



Planning and Access Committee

Meeting: 21 September 2026

Agenda item: 4

SUBMITTED BY: Director of Place

APPLICATION NUMBER:	2024/0328/DET
APPLICANT:	Springfield M&M Homes Limited
LOCATION:	Land to the north of Gartness Road, Drymen, Stirling
PROPOSAL:	Residential development (65 dwellings) and public car park extension with public toilet and refuse facilities, associated access, visitor parking, landscaping and ancillary development
NATIONAL PARK WARD:	Ward 4 - East Loch Lomond and Port of Menteith
COMMUNITY COUNCIL AREA	Drymen
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1. Summary and Reason for Presentation

- 1.1. The application is for major development : Residential development (65 dwellings) and public car park extension with public toilet and refuse facilities, associated access, visitor parking, landscaping and ancillary development on land to the north of Gartness Road, Drymen.
- 1.2. In accordance with paragraph 5.1 of the National Park Authority's Scheme of Delegation, this application requires to be determined by the Planning and Access Committee because the application is for 'major development' as defined under the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009.

2. Recommendation

- 2.1. That Members **APPROVE** the application subject to the conditions set out in **Appendix 1** of the report and conclusion of a Section 75 agreement/planning obligation incorporating the Heads of Terms summarised in **Appendix 2**.

3. Background

Site Description

- 3.1. The application site comprises 6.77 hectares of undeveloped land located to the east of Drymen between the Old Military Road (B858 Stirling Road) to the north, Gartness Road to the south and the A811 to the southeast (Figure 1).

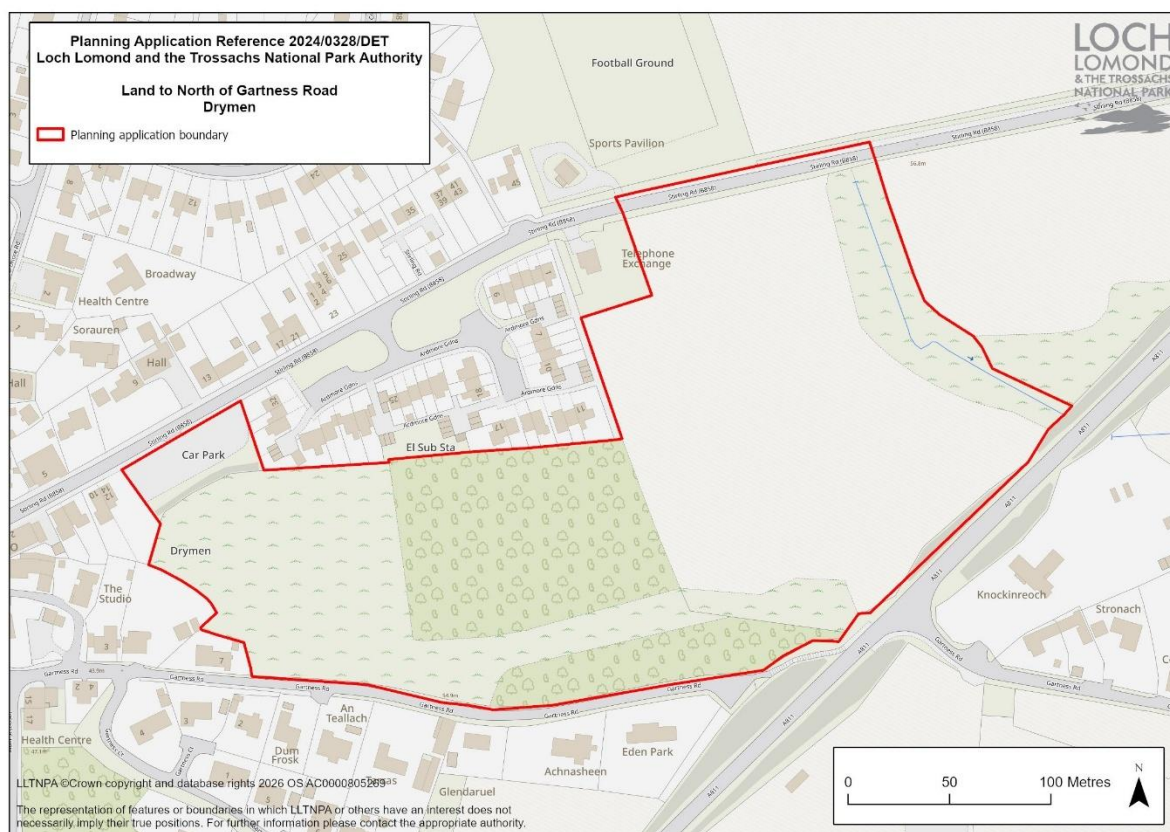


Figure 1 Application Site Location

- 3.2. Photographs of the site are provided at Appendix 4. An annotated aerial photograph is provided at Appendix 5 (Figure 2)).
- 3.3. The northwest corner, closest to the village centre, is in use as a public car park (Photograph 1). The eastern part of the site comprises open pasture formerly used for grazing and the western part is characterised by dense scrub vegetation.
- 3.4. The northern site boundary incorporates the public car park, wrapping around Ardmore Gardens (a mix of terraced and semi-detached houses dating from the 1960's/70s) and the telephone exchange building at the eastern entrance to the village (Photograph 2). The boundary continues east along the B858 Stirling Road incorporating four mature oak trees on the roadside.
- 3.5. The eastern boundary follows a post and wire fence that bisects the field and incorporates a small watercourse which runs north-south (Photograph 4 and Photograph 4). The field continues eastwards beyond the site boundary to the convergence of the A811 and Stirling Road.

- 3.6. The southern site boundary abuts the A811 and follows Gartness Road which is overlooked by detached dwellings along its southern side.
- 3.7. The western site boundary abuts the rear gardens of several large residential properties beyond which lies the centre of Drymen.
- 3.8. The site topography (Figure 3, Appendix 5) is generally higher in the central and northern areas surrounding Ardmore Gardens sloping to lower ground towards the south, east and west boundaries. From the higher ground the site slopes southwards into a topographical valley (Photograph 5) through which an unnamed watercourse flows east/west. The ground then rises steeply up a vegetated embankment to Gartness Road on the southern side.
- 3.9. A path (which is claimed right of way) (Photograph 7 and Photograph 8) runs between Stirling Road on the west side of the telephone exchange and the east side of Ardmore Gardens through the site down to a stile providing access to the verge adjacent to the A811 around 20m east of the crossing.
- 3.10. Gartness Road on the southern boundary is also a Core Path and forms part of the National Cycle Route 7. A series of shallow steps at its eastern end lead down to a crossing point on the A811 (Photograph 6). The north side of Stirling Road is also a Core Path which links to the West Highland Way approximately 260m to the east.
- 3.11. The site sits adjacent to the Drymen Conservation Area which follows the site's western boundary and incorporates the public car park.
- 3.12. Drymen centre, and its range of services, is within 100-350m of the proposed development and accessible by footpaths on Stirling Road. The village has a Spar convenience store, a medical and dentist practice, a butcher, chemist, a village hall and a range of eateries. The village also has a Primary School incorporating a nursery.

Description of Proposed Development

- 3.13. The proposal is for 65 houses comprising 43 for open market sale and 22 affordable (social rented) homes (33%) with associated access, public parking, public toilet and refuse facilities, landscaping and ancillary development. The proposed layout plan is provided in Appendix 5 (Figure 4).

Housing Mix and Design

- 3.14. The open market housing, which is proposed to be located in the east of the site, would comprise:
 - 13 x 3-bed houses
 - 22 x 4-bed houses
 - 8 x 5-bed houses
- 3.15. Ten of the houses would be semi-detached (all 3-bed) with the remainder detached.

