



**DISCOVER
DRYMEN**

DRYMEN PLACE PLAN 2023-32



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Introduction:

Drymen's Place Plan has been prepared by a working group consisting of representatives from Drymen Community Development Trust (DCDT) and Drymen Community Council (DCC). The plan supersedes the Community Action Plan 2013-2018. It uses data from the Active Travel Plan (2021), Living Well Locally Study (2022), and further consultations by Drymen Community Development Trust, ensuring everyone had the opportunity to contribute ideas and feedback and prioritise actions.

This Place Plan will help the village demonstrate its views to agencies and guide responses to planning applications. It will help DCDT apply for funding grants, demonstrating community support for projects.



Village Website

Within the document are responses from wide-reaching consultations with children at the primary school, young people at Drymen Youth Café, High School pupils, businesses, and residents of all ages. The plan articulates a vision and mission, detailing specific priorities for the decade ahead.

Rather than think about Drymen on its own, the plan also considers how neighbouring communities can strengthen resilience by working together to achieve mutual benefits. This plan has also considered the village's response to the climate emergency and how it can be more sustainable with actions contributing to Scotland's Net Zero target by 2045.

Drymen has many strengths, key amongst them is its strong community spirit, which is demonstrated through its many volunteers whose tireless work makes the village what it is. It will be volunteers that achieve the positive changes detailed in this document.

Drymen Community:

Drymen is a conservation village in Loch Lomond & The Trossachs National Park. Whilst a gateway for accessing East Loch Lomond, especially Balmaha and Ben Lomond, it is itself a destination.

As well as its proximity to Loch Lomond, the village is visited by those enjoying three of Scotland's Great Trails and a national cycle route. Most famously, it is the first night stop on the West Highland Way. It is also the starting point of the Rob Roy Way, near the John Muir Way and on the NCN7 cycle route.

Drymen has a thriving community with many active clubs and societies. The Village Hall and Church host numerous events throughout the year. Drymen Show each May draws large numbers of visitors. Drymen Community Development Trust organises events such as Piping on the Square each summer and Drymen Advent Windows and the Christmas Tree Switch-on in December. In addition, Drymen Community Council has organised a gala day in June for several years.



Drymen Show

Communication of village news and information comes from the Drymen Reporter (delivered to each home) and the village website – drymen.org, created and managed by DCDT.

DCDT created 'Discover Drymen' for the village website, which was introduced to help residents, visitors and those moving to the village find out what was going on and help connect them to information and relevant people. The Discover Drymen design has been featured on numerous other projects and new facilities for the village.

Understandably the village is appreciative of its facilities, shops, and businesses. These are vital assets for the community, providing employment and boosting the local economy. In addition to shops, pubs, hotels, cafes, and accommodation businesses, Drymen has a library, an NHS dentist, a chemist, and a medical centre. But sadly, it has lost its post office and bank in recent years, and despite mobile services, this loss has been significant.

At the time of the publication of this plan, there was an expectation that a house builder will build around 80 new homes for the village. Planning approval comes with the condition that they would upgrade and expand the Stirling Road car park and install new pedestrian crossings.

Because of the additional homes, the site of Drymen Primary School now accommodates the nursery, which moved from Croftamie and has provision for another classroom. Since the last Action Plan, Buchanan School was mothballed, with services moved to Drymen.



West Highland Way

Drymen has a bowling green, football pitch, small children's playground and two golf clubs. In addition, as an outcome of the Active Travel Survey in 2021, a weekly led cycle ride called 'Drymen Meanders' began, with the Countryside Trust organising weekly social walks.

Drymen Square, at the heart of the village centre, is owned by the community and managed by DCDT. In recent years, funding was secured to upgrade the bus shelter, add cycling facilities, and repair and expand pavement and parking bays. Whilst these changes have significantly improved the village centre there is still the requirement to renew the road surface around the Square which is in poor repair.

Progress

Drymen's Community Action Plan 2013-2018 recommended a series of actions to improve the village. This table reviews the outcomes that have been fully delivered, partly delivered, or not achieved.

Improvements and actions have come thanks to many volunteers from a range of village organisations. These outcomes are due mainly to grant funding awards, lobbying of agencies and charity appeals. This activity will be required to deliver these, and new priorities detailed in this plan.

Delivered	Partly Delivered	Not Achieved
Improved play facilities	Increased parking with new homes	Improved public transport
Breakfast club at primary school	Speed reduction on approach to village entrance via Stirling Road (60 to 40 mph). Road Safety Trial Spring 2023	Improved sport facilities in the village
Heritage Trail and improved signage at Village Centre	Cycle Path to Balmaha (last section awaiting funding)	Public toilets for the village
Need for affordable housing, which was a condition of approval for building of new homes in the village	Village Events including Gala Day (didn't happen in 2022)	20 mph village wide speed restriction
Relaunch of new village website and regular communication via Facebook	Vacant sites – Garage / Salmon Leap still not in use, but more likely to be used within lifetime of this plan	
Reduction of dog fouling (bins and campaigns)	Improvements to Village Square area	
	Maintenance of paths in village	

Updating Drymen Place Plan

Scottish environment charity Forth Environment Link (FEL) was awarded funding by Loch Lomond & The Trossachs National Park Authority (NPA) to undertake a 20-Minute Neighbourhood Study. The project aimed to determine whether people could meet their daily needs within a short walk or cycle from their homes.

The funding from NPA's Green Recovery Fund was a pilot study in Drymen and East Loch Lomond to discover whether this concept, usually adopted in urban environments, could work rurally. FEL renamed the study 'Living Well Locally' to better define it. Their in-depth consultations provided the village with a stand-alone report and data designed for use in this place plan.

In addition to using the rich data and recommendations provided by FEL, the outcomes of the recent Active Travel survey and further village consultations have helped ensure that many views have contributed to the development of this Place Plan.



