

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: URGENT - Meetings with Stuart Mearns - Lomond Banks Planning Application
Date: 15 November 2022 11:56:33
Attachments: [image001.png](#)

Hi [REDACTED]
I could do this Friday at 10 am if that suits.
Regards,
[REDACTED]

From: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>
Sent: 11 November 2022 16:47
To: [REDACTED] Inverclyde <[REDACTED]@inverclyde.gov.uk>; [REDACTED] <[REDACTED]@west-dunbarton.gov.uk>; [REDACTED] <[REDACTED]@west-dunbarton.gov.uk>
Cc: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>; [REDACTED] <[REDACTED]@lochlomond-trossachs.org>
Subject: RE: URGENT - Meetings with Stuart Mearns - Lomond Banks Planning Application

Hi, still looking to get another catch-up meeting planned prior to 1st December. Can you please advise your availability next week and I will get this arranged.

Many thanks

[REDACTED]

From: [REDACTED]
Sent: 09 November 2022 16:17
To: [REDACTED] <[REDACTED]@inverclyde.gov.uk>; [REDACTED] <[REDACTED]@west-dunbarton.gov.uk>; [REDACTED] <[REDACTED]@west-dunbarton.gov.uk>
Subject: RE: URGENT - Meetings with Stuart Mearns - Lomond Banks Planning Application

Hi all, thanks for confirming your availability. Stuart is looking for 2 meetings so as this week isn't suitable, can you advise your availability next week and I will try and sort something. I have set the other meeting for 1st December.

Thanks

[REDACTED]

From: [REDACTED] <[REDACTED]@inverclyde.gov.uk>
Sent: 09 November 2022 14:45
To: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>
Subject: FW: URGENT - Meetings with Stuart Mearns - Lomond Banks Planning Application

Hi [REDACTED]

I have added my availability in red.

Thanks,

[REDACTED]

From: [REDACTED] <[REDACTED]@west-dunbarton.gov.uk>

Sent: 08 November 2022 15:27

To: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>; [REDACTED]
<[REDACTED]@inverclyde.gov.uk>; [REDACTED] <[REDACTED]@west-dunbarton.gov.uk>

Subject: RE: URGENT - Meetings with Stuart Mearns - Lomond Banks Planning Application

[REDACTED]

My availability below.

Regards,

[REDACTED]

From: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>

Sent: 08 November 2022 10:00

To: [REDACTED] Inverclyde <[REDACTED]@inverclyde.gov.uk>; [REDACTED]
<[REDACTED]@west-dunbarton.gov.uk>; [REDACTED] <[REDACTED]@west-dunbarton.gov.uk>

Subject: URGENT - Meetings with Stuart Mearns - Lomond Banks Planning Application
Importance: High

Morning [REDACTED] / [REDACTED] / [REDACTED]

Further to [REDACTED] email last week, grateful if you could please advise of your availability as soon as possible so that I can get these set up.

Thanks

[REDACTED]

From: [REDACTED] [REDACTED]

Sent: 04 November 2022 10:14

To: [REDACTED]@west-dunbarton.gov.uk' <[REDACTED]@west-dunbarton.gov.uk>;
[REDACTED]@west-dunbarton.gov.uk' <[REDACTED]@west-dunbarton.gov.uk>;
[REDACTED]@west-dunbarton.gov.uk' <[REDACTED]@west-dunbarton.gov.uk>

Subject: Meetings with Stuart Mearns - Lomond Banks Planning Application

Importance: High

Good morning everyone

Stuart Mearns requires an urgent meeting with you call to discuss the Lomond Bank planning application, Stuart has requested a date for next week and another in two

weeks time.

Can you please advise of your availability for the following dates:

Week commencing 7th November

- 8th November – 14:30 – 15:30 – No
- 11th November – anytime between 14:30 – 17:00- No

Week commencing 28th November

- 29th November – 15:30 – 16:30 – yes no
- 1st December – anytime between 10:00 – 13:00 - yes not 11-12, can do 12-1
- 2nd December – anytime between 14:30 – 16:00- no yes

Look forward to your reply.

Best wishes



Executive & Business Support Manager

Loch Lomond & The Trossachs National Park

Direct: 01389

www.lochlomond-trossachs.org

www.twitter.com/lomondtrossachs

www.facebook.com/lomondtrossachs

I'm currently hybrid working and will be based in our Headquarters on alternate Tuesdays and most Thursdays.

01389 or via this email address. National Park Authority staff can reach me via MS Teams.

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From: [Stuart Mearns](#)
To: [REDACTED]
Subject: RE: Lomond Banks ref. 2022/0157/PPP - Questions for the Road Authority
Date: 02 November 2022 11:19:19

Hi [REDACTED]

I understand there some reference to the ongoing discussion around the process to provide more roads / transport advice to assist our assessment at a meeting between our Chief Executive's yesterday.

Let me know when you are available to pick up the conversation. It now is increasingly urgent for us in order to make progress with the assessment of the application.

Thanks

Stuart

From: [REDACTED]
Sent: 17 October 2022 17:16
To: [REDACTED] ; [REDACTED]
Cc: [REDACTED] ; Stuart Mearns ; [REDACTED]
Subject: Re: Lomond Banks ref. 2022/0157/PPP - Questions for the Road Authority

Hi [REDACTED]

I trust you received the below email and have opportunity to consider it? We now urgently need your response and to understand whether or not there is likely to be any adjustment in the Road Authority position in the light of the matters highlighted.

This matter is now holding up the determination of the application so I would please request you provide your timeframe for responding - whatever that response may be.

I'm happy to discuss the matters further by telephone if that would be helpful in expediting your consideration.

Regards

[REDACTED]

[REDACTED] MRTPI
Development Management Planner
Loch Lomond & The Trossachs National Park
Direct: 01389 [REDACTED]
www.lochlomond-trossachs.org

[REDACTED] You can best contact me via 01389 [REDACTED]
or [REDACTED] lochlomond-trossachs.org National Park Authority staff can reach me via Teams.

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From: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>
Sent: 06 October 2022 08:49

To: [REDACTED] <[REDACTED]@west-dunbarton.gov.uk>; [REDACTED]
<[REDACTED]@west-dunbarton.gov.uk>
Cc: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>; Stuart Mearns
<stuart.mearns@lochlomond-trossachs.org>; [REDACTED] <[REDACTED]@west-dunbarton.gov.uk>

Subject: Re: Lomond Banks ref. 2022/0157/PPP - Questions for the Road Authority

Dear [REDACTED]

Further to our discussions and subsequent to our earlier correspondence (copied below), I write again to seek clarity from the Roads Authority concerning the below matters:

On the matter of the timing of the surveys being undertaken in the neutral month (points 1 and 2 below). We respectfully suggest that if the planning authority were to seek justification from the applicant, they will defer to the Road Authority highlighting that the neutral-month approach is agreed methodology. In the light of the overwhelming objection concerning seasonal traffic impacts and the Department for Transport Guidance (highlighted below) which expressly allows for non-neutral period assessment in areas with high seasonal tourism, planning officers are of the view that further assessment would be appropriate in this case. Summer traffic data would help determine the weight to be given to public objections on traffic/congestion and also whether any targeted seasonal mitigation would be appropriate. We respectfully suggest that if the Roads Authority agrees on this point, that the Roads Authority, as Statutory Consultee, is best placed to request such further assessment from the applicant.

On the matter of the age of the survey data (point 5 below). Your response below states that *"2017 data is arguably outside the widely expected [SIC] validity period of 3 years, although we have accepted/used 5 year old data in the past. Due to COVID using 2021 data in any comparison is unlikely to support any valid conclusion. Additional traffic data collection should be considered for cross checking validity of 2017 data."* Does the Road Authority therefore consider the TA to be a competent assessment? Is a fresh assessment now warranted? Does the Roads Authority intend to require additional traffic data collection for checking validity as is suggested above?

On the matter of parking (point 12 below). We respectfully request that the parking quantum outlined on the applicant's parameters plan are independently checked and verified by the Roads Authority. Due to the application being EIA, the parameters on the plan will become 'fixed maxima'. We are not able to attach your requested planning condition deferring consideration of parking to the MSC stage if meeting the parking standards would require additional parking quantum over and above that stated on the parameters plan. We are therefore seeking your considered view as to whether the parking (notably as set out in Table 2.4 at para 2.6.23 of the EIA Appendix 12) is correct and in accord with the standards or otherwise. This aspect is the subject of a detailed and high-profile objection.

As a general point, a number of your responses below (1, 5, 6, 8, 10) suggest that 'the applicant should provide and/ or clarify' various information. We respectfully suggest that if the Roads Authority considers that additional information is required to assist in responding to our queries, that the Roads Authority, as Statutory Consultee, is best placed to request this from the applicant.

We look forward to hearing from you at your earliest convenience regarding the above points.

Regards

[REDACTED]

[REDACTED] MRTPI
Development Management Planner
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Direct: 01389 [REDACTED]
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[REDACTED] You can best contact me via 01389 [REDACTED]
or [REDACTED] lochlomond-trossachs.org National Park Authority staff can reach
me via Teams.

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found in our latest [advice to visitors](#).

From: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>
Sent: 22 September 2022 18:35
To: [REDACTED] <[REDACTED]@west-dunbarton.gov.uk>; [REDACTED]
<[REDACTED]@west-dunbarton.gov.uk>
Cc: Stuart Mearns <stuart.mearns@lochlomond-trossachs.org>; [REDACTED]
<[REDACTED]@lochlomond-trossachs.org>; [REDACTED] <[REDACTED]@west-dunbarton.gov.uk>; [REDACTED] <[REDACTED]@lochlomond-trossachs.org>
Subject: Re: Lomond Banks ref. 2022/0157/PPP - Questions for the Road Authority

Dear [REDACTED]

Thank you for your response to our previous email. Stuart Mearns and I feel further exploration/discussion is urgently needed to assist us in relation to the below points in the light of the strength of objection on traffic grounds and the attention/scrutiny this issue is likely to receive at planning committee. I would be grateful if you and/or [REDACTED] could contact Stuart at your earliest convenience in this regard (I am on leave from now returning 03 Monday October).

In relation to traffic assessment and timing of the survey (points 1 and 2 below) we note the following guidance (my highlights) and would ask the Road Authority if you would consider further assessment to be appropriate in the light of this (and also noting your own response to point 5 below regarding the validity of the survey data)?

May 2020 Department for Transport Transport Analysis Guidance (TAG)

<https://www.gov.uk/transport-analysis-guidance-tag>

"3.3.6 Surveys should typically be carried out during a 'neutral', or representative, month avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods. However, there can be instances where a particular period (e.g. weekends or school holidays) is of interest, for example in regions with relatively high levels of seasonal tourism. The period for the surveys should be selected with careful consideration of the purpose of the transport model."

Also on parking, we note your response to point 12 below suggesting the applicant demonstrate that the proposal is compliant with standards (they claim it is). However, we do not have confidence in the adequacy and accuracy of the parking quantum in the EIA and on the parameters plan and this matter has also been raised in objections (please see

representation on the portal from a Mr [REDACTED] on behalf of Ross Greer MSP). We are therefore seeking your considered view as to whether the parking (notably in Table 2.4 at para 2.6.23 of the EIA Appendix 12) is correct and in accord with your standards or otherwise. In the event of approval, we would also wish to avoid a situation where compliance with your requested planning condition (for subsequent detailed MSC proposals to comply with the standards) would require additional parking quantum or parking areas not currently identified on the parameters plan.

I may seek further queries /clarifications on the other aspects in due course.