- 3.16. The affordable housing is located to the immediate south of Ardmore Gardens. All the affordable houses would be managed by a Housing Association and would comprise:
- 8 x 1-bed flats
 - 8 x 2-bed terraced houses
 - 4 x 3-bed semi-detached houses
 - 2 x 4-bed semi-detached houses
- 3.17. The housetypes share a palette of external materials including buff coloured reconstituted stone, white render and slate-look concrete roof tiles. Windows and doors would be anthracite and rainwater goods would be black. Figure 5 at Appendix 5 shows some of the housetype designs and materials.

Access and Sustainable Travel

- 3.18. The development would be accessed via a new junction onto Stirling Road at the northeastern end of the development. There are four existing mature oak trees in the verge along this boundary which are the subject of a Tree Preservation Order, and one is required to be removed to facilitate the proposed access.
- 3.19. On the west side of the access a new pedestrian footpath would be provided along the south side of Stirling Road - running as far as the telephone exchange where a dropped kerb with tactile paving and zebra crossing point is proposed to access the established footpath on the north side.
- 3.20. A further zebra crossing is proposed adjacent to the public car park to facilitate pedestrian access to the north side of Stirling Road and onward footpath connections to Drymen Primary School which is situated in the north of the village.
- 3.21. There would be a new pedestrian and cycle link from the A811 Gartness Road (NCN7 and Core Path) through the undeveloped area of the site connecting to the public car park. A pedestrian link is also proposed from the development via a service wayleave corridor to the existing playpark at the rear of Ardmore Gardens.

Public car park enhancement

- 3.22. The existing public car park provides parking for approximately 40 vehicles. Enlargement of the car park is proposed to provide a total of 87 spaces including 4 disabled spaces and 4 larger spaces to accommodate motorhomes. Dedicated areas are proposed within the car park adjacent to Stirling Road for cycle parking and to accommodate the existing refuse/recycling facilities. A perimeter footpath would provide safe pedestrian access from the development to Stirling Road at this area of the development. A public toilet building is proposed on the south side of the car park.
- 3.23. The public car park (as extended) would remain under the management of Stirling Council following development. It is anticipated the public toilets and

associated land would be transferred to community ownership or to Stirling Council (the Section 75 legal agreement will make appropriate arrangements).

Groundworks and Infrastructure

- 3.24. Earthworks are required to create a development platform. The land immediately behind Ardmore Gardens and the mounded topography in the centre of the site to the south east of Ardmore Gardens will be lowered and lower areas filled/raised with batters (engineered slopes) formed around the edges of the development. The western edge of the extended car park and six of the houses on the southern edge of the development would be supported by retaining walls (varying in height to a maximum of 3.2m).
- 3.25. Sustainable Urban Drainage Systems (SUDS) are proposed in the form of underground cellular attenuation tanks at each end of the development. These would discharge run-off water at a controlled rate into both the unnamed water course to the east and drainage ditch to the south.
- 3.26. Foul water would be discharged into an existing Scottish Water combined sewer which runs via the car park in a southerly direction toward Gartness Road.

Landscaping and Biodiversity

- 3.27. New landscaping is proposed predominantly to the east of the development in the form of additional native trees and structural native tree and shrub planting. Native tree and shrub planting is also proposed on the embankments and batters around the development edges. Replacement of the native hedge along the car park frontage is proposed alongside tree and structural planting at the car park margins.
- 3.28. House plots would be lawned and bounded with a mix of native hedging to the front and 1.8m high fencing / feature walls to rear gardens. Some front gardens would be planted with feature trees.
- 3.29. The vegetation within the remainder of the site is proposed to be retained in its naturalised form with any soil disturbance resulting from the construction of paths and drainage infrastructure re-seeded in a meadow grass or wet meadow seed mix.

Background and application scheme amendments

- 3.30. This application follows several previous planning permissions for residential development at this site (listed below). The most recent permission (which remains extant) was granted in November 2020 (ref. 2018/0139/DET) to the then applicant MacTaggart and Mickel Homes Limited for a development of 88 houses (Figure 6). This permission secured an enlarged public car park, 50% affordable housing (including a mix of social rented and low-cost home ownership) and financial contributions for education and active travel.
- 3.31. In the months following that grant of planning permission, site investigations identified a greater extent of deep peat within the site than was originally anticipated. This, along with the subsequent sale of the site to a newly formed

company Springfield M&M Homes Limited (the present applicant), gave rise to a need for layout adjustments and resulted ultimately in the smaller-scale scheme which is the subject of this planning application.

- 3.32. This application was submitted in November 2024 following statutory pre-application public consultation, which engaged 69 participants and reported broad community support (the Pre-Application Consultation Report is available to view on the application file).
- 3.33. The application was revised in response to the comments received including by the Community Council. The public were re-consulted on amended plans in January 2026. The original scheme is shown in Appendix 4 (Figure 7); the changes included:
- Revision of the road layout to remove the vehicular through-access via the public car park. The development is to be served by a single vehicular access from Stirling Road at the east of the development. The car park is to be served by its own dedicated access.
 - Revision to car park layout to add pedestrian entrance at the north west corner (in the location of the existing steps), perimeter footpath to public toilets and relocation of refuse collection point.
 - Addition of the pedestrian/cycle path from Gartness Road to the car park and removal of stepped path link from Gartness Road (west end).
 - Relocation of four affordable housing units from the south side of the road at the eastern end with consequential layout adjustments.
 - Added permeability via a footpath link from the development to the playpark at Ardmore Gardens.
 - Changes to landscaping to increase tree planting to the eastern boundary and alterations to species mix to increase native species.
- 3.34. Progress on the application was halted whilst the developer entered into negotiation with Stirling Council to agree financial contributions towards an extension to Drymen Primary School. Those negotiations concluded recently in mid-August 2026 which has enabled the Heads of Terms of an updated legal agreement to be finalised and the application to progress to determination. The following planning obligations have been agreed for this application:
- Affordable housing provision at 33%
 - Financial Contributions for:
 - Education £3,752 per unit (£243,914)
 - Children's Play £20,000
 - Active travel £37,735
- 3.35. In addition the developer has volunteered to construct the public toilet block and to gift this (along with the associated land) to the community.

Planning History

3.36. As already introduced, the site has been the subject of a number of previous planning permissions for residential development, including:

- 2021/0060/DET - Engineering works and landscaping to form public open space and substitution of house types for plots 83-86 (revision to plans approved under planning permission 2018/0139/DET) (Approved 01 October 2021).
- 2018/0139/DET - Residential development of 88 dwellings with access, public car park, hard and soft landscaping, drainage and associated infrastructure (Approved 10 November 2020) (extant).
- 2016/0360/DET - Renewal of planning consents 2013/0134/DET and 2008/0375/DET for erection of 36 residential dwellings, formation of access road, extended public car park, creation of public park and associated engineering works (Approved 7 August 2017) (lapsed).
- 2003/0031/DET - Formation of vehicular access road to housing development and change of use of land to form public car park and associated engineering works (Approved 31 July 2003) (lapsed).
- 01/00030/NONDET/S - Erection of 20 no. new dwelling houses (Allowed on Appeal September 2002) (lapsed).

