

Settlement Review - Drymen and Balmaha

04

Drymen is a vibrant rural village with a strong and active community of all ages. The community take pride in the historic character of the village centre, with the square at its heart, and want this to be preserved and enhanced in the future. This is why there is a particular sensitivity about new development in the village.

Drymen struggles with traffic during the summer months, as people flow through to get to Loch Lomond.

Balmaha is a small settlement in a scenic location in an environmentally special setting on the eastern edge of Loch Lomond. During summer months, it can be extremely busy with daytrippers.

The community at Balmaha are concerned about development of holiday accommodation and do not want to see an imbalance created between local inhabitants and transient visitors. There are strong and active tourism based businesses in Balmaha, and there is a feeling that there is potential to manage existing visitor numbers better whilst improving the visitor experience and generating more local income.



What the community said

Key Issues

- o Balancing the need to have a sustainable, active community of all ages in the future, necessitating affordability and variety in local housing stock, with the desire to preserve the current feel and character of the village. [Drymen]
- o Balancing demand for visitor accommodation with the concern that the local people feel about a potential dominance of visitor accommodation within a small existing community. [Balmaha]
- o Regarding facilities for families - the community would like to see better playgrounds and local childcare is needed.
- o There is inadequate local provision for public transport.
- o Traffic through the village, particularly through the summer months. [Drymen]
- o Parking; currently insufficient and causes issues where it is on street and blocks dual flow of traffic on the Main Street. [Drymen]
- o The village square; finding a way forward with the scheme for improvement, promoting active and appropriate use of all buildings on it and helping to realise its full potential as the physical heart of the community. [Drymen]
- o Visitor orientation, particularly for long distance walkers and those arriving on public transport. [Drymen]
- o Access to the loch, both in getting to Balmaha, and then once in Balmaha enjoying the lochside, water based activities and transport links.
- o Low cost business space for those who wish to set up local enterprise, supported by appropriate broadband access.
- o The need for improved means of getting around on foot and bicycle, within the village and between Drymen and Balmaha.



Visitor Economy Headline Analysis

Current Assets:

Service Centre; Landscape Setting; Tourism Gateway; Rural Character

Services

Hotels
 Guest House and B&Bs
 Self-Catering
 Bunkhouse
 Restaurants
 Waterbus
 Ferry to Inchcailloch
 Ferry to Luss
 Waterbus to Balloch in Jul/Aug
 Fishing
 Boat Hire

Attractions

Loch Lomond
 Drymen - Village Green
 National Park Visitor Centre

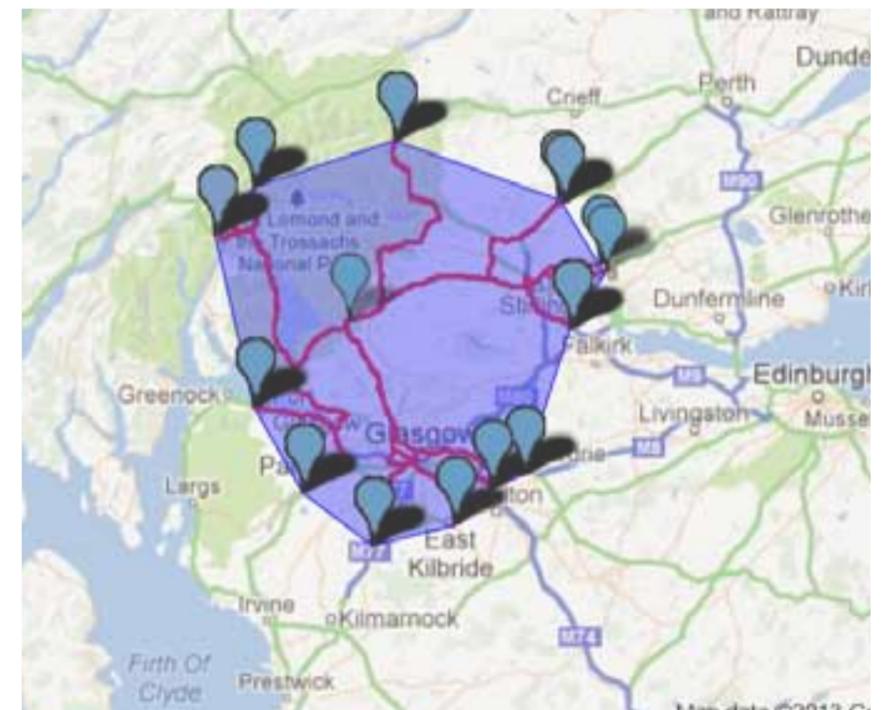
Infrastructure

Millennium Forest Path
 West Highland Way
 Rob Roy Way

Visitor Experience Enhancements:

'Eastern Gateway to Loch Lomond'

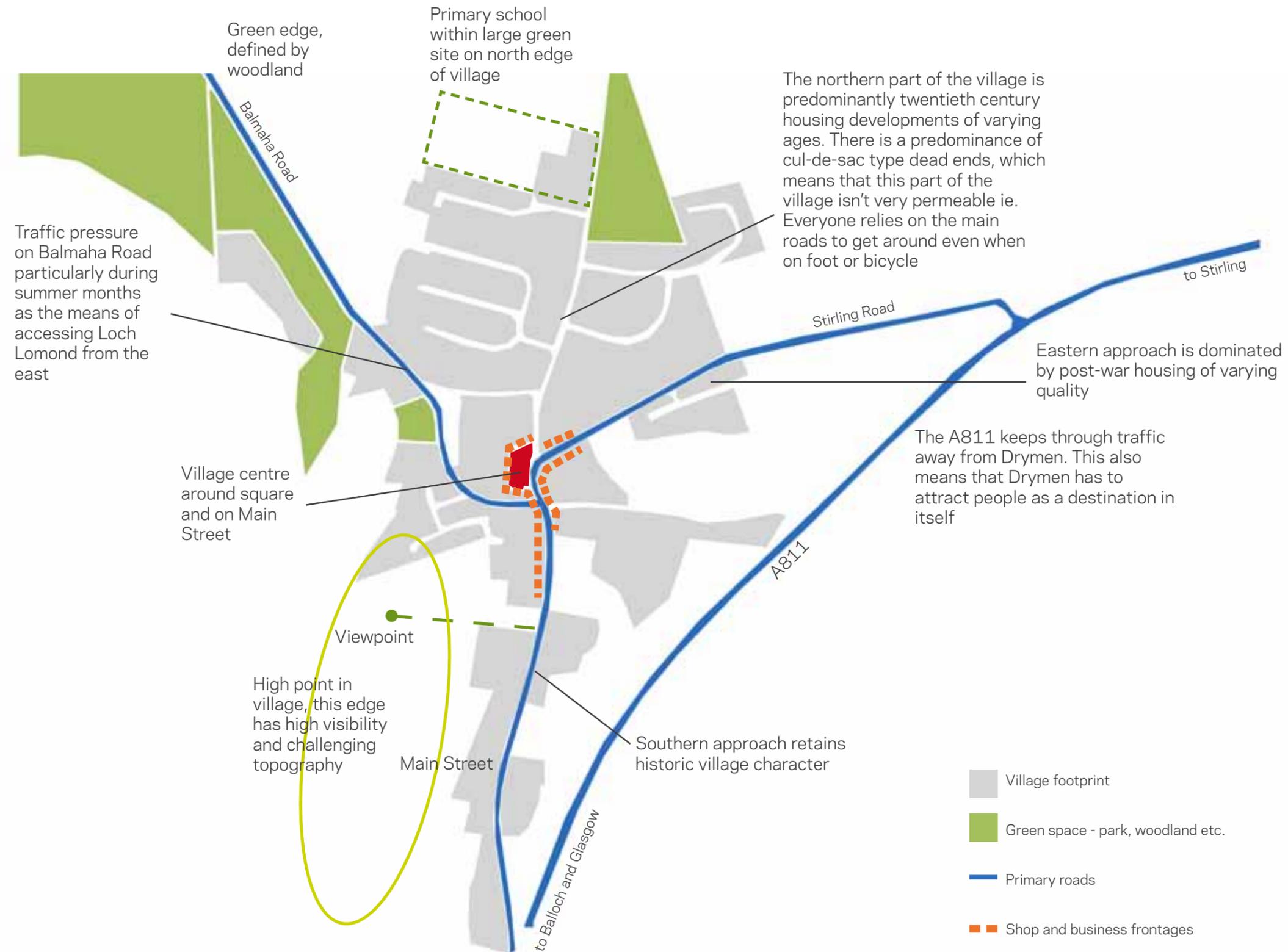
- o Cycling routes linking Drymen and Loch Lomond/Balmaha
- o Campsites
- o Walking routes linking Drymen and Loch Lomond/Balmaha
- o Village square improvement (Drymen)
- o Conservation area renewal (Drymen)
- o Toilets
- o Parking
- o Better signage



- Drymen visitor market; Projected indicative day trip
- visitor travel zones
- Jura Consultants



Drymen - Spatial Analysis



Drymen - Character



Rural character to eastern approach to village, punctuated by mature trees. Village edge to east is least defined, compared to other approaches and characterised by post war developments of varying quality.



Main Street and south approach to village square, which has generally retained its historic rural character. The 'Salmon Leap' gap site is shown to the right.



The historic square is the physical and social heart of the village and is generally well maintained. There are opportunities to improve uses within buildings on the edges of the square to create more activity.



East approach to village square with the village shop and the Drymen Inn providing much of the local activity and pedestrian footfall.

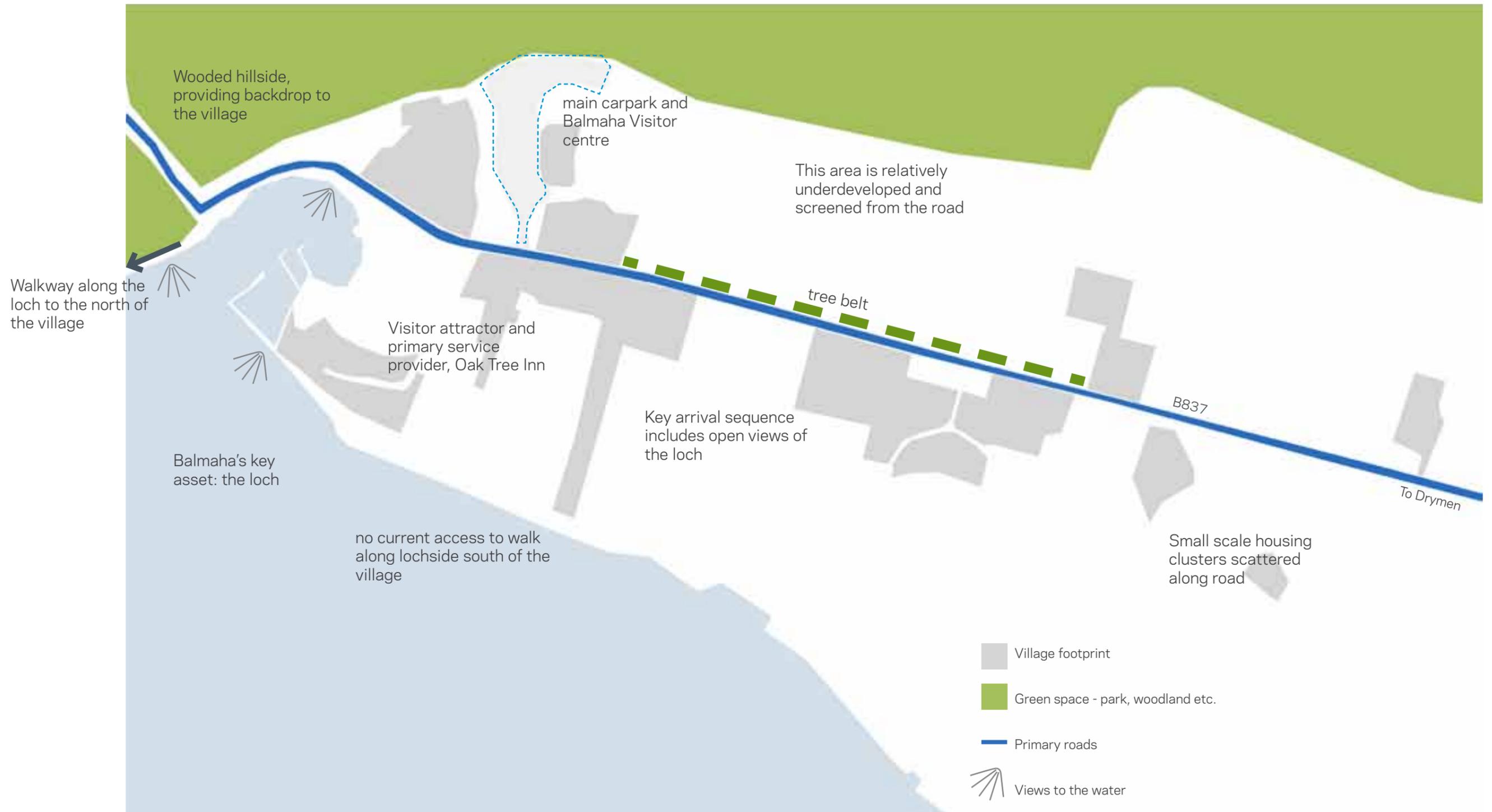


The village square is the centre of the village, and reaching it lets you know that you have arrived in Dymen. The scale of the space and surrounding buildings means it is a pleasant place to be, although there is a dominance of tarmac in the foreground due to a sweep in the bend, meaning it is intimidating to cross on foot.



Residential development to the north of the village, characterised by generous gardens with houses stepped back from a narrow street. This street is the only link to the village centre due to a predominance of cul-de-sac development. There are some issues here with families walking to the primary school alongside traffic.

Balmaha - Spatial Analysis



Balmaha - Character



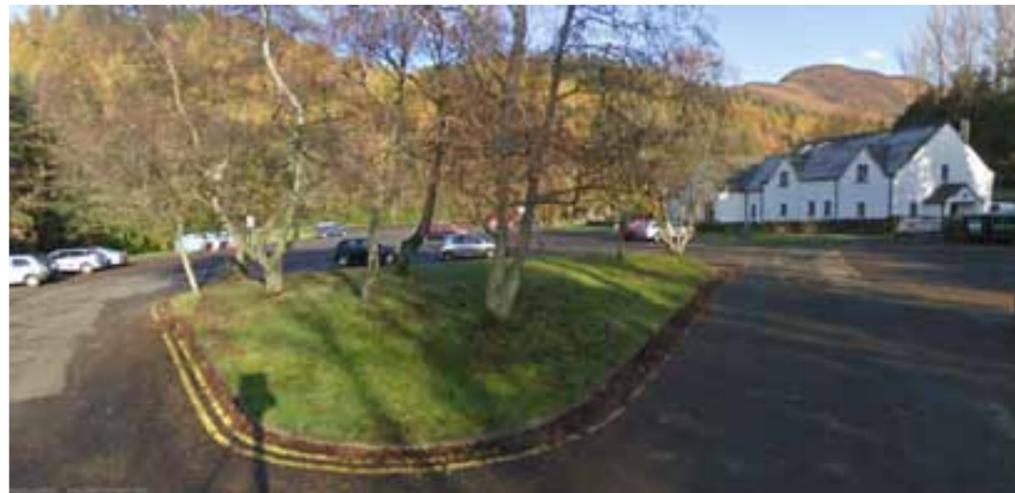
Eastern approach to Balmaha has a special quality, with an avenue of mature trees and glimpses of Loch Lomond.



The loch provides a stunning setting and view. However there are few places within Balmaha from which to sit and enjoy the view, or gain public access the water.

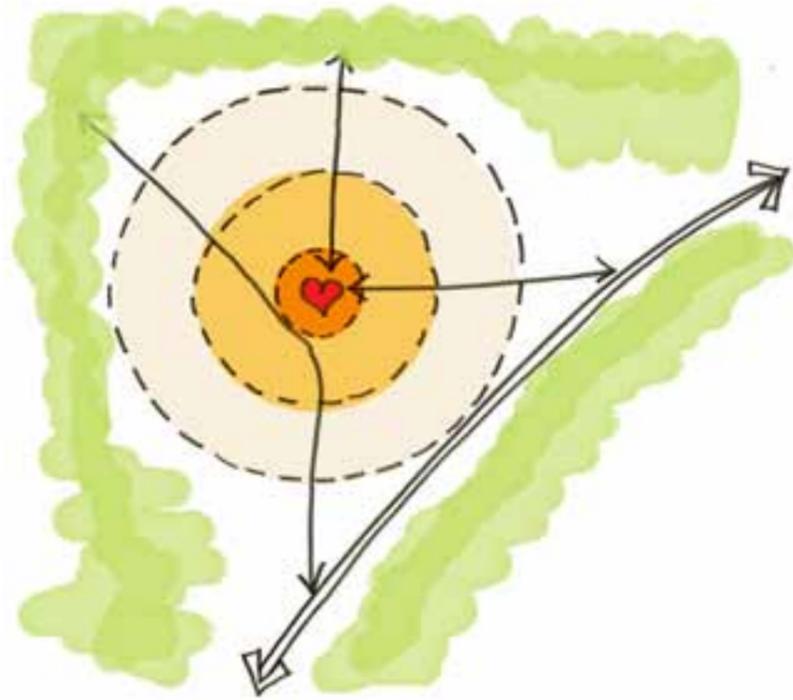


The road through Balmaha is characterised by the loch on the left and the backdrop of the heavily wooded hillside of the Queen Elizabeth Forest Park.



Balmaha contains a large carpark, which is a necessity for the visitor numbers during the summer months.