I have copied Stuart's PA ([REDACTED]) for inclusion in relation to arrangements for discussions etc with Stuart in my absence.

Regards

[REDACTED]

[REDACTED] MRTPI
Development Management Planner
Loch Lomond & The Trossachs National Park
Direct: 01389 [REDACTED]
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From: [REDACTED] <[REDACTED][west-dunbarton.gov.uk](mailto:[REDACTED]@west-dunbarton.gov.uk)>
Sent: 14 September 2022 15:19
To: [REDACTED] <[REDACTED][lochlomond-trossachs.org](mailto:[REDACTED]@lochlomond-trossachs.org)>; [REDACTED]
<[REDACTED][west-dunbarton.gov.uk](mailto:[REDACTED]@west-dunbarton.gov.uk)>
Cc: Stuart Mearns <stuart.mearns@lochlomond-trossachs.org>; [REDACTED]
<[REDACTED][lochlomond-trossachs.org](mailto:[REDACTED]@lochlomond-trossachs.org)>; [REDACTED] <[REDACTED][west-dunbarton.gov.uk](mailto:[REDACTED]@west-dunbarton.gov.uk)>
Subject: RE: Lomond Banks ref. 2022/0157/PPP - Questions for the Road Authority

Hi [REDACTED]

Apologies for the delay however we have only recently received feedback from our consultant and have reviewed the questions with relevant WDC officers. I have attached responses to each question below.

1. Traffic flows in the applicant's Transport Assessment (EIA Appendix 12.1) are based on the current network outside the tourist season (i.e. September and November 2017). The Assessment states "Survey data was also gathered in August 2017 (w/c Thursday 10th August 2017 to Wednesday 16th August 2017, inclusive) during the school summer holiday period to provide traffic data for a sensitivity assessment, should it be required at key pinch points on the network, subject to the neutral month

assessment. It was agreed with WDC and TS, however, that mitigation would not be provided for a summer season assessment given the industry standard premise that it is generally not appropriate to design and build for a non-neutral assessment scenario." The assessment is therefore not likely to represent the peak impact from the development during the summer months (i.e. when the school children are on holiday and when most trips to the National Park occur). Given that Balloch is the 'tourist village/hub' of the National Park the planning authority asks whether it would be appropriate in this case to set aside the standard industry premise and consider further the impact of the development during this tourist/holiday period?

The applicant should be requested to set out in appropriate detail technical grounds to support any agreement with WDC and TS that no tourist season traffic assessment is required. That being said the prescribed industry standard is to use neutral month assessments for design purposes. The Planning authority may take the view, in light of suspected objections to use the information collected during the non-neutral period to consider the further impact of the development during the holiday period.

2. If the answer to the above question is no, can the road authority provide a narrative as to why the standard industry premise should prevail in this case?

As suggested the use of neutral month assessments are the national prescribed industry standard and therefore the required information that designs should be based on.

3. If upon reflection it is considered that sensitivity testing (utilising the August 2017 data) might be appropriate, then what, if any further assessment work would be required by the applicant?

Sensitivity testing should be considered at all junctions previously analysed.

4. Subject to the sensitivity testing being undertaken and its findings, what additional mitigation would be needed to address the impacts (for example, if not road upgrades, in relation to targeted management of the development traffic during the peak season)?

Demand management mechanisms such as employee and visitor travel plans and car parking management plans could be considered in terms of mitigating vehicle travel impacts of the proposed development. For the proposed development a robust service and delivery plan could also contribute to mitigation of vehicle impacts.

5. Does the Road Authority have confidence that the survey data remains credible considering we have seen very different visitor and traffic patterns since 2017 (i.e. noting the impact of Covid and staycationing?)

2017 data is arguably outside the widely expected validity period of 3 years, although we have accepted/used 5 year old data in the past. Due to COVID using 2021 data in any comparison is unlikely to support any valid conclusion. Additional traffic data collection should be considered for cross checking validity of 2017 data.

6. In either baseline assessment scenario (present assessment or peak summer assessment) what would be the impact on existing baseline traffic flows as a result of the proposal? Could the Roads Authority articulate what the uplift represents in additional journeys in relative and absolute terms (i.e. % and trips per minute/per hour) as compared to existing flows?

The applicant supplies some % increase traffic data in Chapter 7 of their transport assessment report (Table 7.3 Stoneymollan Roundabout). Should similar data be required for elsewhere on the network, then this would need requested from the applicant.

7. Is there any management or mitigation proposed or that could be sought by the Roads/Planning Authority to help manage vehicle movements?

Travel plans, Car Parking Management Plans and Service delivery plans. Such plans should be appropriately detailed at planning application stage, at least to an outline level. The delivery and execution of such plans should be included in planning/legal agreements where appropriate and be enforceable.

8. Does the assessment methodology take account of anticipated journeys made by public transport or does it assume that all journeys to the site would be made by private car (i.e. is it a worse-case scenario)?

The applicants transport assessment appears to only consider vehicle impacts in detail. The applicant should clarify how forecast development traffic derived from TRICS vehicle trip rates was classified for inclusion in capacity assessments undertaken in PCU's.

9. Any considerations or mitigation identified to maximise active and sustainable/public travel that could be requested/required – for example via developer contributions?

The applicant should provide forecast of pedestrian/cycle traffic generated by the development and if required propose appropriate mitigation to accommodate such traffic on relevant transport networks. Mitigation could take the form of developer contributions.

10. The current assessment appears to be based broadly on the previous proposal that was the subject of application ref 2018/0133/PPP. This application proposed 32 lodges in Drumkinnon Woods. Has the trip generation/assignment methodology been updated from the previous assessment to reflect the relocation of these 32 lodges to Woodbank House? If not, would this change make a material difference to the conclusions of the assessment?

Applicant should be requested to provide clarification on this point. Detailed review would be required following applicants clarification.

11. Is the proposed location of the replacement park and ride car park for Balloch Station (44 spaces) adequate/appropriate?

From paragraph 6.4.6 of the applicants transport assessment the 44 car parking spaces are a WDC stipulation. Roads would request clarification on where this

stipulation came from as there was no specific parking requirement stipulated by WDC Roads? Roads offered the advice that if the current parking{albeit temp located to the north of the visitor centre} was to be removed a proportion should be relocated. The car park suggested in the application is the proposed relocation of the existing hard standing/car park area to Pier Road. The proposed location is further from Balloch Station than the current car park, the spaces should be in the southern section of the proposed Pier Road car park, which would be within an acceptable walking distance to the station. The reference to park and ride shouldn't be confused with our current feasibility study to provide a {44 number} park and ride at the station which is not part or related to this development.

12. Does the proposed parking quantum (and distribution) on the parameters plan meet with WDCs parking standards? Is the parking appropriately located to service each element of the proposal?

The applicant should clearly demonstrate compliance with relevant NRDG parking standards.

13. Has there been any consideration taken in the assessment of Cameron House's extension coming on stream?

There is no evident or explicit consideration of Cameron House within the transport assessment. Should this be required the applicant should clarify how this has been addressed within their transport assessment.

Kind Regards

██████████

From: ██████████ <██████████@lochlomond-trossachs.org>

Sent: 29 August 2022 15:05

To: ██████████ <██████████@west-dunbarton.gov.uk>

Cc: ██████████ <██████████@west-dunbarton.gov.uk>; Stuart Mearns <stuart.mearns@lochlomond-trossachs.org>; ██████████ <██████████@lochlomond-trossachs.org>

Subject: Re: Lomond Banks ref. 2022/0157/PPP - Questions for the Road Authority

Dear ██████████

I hope you're well. I'm emailing to touch base to check you received our queries below and for an indication of timeframes actions-wise on your side. This is so we can start to think about what, if any, further information we may require from the applicant and timescales for planning committee.

Regards

██████████

██████████ MRTPI
Development Management Planner
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<https://www.lochlomond-trossachs.org/planning/coronavirus-covid-19-planning-services/>. Information on how to respect, protect and enjoy the National Park can be found in our latest [advice to visitors](#).

From: [REDACTED]

Sent: 17 August 2022 08:35

To: [REDACTED] [west-dunbarton.gov.uk](mailto:[REDACTED]@west-dunbarton.gov.uk) <[REDACTED]@west-dunbarton.gov.uk>

Cc: [REDACTED] [west-dunbarton.gov.uk](mailto:[REDACTED]@west-dunbarton.gov.uk) <[REDACTED]@west-dunbarton.gov.uk>; Stuart Mearns <stuart.mearns@lochlomond-trossachs.org>; [REDACTED] <[REDACTED]@lochlomond-trossachs.org>

Subject: Lomond Banks ref. 2022/0157/PPP - Questions for the Road Authority

Dear [REDACTED]

Further to the Road Authority's consultation response to application 2022/0157/PPP and our recent discussions please find below our further questions to assist us in our assessment of the application in the light of the community's traffic concerns:

1. Traffic flows in the applicant's Transport Assessment (EIA Appendix 12.1) are based on the current network outside the tourist season (i.e. September and November 2017). The Assessment states *"Survey data was also gathered in August 2017 (w/c Thursday 10th August 2017 to Wednesday 16th August 2017, inclusive) during the school summer holiday period to provide traffic data for a sensitivity assessment, should it be required at key pinch points on the network, subject to the neutral month assessment. It was agreed with WDC and TS, however, that mitigation would not be provided for a summer season assessment given the industry standard premise that it is generally not appropriate to design and build for a non-neutral assessment scenario."* The assessment is therefore not likely to represent the peak impact from the development during the summer months (i.e. when the school children are on holiday and when most trips to the National Park occur). Given that Balloch is the 'tourist village/hub' of the National Park the planning authority asks whether it would be appropriate in this case to set aside the standard industry premise and consider further the impact of the development during this tourist/holiday period?
2. If the answer to the above question is no, can the road authority provide a narrative as to why the standard industry premise should prevail in this case?
3. If upon reflection it is considered that sensitivity testing (utilising the August 2017 data) might be appropriate, then what, if any further assessment work would be required by the applicant?
4. Subject to the sensitivity testing being undertaken and its findings, what additional mitigation would be needed to address the impacts (for example, if not road upgrades, in relation to targeted management of the development traffic during the peak season)?
5. Does the Road Authority have confidence that the survey data remains credible considering we have seen very different visitor and traffic patterns since 2017 (i.e. noting the impact of Covid and staycationing?)
6. In either baseline assessment scenario (present assessment or peak summer assessment) what would be the impact on existing baseline traffic flows as a result of the proposal? Could the Roads Authority articulate what the uplift represents in additional journeys in relative and absolute terms (i.e. % and trips per minute/per

hour) as compared to existing flows?

7. Is there any management or mitigation proposed or that could be sought by the Roads/Planning Authority to help manage vehicle movements?
8. Does the assessment methodology take account of anticipated journeys made by public transport or does it assume that all journeys to the site would be made by private car (i.e. is it a worse-case scenario)?
9. Any considerations or mitigation identified to maximise active and sustainable/public travel that could be requested/required – for example via developer contributions?
10. The current assessment appears to be based broadly on the previous proposal that was the subject of application ref 2018/0133/PPP. This application proposed 32 lodges in Drumkinnon Woods. Has the trip generation/assignment methodology been updated from the previous assessment to reflect the relocation of these 32 lodges to Woodbank House? If not, would this change make a material difference to the conclusions of the assessment?
11. Is the proposed location of the replacement park and ride car park for Balloch Station (44 spaces) adequate/appropriate?
12. Does the proposed parking quantum (and distribution) on the parameters plan meet with WDCs parking standards? Is the parking appropriately located to service each element of the proposal?
13. Has there been any consideration taken in the assessment of Cameron House's extension coming on stream?