4. Environmental Impact Assessment & Habitat Regulations Assessment

Environmental Impact Assessment

- 4.1. The National Park is identified as a 'Sensitive Area' within the Environmental Impact Assessment (Scotland) Regulations 2011. As a 'Competent Body' the National Park Authority has a statutory duty to consider whether proposals for development should be subject to the Environmental Impact Assessment (EIA) process.
- 4.2. The proposal falls under Schedule 2 (10(b)) of the regulations as an 'Infrastructure project' sub-category 'urban development project' and the regulations therefore require the proposed development to be screened.
- 4.3. The screening process was undertaken and concluded that there would be no likely significant effects on the environment as a result of the development and therefore an EIA is not required. The screening opinion is available to view online at <https://eplanning.lochlomond-trossachs.org/OnlinePlanning> using the reference PSC/2024/0004.

Habitat Regulations Assessment

- 4.4. The Habitats Regulations require that where an authority concludes that a development proposal is likely to have a significant effect on a European site (SPA or SAC) it must undertake an Appropriate Assessment (AA) of its implications for the European site in view of the site's conservation objectives.

- 4.5. In this instance the development has the potential to affect the Endrick Water SAC via watercourses that link to the site. Therefore an Appropriate Assessment (AA) is required.
- 4.6. An Appropriate Assessment was undertaken which concludes that there would be no adverse effect on the integrity of the SAC subject to the implementation of appropriate measures for pollution prevention. A copy of the AA is provided at Appendix 6.

5. Consultations and Representations

Responses to Consultations

- 5.1. The following is a summary of the responses to the application.

Drymen Community Council

- 5.2. **Supports.** The Community Council:

- Welcomes the reduced scale of development to ease pressure on local services.
- Is disappointed by the removal of 12 low-cost home ownership units - alternatives should be considered (such as shared equity) to help first-time buyers and older households.
- Is concerned about inaccurate claims of adequate bus services, noting reliance on private cars.
- Requests early delivery of community benefits, including funding for village improvements and new public toilets.
- Seeks clarity on campervan parking arrangements.
- Recommends provision of an active play area / skate park for older children.
- Notes the proposed westerly vehicular access is unpopular as it would encourage through-traffic and speeding with safety and noise impacts plus loss of valuable car parking spaces within the public car park. A single access should be retained.
- Requests the developer construct the public toilets and provide financial contributions to support their management and for the establishment of a community hub to replace lost amenities including the library and the village hall.
- Highlights a need for footpath links from Gartness Road to the development - the paths should be suitable for wheelchairs and pushchairs.

[Case officer note: The revised scheme removes the through-access and addresses this concern. It also introduces an all-abilities link from Gartness Road to the car park. Management of the car park (including campervans/motorhomes) would be for Stirling Council. The proposal

provides spaces for daytime parking. It is understood that overnight stays are prohibited at present.]

Drymen Community Development Trust

5.3. **Supports.** Drymen Community Development Trust (DCDT):

- Notes an urgent need for public toilets and seeks both a transfer of ownership and a financial contribution to cover operating costs for the first 3–5 years (c. £30,000).
- Seeks clarity on campervan parking (day use or overnight stays). Would support overnight facilities with electricity, toilets, showers, and waste disposal to generate income for the community.
- Strongly supports local pupils' request for a skate park or bike track for older children given the limited transport links to other villages.
- Stresses the need for contributions to support remaining village amenities including the Village Hall (which is reliant on grants) following the loss of the library, post office and bank.
- Notes that 78 parking spaces is less than previously proposed and request larger car park to address summer parking pressures and express interest in managing the car park.

[Case officer note – the amended plans increase the number of public parking spaces from 74 to 88. Future management of the car park is a matter for Stirling Council].

Scottish Water

- 5.4. **No objection.** There is currently sufficient capacity in the Caron Valley Water Treatment Works to service your development.
- 5.5. The proposed development is within the Drymen Waste Water Treatment Works catchment. When planning permission has been granted and a formal connection application has been submitted, we will review the availability of capacity at that time and advise the applicant accordingly.

Scottish Environment Protection Agency (SEPA)

- 5.6. Have not been consulted as the proposed development does not reach the threshold for consultation in accordance with 'Development Management Consultation Thresholds and Standing Advice'. SEPA's Standing Advice applies.

Stirling Council Education Authority

- 5.7. **No objection** subject to financial contributions towards increasing capacity at Drymen Primary School. The current projections show that the total number of pupils predicted contribute to a breach of capacity at Drymen Primary School. It is the Education Authority's expectation that any development approved

within the Drymen Primary School catchment area will provide financial contributions towards plans to mitigate the breach in capacity.

Stirling Council Environmental Health

- 5.8. **No objection.** The site investigation (Geo-Environmental & Geotechnical Interpretative Report (Fairhurst June 2019)) appears to be satisfactory, and the developer should follow the conclusions and recommendations of the report.
- 5.9. The Noise Impact Assessment Stirling Road & Gartness Road Drymen (RMP Technical Report No. R-10093-GH-CL 24th September 2024) makes recommendations in relation acoustic performance (glazing, ventilator and façade). The developer should ensure that these recommendations are incorporated into the final design plans and (if required) addressed as part of the Building Warrant.
- 5.10. Further information is required in relation to noise generation by proposed Air Source Heat Pumps.
- 5.11. A standard condition to cover unexpected contamination is recommended.

Stirling Council Flood Prevention Team

- 5.12. **No objection.** This site lies outside the flood zone according to the developers site specific flood risk assessment. The finished floor levels are 600mm above the 1 in 200 + climate change flood zone. The drainage strategy submitted for this application contains several levels of SUDS and attenuates increased runoff as a result of the additional hardstanding to the 1 in 2 year greenfield runoff rate up to the 1 in 200 year + climate change event. Stirling Council therefore recommends no objection to this development on the grounds of flood risk.

Stirling Council Housing Services

- 5.13. **Comments:** The Loch Lomond & The Trossachs LDP and Housing SG require 50% affordable housing in Drymen, but the current application proposes 33% (22 units), which falls short of policy. While the developer argues this exceeds the national 25% requirement, local policy takes precedence. There is significant unmet need for larger homes and wheelchair-standard provision, which the proposed mix does not fully address. Stirling Council has earmarked funding for Rural Stirling Housing Association (RSHA) in the SHIP, subject to timescales and agreement on details; all grant-supported homes must meet Housing for Varying Needs and Secured by Design standards. The Council remains open to discussions on alternatives for the shortfall and encourages the developer to engage directly with RSHA on unit details.

Stirling Council Roads Authority

5.14. **No objection.** Stirling Councils Network Management Team has no objection to the proposal, subject to conditions being applied to any consent granted covering (in summary):

- Details of the public car park including detailed geometries of the layout, and specification of the car park construction.
- Details of retaining structures.
- Details of the controlled crossing facilities across Stirling Road which shall be provided in full prior to any dwellinghouse becoming occupied.
- Provision of a Stage 2 and 3 Road Safety Audit.
- Implementation of an electric vehicle charging strategy for both the public car park and the residential development.
- Adherence to standards for junction visibility and maintenance, driveway accesses and vehicle parking standards.
- Submission of a Construction Traffic Management Plan.
- Production of a Residential Travel Pack for new residents setting out available travel options to and from the site.
- Relocation of the 20mph speed limit east of the development access.

West of Scotland Archaeological Service (WOSAS)

5.15. **No objection.** Previous archaeological work revealed significant prehistoric remains. These were fully excavated, leaving no physical remains on site.

5.16. In 2022, following the grant of permission and the above mentioned works, an historic estate plan (1789) was discovered showing a possible ruined castle ("Castle of Drummakill") within the development area. This feature is not recorded in national or local historic records and does not appear on earlier military or Ordnance Survey maps. No evidence was found during the previous trenching, but less substantial remains could survive. WOSAS recommends a planning condition requiring an archaeological programme during initial groundworks to identify and record any surviving features related to the castle.

