

Balloch Pierhead Improvement Action Plan

Design Report



We are a *reuse* practice

We are architects united by a commitment to the reuse of buildings and the regeneration of existing places. Our built environment is not disposable.

We find the best qualities of existing places and celebrate them; seeking to bring joy and clarity through carefully considered design intervention.



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Appendix 1 - Considered Options

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Executive Summary

Page\Park Architects were appointed by West Dunbartonshire Council and Loch Lomond & The Trossachs National Park Authority to lead a multi-disciplinary design team in the development of an Improvement Action Plan for the Balloch Pierhead area.

This Action Plan sets out a future vision for the Pierhead, one that enhances its function, identity, and appeal. While funding is not currently in place to deliver all of the proposals outlined, the Plan is intended as a catalyst for future investment and a guiding framework for the site's development in the years ahead.

The process has placed a strong emphasis on community engagement and collaborative placemaking. Rather than large-scale built interventions, the proposals focus on improving orientation, landscape quality, and overall visitor experience, ensuring the area works better for the people who live, work, and visit here.

Delivering greater benefits for communities, visitors, and businesses is a core commitment of the Park Authority. The vision for Balloch Pierhead has long been an ambition, made possible through the support of local landowners and the allocation

of resources to develop this Plan as a foundation for progress.

At its heart, this approach promotes sustainable growth by prioritising people, nature, and heritage, preserving the site's distinctive natural and cultural setting while supporting its future potential.

Throughout the process, the multi-disciplinary team has worked collaboratively to champion a place-based approach rooted in local identity and shared aspirations.

Acknowledgements:

Our sincere thanks to the many local residents, stakeholders, and organisations who generously shared their time, insights, and ideas, your contributions have been vital to shaping this Plan.

Design Team:

Client: West Dunbartonshire Council, and Loch Lomond and The Trossachs National Park
Architect: Page\Park Architects
Structural & Civil Engineers: Civic
Cost Consultant: PMP



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Introduction, Methodology & Policy Context

The aim of the project was to shape an Improvement Action Plan for Balloch Pierhead through active engagement with the local community and key stakeholders. The brief set out an ambition to deliver proposals that responded to the needs of both local users and stakeholders, while remaining sensitive to the site's heritage and natural environment.

A critical aspect of the approach was to ensure the proposals were realistic and deliverable, balancing the aspirations of the local community with the goals of national policy. This was essential in enabling Balloch Pierhead to evolve into a more attractive, healthy, and resilient place, capable of supporting a variety of functions over time.

The central objective of the Action Plan was to establish a renewed vision for Balloch Pierhead. While full funding is not in place to implement all of the proposed projects, the document is intended to act as a catalyst, supporting efforts to attract investment and secure funding for phased delivery.

The document set out that vision by first presenting research and contextual understanding of the site. It then detailed the public and stakeholder engagement process, followed by the overarching vision and the thematic strategies that emerged through consultation. Finally, it outlined a delivery framework with indicative timescales and cost estimates to help guide future development.

Methodology & Approach

As a practice with over 40 years experience in delivery of masterplans and civic spaces, we are well versed in evolving masterplans into deliverable projects. With a visionary and coordinated approach to the planning and design of public space, our experience in projects of scale is balanced by our successful delivery of more modest interventions. Using these years of experience and expertise, our team aim to create settings that are more permeable, being easier to move through, whether walking, wheeling or cycling; sociable, having found the thing that breathes life into a place; and memorable, foregrounding the stories that underpin their existence.

At Page\Park we approach every project as a unique opportunity to enhance the place, landscape and setting that is it sited within. Our approach to our work at Pierhead has been no different. Through this baseline understanding of the context and the engagement work that has been done to date, we have sought to create an inspiring vision for the Pierhead.

The methodology applied to the project can be summarised under the following headings:

1. Understanding Context
2. The Pierhead Today
3. Learning from Locals
4. Developing your Vision
5. Making a Plan
6. Moving Towards Delivery

Understanding Context

When we begin each of our projects, we look back before we look forward; using all available physical and digital resources to collate the history of a place. This shows us how it has developed in response to historical, social, and economic factors. It also gives us insight into its present-day identity, and what we can do to enhance it.

The Pierhead Today

The blend of three components – intuitional, systematic, and experiential – in our approach to recording places helps us to capture and assess both the tangible (physical) and intangible characteristics (like how the place makes us feel, or how prevalent its character is). We like to follow our intuition, find ways to interrogate it, while simultaneously assembling a methodical picture of how the place functions, including transport networks, travel distances, and demographics. We believe in walking each site that we work with to truly understand the characteristics and opportunities that exist. The Pierhead is no different.

Learning from Locals

Engagement was a key part of the project scope and we developed an engagement strategy to align with the collaborative place-based partnership model. This detailed our consultation approach with key stakeholders, particularly the local businesses, community groups and landowners that have an active interest in the site.

Developing a Vision

The next step in our methodology is often the most rewarding – developing ideas for the future. Concepts emerge from the outcomes of our analysis, time spent on site, and most importantly, from the conversations with you, your community, and key stakeholders.

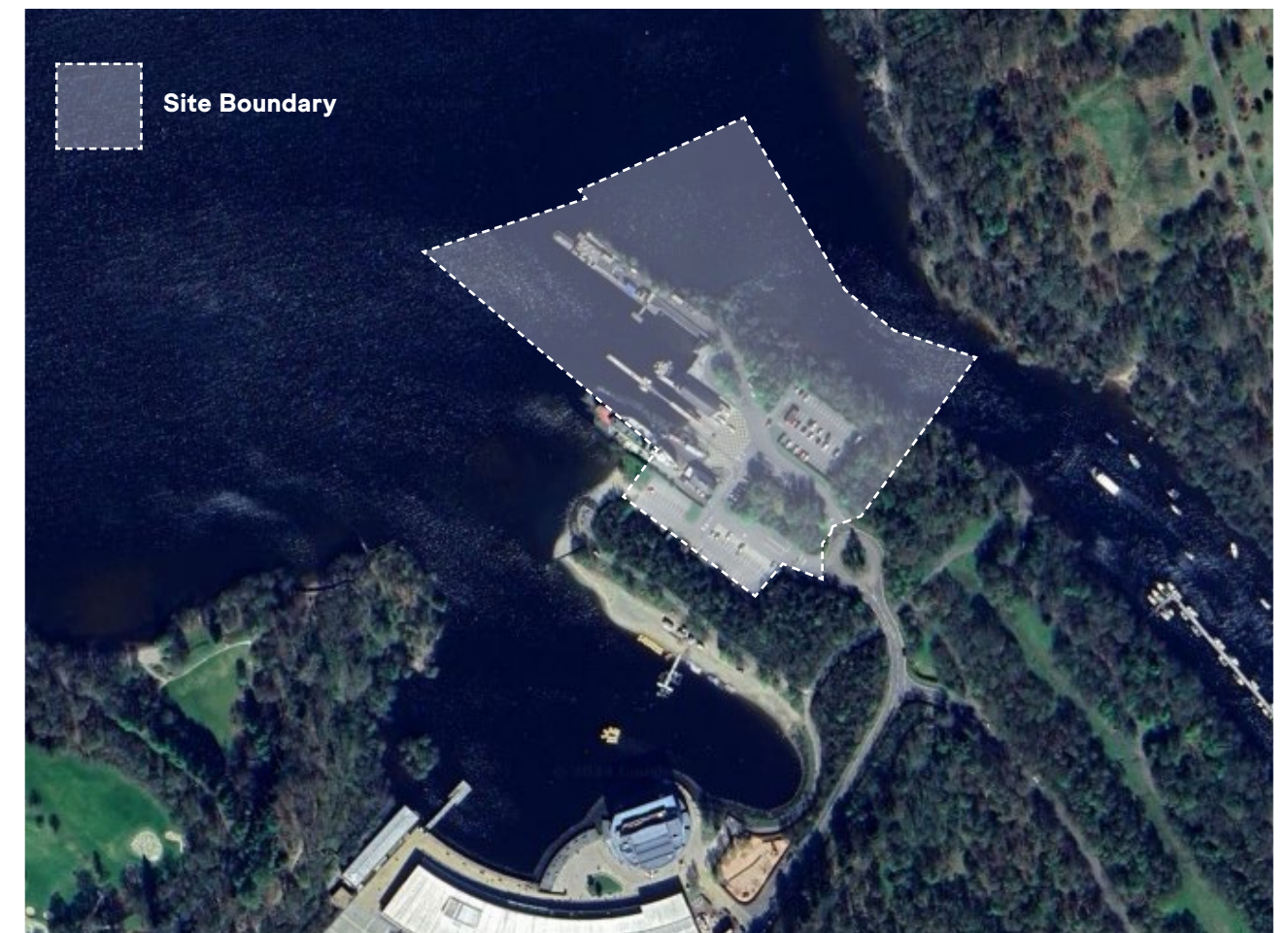
Making a Plan

Once the concept was developed, we then worked to identify priority themes and opportunities to guide future investment. Through this stage we shared reference projects and produced sketch visualisations and diagrams to represent the priority opportunities.

Moving Towards Delivery

In order to guide initial investment and the delivery of tangible projects we worked to develop a robust initial cost plan. This identified potential projects that emerged from engagement work, and were in alignment with the priority themes and opportunities. These projects were considered in more detail with high level costs identified against them.

Critical to the success of our approach is our blend of pragmatism and vision. We have enjoyed working collaboratively through the steps described, to evolve a framework that we hope can act as a catalyst for regeneration through attractive and deliverable enhancements.



Aerial Plan. Source: Google Maps



Artist Impression of Balloch Pierhead for Community Consultation

Policy Context

Policy Context

The study area falls within the LLTNPA Local Development Plan area, rather than West Dunbartonshire Council.

For the National Park, the statutory development plan comprises both National Planning Framework 4 (NPF4) and the Local Development Plan, forming the basis for determining planning applications. The Local Development Plan outlines a vision for development over the next 20 years, alongside a spatial strategy guiding land use and development. Currently, Loch Lomond and The Trossachs National Park Authority are in the early stages of the process of preparing their new Local Development Plan.

The key environmental considerations in the LDP include:

- **Protection of Natural Habitats and Biodiversity:** Any development must respect and maintain valuable natural environment, including woodland and wetland areas.
- **Landscape and Visual Impact:** Given the proximity to Loch Lomond and the National Scenic Area, the LDP stresses that any new developments should minimize their visual impact.
- **Sustainable Design and Development:** There is a strong focus on promoting sustainable construction practices. This includes the use of renewable energy sources, reducing carbon footprints, and preserving local ecosystems.
- **Conservation of Key Species:** The LDP requires that developments protect critical local wildlife, including otters, red squirrels, and migratory fish species such as salmon. These species rely on the area's healthy habitats, particularly around the loch and its surrounding woodlands.
- **Green Infrastructure:** The plan also emphasizes the importance of integrating green spaces into urban development. This includes maintaining tree coverage and promoting native plant species for new planting efforts.
- The LDP encourages a balance between growth and ecological preservation, ensuring that development doesn't undermine the natural and scenic value of Balloch and its surroundings.

Planning decisions in Balloch fall under the authority of Loch Lomond & The Trossachs National Park Authority (LLTNPA), which operates as the primary planning body for the area. This unique status reflects the National Park's dual role in protecting its natural and cultural heritage while promoting sustainable development.

The National Planning Framework 4 (NPF4), adopted in February 2023, forms a cornerstone of the statutory planning system in Scotland, alongside the **Local Development Plan (LDP)**.

NPF4 sets out the national vision for sustainable growth and environmental stewardship, addressing issues like climate change, housing, and biodiversity protection through its policies and proposals.

Locally, the Local Development Plan (LDP) serves as the key document for shaping land use and development over a 20-year horizon.

The planning process is also informed by other relevant documents, such as the **Development Plan Scheme (DPS)**, which outlines timelines and engagement strategies for the preparation of the next LDP. Complementary guidance documents, including **Local Place Plans** and the **National Park Partnership Plan**, further refine the framework for development in Balloch, ensuring community participation and alignment with broader goals.

The preparation of the new LDP is still in its early stages, with the timeline and approach outlined in the DPS. Engagement with stakeholders and communities is central to this process, guided by national standards of community engagement to foster inclusivity and transparency. This participatory approach ensures that the evolving plan reflects local needs, priorities, and aspirations.

LDP Balloch Summary

Situated on the southern shores of Loch Lomond, Balloch serves as the gateway to the National Park, drawing large numbers of visitors due to its convenient access from Glasgow. As a key hub for Loch Lomond tourism, Balloch provides access to iconic destinations such as Loch Lomond Shores, the Country Park, and several historic buildings.

The LDP highlights several opportunities for adaptive reuse of notable listed buildings, such as Balloch Castle and Woodbank House, ensuring their preservation while unlocking their potential.

The area around Loch Lomond Shores is recognized as a significant retail and visitor destination within the National Park, with planned improvements to links from the train station to key attractions to better serve tourists and the local community. The site lies within a designated Visitor Experience Zone (VE1), reflecting the National Park's commitment to fostering sustainable tourism while protecting Balloch's rich cultural and natural heritage.

Charrette Report Summary

The design charrette for Balloch, held over four days between 29 February and 22 March 2016, focused on evaluating the state of the town, and developing a vision for its future.

Over three sessions, participants conducted a comprehensive analysis of Balloch's current conditions, identifying its potential and challenges as a gateway to Loch Lomond & The Trossachs National Park. Stakeholders, including community representatives, local businesses, and environmental groups, discussed ways to enhance the town's connection to the waterfront and the national park. Collaborative workshops generated ideas to improve infrastructure, public spaces, and year-round tourism opportunities, with a focus on sustainability and boosting the local economy. Public feedback sessions refined these concepts into detailed, community-focused proposals emphasizing long-term feasibility and environmental sensitivity.

On the final day, the refined proposals were presented to stakeholders, and a consensus was built around the most promising ideas. These presentations showcased visual models of proposed changes, and discussions revolved around how the ideas could be implemented to align with Balloch's future development goals. The outcomes from the charrette were designed to inform the town's long-term Development Plan.

The charrette involved close collaboration with key stakeholders, including the Loch Lomond & The Trossachs National Park Authority, local communities, tourism operators, and environmental groups, to ensure that any development aligns with the park's long-term sustainability and community goals.



Outcomes of the Charrette:

Enhanced Visitor Experience:

- Eco-friendly Infrastructure: The charrette emphasized the importance of sustainable infrastructure, such as improved walking and cycling paths and eco-conscious design for facilities. This was intended to make the park more accessible without damaging its natural environment.
- Public Spaces and Amenities: The charrette proposed upgraded public facilities, including better parking solutions and visitor centres that are integrated into the landscape. The goal was to support growing visitor numbers while minimizing environmental impact and providing facilities that can run all year round.
- Year-round Use and Covered Seating or Shelter.

Sustainable Transport and Access:

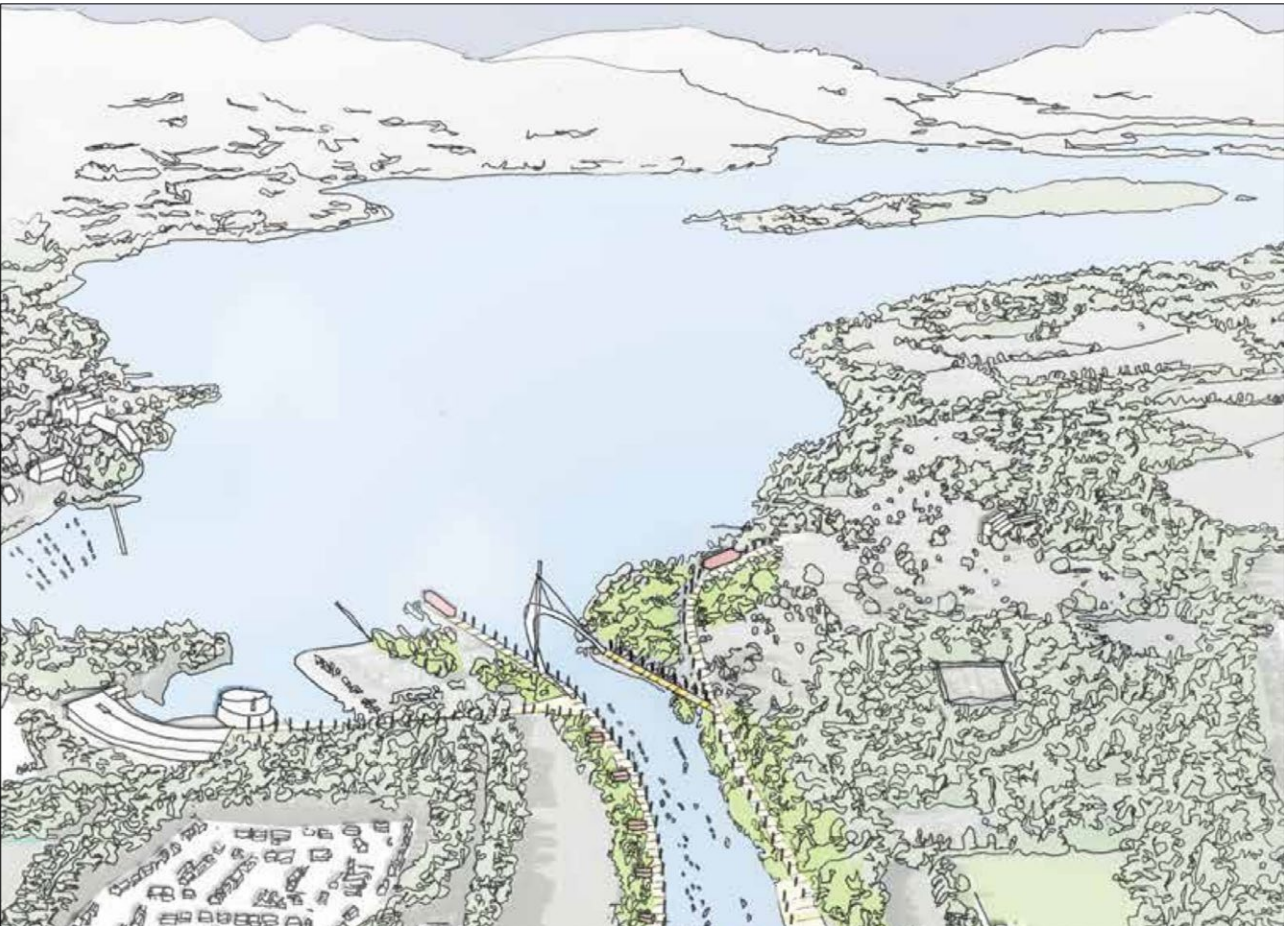
- Improved Public Transportation: Recommendations included bolstering public transport links to reduce car dependency. This would help reduce traffic and protect the park's landscape from overuse.
- Paths and Trails: Expanding networks of walking and cycling paths was another key outcome, focusing on low-impact ways for visitors to explore the park while promoting sustainability and health.

Environmental Conservation:

- Balancing Development and Nature: A core focus was on maintaining the delicate balance between attracting visitors and conserving the park's natural beauty. The team emphasized the need to avoid large-scale commercial developments in favour of subtle, integrated designs that respect the landscape.
- Wildlife Preservation: Measures to protect the park's rich biodiversity were discussed, ensuring that any future developments would be mindful of wildlife habitats.

Local Engagement and Cultural Heritage:

- Strengthening Community Ties: Another key outcome was to involve local communities in shaping the future of the park. By promoting locally-owned businesses and cultural tourism, the park could benefit both visitors and residents.
- Cultural and Historical Interpretation: There was an emphasis on enhancing the visibility of the park's cultural and historical significance, creating interpretive installations or storytelling routes to immerse visitors in its rich heritage.



Balloch Charrette Report

Balloch - At a Glance



Balloch Charrette Report

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Site Analysis & The Pierhead Today

Balloch Pierhead has a history of railway stations, steamer services, and tourism.

Balloch lies at the south end of Loch Lomond where the River Leven exits the loch before taking its short journey to the River Clyde at Dumbarton. The name comes from the Gaelic "bealach" which means, oddly at first sight, mountain pass. Some have interpreted this as an indication that the River Leven was fordable here, but it seems more likely that it refers to the River's function in providing a "pass" for boats between Loch Lomond and the sea.

Today's Balloch is effectively a northern extension of its more industrial neighbour Alexandria. The core of the town lies a little south of the shore of Loch Lomond, but this in no way diminishes the strength of the link between town and loch.

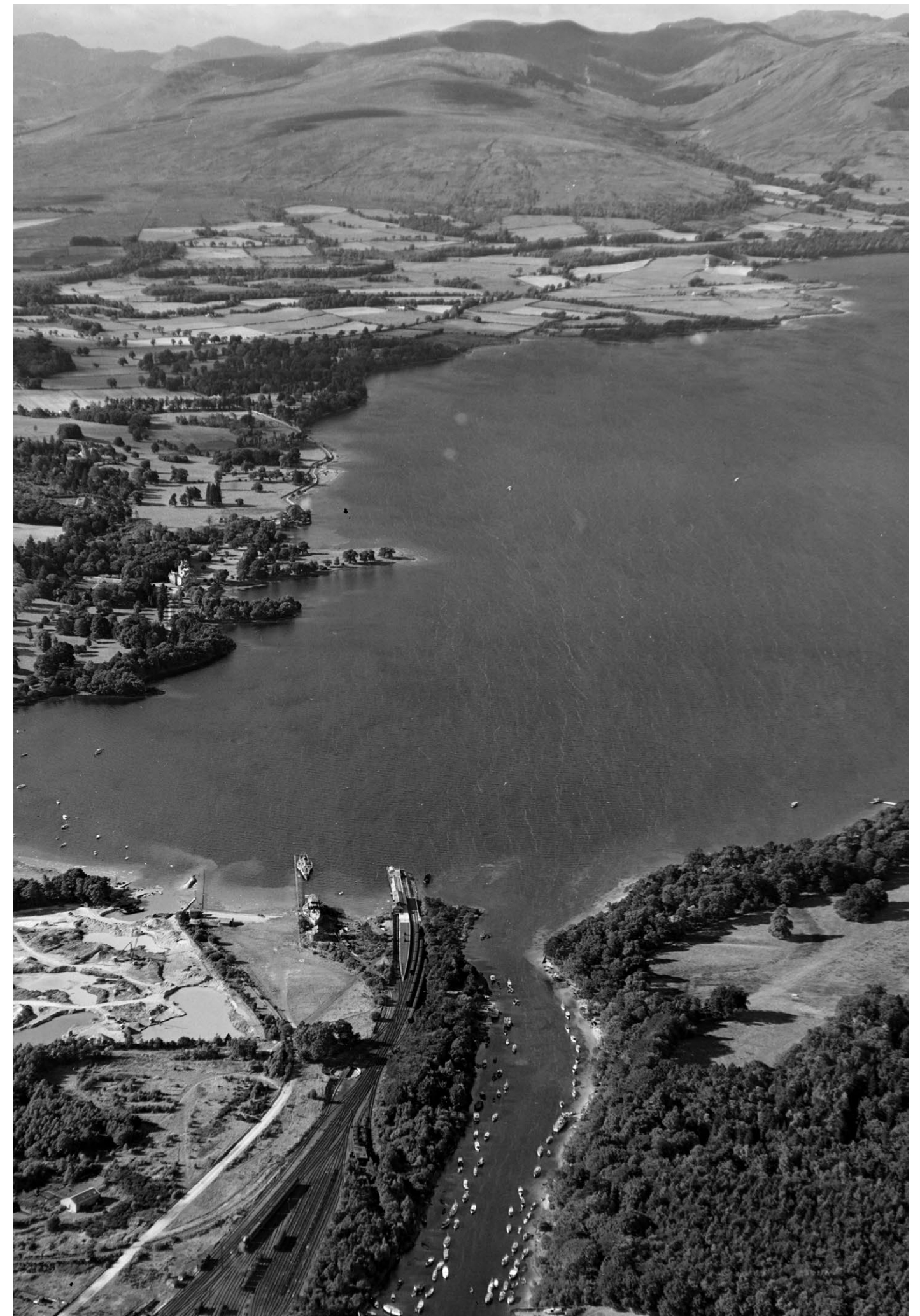
The Earl of Glasgow built an iron pier in 1872 at the old ferry point, but it was not very popular. It was mainly used in emergencies after the construction of Keppel Pier in 1888. The iron pier was removed around 1900, but the jetty part of it is still visible. Balloch Pier had been extended around 1890 by the North British but further capacity was

required. There were two platforms for passenger trains and these were extended. However, there remained only one berth for steamers. Balloch is the main base of Sweeney's Cruises. This family run business has been operating boats on Loch Lomond for over 120 years.

Balloch became an important gateway to Loch Lomond during the 1800s, when many steamers operated on the loch. In 1850 the railway reached Balloch, and continued right to a station built alongside the newly completed Balloch Pier on the loch.

Today the railway stops in Balloch itself, and for a time in the 1970s and 1980s the demise of the traditional steamer services suggested that Balloch might actually turn its back on the lochside area altogether. Thankfully this never quite happened. The last steamer in service on Loch Lomond, the Maid of the Loch, which had been left to rot at Balloch Pier in 1981, was restored to become a static attraction during the 1990s, and the eventual aim is to return it to service on the loch.

The resurgence of the lochside area continued when, in 2002, the Loch Lomond Shores development right on the shore of Loch Lomond opened its doors with a range of shopping and other attractions, including the National Park Gateway Centre.