I would be grateful for feedback at your earliest convenience as we wish to begin negotiations with the applicant starting in early September.

Regards

[REDACTED]
[REDACTED] MRTPI
Development Management Planner
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or [REDACTED] lochlomond-trossachs.org National Park Authority staff can reach me via Teams.

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From: [REDACTED]
To: [REDACTED]
Cc: [Stuart Mearns](#); [REDACTED]
Subject: Re: Lomond Banks ref. 2022/0157/PPP - Questions for the Road Authority
Date: 22 September 2022 13:20:00

Hi [REDACTED]

Apologies for the short notice but would you be available for a short telecon with me and Stuart Mearns this afternoon, if possible, regarding the below?

Regards
[REDACTED]

[REDACTED] MRTPI
Development Management Planner

Loch Lomond & The Trossachs National Park

Direct: 01389 [REDACTED]

www.lochlomond-trossachs.org

[REDACTED] You can best contact me via 01389 [REDACTED]
or [REDACTED] www.lochlomond-trossachs.org National Park Authority staff can reach me via Teams.

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From: [REDACTED]
Sent: 14 September 2022 15:19
To: [REDACTED]; [REDACTED]
Cc: Stuart Mearns; [REDACTED]; [REDACTED]
Subject: RE: Lomond Banks ref. 2022/0157/PPP - Questions for the Road Authority
Hi [REDACTED]

Apologies for the delay however we have only recently received feedback from our consultant and have reviewed the questions with relevant WDC officers. I have attached responses to each question below.

1. Traffic flows in the applicant's Transport Assessment (EIA Appendix 12.1) are based on the current network outside the tourist season (i.e. September and November 2017). The Assessment states *"Survey data was also gathered in August 2017 (w/c Thursday 10th August 2017 to Wednesday 16th August 2017, inclusive) during the school summer holiday period to provide traffic data for a sensitivity assessment, should it be required at key pinch points on the network, subject to the neutral month assessment. It was agreed with WDC and TS, however, that mitigation would not be provided for a summer season assessment given the industry standard premise that it is generally not appropriate to design and build for a non-*

neutral assessment scenario.” The assessment is therefore not likely to represent the peak impact from the development during the summer months (i.e. when the school children are on holiday and when most trips to the National Park occur). Given that Balloch is the 'tourist village/hub' of the National Park the planning authority asks whether it would be appropriate in this case to set aside the standard industry premise and consider further the impact of the development during this tourist/holiday period?

The applicant should be requested to set out in appropriate detail technical grounds to support any agreement with WDC and TS that no tourist season traffic assessment is required. That being said the prescribed industry standard is to use neutral month assessments for design purposes. The Planning authority may take the view, in light of suspected objections to use the information collected during the non-neutral period to consider the further impact of the development during the holiday period.

2. If the answer to the above question is no, can the road authority provide a narrative as to why the standard industry premise should prevail in this case?

As suggested the use of neutral month assessments are the national prescribed industry standard and therefore the required information that designs should be based on.

3. If upon reflection it is considered that sensitivity testing (utilising the August 2017 data) might be appropriate, then what, if any further assessment work would be required by the applicant?

Sensitivity testing should be considered at all junctions previously analysed.

4. Subject to the sensitivity testing being undertaken and its findings, what additional mitigation would be needed to address the impacts (for example, if not road upgrades, in relation to targeted management of the development traffic during the peak season)?

Demand management mechanisms such as employee and visitor travel plans and car parking management plans could be considered in terms of mitigating vehicle travel impacts of the proposed development. For the proposed development a robust service and delivery plan could also contribute to mitigation of vehicle impacts.

5. Does the Road Authority have confidence that the survey data remains credible considering we have seen very different visitor and traffic patterns since 2017 (i.e. noting the impact of Covid and staycationing?)

2017 data is arguably outside the widely expected validity period of 3 years, although we have accepted/used 5 year old data in the past. Due to COVID using 2021 data in any comparison is unlikely to support any valid conclusion. Additional traffic data collection should be considered for cross checking validity of 2017 data.

6. In either baseline assessment scenario (present assessment or peak summer assessment) what would be the impact on existing baseline traffic flows as a result of the proposal? Could the Roads Authority articulate what the uplift represents in additional journeys in relative and absolute terms (i.e. % and trips per minute/per hour) as compared to existing flows?

The applicant supplies some % increase traffic data in Chapter 7 of their transport assessment report (Table 7.3 Stoneymollan Roundabout). Should similar data be required for elsewhere on the network, then this would need requested from the applicant.

7. Is there any management or mitigation proposed or that could be sought by the Roads/Planning Authority to help manage vehicle movements?

Travel plans, Car Parking Management Plans and Service delivery plans. Such plans should be appropriately detailed at planning application stage, at least to an outline level. The delivery and execution of such plans should be included in planning/legal agreements where appropriate and be enforceable.

8. Does the assessment methodology take account of anticipated journeys made by public transport or does it assume that all journeys to the site would be made by private car (i.e. is it a worse-case scenario)?

The applicants transport assessment appears to only consider vehicle impacts in detail. The applicant should clarify how forecast development traffic derived from TRICS vehicle trip rates was classified for inclusion in capacity assessments undertaken in PCU's.

9. Any considerations or mitigation identified to maximise active and sustainable/public travel that could be requested/required – for example via developer contributions?

The applicant should provide forecast of pedestrian/cycle traffic generated by the development and if required propose appropriate mitigation to accommodate such traffic on relevant transport networks. Mitigation could take the form of developer contributions.

10. The current assessment appears to be based broadly on the previous proposal that was the subject of application ref 2018/0133/PPP. This application proposed 32 lodges in Drumkinnon Woods. Has the trip generation/assignment methodology been updated from the previous assessment to reflect the relocation of these 32 lodges to Woodbank House? If not, would this change make a material difference to the conclusions of the assessment?

Applicant should be requested to provide clarification on this point. Detailed review would be required following applicants clarification.

11. Is the proposed location of the replacement park and ride car park for Balloch Station (44 spaces) adequate/appropriate?

From paragraph 6.4.6 of the applicants transport assessment the 44 car parking spaces are a WDC stipulation. Roads would request clarification on where this stipulation came from as there was no specific parking requirement stipulated by WDC Roads? Roads offered the advice that if the current parking {albeit temp located to the north of the visitor centre} was to be removed a proportion should be relocated. The car park suggested in the application is the proposed relocation of the existing hard standing/car park area to Pier Road. The proposed location is further from Balloch Station than the current car park, the spaces should be in the southern section of the proposed Pier Road car park, which would be within an acceptable walking distance to the station. The reference to park and ride shouldn't be confused with our current feasibility study to provide a {44 number} park and ride at the station which is not part or related to this development.

12. Does the proposed parking quantum (and distribution) on the parameters plan meet with WDCs parking standards? Is the parking appropriately located to service each element of the proposal?

The applicant should clearly demonstrate compliance with relevant NRDG parking standards.

13. Has there been any consideration taken in the assessment of Cameron House's extension coming on stream?

There is no evident or explicit consideration of Cameron House within the transport assessment. Should this be required the applicant should clarify how this has been

addressed within their transport assessment.

Kind Regards

From: [REDACTED]
Sent: 29 August 2022 15:05
To: [REDACTED]
Cc: [REDACTED]; Stuart Mearns; [REDACTED]
Subject: Re: Lomond Banks ref. 2022/0157/PPP - Questions for the Road Authority

Dear [REDACTED]

I hope you're well. I'm emailing to touch base to check you received our queries below and for an indication of timeframes actions-wise on your side. This is so we can start to think about what, if any, further information we may require from the applicant and timescales for planning committee.

Regards

[REDACTED] MRTPI
Development Management Planner
Loch Lomond & The Trossachs National Park
Direct: 01389 [REDACTED]

www.lochlomond-trossachs.org

[REDACTED] You can best contact me via 01389 [REDACTED] or
[REDACTED] lochlomond-trossachs.org National Park Authority staff can reach me via
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[advice to visitors](#).

From: [REDACTED]
Sent: 17 August 2022 08:35
To: [REDACTED] west-dunbarton.gov.uk <[REDACTED]@west-dunbarton.gov.uk>
Cc: [REDACTED] west-dunbarton.gov.uk <[REDACTED]@west-dunbarton.gov.uk>; Stuart Mearns
<stuart.mearns@lochlomond-trossachs.org>; [REDACTED] <[REDACTED]@lochlomond-trossachs.org>
Subject: Lomond Banks ref. 2022/0157/PPP - Questions for the Road Authority

Dear [REDACTED]

Further to the Road Authority's consultation response to application 2022/0157/PPP and our recent discussions please find below our further questions to assist us in our assessment of the application in the light of the community's traffic concerns:

1. Traffic flows in the applicant's Transport Assessment (EIA Appendix 12.1) are based on the current network outside the tourist season (i.e. September and November 2017). The Assessment states "Survey data was also gathered in August 2017 (w/c Thursday 10th August 2017 to Wednesday 16th August 2017, inclusive) during the school summer holiday period to provide traffic data for a sensitivity assessment, should it be required at key pinch points on the network, subject to the neutral month assessment. It was agreed with WDC and TS, however, that mitigation would not be provided for a summer season assessment given the industry standard premise that it is generally not appropriate to design and build for a non-neutral assessment scenario." The assessment is therefore not likely to represent the peak impact from the development during the summer months (i.e. when the school children are on holiday and when most trips to the National Park occur). Given that Balloch is the 'tourist village/hub' of the National Park the planning authority asks whether it would be appropriate in this case to set aside the standard industry premise and consider further the impact of the development during this

tourist/holiday period?

2. If the answer to the above question is no, can the road authority provide a narrative as to why the standard industry premise should prevail in this case?
3. If upon reflection it is considered that sensitivity testing (utilising the August 2017 data) might be appropriate, then what, if any further assessment work would be required by the applicant?
4. Subject to the sensitivity testing being undertaken and its findings, what additional mitigation would be needed to address the impacts (for example, if not road upgrades, in relation to targeted management of the development traffic during the peak season)?
5. Does the Road Authority have confidence that the survey data remains credible considering we have seen very different visitor and traffic patterns since 2017 (i.e. noting the impact of Covid and staycationing?)
6. In either baseline assessment scenario (present assessment or peak summer assessment) what would be the impact on existing baseline traffic flows as a result of the proposal? Could the Roads Authority articulate what the uplift represents in additional journeys in relative and absolute terms (i.e. % and trips per minute/per hour) as compared to existing flows?
7. Is there any management or mitigation proposed or that could be sought by the Roads/Planning Authority to help manage vehicle movements?
8. Does the assessment methodology take account of anticipated journeys made by public transport or does it assume that all journeys to the site would be made by private car (i.e. is it a worse-case scenario)?
9. Any considerations or mitigation identified to maximise active and sustainable/public travel that could be requested/required – for example via developer contributions?
10. The current assessment appears to be based broadly on the previous proposal that was the subject of application ref 2018/0133/PPP. This application proposed 32 lodges in Drumkinnon Woods. Has the trip generation/assignment methodology been updated from the previous assessment to reflect the relocation of these 32 lodges to Woodbank House? If not, would this change make a material difference to the conclusions of the assessment?
11. Is the proposed location of the replacement park and ride car park for Balloch Station (44 spaces) adequate/appropriate?
12. Does the proposed parking quantum (and distribution) on the parameters plan meet with WDCs parking standards? Is the parking appropriately located to service each element of the proposal?
13. Has there been any consideration taken in the assessment of Cameron House's extension coming on stream?