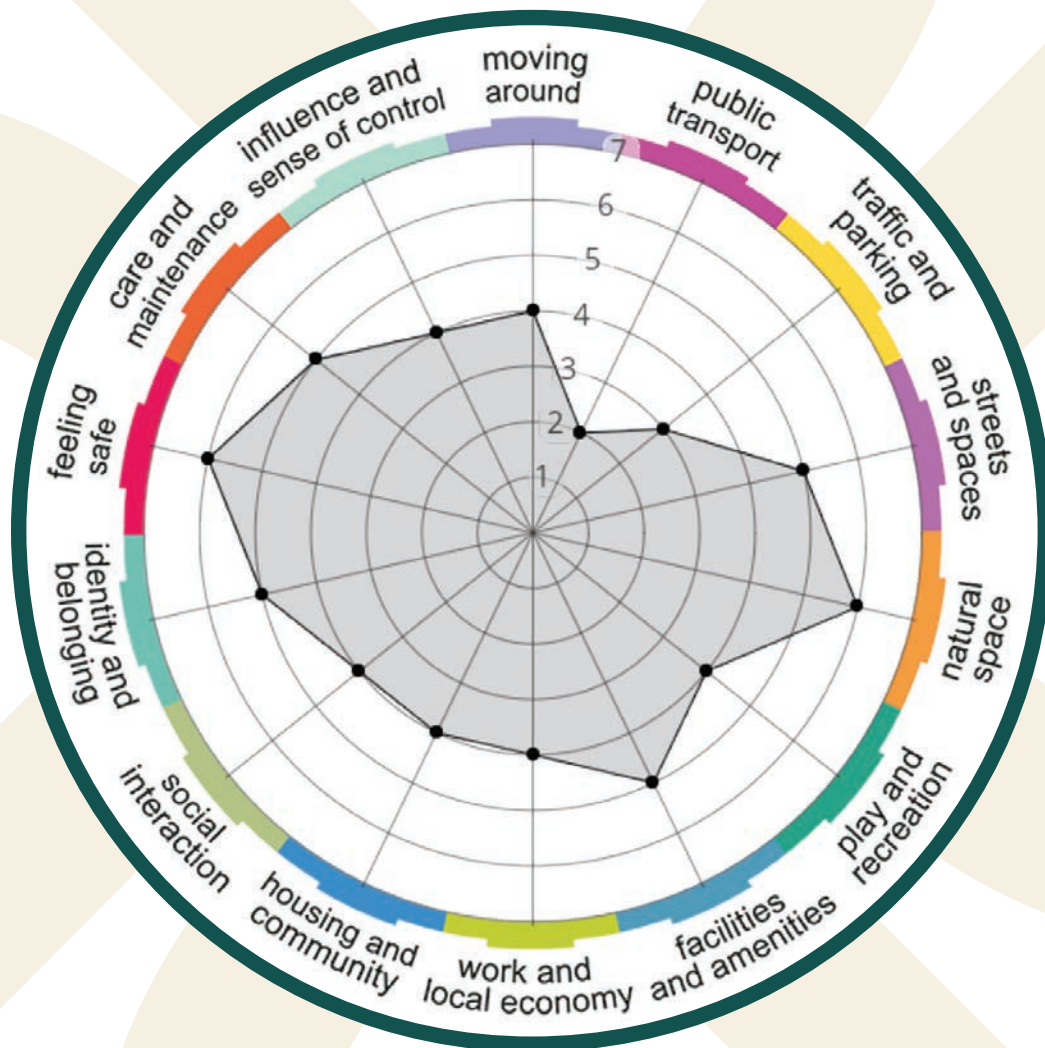
Drymen Viewpoint

Place Standard Result

For the 'Living Well Locally' study there was an exercise where residents rated different statements to understand areas of high and low room for improvement. Here are the results.

In summary:

Low room for improvement	High room for improvement
Identity	Public Transport
Feeling Safe	Traffic
Natural Space	Moving Around
	Housing, Work, Social, Recreation



Our Vision (what we want to achieve): For Drymen to continue to improve, benefitting its residents, businesses, visitors, and the natural environment.

Our Mission (how we will achieve this): Work together as a community to deliver our shared priorities. Continue to engage with Stirling Council and National Park Authority to enhance the village, its services, and the surrounding area. Attract funding grants and support to deliver specific projects.

Summary: Consultations have demonstrated a consensus for actions required to improve the village. Applying for funding and working closely with public sector bodies will allow village organisations to deliver these improvements in ways that will also help tackle the climate emergency.

Community Engagement

Comprehensive consultation has gone into compiling this Place Plan. Many different activities have contributed to generate feedback and ideas. The aim was to interact with as many people as possible in various ways and settings. Activities took place over 18 months and are listed below.

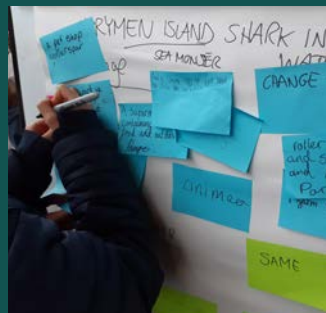
STEP 1

Active Travel Survey (2021) – 116 people completed surveys for Loch Lomond & The Trossachs Countryside Trust, with the findings produced into a plan (download at drymen.org)



STEP 4

Living Well Locally – Drymen Primary School, separate engagement produces with children facilitated by 'A Place in Childhood'.



STEP 2

Living Well Locally (2022) – Informal conversations at pop-up events (Village Hall, Drymen Square, Drymen Youth Café, Walking and Cycling events, meetings at local cafes etc.)



STEP 5

DCDT consultation with pupils of high school age and local businesses, to ensure all groups represented.

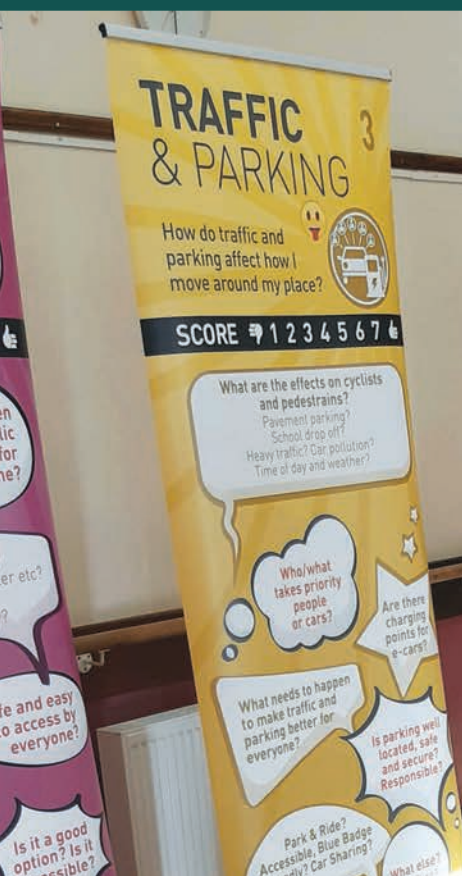
STEP 3

Living Well Locally – Survey with 120 respondents, across all ages completing forms online and in person.