1961 Aerial View of Balloch Pierhead. Courtesy of HES (Aero Pictorial Collection)



Balloch Station 1960's. Copyright: HES
(Reproduced courtesy of J R Hume)

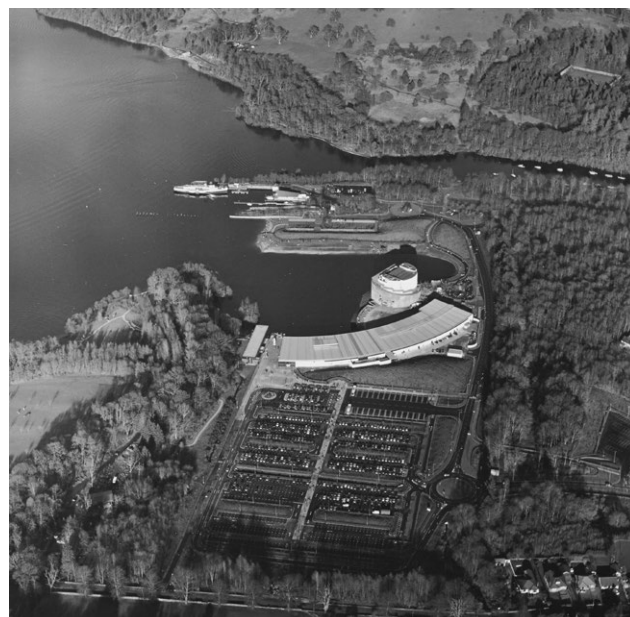
Railway

Balloch Pier railway station served the southern end of Loch Lomond on the northern edge of Balloch, Scotland. Originally, the branch line from Dalreoch continued through Balloch Central to Balloch Pier which was opened to bring passengers to the steamers operating out of Balloch. Initially timetables just showed Balloch. The first specific reference to Balloch Pier was in September 1858 timetable, when mileage's suggest the line had been extended and Pier added.

In 1960 the North Clyde Line was electrified, with Balloch Pier being electrified. With the last public cruise leaving Balloch Pier on August 30th 1981, the station became redundant with few passengers travelling beyond Balloch Central and the station closed from in 1986 as a result of the 1984 Strathclyde Rail Review. By closing the station rail authorities could get close the level crossing at the west end of Balloch Bridge.



Aerial View 2004. Crown Copyright: HES



Aerial View 2004. Crown Copyright: HES



Aerial View 1970. Copyright: HES (Aerofilms Collection)

Maid of the Loch & Steamers

Loch Lomond and Balloch Pierhead have been the home of steamers since 1896 until services on Maid of the Loch ceased operating in 1981. PS Maid of the Loch is the last paddle steamer built in the United Kingdom. She operated on Loch Lomond for 29 years. As of 2022, she was being restored at Balloch Pierhead.

Maid of the Loch was built by A. & J. Inglis of Glasgow, launched on 5 March 1953, and entered service later that year. She is a "knock down" ship: that is, after assembly at the shipyard she was dismantled, and shipped to the loch by rail to Balloch at the south end of the loch, and there the sections were reassembled on a purpose built slipway.

Maid of the Loch provided a service from Balloch pier, initially to Ardlui at the north end of the loch, but later her last call was a few miles short of this at Inversnaid and she would cruise to the head of the loch.

As with other steamers, cost pressures led to her being laid up after a last commercial sailing on 31 August 1981. In 1992 Dumbarton District Council bought the Maid of the Loch and restoration work started. The key to the restoration was the repair and refurbishment of the slipway adjacent to the pier at Balloch.

There not being any connection to the sea it was not possible to take the ship to a dry dock for repairs to the hull so a slipway with a steam-operated cable-hauled cradle had been built. This had fallen into disrepair by the 1990s and eventually a Heritage Lottery Fund grant was awarded along with assistance from Scottish Enterprise Dunbartonshire, and West Dunbartonshire Council. This enabled the paddle steamer to be lifted out of the water on 27 June 2006.

It is presently on the slipway near Balloch Pier undergoing extensive repairs led by the Loch Lomond Steamship Company, a charity formed to preserve and restore the vessel.

The Loch Lomond Steamship Company (LLSC) is a registered charity which was established in 1995 with the goal of returning the vessel to operation, ensuring its historical and cultural significance is celebrated. The organisation oversees ongoing restoration projects, engages volunteers, and promotes education about Scotland's maritime heritage. Additionally, it works to maintain the ship as a popular visitor attraction, hosting events and raising funds to advance its preservation efforts. While under restoration, the Maid of the Loch has been open to the public on the weekends.



Maid of the Loch 1977. Source: Maid Of The Loch - Loch Lomond Steamship Company



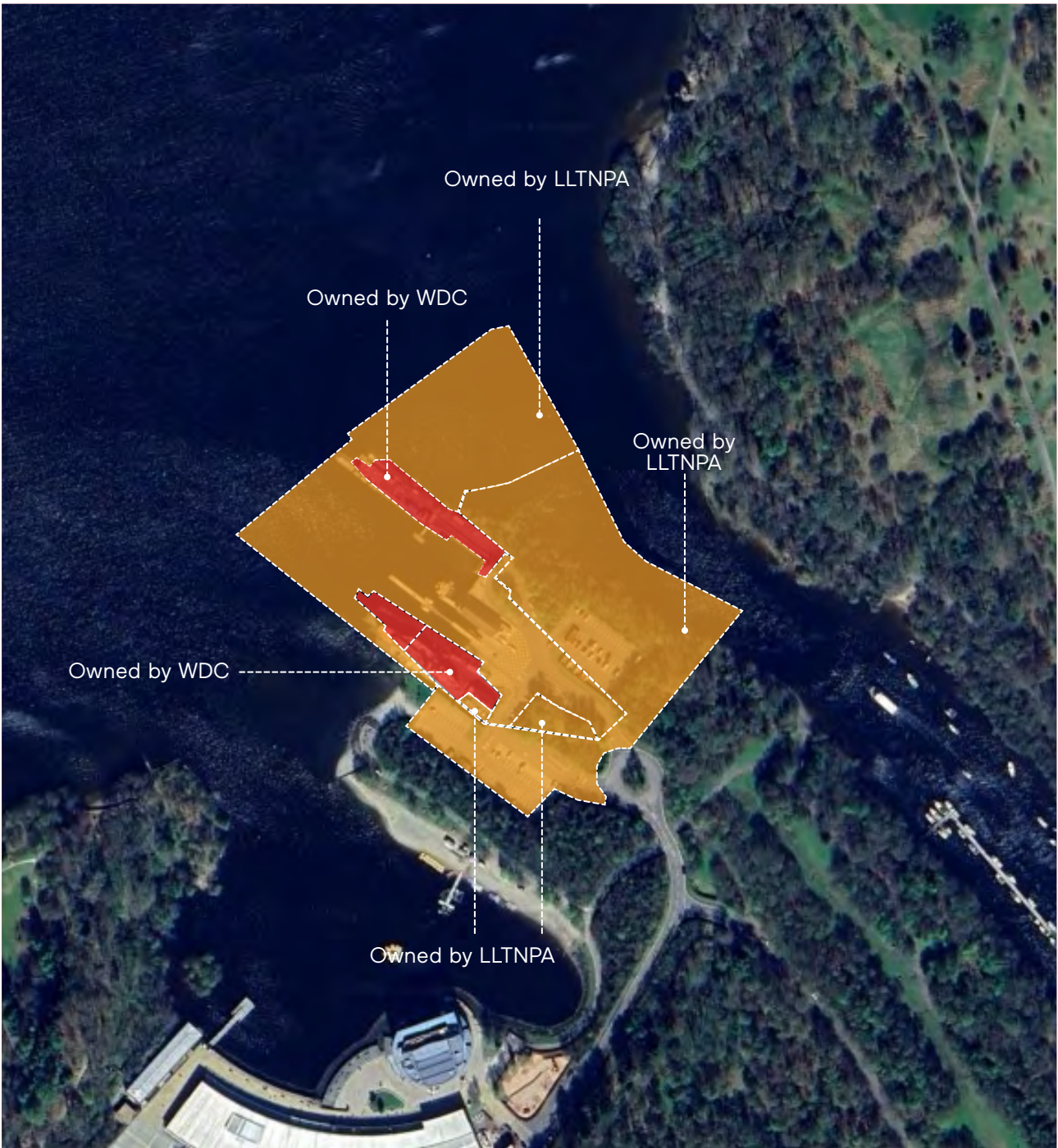
Maid of the Loch 1977. Copyright: HES (Reproduced courtesy of J R Hume)



Steamers at Balloch Pier. Source: <https://www.dalman.com>

"Although I grew up in the Vale of Leven, I recall sailing on Maid of the Loch only once, in the late 1950s. **Taking a train to Balloch and then on to Balloch Pier was quite a novelty,** and the Maid was crowded."

Land Ownership



Land Ownership Site Plan (to be updated in CAD at later stages)

Land Use

The site includes a few areas with different ownerships, which have been mapped above. Understanding any constraints posed by these ownerships is essential to our site assessment. A collaborative, place-based approach, as outlined in the brief, was key to ensuring that the future vision for the Pierhead aligns with the needs and aspirations of all stakeholders involved.

Land Use

Balloch Pierhead has a number of land uses within the site boundary. These can be split into two categories:

FUNCTIONAL

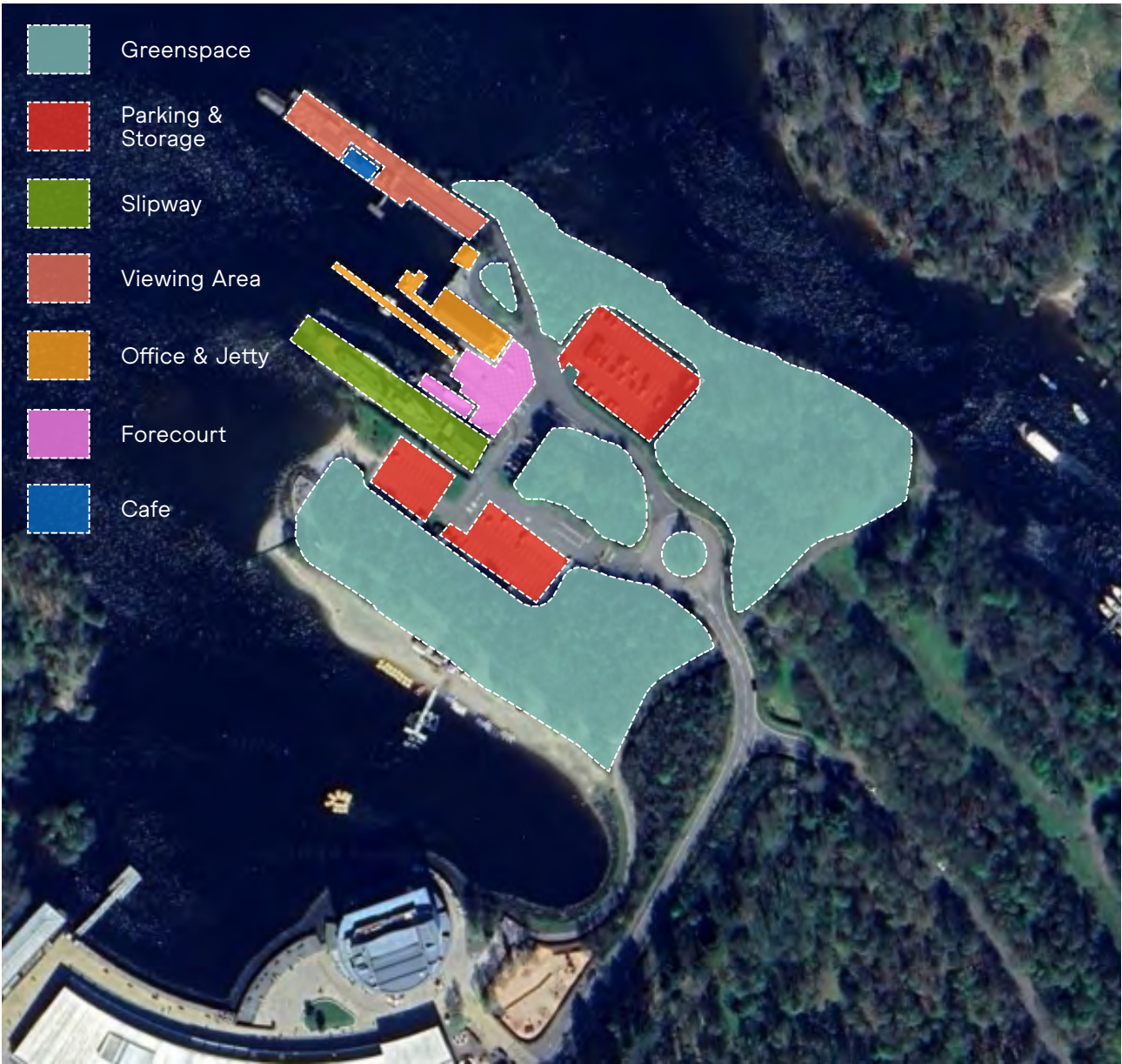
Within this there are various components, the critical one being the Registration Office. This purpose-built building hosts the boat registration offices and various other uses including WC's and storage. This is adjacent to the slipway, which is a safe launching point to Loch Lomond for people with private boats. Supporting this are other functional aspects within the site including trailer storage, general storage, and parking. The site also still has the existing slipway and dry dock where the Maid of the Loch currently is berthed for restoration. This site alongside the Winch House. To serve these functional requirements

of the site, the sites hardstanding has grown, including a large forecourt area.

EXPERIENTIAL

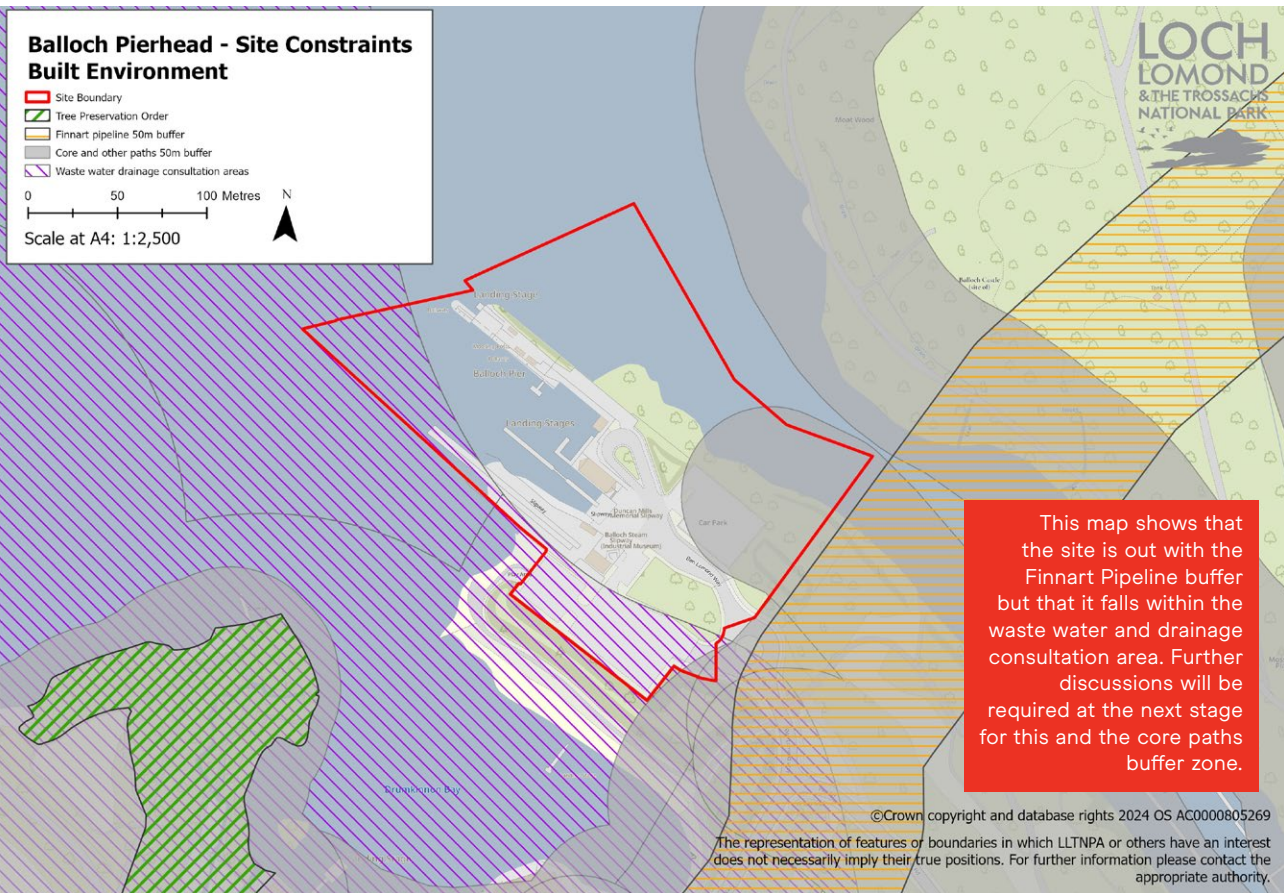
The site is located close to Balloch Town Centre and Loch Lomond Shores meaning people visit as an incidental destination. To support this there is a cafe and viewing deck with public parking and a footpath leading back to Balloch station to encourage active travel. People also make planned visits to the site to see the Maid of the Loch which is currently under renovation. There are limited facilities to accommodate large visitor numbers on the site.

The main attraction of the pierhead is the dramatic view point over Loch Lomond.

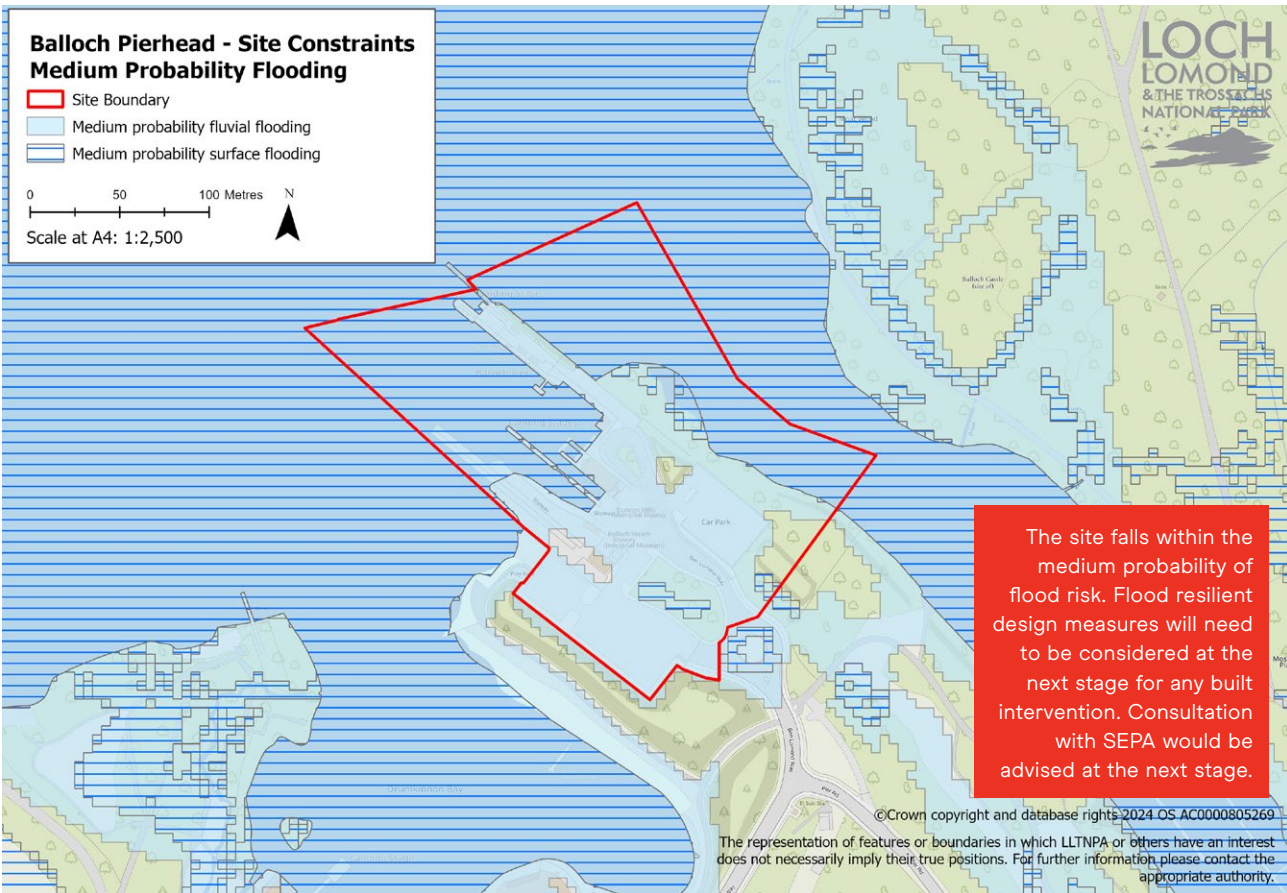


Land Use Diagram

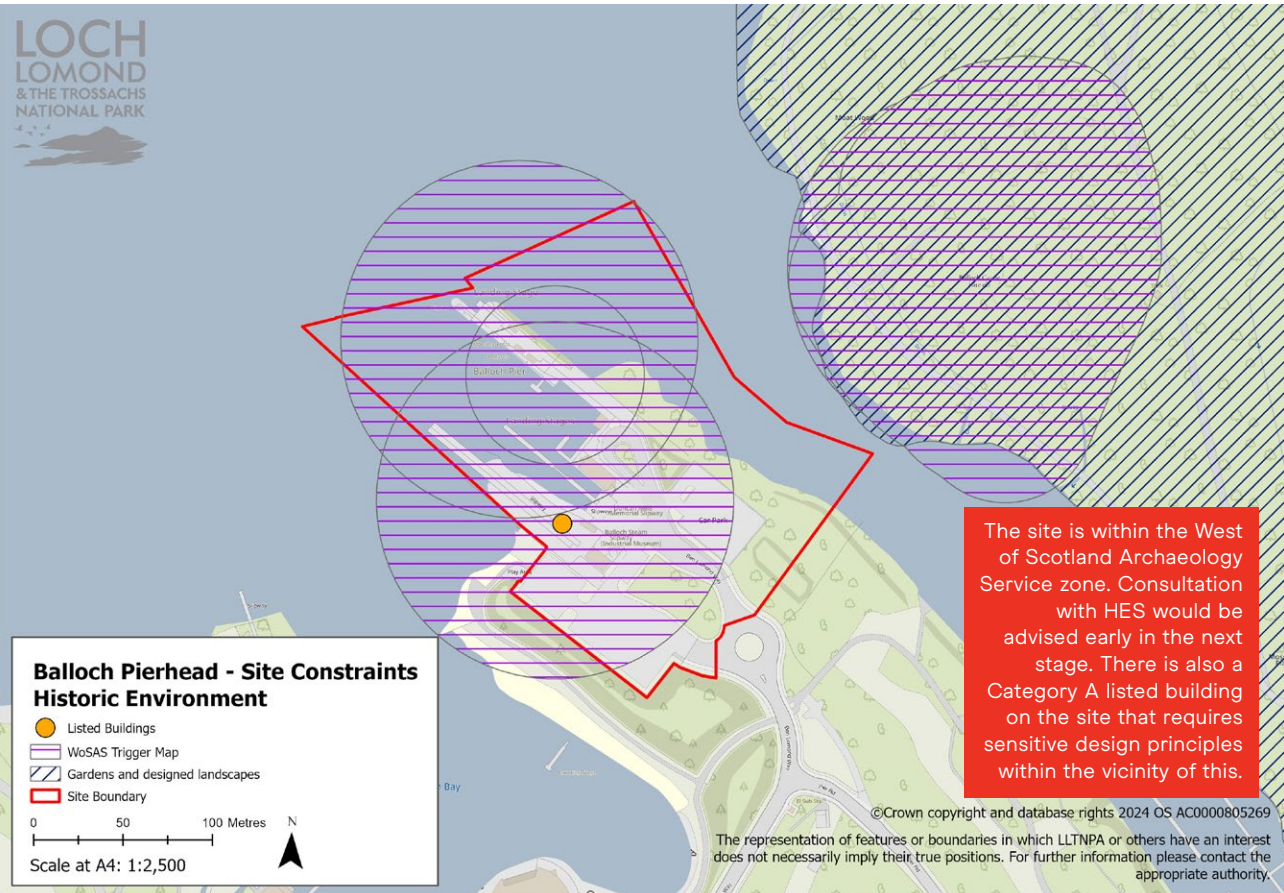
Site Constraints



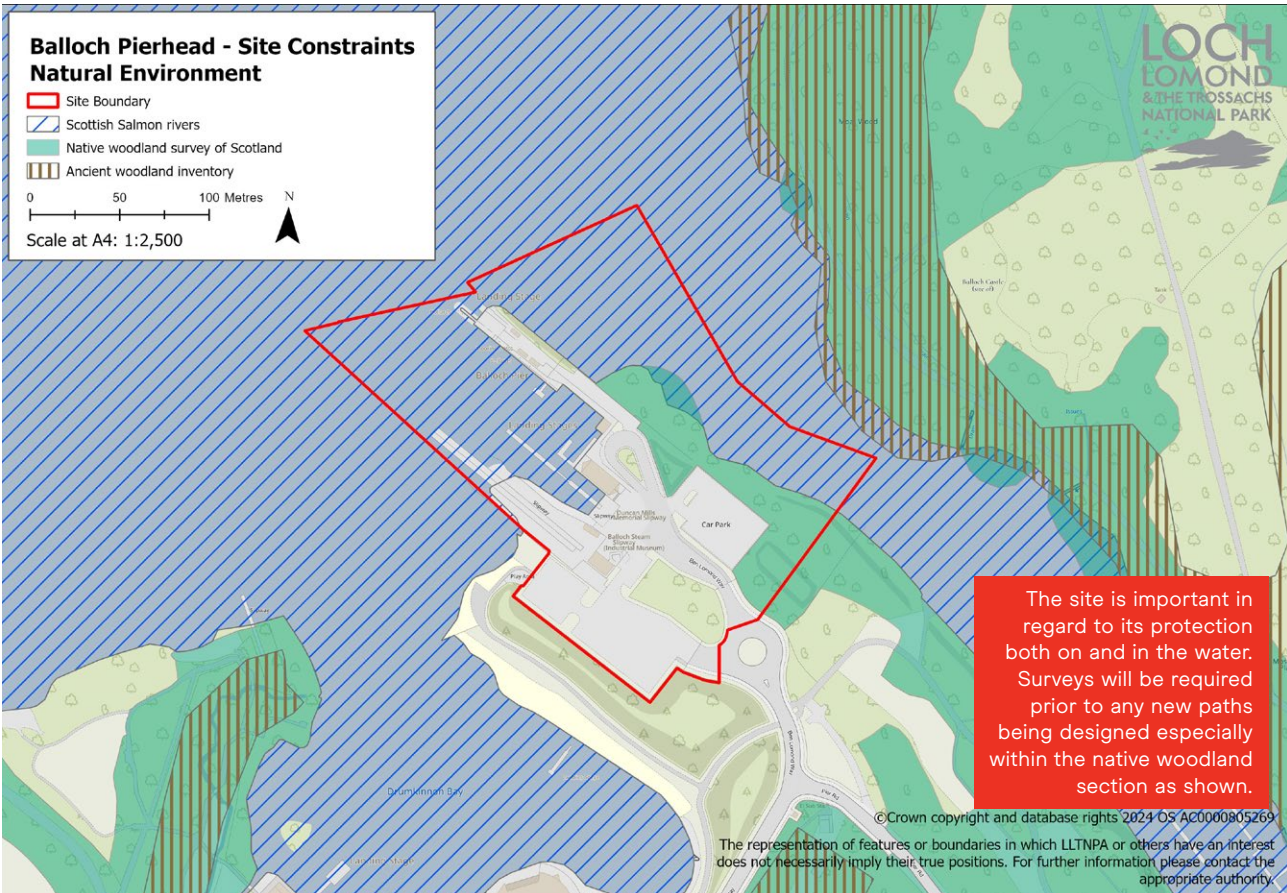
Site Constraints - Built Environment. Source LLTNP



Site Constraints - Flood Map. Source LLTNP



Site Constraints - Historic Environment. Source LLTNP



Site Constraints - Natural Environment. Source LLTNP

Site Constraints

Key site constraints identified by Civic Engineers relating to utilities and technical characteristics include:

- Certain areas of the site are at risk of river flooding.
- Parts of the site were previously developed for storage and may be contaminated.
- A high-pressure pipeline runs south of the

- site, presenting access and construction challenges.
- The high water table could influence the selection of sustainable drainage systems (SuDS).
- Considerations for the rescue boat building's access point.
- The need for controlling surface water runoff into the River Leven.