I would be grateful for feedback at your earliest convenience as we wish to begin negotiations with the applicant starting in early September.

Regards

[Redacted Signature]

MRTPI

Development Management Planner

Loch Lomond & The Trossachs National Park

Direct: 01389 [Redacted]

www.lochlomond-trossachs.org

[Redacted] You can best contact me via 01389 [Redacted] or
[Redacted] lochlomond-trossachs.org National Park Authority staff can reach me via
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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Urgent call
Date: 07 September 2022 19:51:00
Importance: High

Hi [REDACTED] / [REDACTED] / [REDACTED]

Stuart is looking to set up an urgent call to get an update on your actions from the last meeting re the Lomond Banks application. Can you send me your availability for the remainder of this week and I can see if I can get a 30 min call arranged for you all.

Many thanks

[REDACTED]

[REDACTED]

**PA to Director of Corporate Services and Director of Place
Loch Lomond & The Trossachs National Park**

Direct: 01389 [REDACTED]

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From: [Stuart Mearns](#)
To: [REDACTED]
Subject: FW: Consultation Request Notification - 2022/0157/PPP
Date: 06 September 2022 16:02:23
Attachments: [image002.png](#)
[image004.png](#)
[FIACN - WDC Forward Planning.pdf](#)

From: [REDACTED] <[REDACTED]@west-dunbarton.gov.uk>
Sent: 06 September 2022 16:01
To: Stuart Mearns <stuart.mearns@lochlomond-trossachs.org>
Subject: FW: Consultation Request Notification - 2022/0157/PPP

Stuart,

I hope all is well.

West Dunbartonshire Council would request that the consultation period is extended to the end of October 2022. This will allow the Council to take into account any new information and would allow us put a full response to Council for agreement.

I hope this is acceptable.

Regards,

[REDACTED]

[REDACTED]
Planning, Building Standards and Environmental Health Manager
Tel no: [REDACTED]



From: [REDACTED]
Sent: 15 June 2022 11:23
To: 'stuart.mearns@lochlomond-trossachs.org' <stuart.mearns@lochlomond-trossachs.org>
Subject: FW: Consultation Request Notification - 2022/0157/PPP

Morning Stuart,

[REDACTED]
[REDACTED]

As discussed West Dunbartonshire Council would request that the consultation period is extended to the end of August 2022. This will allow the Council to put a response to full Council

for agreement. A motion was agreed by the previous Council that the Consultation response for Lomond Banks should be agreed by Council.

You had indicated that it may be worthwhile if the LLNP and West Dunbartonshire Council Planning Service have a joined meeting with the West Dunbartonshire Council's Roads Service to agree a co-ordinated way forward on Roads matter. The Planning Service would be willing to engage in this meeting. Will you contact [REDACTED] Chief Officer for Roads to arrange the meeting or equally I am happy to arrange the meeting.

In the meantime I have forwarded the consultation to all key services in the Council which will help inform our response as a neighbouring Planning Authority.

Regards,

[REDACTED]

[REDACTED]
Planning, Building Standards and Environmental Health Manager

Tel no: [REDACTED]



From: planningemail - Loch Lomond <planning@lochlomond-trossachs.org>

Sent: 27 May 2022 15:23

To: [REDACTED] <[\[REDACTED\]@west-dunbarton.gov.uk](mailto:[REDACTED]@west-dunbarton.gov.uk)>

Cc: planningemail - Loch Lomond <planning@lochlomond-trossachs.org>

Subject: Consultation Request Notification - 2022/0157/PPP

Please find attached details of a new planning application. Best regards, LLTNPA
Planning Team

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From: [REDACTED]
To: [REDACTED]
Cc: Stuart Mearns; [REDACTED] [committeeclerk](#); [REDACTED]
Subject: RE: 2022/0157/PPP Lomond Banks
Date: 24 September 2024 10:03:00
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)
[image007.png](#)

Morning [REDACTED]

We don't have a recording of the meeting – it was livestream only and was hosted by an external AV company as a result of us being outwith our usual meeting rooms at National Park Headquarters.

The draft minutes of the meeting were published yesterday and can be found here:

<https://www.lochlomond-trossachs.org/wp-content/uploads/2024/09/Agenda-Item-3-Draft-Minutes-of-Board-Meeting-16092024-FINAL.pdf> - these are subject to board approval.

Best,

[REDACTED]

From: [REDACTED]
Sent: 19 September 2024 14:40
To: [REDACTED]
Cc: Stuart Mearns ; [REDACTED] ; [committeeclerk](#) ; [REDACTED]
Subject: RE: 2022/0157/PPP Lomond Banks
Hi [REDACTED]
Is it possible to get a link to the recording of Mondays Board Meeting please?
Kind regards,
[REDACTED] MRTPI
Senior Associate - Planning
5th Floor, Lomond House, 9 George Square, Glasgow G2 1DY
Direct: +44 (0)141 [REDACTED]
Mobile: +44 (0)739 [REDACTED]
[stantec.com](#)



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From: [REDACTED]
Sent: Wednesday, September 11, 2024 11:02 AM
To: [REDACTED] ; [REDACTED]
Cc: Stuart Mearns ; [REDACTED] ; [committeeclerk](#)
Subject: RE: 2022/0157/PPP Lomond Banks
Hi [REDACTED]

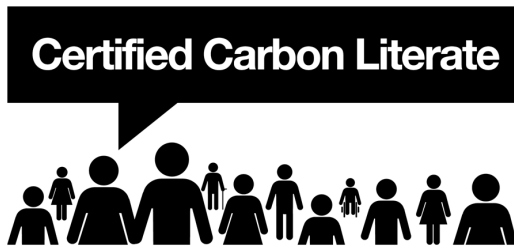
Speaker requests are being put to the Convener this afternoon for decision, I'm happy to provide an update for you following that.

Best,

[REDACTED] [REDACTED]

Corporate Performance Manager
Loch Lomond & The Trossachs National Park
Direct: 01389 [REDACTED]
Mobile: 07890 [REDACTED]

www.lochlomond-trossachs.org
www.twitter.com/lomondtrossachs
www.facebook.com/lomondtrossachs



From: [REDACTED] <[REDACTED]@stantec.com>

Sent: 11 September 2024 10:24

To: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>; [REDACTED]

<[REDACTED]@lochlomond-trossachs.org>

Cc: Stuart Mearns <stuart.mearns@lochlomond-trossachs.org>; [REDACTED]
<[REDACTED]@lochlomond-trossachs.org>; committeeclerk
<committeeclerk@lochlomond-trossachs.org>

Subject: 2022/0157/PPP Lomond Banks

Hi [REDACTED] and [REDACTED]

In advance of next Monday's hearing and determination, are you in a position to confirm numbers and who are registered to speak for and against the proposal.

Can you also confirm it remains 5 minutes per presentation?

In terms of our presentation, it will be myself and [REDACTED] from Streets UK who will speak.

We will have a team behind us to answer potential questions from the Board. They include [REDACTED]
[REDACTED] Development Director of Lomond Banks; [REDACTED] of Glenfruin Developments Ltd
(Development partner for Lomond Banks); [REDACTED] of Gillespie Macandrew LLP (Legal advisor
to Lomond Banks). Should any of this change I will advise.

Look forward to hearing from you.

Kind regards,

[REDACTED]
[REDACTED] MRTPI

Senior Associate - Planning

5th Floor, Lomond House, 9 George Square, Glasgow G2 1DY

Direct: +44 (0)141 [REDACTED]

Mobile: +44 (0)739 [REDACTED]

[REDACTED] stantec.com



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From: [REDACTED]
To: [REDACTED]
Cc: [Stuart Mearns](#); [REDACTED] [committeeclerk](#); [REDACTED]
Subject: RE: 2022/0157/PPP Lomond Banks
Date: 19 September 2024 14:40:39
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)
[image007.png](#)

Hi [REDACTED]
Is it possible to get a link to the recording of Mondays Board Meeting please?
Kind regards,

[REDACTED] MRTPI
Senior Associate - Planning
5th Floor, Lomond House, 9 George Square, Glasgow G2 1DY
Direct: +44 (0)141 [REDACTED]
Mobile: +44 (0)739 [REDACTED]
[stantec.com](#)



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Please consider the environment before printing this email.

From: [REDACTED]
Sent: Wednesday, September 11, 2024 11:02 AM
To: [REDACTED]; [REDACTED]
Cc: Stuart Mearns; [REDACTED]; [committeeclerk](#)
Subject: RE: 2022/0157/PPP Lomond Banks

Hi [REDACTED]
Speaker requests are being put to the Convener this afternoon for decision, I'm happy to provide an update for you following that.
Best,

[REDACTED]
Corporate Performance Manager
Loch Lomond & The Trossachs National Park
Direct: 01389 [REDACTED]
Mobile: 07890 [REDACTED]
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www.twitter.com/lomondrossachs
www.facebook.com/lomondrossachs

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From: [REDACTED] <[\[REDACTED@stantec.com\]](mailto:[REDACTED@stantec.com])>
Sent: 11 September 2024 10:24
To: [REDACTED] <[\[REDACTED@lochlomond-trossachs.org\]](mailto:[REDACTED@lochlomond-trossachs.org])>; [REDACTED]

<[REDACTED]@lochlomond-trossachs.org>

Cc: Stuart Mearns <stuart.mearns@lochlomond-trossachs.org>; [REDACTED]
[REDACTED] <[REDACTED]@lochlomond-trossachs.org>; committeeclerk
<committeeclerk@lochlomond-trossachs.org>

Subject: 2022/0157/PPP Lomond Banks

Hi [REDACTED] and [REDACTED]

In advance of next Monday's hearing and determination, are you in a position to confirm numbers and who are registered to speak for and against the proposal.

Can you also confirm it remains 5 minutes per presentation?

In terms of our presentation, it will be myself and [REDACTED] from Streets UK who will speak.

We will have a team behind us to answer potential questions from the Board. They include [REDACTED]

[REDACTED] Development Director of Lomond Banks; [REDACTED] of Glenfruin Developments Ltd (Development partner for Lomond Banks); [REDACTED] of Gillespie Macandrew LLP (Legal advisor to Lomond Banks). Should any of this change I will advise.

Look forward to hearing from you.

Kind regards,



[REDACTED] MRTPI

Senior Associate - Planning

5th Floor, Lomond House, 9 George Square, Glasgow G2 1DY

Direct: +44 (0)141 [REDACTED]

Mobile: +44 (0)739 [REDACTED]

[REDACTED] [stantec.com](mailto:[REDACTED]@stantec.com)



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From: [REDACTED]
To: [REDACTED] [Samantha Stubbs](#)
Cc: [Stuart Mearns](#); [REDACTED]
Subject: 2022/0157/PPP Lomond Banks
Date: 11 September 2024 16:24:51
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)

Hi [REDACTED] and Samantha

It has come to my attention that the Save Loch Lomond group are planning to record the hearing and determination on Monday afternoon. Given the Standing Orders do not allow for this and will be live streamed anyway thought best to make you aware.

Kind regards,

[REDACTED]

[REDACTED] MRTPI
Senior Associate - Planning

5th Floor, Lomond House, 9 George Square, Glasgow G2 1DY
Direct: +44 (0)141 [REDACTED]
Mobile: +44 (0)739 [REDACTED]
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From: [REDACTED]
To: [REDACTED]
Cc: Stuart Mearns; [REDACTED] [committeeclerk](#)
Subject: RE: 2022/0157/PPP Lomond Banks
Date: 11 September 2024 11:02:00
Attachments: [image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image013.png](#)

Hi [REDACTED]

Speaker requests are being put to the Convener this afternoon for decision, I'm happy to provide an update for you following that.