STEP 6

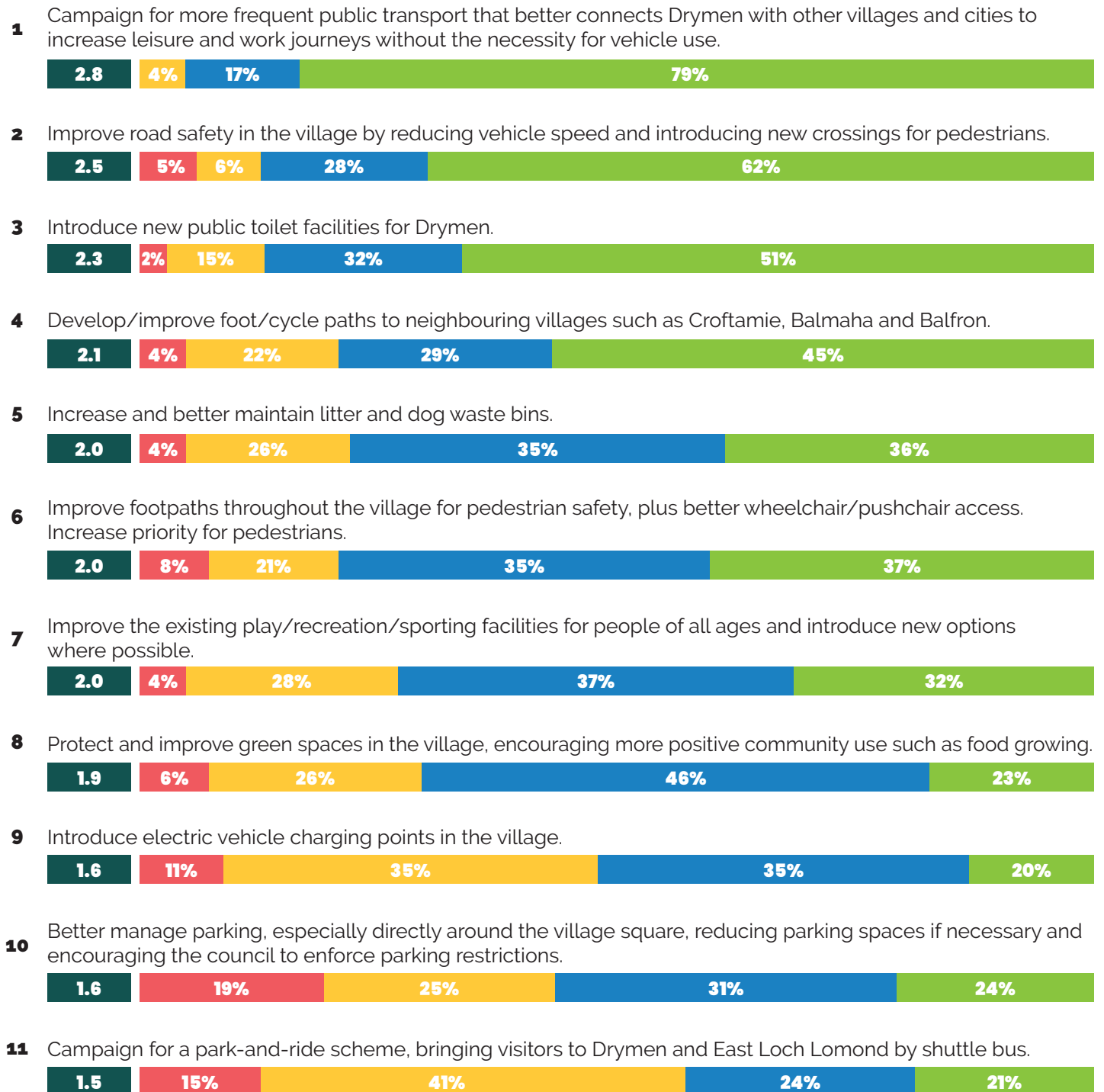
DCDT consultation open day event and survey (2022) to determine priorities in paper form and online via website with 112 completed forms.



Consultation at Village Hall

Determining Priorities

● Average Score out of 3
 ● Not necessary
 ● Good to have
 ● Important
 ● Highest priority



The summary report of the 'Living Well Locally' study recommended priorities raised during face-to-face meetings and from feedback forms.

As a final task of consultations that had been ongoing over the preceding 12 months, a survey with 11 possible actions and outcomes was published to determine priorities. Residents chose whether these activities were not necessary, good to have, essential or of the highest priority. As well as the qualitative results (shown below), many suggestions and views were received, with examples on the 'What People Said' pages.

Above you will see ranked by average score the potential actions, providing a list of priorities to be worked on during the life of this plan. In addition, for each item, you can see the distribution of scores between levels of importance.

“What PEOPLE Said”

As important as the grading of actions to help determine priorities, receiving hundreds of comments, suggestions, and ideas was beneficial. Here are some representative examples of feedback received from different groups.

Primary School Pupils

“We enjoy the outdoors but wish there were more trails”

“It’s good to have the swimming pool in Buchanan Arms, but there isn’t much else for play”

“We like the football field but wish the goals had nets”

“It’s good to have places to buy food like Skoosh but would also like a sweet shop and takeaway”

“I would like a cheap bike hire place”

“Don’t like fast drivers and those who park on double yellow lines”

Secondary School Pupils to Young Adults

“There is no way to get to Balfron which is ridiculous especially for school kids who might miss that first bus in the morning and parents are already off to work”

“Need better recycling at Spar Car park”

“Public transport is a very pressing issues we need to fix, as Drymen village is completely isolated”

“A good park is needed. Travel and litter picking are initiatives that need to be introduced”

“Shuttle busses from Drymen to Balfron and other villages, running permanently. I often want to see my friends in Kippen but my mum doesn’t want to drive me so I think it would be good to have a bus”

Businesses

“Need better public transport links to Bearsden/Milngavie Train Stations”

“Need better cycle routes linked to other villages”

“Visitors to the village always ask for public toilets and of course there aren’t any. Other villages in the National Park have them, why not Drymen, especially as it is a popular” village for walkers and cyclists”

“We should all work together to promote Drymen to boost revenue for all businesses in the village”

Adults 25-64

“Quality cycle routes could also draw in more tourists”

“Having one shop is hopeless. We need a Co-op and a post office. Even more so with more housing be built. The Spar is not enough”

“Paths to villages would save a lot of car journeys and improve health. Paths would need to be off road for me to use them”

“We live at the Dumbarton end of Drymen and the speed of the traffic is excessive. The pavements are very thin at parts and there have been a few incidents where our safety was compromised”

“Providing public transport that will benefit people living here is very important, that will then also help visitors to the area”

“Footpath/link from Croftamie to Drymen would be excellent. Croftamie cut off to pedestrians to walk safely between villages (or to cycle). Improvements and maintenance of Balmaha footpaths also important”

“The hedges in the village are overgrown, therefore pavement space has shrunk. In some places its very dangerous. Hedges need cut back, especially at the school on the woods side”

“Lots of bins in the village, just need more regular emptying in line with Drymen being a visitor location, not just a residential village”

“Balmaha Road behind the Winnock until you leave the village heading towards Balmaha is so dangerous. Vehicles speed and there are lots of blind spots for house drives with children coming out of these”

“Safe crossing points are needed in multiple locations. Village centre square to spar as priority”

“The island at the Buchanan arms is unnecessary and dangerous if you're trying to exit the hotel carpark as it's difficult to see up and down the road when exiting”

“Wheelchair & buggy access is very restricted especially on bin days. I don't think the wheelie bins should be allowed to sit on the pavements. Improved priority for pedestrians especially on the bend/at the square, you need eyes everywhere when trying to cross”

“The village is currently a thoroughfare where vehicles take priority over pedestrians”

“Parking in the centre of village essential for access to amenities”

65 Years & Older

“But really need a decent grocery shop and somewhere to buy good affordable local veg on a daily basis”

“Notice boards in a place that people pass”

“20 mph Speed Limits should be implemented immediately. Speed bumps should be considered for the Stirling Road”

“It is impossible to travel to the so called “local” hospital at Larbert by public transport, adding to private vehicle emissions. The impact of building a new hospital away from the main concentration of population is contributing to climate change”