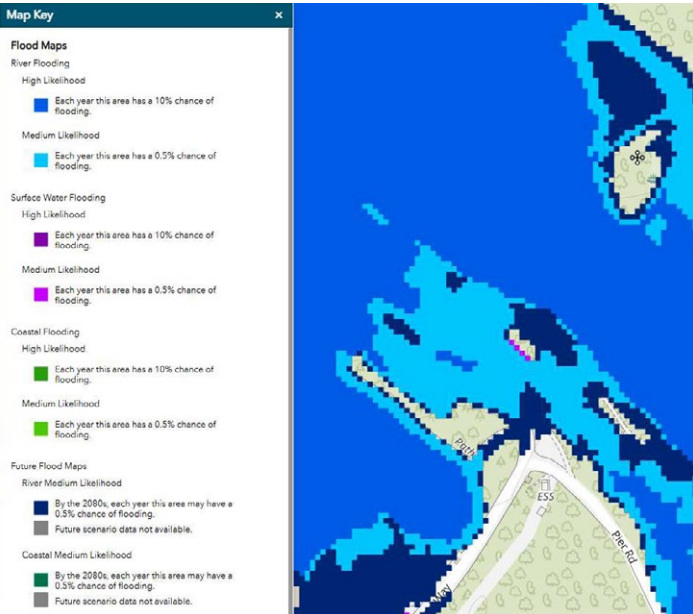


- Raised Marine Deposits Of Holocen...
- Till, Devensian - Diamicton
- Glaciofluvial Deposits - Gravel, sand...

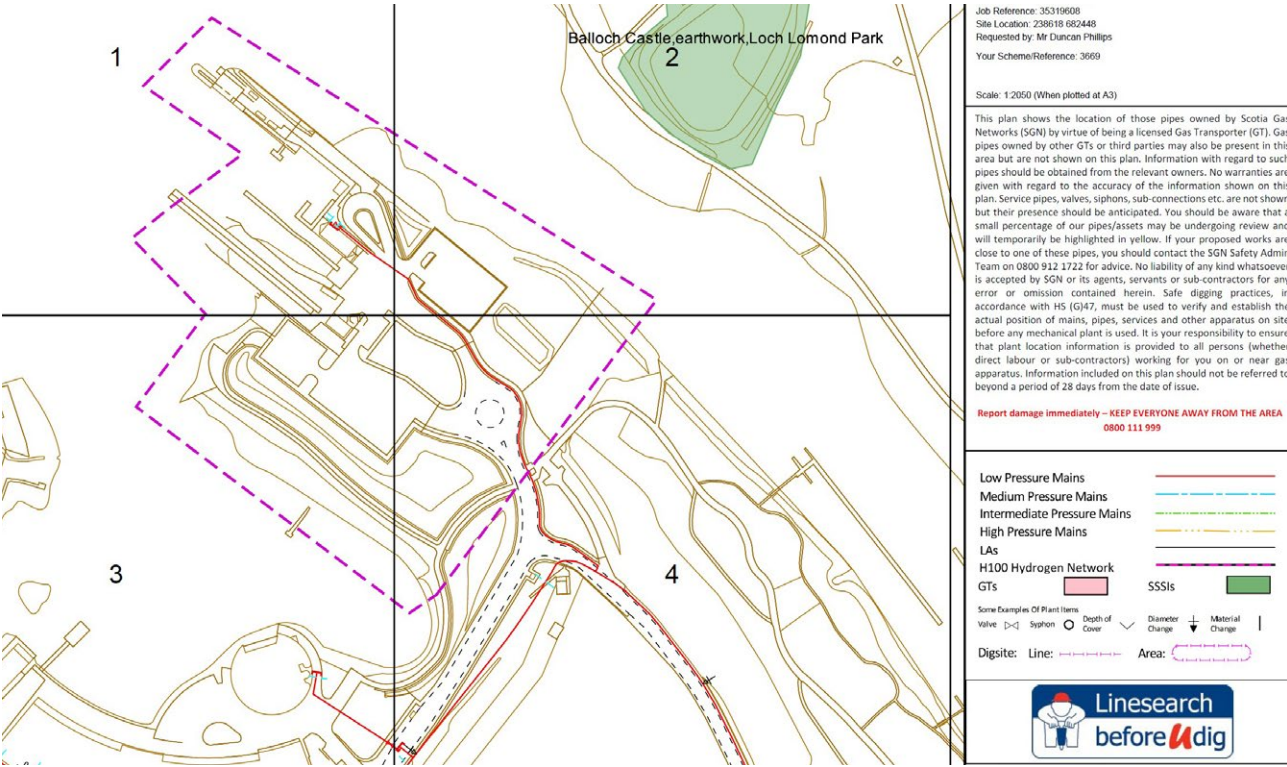
Geology Diagram



Scottish Water



Flood Mapping: SEPA



Gas Incoming Services

Utility	Present	Comment
Gas	Yes	63m connection to Slipway building
BT	Yes	Connection throughout site to Pierhead from access roundabout
SP Energy	Yes	Low voltage connections with access road to slipway building
Virgin	Yes	Assets on the western access road edge
SW Water	Yes	Service main connection to slipway building
Finnart Pipeline	Yes south of project area	High pressure pipeline with 50m standoff each side (100m total) Standoff extents just south of site access roundabout.
EV	Yes	Electric vehicle charges have recently been added to the internal eastern parking court together with a substation.

Utilities Summary

EIA screening and scoping of the erection and operation of a tourism and leisure-led mixed-use development. This relates to the application 2021/0212/PAC

Of particular interest is the inclusion of a flood risk statement within the Stantec EIA screening and scoping report which shows a revised model by Jacobs, in lieu of the SEPA Flood Maps.



EIA. Source Jacobs River Leven Study

Habitats & Biodiversity

The Balloch Pierhead site is an integral part of the broader Loch Lomond & The Trossachs National Park, a landscape renowned for its stunning natural beauty and exceptional biodiversity. This area, which includes Loch Lomond's islands and its varied shoreline, forms a key element of Scotland's natural heritage.

As part of this Site Analysis we reviewed information from Nature Scot and The Special Landscape Qualities of the Loch Lomond and the Trossachs National Park, alongside West Dumbartonshire Council's and LLTNPA's LDP and National guidance, aiming to further understand the unique landscape character of the site and surrounding area, and key considerations that should be made for any recommendations within this study or any future ones.

Woodland and Habitats

While there is no ancient woodland on the Pierhead site itself, nearby woodlands are an important feature of the area, including native broadleaf woodlands and semi-natural woodlands on the islands within the loch. Loch Lomond National is particularly sensitive to changes in land use, and maintaining the ecological integrity of surrounding woodlands is critical. The Local Development Plan (LDP) encourages the retention

of tree coverage, especially native species. Any new trees introduced on the site should prioritize native species to align with broader habitat restoration and biodiversity goals.

Aquatic and Riparian Habitats

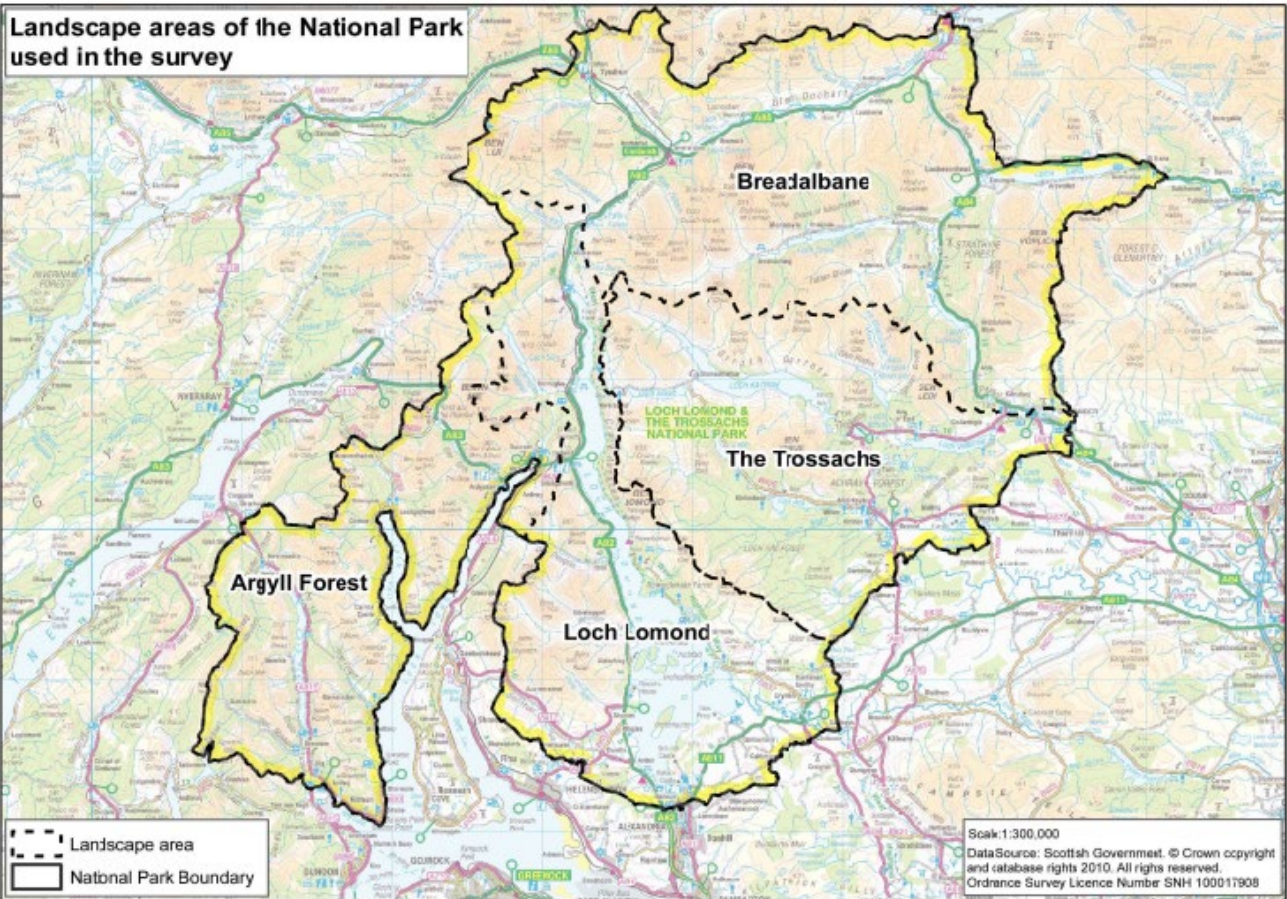
The site is close to Loch Lomond, a freshwater loch, which is crucial for a wide variety of aquatic species, including migratory fish such as salmon and trout. The riparian (water's edge) zone is particularly sensitive, as it provides critical habitat for aquatic life and supports biodiversity.

Wetlands and Marshy Areas

There are also marshy areas and wetlands around the loch and nearby streams that contribute to local biodiversity. Wetlands play a vital role in carbon sequestration, water filtration, and providing habitat for bird species. The LLTNPA Draft Design and Placemaking Supplementary Guidance suggests careful consideration of wetland protection when planning any interventions in the area.

Habitats for Protected Species

The area around Balloch Pierhead provides habitat for a variety of protected species, including otters, red squirrels, birds and migratory fish.



Source: LLTNPA

Other Relevant Guidance and Constraints:

- National Planning Framework 4 (NPF4):

This framework emphasizes the importance of preserving natural habitats, biodiversity, and landscapes in Scotland.

- LLTNPA Draft Design and Placemaking Supplementary Guidance:

This document provides further detail on how to integrate sustainable development principles with the natural environment. It stresses the importance of ecological considerations in design and planning, particularly regarding habitat connectivity, water management, and species protection.

Given the environmental sensitivity of the area, the following considerations should guide any recommendations within this study, as well as any future ones:

Maintaining and Protecting Woodland

The trees within the site and surrounding forests form a critical habitat for native species, including red squirrels and nesting birds. Maintaining overall tree cover is critical and, where possible, increasing native tree planting.

Special Landscape Qualities of Loch Lomond and the Trossachs National Park

Any interventions should avoid visual intrusion into the surrounding landscape. The site is located within Loch Lomond and Trossachs National Park and also the Loch Lomond NSA, meaning that development should be visually unobtrusive and blend with the natural surroundings.



Native Species and Green Infrastructure

The introduction of new planting should prioritize native species.

In summary, any interventions at Balloch Pierhead need to prioritize habitat protection, respect the biodiversity of the area, and follow the constraints set by the Local Development Plan, NPF4, and LLTNPA guidelines. Any intervention should be sensitive to the existing ecological balance, especially concerning water's edge habitats, woodlands, and species protection.

Sources:

- Historic Designed Landscapes Project - Here. Now. All of Us. – LLTNPA
- Special Landscape Qualities of LLTNPA, Landscape Character Assessment & Landscape Evolution and Influences – NatureScot
- John Muir Way - Helensburgh to Balloch Segment – John Muir Way Trail Guide
- Native Woodland Survey of Scotland – Scottish Forestry and NatureScot Data Explorer
- Habitat Map of Scotland – NatureScot Spatial Data Hub
- Central Scotland Green Network Habitat Connectivity Map – 2021 Habitat Connectivity Map by NatureScot



Source: LLTNPA / Nature Scot / See Loch Lomond

Community

Balloch
Population
5,997

Balloch Area
2.3km²

Largest Age

52% Female
48% Male

Declining
Population

Source: https://citypopulation.de/en/uk/scotland/west_dunbartonshire/S52000048_balloch/



Trust in the Park Group. Source: <https://trustinthepark.org>



Loch Lomond Safety Campaign. Source: Dumbarton Reporter



Friends of Loch Lomond & The Trossachs. Source: <https://www.scottishwater.co.uk>



Haldane Youth Services. Source: <https://haldaneyouthservices.org>



Robin House Children's Hospice. Source: Daily Record



Site Plan. Source: Google Maps

Existing Zoning & Constraints

- Site Boundary
- Existing Buildings
- Pedestrian Flow
- Vehicle Flow
- Boats Access
- Civic Space
- Storage & Bins

- 1. Maid of the loch equipment
- 2. Cafe storage
- 3. Rescue boat storage
- 4. Generator
- 5. Unknown
- 6. Watersports storage
- 7. Skip/waste
- 8. Bins and other Maid of the Loch waste
- 9. Maid of the Loch temporary exhibition
- 10. MOL temporary construction kiosk
- 11. Maid of the Loch storage
- 12. Fence
- 13. LLTNPA storage
- 14. LLTNPA storage

Key Challenges

Enhanced Attractiveness

- Very limited civic spaces
- No views to River Leven
- Lack of covered seating to enjoy view
- Temporary cafe setting
- Un-welcoming and pedestrian friendly surface materials
- Unclear wayfinding & signage
- Not good link to Balloch and Train Station



Functionality & Organisation

- Disorganised storage and a lot of clutter
- Not enough prep area for launching boats
- Bins next to main entrance
- Campervan overnight stay facilities



Access & Movement

- Traffic and long queues in summer
- Unclear signage to public car park
- Unused road turn
- No link to Balloch Park (by boat)
- Not wheelchair accessible
- Disconnected & unclear visitor path



Biodiversity & Sustainable Design

- SUDS design
- Active Travel connections
- Tree and Vegetation Management



Balloch Pierhead Today

The site contains a diverse and complex mix of land uses, which have been considered under two key categories:

Functional Uses

The site contains a diverse and complex mix of land uses, which have been considered under two key categories:

Functional Uses

The site supports a range of operational functions, the most prominent being the Registration Office, a purpose-built facility housing boat registration services, public WCs, and storage. Adjacent to this is the slipway, which provides a safe launching point for private boats accessing Loch Lomond.

Other key functional elements include trailer storage, general storage areas, and vehicle parking. The site also features the existing dry dock and slipway where the Maid of the Loch is berthed for restoration, alongside the Winch House, which plays a vital role in the boat's ongoing maintenance.

Experiential Uses

Located near Balloch Town Centre and Loch Lomond Shores, the site attracts a range of visitors, many of whom engage with the space while exploring nearby attractions.

A café with a viewing deck, public parking, and a footpath link to Balloch Station all contribute to an environment that supports active travel and incidental use. The site also draws visitors specifically interested in the Maid of the Loch attraction.

However, facilities for accommodating large visitor numbers are limited, and the site's main experiential asset remains its dramatic and expansive view of Loch Lomond, which is a draw for both locals and tourists.



Roundabout near the site



Main entrance to site (east)



Approaching the roundabout from the Main entrance



Registration Office and view to Loch Lomond at the background



Parking and storage on the way to Pier Cafe



Winch House: Category A Listed Building



Boat parking and trailers (west)



Public Parking (east)



Bins storage adjacent to the main entrance

Site Observation Notes

1. **Viewpoint** is key attraction linked to the special landscape qualities of the National Park. Target is to guide visitors there more easily
2. **Incidental destination**
3. **Public car park** within S.E. ownership but could be transferred to NP in the future
4. All existing parking is required - no reductions to be pursued
5. **SUDS** designed as such? Could be relocated and cleared up to offer more space and better views.
6. **Maid of the Loch** restoration short-term proposals to assume current location and long-term, relocation to original location. Currently can be visited on tours.
7. **Registration Office** first building viewed upon arrival, most visitors are unsure what it is or how it is used.
8. **Opening Times** – Typically 8.30am to 9.30pm and varies using daylight hours.



Pier Cafe looking towards the Registration Office (south)



View from Pier Cafe (North West)



View from Pier Cafe to River Leven (east)



View from back of registration office towards the Pierhead



Parking and storage on the way to Pier Cafe

Practical Issues

- 1. Traffic flow** - for vehicles, boats and people walking/wheeling/cycling. Opportunities of flipping entry to west side with one-way system, and separation to pedestrian entrance to be explored.
- 2. Signage and Wayfinding** - Currently unclear arrival and attractions. Place brand and strategic position of signage will be critical.
- 3. Storage** - General clutter sitting in various locations on site. Shared storage with stacked trailers, hazard buoys etc to be explored





Physical Model: Existing Condition



Physical Model: Existing Condition

4

Engagement Summary

The aim of the stakeholder and community engagement process was to develop a deeper understanding of the site's constraints and opportunities, while also gathering a broad range of perspectives on aspirations for the future of Balloch Pierhead.

After identifying key site stakeholders and relevant community groups, we tailored our engagement methods to suit the specific needs and interests of each audience. A multi-layered engagement programme was developed to ensure the process was inclusive and accessible to all.

Our approach operated at two levels:

1. Local engagement with site users and stakeholders
2. Town-wide engagement with community groups and the wider public

At both levels, the engagement strategy aimed to balance listening and learning, through direct conversations, events, and surveys, with open communication, sharing project updates and progress to build trust, foster positivity, and generate momentum for future initiatives.

Engagement with site stakeholders

Initial engagement focused on key stakeholders and users of the site. A roundtable session was held in November 2024, bringing together landowners and operational users to explore challenges, opportunities, and ambitions for the site. The session formed a vital part of the early brief development, ensuring all voices were heard.

A second roundtable session took place in February 2025, providing stakeholders an opportunity to respond to emerging concept proposals and contribute feedback to shape the evolving vision.

Engagement with the wider public

Public engagement centred on an on-site event at Balloch Pierhead, supported by a broader online and in-person outreach programme.

Community groups were invited to take part in 'walkshops', walking site audits that encouraged open discussion about how the site is used, how people arrive, and what opportunities exist for future improvement. The Balloch & Haldane Community Council was engaged as part of this process to ensure local voices were represented.

A dedicated public engagement event was held on-site to raise awareness, collect feedback, and promote active involvement from residents and visitors.

Date: Saturday 30th November

Time: 9am – 3pm

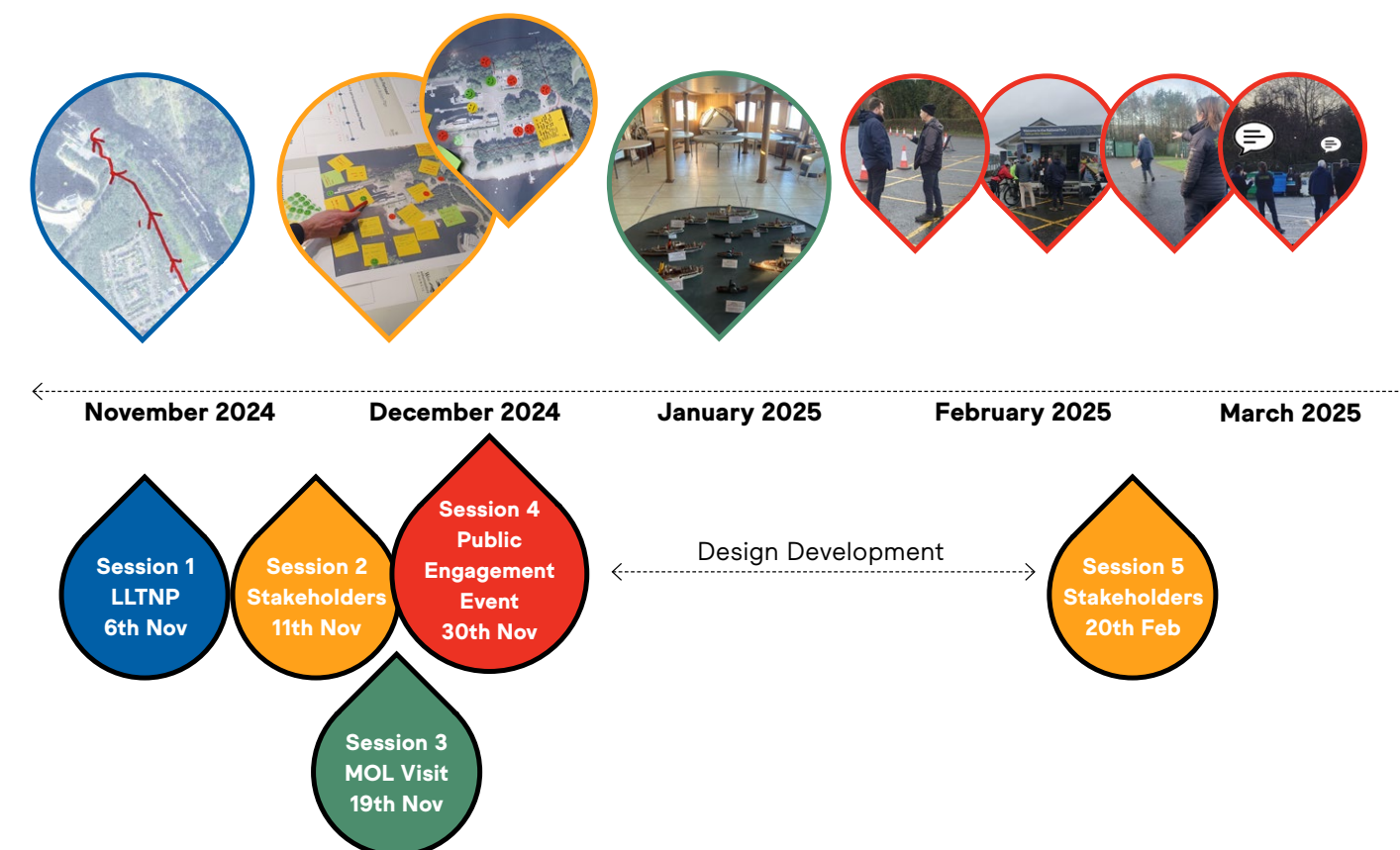
Location: Balloch Pierhead

A temporary stall was set up as a focal point for activities, allowing the team to speak directly with users and visitors. The event was timed to coincide with peak activity and included engagement with boat users, giving the team a direct understanding of the launching process, one of the site's key operational functions.