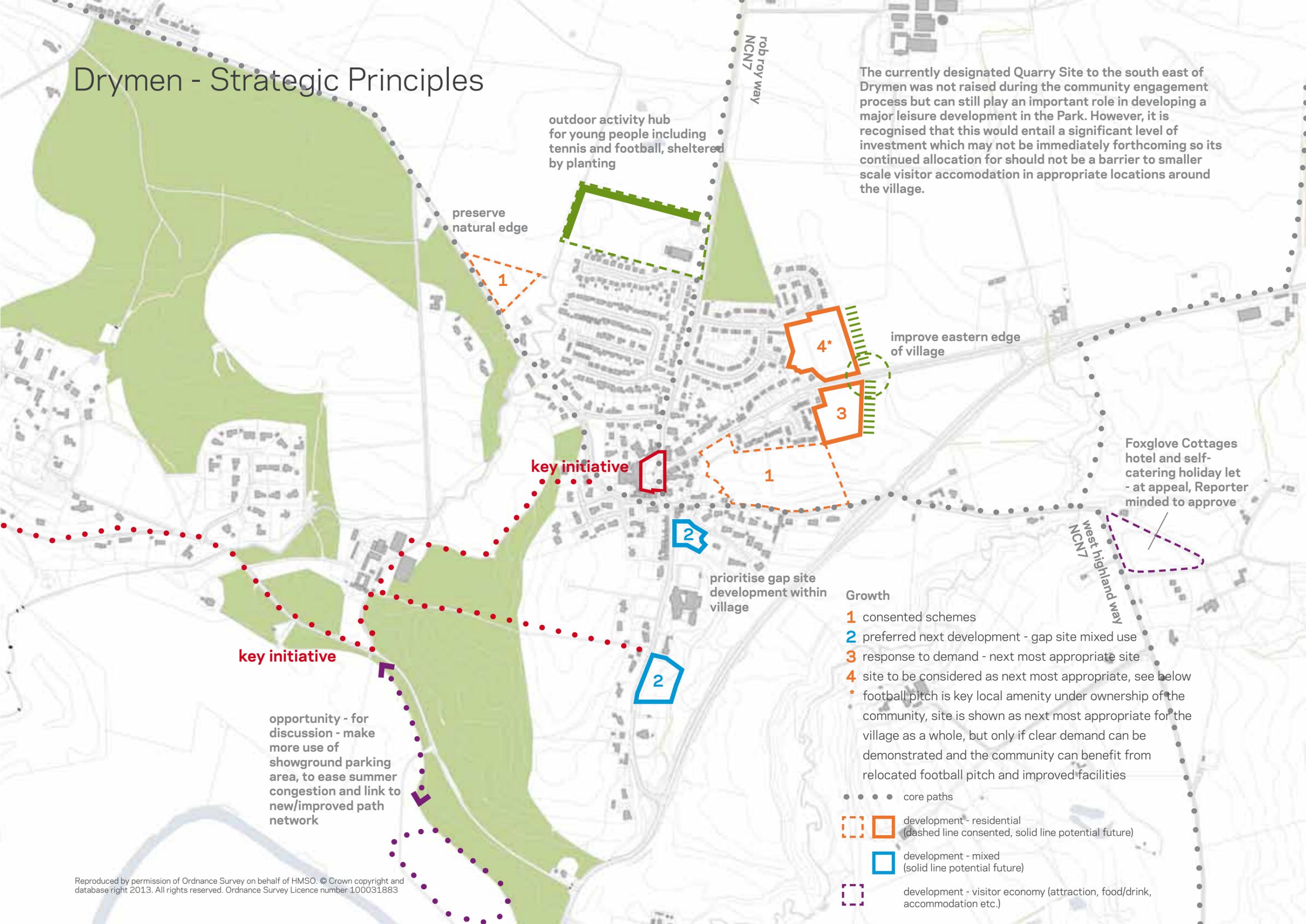
Drymen - Strategic Principles



- o Maintain and enhance the character of Drymen as a rural village.
- o Prioritise any new growth in a concentric way, so that the village continues to cluster around the 'heart' of the village square.
- o Strengthen the village centre by making use of gap sites for visitor and business activity in and around the square.
- o Any future growth should incorporate inter-connected pedestrian routes to the centre of the village to promote walking over car use.



Drymen - Strategic Principles



outdoor activity hub for young people including tennis and football, sheltered by planting

preserve natural edge

The currently designated Quarry Site to the south east of Drymen was not raised during the community engagement process but can still play an important role in developing a major leisure development in the Park. However, it is recognised that this would entail a significant level of investment which may not be immediately forthcoming so its continued allocation for should not be a barrier to smaller scale visitor accomodation in appropriate locations around the village.

improve eastern edge of village

key initiative

Foxglove Cottages hotel and self-catering holiday let - at appeal, Reporter minded to approve

key initiative

prioritise gap site development within village

opportunity - for discussion - make more use of showground parking area, to ease summer congestion and link to new/improved path network

Growth

- 1 consented schemes
- 2 preferred next development - gap site mixed use
- 3 response to demand - next most appropriate site
- 4 site to be considered as next most appropriate, see below
- * football pitch is key local amenity under ownership of the community, site is shown as next most appropriate for the village as a whole, but only if clear demand can be demonstrated and the community can benefit from relocated football pitch and improved facilities

- ● ● ● core paths
- ▭ development - residential (dashed line consented, solid line potential future)
- ▭ development - mixed (solid line potential future)
- ▭ development - visitor economy (attraction, food/drink, accommodation etc.)

Drymen - Strategic Principles

The community of Drymen were clear on two of the things that they felt make it a great place. The first was the character of the village, its size and feel, mix of historic and new, all clustered around a village square. The second was the community itself; vibrant, engaged with a mix of all ages. This is supported by a good primary school, facilities at the village hall, hardworking local businesses and the energy of the community.

The key question discussed during the Charrette was how to sustain this life and diversity in the community, whilst maintaining the existing character of the village. Should there be new housing, so as to maintain a mix of types and affordability? If so, how much and where?

The Gartness Road proposal, which has been granted planning permission, includes 36 new homes in total, though this scheme has yet to be implemented. It was the view of the community that

this number of new houses, if built out, could have an impact on the village and there's reluctance to support more in the immediate future.

Small scale organic growth is favoured in the future. This has to be managed with future capacity and investment in local amenities, such as the primary school.

Areas to the east of the village have been identified as possible areas for future growth, as they are considered to have the least impact on the village setting and will achieve the dual purpose of improving the east edge of the village.



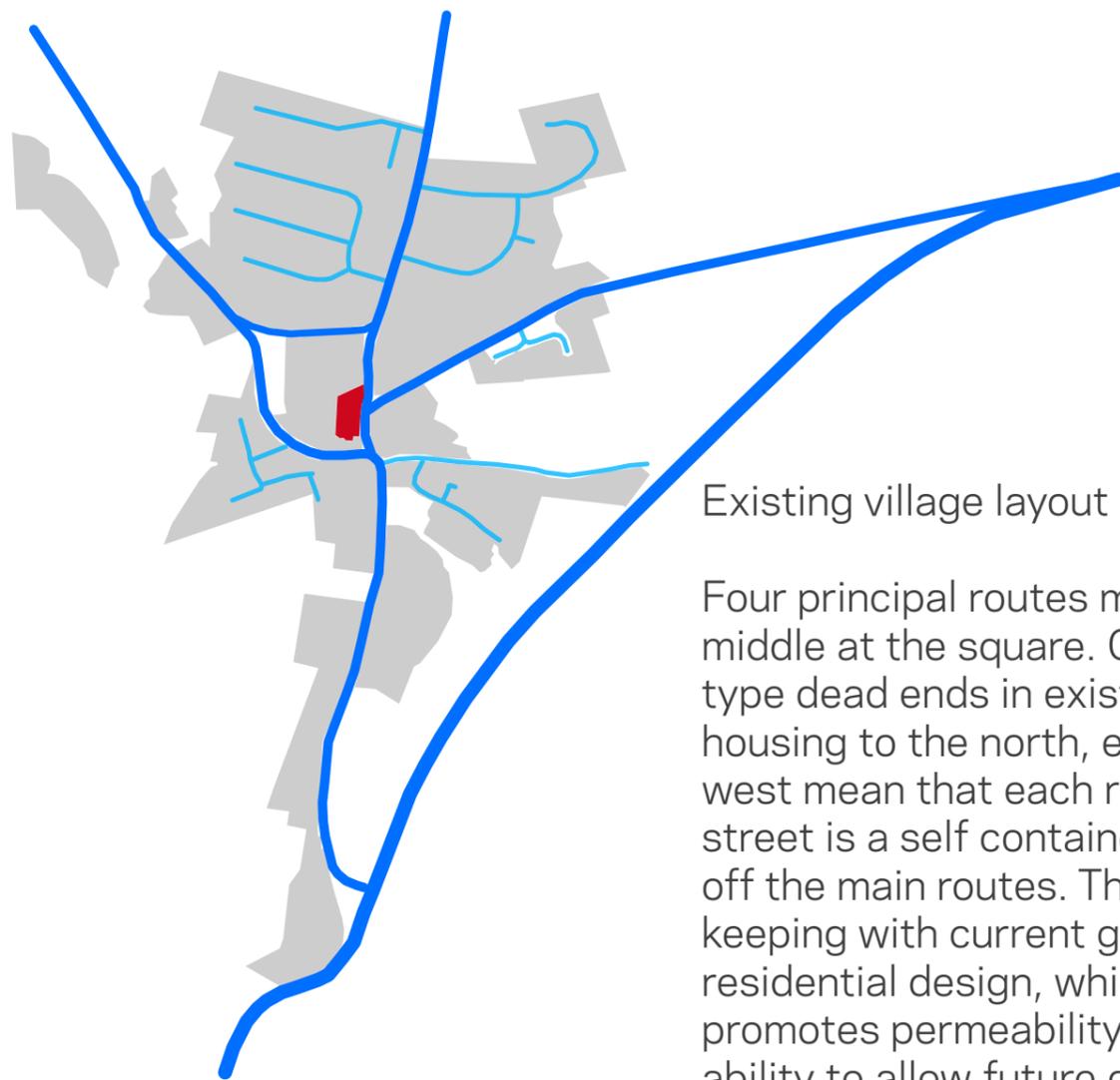
current east edge of village

(Google streetview)

new housing should be of appropriate form and scale for Drymen and make use of tree planting and varied building orientation to soften the boundary edge between houses and countryside

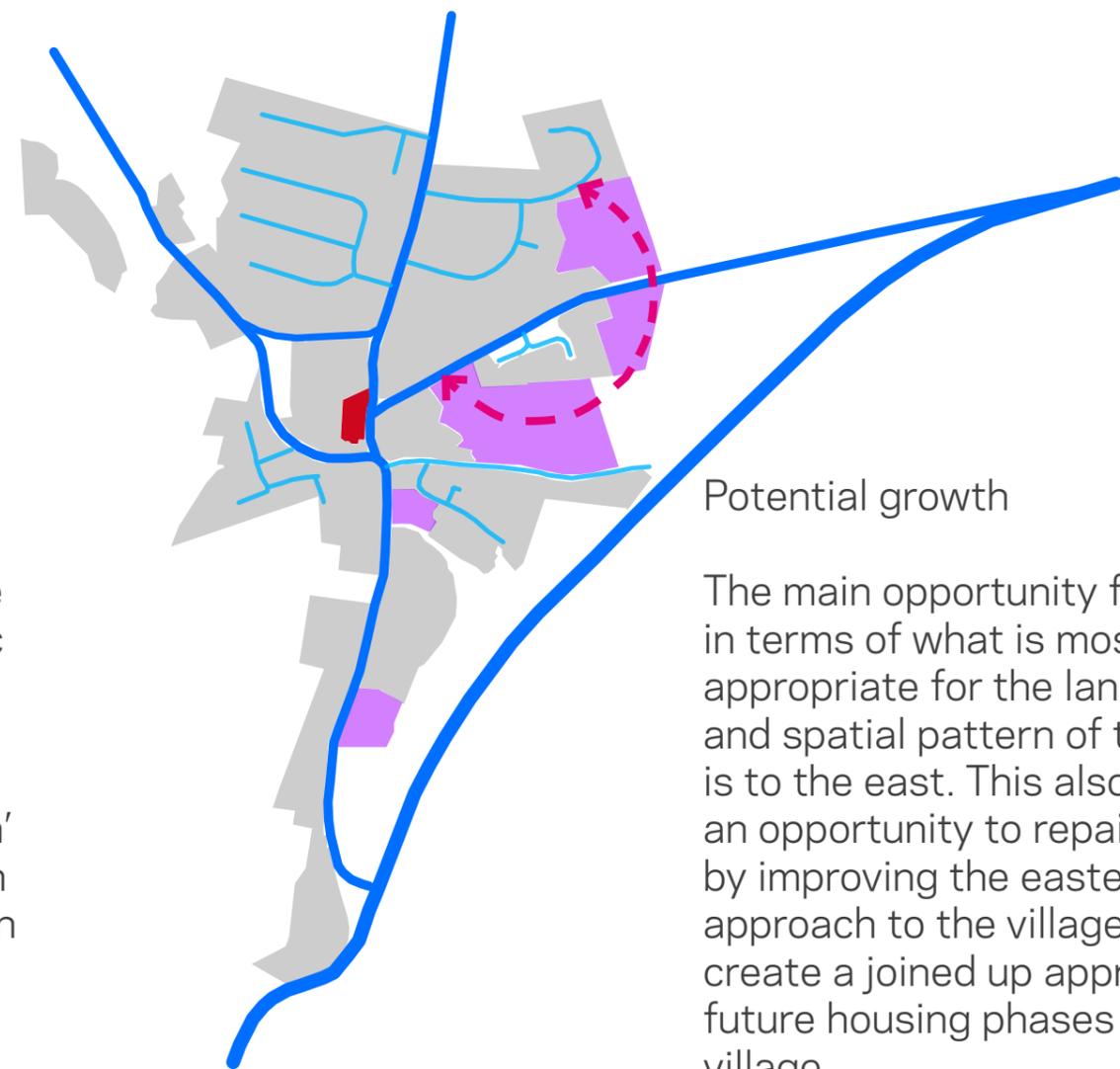


Drymen - Strategic Principles



Existing village layout

Four principal routes meet in the middle at the square. Cul-de-sac type dead ends in existing housing to the north, east and west mean that each residential street is a self contained 'branch' off the main routes. This is not in keeping with current guidance on residential design, which promotes permeability and the ability to allow future growth to link into the existing network of routes. The southern approach to the village retains the historic rural character which should be maintained and enhanced.



Potential growth

The main opportunity for growth in terms of what is most appropriate for the landscape and spatial pattern of the village is to the east. This also presents an opportunity to repair this edge by improving the eastern approach to the village and create a joined up approach to future housing phases in the village.

Drymen - Housing Development Context



A note on housing need in Drymen

Facts and figures

Resident population: 681

Age structure:	Under 16	15.6%
	16 to pensionable age	53.9%
	Pensionable age and over	30.5%

Average household size: 2.07

Tenure:	Owner occupied	74%
	Social rent	18%
	Private rent	8%

Social housing

Current total stock: 65 units

Proposed as part of already granted schemes:

Gartness Road: 10

Stirling Council have an existing waiting list of 20 applicants who identify Drymen as their preferred choice of allocation area. Half of these require a 1 bed home.

Rural Stirling Housing Association have an existing waiting list of 26 applicants with a local connection to Drymen. 16 of these require a 1 bed home.

Private housing

Average purchase price: £333,800 (Scottish average £154,810)

Market Rent levels: £625 - £850 (Scottish average £670)

Population and Households - 2001 Census
 Social housing stock - Council and Registered Social Landlord records
 Analysis of Private Housing Market (CHMA Datapack 2012 & s1homes.com)
 Gathered for the purpose of this document by the Stirling Council with information from RSHA

Drymen - Housing Sites Options Review



A

Encourage development of consented proposals.

Support a series of small scale infills which reinforce Village centre and maintain its historic character.



B

If a further allocation is required then Site B could be considered as it can repair an edge on an important approach.

This would need sensitive landscape screening.



C

Over the longer term Site C could be considered if justified by housing need.

Some of the options discussed during the Charrette - Options A and B were deemed to be preferred with option C raising concern about relocating the community football pitch.

Drymen - Key Initiatives

The square is Drymen's heart, both for the community and for the many visitors who pass through. Lots of hard work has already been undertaken to seek to improve the public realm of the square for the future wellbeing of the village. This proposed initiative is about re-energising that process, and suggesting that there may be ways to achieve important goals with a more achievable budget. The key focus of any improvements should be on this being considered as a conservation project with a key aim of enhancing and maintaining the square's historic character and heritage.

New consistent paving surface to integrate the Square and reduce the dominance of the road

Encourage development of former garage building as a centre for start up for craft based businesses

New surface acts as a differentiation between the existing road surface and reclaims the square as a pedestrian space with limited, managed, parking



Main road narrowed to slow vehicles, allow easier crossing and enhance the heart of the village

New, clearer crossings highlighted through change of material and/or colour to make vehicles more aware of pedestrians

Drymen - Key Initiatives

Moving the Square public realm proposals forward

Step 1

Evaluate the cost for the existing scheme - what costs a lot and where can savings be made?

Step 2

Examine what it is that needs to be achieved and what the priorities are. Is it that the square should be safe and pedestrian friendly? Can elements of the scheme be progressed more quickly to achieve this immediate goal?

Step 3

Look at how the square is used, particularly during the summer. Are there temporary low cost projects that can be initiated with the help of the businesses on the square to create an outdoor social space for the village, both for the community and visitors passing through?



Option A - Lower specification / cost

Ideas

New shared surface around square could be buff coloured resin surface or tarmac (as Callander Main Street) to differentiate it from the road. Limited areas of stone paving around the green.