“Empty litter bins more often”

“Need disabled parking for blue badge holders”

“More parking required”

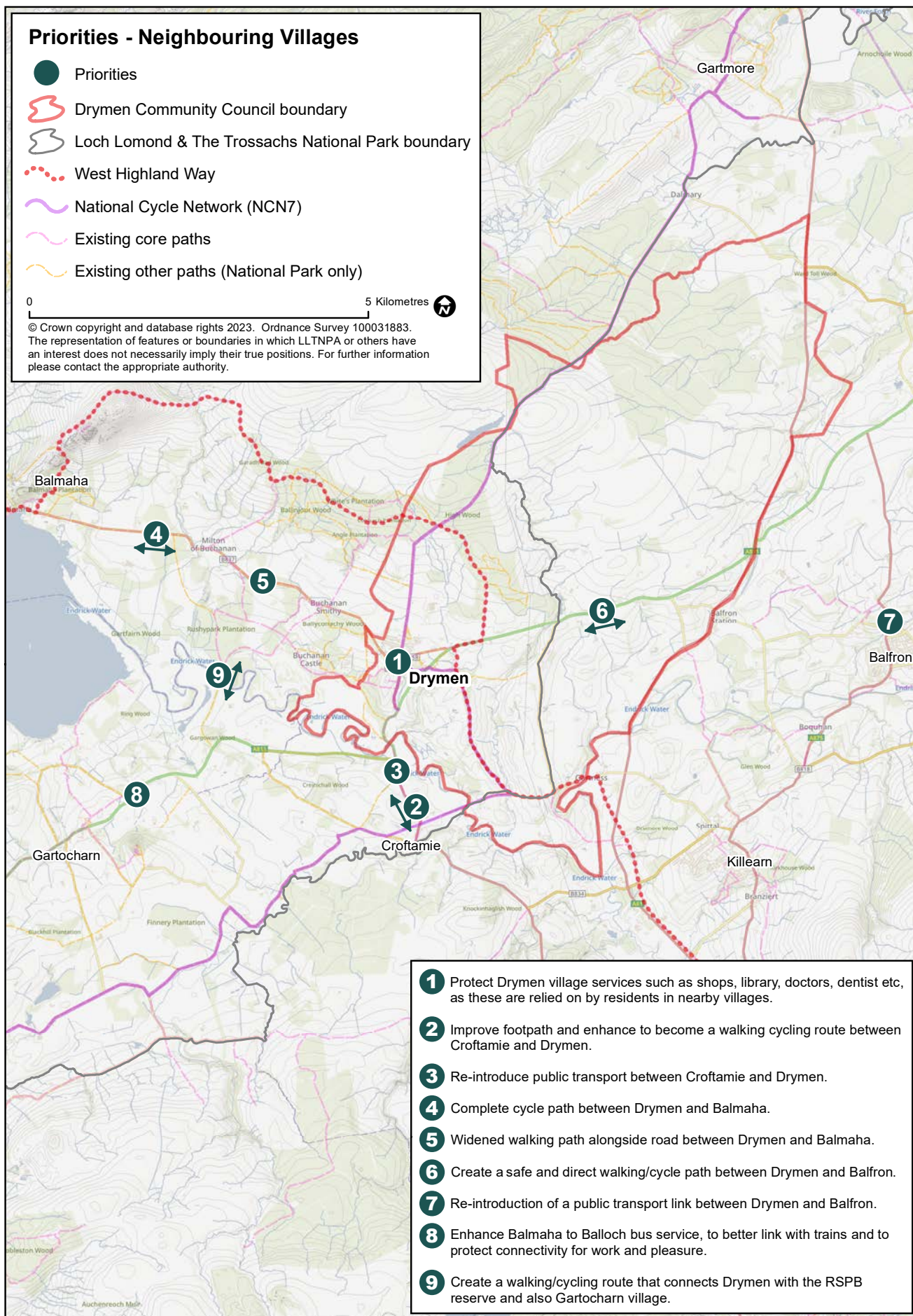
“Reduce dependence on cars. More walking and cycling around the village”

“Surface round square, cut back hedges restricting footpaths”

“Consider 20 mph in village and possible one-way system”

Working with Neighbouring Communities

Consulting with neighbouring communities and RSPB Loch Lomond for this plan has helped us understand the importance of facilities in Drymen, which are relied on by far more than just its residents, and the shared desire for improved connectivity between nearby villages.



There is an urgent need to improve public transport as, currently, there are very few options for non-car journeys. For example, it is challenging for residents of Drymen and surrounding villages to visit Forth Valley Royal Hospital in Larbert by public transport. There are also no public transport services between Drymen and Balfron or Killearn to access buses to Glasgow or Stirling.

Lack of public transport is especially challenging for young

Drymen is lucky to have RSPB Loch Lomond so close by, and a safe walking/cycling route to the reserve would be welcomed. Kilmarnock Trust was keen to see this extend to Gartocharn village.

Suggested actions are listed below and on the map opposite, and it is recommended that local development trusts work together to provide a greater voice for the protection of existing facilities and campaign to restore/establish others.

Action	Who can help achieve
Improvements to public transport infrastructure	MSPs, Local Trusts, National Park Authority, Local Councils
Complete the cycle path route between Drymen and Balmaha	East Loch Lomond Trust, National Park Authority, Sustrans and DCDT
Establish a cycle/walking path between Drymen and RSPB Reserve (+Gartocharn)	RSPB Scotland, National Park Authority, Sustrans, Kilmarnock Development Trust and DCDT
Create a safe and direct walking/cycling path between Drymen and Croftamie	Stirling Council, DCDT, National Park Authority, Croftamie Development Trust
Create a safe and direct walking/cycling path between Drymen and Balmaha	Stirling Council, DCDT, National Park Authority, East Loch Lomond Trust
Protection and enhancement of regional facilities	MSPs, Local Trusts, National Park Authority, Local Councils, Community Councils
Local co-operation and joint initiatives to benefit the region.	MSPs, Local Trusts, National Park Authority, Local Councils, Community Councils
Establish a safe walking/cycling path between Drymen and Balfron	Stirling Council, DCDT, Balfron Paths Group, Sustrans

people, missing the opportunity to enjoy the facilities of Balfron Campus outside of school hours or visit friends in nearby villages and there need to be more direct and safe pathways between neighbouring villages

Drymen is used by residents of East Loch Lomond, Croftamie and Gartocharn for services such as the library, dentist, doctors, chemist, cafes and shops. Protecting these and other facilities is vital as they are relied on as essential services.

The Croftamie community suggested an additional children's playpark that neighbouring communities could enjoy.



RSPB Loch Lomond



Conic Hill

Drymen Priorities

Extensive consultation resulted in recommendations for action. A final survey determined the level of importance for each within the community. Listed below are the highest-ranking outcomes, with suggested first steps and responsibilities for action.