Flyers were distributed on the day to encourage participation in the survey, and a notable insight was that around 30% of those engaged were first-time visitors, highlighting the site's draw as a key destination on Loch Lomond, helped by the café and waterfront setting.

The engagement process was designed to foster a sense of shared ownership over future ideas and proposals. Our approach sought to be inclusive and democratic, ensuring that all groups were represented and that a broad range of views, concerns, and aspirations for the site were actively considered

Engagement Timeline





Page\Park Social Media

At the public engagement event, conversations were held with around 40 people, two 'walk-shop' events were delivered, and 100 flyers were distributed to increase awareness of the project.



Public Engagement Event. Images by Page\Park Architects

Survey Results

In total, 204 people expressed their opinion on Balloch Pierhead.

The headline figures for the survey are:

Views: 450

Starts: 275

Submissions: 204

Completion Rate: 74.2%

Time to Complete: 5min 44s

Consultation Conclusions

Listening to local people and stakeholders was a critical step towards developing the Improvement Action Plan for Balloch Pierhead. Our engagement process aimed to spark the attention of the local community and invite them to be part of the process and vision for the Pierhead.

In total, **204** people responded to the survey, expressing their opinion on the current condition of Balloch Pierhead, and their aspirations for the future. The survey responses provided insight into the stakeholders and community thoughts and provided a constructive platform to move to the next stage.

Common themes emerged between stakeholder and general public feedback.

There were a variety of clubs and user groups involved as key stakeholders in the site, and their personal and passionate responses were recognised through the survey responses. Overall the tone of the survey was very positive with constructive and informative feedback.

The community was engaged in a process that was designed to foster a sense of ownership of future ideas and proposals.

Consultation activities were led by Page\Park Architects, supported by Civic Engineers.

“

The views from the Pierhead are iconic. It should be a place where people can have time out from the rush and tumble of everyday life and enjoy the sights and sounds of nature.

”

“

A covered cafe-style area for when the weather is challenging, would improve visitor experience.

”

“

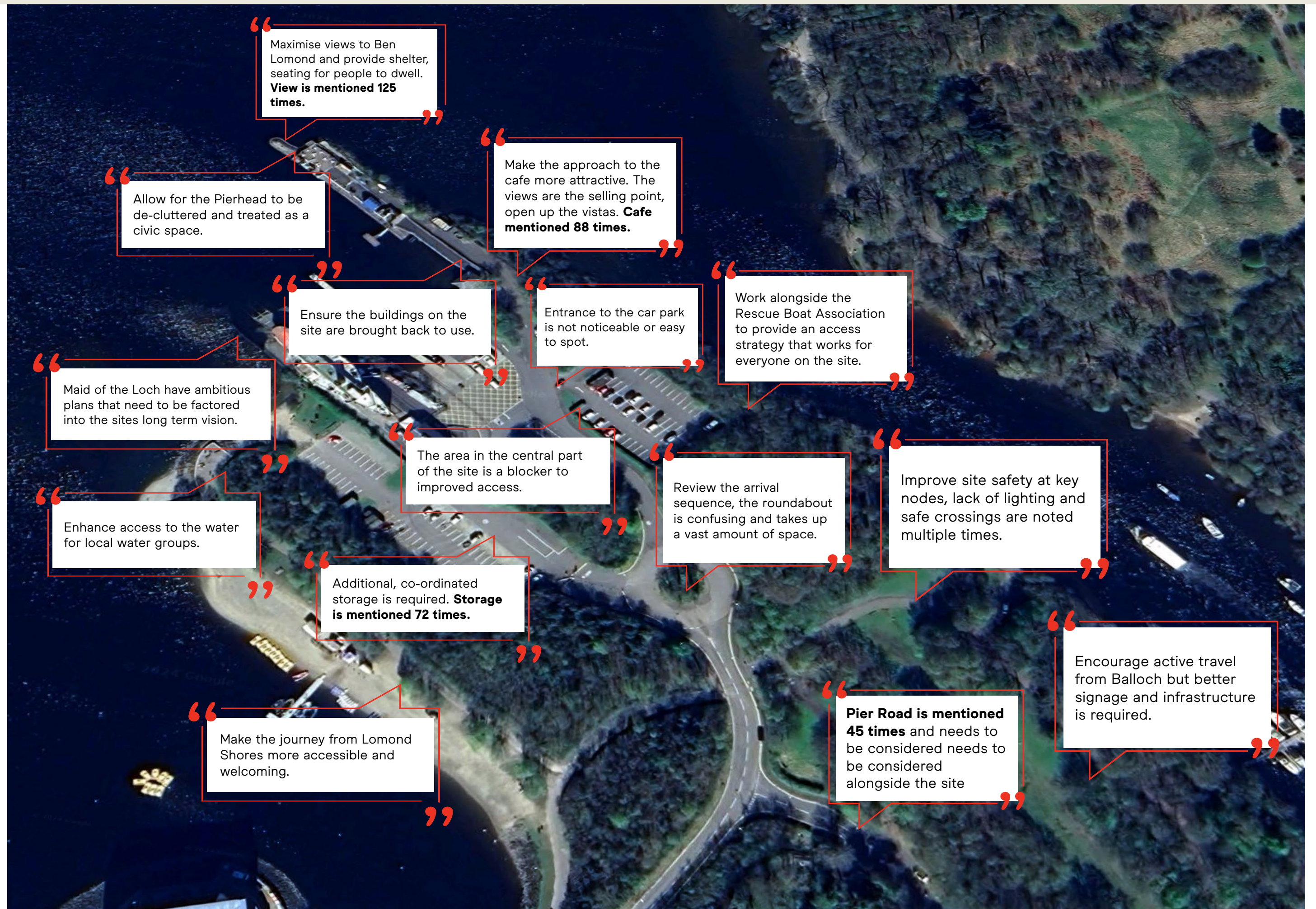
A community sports hub with changing facilities and storage would be transformative.

”

“

The site has huge potential... make something happen. Pierhead needs some landmark and destination.

”



“ Maximise views to Ben Lomond and provide shelter, seating for people to dwell. **View is mentioned 125 times.** ”

“ Allow for the Pierhead to be de-cluttered and treated as a civic space. ”

“ Make the approach to the cafe more attractive. The views are the selling point, open up the vistas. **Cafe mentioned 88 times.** ”

“ Ensure the buildings on the site are brought back to use. ”

“ Entrance to the car park is not noticeable or easy to spot. ”

“ Work alongside the Rescue Boat Association to provide an access strategy that works for everyone on the site. ”

“ Maid of the Loch have ambitious plans that need to be factored into the sites long term vision. ”

“ The area in the central part of the site is a blocker to improved access. ”

“ Review the arrival sequence, the roundabout is confusing and takes up a vast amount of space. ”

“ Improve site safety at key nodes, lack of lighting and safe crossings are noted multiple times. ”

“ Enhance access to the water for local water groups. ”

“ Additional, co-ordinated storage is required. **Storage is mentioned 72 times.** ”

“ Encourage active travel from Balloch but better signage and infrastructure is required. ”

“ Make the journey from Lomond Shores more accessible and welcoming. ”

“ **Pier Road is mentioned 45 times** and needs to be considered needs to be considered alongside the site ”

Key Survey Themes

Traffic Management

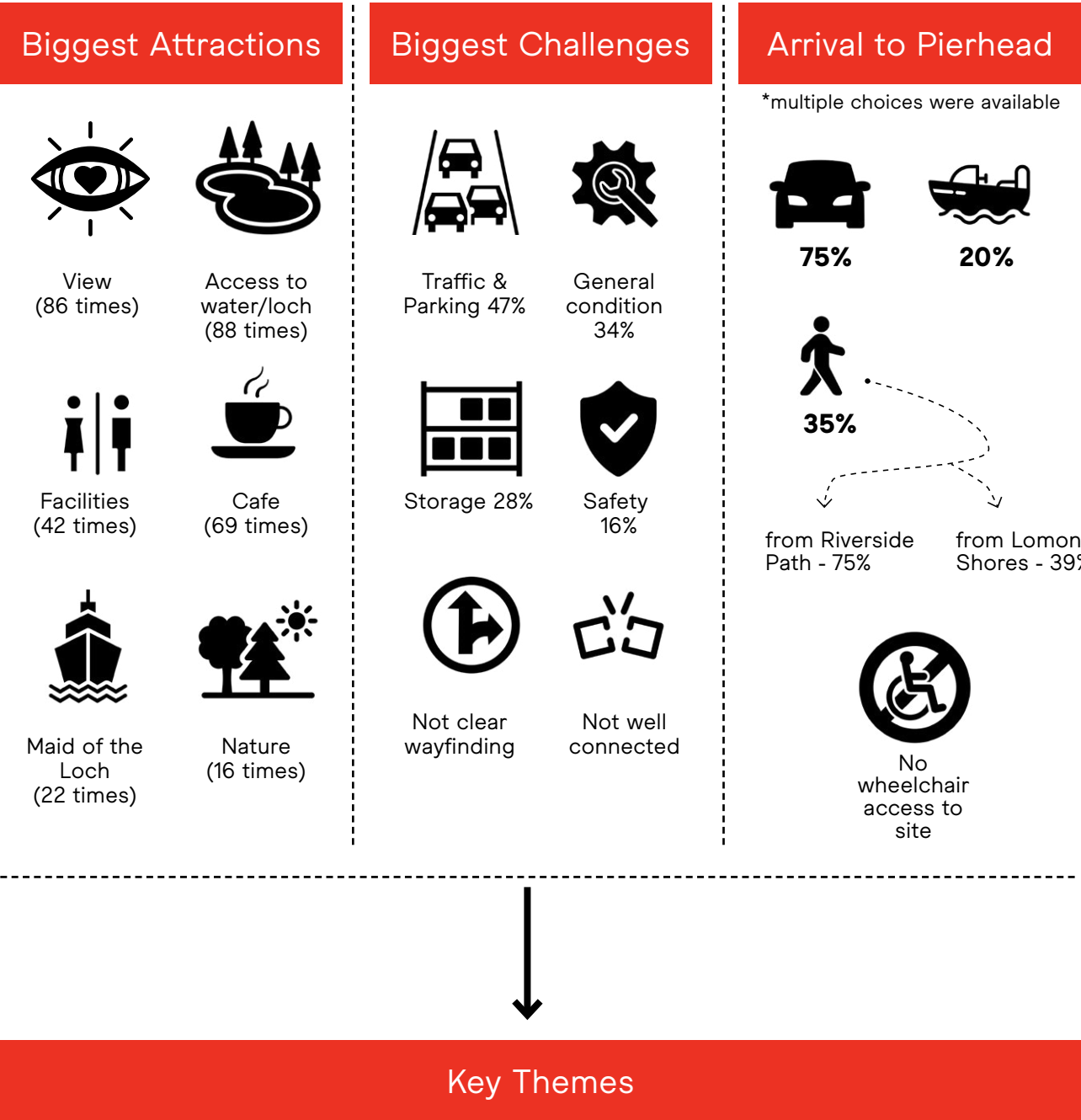
Site Organisation & Legibility

Facilities and Amenities

Landscape Enhancements & Preservation

Community & Stakeholder Involvement

Community Engagement Findings





IN SUMMARY, THE CONSENSUS AMONG THE RESPONDENTS OF THE SURVEY IS THAT THE PIERHEAD AREA SHOULD PRIORITISE **BETTER INFRASTRUCTURE, ACCESSIBILITY, AND AMENITIES** TO ENHANCE THE EXPERIENCE FOR LOCALS, BOAT USERS AND TOURISTS.

THE CONSULTATION SHOWED THAT ANY IMPROVEMENTS MUST **BALANCE FUNCTIONALITY WITH THE NATURAL BEAUTY OF THE LOCATION.**

Stakeholder - Concept Review

As part of the concept development we held a second stakeholder event on 20th February 2025 at Loch Lomond and Trossachs National Park HQ to share our emerging ideas for Balloch Pierhead. The event consisted of two parts, the first a presentation on the engagement results and existing site zoning, and the second an exhibition style presentation of the preferred option and alternative approaches considered for the site. The feedback from the event is included below and this has been considered as part of the final proposals within this report. **The emerging consensus was that the preferred option presented was the supported for further development.** The exhibition boards displayed at the event are shown opposite and the other considered options and shown on the following page.

Stakeholder Feedback

- Remove cafe building and consolidate within the Exhibition Pavilion. Note this is a very exposed part of the site.
- Review HGV and Coach Access with site proposals. Where do coaches turn?
- Add coach drop for tours located after control point.
- Explore overflow car park locations as it was thought there is still not enough parking.
- Add gate for Maid of the Loch security.
- Add accessible bays close to the Pierhead.
- Review path adjacent to the Rescue Boat Centre and review privacy buffer.
- Water ski club requires 1 permanent spot for parking and vehicle access to the Pierhead.



Stakeholder Event held at LLTNP HQ

Exhibition Boards

Work out with our site boundary

Did we miss anything?
Please let us know below

Preferred Option - Riverside Access

Do you agree this is the best option?
What works well? What doesn't work well?
Please let us know below

Artistic Illustrations

Do you have any comments?
Please let us know below

User Journeys

Do these projects align with the vision for the site. Please let us know below

Built Examples

Cafe

Operations Hub

Do these projects align with the vision for the site. Please let us know below

Built Examples

Civic Space

Wayfinding & Signage

Do these projects align with the vision for the site. Please let us know below

Engagement Questions

Question 1:
What would be the priority projects from your perspective?
Please add a sticker to the project (multiple answers permitted)

Public Parking & Access	Operations Hub Building	Cafe with Sheltered Seating
New Civic Spaces	Riverside Path Connection	Boat Access & Movement
Works to SUDs and Landscape	Accessibility Improvements	MGL Ticket Office & Exhibition / Museum Pavilion

Question 2:
Do the proposals address the challenges you face?
Please add a sticker to the box

Yes	No, if no why not?
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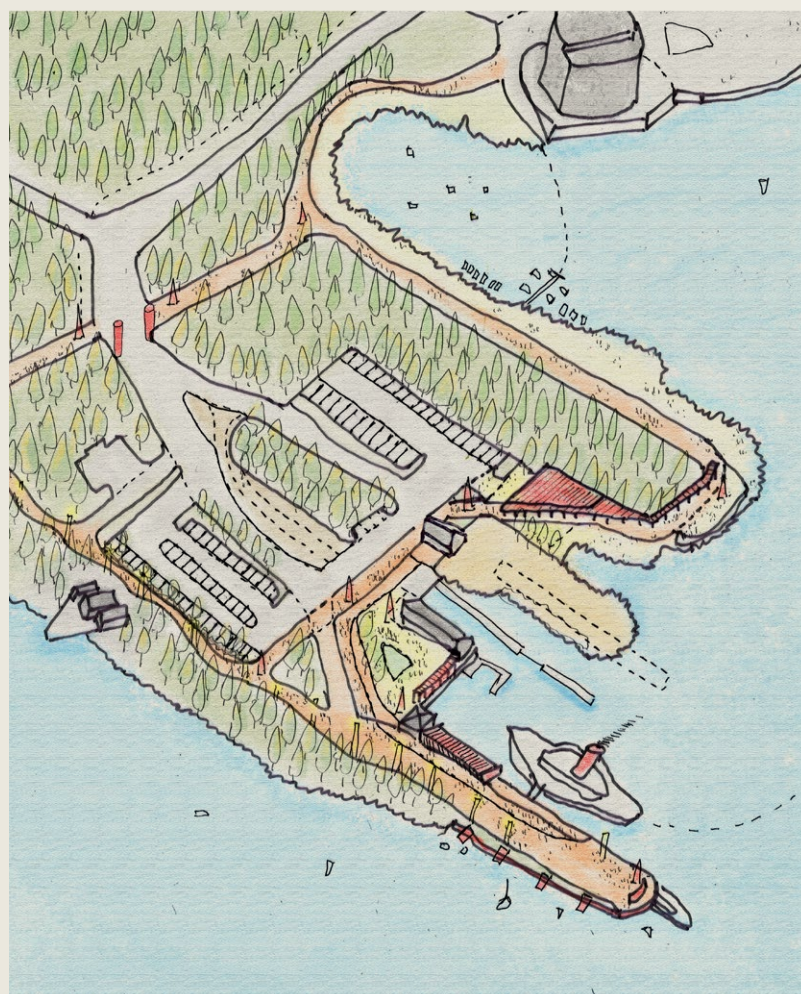
If you have any final comments please note them below!
Thank you!

Considered Layouts - East Civic Access

Considered Layouts - West Civic Access

5

Concept Designs

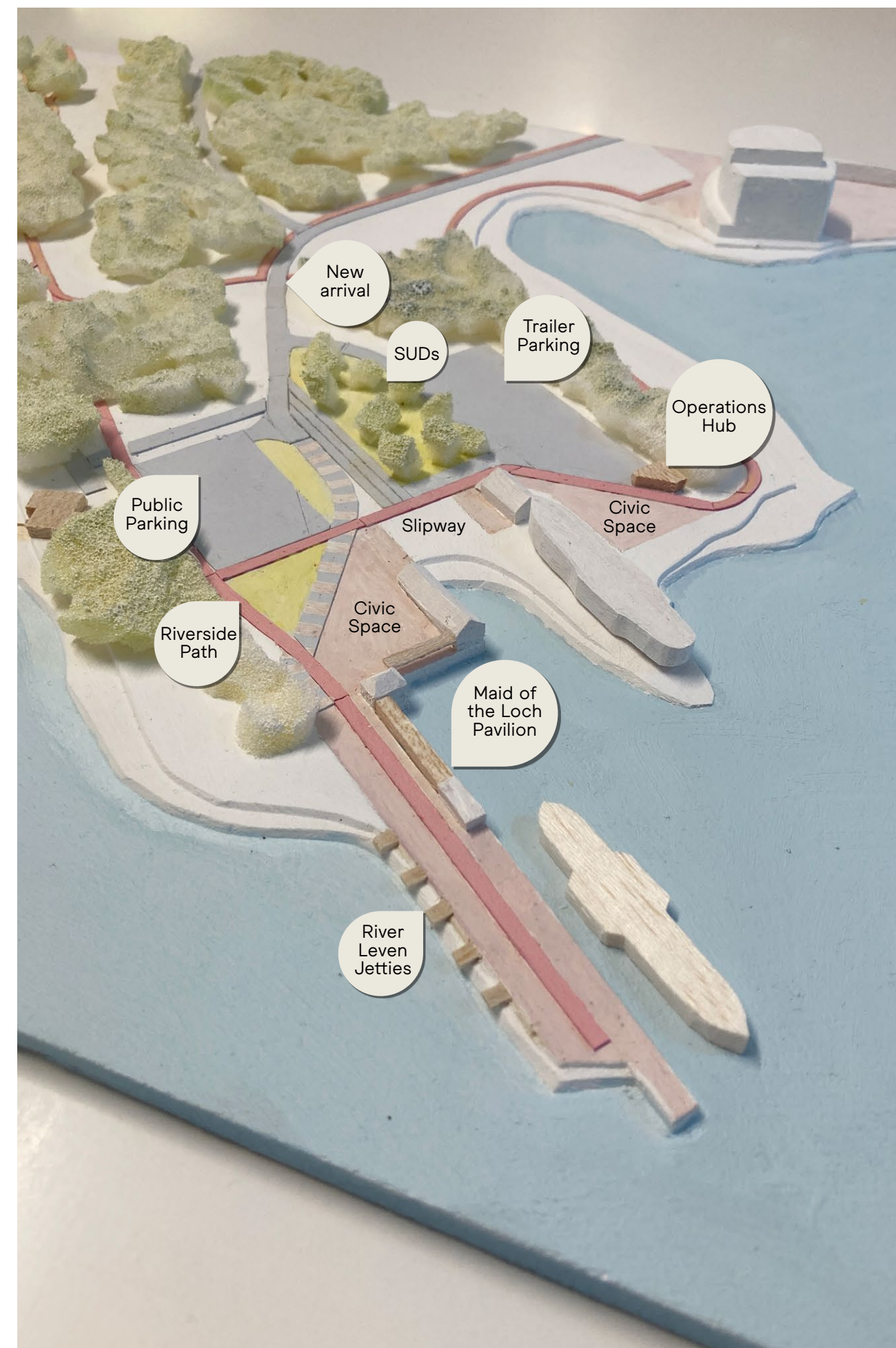


Balloch Pierhead Aerial View

Balloch Pierhead is a significant setting with potential to evolve an inspiring place to visit; whether for work, leisure or to explore the heritage features. Developing a vision around the core uses of the site has led to an Improvement Action Plan that is balanced in its functional requirements and destination appeal.

We have sought to learn from the analysis and history of the site to evolve proposals that are rooted in place, and respect the views and aspirations of local people. Pierhead is an important part of the local place, and the proposed vision for the Pierhead responds to that with a sustainable and long lasting approach.

Within the pages that follow we have explored how the proposed plan seeks to address the key themes that evolved from the engagement process and starts to visualise, with a series of artistic impressions, how the Pierhead might look in the future. We have then looked ahead to delivery and broken the plan down into a series of projects with associated timescales against these.



Balloch Pierhead - Physical Model

Outside the Site Boundary

The site boundary is limited to the immediate vicinity of Balloch Pierhead due to land ownership constraints. However, it was important that the proposals explored ways to better integrate the site into Balloch's existing, wider infrastructure network.

Balloch benefits from strong train connections to Glasgow, but the removal of the historic station from the Pierhead has created a disconnect between the town centre and the Pierhead. An existing active travel corridor runs along the riverside path, and we propose to enhance the route from the train station, along Riverside Path, to the Pierhead.

Similarly, through discussions with stakeholders and the local community, we have become aware of issues on Pier Road, and suggestions have been made to improve it, particularly from a safety perspective.

Signage in the area is critical to ensuring these movement routes function effectively. We have proposed that new totems are introduced at key nodes to aid wayfinding. While these works fall outside the main project scope, they offer ideas for future initiatives the local community could pursue should opportunities arise. They could also be considered in the Local Place Plan.