Best,

[REDACTED]
Corporate Performance Manager
Loch Lomond & The Trossachs National Park
Direct: 01389 [REDACTED]
Mobile: 07890 [REDACTED]

www.lochlomond-trossachs.org
www.twitter.com/lomondtrossachs
www.facebook.com/lomondtrossachs



From: [REDACTED] <[REDACTED]@stantec.com>
Sent: 11 September 2024 10:24
To: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>; [REDACTED]
<[REDACTED]@lochlomond-trossachs.org>
Cc: Stuart Mearns <stuart.mearns@lochlomond-trossachs.org>; [REDACTED]
<[REDACTED]@lochlomond-trossachs.org>; committeeclerk
<committeeclerk@lochlomond-trossachs.org>
Subject: 2022/0157/PPP Lomond Banks

Hi [REDACTED] and [REDACTED]

In advance of next Monday's hearing and determination, are you in a position to confirm numbers and

who are registered to speak for and against the proposal.

Can you also confirm it remains 5 minutes per presentation?

In terms of our presentation, it will be myself and [REDACTED] from Streets UK who will speak.

We will have a team behind us to answer potential questions from the Board. They include [REDACTED] Development Director of Lomond Banks; [REDACTED] of Glenfruin Developments Ltd (Development partner for Lomond Banks); [REDACTED] of Gillespie Macandrew LLP (Legal advisor to Lomond Banks). Should any of this change I will advise.

Look forward to hearing from you.

Kind regards,

[REDACTED]

[REDACTED] MRTPI
Senior Associate - Planning

5th Floor, Lomond House, 9 George Square, Glasgow G2 1DY

Direct: +44 (0)141 [REDACTED]

Mobile: +44 (0)739 [REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [Stuart Mearns](#); [REDACTED] [committeeclerk](#)
Subject: 2022/0157/PPP Lomond Banks
Date: 11 September 2024 10:24:17
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)

Hi [REDACTED] and [REDACTED]

In advance of next Monday's hearing and determination, are you in a position to confirm numbers and who are registered to speak for and against the proposal.

Can you also confirm it remains 5 minutes per presentation?

In terms of our presentation, it will be myself and [REDACTED] from Streets UK who will speak.

We will have a team behind us to answer potential questions from the Board. They include [REDACTED] Development Director of Lomond Banks; [REDACTED] of Glenfruin Developments Ltd (Development partner for Lomond Banks); [REDACTED] of Gillespie Macandrew LLP (Legal advisor to Lomond Banks). Should any of this change I will advise.

Look forward to hearing from you.

Kind regards,

[REDACTED]

[REDACTED] MRTPI
Senior Associate - Planning

5th Floor, Lomond House, 9 George Square, Glasgow G2 1DY

Direct: +44 (0)141 [REDACTED]

Mobile: +44 (0)739 [REDACTED]

[REDACTED] [stantec.com](#)



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From: [REDACTED]
To: [committeeclerk](#)
Subject: 2022/0157/PPP Lomond Banks
Date: 09 September 2024 12:39:04
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)
[2022_0157_PPP-Speaker_Participation_Form-100451062.docx](#)

Hi

Not sure if the applicant or agent is required to submit the participation form for next weeks board meeting to determine the Lomond Banks application. However, please find attached our details nonetheless.

Kind regards,

[REDACTED]

[REDACTED] MRTPI
Senior Associate - Planning

5th Floor, Lomond House, 9 George Square, Glasgow G2 1DY

Direct: +44 (0)141 [REDACTED]

Mobile: +44 (0)739 [REDACTED]

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From: [REDACTED]
To: [REDACTED]
Cc: [Stuart Mearns](#); [REDACTED]
Subject: RE: 2022/0157/PPP Lomond Banks
Date: 27 August 2024 09:20:59
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)

Hi [REDACTED]

Permission to access the site is fine.

The barrier at Woodbank House has been forced open and will be locked again shortly. However, we will have someone in attendance on the day to open the barrier and allow vehicular access onto the gravel turning area.

Kind regards,



[REDACTED] MRTPI

Senior Associate - Planning

5th Floor, Lomond House, 9 George Square, Glasgow G2 1DY

Direct: +44 (0)141 [REDACTED]

Mobile: +44 (0)739 [REDACTED]



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From: [REDACTED]
Sent: Friday, August 23, 2024 4:34 PM
To: [REDACTED]
Cc: Stuart Mearns ; [REDACTED] ; [REDACTED]
Subject: RE: 2022/0157/PPP Lomond Banks

Thanks [REDACTED] – I will pick that up with our Proper Officer – and I cc him here for early awareness to make appropriate arrangements.

If I can make a further ask relative to the Member's site visit on the morning of the 16th September.

We are currently making preparations - including risk assessment. We envisage that the route will incorporate Woodbank.

With this in mind, can you first confirm we have the applicant's permission (as landowner) to access the site and, assuming this would not be an issue, secondly, whether there are any arrangements that would need to be made in advance and/or specific considerations or requirements as regards public access?

Our initial plan is to bring Members to the site by vehicle, pulling onto the gravelled turning area inside the (unlocked) swing barrier. Then Members would be led by staff on foot, through the field gate up the main drive and around the east side of Woodbank house - then around its south side façade, staying on the existing paths (keeping distance from the buildings). Then returning the same way.

Members of the public may also be in attendance although we do not know how many at this time.

In appreciation of your confirmation

Best regards



Planning Manager - Delivery

Loch Lomond & The Trossachs National Park

www.lochlomond-trossachs.org

www.twitter.com/lomondtrossachs

www.facebook.com/lomondtrossachs

From: [REDACTED] <[REDACTED]@stantec.com>

Sent: Thursday, August 22, 2024 4:54 PM

To: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>

Cc: Stuart Mearns <stuart.mearns@lochlomond-trossachs.org>; [REDACTED]

<[REDACTED]@lochlomond-trossachs.org>

Subject: RE: 2022/0157/PPP Lomond Banks

Hi [REDACTED]

All very helpful and appreciated.

One thing has been mentioned by the team is whether there is a room we can use following determination to allow us to wait until all objectors have departed? Probably more of a question for committee services.

Kind regards,

[REDACTED]

[REDACTED] MRTPI

Senior Associate - Planning

5th Floor, Lomond House, 9 George Square, Glasgow G2 1DY

Direct: +44 (0)141 [REDACTED]

Mobile: +44 (0)739 [REDACTED]

[REDACTED] stantec.com



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From: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>

Sent: Thursday, August 22, 2024 12:27 PM

To: [REDACTED] <[REDACTED]@stantec.com>

Cc: Stuart Mearns <stuart.mearns@lochlomond-trossachs.org>; [REDACTED]

<[REDACTED]@lochlomond-trossachs.org>

Subject: RE: 2022/0157/PPP Lomond Banks

Hi [REDACTED]

Further to [REDACTED] last note on this, we are just about to progress to publish a framework of guidance on the key dates in the lead up to the determination meeting - and also guidance notes on the process that site visit and meeting (including the hearing) requires to follow. I attach a PDF to give you early notice before it goes on our website. Hopefully, this answers most of your procedural questions.

Picking up some of the others :

5 minutes remains the presentation timing – but questioning by Members obviously can extend much longer.

Yes, you can have a small team on the stand to help answer specific questions.

Our own advisors on specific areas will be available for Members questions also.

I hope this helps. If you wish to have a meeting to cover any aspect of the process, this can be arranged.

Best regards

[REDACTED]

Planning Manager - Delivery

Loch Lomond & The Trossachs National Park

www.lochlomond-trossachs.org

www.twitter.com/lomondtrossachs

www.facebook.com/lomondtrossachs

From: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>
Sent: Thursday, August 15, 2024 8:41 AM
To: [REDACTED] <[REDACTED]@stantec.com>
Cc: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>; Stuart Mearns
<stuart.mearns@lochlomond-trossachs.org>
Subject: Re: 2022/0157/PPP Lomond Banks

Hi [REDACTED]

We are working on arrangements and will be issuing a document in the next couple of weeks that should answer your queries.

Also, for your awareness, I attach a solicitor representation concerning land ownership at Woodbank.

Regards

[REDACTED]

[REDACTED] MRTPI

Senior Planner (Development Management)

Loch Lomond & The Trossachs National Park

Direct: 01389 [REDACTED]

www.lochlomond-trossachs.org

My working hours are 8.30am to 16:00pm. You can best contact me via 01389 [REDACTED] or [REDACTED]@lochlomond-trossachs.org National Park Authority staff can reach me via Teams.

For more information about our planning services please visit [Planning - Here. Now. All of us. - Loch Lomond & The Trossachs National Park \(lochlomond-trossachs.org\)](#). Information on how to respect, protect and enjoy the National Park can be found in our latest [advice to visitors](#).

From: [REDACTED] <[REDACTED]@stantec.com>
Sent: 13 August 2024 10:55
To: [REDACTED] <[REDACTED]@lochlomond-trossachs.org>
Cc: [REDACTED] <[REDACTED]@stantec.com>
Subject: RE: 2022/0157/PPP Lomond Banks

Hi [REDACTED]

Hope you are well? I have reviewed the procedures from your Hearings Advice Note, and I wished to clarify a few things please and advise the client.

- Site Visit – Will this also take place on 16 September? I assume this for Members and Planning Department only.
- Those allowed to speak, at the Hearing, will it remain at 5 minutes for each presentation?
- Will the running order of speakers remain in line with the advice note?
 - Applicant/Agent – are we also allowed to have our experts in the background to answer technical questions from Members?
 - Statutory Consultees – will there be any attending and speaking?
 - Community Council
 - Objectors/Supporters – will it remain 5 minutes for each and just one presentation on behalf of all objectors and supporters?

Member debate – Will LLTNPA have internal advisors (trees, landscape, ecology, access) to answer questions from members? Are consultees from WDC (transport, flood risk etc.) invited to attend and be asked questions?

Look forward to hearing from you on the above.

Kind regards,

[REDACTED]

[REDACTED] MRTPI

Senior Associate - Planning

5th Floor, Lomond House, 9 George Square, Glasgow G2 1DY

Direct: +44 (0)141 [REDACTED]

Mobile: +44 (0)739 [REDACTED]

[REDACTED] [stantec.com](https://www.stantec.com)



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From: [REDACTED] <[REDACTED]@[lochlomond-trossachs.org](https://www.lochlomond-trossachs.org)>
Sent: Tuesday, July 16, 2024 11:08 AM
To: [REDACTED] <[REDACTED]@[stantec.com](https://www.stantec.com)>
Cc: [REDACTED] <[REDACTED]@[stantec.com](https://www.stantec.com)>
Subject: 2022/0157/PPP Lomond Banks - announcement

Hi [REDACTED]

For awareness we have this morning published a paper confirming the date when a decision will be made on the application (16th September).

The website major application page has been updated accordingly with a link to the paper: [16 September 2024 National Park Authority Board Meeting - Here. Now. All of us. - Loch Lomond & The Trossachs National Park \(lochlomond-trossachs.org\)](https://www.lochlomond-trossachs.org)

A press release will also be issued later today.