Members of Parliament / Scottish Parliament and Councillors

5.17. No responses received.

Public Representations Received

5.18. Prior to the consultation on the amended plans there were 10 no representations received; 8 in objection and 2 neither in support nor objection. The following is a summary of the comments and concerns raised in those representations (grouped under headings for ease).

Scale, design and impact on local infrastructure

- The scale of development will turn Drymen into a town, harming tourism and local businesses.
- Concerns about increased population impacting nursery and primary school capacity. High school already at capacity; additional housing in nearby villages adds pressure.
- Current nurseries cannot meet demand; multi-year waiting lists exist with no alternative childcare options.
- Local shop is insufficient for increased population.
- Loss of library and limited community services.
- Doctors' surgery and dentist at full capacity; appointments increasingly difficult.
- Concern about loss of direct sunlight for properties adjacent to the development.

Roads, Access and Parking

- Strong objection to using the car park as a development site access.
- Number of proposed parking spaces is inadequate and poorly designed (e.g., disabled spaces at bottom) - current car park already full with visitors.
- Increased traffic on Stirling Road - surfaces already poor. Traffic survey is outdated (2018) and does not reflect current volumes.
- Lack of public transport forces reliance on cars, increasing pressure on parking.
- Proposed development will worsen parking issues.
- Significant increase in emissions and particulate pollution expected.
- There should be no access from Gartness Road during construction or after completion.
- Gartness Road is a major walking route for the West Highland Way and Rob Roy Way; tree planting and path creation were previously promised and should be honored.

Public Toilets

- No credible long-term funding or maintenance plan for the toilets and risk of dereliction - previous closures and funding issues raise doubts about sustainability.
- Toilet block would be better located nearer Stirling Road for accessibility and natural surveillance.
- Existing car park already problematic; expansion with caravan spaces and toilets could worsen issues like overnight camping, fly-tipping and youth gatherings.

Landscape, Trees and Biodiversity

- Public has historically accessed the site; development reduces open space.
- Development will dominate the horizon, negatively affecting the rural character and experience for West Highland Way walkers and compromising countryside views.
- Significant trees were previously felled on the southern boundary (Gartness Road) – no acknowledgment in the current phasing or planting plan.
- Proposed tree planting in the south is now restricted due to peat preservation but replanting on the southern boundary should occur to restore screening and village aesthetic.
- Destruction of natural habitat.

Cultural Heritage

- Development footprint encloses possible site of former Castle of Drummakill, significant to Clan Buchanan. Street naming should reflect significance / an interpretive panel should be provided explaining Drummakill's history and Clan Buchanan's connection.

General/Other

- Unclear what benefits are offered.
- Applicant claims about amenities, jobs, and spending are misleading or unsubstantiated.
- No clear commitment from developer to invest in village infrastructure such as education.
- Factual errors in the application - incorrect statements about bus services, local shops, and transport links. Outdated census and survey data used in supporting documents.

5.19. The submission of amended plans sought to address some of the above concerns related to the scheme design. Amended plans were consulted upon in January 2026. There was 1 further objection received. This did not raise any additional matters.

5.20. The full content of the representations is available to view on the National Park Authority's Public Access website (<https://eplanning.lochlomond-trossachs.org/OnlinePlanning>) by entering the reference number 2024/0328/DET.

6. Policy context

The Development Plan

6.1. Section 25 of the Town and Country Planning (Scotland) Act 1997 states that planning applications are to be determined in accordance with the Development Plan unless other material considerations indicate otherwise.

The Development Plan comprises National Planning Framework 4 and the Loch Lomond & The Trossachs National Park Local Development Plan and Supplementary Guidance.

National Planning Framework 4 (NPF4)

6.2. NPF4 is the fourth National Planning Framework for Scotland. It sets out the Scottish Government's priorities and policies for the planning system up to 2045 and how the approach to planning and development will help to achieve a net zero, sustainable Scotland by 2045. NPF4 contains 33 policies to guide development management decisions. The following policies are relevant to this proposal:

- Policy 1 - Tackling the climate and nature crises - To encourage, promote and facilitate development that addresses the global climate emergency and nature crisis.
- Policy 2 - Climate mitigation and adaptation - To encourage, promote and facilitate development that minimises emissions and adapts to the current and future impacts of climate change
- Policy 3 – Biodiversity - To protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks.
- Policy 4 - Natural Places - To protect, restore and enhance natural assets making best use of nature-based solutions.
- Policy 5 – Soils - To protect carbon-rich soils, restore peatlands and minimise disturbance to soils from development.
- Policy 6 - Forestry, woodland and trees - To protect and expand forests, woodland and trees.
- Policy 7 – Historic assets and places - To protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places.
- Policy 12 – Zero Waste - To encourage, promote and facilitate development that is consistent with the waste hierarchy.
- Policy 13 – Sustainable Transport - To encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.
- Policy 14 - Design, quality and place - To encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle
- Policy 15 –Local Living and 20 minute neighbourhoods - To encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.

- Policy 16 - Quality homes - To encourage, promote and facilitate the delivery of more high quality, affordable and sustainable homes, in the right locations, providing choice across tenures that meet the diverse housing needs of people and communities across Scotland.
- Policy 18 – Infrastructure first - To encourage, promote and facilitate an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking.
- Policy 19 – Heating and cooling - To encourage, promote and facilitate development that supports decarbonised solutions to heat and cooling demand and ensure adaptation to more extreme temperatures.
- Policy 20 – Blue and green infrastructure - To protect and enhance blue and green infrastructure and their networks.
- Policy 21 - Play, recreation and sport - To encourage, promote and facilitate spaces and opportunities for play, recreation and sport.
- Policy 22 - Flood risk and water management - To strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding.

Local Development Plan (2017-2022)

6.3. The Local Development Plan (LDP) which was adopted in 2017 outlines the vision for how the National Park should change over the next 20 years, including the strategy for development and the policy approach for key topics. There remains broad alignment between the LDP and NPF4 policies however, where any incompatibility does arise, then NPF4 prevails as the more recent policy. The following LDP policies are relevant to this proposal:

- Overarching Policy 1: Strategic principles
- Overarching Policy 2: Development requirements
- Housing Policy 1: Providing a diverse range of housing
- Housing Policy 2: Location and types of new housing required
- Transport Policy 2: Promoting sustainable travel and improved active travel options
- Transport Policy 3: Impact assessment and design standards of new development
- Natural Environment Policy 1: National Park landscapes, seascape and visual impact
- Natural Environment Policy 4: Legally protected species
- Natural Environment Policy 6: Enhancing biodiversity
- Natural Environment Policy 8: Development impacts on trees and woodlands
- Natural Environment Policy 10: Protecting peatlands
- Natural Environment Policy 11: Protecting the water environment

- Natural Environment Policy 12: Surface water and waste water management
- Natural Environment Policy 13: Flood risk
- Historic Environment Policy 7: Other archaeological resources
- Waste Management Policy 1: Waste management requirement for new developments

6.4. Full details of the policies can be viewed at: <http://www.lochlomond-trossachs.org/planning/planning-guidance/local-development-plan/>

Supplementary Planning Guidance

6.5. The adopted Supplementary Planning Guidance provides support to the policies of the LDP and carries the same weight in the determination of applications. The Supplementary Guidance of relevance to this application comprises:

- Design and Placemaking
- Housing
- Developer Contributions

Other Material Considerations

Planning Guidance

- Sustainable and Active Travel

National Park Aims

6.6. The four statutory aims of the National Park are a material planning consideration. These are set out in Section 1 of the National Parks (Scotland) Act 2000 and are:

- *to conserve and enhance the natural and cultural heritage of the area;*
- *to promote sustainable use of the natural resources of the area;*
- *to promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public; and*
- *to promote sustainable economic and social development of the area's communities.*

6.7. Section 9 of the Act states that these aims should be achieved collectively. However, if in relation to any matter it appears to the National Park Authority that there is a conflict between the first aim, and the other National Park aims, greater weight must be given to the conservation and enhancement of the natural and cultural heritage of the area.