Connection

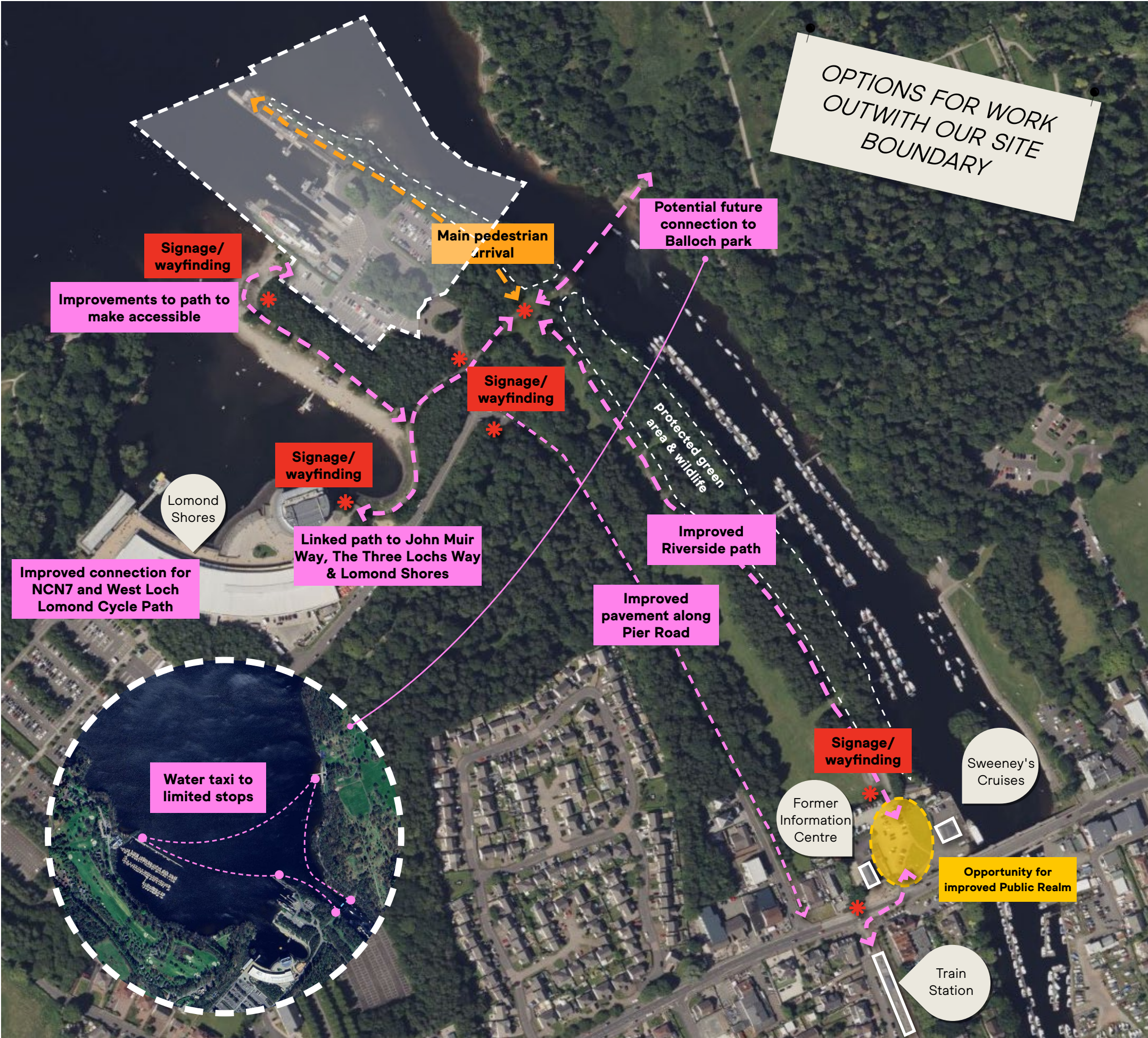
- 1. Improved condition and maintenance along Riverside path (for walking/wheeling)
- 2. Better connection to future Train Station square
- 3. Improved/reinstated pavements and traffic calming along Pier Road (for driving/cycling)
- 4. Potential future boat connection to Balloch park

Wayfinding

- 1. Clear wayfinding from train station
- 2. Co-ordinated signage in multiple key locations as shown in the diagram



Pier Road: Existing Condition



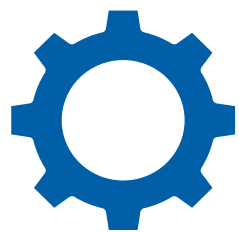
Aerial view of Balloch

Proposed Plan



Enhanced Attractiveness

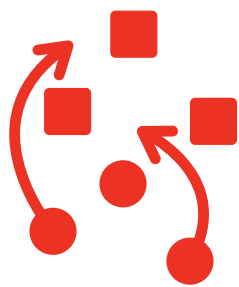
One of the key aims of the project was to enhance the sense of place at the Pierhead through subtle placemaking strategies and thoughtful public realm design, while minimising built interventions. The introduction of two new civic spaces, along with a more pedestrian-friendly public realm, seeks to create a welcoming and inviting environment for people to explore.



Functionality & Organisation

The Pierhead is a unique and multifaceted site, serving a dual purpose. It functions both as an operational slipway, home to key stakeholders such as the Maid of the Loch; and as a public destination offering amenities like public WCs and a café. To better support these distinct uses, the site's legibility and organisation required improvement.

The introduction of a new Operations Hub, a dedicated, multipurpose building, helps to consolidate storage and operational activities into a single, well-placed facility. Positioned strategically near the water, it ensures safe and efficient access to the Loch for stakeholders while creating a more structured and user-friendly environment for all.



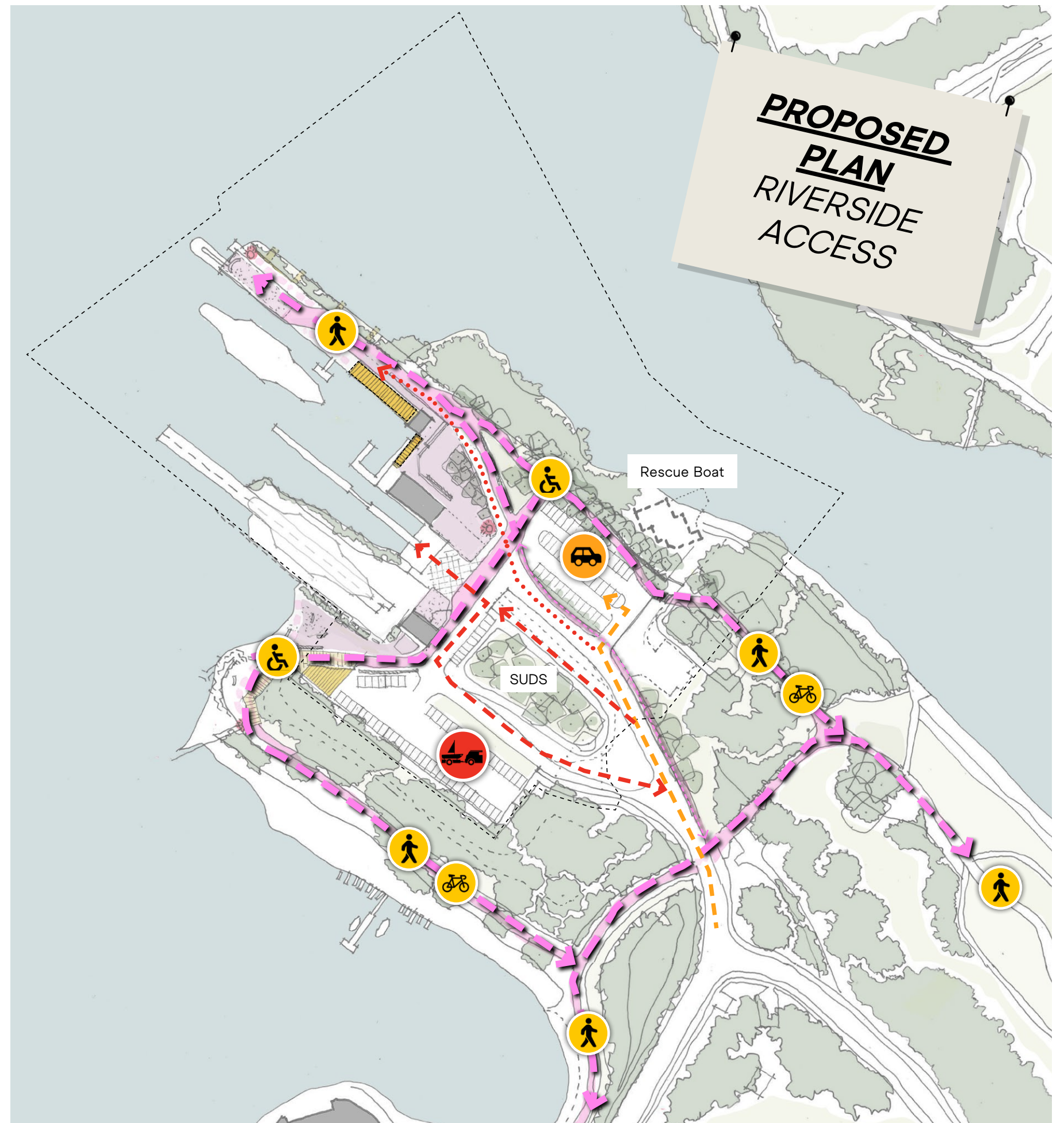
Access & Movement

The access and movement strategy is a critical component in ensuring the Pierhead functions efficiently, particularly during peak periods. Within the constraints of the site, measures have been explored to better manage different user groups, introducing a new entrance sequence and increasing the number of waiting bays for boat users to ease congestion during busy times. Strategic control points will restrict vehicular access to the civic areas, helping to prioritise pedestrian safety and comfort. At the same time, essential service access has been maintained to ensure the Pierhead continues to meet the needs of all stakeholders.



Biodiversity & Sustainable Design

The setting of Balloch Pierhead is of national significance, and the surrounding landscape must be respected, protected, and enhanced. Adopting a "lean, mean, green" approach, the site aims to become an exemplar of placemaking, demonstrating how thoughtful design can go beyond the minimum requirements set out in technical standards.



Proposed Plan



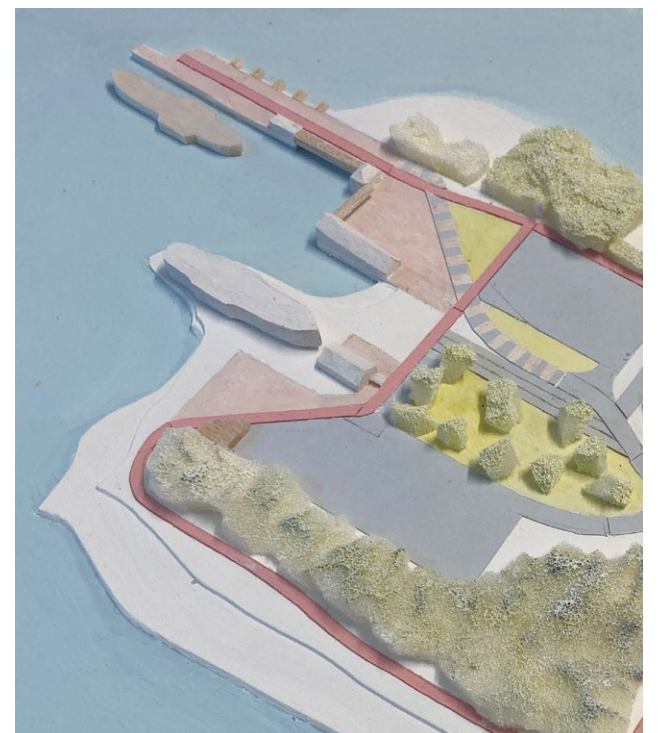
Physical Model: Proposed Condition



Proposed Plan

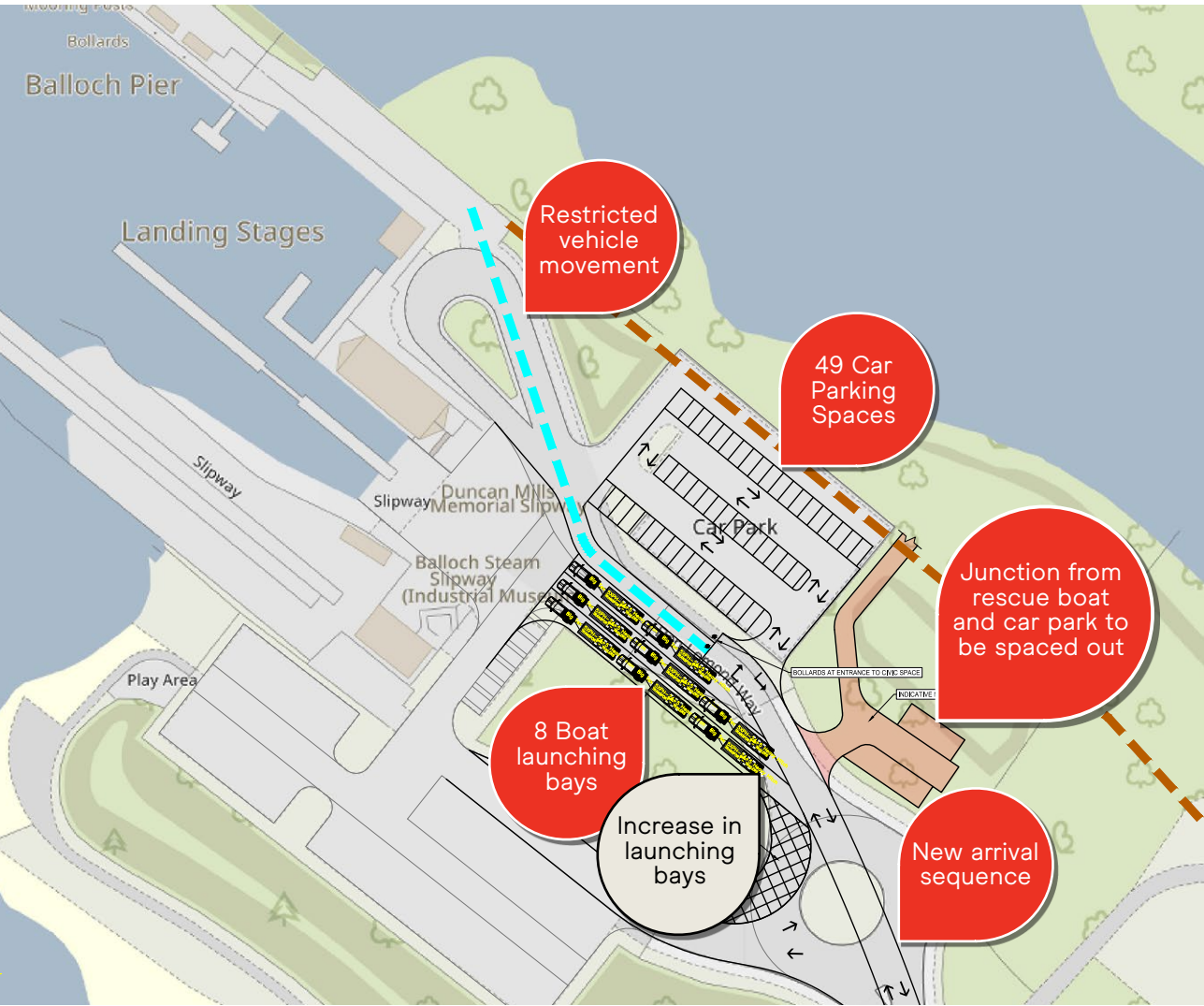


Physical Model: Proposed Condition



Physical Model: Proposed Condition

Movement Strategy



Movement Plan and Vehicle Tracking

Proposed Vehicle Movement:

The proposals aim to improve the flow of watercraft launching and recovery, ensuring a smooth, one-way, anti-clockwise circulation without disrupting other vehicle movements. The sequence is as follows: arrive at the Pierhead → queue in lane → launch watercraft → park in the car park → rejoin the queuing lane from the car park → recover watercraft → move to the preparation area (for vehicle and trailer sorting) → exit the Pierhead.

- Additional watercraft waiting spaces: Minimum of 5
- Reduction in public parking spaces: 13
- Boat preparation area: Retained

Proposed Queuing Lane Capacity:

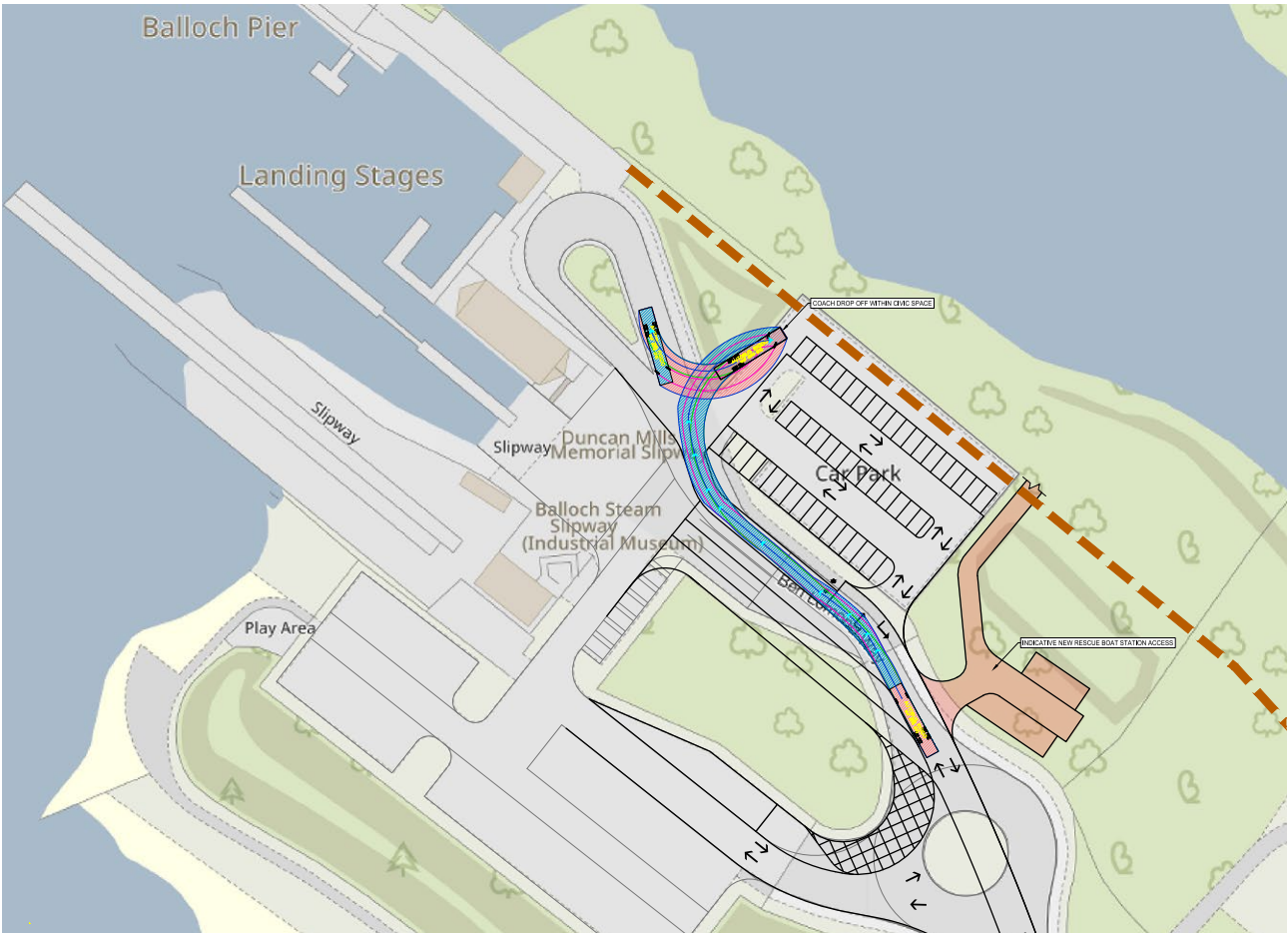
The introduction of an additional queuing lane, and the extension of existing lanes, will increase queuing capacity from 6 to 8 vehicles. This expanded capacity is designed to reduce congestion on Pier Road during peak times.

Proposed Visitor Car Park Access:

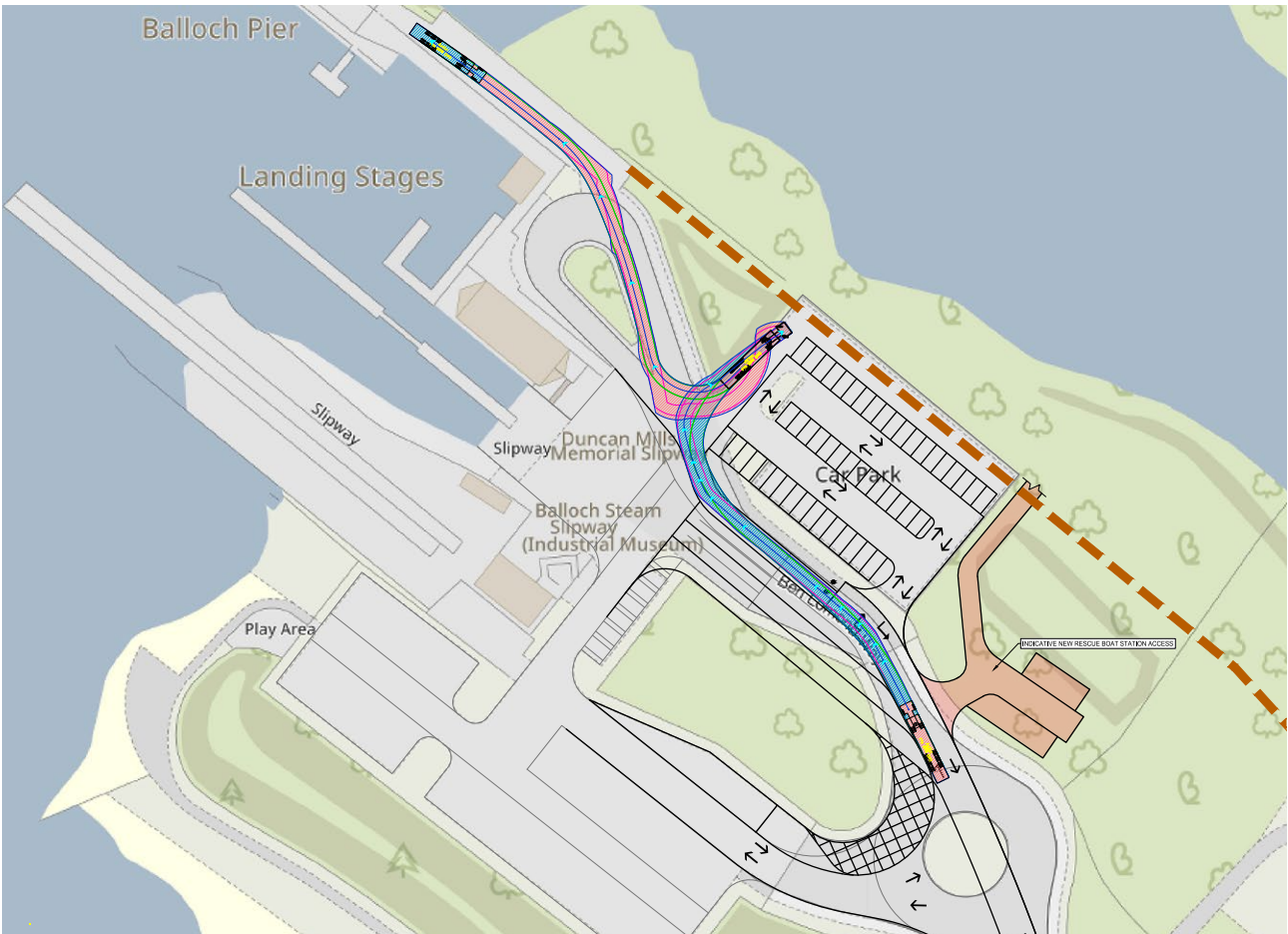
Relocating the public car park entrance closer to the site entrance reduces conflict between visitors and watercraft users, improving overall safety. This repositioning, combined with enhanced wayfinding, will improve legibility and orientation for visitors while maintaining clear access for rescue boats. The redesigned car park will offer a more direct connection to the shoreline, the Pierhead, and WC facilities, enhancing the sense of arrival and the destination experience.

Proposed Collection/Delivery/Maintenance Access:

Controlled, occasional vehicular access for deliveries, maintenance, and collections will be maintained. Limiting vehicle movement near the shore and Pierhead will significantly improve safety for pedestrians, cyclists, and other active travel users.

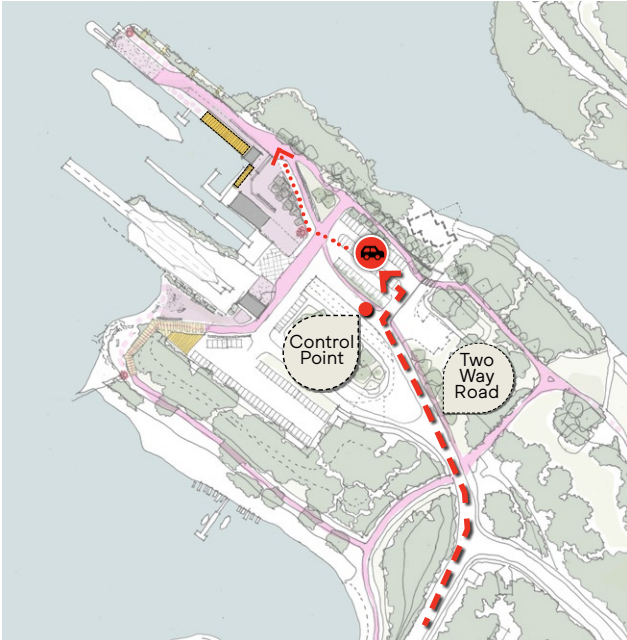


Coach Access



HGV Access

User Journeys



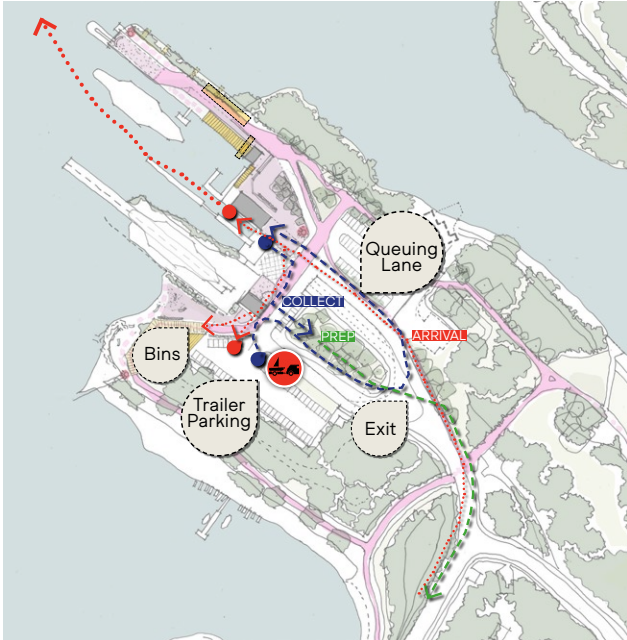
Public Car Parking

Access to the public car park has been relocated to the southern end of the site to minimise conflict between vehicles and watercraft. The car park layout has been reconfigured to accommodate the new Riverside Path and will include enhanced EV charging points. Accessible parking bays will be positioned closer to the Pierhead to provide more convenient access for all users.