Option B - Higher specification / cost

Ideas

All new stone surfaces within the Square, allowing differentiation in colour and texture to the main road.



Drymen - Key Initiatives

Sensitive gap site development is seen as a positive thing by the community in Drymen. Development of the Salmon Leap site has been identified as part of the community's top ten priorities in the new Community Action Plan.

The Salmon Leap Site

Multi-level mixed use development creating frontage to the Main Street, with for example: one bed flats above (responding the greatest housing need) and workshops below (responding to community need for affordable business space).



The Site North of the Graveyard

Lower level carparking for visitors to Drymen if possible, site levels pose a significant challenge. Residential development with a view to investigating suitable housing typologies to best respond to local need.



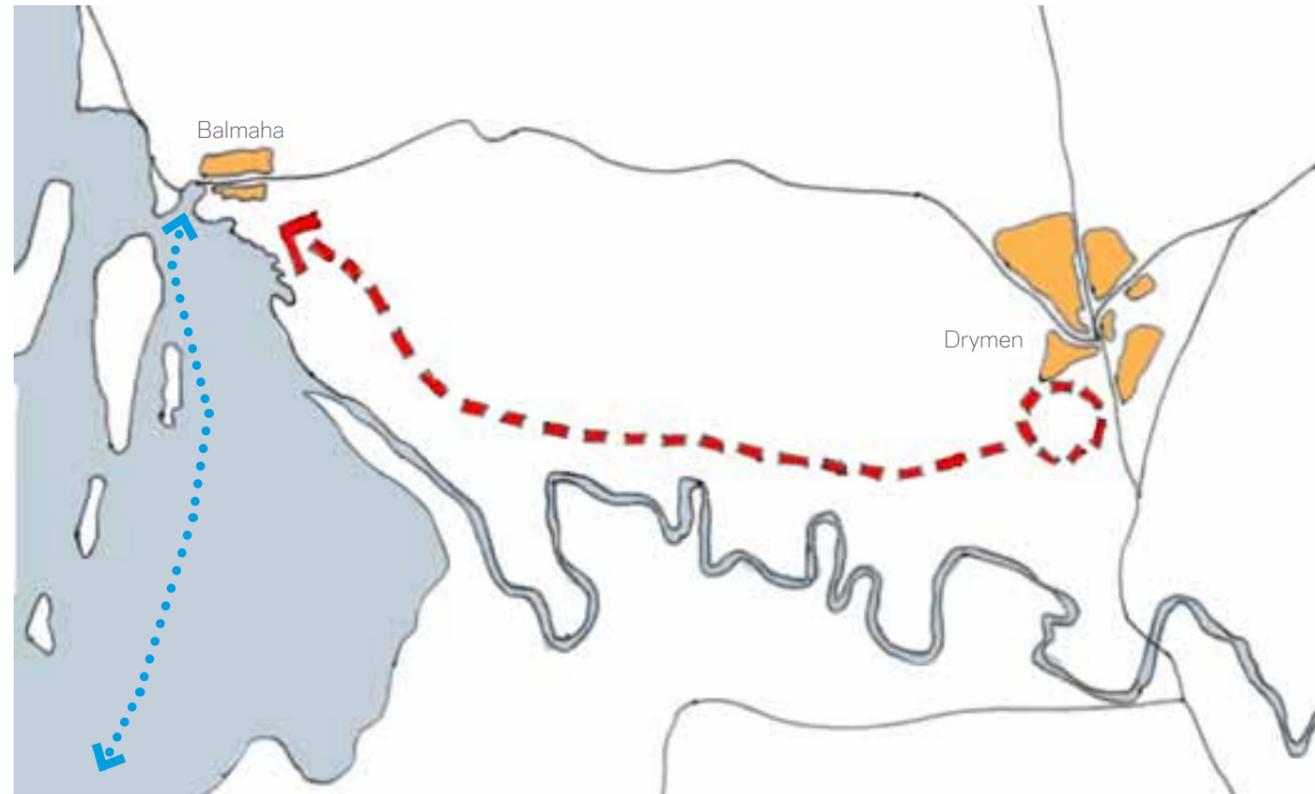
Drymen - Key Initiatives: Salmon Leap Illustration



Key aims of gap site development:

1. mixed use development that reinforces the centre of the village
2. creation of active frontage onto the Main Street
3. use of gap sites promotes concentric, organic and sustainable growth of the village

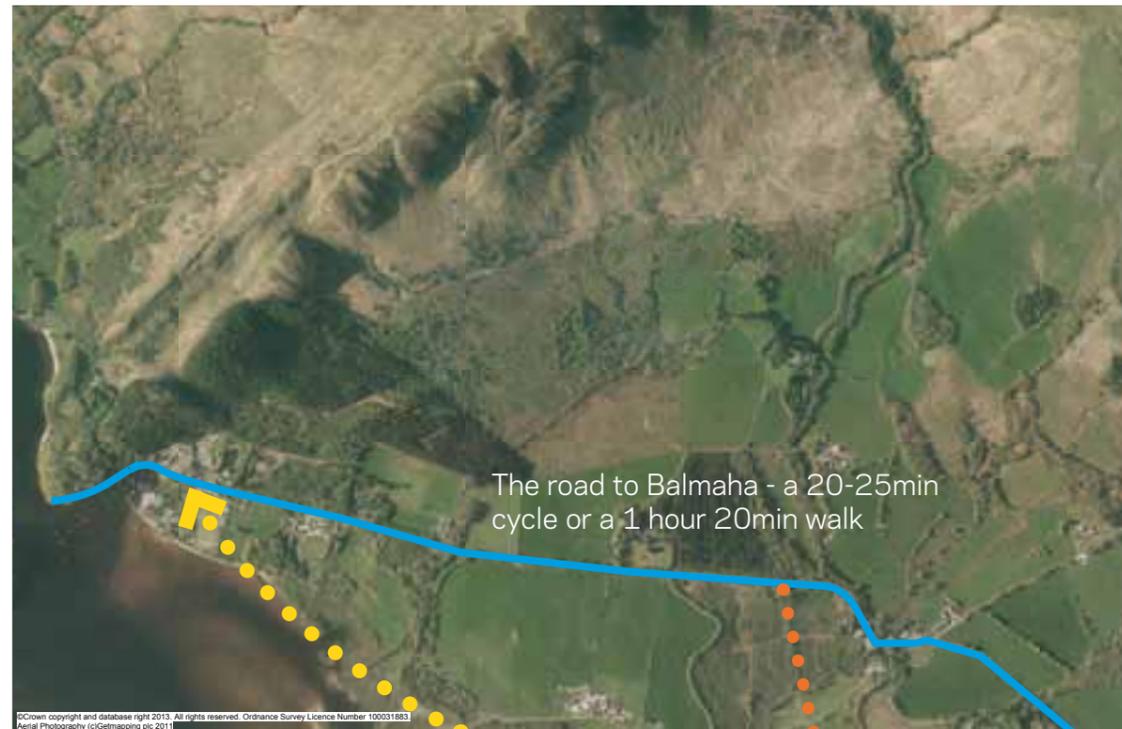
Balmaha - Key Initiatives



Balmaha - Key Initiatives

The means of getting to Balmaha needs to become an enjoyable and special experience in itself.

A family day out can include leaving the car south of Drymen, cycling to Balmaha, lunch and activities in Balmaha, cycling back and evening food and drink at Drymen.

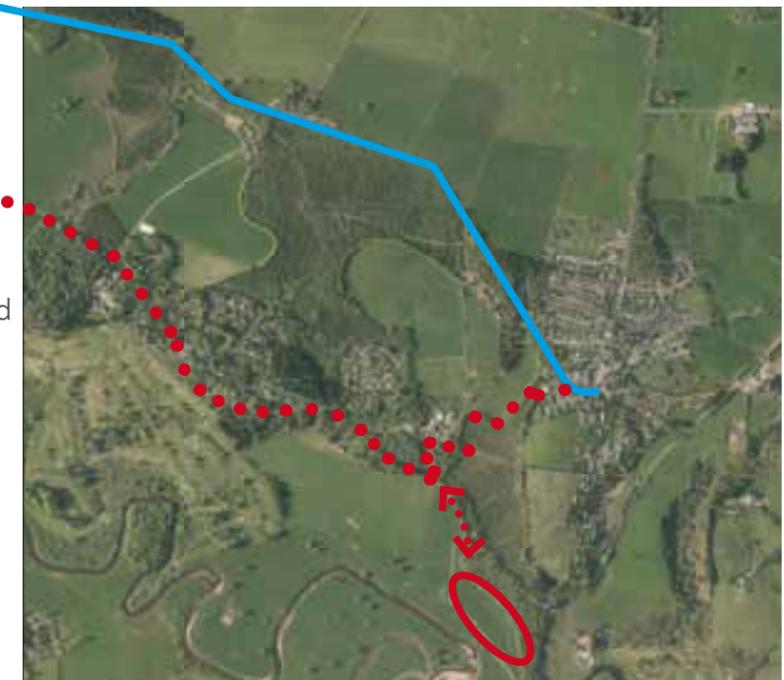


The summer traffic congestion experienced by Drymen and Balmaha could be alleviated, to a degree, by encouraging visitors to take different modes of getting to Balmaha and Loch Lomond. A new cycleway and footpath from Drymen and water based transport would enhance the experience for visitors.

3: Incorporate a means of experiencing the Endrick mouth National Nature Reserve

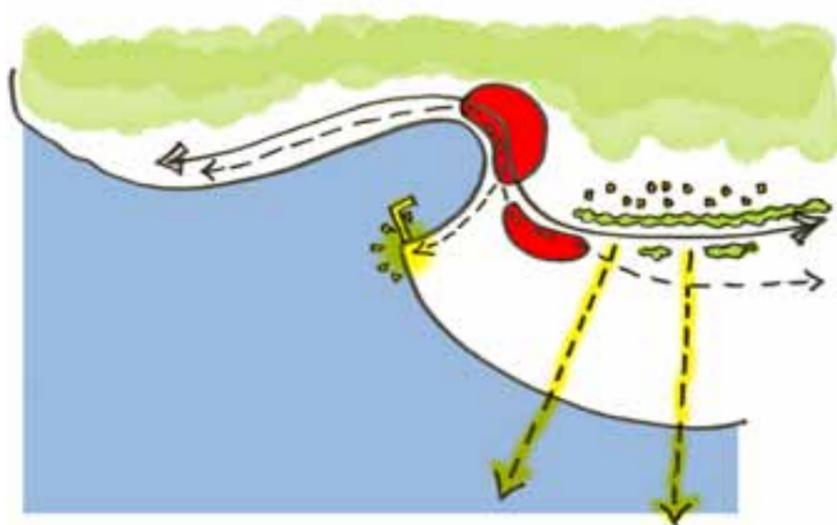
2: Carry out improvements to existing paths to allow biking for all abilities

1: Promote use of existing established path network



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Balmaha - Strategic Principles



- o Create a feeling of arrival in Balmaha, so that people are encouraged to get out of their cars and can explore.
- o Make the most of views of the loch and access to the water.
- o Promote visitor uses that make more of the potential to capture spend, while creating a unique visitor experience.
- o Allow appropriate residential development to the north of the approach road, maintaining the strong treeline along the road edge, but keep the south clear of development to allow glimpses of the water on approach to Balmaha.



Balmaha Bay



Boothbay, Maine

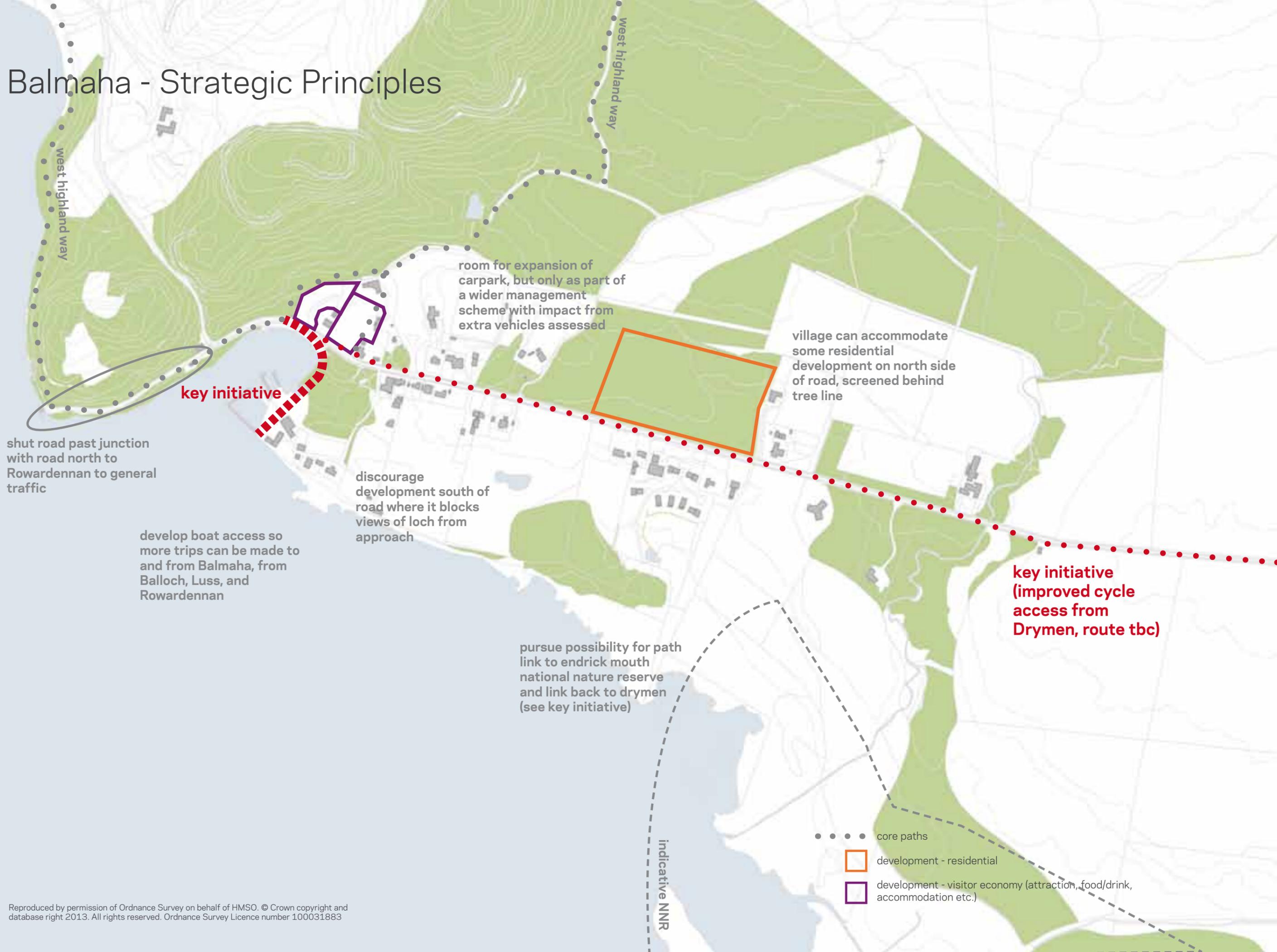


New England seafood restaurant



Canoeing in Scotland

Balmaha - Strategic Principles



Balmaha - Key Initiative

Access to the west side of Loch Lomond, the generally quieter side of the loch, makes Balmaha an extremely special place in the National Park. It's challenge is in making the most of its appeal to visitors, whilst managing the impact of existing visitor volume.

There is a clear opportunity, however, to enhance the experience of being in Balmaha.



Balmaha could be enhanced by a new pier or viewpoint in the bay looking out towards Inchcailloch

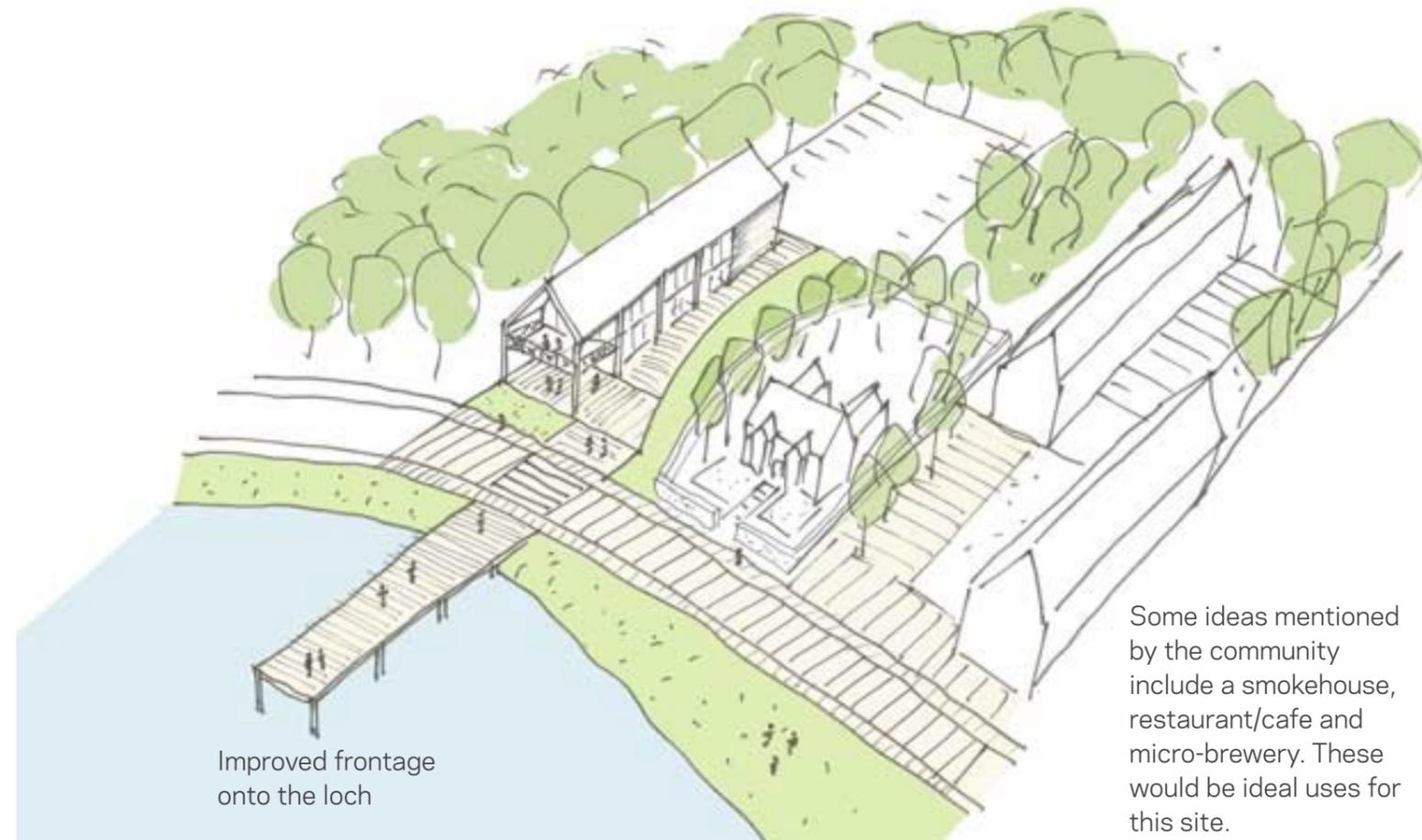
Balmaha - Key Initiative

The experience of enjoying the water's edge is the primary reason why many people come to spend time in Balmaha.