Regards

[REDACTED]

[REDACTED] MRTPI

Senior Planner (Development Management)

Loch Lomond & The Trossachs National Park

Direct: 01389 [REDACTED]

www.lochlomond-trossachs.org

My working hours are 8.30am to 16:00pm. You can best contact me via 01389 [REDACTED] or [REDACTED] www.lochlomond-trossachs.org National Park Authority staff can reach me via Teams.

For more information about our planning services please visit [Planning - Here. Now. All of us. - Loch Lomond & The Trossachs National Park \(lochlomond-trossachs.org\)](http://www.lochlomond-trossachs.org). Information on how to respect, protect and enjoy the National Park can be found in our latest [advice to visitors](#).

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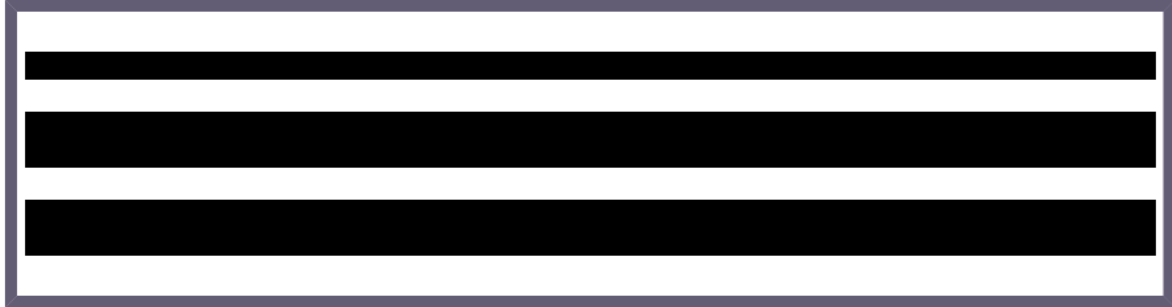
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Introduction

As a national route named in honour of a great naturalist, the John Muir Way should offer an exemplary experience in bringing people and nature harmoniously together. The John Muir Way Greening Study aims to explore the potential for ecological and placemaking improvements to magnify the impact of the trail, particularly where this can also address environmental inequities in communities along the route.

The Brief for the Greening Plan is to deliver a coherent and practical plan for maximising the potential of the John Muir Way as a green corridor through central Scotland. It is founded on a full and detailed field assessment of the current condition of the route, issues affecting it, and potential opportunities for habitat and green infrastructure improvements. The plan will inform the development and funding of a programme of work.

The plan promotes the following key strategic aims of the John Muir Way :

- To enhance biodiversity and habitat connectivity
- To create a linear, coast to coast green park and promote it as a key asset of the Central Scotland Green Network
- To encourage landscape improvement projects
- To engage communities and volunteers in route management and maintenance

Opportunities for improvement have been identified to meet the objectives of:

- Contributing to greening of the CSGN strategic active travel network
- Increasing connectivity within the CSGN strategic habitat network
- Supporting the Buglife B-Lines project for invertebrate diversity and abundance
- Increasing the quality and functionality of greenspaces
- Targeting activity to areas of environmental disadvantage
- To mitigate effects of the twin crises of biodiversity loss and climate change.

No private landowners have been consulted during this scoping study; at this stage the approach has been to merely identify opportunities and develop proposals ready for engagement during the next stage. It would be at this subsequent stage that appropriate landownership consultation would need to be considered and carried out where appropriate and within resources available. The inclusion of proposals in this scoping document does not imply any consent of landowner(s), the planning authority or other necessary regulatory consents.

This is a supplementary document to support information in the GIS StoryMap which is available to view at bit.ly/JMWGSstorymap

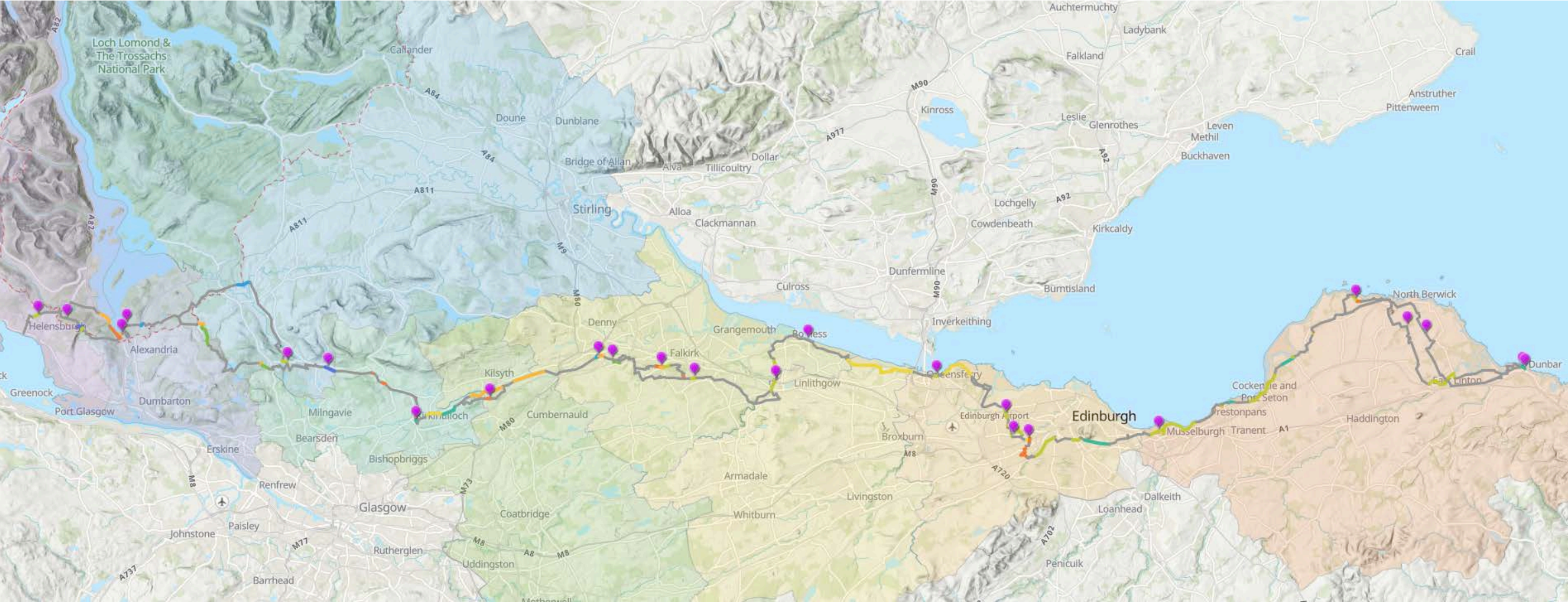
For further information, please contact the Green Action Trust
www.greenactiontrust.org

Priority sites, Habitat / Experience Actions

A range of proposed actions to improve habitat biodiversity and experience have been proposed. The map below indicates the primary habitat action attributed to each leg; the detail of this can be seen in the StoryMap.

This document’s function is to present information on the priority sites identified in the study as a desktop-handly document. Details of the priority sites, along with the habitat / experience actions can be viewed in the context of the StoryMap, which contains a full suite of data and recommendations, at bit.ly/JMWGSstorymap

The StoryMap is the primary point of reference for this project; this document is intended as a supporting tool for stakeholders to assess and promote the priority sites.



Distribution of priority sites

Lomond Shores Priority Site

Where the traveller meets the shores of Loch Lomond, steps onto a cantilevered deck over the shore and gazes across the water to Ben Lomond, within Scotland's first National Park. A place to briefly ponder on John Muir's legacy to the world – the National Park movement. Yet the bare rock armour beneath is such an ugly and sterile foreground, seen daily by hundreds of tourists visiting Lomond Shores as well as by those walking the Way.

This simple proposal will establish native lochside vegetation around the man-made shoreline of Drumkinnon Bay, bringing luxuriance and colour to the boardwalk experience, as well as great habitat value. Using planted coir logs and soil infill to retain the protection whilst establishing dense wetland marginal plants such as purple loosestrife, yellow flag iris, meadowsweet and burr-reed.

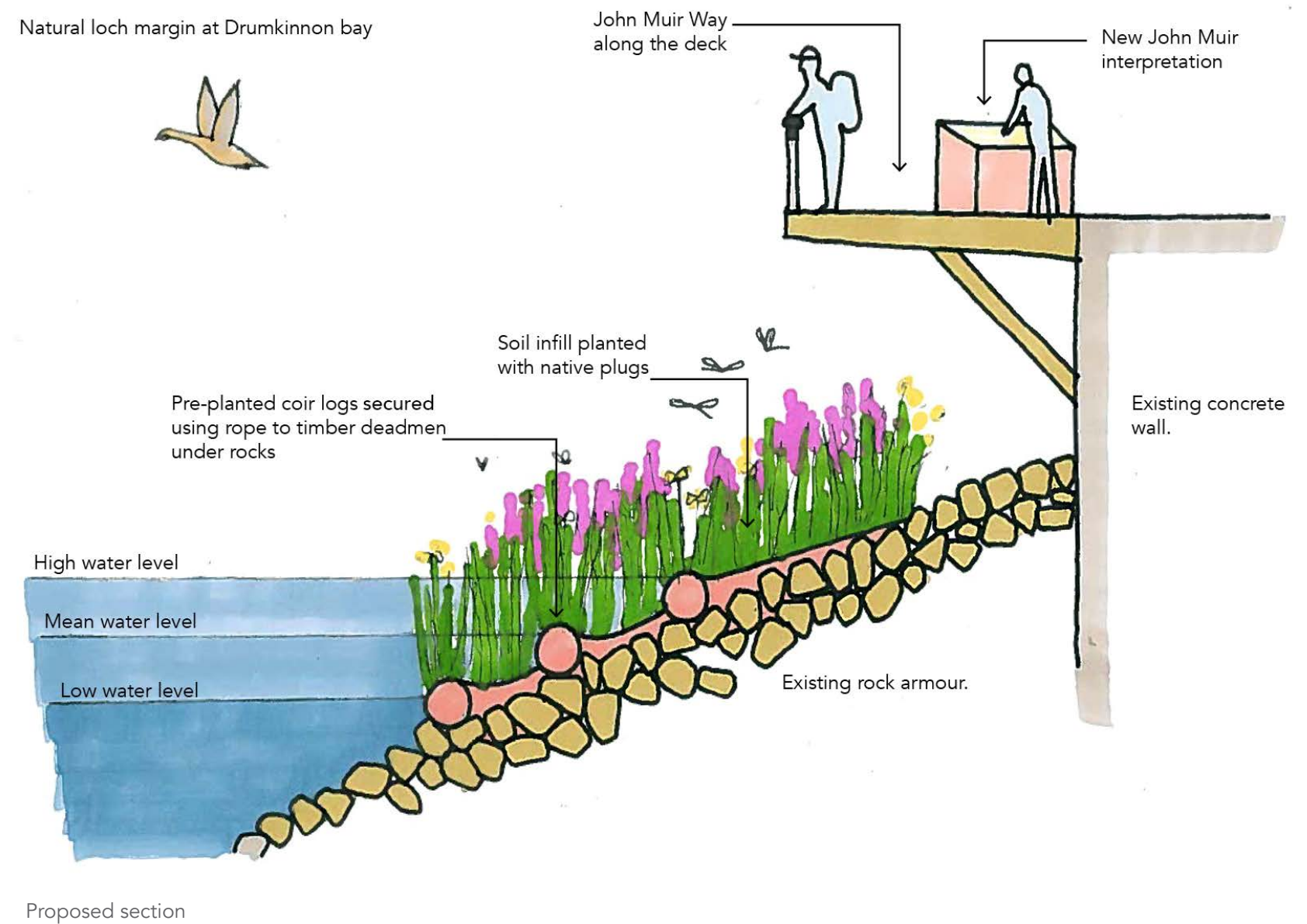
The proposals involve :