Pedestrians

The main pedestrian routes have been redirected around the perimeter of the site, allowing the central area to be dedicated to boat launching operations and public parking. This reorganisation enhances on-site safety, while the new riverside path provides a direct and legible connection to the town centre. Accessibility upgrades will also be made to existing paths to ensure inclusive access for all users.



Boat Users

Several options for boat users have been explored throughout the design process. The number of launching bays has been increased to reduce on-site queuing, and the layout has been reconfigured to minimise conflict with pedestrians and car users. These improvements support a safer and more controlled boat launching experience.



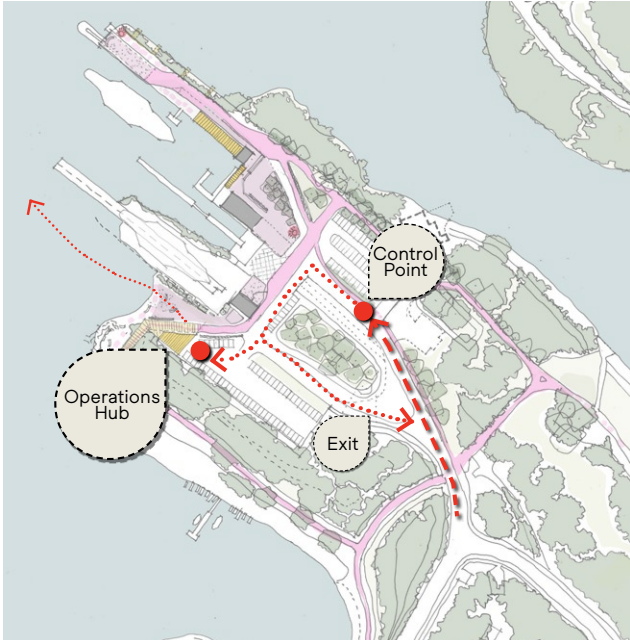
Service

The service route will follow the new main trunk road into the site, with controlled access at a designated point (as indicated above). A shared surface will provide access to the Pierhead, while vehicular access is retained to the western end of the site.



Staff

Staff car parking is retained in its original location, with EV charging points to be installed in this area, relocated from their previous position in front of the Registration Office. Access beyond the control point will be required to manage and maintain these facilities.



Water Users

Water users will require access beyond the control point, with dedicated parking provided near the new Operations Hub. This facility is designed to serve multiple user groups and is strategically positioned close to the beach. A designated exit route is proposed at the south-western end of the site.



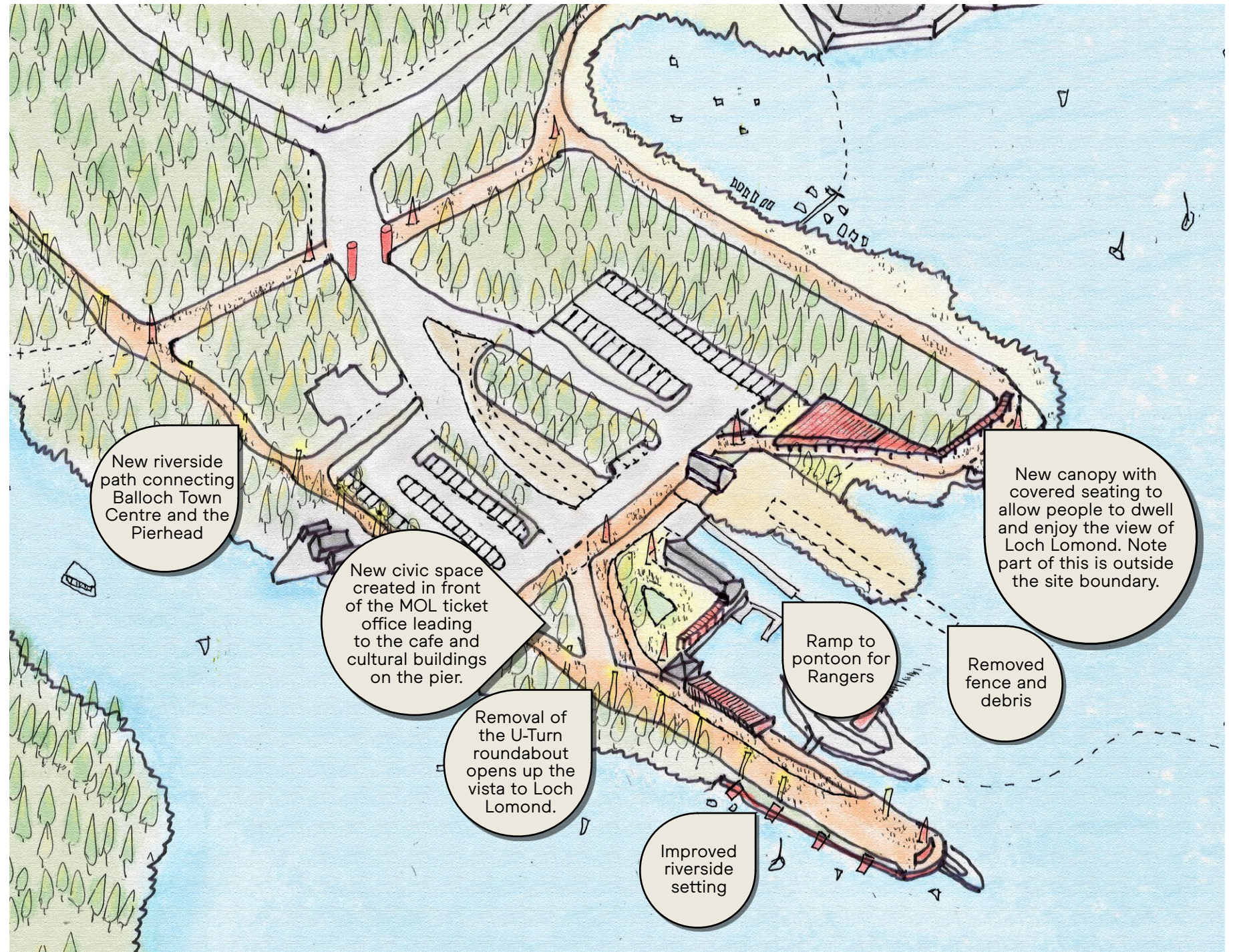
Enhanced Attractiveness

Challenges

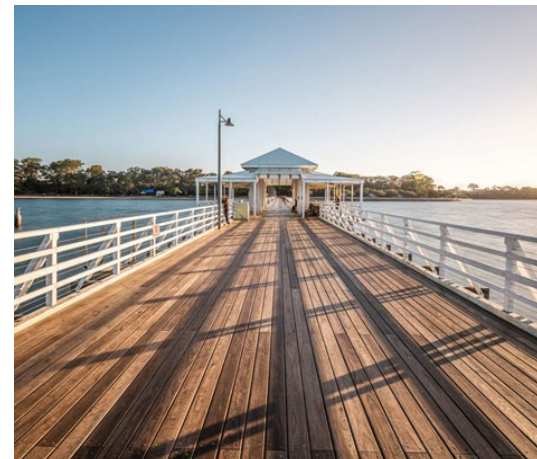
- Limited civic space
- No visual connection to the River Leven
- Lack of covered seating for enjoying the view
- Café seating feels temporary and informal
- Poor-quality, uneven surface treatments
- Inadequate wayfinding and signage
- Weak connectivity to Balloch town centre and the train station

How These Challenges Have Been Addressed

- A stronger sense of arrival and destination has been established.
- Public pedestrian access is now provided via the Riverside Path, offering a direct, safe, and accessible route for all active travel modes.
- Pedestrian arrival is oriented to frame a key vista toward the Pierhead.
- Wayfinding and signage will be enhanced both within the site and on approach.
- The café has been relocated to a permanent position, offering views of Loch Lomond and better connection to the River Leven.
- Covered seating has been introduced at key viewpoints to encourage dwell time and comfort.
- Public and civic space on site has been increased to improve the visitor experience and create a more welcoming, safe environment.



Balloch Pierhead Today



Cutek Pier



Terhills Lakes Pavilion. Source: www.made-in.be



Signage. Source: Lateral North



Artist Impression of Balloch Pierhead



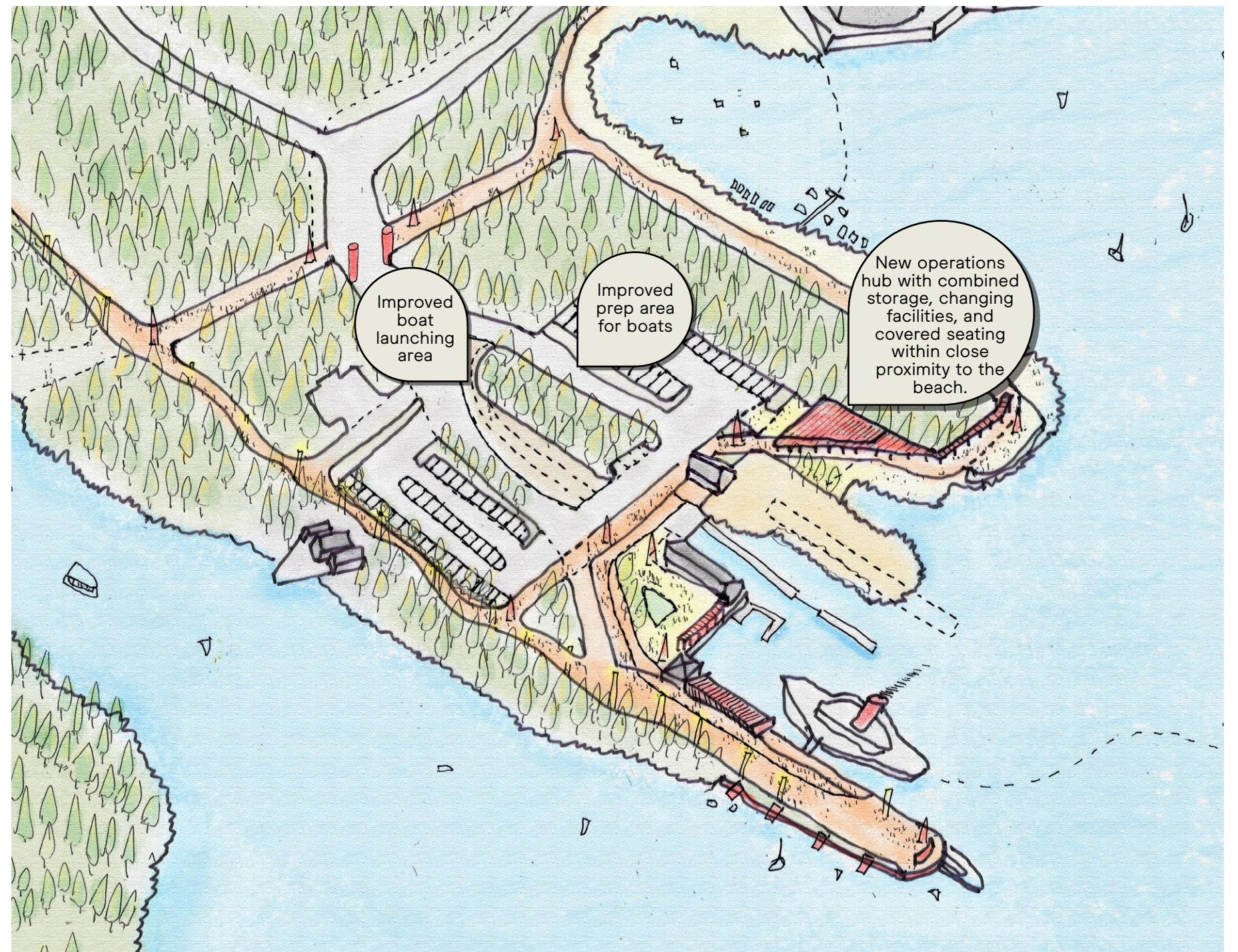
Functionality & Organisation

Challenges

- Disorganised storage and visual clutter
- Insufficient preparation space for boat launching
- Bins located prominently near the main entrance

How These Have Been Addressed:

- A new Operations Hub has been proposed to consolidate all storage requirements, reducing clutter across the site.
- The boat waiting area has been expanded, alongside the introduction of a dedicated preparation zone to support launching activity.
- Waste bins will be relocated inside the Operations Hub, allowing for discreet servicing. The service route has also been redirected away from the main boat launching area to improve safety and efficiency.



Balloch Pierhead Today



Loch Ray Pavilions. Source: RIBA Journal



Klavskik Row Club. Source: Henning Larsen



Serpentine Pavilion. Source: Lina Ghotmeh



Artist Impression of Balloch Pierhead



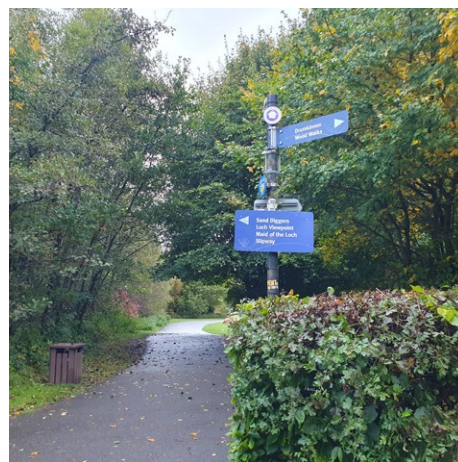
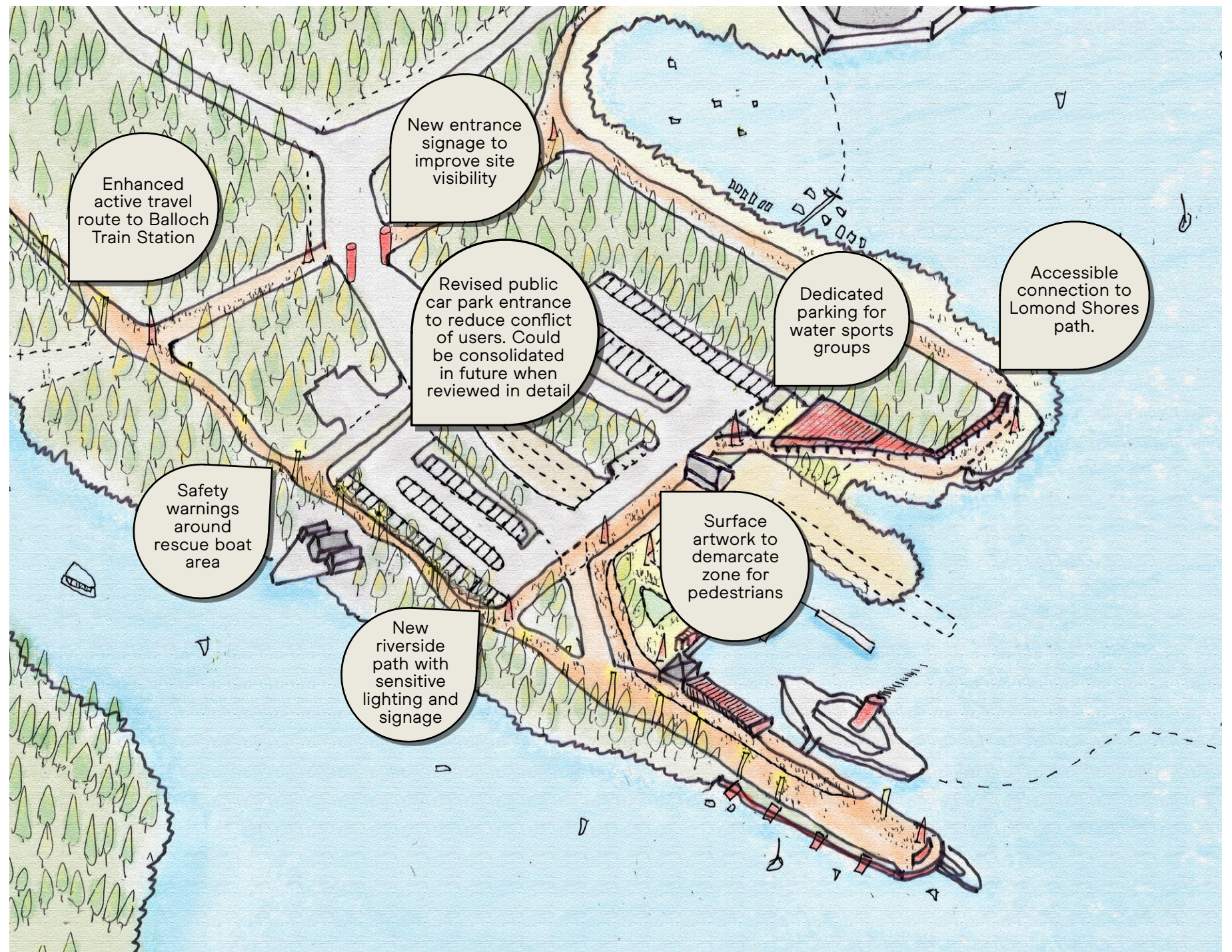
Access and Movement

Challenges:

- Traffic congestion and long queues during summer months
- Unclear signage to the public car park
- Unused turning area creating confusion
- No direct boat access to Balloch Park
- Limited wheelchair accessibility
- Disconnected and unclear visitor pathways

How These Have Been Addressed:

- The boat waiting area has been expanded to accommodate up to 8 waiting bays, reducing congestion.
- The entrance to the public car park has been relocated, and internal vehicle movement within the site has been restricted to improve safety and flow.
- Clear and consistent signage will be installed to guide visitors throughout the site.
- The redundant turning circle has been removed to create a more efficient layout.
- Alternative connections to Balloch park have been proposed that do not rely on the construction of a bridge.
- Accessibility improvements include reduced level changes, enhancements to the Lomond Shores path and new riverside path, as well as the installation of a disabled hoist for water access.
- A new visitor route from Balloch via the riverside path provides a direct and welcoming arrival into the heart of the site.
- Improved connections to regional routes including the John Muir Way, Three Lochs Way, West Loch Lomond Path, and the National Cycle Network strengthen the site's wider integration.



Balloch Pierhead Today



Signage. Source: St Kilda Creative Design



Ground Treatment. Source: Page\Park



Barbican Station. Source Joe Dunckley



Artist Impression of Balloch Pierhead



Biodiversity and Sustainable Design

Challenges

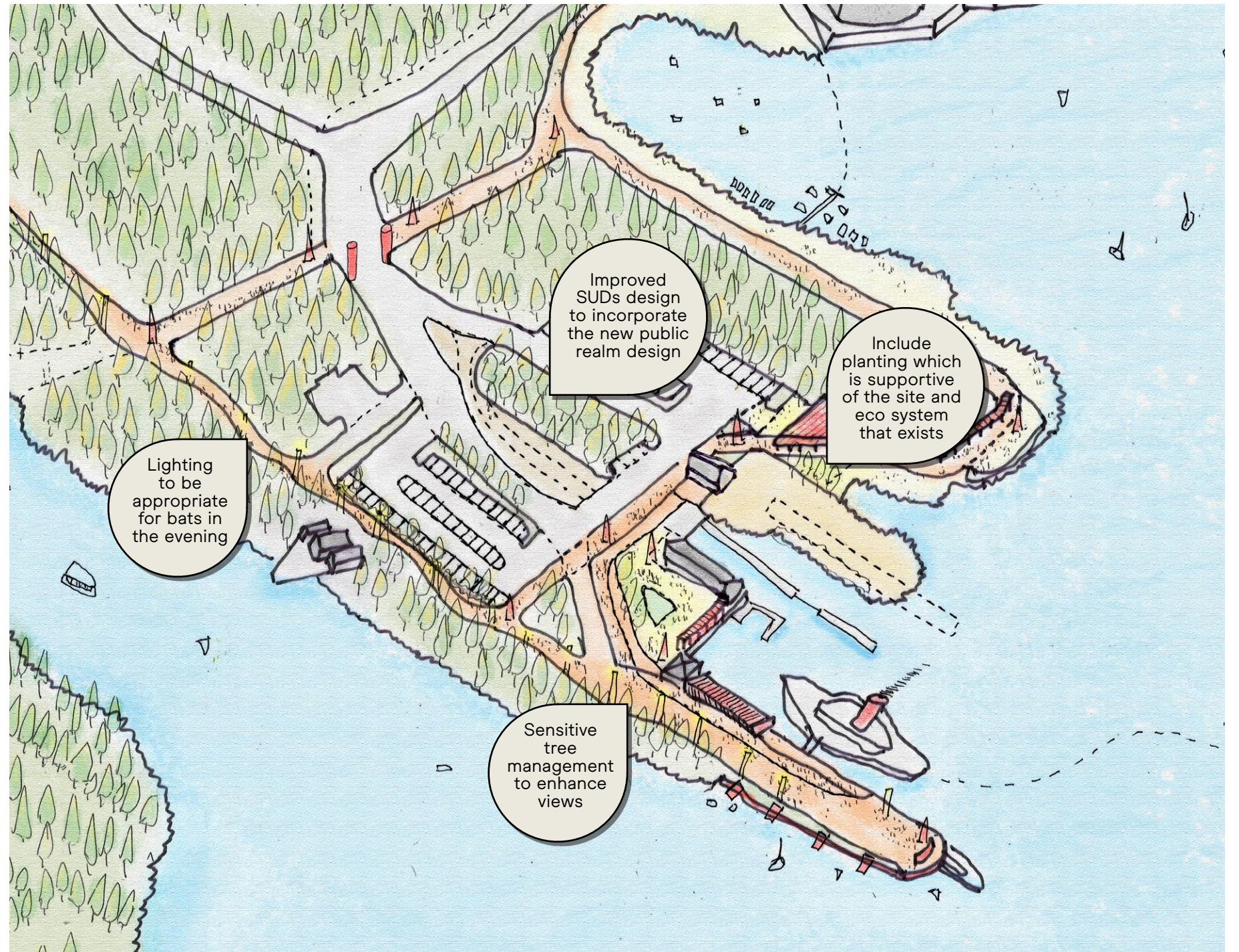
- Sustainable Urban Drainage Systems (SUDS) design
- Active travel connections
- Tree and vegetation management

How we have looked to address these

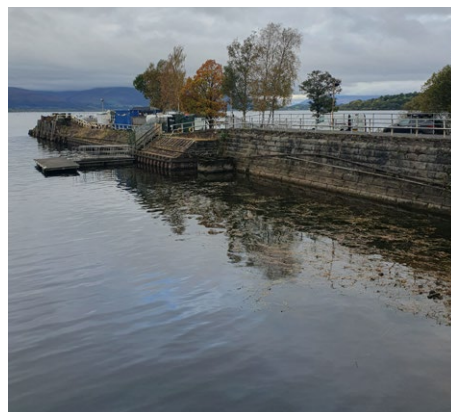
- SUDS have been rationalised and enhanced to better suit the site's requirements.
- New active travel connections have been proposed to improve accessibility and integration with wider networks.
- A sensitive approach to landscape management has been adopted to improve visual connections to Loch Lomond while maintaining ecological integrity.
- The overall design adopts a low-carbon, sustainable approach using minimal, low-scale, natural materials and lightweight structures that are in harmony with the local setting and habitats.
- All landscaping will use native species to support biodiversity, create nature networks, and enrich the visitor experience within the National Park.
- In line with LLTNPA's Ecology Guidance, all interventions are designed to respect and protect existing ecological balances, particularly around the water's edge, woodlands, and key species habitats.
- Additional green space has been incorporated to offset the minor reduction in SUDS area.

Next Steps

- **Stonework & Bat Roosting:** During the construction of the new civic path along the Pierhead, any stonework should be mortared with intentional gaps to provide summer (and potentially winter) roosting spaces for bats
- **Lighting:** All lighting will be low-level and bat-friendly. It is essential that when the café is closed at night, lighting remains non-intrusive to avoid deterring bat foraging. A detailed lighting strategy will be developed in the next design stage.
- **Wildlife:** Daubenton's bats are known to forage over the River Leven at night. All development will consider their foraging patterns and habitat needs.
- **Habitats & Planting:**
 - Opportunities for enhancing biodiversity through planting in civic spaces will be explored, aligned with LLTNPA's ecological guidance.
 - While installing bat boxes along the wall is an option, high water levels and heavy visitor traffic make this more challenging.
 - Remedial works will be carried out on self-seeded trees near the riverbank to retain this important wooded feature;
 - Woodland floor planting of native wildflowers is proposed to boost biodiversity and subtly guide foot traffic along designated paths;
 - Managed hawthorn planting (kept at 1-1.5m height) could further support biodiversity while helping direct movement and protect sensitive areas.