Balmaha already has a reputation as a great place to spend the day and get some nice food, and this reputation can be enhanced by future initiatives at the water's edge. The emphasis should not necessarily be about attracting more visitors, but on making the visitor experience higher quality so that it continues to be a special and memorable place in the future.

This also means that the local community can benefit from more income without increasing levels of visitor footfall.

The proposals shown opposite is an outline sketch of what might be, on Balmaha's waterfront, within the site outlined in purple on the Strategic Principles page. The key thinking behind the approach is that linear buildings oriented at right angles to the waterfront draws the view into the site and the spaces between the buildings, and gable ends provide opportunity for great indoor and outdoor terrace dining spaces. The road could have a shared surface to slow traffic and encourage pedestrian activity and a pier, albeit in this location not suitable for larger boats, would provide opportunity to walk out and fully enjoy the experience of being in Balmaha.



Some ideas mentioned by the community include a smokehouse, restaurant/cafe and micro-brewery. These would be ideal uses for this site.





Settlement Review - Tyndrum 05

Tyndrum is a small village that has evolved as a staging post on a confluence of routes that connect central Scotland to the north west coast. Local businesses have capitalised on the large numbers of travellers passing through and it is a recognised place to stop on this key route. It also benefits from a steady flow on long distance walkers on the West Highland Way.

Tyndrum's setting is much wilder and more rugged than the rest of the Park. It is distinctly Highland in character, surrounded by munroes, and receives more extreme weather. The community in the village feel very connected to Crianlarich as one Strathfillan community. However the community does feel remote from other communities in the Park. Access to facilities such as a leisure centre or the High School mean a 50 minute drive to Callander and shopping may mean a 50 minute drive to Oban. This does mean that there is a feel of self-reliance and resilience which is a positive thing for the future of the village.

The proposed Cononish Gold Mine means change for Tyndrum in the future and the community are keen to make the most of this opportunity to stimulate the local economy. .

What the community said

Key Issues

- o The principal concern was how to make more visitors stop and spend more time and money in the village rather than just passing by on their way to somewhere else.
- o The Green Welly Stop captures a significant number of passers by but there is little else for them to do in the village when they stop.
- o The environment surrounding the trunk road is inhospitable to pedestrians which discourages people from exploring the village.
- o Traffic speeds are too high and crossing the trunk road feels dangerous.
- o There are few facilities for families and children.
- o The activities in the area are seen to be underutilised and under appreciated by visitors. There is a desire to make Tyndrum more of a destination.
- o The Gold Mine is expected to bring jobs and visitors and create a demand for new homes.
- o Visitor accommodation is largely focussed on coach tours and single overnight stays from the West Highland Way.
- o There is seen to be an urgent need for a new cycle path to Crianlarich for school children and visitors.
- o Public transport, principally buses, is considered to be inadequate.
- o The trains are underutilised by visitors and the stations feel remote from the village.
- o High energy costs are an additional challenge for those living on low incomes in a remote rural location with harsh winters.



Visitor Economy Headline Analysis

Current Situation

Synonymous with the Green Welly Stop

Services

Hotels
Guest House and B&Bs
Self-Catering
Camping and caravanning

Attractions

The Green Welly Stop
Real Food Cafe
Tourist Information (seasonal)

Infrastructure

West Highland Way
Upper Tyndrum Station
Tyndrum Lower Station

Visitor Experience Enhancements

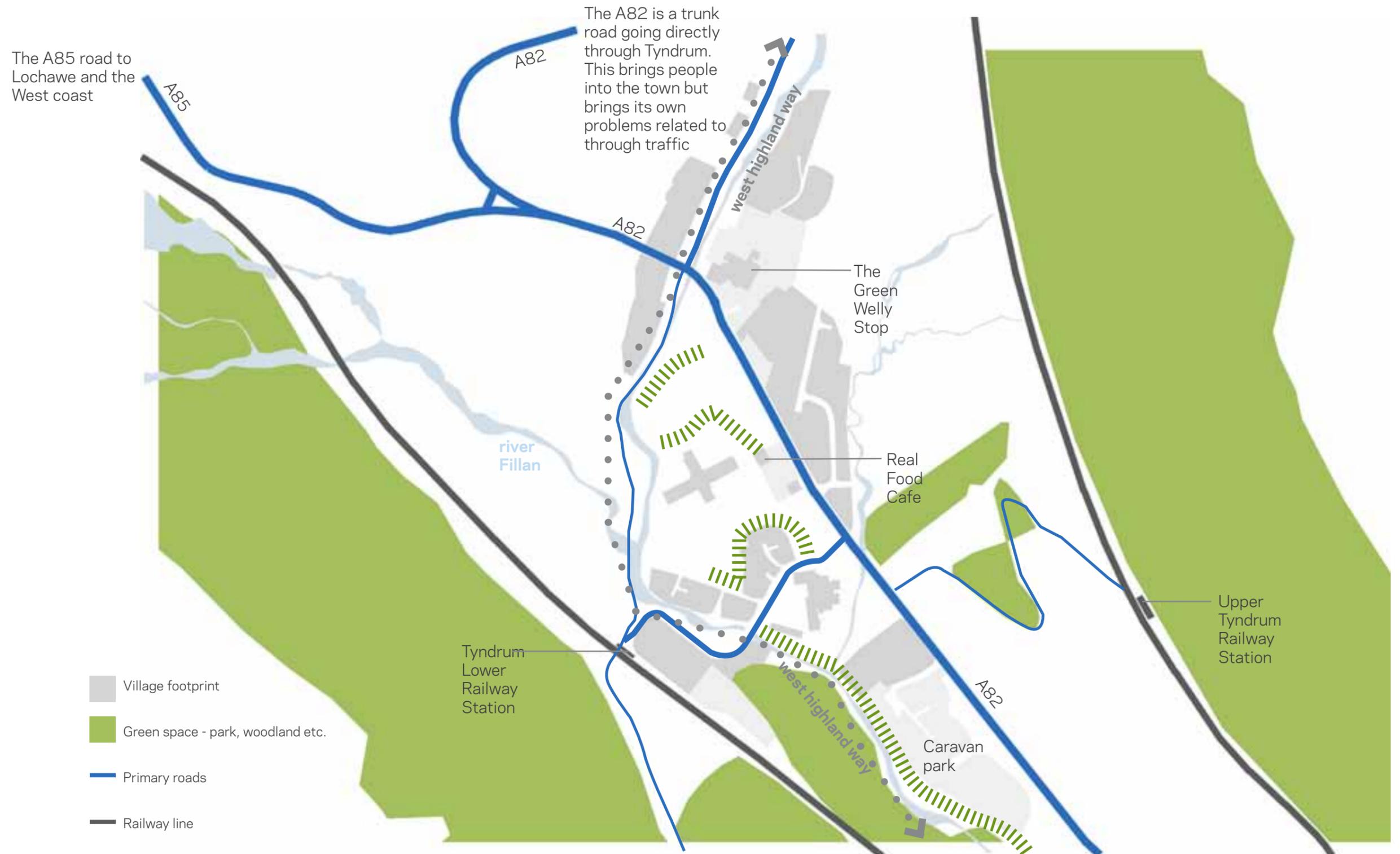
'Worth breaking your journey for'

'Day trip destination'

- o Gold Mine Visitor Centre
- o Village amenity
- o Enhanced Tourist Information Centre
- o Toilets
- o Play Park
- o Landmark sculpture



Tyndrum Spatial Analysis



Tyndrum Character



Southern approach to Tyndrum along the A82 road from Crianlarich.



Real Food Cafe along the A82 trunk road with carparking and seating outside.



Caravan park entrance with Brodies mini-market with the beautiful backdrop of wooded hills.



Driving through Tyndrum with The Green Welly Stop ahead. The town is very small with low density. Buildings are scattered along the A82 road, usually set back from it.



The Green Welly Stop, a very important services and amenity point on the way up to north and west Scotland or down to the central belt of Scotland.



Approaching Tyndrum from the north along the A82 road opens scenic lush green views toward the Loch Lomond and Trossachs National Park.

Strategic Principles

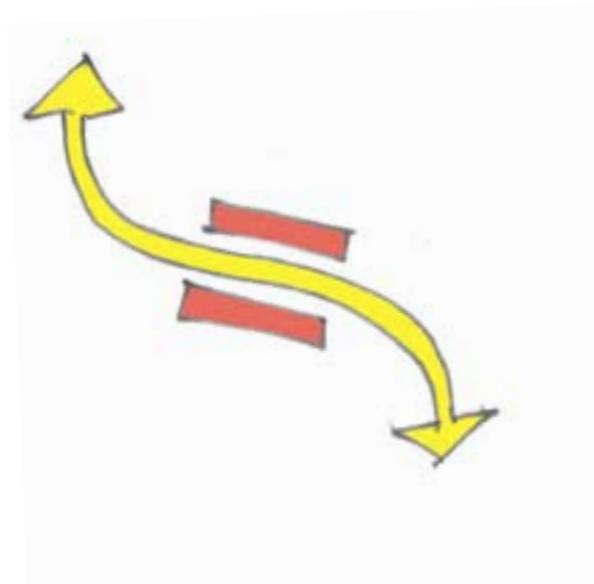
The key challenge in Tyndrum is how to make it a place that encourages people to stop and dwell rather than simply pass through or just quickly refuel at the famous Green Welly Stop.

How to make it the natural centre and orientation point for the wide range of activities in the area.

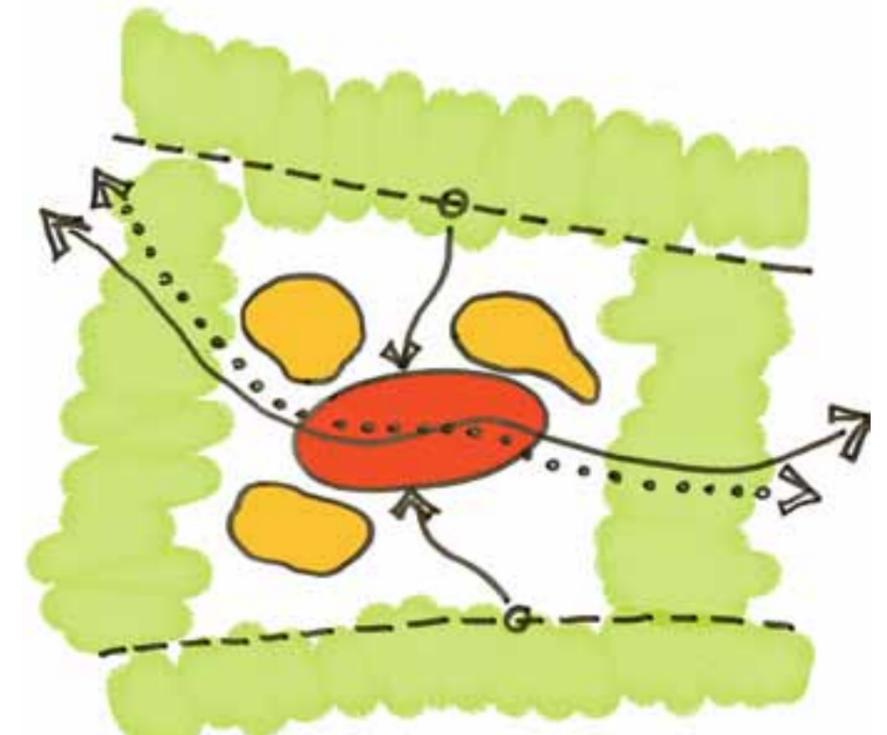
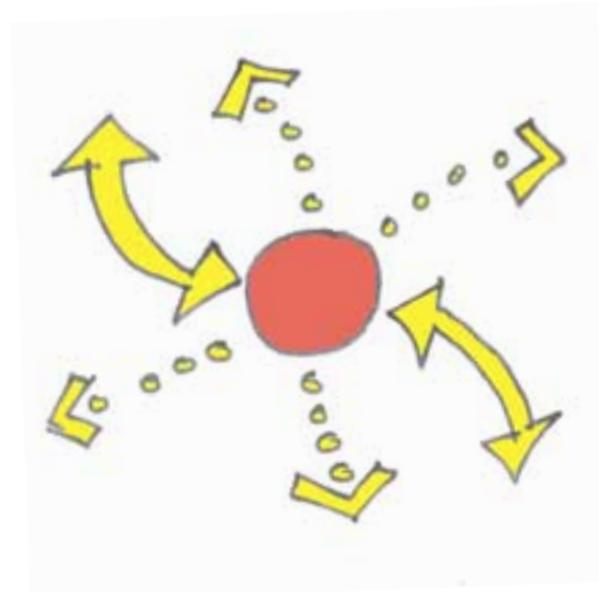
A local hub for the community and visitors that is well connected to an integrated network of roads, railways, cycle paths and footpaths.



How to make it less like this



. . . and more like this.



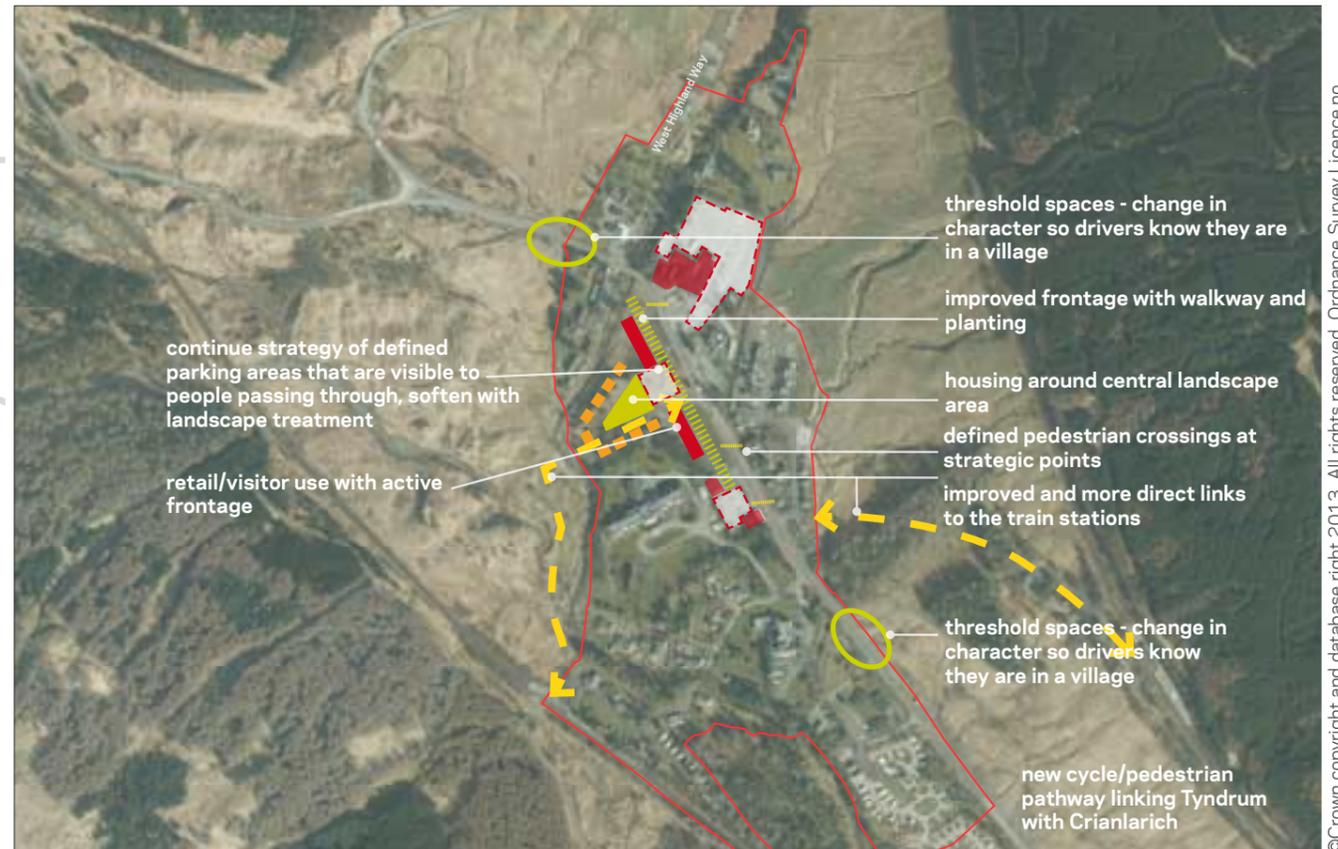
- o Create focus at the centre, where all routes converge, and main visitor uses are.
- o Encourage depositing of car and movement through the village on foot.
- o Create more direct connections between the train stations, and the centre of the village.
- o Allow pockets of housing around the central village space, and avoid linear ribbon development along the trunk road.