1. Fixing in place planted coir rolls using timber deadman anchors
2. Placing of soil behind the rolls for planting of native plant plugs
3. The tiered design will accommodate varying loch water levels

Authority : West Dunbartonshire & Loch Lomond and Trossachs National Park



Wetland precedent



Existing

John Muir Way Route

Retail

0 25 35 45 55 m



Proposed

Water activities from beach

DRUMKINNON BAY

Drumkinnon Wood

John Muir and the
National Park
Interpretation point

Pavillion

Proposed native
aquatic marginal
habitat

Public
realm

Tower
Visitor
Attraction

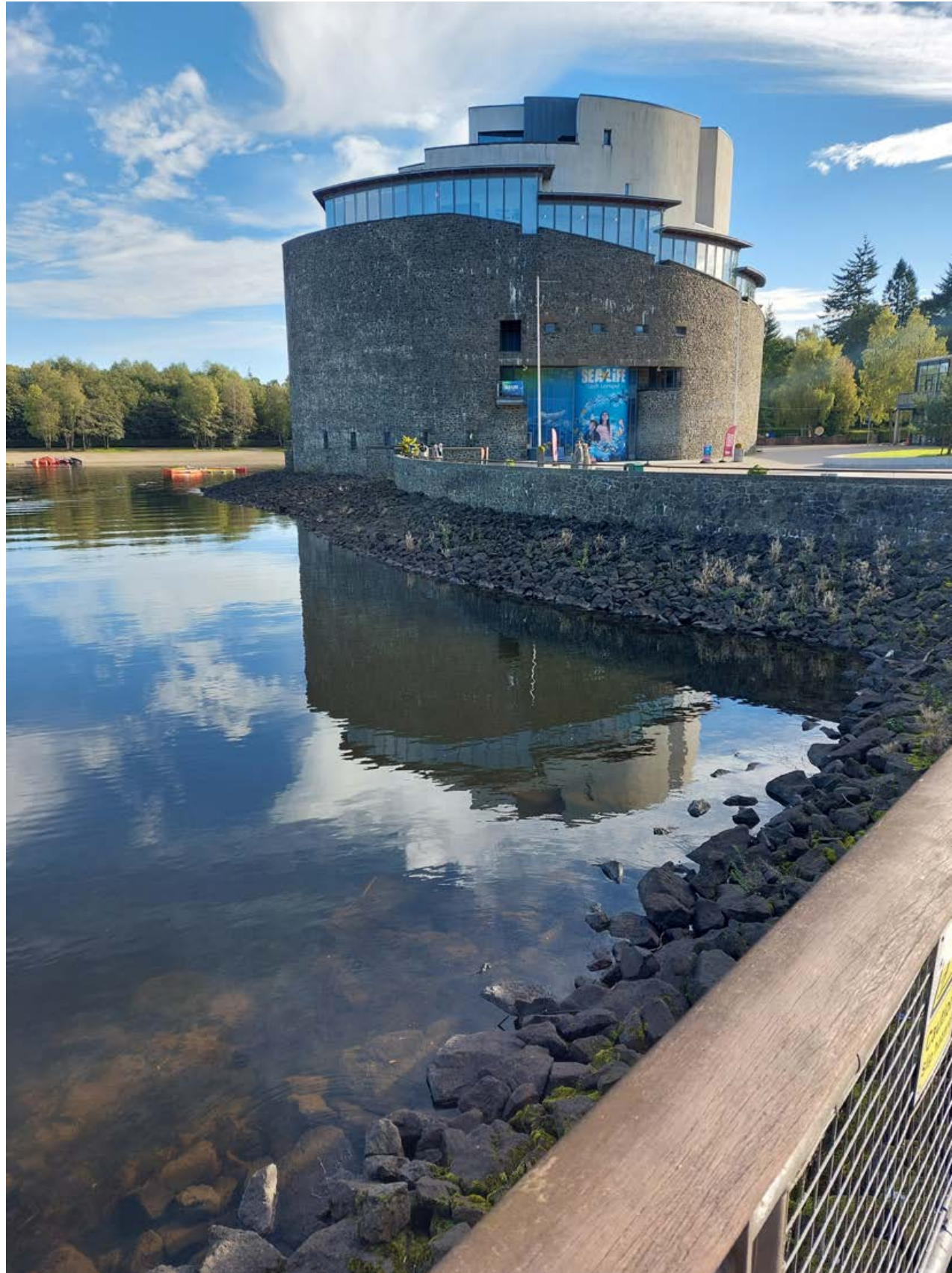
Potential extents of
complete shoreline
treatment

Retail

John Muir Way Route

0 25 35 45 55 m





Existing visual



Proposed visual

This is a supplementary document to support information in the GIS StoryMap which is available to view at bit.ly/JMWGSstorymap

For further information, please contact the Green Action Trust www.greenactiontrust.org



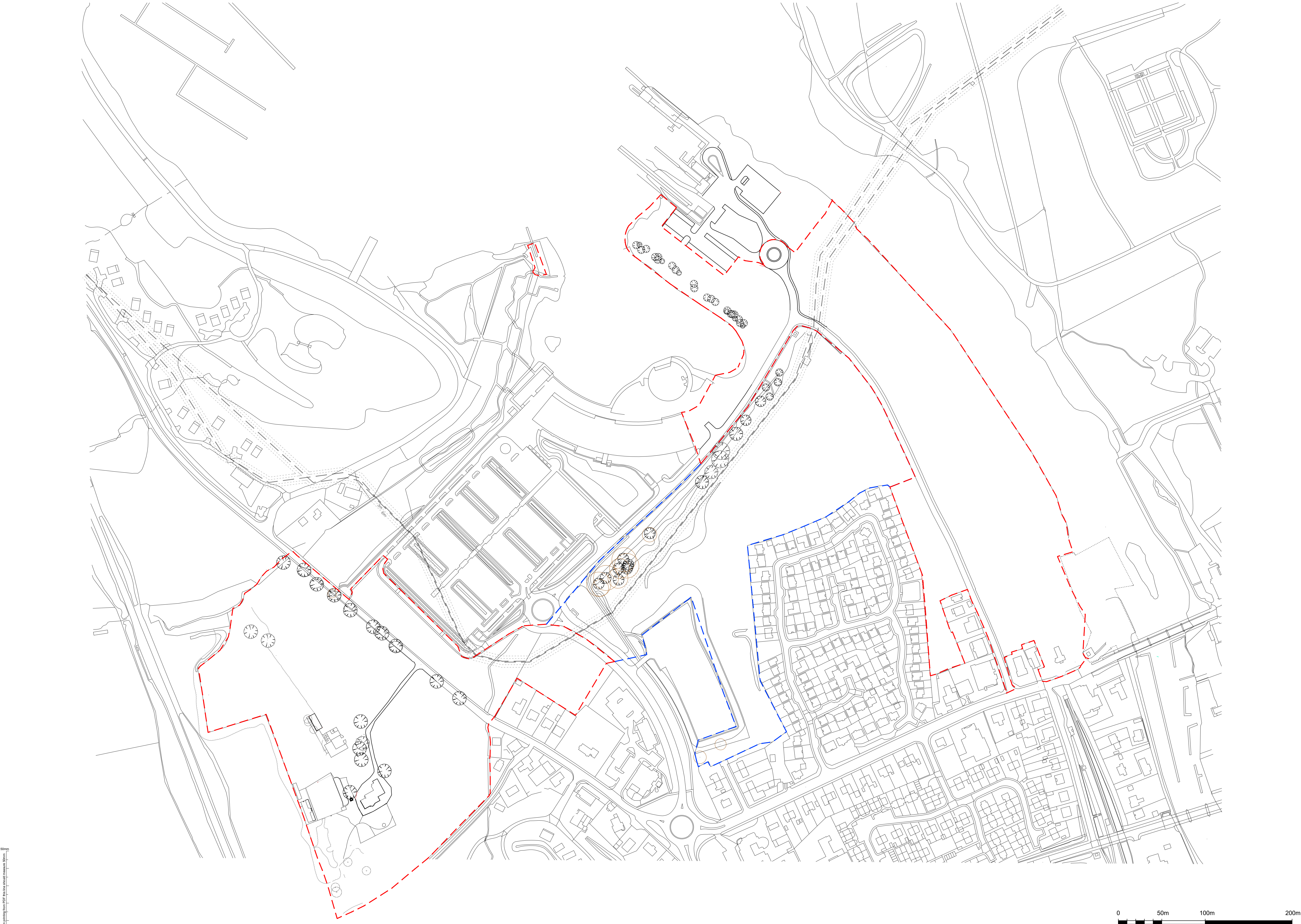
This work was commissioned by the Green Action Trust on behalf of John Muir Way partners and has been financed by the Scottish Government and the European Community LEADER 2014–2020 Programme.

Meeting Title: Lomond Banks – Update prior to Design Freeze & Submission
Invitees: Caroline Strugnell (LLTNP), Stuart Mearns (LLTNP), Bob Cook (LLTNP), Mark Johnston (Stantec), [REDACTED] (Stantec), [REDACTED] (Anderson Bell & Christie), [REDACTED] (Anderson, Bell & Christie), [REDACTED] (Flamingo Land), [REDACTED] (Gillespie's),
Date: 21st February 2022
Location: MS Teams
Job Number: 332010549

Item	Subject	Action
1.	Introductions	
2.	Review of Proposals by area highlighting the main differences made to the designs since the previous meetings with a focus on Woodbank. Woodbank - Constraints led masterplan developed following completion of tree survey and bat roost assessment. - Development has been clustered in developable areas of the site i.e. the grazing land to avoid impact on the most ecologically sensitive areas. - The layout has also been designed to maintain views to Woodbank House, retain an avenue of trees and will use the existing site access. Comments on Woodbank - CS noted 2 residential units removed and concluded planning argument more straight forward without them. - SM, CS and BC all commented on the density of development compared to previous layouts presented and described the layout to the south of Woodbank House as 'crowded'. SM queried whether this was as a consequence of reduced development elsewhere (e.g. no development at Drumkinnon Wood) compared to the previous planning application. - SM keen to know how Woodbank contributes to the 'critical mass of overall development' in terms of trip generation and vehicle numbers - BC would like to know more about the impact of the development on the views from and setting of the southern façade of Woodbank House. - CS keen to understand what the net gain in woodland is and is there an overall net benefit in biodiversity?	Masterplan Design freeze required
3.	Pierhead - Proposals revised significantly in terms of scale and massing but the principle of delivering a hotel, waterpark and indoor attractions remains. - The design rationale is drawing on the history and heritage of the area including its former use as railway sidings. Comments on Pierhead - SM interested to know what engagement has taken place with other users/stakeholders at the Pierhead and if concerns have been raised about the impact of increased volume of traffic.	PAC Report to include meetings with Pierhead stakeholders.