National Park Partnership Plan (2018-2023)

- 6.8. All planning decisions within The National Park require to be guided by the The National Park Plan (known as The National Park Partnership Plan) in order to ensure that they are consistent with the National Park's statutory aims.
- 6.9. The National Park Partnership Plan (NPPP) sets out the National Park Authority's policy for managing the National Park and working with other partners and stakeholders with a view to ensuring that the National Park aims are collectively achieved in a co-ordinated way. By 2045 the NPPP aims to deliver nine outcomes by focussing on 27 objectives which are listed under three themes: 'restoring nature', 'creating a low carbon place' and 'designing a greener way of living'.

Local Place Plans

- 6.10. Local Place Plans give local people a formal way to influence planning policies. Once validated and registered, these plans must be taken into account when the National Park Authority creates its formal Local Development Plan.
- 6.11. The Drymen Place Plan (2023-2032) is the community-led vision for the village's future, created by residents and Drymen Community Development Trust. It aims to guide development, improve local amenities (like walking/cycling), support local businesses, and ensure affordable housing delivery. Priorities identified include creating public toilet facilities for the village and introducing electric car charging and improving recycling facilities within the public car park. The Drymen Place Plan also acknowledges the previously consented housing development at this site that incorporates play space and extended car park.

7. Supporting Information

- 7.1. The applicant has submitted the following documentation in support of the planning application:
 - Planning Statement
 - Design and Access Statement
 - Updated Transport Statement
 - Peat Management Plan
 - Drainage Assessment
 - Flood Risk Assessment
 - Updated Ecological Appraisal
 - Tree Survey
 - Arboricultural Guidance Notes
 - Biodiversity Enhancement Plan

- Landscape Planting and Maintenance Proposals
- Visualisations
- Noise Impact Assessment
- Geo-Environmental Geotechnical Interpretative Report
- Energy Statement
- External Finishes Schedule
- Statement of Community Benefit
- Pre-Application Consultation (PAC) Report

8. Planning Assessment

Principle of Development

- 8.1. NPF4 Policy 16 a) states *“Development proposals for new homes on land allocated for housing in LDPs will be supported.”*
- 8.2. The application site is allocated for housing in the Local Development Plan (LDP) with the allocation for the western half of the site envisaging development in the short term for 36 homes (i.e. within the LDP plan period to 2021) and the eastern half for 30 homes in the longer term (i.e. 10 years from the LDP’s adoption).
- 8.3. The previous grant of permission for 88 homes in 2020 established the principle of development across both allocations, including the early release of the eastern allocation. The LDP, which was adopted in 2017 and covers the period to 2021, is now approaching the end of its long-term (10-year) horizon in which development of both these allocations is needed to address the LDP’s planned housing requirements.
- 8.4. NPF4 is clear that development of housing on allocated sites should be supported. The proposal is fully in line with the LDP allocations, including the scale of development envisaged, and the principle of development is therefore supported.

Housing Mix

Affordable Housing

- 8.5. The application proposes 22 affordable houses which represents 33% of the total 65 houses proposed. NPF4 Policy 16 e) states:

“Development proposals for new homes will be supported where they make provision for affordable homes to meet an identified need. Proposals for market homes will only be supported where the contribution to the provision of affordable homes on a site will be at least 25% of the total number of homes, unless the LDP sets out locations or circumstances where:

i. a higher contribution is justified by evidence of need [...]”

- 8.6. There is a longstanding and acute need for affordable housing in the National Park. Housing Policy 2(a)(i) of the LDP therefore requires developments of 4 or more houses to provide affordable housing. The Housing Supplementary Planning Guidance confirms that the requirement within 'Accessible Rural Loch Lomondside Villages' (which includes Drymen) is 50%. The proposal, at 33% satisfies the minimum 25% requirement in NPF4 however it does not accord with the higher LDP requirement.
- 8.7. The applicant contends that, notwithstanding the previously consented 88 unit scheme incorporated 50% affordable housing, provision at 50% for this scheme is not viable. They have provided a commercially confidential financial assessment and report to support their case. The report explains that increased abnormal and build costs and the reduced scale of development have reduced the viability of affordable housing provision.
- 8.8. The Housing Supplementary Planning Guidance states that *"Where genuine difficulties with site viability can be proven without doubt, we will consider, through negotiation, reducing the percentage or reduced financial contribution."*
- 8.9. The National Park Authority sought an independent review of the applicant's viability assessment by the Valuation Office Agency's District Valuer Services (DVS). The DVS findings were that the proposed scheme is capable of returning a viable profit margin with 50% affordable housing and a higher proportion of affordable units, potentially as high as the full 50%, could be provided.
- 8.10. The applicant acknowledges the DVS's findings but points out that if a 50% requirement is levied then there will be no delivery. This is because Springfield Group's PLC Board would not give their approval to proceed if the development falls below the company's profit and return on capital employed thresholds. They highlight that there are no developments within the National Park, or elsewhere in the region, that have achieved 50% affordable housing as part of a market-led housing development and they are not willing to raise the affordable housing percentage above the 33% proposed. The applicant points to other schemes that have recently been developed at 33%, including Springfield's development at Station Road in Kilearn, as evidence of viable delivery at this reduced level.
- 8.11. Taking together the LDP policy requirement for 50% affordable housing and case for the lower 33% offered by the applicant which is not supported by the independent findings of the DVS, it is concluded that the development is not wholly in accordance with the Development Plan. However, there are a number material considerations that require to be taken into account. These are:
- The technical difficulties in developing this site and lack of housing delivery to date notwithstanding its allocation for housing development for in excess of 10 years and multiple planning permissions for housing dating back to 2001.
 - The acute need for affordable housing and greater certainty of delivery, (albeit at 33% / 22 affordable units) if this scheme were granted

permission. The 33% offered, whilst below the 50%, reflects the Local Development Plan's requirement for other towns in the National Park (including Callander).

- The allocation of funding in Stirling Council's (2026/27-2030/31) Strategic Housing Investment Plan (SHIP) for delivery by Rural Stirling Housing Association which anticipates development in years 2027/28.
 - The voluntary delivery of a fully operational public toilet building.
 - The delivery of other significant public benefits including an expanded public car park with electric charging, enhanced recycling facilities and financial contribution towards development of children's play facilities within the village.
 - The significant enhancement of the site's biodiversity arising from the planting of no fewer than 1,390 native trees and other habitat creation measures.
 - The support for the application from the Community Council and Community Development Trust.
 - The Scottish Government's declaration in 2024 of a National Housing Emergency. The accompanying advice in the Chief Planner's Letter of June 2024 impresses on planning authorities the need to work positively and constructively to ensure the planning system contributes all it can to support delivery of the quality homes Scotland needs, where and when they are needed. It also states that a balanced planning judgement should be reached in each case when assessing the various strands of NPF4 Policy 16 'Quality Homes' which includes house size, type, tenure and associated community benefits.
- 8.12. Notwithstanding the LDP policy position and the DVS's findings, it is reasonable to conclude that it is highly unlikely that any development will progress with a 50% affordable housing requirement. The lack of compliance in this regard does not warrant refusal of the application in the light of the above material considerations, and a relaxation to a lower percentage of 33% affordable housing is therefore accepted to secure the site's delivery and the associated public benefits. The affordable housing would be appropriately secured against the delivery of the market housing to ensure early provision within the development phasing. The detail of the phasing triggers will be agreed as part of the Section 75 legal agreement.