Tyndrum - Development Strategy Options

During the Charrette process, three options for the centre of the village were discussed. These options all centred around common themes:

- Creating a sense of a village and a place, rather than a collection of buildings dotted on either side of a trunk road.
- Identifying key sites within the village, that are critical to this feeling of place.
- Looking at arrival sequences, by train and by road.
- Using means to slow traffic that is in keeping with current thinking, a speed limit sign alone is difficult to enforce, but the feeling that you are passing through a place encourages caution and a natural reaction to slow a little.
- Encourage walking within the village, rather than reliance on the car for trips between buildings.

Tyndrum - Option A

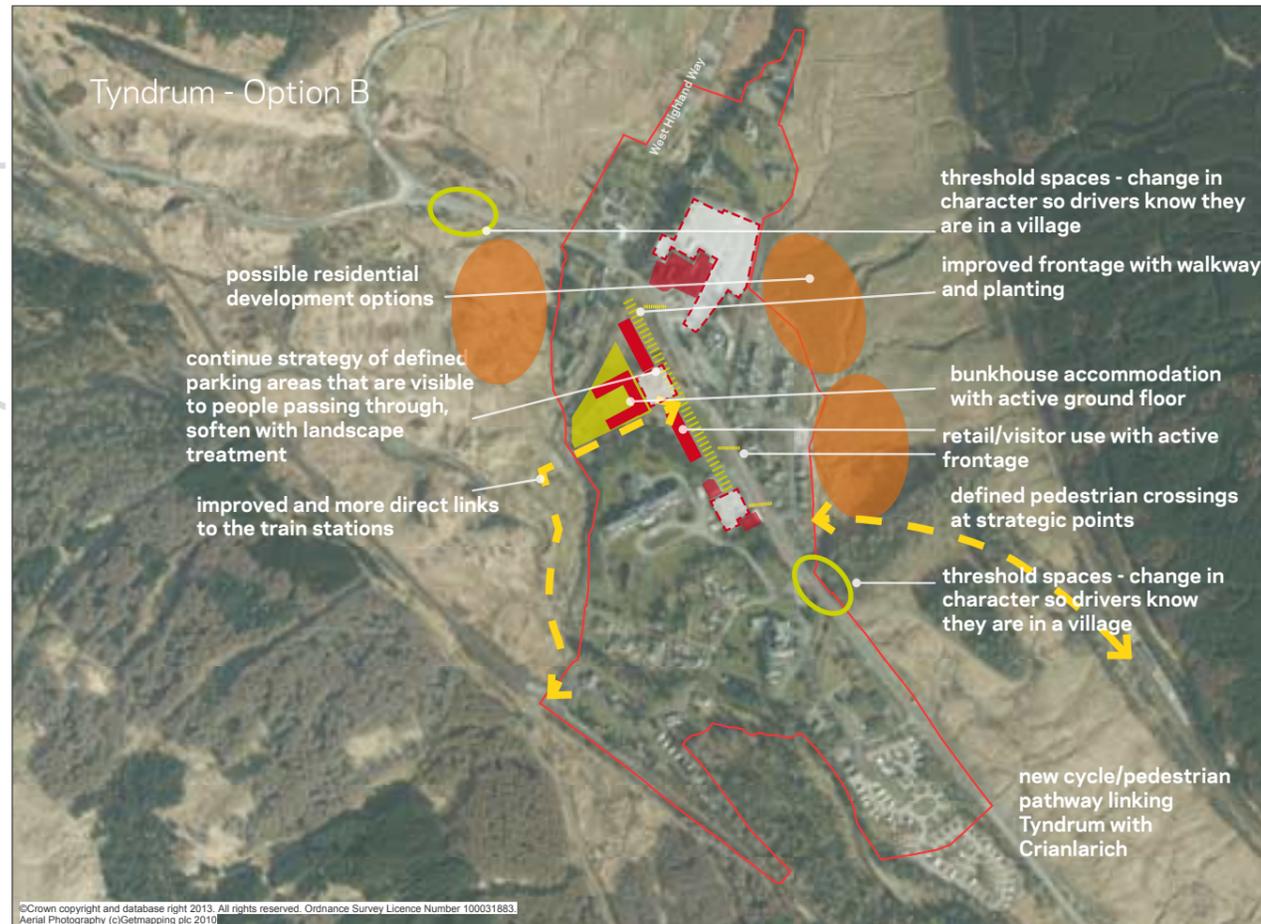


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- reinforcing the definition of the village centre by clustering new development
- encouraging more people to dwell and spend time in Tyndrum
- measures to encourage A82 traffic to slow down
- attractive public realm to south side of road to encourage pedestrians to explore the village
- new retail/leisure frontage to south side of the A82 starting with a review of how the Tourist Information Centre can be enhanced
- new housing site around a village green to south of road
- new, direct, pathways between the railway stations and the village centre
- new cycle path connection with to Crianlarich

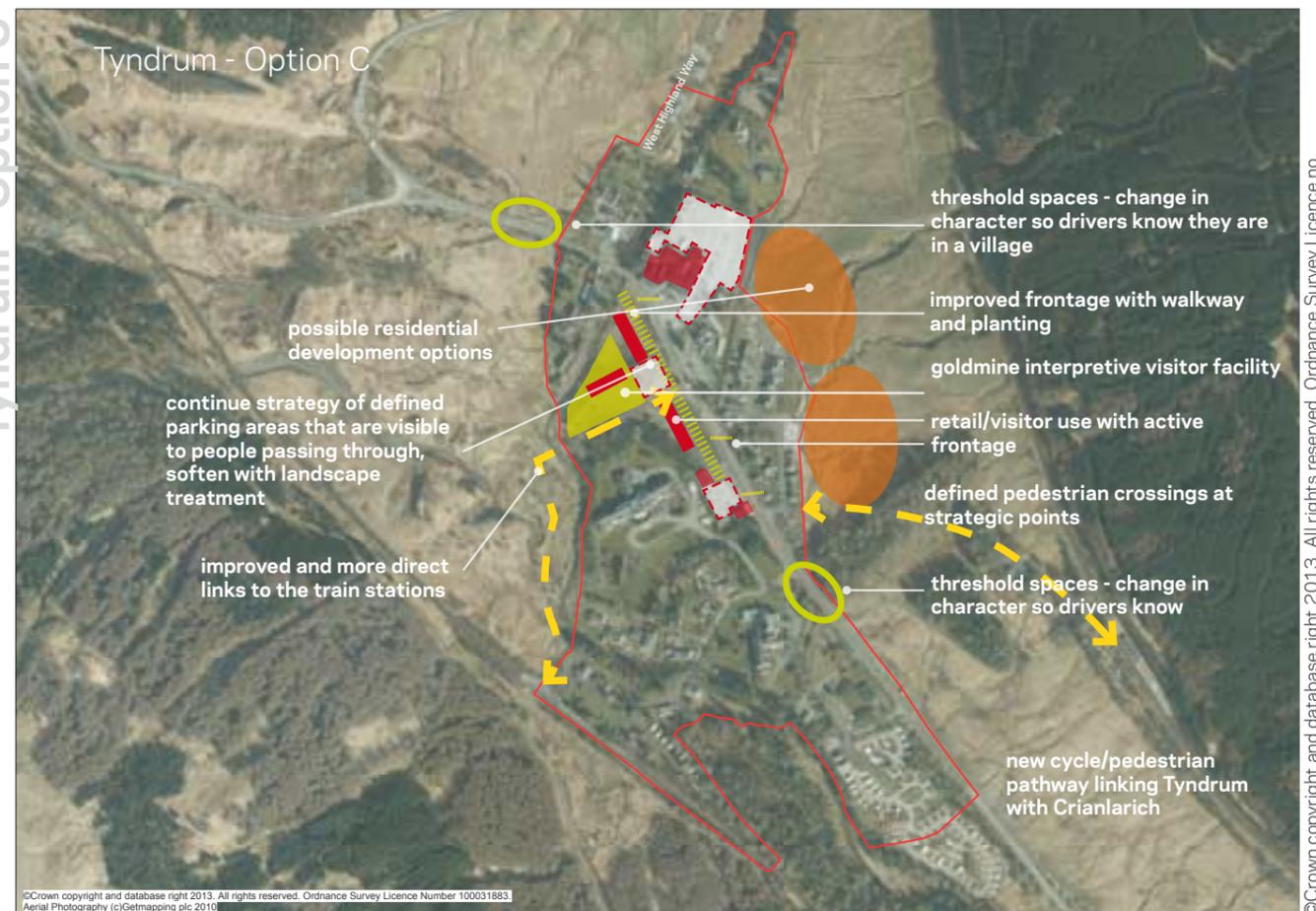
Tyndrum - Development Strategy Options

Tyndrum - Option B



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Tyndrum - Option C



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As Option A but:

- o bunkhouse accommodation in village centre to encourage more overnight stays
- o new housing land provision to north of village centre to take advantage of elevated, south facing, views and to south west

As Option A but:

- o village centre focused on Gold Mine related visitor facility
- o new green space linking visitor facility to surrounding landscape and forming an arrival space from the new pathway from the south railway station
- o new housing land provision only to north of village centre to take advantage of elevated, south facing, views and to keep the important arrival vista clear from the south station

Key Initiatives

These proposals illustrates how Tyndrum can be enhanced by creating a new heart for the village which will give it a stronger identity and a clearly defined centre of gravity to encourage visitors to stop and spend more time there.

A key principle is making the environment around the trunk road more welcoming to encourage pedestrians to get out of their cars and explore the village.

The new centre is linked to new, more direct, pedestrian and cycle connections from the two stations that engage visitors in the Highland landscape to heighten the experience of arrival in a special place.

The southern approach opens up a magnificent view of Tyndrum in it's mountain terrain setting whilst the northern approach presents the opportunity of a path through the community woodland. Both routes will bring the visitors right into the heart of the village.



Approach from the south station



Approach from the north station

Key Initiatives



Key Initiatives

A short to medium term goal for the village should be improve the environment for pedestrians. This could be achieved by constructing a covered walkway along the west side of the trunk road which would respond to a number of Tyndrum's aspirations for the future:

- o It would create a continuous frontage onto the road, in advance of development of the site.
- o It would create a sense of arrival into the centre of a village, with the psychological effect of making traffic more aware of people.
- o It would encourage pedestrian movement between the businesses in the village.
- o With the appropriate design it could be a significant landmark on the West Highland Way and be utilised for outdoor heritage display and visitor orientation.



Key Initiatives

The walkway should be set back from the road, with a green buffer between pedestrians and traffic. Crossings should be located where people naturally want to cross the road. Although this is a trunk road, there are measures that can make the environment more people friendly, in line with the Scottish Government's 'Designing Streets' guidance, acknowledging that Tyndrum needs to feel more like a village and less like a road with a collection of buildings on each side.

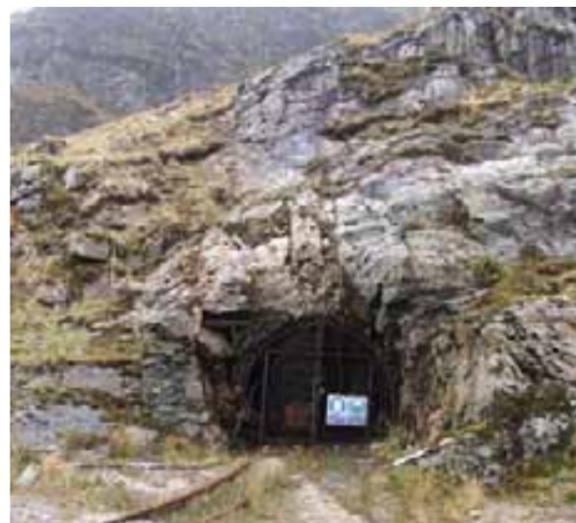
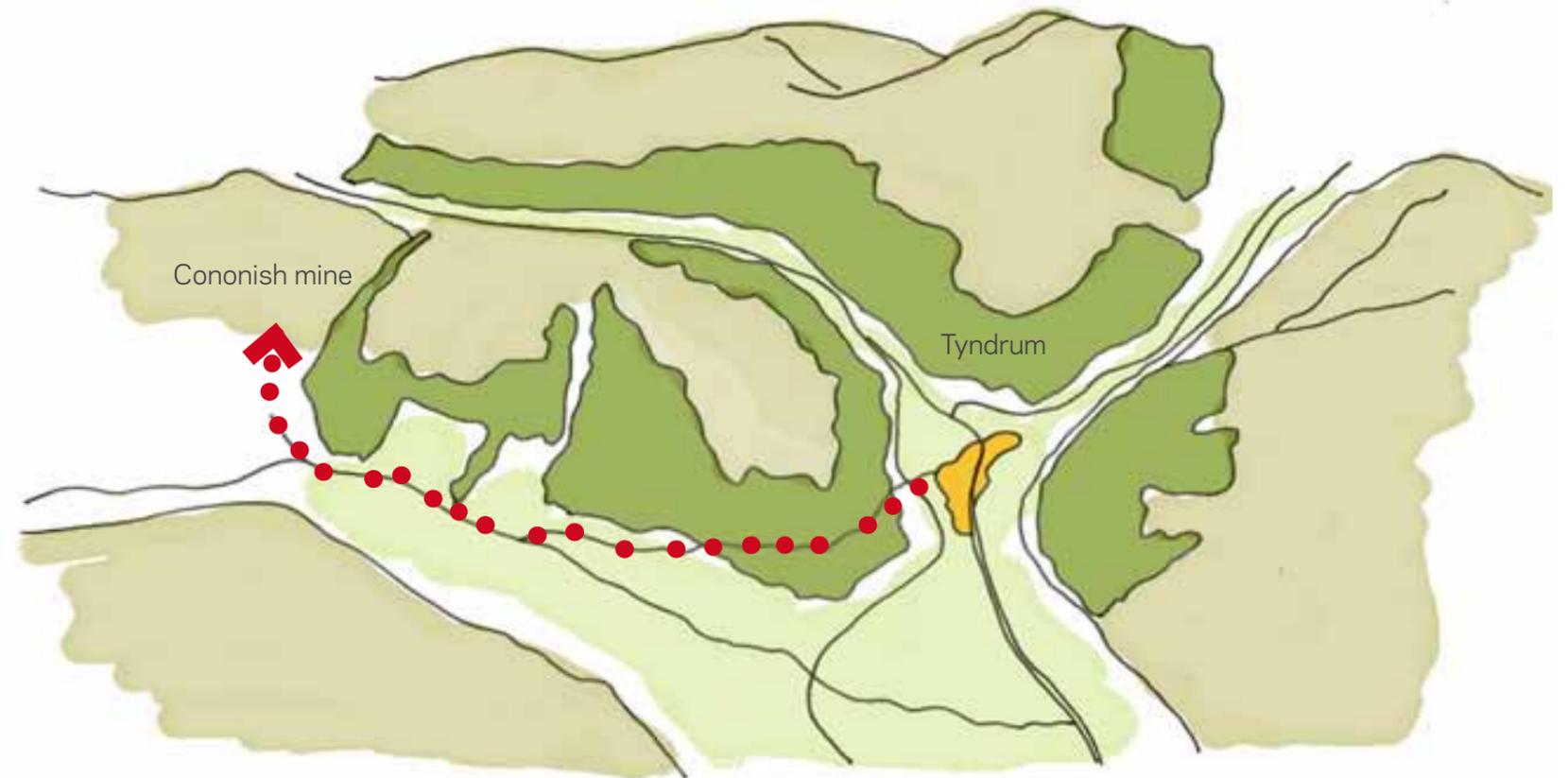


Key Initiatives

Although the Gold Mine is not critical to the future of Tyndrum it presents a significant opportunity for the village to become a unique visitor destination and the gateway to the Gold Mine.

The Cononish mine is located near the village, and Tyndrum would be the natural base point from which to explore the story of mining in the area. This could include heritage and information, family based activities and a managed means of walking or getting transport to the mine itself if the opportunity to have on-site visitor interpretation is also realised.

The area already has mining heritage, with a former local lead mine, and there is a wider story to be woven in, with local walking routes in the local landscape.



Key Initiatives

A key priority will be to test the feasibility and potential for a mining heritage centre in the village. The location of a mining heritage centre in the centre of the village can be a key catalyst for moving Tyndrum forward from principally being perceived as a staging post to a visitor destination in its own right and will provide the key connection to the Cononish Goldmine.



There are a number of strong precedents around the world for successful visitor facilities associated with mining which are illustrated below.



Gold Ecological Park Taipei



Gold Museum Taipei



Nickel Museum Ontario



Big Nickel Ontario



Settlement Review - Arrochar & Tarbet 06

Tarbet and Arrochar/Succoth share one vibrant and active community. They are set within the dramatic landscape of west Loch Lomond at the northern tip of Loch Long with dramatic views to the Arrochar Alps to the west.

Both principal villages suffer from the fact that they have become passing through places rather than destinations. Their configuration around trunk roads, the quality of the public realm and the local retail and leisure offer does not encourage visitors to stop.