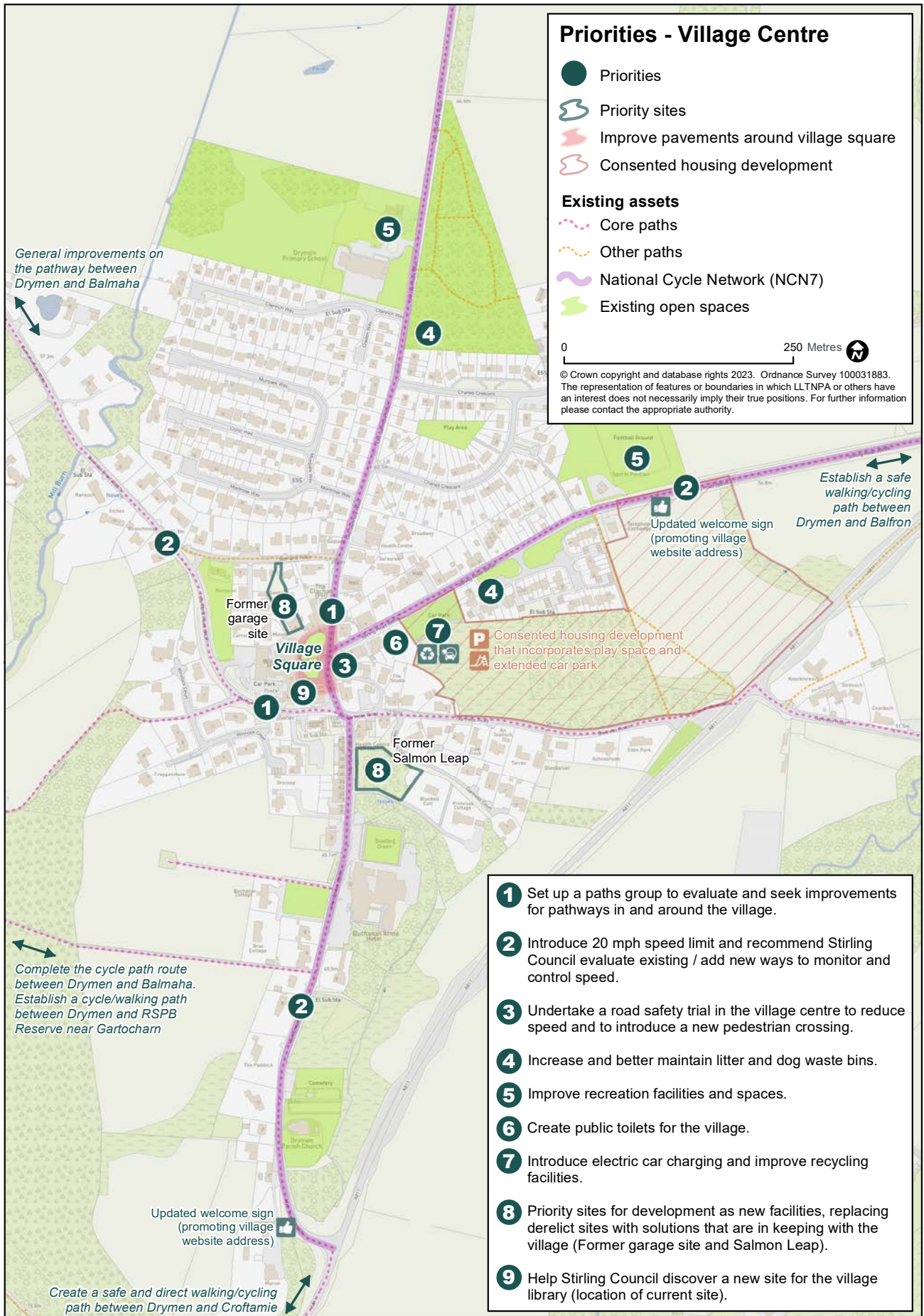
Drymen Outcomes	What	Who	First Steps
Improved public transport	Establish local area lobbying group	Representatives of community councils and trusts from Drymen and neighbouring villages	Form a group, seek help from local councillors, MSP's, Stirling Council, Transport Scotland etc.
Improved road safety throughout the village with introduction of new pedestrian crossings	Review results of Road Safety Pilot, introduce new crossings a 20 MPH limit, and review calming measures	DCDT and DCC, working with Road Safety Trust and Stirling Council	Create an action plan using results from Road Safety Pilot.
Introduce new public toilets for Drymen	Public toilets located in Stirling Road car park	DCDT working with Stirling Council and National Park Authority	Draw building plans and apply for funding to RTIF (VisitScotland)
Develop/improve foot/cycle paths	New routes from Drymen to Croftamie, Balmaha and Balfron	DCDT + local trusts, with Sustrans and other potential funders	Create feasibility studies for each new route
Clean village	Increase/better maintain litter and dog waste bins	DCC working with Stirling Council	Recommendations for improvement
Improved footpaths for all	Increase safety and accessibility for pedestrians	DCDT and DCC with Stirling Council	Reinstate Drymen Paths Group to review/improve paths
Improved recreation facilities	Create new sport/leisure facilities within village	DCDT working with Active Stirling and local clubs/groups	Identify needs, opportunities, and potential locations
Protect/use green spaces in village	No development on green spaces,	DCC with National Park Authority (Planning)	Potential for community food use
Improved recycling/recharging facilities	EV charging and improve recycling facilities at Stirling Road Car Park	DCC with Stirling Council	Part of redevelopment of car park

A comprehensive list of all actions detailed in this plan can be found at drymen.org/plan. Progress will be updated throughout the plan's lifetime.



Drymen Map

The map below pinpoints places, issues and opportunities for improvement referenced within the plan.



Action Plan: Movement & Connectivity

Drymen is the gateway to East Loch Lomond, with vehicle access to popular locations such as Balmaha and Ben Lomond. It is a vital hub for walking and cycling, as part of long-distance walking and cycling trails.

Current Situation:

Within the Village:

Speeding vehicles are a significant concern to many residents, as are narrow, uneven pavements, which are difficult to pass safely in places, especially when overhanging vegetation and bins restrict access. However, the recent extension of the pavement area adjacent to the bus shelter was warmly welcomed.

There are also concerns over the suitability for those that are disabled, or elderly, with challenging surfaces such as those that are cobbled. Some of the walking paths are overgrown and sadly Drymen Paths Group has disbanded so there has been less maintenance in recent years.

The need for crossings, especially at the centre of the village was ranked the second highest priority by the community. Whilst there is a desire to see a reduction of speed throughout the village, there is frustration for many with the traffic island located close to The Buchanan Arms Hotel.

Parking remains an issue in the village, especially the lack of disabled parking bays. Cars are often parked on double yellow lines and blocking pavements. Understandably there are mixed views as to whether the village should encourage greater enforcement of parking infringements.

Between Neighbouring Villages:

The number one priority identified in community consultation was for the village to be better served by public transport. Currently there is no way to travel by public transport to Balfron or Killearn, to access facilities or connect to busses to Stirling and Glasgow. This especially disadvantages young people and those without a vehicle.

From Drymen and all neighbouring communities, there is a requirement for new/improved paths to Balfron, Killearn, Croftamie, Gartocharn, Balmaha and the RSPB Reserve. These paths should use the most direct route possible and allow users to feel safe on foot or by bike.