Housing Mix

- 8.13. Both NPF4 Policy 16 and Housing Policy 1 of the LDP support sites that deliver a diverse range of housing, sizes and tenures. The LDP states that proposals should particularly address the needs of smaller sized households, older people and families. It also states homes should be preferably built to 'varying needs' or 'lifetime homes' standards.
- 8.14. The development would deliver a variety of house sizes, types and tenures ranging from 3 bed to 5 bed (market houses) and 1-bed/2-person to 4-bed/6-person affordable houses. The plans were amended to incorporate 2 no.

larger 4-bed affordable units at the request of Stirling Council's Housing Services. The 4 no. ground floor 1-bed/2-person cottage flats are all fully accessible to wheelchair users. The houses would not be 'lifetime homes', however they would be built to the relevant building standards for accessibility and adaptability. All the affordable housing would be social rented tenure.

- 8.15. The Community Council's disappointment regarding the lack of alternative affordable discounted for sale or 'Low Cost Home Ownership' and/or 'shared equity' units is noted. The applicant has highlighted issues with a lack of take up of discounted for sale units due to the value and occupancy restrictions placed upon them – an issue they highlight is also faced by first occupiers. In discussions, Stirling Council Housing Services also highlight issues with this tenure including difficulties in reserving and allocation to those in need and in ensuring these units remain affordable in-perpetuity. Their preference is for the affordable housing to comprise 100% social rented tenure.
- 8.16. Overall, the proposed mix is deemed satisfactory and in accordance with NPF4 Policy 16 and Housing Policy 1 of the LDP.

Design

Key Design Principles

- 8.17. NPF4 Policy 14 (Design quality and place) states: "*a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale. b) Development proposals will be supported where they are consistent with the six qualities of successful places*". These are: Healthy, Pleasant, Connected, Distinctive, Sustainable and Adaptable.
- 8.18. The amended proposal is well designed with the removal of the access road through the public car park resulting in a layout which prioritises active travel over the car. The addition of crossing points on Stirling Road in convenient locations will provide safe routes to school (these are secured by planning conditions). These aspects of the design will support and encourage journeys from the new housing into Drymen centre by foot and bicycle.
- 8.19. There is a good degree of permeability through and around the edges of the development with the perimeter path around the public car park providing a pleasant and safe connection to Drymen centre via its north west corner which follows an established pedestrian route.
- 8.20. The introduction of paths within the undeveloped area to the south of the development will provide circular routes and important opportunities for walking and connections with the surrounding natural landscape. The amended plans introduced a path from east end of Gartness Road (the NCN7 and Core Path) which will provide a step-free direct route to the public toilets and centre of Drymen for users of allowing cyclists and other wheeled users to avoid the existing steps. This connection will require to be the subject of further detailed design to ensure that it is suitable for the ground conditions and that the gradient and surfacing meets the accessibility requirements for both pedestrians and cyclists.

- 8.21. The link to Ardmore play park (Photograph 13) will enable direct access from the development to this facility and provides permeability between the Ardmore Gardens estate and the development and the open space to the south. This connection will enhance both the use and natural surveillance of the play park.
- 8.22. The submitted layout does not accommodate the claimed public right of way between Stirling Road and the A811 which is obstructed by plot 25 (one of the market units). Either this right of way will be diverted onto an alternative route through the completed development or a minor adjustment will be made to the layout to incorporate it. A planning condition is recommended to safeguard the route and prevent obstruction until a solution is arrived at in due course.
- 8.23. The paths and connections referred to above will ensure that the development is consistent with the qualities of healthy, pleasant and connected places under NPF4 Policy 14 and the principles of sustainable and active travel under NPF4 Policy 13 and Transport Policy 2 of the Local Development Plan.
- 8.24. Overarching Policy 2 of the LDP requires developments to protect and/or enhance the character, appearance and setting of the historic environment. Historic Environment Policy 2 of the LDP requires that buildings within or adjacent to Conservations Areas maintain important views to and from them.
- 8.25. The Drymen Conservation Area covers the historic core of Drymen and incorporates the public car park. The proposal maintains a 'green' frontage onto Stirling Road by replacing the native hedge that is to be removed to facilitate the car park expansion. This will screen parked vehicles from the historic street scene. The planting of trees within and at the rear of the car park will green the backdrop and open views from the Conservation Area across the car park towards Gartness Road will be maintained. The proposed toilet block is set back within the car park, still conveniently sited for users but away from the Conservation Area.
- 8.26. Overall the deisgn is considered acceptable and in accordance with the key design principles in NPF4 Policy 14. it is not considered there would be any adverse effects on the character or appearance of the Drymen Conservation Area or the views to or from it.

Dwelling Design and Materials

- 8.27. In terms of the design and appearance of the dwellings, the form is traditional with pitched roofs whilst the elevations are contemporary in style (Figure 5). The form and appearance has been designed to reflect the predominant aesthetic in the the Conservation Area with white render finish and grey-slate look roof tiles. However the contemporary elevations provide a more modern aesthetic, which does not aim to replicate traditional architectural detail and instead, compliments the varied building styles and periods both immediately adjacent to the site and within the wider village.
- 8.28. The proposed external materials comprise a limited palette of country stone base course, white roughcast render and thin edge slate-look concrete roof tiles in anthracite. These are accepted in place of natural slate as the development itself would be outwith the Conservation Area and would not be

prominent in views from it. Instead it would be viewed behind and in the context of the immediately adjacent houses at Ardmore Gardens which have concrete roof tiles. All windows and doors would be anthracite.

- 8.29. There is broad uniformity in fenestration and external appearance across the market and affordable houses however the affordable units would have a brick base course and masonry wall features. The specification of the brick and wall features will require approval by condition to ensure this compliments the rest of the development.
- 8.30. Proposed materials for the garden grounds include buff coloured reconstituted stone retaining walls and boundary wall enclosures, timber fences, block driveways, concrete slab footpaths and golden quartz stone chip gravel paths and perimeter strips.
- 8.31. An external materials schedule has been submitted listing the proposed external materials specifications. A condition is recommended for a revised schedule to include the detail of all final external materials specifications prior to development commencing.

Energy Efficiency

- 8.32. NPF4 Policy 19 f) states *“Development proposals for buildings that will be occupied by people will be supported where they are designed to promote sustainable temperature management, for example by prioritising natural or passive solutions such as siting, orientation, and materials.”*
- 8.33. Overarching Policy 2 requires that new developments minimise overall energy requirements through conservation measures and incorporate on-site low and zero carbon generating technologies to meet 20% of the overall energy requirements.
- 8.34. An Energy Statement has been submitted confirming each dwelling would be fitted with an air source heat pump which would off-set 56% of the building's energy requirements. Each dwelling would adopt a 'fabric first' approach and achieve 2023 building standards for thermal insulation, airtightness and lighting control with 9.7% improvement over the required standard for energy efficiency.
- 8.35. The development would achieve compliance with Overarching Policy 2 and NPF4 Policy 19.

Waste Management

- 8.36. NPF4 Policy 12 (Zero waste) states *“(c) Development proposals that are likely to generate waste when operational, including residential, commercial, and industrial properties, will set out how much waste the proposal is expected to generate and how it will be managed including: i. provision to maximise waste reduction and waste separation at source, and ii. measures to minimise the cross-contamination of materials, through appropriate segregation and storage of waste; convenient access for the collection of waste; and recycling and localised waste management facilities”.*

- 8.37. The development would generate household waste which would be collected by Stirling Council's refuse service and includes areas for the storage of four wheelie bins for each household for the segregation of waste for recycling. In addition, a dedicated area for the existing communal recycling facilities within the public car park has been designed into the new scheme.