They are still beautiful places and there is significant potential to be harnessed. This potential is already demonstrated by the recent planning consent for the Ben Arthur resort across the loch. It is critical that the villages, and in particular Arrochar, plays to its inherent strengths and harnesses these qualities for the benefit of the community and the long term wellbeing of the villages.

Visitor Economy Headline Analysis

Current Assets:

One Community; Three Villages

Services

Hotels
Guest House and B&Bs
Self-Catering
Camping and caravanning
Cruise Loch Lomond
Loch Lomond Seaplane
Fishing

Attractions

Arrochar Alps
Loch Lomond
Loch Long
Mansefield Studios
Local Archaeology

Infrastructure

Arrochar and Tarbet railway station
Argyll Forest Park / Ardgartan
Glen Lion Footpath
Tarbet loop
Arrochar walk
Succoth burn
Stronafyne Loop
The Cobbler
Cat Craig cycle loop
Ardgartan Peninsula Circuit
Three Lochs Way

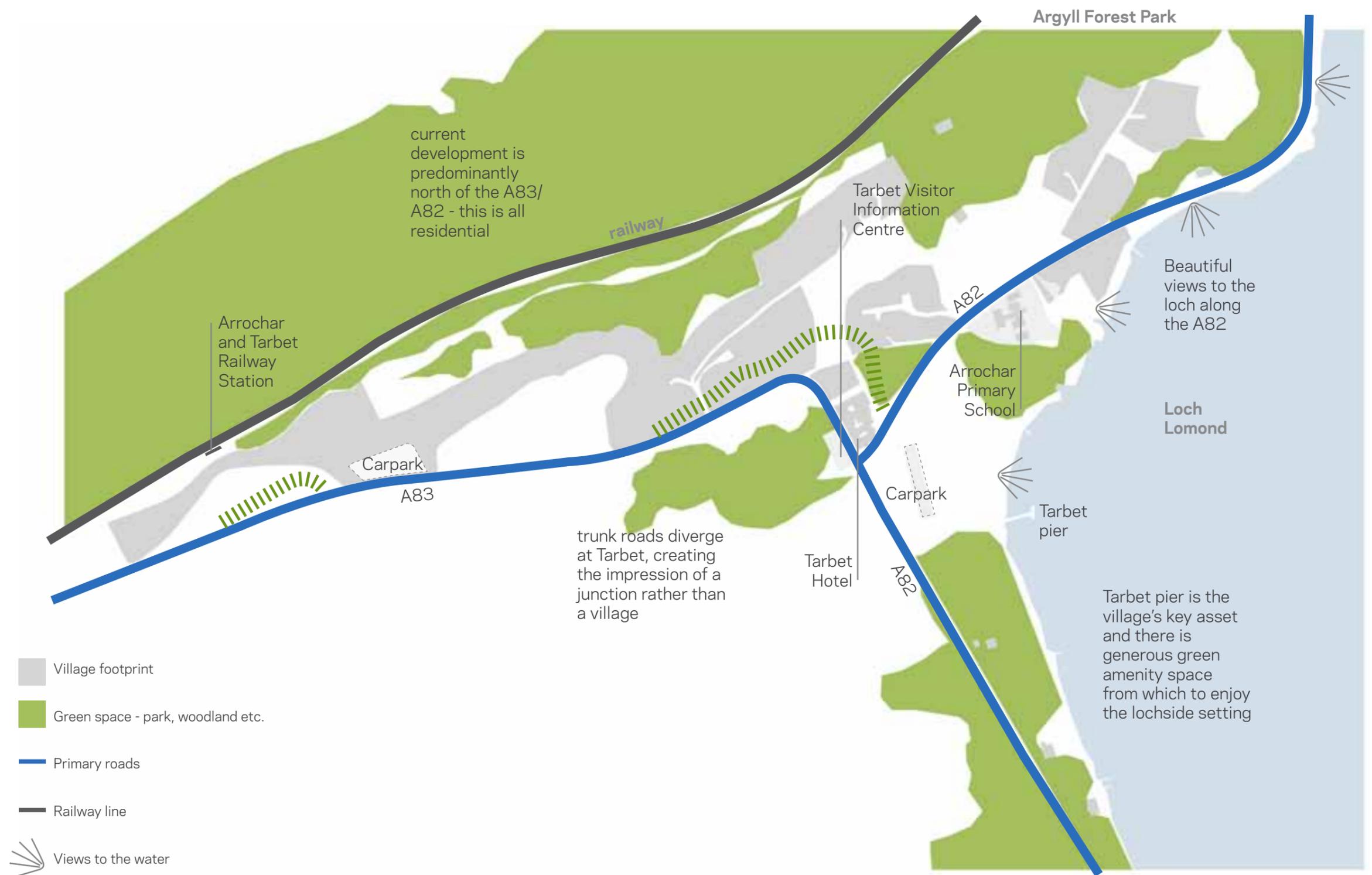
Visitor Experience Enhancements:

A day visitor destination for adventure seekers; Arrochar Alps, Loch Lomond and Loch Long'

- o Increase visual impact of arrival to Tarbet and Arrochar
- o Village square
- o Parking
- o Visitor attractions
- o Arrochar pontoons
- o Conservation area renewal
- o Public realm improvements - Arrochar Pier
- o Toilets, showers
- o Cultural heritage
- o Visitor orientation
- o Paths - Arrochar to Ben Arthur Resort; Succoth/Arrochar/Tarbet/railway station



Tarbet - Spatial Analysis



Tarbet - Character



A historic view of Tarbet pier.



The prominent Tarbet Hotel on Old Military Road, this is the landmark that signals arrival in Tarbet.



A view along the A82 road north direction Succoth showing the narrow road with green threshold planting to the right and view towards the Loch Long and the hills beyond to the left.



The pleasant view to Loch Lomond and Tarbet pier from a visitor carpark.



A typical residential street parallel to Old Military Road with the wooded backdrop of Argyll Forest Park.



Tarbet Visitor Information Centre.

Arrochar - Character



A historic image of the Arrochar Pier with The Cobbler and paddle steamers.



Beautiful views to Loch Long and the Cobbler. This view looks across the top of the site behind the Three Villages Hall, later identified as a key initiative site.



Beautiful views to Loch Long and its opposite shore along the A841 road through Arrochar.



View looking south along the A814 road to a residential development with the backdrop of Argyll Forest Park.

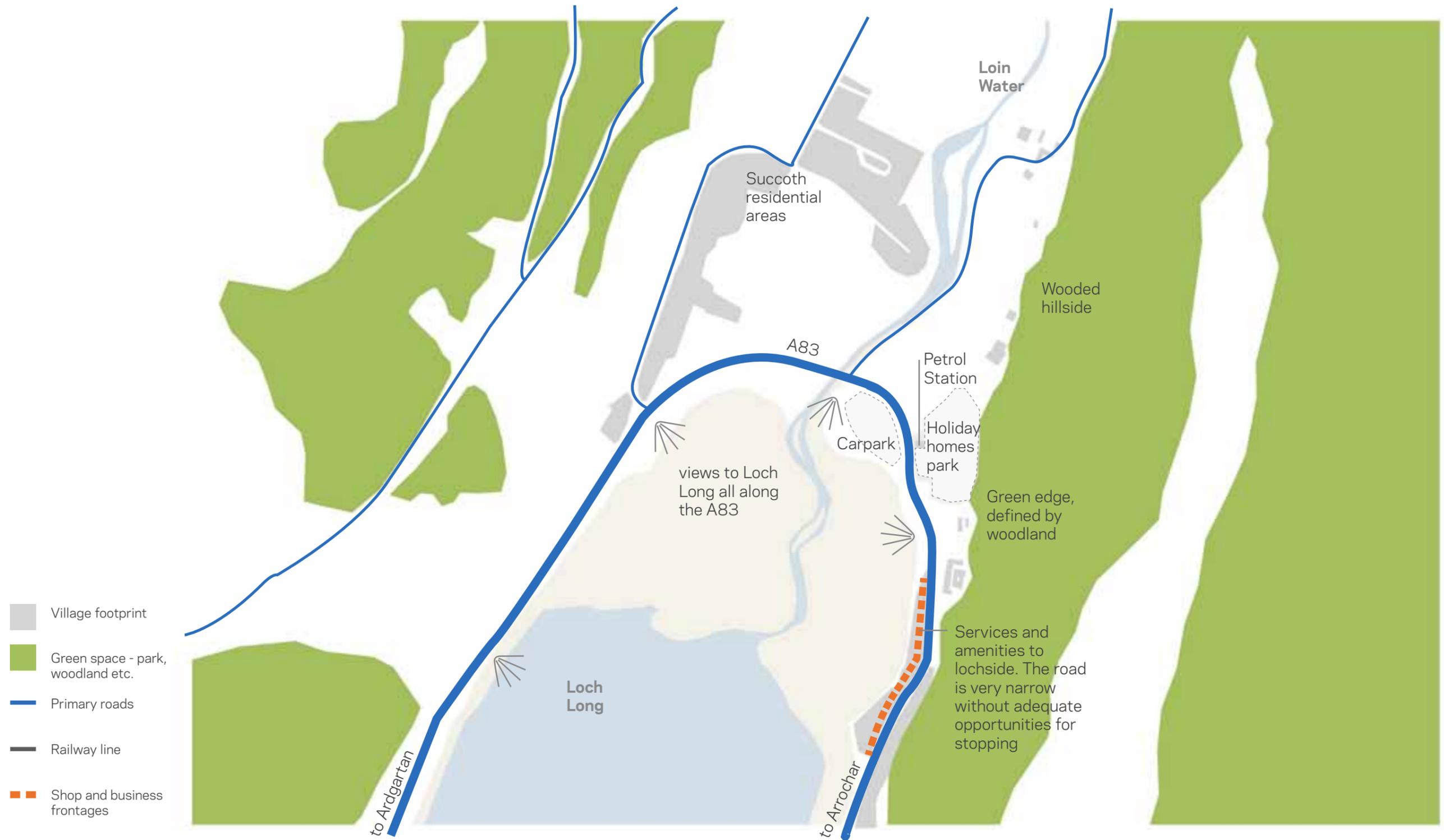


View north along the A83 road showing Arrochar Coach Hotel on the right and businesses right against the narrow road and pavement on the lochside.



At the church, there is a change in character as buildings are more set back from the road travelling south.

Succoth - Spatial Analysis



Succoth - Character



Succoth petrol station and the entrance to a holiday homes park.



A residential street in north Succoth.



Beautiful views from a road bridge over Loin Water on Old Military Road looking towards Loch Long.



View of a landscaped visitor carpark at the entrance to Succoth from Arrochar with the backdrop of Argyll Forest Park.

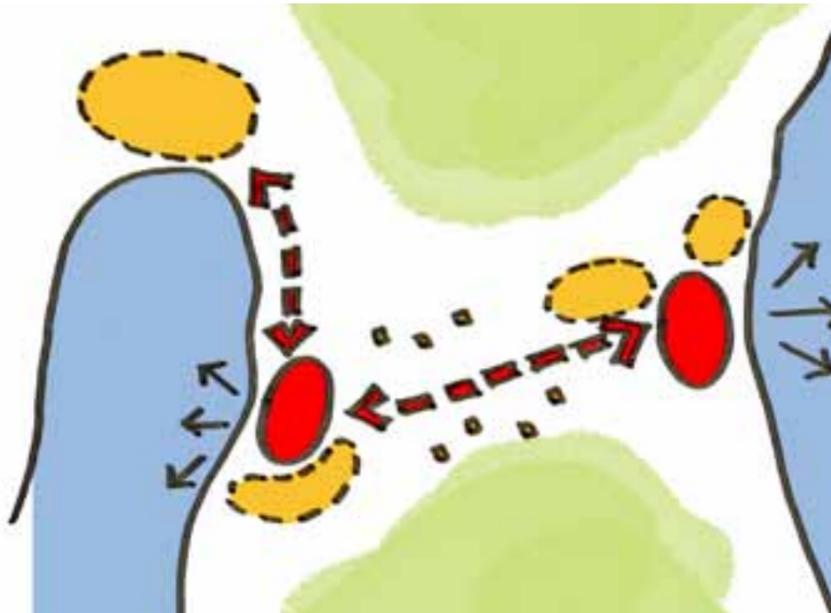


A view north along the A83 with Loch Long on the left and Succoth ahead.



A view south along the A83 back to Arrochar with visitor carpark on the right.

Strategic Principles - Three Villages

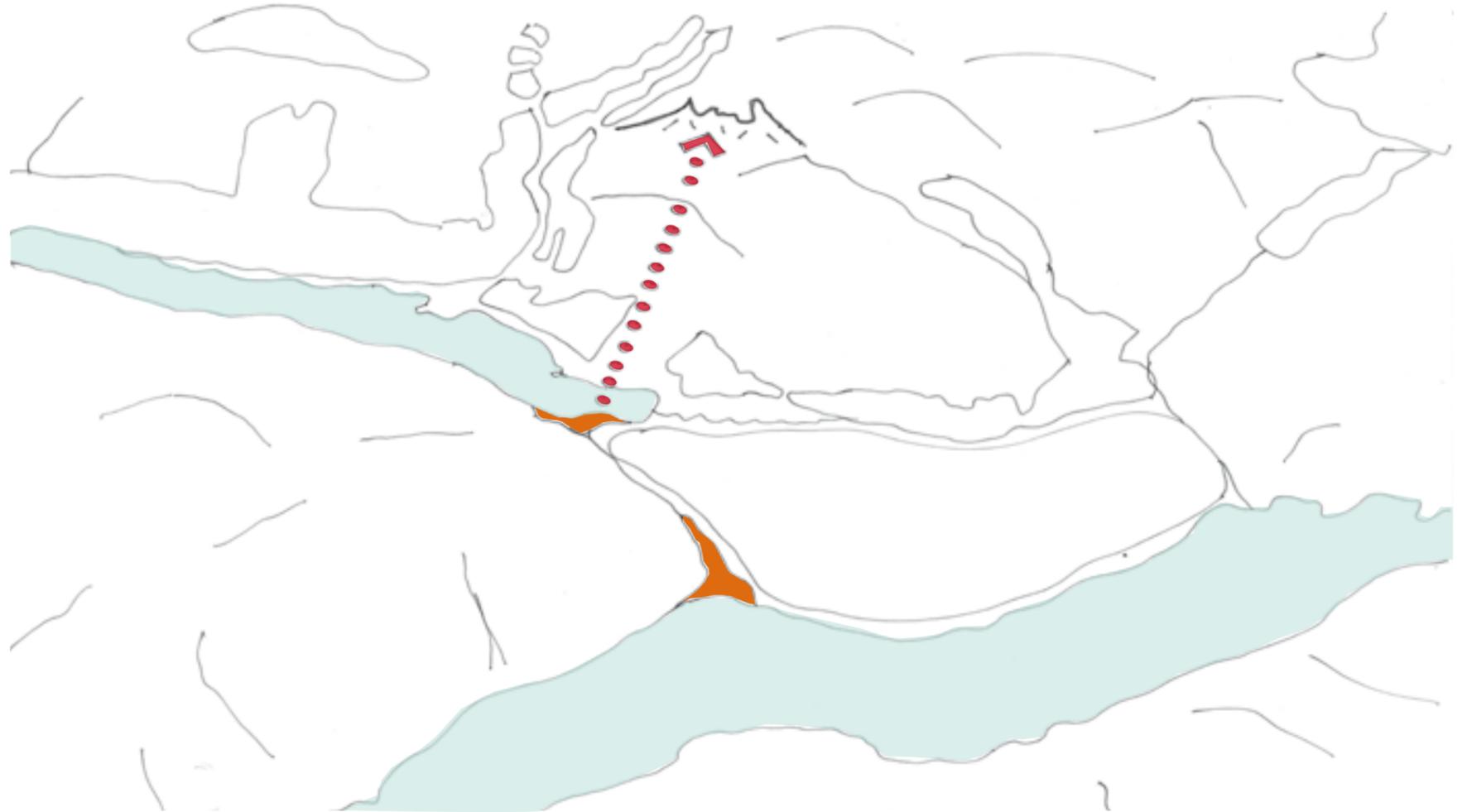


The 'Three Villages' can be viewed spatially as a cluster of settlements that needs a clear strategy for how they can support each other and be better connected.

Arrochar and Tarbet both seem to lack recognisable 'village centres' without a clear feeling of arrival or a sense of place for both their local communities and passing visitors.

Succoth provides a complementary role for housing that can be enhanced by establishing it as village with its own centre.

All Three Villages are uniquely positioned, in extraordinary landscape settings, to capture much more from passing visitors to ensure their long term sustainability as rural communities.