Understandably during consultations, many residents highlighted the difficulty in safely visiting nearby villages and cities without using a car. Increased safe paths and public transport would help significantly reduce car journeys, to support carbon reduction.

In recent years DCDT has delivered recommendations from the Active Travel plan, including giving residents access to e-bikes, doctor bike events and a weekly accompanied bike ride by trained cycle leader volunteers. In addition, E-bike charging, and a bike repair station have been installed, which encourage more visits to the village by bike.



Village Centre

Opportunities:

The Road Safety Pilot during Spring 2023 will help to determine changes necessary to improve safety in the Village Centre. In addition, Stirling Council's Roads Department can be encouraged to respond to the additional concerns raised by residents to other issues, including suitability of the traffic island, introduction of a 20-mph speed limit and how parking can be better managed and, if necessary, enforced.

There is an opportunity to broaden the review of the Road Safety Pilot to encompass these questions and seek an agreed timeline from Stirling Council for any changes decided upon in response to community consultations.

The introduction of the new housing estate will result in two new pedestrian crossings on Stirling Road and an increase in parking with an extension of the main car park in the village. These are conditions of planning approval and will hopefully help address some concerns on road safety and parking. Regardless of this it is sensible to review parking issues and create an updated plan to increase (if deemed necessary) and better manage parking.

This plan's most challenging but potentially positive outcome is the desire to create new routes to neighbouring villages. This connectivity can come through improved and new pathways and public transport links. This is also supported by nearby villages.



Dr Bike Repair Day

Organisations such as DCC and DCDT can work with Stirling Council and Loch Lomond & The Trossachs National Park to determine potential public transport options and evaluate viability. These organisations are actively seeking ways to reduce carbon emissions and ease pressures caused by increases in visitor numbers so there should be shared and coordinated actions to find new possibilities.

At the time of the publication of this plan, DCDT is working with other communities and applying for funding to commission feasibility studies for new path layouts connecting with Balfroon. In addition, DCC and DCDT can work with Croftamie and Balmaha to widen and improve the surfaces and safety of pathways alongside the connecting roads.

By re-establishing Drymen Paths Group there could be focused activity to maintain and improve footpaths and walking routes in and around the village. The group could identify paths not suitable for those that have less mobility, and for use by wheelchair or pushchair.

It is disappointing that the final stretch of the Drymen to Balmaha cycle path has not been completed, despite hard work by the East Loch Lomond Community Trust and the National Park Authority. Drymen supports the completion of that path route.

In addition to the actions detailed here please also refer to the Drymen Active Travel plan which contains more detail on ways to improve walking and cycling in and around the village.



Resurfaced parking spaces

Main Priorities:

- Improved road safety
- Safer and more suitable/better maintained pathways and walking routes
- New/Improved connectivity to neighbouring villages by active travel and public transport
- Increased and better managed parking

Actions:

New/Improved Connectivity

- Establish a working group of representatives of Stirling Council, Loch Lomond & The Trossachs National Park and other local groups to explore potential for new public transport links.
- Improve the quality and safety of the roadside paths between Drymen and Croftamie and Drymen and Balmaha.
- Review potential of a direct and safe path from Drymen to Balfroon for walking and cycling, as well as a route to RSPB reserve at Gartocharn.

Improved Road Safety

- Seek feedback to Road Safety Pilot and use that opportunity to apply for funding to make permanent any agreed outcomes from that trial.
- Lobby Stirling Council to introduce a 20-mph speed limit throughout the village.
- Encourage Stirling Council to evaluate existing and proposed safety measures throughout the village and report back findings in a public meeting.

Increased and Better Managed Parking

- Review existing parking needs and issues, re-visiting previous parking study
- Seek locations for disabled parking places.
- Improve surface of parking places on Village Square area.
- Seek assistance for enforcement of parking infringements where residents are blocked in, or pathways with dropped kerbs are restricted for wheelchair and pushchair users.

Safer and more suitable/better maintained pathways and walking routes

- Work with Stirling Council, Drymen Primary School, and Balfroon High School to understand progress on safe routes to School, as well as undertaking a wider review of pavements.
- Seek volunteers to re-establish Drymen Paths Group to help maintain footpaths and walking routes in and around the village.
- Review pathways and seek to change surfaces where necessary to help disabled and elderly people walk more safely.

Action Plan: Housing, Tourism & Economy

Current Situation:

The village, which currently consists of around 350 homes, is about to see the most extensive building development in many years, with approximately 85 houses proposed for an area on the eastern edge of the village. This will include some much-needed affordable housing options. A site on Main Street, just north of the cemetery, is also earmarked for residential housing, but is still in the planning stages.

The economy of the village is heavily dependent on tourism and hospitality, with a significant number of hotels, pubs and B&Bs. This is partly because it is the gateway to the east shore of Loch Lomond and partly because of its location on several long-distance cycling and walking routes.

The Living Well Locally study confirmed that there is a general appreciation that tourism helps maintain and improve local services and the village has welcomed the new shops and services that have opened in recent years. Staffing is an ongoing challenge for many local businesses and it is hoped that the new affordable housing in the village will make it easier for businesses to recruit and retain staff.

DCDT has created new facilities to support walkers and cyclists, and to encourage visitors to use village shops and hospitality. These include the Drymen Heritage Trail, created by DCDT and Drymen Heritage, local business listings on the village website and a number of bike facilities on the village square.

Some potential commercial sites are currently unused. The former garage site by the village square remains undeveloped, a significant eyesore for an area that has recently seen a vast improvement. The former Salmon Leap site presents another opportunity, notwithstanding the challenging topography of the land.

Within the last few years, a Business Hub opened above the Fraser C Robb showroom on Stirling Road, allowing local businesses and start-ups to engage with Business Gateway representatives and receive advice and support. The Hub offers facilities for small and home-based local companies, also helping reduce the number of car journeys to support/facilities in Stirling.

DCDT and DCC have represented the village at East Loch Lomond visitor management meetings organised by the National Park Authority. As a result, public toilets were prioritised as part of a study into visitor infrastructure to take the pressure off businesses.

DCDT organise Piping on the Square each summer, this receives huge interest from people on holiday and should be continued, with ideas to see how it can more positively help local shops. Drymen Show is another key asset to the village, drawing people from near and far, creating a boost for the local economy.





Village Square: Pop-up event

Many opportunities and actions in this plan rely upon improved public transport, vital for bringing visitors without cars and allowing people to travel to the village (and neighbouring ones) for employment, helping businesses to recruit and retain staff.

Drymen Square is ideal for spring/summer 'pop-up' events or farmer's markets. A priority for the village is public toilets; DCDT is actively working with the National Park, Stirling Council and VisitScotland applying to their RTIF (rural tourism infrastructure) funding.

Consideration should be given to improving the village for disabled visitors and residents, as well as accessible toilets this could include a changing places toilet, improved pavements, ramps into shops etc.