Residential Amenity

- 8.38. Overarching Policy 2 of the LDP states that development proposals should not conflict with nearby land uses and *"avoid any significant adverse impacts of; flooding, noise/vibration, air emissions/ odour/fumes/dust, light pollution, loss of privacy/sunlight/daylight"*.
- 8.39. The nearest existing residential properties to the proposed development are those in the Ardmore Gardens on the northern site boundary. The submitted site sections show the relationship between the development and the properties on Ardmore Gardens. The earthworks would reduce the existing higher ground levels behind Ardmore Gardens and the proposed houses would be on ground which is level with or slightly lower in comparison to the existing properties. The proposed rear gardens afford sufficient separation between existing and proposed houses and therefore adequate levels of privacy and sunlight will be maintained. The proposed rear garden enclosures (1.8m high fences and walls) are of sufficient height to afford adequate privacy for occupants.
- 8.40. The submitted Noise Impact Assessment includes recommendations for acoustic performance requirements for glazing, ventilators and façades in order to meet the relevant internal amenity noise standards. External amenity noise has been found to be acoustically acceptable. A condition is recommended to secure compliance with the recommendations of the Noise Impact Assessment. Environmental Health has requested further information in due course in relation to the noise output for the proposed air source heat pumps and a condition is recommended accordingly.
- 8.41. A standard working hours condition is recommended to ensure that noisy construction works only take place at suitable hours in order to protect the amenity of neighbouring properties. A Construction Method Statement is also required by condition which will set out how issues of noise, vibration and dust from construction activity will be controlled throughout the construction.
- 8.42. The dwellings require to be constructed in accordance with the Geotechnical Report's recommendations for ground gas protection and a condition to secure compliance is recommended accordingly alongside a standard condition to cover investigation and remediation of any unexpected contamination.

Roads, Accessibility and Sustainable Travel

- 8.43. NPF4 Policy 13 encourages developments that promote active travel and reduce the need to travel unsustainably. Criteria b) of the policy sets out criteria that developments should meet – these are summarised as:

- i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
 - ii. Will be accessible by public transport, ideally supporting the use of existing services;
 - iii. Integrate transport modes;
 - iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
 - v. Supply safe, secure and convenient cycle parking;
 - vi. Are designed to incorporate safety measures including safe crossings and reducing the number and speed of vehicles;
 - vii. Have taken into account the transport needs of diverse groups, and
 - viii. Adequately mitigate any impact on local public access routes.
- 8.44. The application is supported by a Transport Statement which examines the traffic impact and key transportation issues and access opportunities. In terms of traffic impacts, the Transport Statement includes a TRICS (Trip Rate Information Computer System) Assessment to estimate peak period vehicle movements and finds that *“two-way traffic generation associated with the development site is estimated to be approximately 1 two-way vehicle movement every circa 2 minutes, on average, during the peak periods”*. Given this relatively small increase in vehicle movements no formal junction analysis was required. Stirling Council Roads Authority is satisfied with the findings.
- 8.45. Although the development is readily accessible to nearby bus stops, bus services to and from Drymen are currently limited and it is therefore anticipated that the majority of trips to wider services and facilities will be by private car. The Developer Contributions Supplementary Guidance states that in respect of residential development, *“there may be a need to provide or improve transport infrastructure and services (where appropriate) such as roads, footpaths, cycleways or improve or provide traffic or parking management solutions or provide public transport services and facilities outwith the immediate development site. We will seek development contributions, either wholly or in part, towards their funding through agreements of new and improved public transport services and facilities which reduce the need to travel by car.”* A contribution towards improvements to transport and active travel infrastructure of £37,735 is provided to contribute towards placemaking and infrastructure that encourages active travel/modal shift and assists in minimising car dependence.
- 8.46. Conditions are recommended by the Roads Authority to secure two zebra crossing points on Stirling Road and electric vehicle charging for both the residential development and the public car park. Additional conditions are proposed to secure the details of secure cycle parking for the car park and a secure means of cycle storage for the new dwellings.
- 8.47. In curtilage car parking within the residential development complies with the requirements of Stirling Councils Planning Guidance. In addition 20 visitor spaces are provided across the development which is considered acceptable. Vehicle swept path analysis has been undertaken which evidences that the

site layout can safely accommodate the movements associated with fire tender and refuse vehicles.

- 8.48. It is proposed that a temporary public car park is formed within the east of the site whilst the existing car park is closed so there is no loss of public parking. The Roads Authority has requested a planning condition to secure the phased delivery of the extended car park prior to occupation. Conditions are recommended accordingly.

Landscape

- 8.49. Natural Environment Policy 1 of the Local Development Plan requires development to protect the special landscape qualities of the National Park, be sympathetic to their setting and to minimise visual impact.
- 8.50. The application is accompanied by visualisations (photomontages) which are included within Appendix 4. These illustrate how the development would be seen in local views.
- 8.51. The application site is visible from the A811, Stirling Road and Gartness Road, the latter two also being established recreational routes into Drymen (the West Highland Way and National Cycle Network Route 7 respectively). The eastern edge of the site is the most visually prominent and visible approaching the gateway into Drymen Village from the east.
- 8.52. The development would be most prominent in views from Stirling Road from the eastern side of the village (Figure 8). The existing Ardmore Gardens development currently marks the edge of the village in this location and the development would extend the village's built envelope eastwards creating a new settlement edge. The natural topography in the east of the site is higher and so the ground levels would be lowered by c 1.5m to minimise the overall height and visual prominence of the development in this location. The orientation of the dwellings along this edge is proposed to be gable-on. This is a different approach to the previously consented scheme which had a mix of gables and outward-facing dwellings. However, the overall extent of development now proposed along this edge is reduced, and with the greater extent of tree planting now proposed, the overall landscape impact would be broadly comparable. The significant visual change in the short to medium term would be mitigated over the longer term by the structural tree and shrub planting on the graded embankments and the water course which would eventually screen the boundary fencing and gable ends along this new development edge. Street trees would also break up the housing facades on the streets that would be visible along this boundary.
- 8.53. From the A811 to the south of the development (Figure 9) there would be glimpsed views by passing traffic through gaps in the hedgerows however these would be fleeting and filtered through the existing tree cover on this boundary.
- 8.54. From Gartness Road (Figure 10 to Figure 13) the development would be visible against the backdrop of existing development at Ardmore Gardens and the village beyond. The views from here would be well screened by existing

trees and vegetation along the northern edge of Gartness Road which would be retained.

- 8.55. Detailed proposals have been submitted for the landscaping of the scheme which includes structural tree and shrub planting around the development margins to mitigate the landscape impact, particularly on the eastern edge where a number of more mature heavy-standard native trees are proposed in addition to the structural tree and shrub planting on the embankments. Overall, although there would be a significant visual change in the short to medium term, it is considered that the landscape impact of the proposal is acceptable.
- 8.56. In terms of establishment and future management, NPF4 Policy 20 e) states that *“Development proposals that include new or enhanced blue and/or green infrastructure will provide effective management and maintenance plans covering the funding arrangements for their long-term delivery and upkeep, and the party or parties responsible for these.”* Conditions are proposed to secure the implementation of the landscaping proposals and arrangements for their future management.

Biodiversity

- 8.57. NPF4 Policy 1 requires that when considering all development proposals significant weight will be given to the global nature crisis. The following sub-sections consider the development's impact on biodiversity.