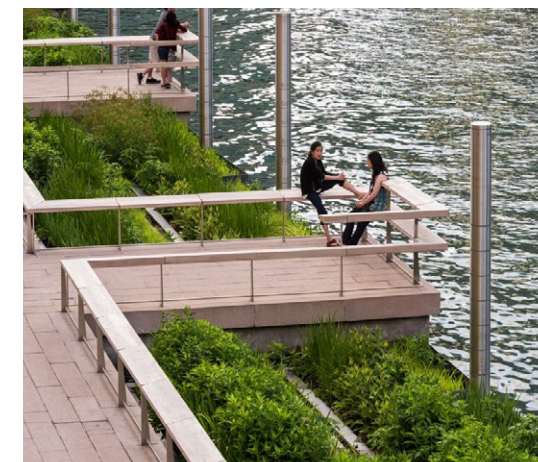
River Leven



Balloch Pierhead Today



Leeds Playhouse Gardens. Source: Page\Park



Chicago Riverwalk. Source: Ross Barney Architects

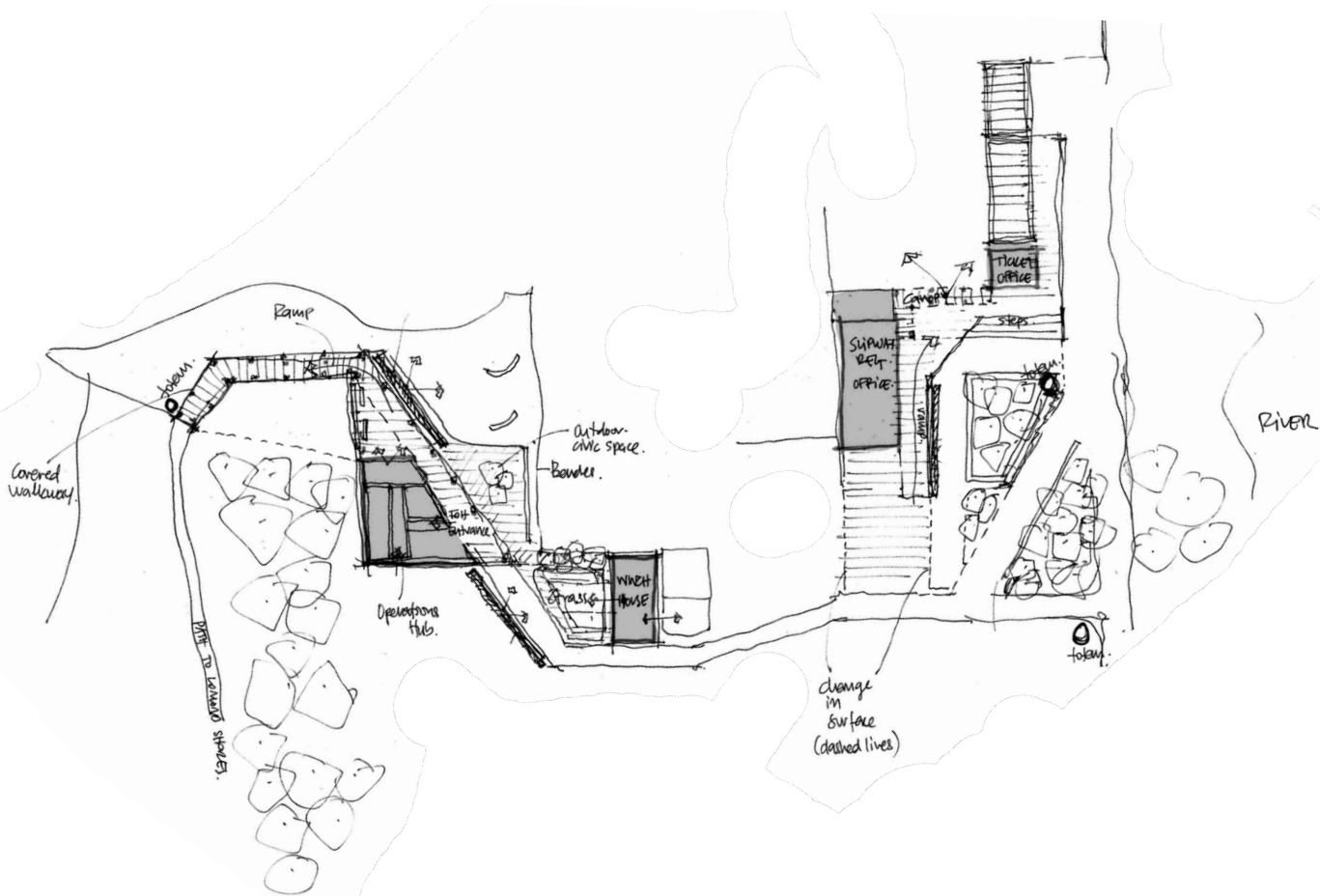


Bluebells. Source: LLTNPA

Architectural Language

The architectural language proposed for the site takes inspiration from the historic character of Balloch Pierhead, drawing on the distinctive forms and materials associated with pierhead architecture. A series of pavilions have been designed not only to serve functional and cultural purposes but also to integrate seamlessly with the public realm, offering shelter and canopy spaces reminiscent of the former railway station.

concept sketches have explored how surface treatments in civic areas can flow into the pavilion structures through the use of low-level seating walls and continuous canopy elements, creating a cohesive and unified architectural identity across the site. The next stage will involve developing these ideas further, responding sensitively to the site's context and refining the brief in collaboration with key stakeholders.



Sketch of the proposed Civic Spaces



Improvement Action Plan Projects Matrix



Short, Medium and Long Term Projects

The projects outlined in the matrix below should be viewed as a framework for a collaborative process involving key stakeholders and the local community. This framework aims to establish a shared roadmap for delivery. While the phasing provides a structured timeline, it is intended to remain flexible to adapt to emerging opportunities, funding availability, and evolving priorities. It serves as a foundation for action over the next 2 to 10 years.

Phasing Overview:

- Short Term: Within 2 years (by end of financial year 2027)
- Medium Term: Within 5 years (by end of financial year 2030)
- Long Term: Within 10 years (by end of financial year 2035)

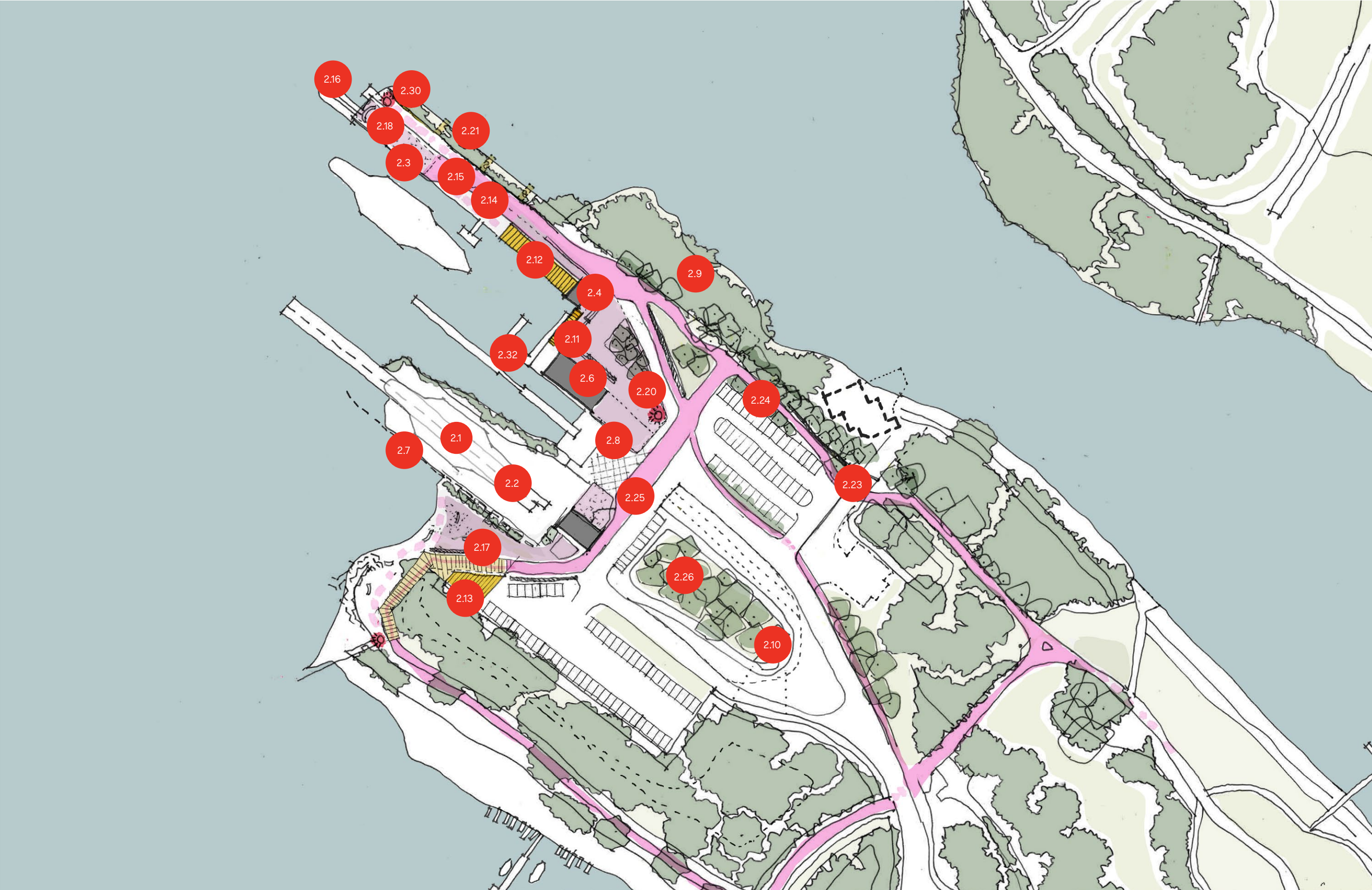
Works Outside Site Boundary

Balloch Pierhead				
Costs to be presented as a whole then split into short medium and long term.				
Short: 2 years (so end of financial year 2027)				
Medium: 5 years (End of financial year 2030)				
Long: 10 years (End of financial year 2035)				
Works Outside Site Boundary				
Project No.	Project Description	Suffix	Project Phasing Description	Phase
1.1	Town Square: Allow for 'town square' to be created with new high-quality paving, planting, lighting and seating. Area approx. 1500m2.	A	Allow for design work and survey work to Town Square. Allow for Topo and Utility Survey of this area.	MEDIUM
		B	Construction of Town Square proposals.	MEDIUM
1.2	Riverside Path: Refer to Civic Engineers Information. Refer to OS map for linear metres required.	A	Allow for design work to Riverside Path.	MEDIUM
		B	Construction of upgrades to Riverside Path.	MEDIUM
1.3	Pier Road: Refer to Civic Engineers Information. Refer to OS map for linear metres required.	A	Allow for design work to Pier Road.	MEDIUM
		B	Construction of upgrades to Pier Road	MEDIUM
1.4	Path from Lomond Shores. Allow for path to be reconfigured and made accessible by all. Refer to site photos for more detail.	A	Allow for design work to Lomond Shores Path	MEDIUM
		B	Construction of upgrades to Lomond Shores Path	MEDIUM
1.5	Signage Totems x7. Allow for 3m tall totems with integrated artwork and wayfinding similar to the example attached. Allow for lighting to be integrated into 3 of these around the site. Allow for foundations	A	Allow for design work to signage totems. Allow for engineering input to ground conditions and fixings. Allow for each totem to be of similar design with bespoke signage to each.	MEDIUM
		B	Construction of all totems.	MEDIUM
1.6	Water Taxi Service – Seasonal 6 months of year April-September. Allow for seasonal water taxi to carry 6-8 people on an hourly basis to the destinations shows over a seasonal period of 6 months.	A	Allow for feasibility work to investigate water taxi service proposals. Review drop off locations and works needed to allow boats to berth at each location.	MEDIUM
		B	Implement water taxi service. Allow for running costs associated with this and maintenance work out of season.	LONG
1.7	New entrance gateway signage. Allow for large custom made totems either side of the road with integrated signage and lighting. Allow for this to be 5m tall and have base of approx 750x750mm. Allow for x2 No.	A		MEDIUM
1.8	Allow for the dredging of 2000m2 area of water adjacent to the slipway for MOL to allow water uses easier and safer access.	A		SHORT

Works Inside Site Boundary

Works Inside Site Boundary				
Project No.	Project Description	Suffix	Project Phasing Description	Phase
2.1	Allow for installation of a disabled hoist to slipway.	A		SHORT
2.2	MOL: Works to timber Slipway as per MOL Report LLSC Timber Slipway Survey Report.	A		SHORT
2.3	MOL: Works to Pierhead, sheet piling as per MOL Report LLSC SSP Survey Report.	A		SHORT
2.4	MOL: Ticket Office Refurb – 42m2. Allow for refurbishment of the single storey ticket office to a new ticket office. Allow for fabric improvements, including insulating the building, new windows. Allow for SOX roof (plate and flashings) and wall (pointing) repairs. Allow for new FFE fitout and full rewire. Allow for new external signage.	A	Allow for design work RIBA Stages 2-7	SHORT
		B	Construction of upgrades to Ticket Office.	MEDIUM
2.5	Obtain Topo and Utility Surveys for the whole site.	A		SHORT
2.6	Registration Office – Allow for a Feasibility Study with Architect, Engineer and QS to review options and allow for minor alterations internally to rationalise storage and workspace.	A	Allow for design work RIBA Stages 2-7	MEDIUM
		B	Construction of upgrades to Registration Office	LONG
2.7	Remove the fence from MOL compound.	A		SHORT
2.8	EV charging points – Move from the front of the Registration Office to Public Car Park. Allow for car port over EV charging bays. Solar powered. Refer to Design Guide. Reconfiguration of existing 5 EV bays. Infrastructure in place.	A		MEDIUM
2.9	Tree management to River Leven. All green waste taken off site for recycling.	A		MEDIUM
2.10	Tree removal from roundabouts. All green waste taken off site for recycling.	A		MEDIUM
2.11	Sheltered Seating and Canopy adjacent to MOL ticket office. Allow for long bench in timber with metal handrails. Canopy to be lightweight structure constructed in timber.	A	Allow for design work in concentrated phase to take from concept to tender.	SHORT
		B	Construction of canopy and seating	MEDIUM
2.12	MOL Exhibition / Museum / Shop / Café Pavilion constructed alongside the MOL ticket office. The pavilion would be single storey, constructed in lightweight sustainable materials. Allow for glazed facade over Loch. It would be supported from timber piles from the Loch similar to the old railway station. Approx 200 m2	A	Allow for design work RIBA Stages 2-7	MEDIUM
		B	Construction of the MOL Pavilion	LONG
2.13	Operations Hub. Allow for single storey, increased volume building. The building would be constructed in lightweight sustainable materials. Allow for non heated building with basic fitout. Allow for Green Roof. Approx 200 m2	A	Allow for design work RIBA Stages 2-7	SHORT
		B	Construction of Operations Hub	SHORT
2.14	Allow for levels of the pierhead to be adjusted to make the site accessible. Review removal of old station platform. Allow for new railings around site perimeter to bespoke design.	A		MEDIUM
2.15	Allow for Pierhead to be resurfaced in timber deck as per original design intent. Allow for new railings around site perimeter to bespoke design.	A		MEDIUM
2.16	Allow for bespoke artist lead installation at the end of the Pierhead to enhance the visitor experience. This should be low level fixed to the railings. Allow for 10 linear metres.	A		SHORT
2.17	Civic Space - Operations Hub. Allow for surface improvements, seating, new planting. Approx size 600m2 area. A portion of this project is out with the site boundary.	A	Allow for design work RIBA Stages 2-7	SHORT
		B	Construction of Civic Space	MEDIUM
2.18	Civic Space - Pierhead. Allow for surface improvements including shared surface suitable for HGV access. Allow for new planting, seating and lighting. Allow for adjustments in levels to MOL ticket office, remove old steps and reform, upgrade ramp access and railings. Allow for inclusion of rain gardens Approx area size 750m2	A	Allow for design work RIBA Stages 2-7	SHORT
		B	Construction of Civic Space	MEDIUM
2.19	MOL Gate. Allow for secure metal gate spanning approx. 8m.	A		MEDIUM
2.20	Commission artwork reflective of sites heritage and location to sit within the two civic spaces. Allow at least £20k for each artwork. Allow for artist input.	A		MEDIUM
2.21	Riverside Enhancements. Allow for x5 no riverside jetties to allow people to dwell on the banks of the river.	A	Allow for design work RIBA Stages 2-7	MEDIUM
		B	Construction of Riverside Enhancements	LONG
2.22	Movement Strategy -Vehicles. Implement the new boat launching works including addition of the new lane, allow for resurfacing of all boat led areas including trailer parking. Allow for graphic overlay to entrance sequence to act as wayfinding strategy. Allow for dropped bollards at control point. Allow for reconfiguration of the public car park including the entrance and disabled bays.	A	Allow for design work RIBA Stages 2-7	SHORT
		B	Construction of Movement for Vehicles	MEDIUM
2.23	Allow for costs to form revised Recue Boat Access. Cost taken up to site entrance only.	A		MEDIUM
2.24	Movement Strategy - Pedestrians. Allow for site boundary the creation of the new Riverside Path. This path should be accessible and suitable for wheeling and walking. Sensitive low level lighting to be included. Linear metres can be taken from OS Map.	A	Allow for design work RIBA Stages 2-7	SHORT
		B	Construction of Movement for Pedestrians	MEDIUM
2.25	People and vehicle segregation at Registration office. Allow for ground artwork to delineate a path from the beach to the MOL ticket office. Allow for 10m of a low level linear wall at either end to terminate the route.	A		MEDIUM
2.26	SUDS - Allow for this area to be reduced in scope and size to allow additional boat lane. Civic to advise on infrastructure works to improve efficiency of drainage. Allow for trees to be thinned.	A		MEDIUM
2.27	Allow for increased cycle provision. Allow for x16 new bike rack stations. Allow for cycle shelter. Allow for E-Bike charging points. Allow for cycle repair station.	A		MEDIUM
2.28	Allow for review and upgrade of lighting across the entire site as part of the new built interventions. Allow for low level lighting, integrated within buildings where required.	A		MEDIUM
2.29	Allow for inclusion of wildflower planting / Bat Boxes / Habitat / Bug Hotels on site generally.	A		MEDIUM
2.30	Allowance for furniture to Pierhead. Allow for £10k budget.	A		MEDIUM
2.31	Allowance for site clearance generally, including all containers and storage	A		SHORT
2.32	Allowance for a timber ramp to the pontoon for the rangers.	A		SHORT

Improvement Action Plan Projects Matrix



Proposed Plan

Sustainability Strategy

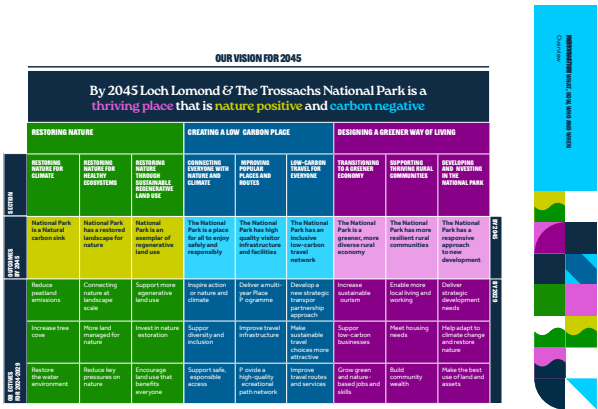
As architects and signatories to the 'UK Architects Declare Climate and Biodiversity Emergency', we acknowledge our responsibility to address the environmental challenges posed by our industry. Our sustainability strategy for the Balloch Pierhead Improvement Action Plan is rooted in respecting the natural heritage and unique character of the surrounding area, and the Loch Lomond and The Trossachs National Park that our study area sits within. It prioritises the respect of habitats, natural landscape, and the surrounding heritage assets.

Our approach emphasises minimal intervention, ensuring that the design is sympathetic to its setting, avoids visual obstruction, and harmonises with the broader landscape.

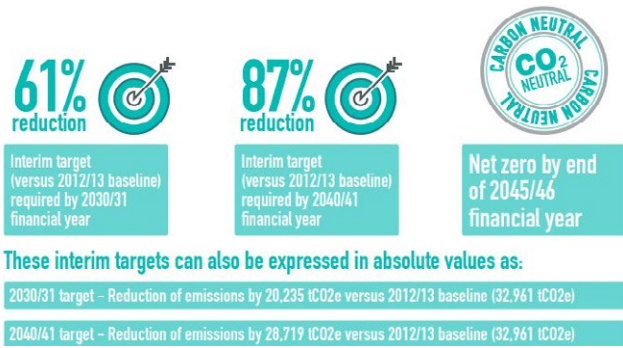
In alignment with our joint clients' sustainability targets, alongside guidance from LETI's Climate Emergency Design Guide and the RIBA Sustainable Outcomes Guide, our strategy reflects the commitment to meeting key regional and national objectives.

This includes West Dunbartonshire Council's ambition for net-zero carbon emissions by 2045 and the National Park Authority's goals for nature restoration and climate resilience by 2040. By adhering to these principles, we strongly recommend that the future development of any project within the Improvement Action Plan should aim to address the challenges of climate change through sustainable and sensitive design.

Situated in the exceptional setting at the edge of Loch Lomond, this project presents a unique opportunity to serve as a benchmark for sustainable public realm restoration. With its breathtaking views, distinctive landscape, and rich habitats, success can be achieved through minimal intervention enhancements and thoughtfully designed, lightweight structures.



National Park Partnership Plan
Source: National Park Partnership Plan 2024-2029



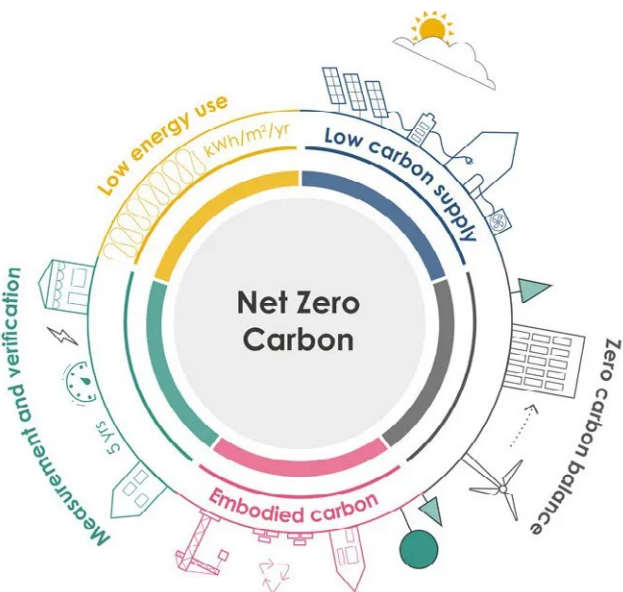
WDC Climate Change Targets
source: WDC Climate Change Strategy 2021-22

Sustainability Objectives for the Pierhead

- Maximised opportunities for active travel and public transport access.
- Protected and enhanced biodiversity and ecological value at the pierhead and surrounding waters.
- Protected woodland within the study area and ensuring tree coverage remains unchanged.
- Incorporated climate resilience, considering rising water levels and extreme weather patterns.
- Minimised carbon emissions across design, construction, and operation of any future interventions.
- Low-carbon, sustainable materials prioritising local sourcing.
- Enhanced social sustainability by promoting inclusive access and use as well as engagement in future development.
- All landscaping should be native to provide nature networks and enhance the experience of being in a National Park.
- All lighting should be bat friendly.

This Improvement Action Plan includes several sub-studies spanning various timeframes (short, medium, and long-term). As such, setting precise targets for each intervention will require further detailed understanding. While specific targets have not yet been established, it is strongly recommended that these are prioritised and agreed upon as soon as any of the sub-studies progresses to the next stage. This strategy sets an overarching guidance to the following headings:

- Passive Design
- Net Zero Carbon
- Reduce Operational Energy Demand
- Reduce Embodied Carbon
- Exclusion of Fossil Fuels
- Whole Life Carbon Assessment
- Flooding
- Review and Report



LETI: Net Zero Carbon diagram

Passive Design

As the project includes only minimal construction (light structures for cafe/storage), the focus will be on small, carefully positioned structures that optimise orientation to harness natural light and ventilation. Sustainable, locally sourced materials should be prioritised to ensure the designs blend seamlessly with the natural surroundings while minimising their environmental impact. The approach should celebrate simplicity and harmony with the landscape, reducing resource use while maximising functionality.

Net Zero Carbon

Net zero carbon needs to be considered in the context of whole life carbon. Whole life carbon includes operational and embodied carbon, and both need to be understood in detail in following stages. To achieve net zero carbon, we recommend prioritising low-carbon, locally sourced materials and incorporating circular economy principles to minimise embodied carbon. Passive design strategies, super-insulated envelopes, and renewable energy systems for reduced operational carbon. On-site offsetting through habitat restoration and integrating active travel infrastructure, alongside EV charging, would further support the project's carbon neutrality while enhancing the natural setting.