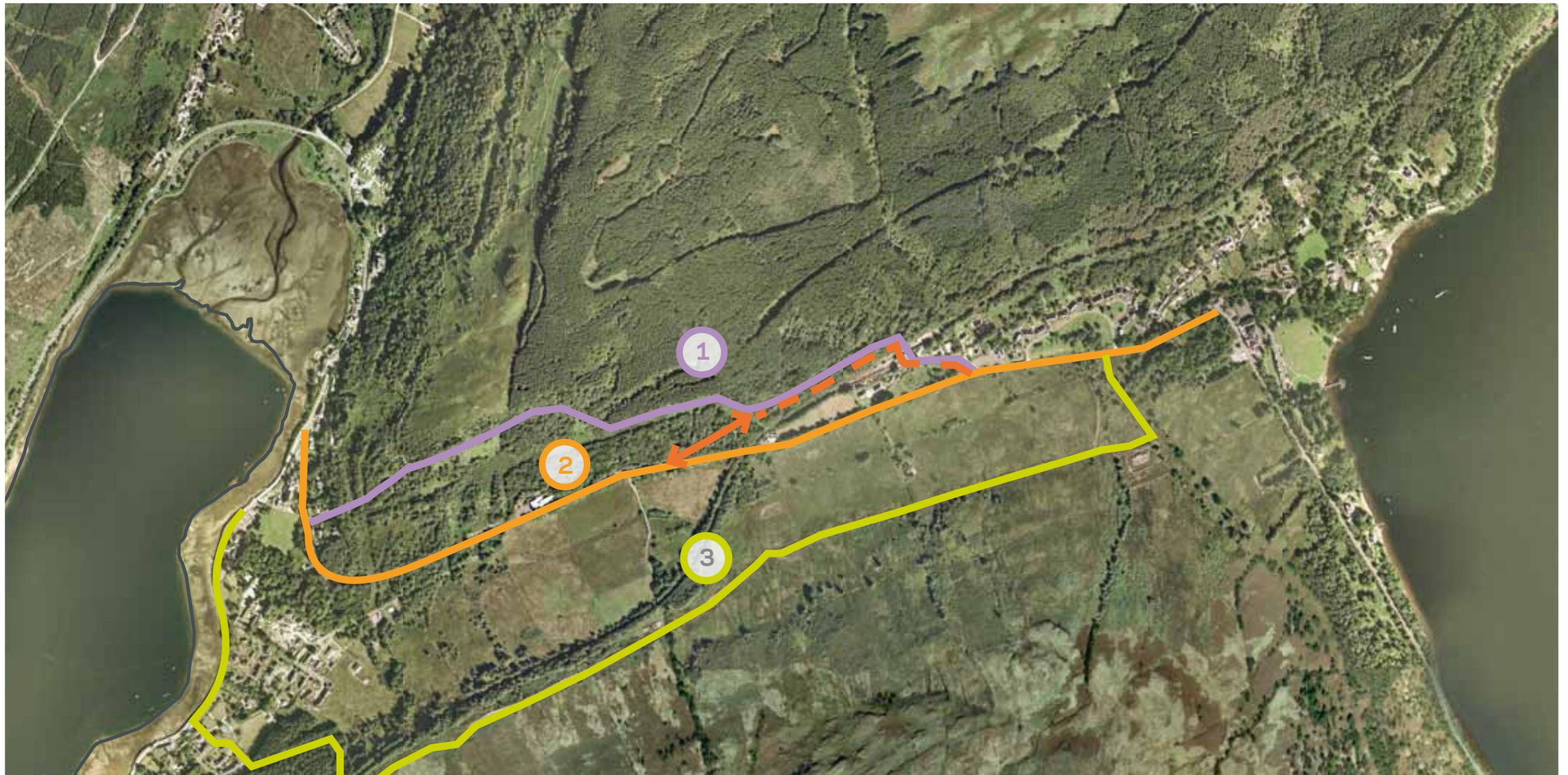


Tarbet and Arrochar can work as a pair of interrelated "gateways" that can support and enhance each other.

The isthmus that connects them is the transition point between the expanse of the inland waterway of Loch Lomond and the sea lochs and alpine mountain landscape to the west.

Key Initiative - Path Connections

Existing options ...



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Key Initiative

Option 1:

Steep climbs and slippery in wet weather, so not suitable for elderly and young children due to gradients.

Option 2:

Pavement along the A83 trunk road with a pinch point under the railway bridge, not deemed safe for children, would require improvement and pavement widening, but this is restricted by the width of the railway bridge.

Option 3:

Away from the road and with reasonable gradients, requires significant upgrade to the surface, it is a longer route which is discouraging for those wishing to get to school.

Option for discussion:

Improve/widen path along road side option 2 so that it can take cyclists; on the Arrochar side of the railway bridge, create a link from this to path 1 as it passes behind the railway station, using a gradual slope and maintaining appropriate width for pedestrians and cyclists. Allow safe crossing of the railway at the station. The aim of this is to improve the pedestrian and cycle link between the two villages, and also between the station and Arrochar, by avoiding the pinch point of the railway bridge.

Recommendation:

Test the feasibility of each of these options and prioritise it as a means of ensuring that the community and visitors can travel safely between Succoth, Arrochar and Tarbet.

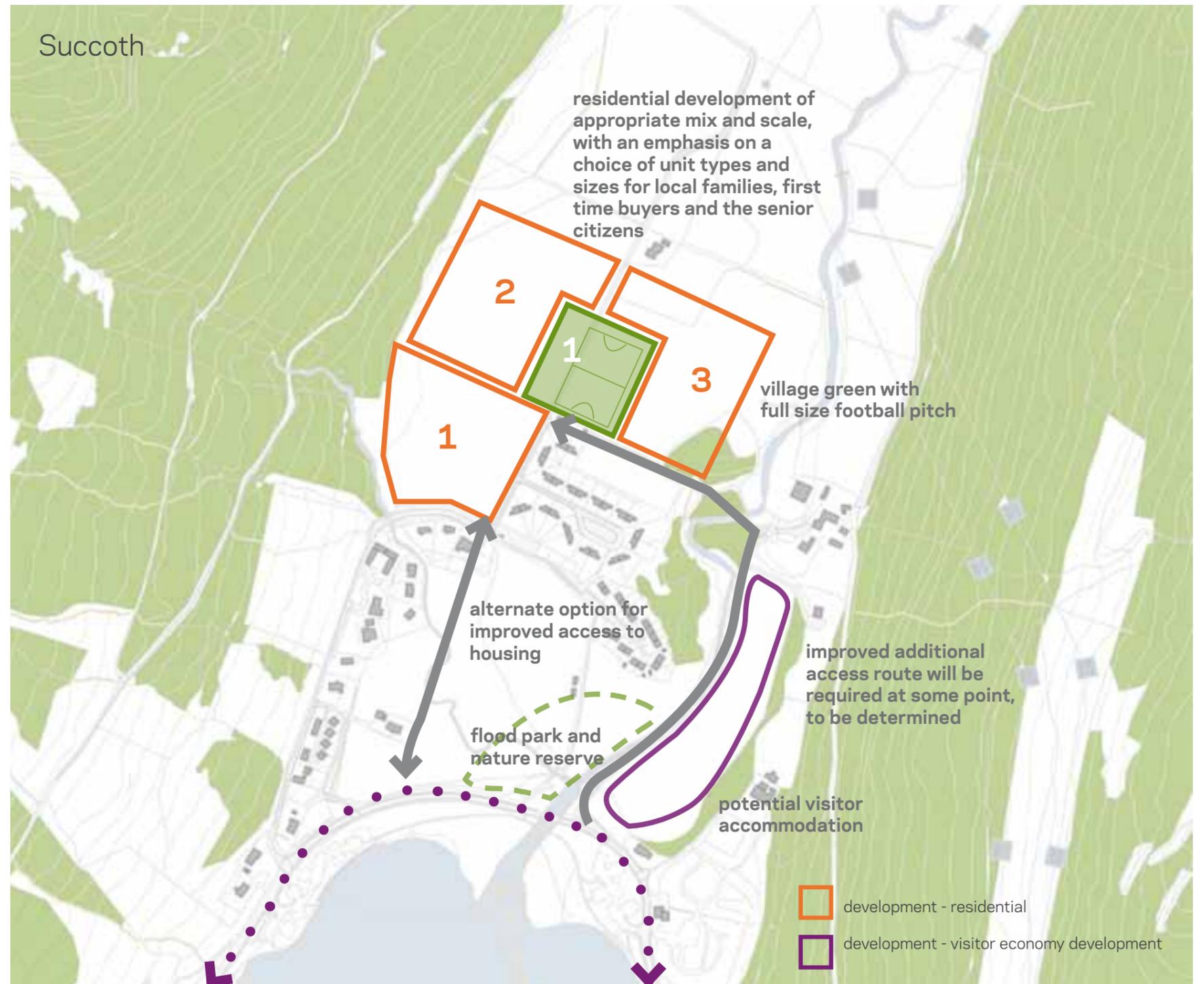
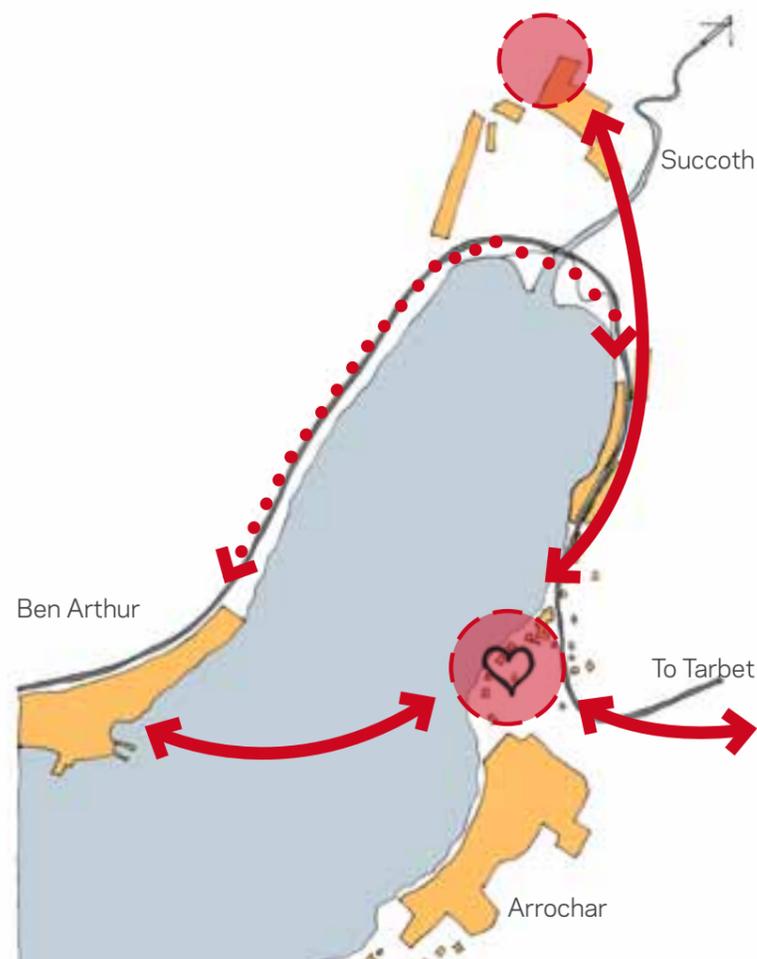


West Loch Lomond cycleway

Arrochar and Succoth - Strategic Principles

The fact-finding workshop established that Arrochar needs to be more of a stopping place than a passing through place. It needs a centre, a focus and a heart. A place where the community gather, spend time and show off the best of what their village can offer. This is where visitors know that they have arrived in Arrochar, a small, active village in a stunning setting, which is the gateway to the Arrochar Alps.

This place should make the most of what is great and distinctive about the village; its setting, with the view of the loch and of the Cobbler. It should also acknowledge the real centre of gravity of the village, which is at the old pier and the Three Villages Hall.



Arrochar

walkway between Ben Arthur resort and arrochar village centre

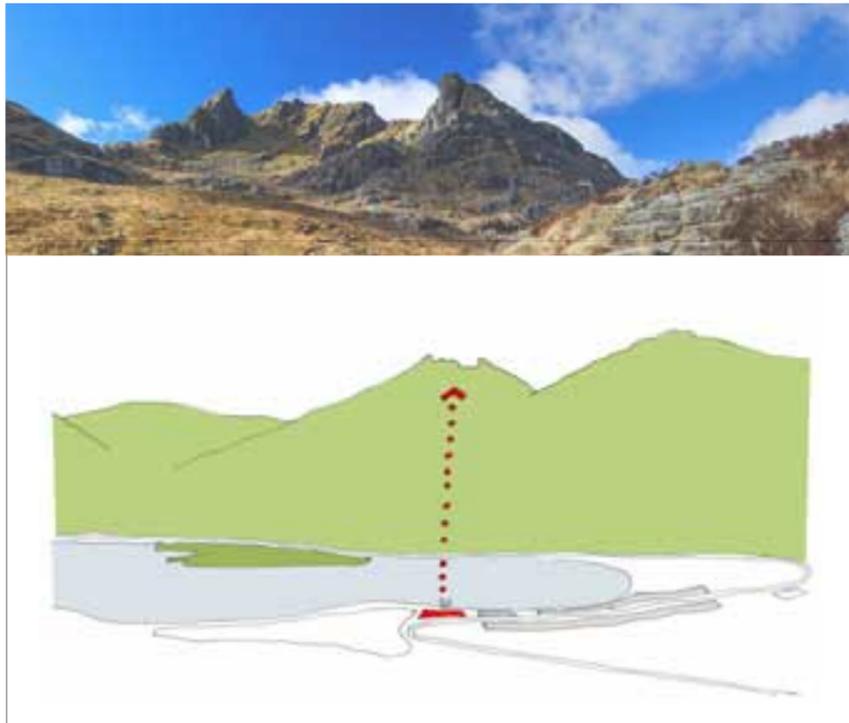
Key initiative
key centre of village site

Key initiative
walking and cycling to Tarbet

proposed Ben Arthur resort

- ● ● ● core paths
- development - residential
- □ development - visitor economy development (dashed line approved, solid line potential future)

Key Initiatives



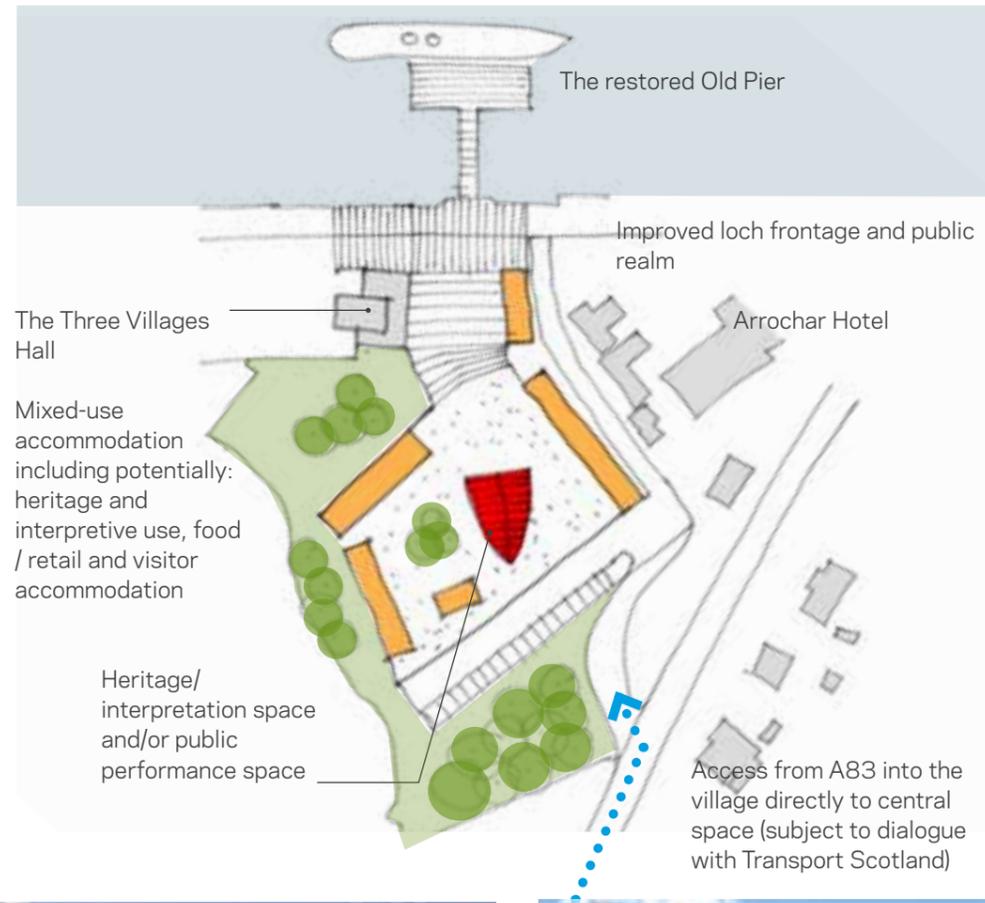
Arrochar needs a village centre

Arrochar is a village in a unique setting. Ben Arthur, (popularly known as The Cobbler), and the old pier are memorable parts of what makes Arrochar special, both for people who visit and people who live here. The village at the moment feels like it is in two halves. The northern half is linear, built along the road, and largely comprised of local businesses. The southern half begins with the Three Villages Hall and is made up of most of the homes in the village. There is a key place where all of these meet; the two halves of the village, the pier and the some of the best views of The Cobbler and the hills opposite. This site has been identified as part of the Charrette, and early sketches and ideas illustrate the potential for what the centre of the village might become in the future.



