development into the existing landscape context.
	to make a more secure and safer neighbourhood.
	Increase the settlement population and critical economic mass.
	Opportunities to use natural stone walls within the development in order to connect to the underlying built patterns within the wider settlement.
	The use of metal boundary fences and/or hedges to front gardens.





Vision Statement

The vision for the masterplan would be to create an appropriate new village edge and neighbourhood which would strengthen the underlying and desirable characteristics of the historic village, reinforce its sense of place, and which would be appropriate in the wider landscape setting.

Aims & Objectives

- Positively connect to the settlement – through a street network;
- Create an appropriate settlement edge response with lower in terms of density and spatial layout and landscape treatments;
- Reflect and strengthen the underlying character of the core settlement patterns in terms of building heights, materials, colours & finishes and spatial structure; and
- Continue the local landscape pattern and character through the use of local and prevalent indigenous plant species and patterns of structure planting.

Summary of Brief for the Development

Design for a low density 30-40 units, high specification housing which is appropriate to the context and which is well connected to the surrounding movement framework.

The masterplan should add value both in terms of the product and strengthening the local place.

Design Principles

- Sustainable;
- Inclusive;
- Distinctive;
- Sensitive & responsive to the local landscape context and ecology;
- Safe & Pleasant;
- Adaptable; and
- Easy to get to, through & to move around.

Precedent Housing



Conclusions

- Effects upon landscape character will be localised and restricted to the site and its immediate vicinity, in the rolling farmlands with estates LCT, the remaining two LCT in the study area will not be significantly affected by the proposed development;
- There will be no significant effects upon the landscape designations identified within the wider study area;
- Visual receptors will not be affected by the development from long distance view points. There will be minor change to some near views but which will not have significant negative affect on the views of the edge of the settlement. There are opportunities to create a new visual edge to the settlement which will create a positive considered, and coherent settlement edge;
- It is considered that the site could be developed in a way which provides a logical, inclusive and sustainable extension to the existing village's eastern edge without significantly eroding landscape character, visual amenity or townscape character;
- The site is within walking distance of the main village centre and within 5-10 minutes of all the other amenities and services within the settlement. The addition of appropriate housing and the associated increase in population can therefore be considered to be a benefit to the long-term sustainability of the existing settlement and community;
- It is considered that opportunities exist to strengthen the existing townscape character through appropriate, evidence based and site specific layout and design;
- It is considered that there are opportunities to increase connectivity through a legible street network; and
- It is considered that that there is an opportunity to create a robust, appropriate and defensible eastern edge to the settlement which is in keeping and character with the underlying local townscape and the wider landscape character.

Recommendations

- The indicative masterplan options illustrate possible street networks which connect with both the existing movement framework and also the adjacent housing site H16 and T4;
- The development proposals include locally sensitive landscape proposals which are capable of integrating the development into the wider landscape context; and
- The use of low density, low rise housing typical of other parts of the existing settlement with a vocabulary of characteristic local colours, finishes and materials will help, through high quality site specific design, mitigate negative effects of the proposed development.

Dear Brian

Further to the recent Callander Community Council Meeting the residents of Balgibbon Drive have all been interviewed and would wish to express a collective view regarding the proposal for development of Balgibbon Farm using Balgibbon Drive as an access. As yet there has been no contact with residents in Glen Gardens or the other streets that would be adversely affected.

It is also worthwhile documenting that there were concerns regarding how the information regarding this development was disseminated by the National Park and how difficult it is to find all the relevant information on their web site. The residents are grateful that the Community Council notified residents to make them aware of this proposal. There is also concern that the National Park has seen fit to move from "rejecting" the previous application on the grounds of restricted access for this site to "preferring" this application based on the addition of a Transport Survey which in our opinion is a seriously flawed document.

All the residents as detailed in the attached schedule wish to object to this development on the grounds of loss of amenity and restricted access.

There are two aspects of access that should be considered.

Access from the A84 trunk road onto Glen Gardens.

The width of Glen Gardens immediately prior to the junction with the main road is too narrow to allow anything other than two cars to pass safely. The lines of sight are quite restricted as are the turning radii. The same is true for the turning from Glen Gardens into Balgibbon Drive.

Pedestrian access on Balgibbon Drive

Photos in the Transport Survey and attached to this e-mail clearly identify the problem of parking on Balgibbon Drive. To enable emergency vehicles to have access residents must park partly on the pavement restricting access for pedestrians, Mothers with wheelchairs and disabled users of electric scooters have to go onto the road to pass these obstructions. If the number of users was to increase residents would feel obliged to park legally on the road in the interests of pedestrian safety which would result in even greater problems of access for cars and make it almost impossible for larger vehicles to gain access to Balgibbon Drive.

We consider that the Transport Survey does not address these issues and has failed to fully consider increased pedestrian access to Glen Gardens where it would now be necessary to have two road crossings, one of them the trunk road, and no controlled pedestrian crossings.

The Survey also assumes the road width in Balgibbon Drive is 6m where it is actually only 5.5m. The Survey makes no reference to the increase in traffic,

especially heavy goods vehicles, that would be necessary during the construction phase. The Survey also makes predications regarding the future increase in terms of pedestrian and vehicle movements. Given there will be a 130% increase in the number of properties using the street we would wish to challenge these statistics as there are currently more vehicle movements from existing residents than the survey is showing for the additional properties.

For the above reasons the residents of Balgibbon Drive petition the Community Council to object to this proposal.

Adult Residents Objecting to Proposals

Residents
George Duffy, Sheila Duffy
Kevin Burnett, Joyce Burnett, Liam Burnett
Elinor Gordon
Richard Nelson, Christine Nelson
Linda Snow
Kathleen Taylor
Robert MacLauchlin, Grace MacLauchlin
Alan Reid, Janet Reid
Callum Roache, Cassidy Roache
Vernon Alexander, Jill Alexander
Donald Grieve, Pamela Grieve
Russell Drummond, Anna Drummond
Ina Cameron
David Hetherington, Gwynne Heatherington
William Conroy, Elizabeth Conroy
Brian Collie, Christine Collie
Patricia White





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