Reduce Operational Energy Demand

Operational carbon refers to the carbon dioxide and other greenhouse gases which are emitted as a result of a building's energy use. This typically includes emissions associated with heating, hot water, cooling, ventilation and lighting systems, as well as energy used for cooking and by specialist equipment such as lifts.

In terms of reducing operational energy use at the Pierhead, a 'fabric first' approach should be prioritised in existing buildings that will potentially be reused (i.e. ticket office), while careful operational energy demand should be considered for any new light structures (storage, cafe, etc.).

Reduce Embodied Carbon

'Embodied' carbon refers to the carbon emissions incurred from the manufacture, transport and erection of building materials used in the construction of a building. In the UK, buildings currently account for 49% of greenhouse gas emissions. Of the annual carbon emissions associated with buildings about 80% is associated with ongoing operational carbon emissions relating to the existing building stock. The remaining 20% is related to the embodied impact of new construction and retrofit. Addressing climate change has traditionally focused on reducing carbon emissions from operational energy consumption. However, as buildings become more energy efficient and electricity generation decarbonises, operational carbon of



RIBA Sustainable Outcomes Diagram

new buildings will significantly reduce. This means that embodied carbon will represent a higher proportion of whole life carbon (WLC) than it used to. Thus embodied carbon will become significant and can represent 40-70% of whole life carbon in a new low carbon building.

To achieve reduced embodied carbon at any future interventions at the Pierhead, we propose building as little as possible, focusing only on key facilities identified through community engagement as essential for the pierhead's operation, functionality, and appeal. Existing buildings, structures and materials should be used as priority. Where new light structures are proposed, these should prioritise minimal substructure and lightweight construction to reduce embodied carbon. Materials must be low-carbon, locally sourced, and designed for reuse or disassembly. Embodied carbon targets should be set for any new construction, aiming for exemplar performance and aligning with best practices for sustainable, resource-efficient design. This approach ensures that the pierhead improvements remain sensitive to their natural and heritage context while minimising environmental impact. Minimum and most efficient footprints to be pursued.

Exclusion of Fossil Fuels

A fundamental principle of zero carbon building is to stop using fossil fuels for heating. On-site generation of electricity for heat and power from renewable sources should be prioritised.

Whole Life Carbon Assessment

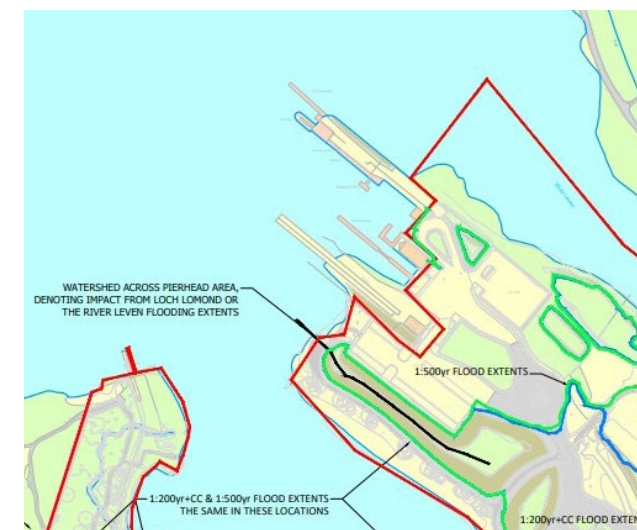
Whole Life Carbon (WLC) assessments evaluate the total carbon emissions associated with a building or infrastructure project over its entire lifecycle, including embodied carbon (from materials and construction) and operational carbon (from energy use and maintenance). Conducting a WLC assessment ensures that

carbon impacts are fully understood and provides a clear basis for setting reduction targets. We strongly recommend that a WLC assessment is undertaken at the next stages of the project to inform design decisions, identify opportunities to minimise carbon emissions, and ensure the improvements to the pierhead align with both local and national net-zero ambitions. This process will also demonstrate leadership in sustainable design and provide a benchmark for future projects.

The recognised methodology for this is the 'Whole Life Carbon Assessment for the Built Environment' framework by the Royal Institute of Chartered Surveyors (RICS). The strategy for carbon accounting is to be developed and agreed.

Flooding

The site is located within a flood zone as shown in SEPA flood maps. The Flood Risk Assessment submitted as part of the 2021/0212/PACPlanning application notes that the Pierhead area is identified as being at risk of fluvial flooding due to rising water levels in the loch and potential overtopping of the River Leven during extreme flood events. Ground levels in the area vary, with some portions lying within the functional floodplain (0.5% AEP event). Surface water flood risk is considered low due to existing drainage infrastructure, while groundwater flooding is deemed a secondary concern, as fluvial flooding would occur first. Mitigation measures outlined included avoiding development within the



Combined Flood Extents Map
As shown within Appendix 10 of
Planning Application No. 2021/0212/PAC

functional floodplain, situating key structures on elevated ground, and implementing SuDS outside the floodplain.

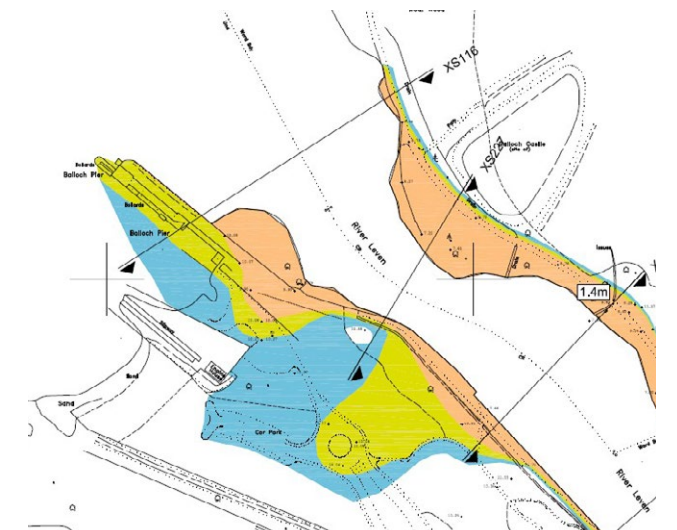
On that basis, our recommendation would be that for any future intervention in the study area, a detailed flood risk assessment should be carried out and any proposed interventions should incorporate flood-resilient design strategies, such as elevating structures where appropriate, using flood-resistant materials, and ensuring adequate drainage systems. Careful consideration must also be given to preserving natural floodplains and enhancing the site's capacity for natural water management to minimise the impact on the surrounding environment.

Review and Report

A strategy for reviewing and reporting should be developed in future stages to ensure targets are defined, monitored, and measured effectively.

Further considerations for next stages

- Ensure all relevant ecological and site condition surveys are carried out, including a tree and existing habitat survey.
- Consider appointing a sustainability consultant to guide the project's environmental performance.
- Embed Whole Life Carbon (WLC) Assessment throughout the development of future stages, particularly for any proposed structures.
- Establish a baseline carbon estimate for the project and identify opportunities for carbon reduction.



Flood Study by Jacobs
As shown within Flood risk assessment of
Planning Application No. 2021/0212/PAC

Risk Register

Balloch Pierhead
Improvement Action Plan
Health and Safety: Designer Risk Register

					MANAGEMENT	
Ref No.	Hazard Name	Hazard Details	Date Identified	Risk Category	Risk Reduction Proposal	Ownership
R.01	Working in live environment. Risk of injury to members of the public through contact with building operations.	Public and operatives involved in downtakings and construction.	Feb-25	High	Page\Park to consider vehicle access route to the site and identify pedestrian routes around the construction site and associated areas of contractor and public occupation with required separation measures to be undertaken. Consider site security to prevent unauthorised access. Develop a site set up plan at the next stage.	Contractor
R.02	Site Ownership	Review projects that straddle site ownership boundaries and discuss with neighbouring land owners any proposed works.	Feb-25	Low	Early dialogue with land owners.	Client
R.03	Rescue Boat	Review interface with proposed development at Rescue Boat Centre. Site has potential for traffic entering at high speed.	Feb-25	Medium	Develop proposals to enable oedestrian safety at key interfaces	Design Team
R.04	Stakeholder access and wayleaves	Review access to the site by operational stakeholders during any works. Note MOL have right of access along Pier Road and for maintenance of the ship.	Feb-25	Medium	Develop Traffic Management plan and phasing plan of the works to ensure the site can remain functional where possible. Review lease agreements and wyleave agreements prior to any works commencing.	Client / Contractor
R.05	Building within close proximity to flood plain and large bodies of water.	The site is located close to the River Leven and Loch Lomond and is prone to flooding.	Feb-25	High	Flood defences and flood resilient design to be considered as part of the next phase of design work.	Contractor
R.06	Working next to mature trees.	Operatives involved in the removal of any large trees or involved within tree management works.	Feb-25	Medium	Tree survey to be carried out to determine health of trees in vicinity of site area. Tree root protection areas to be identified to exclude vehicle traffic over.	Contractor
R.09	Existing underground services.	Existing services	Feb-25	High	Full inspection to be carried out (in partnership with utility companies where appropriate) to locate and disconnect any live services in advance of excavation works.	Contractor
R.11	On-site emissions eg diesel fumes causing air pollution.	Pollutants from the construction works being produced may be injurious to health to construction workers and adjacent amenity areas.	Feb-25	Low	Contractor to consider monitoring on-site pollution and recording information appropriately.	Contractor
R.12	Safe working & site enclosure - building works, including demolition and structural works to existing building.	Danger of collapse and injury or death of construction workers or pedestrians and those immediately outwith the site boundary.	Feb-25	High	Structural engineer to provide report on stability of existing structures prior to any works. RAMS will be needed for any ongoing works to structure. Contractor to consider and propose an appropriate site layout incorporating appropriate measures on boundaries to ensure safety of public and operatives.	Contractor
R.13	Site compound will be in a public environment and working site.	Protection of pedestrian and those immediately outwith the site boundary.	Feb-25	High	Page\Park to consider site set-up layout in PCI to ensure public, operative and site security. Contractor to consider and propose an appropriate site layout incorporating appropriate measures on boundaries to ensure public, operative and site security.	Contractor
R.14	Location of on-site stored fuel supplies to be considered by the contractor and an appropriate strategy proposed.	Risk of fire / explosion / contamination of land / watercourse and/or the immediate environment	Feb-25	Medium	Page\Park to make note of this for a Contractor to consider and propose an appropriate site layout and strategy for ensuring safety.	Contractor
R.16	Safe Working & Temporary Works	Risk of collapse of building element and/or structure causing injury or death of construction workers.	Feb-25	High	Contractor to develop method statements issued by Structural Engineer and ensure these are followed by site personnel and kept on record. Contractor to fully consider the nature of all required temporary work associated with the construction.	Contractor
R.17	Installation of the large elements of structure or other building components.	Risk of injury to operatives and damage to both the elements and other part of the site when working with large cumbersome elements.	Feb-25	High	Design team to clearly identify large components for Contractor to fully consider the nature of all large element works associated with the construction. At all stages appropriate Method Statements should be produced and kept on record.	Contractor
R.19	Safe working at height.	Risk of injury to operatives from falling or members of the public from falling equipment or material.	Feb-25	High	Roof works will demand working at height. Design team to clearly identify risk for Contractor to develop method statements and ensure these are followed by site personnel.	Contractor
R.20	Working in areas with pigeon guano or other animal droppings.	Risk to health of operatives	Feb-25	High	Include information in PCI	Contractor
R.23	Maintenance access to and cleaning of windows on façade and roof.	Risk of falling whilst carrying out cleaning / maintenance duties especially near bodies of water.	Feb-25	Medium	All accommodation will be maintained and cleaned by professional cleaners employed by the client.	Client
R.24	General roof access for drainage and repairs.	Gutters at edge of pitched roofs to existing building. Risk of falling whilst carrying out cleaning / maintenance duties.	Feb-25	High	All gutters to be accessible from MEWP or scaffold. Hardstanding areas will be provided where possible along building facades to facilitate access. Areas without hardstanding to be reviewed.	Client
R.25	Asset protection. Review compartmentation and fire strategy with the client and understand any additional insurance measures.	To protect key listed structures within the site and valuable client assets.	Feb-25	High	Review insurance arrangements with the client and ensure a Fire Safety Plan is develiped by the Contractor.	Client / Contractor

6

Engineering Statement

Engineering proposals for Balloch Pier can be summarised in terms of three main aspects:

Vehicle Movement

One of the primary goals of the project was to improve vehicle manoeuvrability on site, particularly during busy periods. Key issues highlighted were the interactions between public car park users and boat users, with tailbacks from the slipway waiting area causing disruption to the sites access for all users.

The project proposes to remove the existing roundabout at the entrance of the site to create a single carriageway access road to the public car park. An increased slipway waiting area allows boat users to diverge from the access road early to minimise impacts on the public car park. The public car park access junction has also been moved to the south to provide greater opportunity for civic space in the north and to provide clear visibility to the entrance. Access can be gained to the trailer parking area from the south of the access road to separate trailer and public parking. The existing boat slipway procedures and retrieval area have been maintained.

The provision of an increased slipway waiting area means that boat users are far less likely to tailback onto the access road and cause disruption to the public car park users. Analysis using average vehicle dimensions, obtained from user vehicle data, indicates that the extended waiting area provides sufficient space to accommodate 8 vehicles with trailers/boats, which is an increase

of 5 from the current capacity of 3 vehicles. Nevertheless, this capacity will vary with the dimensions of vehicles with the existing site being known to accommodate 6 vehicles in many instances.

The repositioning of the car park access and separation of the trailer parking access also reduces interactions between both users, likely requiring less on-site management.

Improvement of Civic Space

Another goal of the project was to create an improved public realm space through increased placemaking for all users.

The project proposes to repurpose a space at the north of the site which is currently only used for infrequent delivery vehicle access to the pier and turning. This area is proposed to become an open civic space for public use with a dedicated shared use space to allow delivery access to be maintained. The shared use space will be separated from the civic space through strategically positioned street furniture and paving layout, with access gained through a controlled point with bollards at the end of the access road.

A new 3.5m wide active travel route is proposed to access the site from the southeast which extends to the new civic space to the north of the public car park. One row of parking is proposed to be removed to allow sufficient space for the active travel route.

Drainage

No issues have been highlighted within the existing site drainage, with most of the site draining to a large overgrown SUDS pond in its centre. However, an updated drainage strategy is required to accommodate the proposed layout changes across the site.

It is proposed to maintain the existing drainage strategy for the site access road, public car park and slipway waiting area, with existing gully tails being extended into the SUDS pond and new gully connections being provided where necessary. The SUDS pond will be slightly reduced in size

to accommodate the new layout, however no capacity issues are anticipated due to its current size and a significant proportion being retained.

A new drainage strategy is required within the new civic space in the north of the site due to the significant changes proposed. Permeable paving is proposed in the areas of civic space which will also capture runoff from the dedicated shared use space. Permeable paving provides sufficient treatment and attenuation for the area prior to discharging to the river through a proposed new headwall connection.



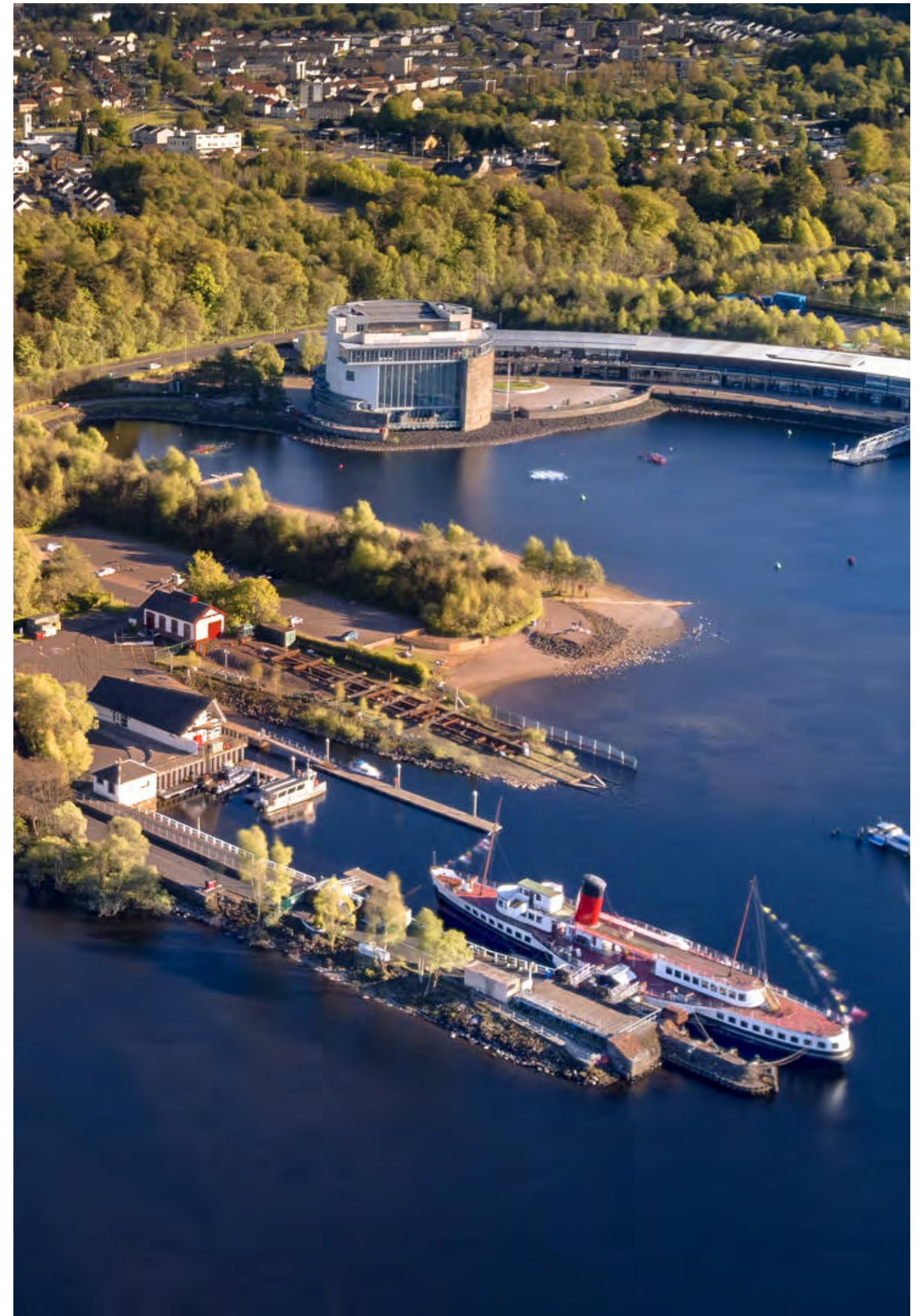
Artist Impression of Balloch Pierhead

7

Next Steps

As this Improvement Action Plan has evolved, a number of priority projects have emerged. These initiatives directly respond to the extensive engagement process with stakeholders and the local community. They aim not only to enhance the operational efficiency of the site, but also to strengthen its identity as a welcoming visitor destination and, importantly, to improve its connection to Balloch Town Centre.

We hope this is the start of the next steps in making the shared vision for Balloch Pierhead a reality, with the continued involvement and support of the local community.



Aerial view of Balloch Pierhead. Source: Maid of the Loch

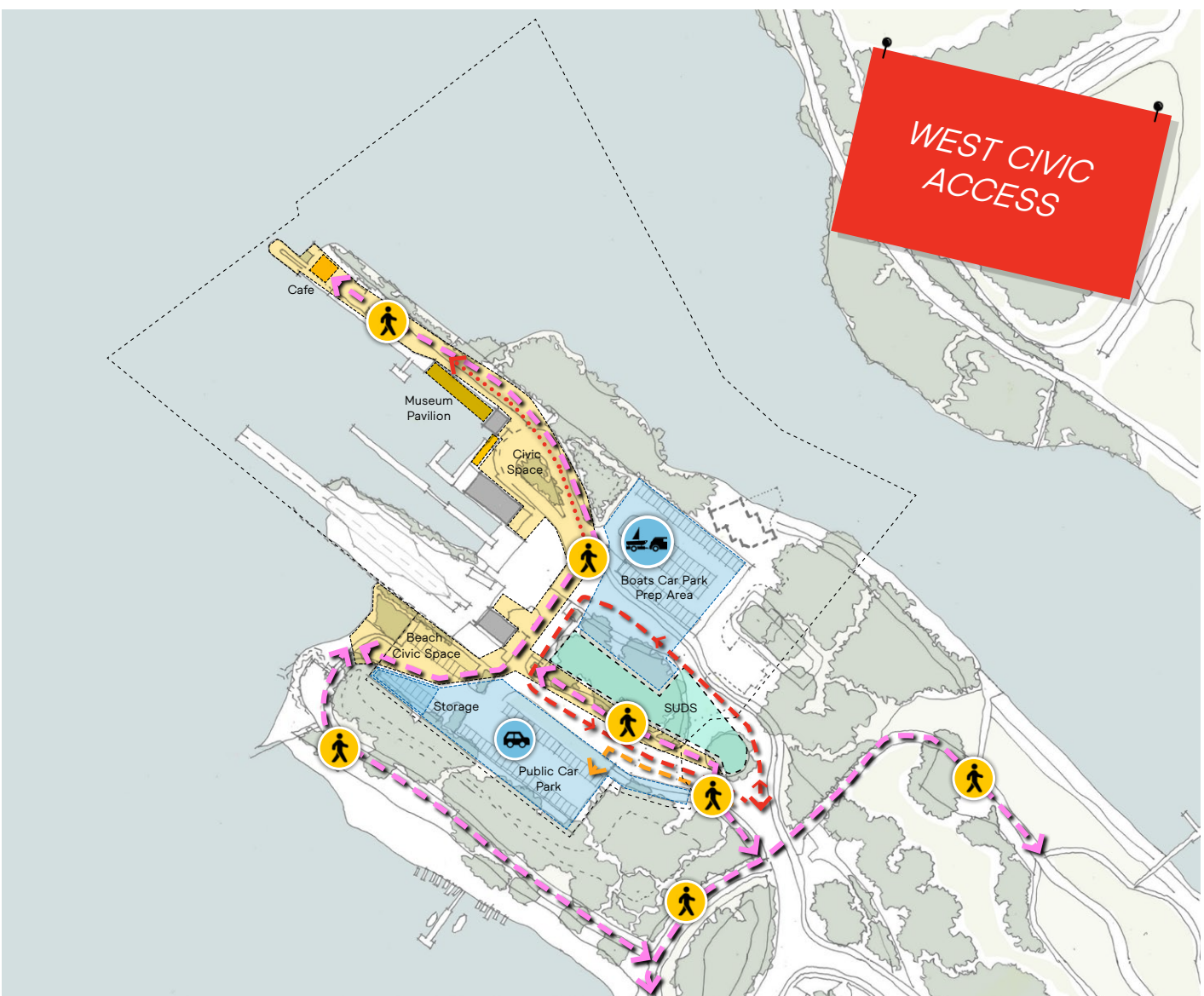
Appendix 1 Considered Options



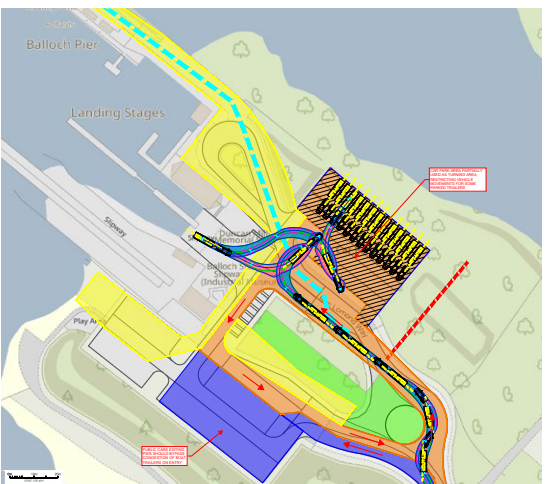
- Site Boundary
- Existing Buildings
- New Buildings
- Civic Space
- Parking and Storage
- SUDS zone
- Pedestrian Flow
- Public Car Parking
- Boat Launching
- Vehicle access



- Reasons this option was not taken forward include:**
- Not a clear visual connection between entry and view of Loch Lomond.
 - Not good opportunity for future pedestrian/visual link to Lomond Shores.
 - Storage further from the beach.
 - Slightly reduced boats parking to enlarge beach civic area.
 - Crossover between public car entry and rescue boat access road.
 - Crossover between pedestrian entry and vehicle movement.
 - Pedestrian/vehicle interaction at entry to public car park.
 - Ability for 6no. vehicles with boat trailers waiting to access slipway before the queue would impact the access of the civic space and public car park.
 - Staff management with reversed access strategy.



- Site Boundary
- Existing Buildings
- New Buildings
- Civic Space
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- Vehicle access



- Reasons this option was not taken forward include:**
- Public pedestrian entry crossover with entering vehicles (public) and exiting (boat).
 - Entry further from Pierhead and cafe.
 - Flipping car parks and practical complexities associated.
 - Storage unit more visually prominent
 - Potentially more difficult reversing procedure for launching boats.
 - Pedestrian entry to be carefully designed in terms of safety.
 - Ability for 5no. vehicles with boat trailers waiting to access slipway before the queue would impact the access of the Civic space and public carpark. Less than other options.
 - Little change, if any to existing parking numbers, however potential for vehicles manoeuvring to slipway to impede on boat and trailer parking, as well as civic space.

Thank you

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