Key Initiatives

Early sketches



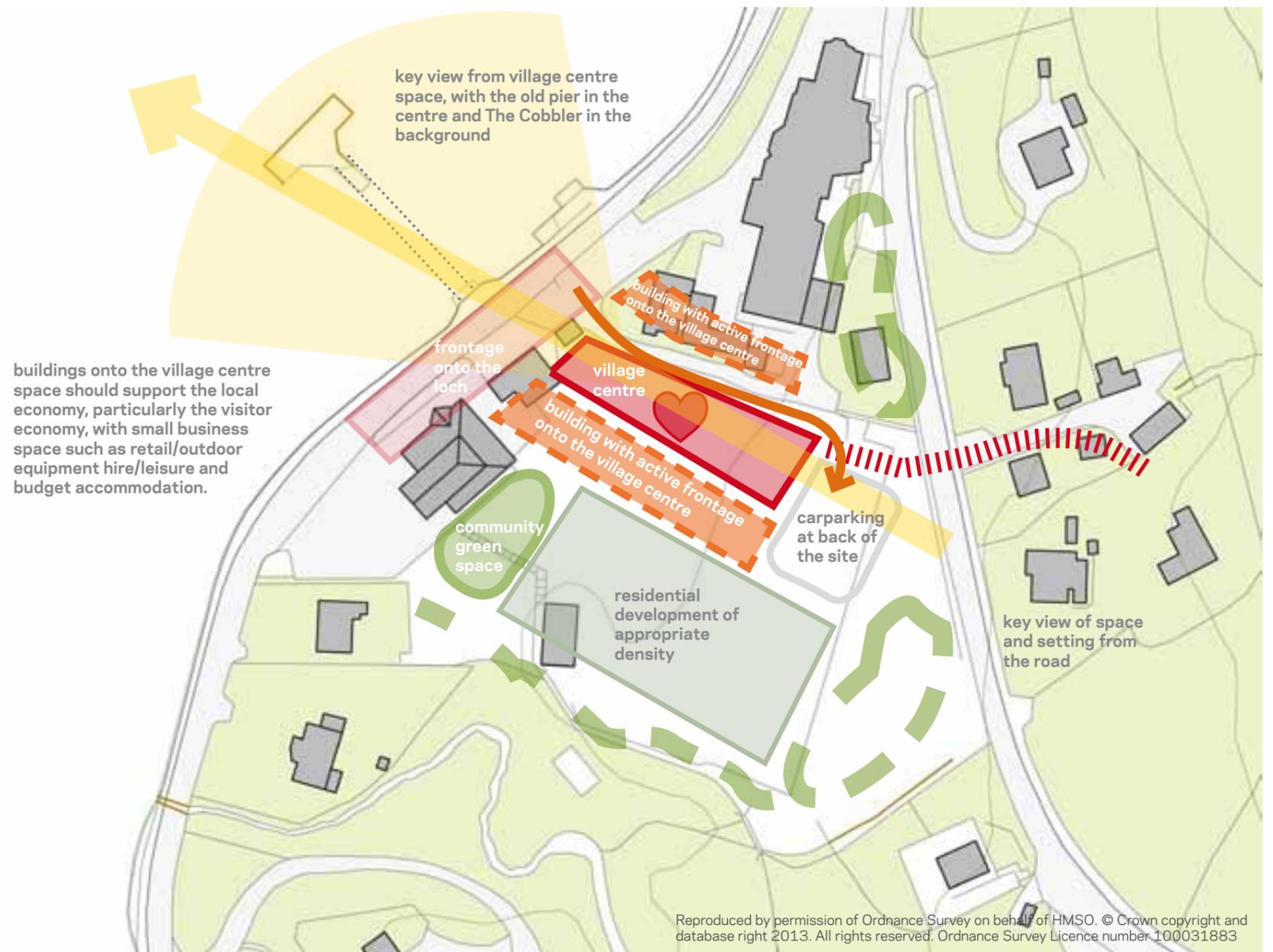
Strategic Principles - Arrochar and Succoth

The site behind the Three Villages Hall was identified during the Charrette process as a critical site for the village. Conversations exploring how site might best serve the village have taken place as part of the Charrette process whilst acknowledging that there are emerging proposals from the landowner which have been the subject of pre-application discussions with the LLTNPA and community representatives.

The site presents a significant opportunity to create a key sense of arrival and a social heart for Arrochar, to encourage people to dwell, and spend more time and money in the village, rather than just pass through. This has a primary aim of enhancing the future economic wellbeing of the village but also has the wider benefit for the community of a high quality civic space that will reinforce the Three Villages Hall as social hub of the village.

The diagram opposite outlines strategic guidance for the site, illustrating some of the key strengths that should be optimised, and achieving balance between uses. This includes:

- o The view of the loch, the old pier and The Cobbler is uniquely special to Arrochar and represents its most attractive feature to visitors. This should be the civic and social heart of the village for visitors and the community. A public space framing the view with buildings from deep within the site. It will be this view of the space from the trunk road, with The Cobbler in the background, that gives a special sense of arrival in Arrochar encouraging people to stop in the village.
- o Buildings adjacent to the public space should have ground level uses that activate the space and support the local visitor economy as well as the local community, such as heritage and interpretation, outdoor equipment retail/repair/hire, cafe/restaurants and craft shops, with potential budget accommodation on upper floors.
- o Any residential development should be of appropriate scale and density with higher elements pushed back toward the slope at the back of the site.



Site strategic guidelines

space for local business
enterprise and visitor
accommodation

'postcard view' the pier and
The Cobbler

re-built pier with
mooring space for a
variety of boats

civic space to sit, wander and
enjoy the view and the sun
(when it shines) for the
community and visitors -
summer event space for the
three villages

use of viking heritage to
create identity and
emphasise location and
setting

What the space might feel like

Strategic Principles - Tarbet

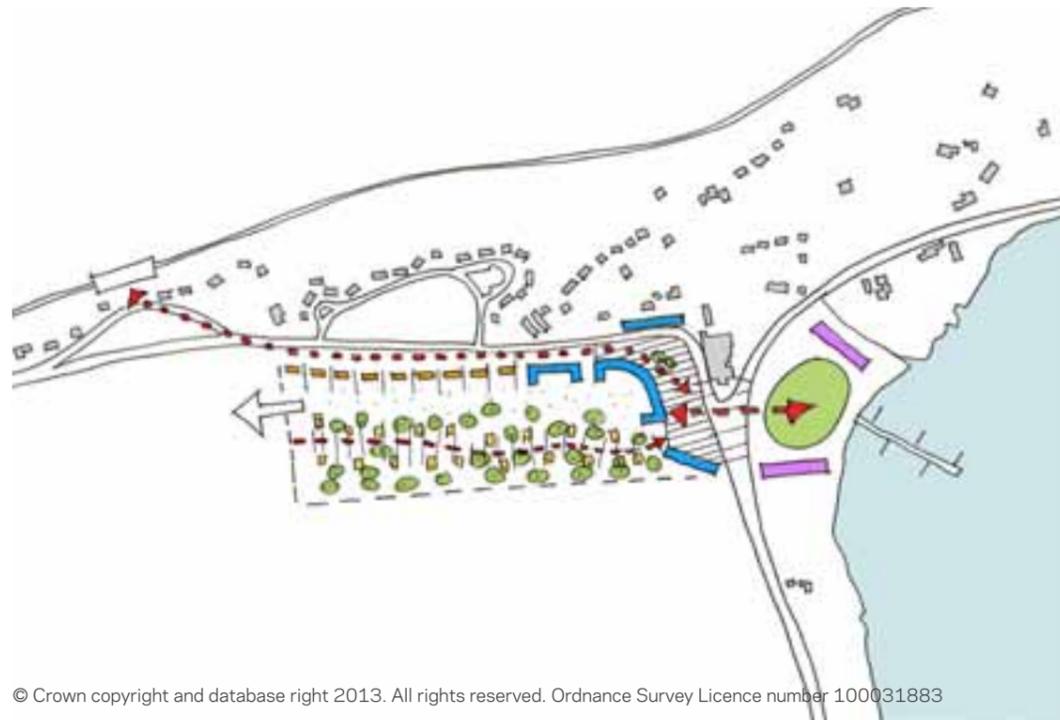
Tarbet suffers from a combination of factors which have inhibited its development and the quality of its environment for a number of years, principally:

- o It is a busy roadside location between two trunk roads with little public space and few possibilities for visitors to stop.
- o There is no discernable village centre for the community or visitors.
- o The railway station is remote.
- o There has been asymmetrical development to the west, along the road to Arrochar, due to limited land supply.

The proposals on the following pages present strategic responses to these issues which should inform, and be used to co-ordinate, emerging masterplan proposals for the village.

- o Tarbet needs a central, pedestrian friendly space, to avoid feeling like a junction of two roads, with small local businesses such as cafes and shops.
- o Re-aligning the road west would create a better pedestrian space alongside the Tarbet Hotel and a safer crossing to the lochside park.
- o Sensitively designed residential development on the south side of the A83 can balance historic growth on the north. This should form a street frontage to the road edge with lower density within woodland to the south.
- o More can be made of the lochside park with potential for improving access to the loch.

The key next step for Tarbet is for local landowners and stakeholders to create a shared and co-ordinated masterplan approach to secure the best future for the place and the community.



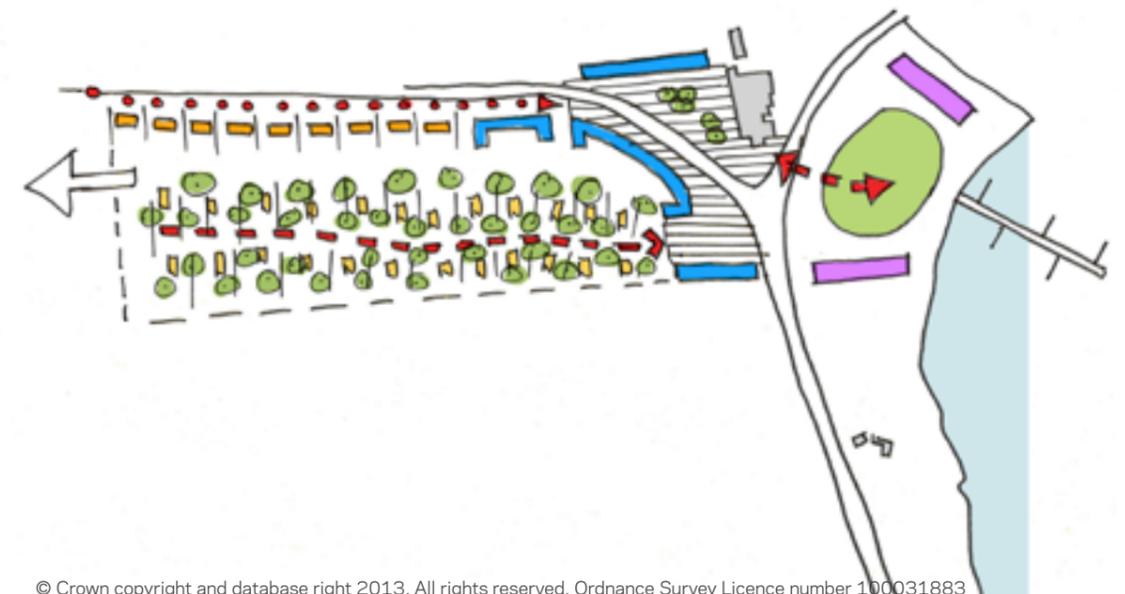
Potential Option A for the future of Tarbet

Create mixed use residential and small business spaces in the village, to achieve the following:

- o enclosure on both sides of the road, to create an environment that is more 'village' in character
- o slow through traffic
- o create a central village space that is linked to the lochside park
- o sensitively design small scale low density housing into the hillside toward the south

Potential Option B for the future of Tarbet

Follow the same principles as outlined above, and also re-align the road to create a more generous centre of the village space, more pedestrian space around the Tarbet Hotel and a safer means of crossing the trunk road junction at Tarbet.



Strategic Principles - Tarbet

train station

improve connections to station

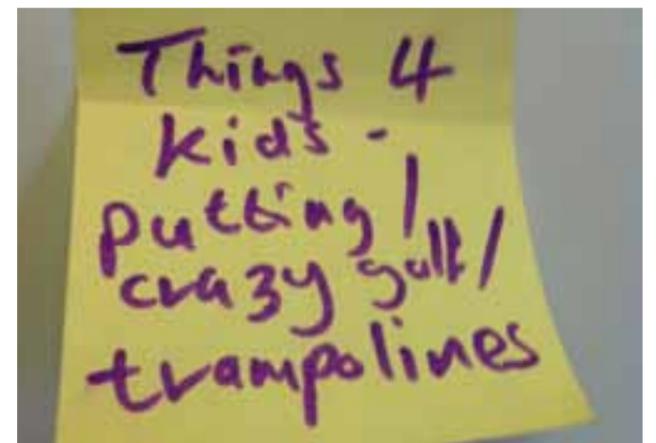
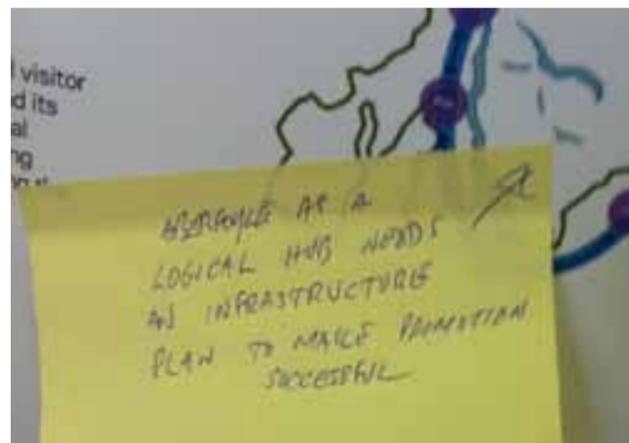
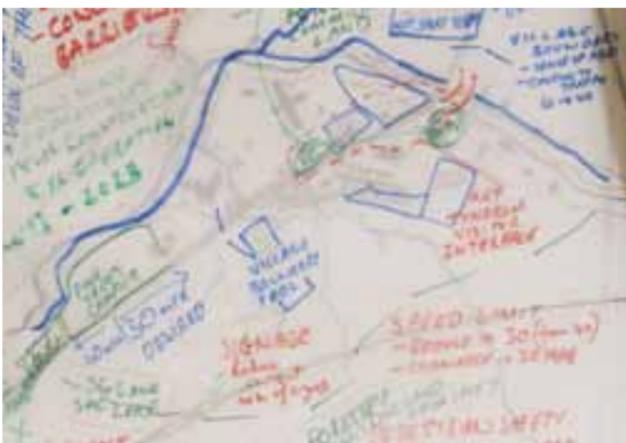
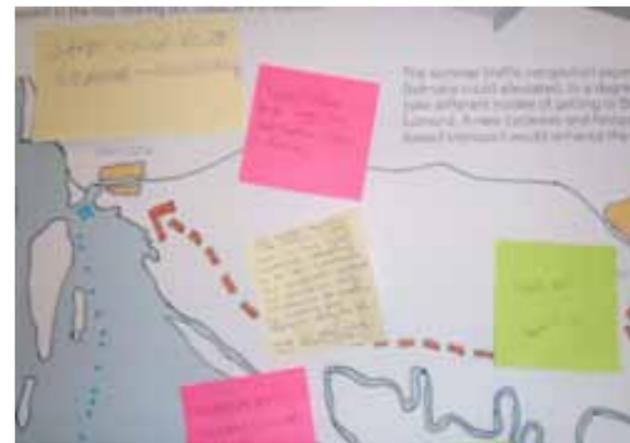
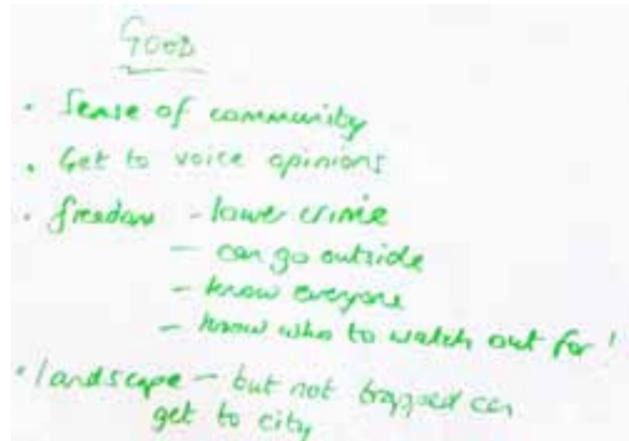
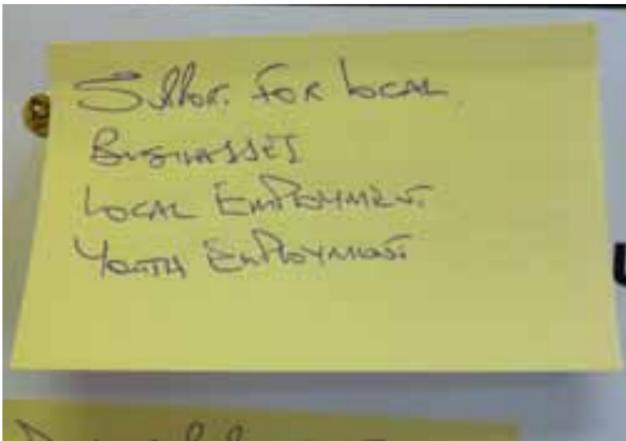
defined street frontage to road to strengthen village character

create a new village centre to the west of the Tarbet Hotel by forming a civic space for the community and visitors that is linked to the lochside park

create definition north and south of the lochside park

enhance lochside park and access to the water

encourage development to the southside of the A83 to redress the asymmetrical growth of the village due to land availability - grow this out from the village centre with a defined street frontage to the A83 with lower density visitor accommodation to the south, with appropriate access off the trunk road developed in discussion with Transport Scotland



Conclusion 07

This document of the Charrette process presents a series of integrated placemaking initiatives and design recommendations that respond to current and predicted future issues affecting communities in the National Park.

These ideas and proposals seek to establish long terms visions and strategies for these communities based on analysis, consultation and discussion. An approach that puts community needs and wellbeing to the forefront of planning for the future.

The ideas, strategies and guidance which have been created by communities with the designers, and in collaboration with agency stakeholders, will establish potential options, both in terms of strategy and potential sites for the future stages of the Local Development Plan. This report is central to the preparation of the LDP and it should be noted that the LLTNPA have further work to do, to look at quantifying the need and demand for any additional development land as well as the the infrastructure implications. In so doing this will enrich the LDP process with a clear vision for the future that should inform and guide all future development.

It is hoped that the Charrette process may also have more immediate benefits by helping to articulate common visions for the future of these places that encapsulate the communities' concerns and aspirations in a way that can stimulate local community action planning. A shared vision that can inform applications for community funding and the co-ordination of agency actions and expenditure in the formulation of strategies so that there is common understanding of local priorities and a shared long term goal.



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