Main Priorities:

Actions:

Planning

- Encourage planners to not allow further development until the impact of the planned 88 home housing development can be assessed.
- Support development of former garage and Salmon Leap sites

Shops

- Local shops to work together as part of a new group to promote shared ideas and solve issues
- Potential for use of Village Square area for pop-up events/markets

General

- Introduce new 'welcome to Drymen' signs that promote the village website
- Work with long distance routes and trails on initiatives to boost local economy
- Introduce public toilets
- Encourage public transport to support the tourism economy
- Review accessibility and facilities for disabled residents/visitors

Opportunities:

With such a large-scale housing development coming to the village the next Local Development Plan should not allocate additional housing land beyond the land that is already identified in the existing Local Development Plan so that the impact of the planned 88 home housing development and the existing smaller development allocations identified in the Local Development Plan can be assessed.

There are significant opportunities to improve the existing housing stock within the village to reduce energy use – saving residents money and protecting the environment. As discussed earlier in this document and start with The lack of public transport.

In recent years, local businesspeople have purchased the former garage site with the intention of turning it into a hospitality business. This is welcomed in the village, and we look forward to this becoming a valued new business offering. In addition, it would be good to see a new use for the former Salmon Leap site if the land's topography allows a viable development.

Visitors can use the Drymen website to plan their visit, and the welcome signs to the village could be refreshed to include the web address to help promote that resource. Now all the businesses are listed, there is the opportunity for a group of local traders to share ideas to help boost turnover and jointly address shared issues. For example, the group could agree to a discount card/loyalty scheme, buy local campaign etc.



Some businesses have close links with the long-distance routes in or close to the village. New ways can be found to better connect with these trails to help boost the local economy.

Action Plan: Environment, Climate & Nature

Current Situation:

Drymen is located in Loch Lomond and the Trossachs National Park, just a few miles from the shores of Loch Lomond, and the beauty of its surrounding landscapes are highly valued by the community. Drymen is surrounded by a mixture of grazing pasture, commercial forestry, deciduous woodland and grazed moorland. Many of these habitats are already poor in terms of supporting biodiversity and are increasingly threatened by climate change. Conversely, sensitive management of the land surrounding Drymen can significantly increase its capacity to both support biodiversity and fight climate change.

Within the village there are some excellent initiatives to encourage wildlife and biodiversity, such as the wildflower verges and the orchard next to the football pitch.

The lack of public transport and safe active travel routes between Drymen and its neighbouring villages and cities means that there is currently a high level of reliance on private cars. As society transitions to electric cars, there will be a growing requirement for chargers, particularly for tourists visiting the village. There is currently no charging provision in Drymen.

While there are many keen cyclists (including e-bikers) within the village, the Active Travel survey highlighted that a lot of people are put off using bikes for journeys to local villages by the need to use fast, busy roads. DCDT has installed a bicycle tool station and e-bike chargers in the village square to

encourage cyclists to visit Drymen, but the lack of safe routes needs to be addressed.

Residential housing in Drymen, as in many villages, ranges from new houses with high energy efficiency ratings and heat pumps, back to 18th century solid wall cottages with poor levels of insulation and energy efficiency. Addressing these issues is becoming increasingly important, not just as an environmental issue but also to tackle the problem of high energy prices and fuel poverty.

There are currently no community scale renewable energy projects in the village. A small number of houses in the village have solar panels. However, there is potential to increase this number.

Food production has a significant carbon footprint. Within Drymen there are currently two initiatives to support more sustainable food production. There is a community vegetable garden and orchard located by the football pitch, and an online local food market, Neighbourfood, which allows customers to order food from local producers and collect weekly in the Village Hall.

Domestic waste management within the village includes fairly comprehensive recycling, although some specialist waste types (e.g., paint, batteries, electrical items) need to be taken to the recycling facility in Balfron. There is currently little support for repair and/or re-use of items.





There are many bins located around the village, but litter and dog waste can still be a problem, particularly in the busy summer season. DCDT currently organises a village litter pick every spring.

Opportunities:

Changes to local land-use can have significant benefits for nature and can also address the climate emergency. While most people within the community may have limited ability to directly address wider land issues, as a community we are in a position to engage positively with the National Park and local landowners to support land use initiatives that increase biodiversity and work towards Scotland's net zero targets. Examples may be native tree planting, peat land restoration or encouraging wild flower meadows.

Within the village there is scope to work as a community to support nature through activities such as tree planting, wild flower planting to encourage pollinators, connecting gardens for wildlife and building and installing nest boxes.

There are opportunities to reduce car reliance by improving links between Drymen and its neighbouring villages. Better bus services should be a priority, particularly to Balfron which is home to the High School and also allows onward bus links to Glasgow and Stirling. Active Travel must also be encouraged, with the main challenge being to provide safer routes between local villages. Car sharing schemes could also be considered and electric car chargers should be installed to support the transition to electric cars.

Many houses in Drymen could benefit from measures to improve their efficiency, with the double benefit of reducing environmental impact and saving the residents money. A community wide approach to this work could ease the process of procuring energy audits, insulation services or solar panel installation.

Within the community there are many individuals who are keen gardeners and there is potential to harness this enthusiasm to further develop the existing community food growing initiative.

Better waste management and recycling within the village should be encouraged. The provision of a wider range of recycling bins in Stirling Road car park would support this. More regular emptying of the bottle banks is also a priority as they often fill up.

A paths group that meets regularly to maintain the paths around the village may also be able to collect litter as part of their remit.

Main Priorities:

- Reducing car use by improving public transport and encouraging active travel.
- Improving biodiversity by undertaking nature initiatives within the village. Planting for pollinators, creating

woodlands, opening up nature corridors and building and installing nest boxes are all good examples of this.

- Working with the National Park and local landowners wherever possible to encourage climate and nature positive land use changes.
- Reducing domestic energy use.
- Reducing waste and maximising potential for re-use and recycling

Actions:

Land Use and Nature

- Work with Drymen in Bloom and the wider community to encourage planting of wild flowers and other nature friendly planting in appropriate locations.
- Talks to Drymen Primary School, cubs, girl-guiding, youth club etc about activities to support nature within the village.

Movement

- Continue to work with Stirling Council, The National Park Authority, local MPs and MSPs to improve public transport options to and from Drymen. In particular, to establish a bus service to Balfron.
- Develop and improve safe active travel routes to neighbouring villages to encourage more walking and cycling. Safer routes to Croftamie and Balfron are particularly important.
- Work with The National Park Authority to support completion of the cycle route to Balmaha.
- Work with Stirling Council to ensure that electric car chargers are installed as part of the extension and refurbishment of Stirling Road car park.

Housing & Energy

- Investigate options for undertaking a community wide home energy audit initiative. This could then be extended to include further community initiatives such as installing solar panels or insulation.
- Explore viability and benefits of a community-led hydro-electric scheme.

Waste, Recycling and Litter

- Work with Stirling Council to improve the recycling facilities in Stirling Road car park. Investigate what further waste recycling bins could be installed (e.g. batteries, electrical items).
- Ensure all waste and dog waste bins are in place and are emptied more frequently during summer.
- Organise regular litter picks (perhaps as part of a new paths group remit).