	- He is concerned about potential conflict between the wide range of different activities at the Pierhead and wants to know about how the Lomond Banks area would be managed to make sure it is safe - RS noted the desire to work with others to develop access/movement solutions that are acceptable to all users of this area. - MJ explained that questions from members of the public about Pierhead were about public access to Drumkinnon Bay and remaining area of natural beach and confirmed this will be unaffected as was explained during the public consultations.	
4.	Riverside - Main focus of the Riverside design has been maintaining public access to paths whilst ensuring lodges have privacy. To do this lodges have been sited in clusters, providing privacy for holiday makers whilst meaning that long distance paths and public connectivity is maintained in easily identified direct connections. Comments on Riverside - SM wants to understand the quantum of accommodation here especially in terms of trip generation and vehicle movements.	Consider how this can be presented on parameters plan submitted with app.
5.	Station Square - No changes presented at Station Square. No comments on Station Square	
6.	Area 10 - The developable area here is dictated by the INEOS pipeline, ancient woodland and the residential properties and the need for a buffer zone. Comments on Area 10 - CS suggested it would be useful to indicate which areas of Area 10 will be developed to show it won't be whole grey area on masterplan which will be built on. She advised that more detailed proposals would be helpful in order to better gauge the scale and massing of proposals	Provide information about how this area will be used and justification for this. Show building footprint and building heights
7.	Boathouse - Equipment storage for watersports. No vehicular access to this area. Comments on the Boathouse - SM unsure of the rationale for using this area when all beach activity is at Pierhead. - Zoned as Open Space in the LDP so any proposed uses will need to comply. - CS advised that there is a presumption against development in this area - RS explained that this area can offer a unique and exclusive watersports experience away from the busy and crowded Pierhead area. - BC queried potential uses	
8.	Open Discussion - SM had four key areas of interest – net zero carbon, headline changes from consultation, safeguarding of Drumkinnon Wood and traffic.	

	Net Zero Carbon - AB&C research informing the proposals but it is at an early stage and its about an early review of options which can then be synthesised into a strategy - Three elements to consider; energy usage & sources, embodied carbon and net zero outwith the built environment e.g. carbon sequestration Headline Consultation Changes - MJ confirmed that feedback has been largely positive and questions from interested parties has focussed on seeking more information about areas people were interested in e.g. safety and security, traffic and transport and public access rather than wholesale change. Significant change has been introduced when compared with the 2018/19 scheme, but since the new proposals have been made public they have been largely well received. - Some small design tweaks have been made e.g. the layout and siting of Riverside lodges to accommodate guest privacy and public access. Similarly proposals at Woodbank have been amended to take account of environmental constraints. Safeguarding Drumkinnon Wood - All development removed - Woodland management strategy to be developed, agreed and implemented – would be a reasonable condition of planning for a PPIP application. Traffic - Concerted effort to encourage people to use public transport - ‘Park up once’ when guests arrive and facilitate walking, cycling, monorail use to explore local area - Been consulting WDC Roads team about transport assessment - No weekly change over day - SM – got to have a plan for how peak demand is managed Final Comments - SM – the planning application needs to demonstrate how the proposals respond to: - nature & biodiversity crisis - climate crisis - NPF4 and its focus on sustainable development and the climate emergency - SM – planning application also has to detail how visitors will be managed within the site and how the development will interact with Balloch as a whole and how it can support wider visitor management problems in Balloch - SM wants a focus on number of bedspaces/visitors and how the site will be used - i.e. what is the offer? MJ and JP confirmed that priority for the development will be longer stay self-catering visitor accommodation and that day trippers will be accommodated but aren't the primary focus MJ requested any further comments from SM, CS and BC be given by 28.02.2022 so they can be accounted for prior to design freeze.	Net-Zero statement/strategy to be submitted having regard to deliverability Traffic and access management plan
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Rev		Date	Notes
A		09.03.22	Redline Boundary Updated

Rev		Date	Description

NOTES

DO NOT SCALE
The Contractor must check & verify all Site & Building Dimensions, Levels & Sewer Inverts at DCM's before commencing work.
This Drawing must be read with the NBS Contract Specification and any related Structural Engineer or Specialist Contractors Drawings.
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Project		Lomond Banks	
Client		Flamingo Land	
Drawing		Site Location Plan	
Drawing No.		ABC-XX-XX-DR-A-0001	
Revision		1363	
Scale	1:2000	Sheet	A1
Drawn	PP	Date	12/05/21
Checked		Revised	RS

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CAD file

Plans Now Submitted



Jim Paterson, Development Director for Lomond Banks

We are delighted to say that we have now submitted the plans for our £40m sustainable, world-class tourist destination on the banks of Loch Lomond.

The Lomond Banks team undertook an extended period of consultation with the local community as well as key businesses and

stakeholders throughout 2021, and we were delighted with how engaged and productive these consultations were in helping us to shape the plans.

We had a really positive turnout to both our virtual and in-person consultation events with more than 70 members of the public attending the face-to-face event to see the plans for themselves and have the opportunity to discuss these with

representatives from Flamingo Land, development architects and planners.

Throughout the two extended consultation periods, more than 1,250 members of the public engaged with the consultation portal on the Lomond Banks website, whilst 150 signed up for a series of online interactive meetings, including a business stakeholder event and public consultation session, which took place in September and October respectively.

The consultations allowed us to create an open dialogue with the community to take on-board constructive feedback, dispel some of the myths regarding the site and provide reassurances that Lomond Banks will be respectful and in-keeping with the local environment.

The team at Lomond Banks would like to thank you for your input thus far with the consultation events and look forward to sharing the outcome of the planning submission in due course.

The Lomond Banks team

KEY ECONOMIC BENEFITS:

- *£40m sustainable, world-class tourist destination*
- *Diverse range of jobs created across entry-level positions to highly skilled posts covering full-time, part-time and seasonal posts for the area*
- *The plans deliver a significant economic boost for the local area with high investment figures and direct and indirect jobs*
- *There will also be hundreds of local jobs created during the construction phase*

MAIN CHANGES SINCE 2018 PLANNING APPLICATION:

- *Drumkinnon Wood removed from the planning application*
- *The height of buildings posed for the Pierhead reduced*
- *Commitment to conserve the Grade A listed Woodbank House*
- *Public access to site maintained during construction phase*
- *Community Water Sports Hub planned for Pierhead*





Our Commitment to Ecology and Biodiversity

Our Commitment to the Community and Fair Working

If planning is approved, our vision is to create a new accommodation-led resort that not only complements Loch Lomond and the surrounding area, but maximises and shares the many advantages of the development with all – bringing benefits to the local community and economy.

Throughout the consultation period – and even more so now, our environmental and commercial commitment to Balloch and West Riverside remains strong. Our proposed development also comes at a time when economic investment in quality tourism infrastructure to accommodate public demand is required.

We want to not only complement what makes Loch Lomond so attractive to visitors, but our aim will be to invest and hire locally, as well as working with local businesses to maximise the benefits of the development for all.

Our team at Lomond Banks has set out its fairness, equality and sustainable employment commitments ahead of submitting our plans, and have pledged to pay at least the real living wage, promote a skilled and diverse workforce and bolster a local supply chain for the proposed £40m tourism resort.

The pledge, which mirrors many of the attributes of the Scottish Business Pledge, promises that Lomond Banks will promote fairness, opportunity, equality and innovation within its future workforce should planning be approved.

Flamingo Land – the business behind the Lomond Banks project – has a strong record in fair working as well as excellent education and development opportunities through training for its team and the site at Lomond Banks will be no different, with a commitment on fair working, educational opportunities for local people and establishing a local supply chain to benefit the wider business community in the area.

LOMOND BANKS' FAIR WORKING PLEDGE PROMISES TO:

- 1. *Pay the real living wage to its employees*
- 2. *No zero-hour contracts*
- 3. *Invest in a skilled and diverse workforce*
- 4. *Support local community by employing locally and supporting local supply chains*
- 5. *Strong workforce engagement*
- 6. *Environmental impact – dedicating the business and its people to think and act in a sustainable way*
- 7. *Prompt payments*

The team at Lomond Banks have ambitious plans to create a world-class, sustainable tourist destination that not only celebrates the wildlife and biodiversity of Loch Lomond, but creates a lasting legacy through preservation and education.

Through dialogue with the local community and those further afield, both biodiversity and the sustainability of Lomond Banks has remained a key theme during the consultation process.

As a result, we used detailed ecological studies of the area to ensure that the important wildlife assets across Woodbank and West Riverside were incorporated into the designs from the outset, and not considered as a bolt-on.

Included within this were surveys for birds (including for the first time a study of wintering birds on Loch Lomond and the River Leven), red squirrel and hibernating bats.

Initial surveys indicated summer roosting bats within areas of

the site, and suitability for hibernation, so further studies were commissioned in line with national guidance to ensure minimal disturbance to bats as the development moves forward.

We have also been working closely with Applied Ecology Ltd since April 2021, and as a result of the detailed survey work, we have been able to identify exciting opportunities for environmental education and interpretation as part of the proposals.

The extensive studies, alongside input from the local community, have helped form and dictate many of the key elements of our proposals and we are excited to progress plans that are forward-thinking, ensuring that the natural beauty of the area will be celebrated for many generations to come.

We look forward to sharing the outcome of the planning submission in due course.



FAQs

You can find more FAQs about the development on our website www.lomondbanks.com.

Why are you making a further submission? What is different this time around?

We are committed to working with the community to understand the importance of Loch Lomond to both local residents and visitors to the area, as well as the local population, who value the area as an iconic setting within the country and have demonstrated that during our public consultation events and taken on-board the feedback to incorporate into our plans.

Will there be theme park rides on-site?

No. The vision for Lomond Banks is to create a world-class family holiday village, not a theme park. We are taking inspiration from Centre Parcs and other adventure parks in Scotland, such as Landmark. Our proposals include an external activity area, events and performance areas, children's play areas, picnic and play areas.

What are your plans for Woodbank House?

We are committed to the conservation and redevelopment of Woodbank House and other listed structures within the site. These proposals will be subject to future application for planning and listed building consent. Our vision is to restore the derelict outbuildings into high standard self-catered holiday apartments.

Will there be a lot of jobs created once the project is up and running?

The proposal will require an investment of approximately £40 million. We anticipate the day to day running of the new resort will create a diverse range of jobs across entry-level positions to highly skilled posts covering full-time, part-time and seasonal posts for the area. There will also be many local jobs and apprenticeship opportunities created during the early construction phase of the project.

What mitigation plans are in place for traffic and parking?

Visitors will be encouraged to leave their car behind and use sustainable means of travel including the Scotrail and local bus service to Balloch. Arriving traffic will be managed to ensure the full potential of parking areas is utilised and pedestrian movement is incentivised and promoted throughout the site especially between Lomond Shores into Balloch. Proposals for traffic management will be developed in consultation with Transport Scotland and West Dunbartonshire Council.



Support Us

Now that the planning application has been submitted, the public portal is open for comments. To lend your support to the development plans, go to www.lomondbanks.com.

LOMOND BANKS PROJECT

SCOPING OPINION RESPONSE: REQUEST FOR CLARIFICATION

LANDSCAPE AND VISUAL TOPIC (LVIA)

Thank you for the response to the Scoping Opinion. As requested this note seeks some further clarification from LLTNP planning and landscape officers on the scope of the LVIA process in terms of two aspects:

1. Viewpoints & photomontage locations
2. Photomontage level of detail

VIEWPOINTS & PHOTOMONTAGE LOCATIONS

In your response you seek several viewpoints from Loch Lomond itself, from Inchmurrin Island, a different viewpoint from Balloch Country Park, and summer and winter views. Whilst we will look to hire a boat we cannot guarantee the weather for stable photography but will make best endeavours. Having said that:

Question 1: Please could you confirm, by perhaps marking up the following Viewpoint Overview Map from the previous application, where you seek the new viewpoint assessments and the new viewpoint from Balloch Country Park?

Question 2: You seek photomontages for both summer and winter views, but would you accept winter view photomontages only (therefore worse case)?

VIEWPOINT OVERVIEW MAP