Action Plan: Heritage, Community & Facilities

Current Situation:

Drymen's recently created website drymen.org contains a wealth of information about life in the village, with listings for all clubs, businesses, and events.

The village benefits from a strong community spirit, and its assets, such as The Village Hall, Drymen Church and Village Square, have improved during the last decade.

Since the last Community Plan, a breakfast club has begun at Drymen Primary School, and Croftamie nursery is moving to the school's site. In addition, there were much-needed improvements to the Charles Crescent Playground, and the village has benefited enormously from the fantastic work of Drymen in Bloom.

Drymen has a rich history, and through a joint project by Drymen Heritage and DCDT, Drymen has a Heritage Trail. The trail consists of a walking route around historic buildings that tell the story of Drymen over the last four centuries, enhanced by short audio stories recorded by present-day inhabitants of the featured homes and businesses.

Many residents volunteer in some capacity, supporting church activity, sports teams, clubs, DCC, DCDT and other organisations. The caring nature of the village is best summed up by the actions of the Covid Support Group, who formed to help others during the pandemic.

Despite these successes, some services have deteriorated

over the last decade, with the loss of the Post Office and Bank. Also, Drymen Library, one of the critical assets of the village, requires a new location to secure its long-term future.

Drymen is popular with walkers and cyclists, is a hub for three of Scotland's Great Trails, and is on a National Cycle Route. However, unlike similar villages in the National Park, there are no public toilets in Drymen, a situation that urgently needs addressing.

There are many ways to get active with walking and cycling groups, two golf clubs, bowling, and football but, sadly, the popular tennis club has closed.

Drymen Village Hall has done an excellent job with an open-door scheme during winter months; it hosts various local groups, has secured a film screening licence and is being used more as a live music venue.

The Village Square area is greatly improved, thanks to the funding of new pavements, bus shelter repairs etc. However, the road around the Square remains in poor repair.

Events such as the Christmas Tree light switch-on and Piping on the Square draw large attendances. Although it hasn't run in recent years, Drymen Gala Day is a popular event.

The facilities in Drymen are also heavily relied upon by those in nearby villages. Therefore, the area must work together cohesively to protect and develop facilities that all communities can enjoy.



Drymen Gala Day

Opportunities:

A priority should be installing new public toilets in the village. Work during the last few years has identified a likely funding source for the capital costs, with Stirling Road Car Park being the most suitable location. The village would likely be responsible for cleaning and maintaining the toilets, but a charge/donation system would provide funding.

Stirling Council is seeking to move the library to a new site in the village. DCDT and other organisations will help them achieve this, ensuring this much-valued service remains.

Village organisations and businesses should continue supporting Drymen in Bloom's good work, helping them secure funds for plants and tools.

Organisations such as DCDT should continue to help organisations looking to improve/introduce facilities for play, sport and well-being that can be enjoyed by all ages, especially those in early years and school pupils.

The community should seek new and innovative ways to present its history and heritage to new audiences. For example, the Heritage Trail involved residents of all ages in a rich project to showcase history. This project can develop further, perhaps with a small museum, digital content, or other creative methods.

Drymen Gala Day has been a huge success and should remain part of the annual fixture of events. The key will be identifying volunteers that can help. There is plenty of talent and willingness, but specific roles and requests can be promoted more clearly to attract those that are suitable and interested in them.

Much of the Village Square environment has been renewed in recent years, and this area should be protected and preserved, with a solution found to repair/resurface the road around it. The War Memorial should also be maintained.

Main Priorities:

Volunteering

- Promote specific voluntary roles using the village website and Village Hall noticeboard
- Work closely with neighbouring village to involve them and help deliver shared projects.
- Bring back Drymen Gala Day

Village Facilities/Improvements

- DCDT to work with Stirling Council to help them to identify a new location for Drymen Library
- Put together a funding application for public toilets
- Find a funding solution for resurfacing the road around the Square, involving residents and businesses at the Square
- Introduce new community facilities that can be enjoyed indoors or outdoors

Heritage

- Find new ways to share Drymen's history and heritage more widely
- Protect and enhance the Village Square environment (including the War Memorial)
- Support Drymen in Bloom



Drymen War Memorial



Charles Crescent Play Park



Drymen Gala Day



This illustration was created by Forth Environment Link to summarise contributions from the community for their 'Living Well Locally' study. It shows recommendations for making the village more sustainable and achieving desirable changes and improvements.

Next Steps

The village suffers from a lack of options to connect with neighbouring villages by active travel or public transport. For the village to flourish over the next decade options are going to need to be developed to meet the needs and stop a reliance on private cars. Improvements will have a significant impact on many residents' lives and help village businesses with recruitment challenges.

Another high priority is reducing traffic speed within Drymen. At the time of publication, an approach has been made to Stirling Council to apply a 20-mph speed limit throughout the entire village. During Spring 2023, a Road Safety Trial will determine the suitability and desirability of applying traffic calming in the centre of the village. Permanent changes will only be possible if community support is demonstrated, and funding secured.

This Place Plan is to be taken into account in the preparation of the National Park Authority's Local Development Plan, ensuring the community will influence land allocations, policies and future planning decisions for Drymen on topics such as housing, economic development and tourism. The Village will continue to work with local authorities to help solve visitor management issues. Drymen welcomes visitors and a key priority will be establishing public toilet facilities.

The next decade's challenges will be securing funding for the village during what is likely to be a difficult time for the economy. This document has been designed to reflect community views and demonstrate support for actions. It should be used when applying for grant funding and lobbying for change by agencies.

With the new housing development more people will live in the village, which is an opportunity for existing clubs, societies, and groups to grow and flourish. It is hoped that new groups will begin, and more people will become engaged in village life. Once again, we pay tribute to the volunteers who help

make the village a wonderful place to live, work and study.

Drymen Community Development Trust and Drymen Community Council, who created this plan, are committed to supporting all other organisations in the village. DCDT, as a registered charity and limited company, can sponsor funding applications and has previously done this for the Covid Support group in the village and a group that renewed the play park facilities.

Credits

A working group wrote this Place Plan, consisting of officers/elected councillors of the Drymen Community Council and Drymen Community Development Trust. Thank you to everyone who contributed their views and ideas to this process.

Thank you to Forth Environment Link and Loch Lomond & The Trossachs Countryside Trust for their work undertaking community engagement and compiling data used in this report.

We are grateful for the support, advice, and mapping facilities from Loch Lomond & The Trossachs National Park Authority and their financial contribution to the design and printing of this plan.

Photography by Paul Saunders and Forth Environment Link.

For more information about Drymen and to connect with local organisations, groups and societies, visit www.drymen.org

Contact Drymen Community Development Trust by email at hello@drymen.org

Read more about the Living Well Locally Study at www.drymen.org/20-minute-neighbourhood

Download the Active Travel survey at www.drymen.org/active-travel

Download this plan and its updated progress report at www.drymen.org/plan



Drymen Viewpoint Path



DISCOVER
DRYMEN

DRYMEN
PLACE
PLAN
2023-32