Protected species

- 8.58. Natural Environment Policy 4 of the LDP 'Legally Protected Species' states that development will not be permitted where it would have an adverse impact on any protected species.
- 8.59. The application is supported by an Updated Ecological Appraisal dated September 2023. This follows previous habitat assessments of the site in April 2017, April 2018, November 2019 and June 2022.
- 8.60. The Report notes that the site comprises semi-improved grassland, well-developed scrub with trees, previously grazed pasture (eastern part), mature/parkland trees (Stirling Road), and hedgerows. There is an area of wet flush along the field drainage ditch in the south of the site and a watercourse on the eastern boundary within the previously grazed pasture field.
- 8.61. The Report notes that the watercourse in the east is hydrologically connected to the Endrick Water Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC) and therefore all works in proximity (50m) to this watercourse must follow SEPA guidance to ensure complete protection against pollution silting and erosion. This mirrors the recommendations of the Appropriate Assessment to avoid adverse impacts SAC (Appendix 6). Mitigation is secured by the recommended condition for a Construction Management Plan.
- 8.62. A National Vegetation Classification (NVC) survey was previously undertaken in July 2018 covering all areas containing wet habitat which conformed

habitats and a majority of the species present were common in the region. The NVC survey found the presence of fleabane (*Pulicaria dysenterica*), a scarce species in Scotland, which was transplanted in 2019 into wet soil close to the edges of the existing watercourse in the east where no development will occur. No conditions in relation to this species are therefore required.

- 8.63. Tree Bat Assessments were previously undertaken in May 2017 and February 2019. The trees were found to have negligible suitability for roosting bats. No conditions are therefore required in relation to bat protection.
- 8.64. There is extensive scrub, trees, and grassland on the site that all have the potential to be utilised by breeding birds. It is recommended that any required tree, scrub, or vegetation removal should take place out with the breeding bird season (March to August inclusive). Works between March and August must be immediately preceded by nesting bird checks (no more than 3 days prior) by a suitably qualified ecologist. A condition is recommended accordingly.
- 8.65. Reptiles are also noted to be present and the report recommends that any works involving boundary stone walls are undertaken during March to October inclusive. Should works be required outwith this period, a pre-operations reptile check should be completed and a condition is recommended accordingly.
- 8.66. Finally, the Report notes that if works at the site have not commenced prior to March 2025 then further surveys should be commissioned to ascertain that the conclusions of the Report remain valid. A condition is recommended accordingly for further survey prior to on-site works commencing.

Invasive Non-Native Species (INNS)

- 8.67. Natural Environment Policy 6 of the Local Development Plan requires developments to prevent the spread of non-native species.
- 8.68. Snowberry (*Symphoricarpos alba*), an Invasive Non-Native Species (INNS), was recorded within the survey area, inside the site boundary. Horsetail (*Equisetum arvense*) was also identified and although not classified as an INNS, it is capable of rapidly colonising a diverse range of sites, spreading quickly and out-competing other plants. It also presents a damage risk to hard standing. A condition is recommended to control the spread of these species prior to works commencing.

Trees

- 8.69. NPF4 Policy 6 states “a) *Development proposals that enhance, expand and improve woodland and tree cover will be supported.* b) *Development proposals will not be supported where they will result in: [...] ii. Adverse impacts on native woodlands, hedgerows and individual trees of high biodiversity value [...]*” Natural Environment Policy 8 of the Local Development Plan contains similar provisions.
- 8.70. The application is supported by a Tree Survey assessing the presence and condition of trees at the site and Arboricultural Guidance Notes detailing best practice and proposed measures to protect trees during construction.

- 8.71. The Tree Survey identified a total of 33 trees within the site, six of which are proposed to be removed to facilitate development. These are predominantly located to the rear of the public car park. All but one of these trees are assessed as being unsuitable for long-term retention or have a stem diameter of under 150mm (category C). A single category A oak tree on Stirling Road (which is also subject of a Tree Preservation Order (TPO)) is to be removed to facilitate the site access. The principle of the loss of this tree has already been established in the the previous planning permission. Three replacement trees along the frontage with Stirling Road are proposed in compensation. Minor pruning of another two retained TPO trees on the Stirling Road frontage will be required however this will not have a significant impact upon the amenity contribution or condition of the trees.
- 8.72. The Landsape Layout includes the planting of 104 heavy standard native and specimen trees adjacent to the eastern boundary, in pockets around the scheme margins and within front gardens. In addition there would be 1,290 smaller native tree specimens scattered throughout the structural planting around the scheme margins, particulaly to the rear of the car park between the development site and the existing houses to the west and on the engineered embankments.
- 8.73. The loss of a mature oak (category A) TPO tree does not accord with Policy 6 of NPF4. However, loss of this tree has been accepted previously and is unavoidable to achieve satisfactory access the site. The development would realise the opportunity to greatly enhance the wider biodiversity value of the site, including significant additional native tree planting. These factors are considered sufficient to outweigh the loss of this single high-value tree on balance. A condition is recommended to secure tree protection for retained trees during construction.

Biodiversity Enhancement

- 8.74. NPF4 Policy 3 states that *“b) Development proposals for national or major development [...] will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a demonstrably better state than without intervention. This will include future management.”* This policy also requires ‘major developments’ (in summary) to be based on an understanding of the existing characteristics of the site including the presence of any irreplaceable habitats, integrate nature based solutions wherever feasible and fully mitigate any negative effects in line with the mitigation hierarchy prior to identifying enhancements.
- 8.75. The applicant’s approach to biodiversity enhancement is to leave the undeveloped parts of the site substantially unaffected but to carry out additional planting to enhance the quantum and diversity of species.
- 8.76. The submitted Landscape Layout details the proposed planting in association with the development. This includes native trees noted above but also a variety of formal and informal hedgerow, grass seed mixes, meadow and wet meadow seed mixes, native hedgerow, as well as formal hedgerow, ornamental shrubs and bulbs. In addition there would be boxes for birds,

swifts, bats, bees and hedgehogs placed within a variety of locations. A Biodiversity Enhancement Plan accompanies the application providing greater detail on these measures and a plan for their management for an initial period of 5 years, after which the plan will be reviewed. The Biodiversity Enhancement Plan is comprehensive and together with the Landscape Layout it is considered the proposals would strengthen the biodiversity of the site providing significant enhancement overall in accordance with NPF4 Policy 3. A condition is recommended to secure compliance with the Biodiversity Enhancement Plan.

Soils

- 8.77. Local ground investigations have identified a localised extent of carbon rich soils in the lower part of the site reserved as open space. Depths ranging from 30cm to 1.8m. The conservation of peat is important from a carbon capture and habitat perspective. NPF4 policy 5 has a presumption against development on peatland, carbon-rich soils (CRS) and priority peatland and any developments affecting peat are required to be accompanied by a Peat Management Plan showing how adverse impacts are first avoided and then minimised through best practice.
- 8.78. The submitted Peat Management Plan has been submitted which demonstrates how the layout of the site has been designed to substantially avoid the areas of deep peat. However, it has not been possible to avoid all areas of peat since the construction of engineered platforms beneath some of the southern-most house plots and the single-sided access road will require the stripping of topsoils containing peat and replacement with appropriate fill material. Preliminary estimates are that 1,090m³ of peat will require extraction which will be stored and reused to improve the quality of retained peat on the site or utilised in the landscaping of the plot gardens. Drain blocks would be used to artificially raise the ground water level to preserve the retained and improved peat. Any peat surplus would be subject to waste management regulation by SEPA.
- 8.79. SEPA has not been consulted as their Standing Advice on Peaty Soils applies. The Peat Management Plan accords with that advice and the approach set out in NPF4 Policy 5. A condition is recommended to secure appropriate best practice is implemented for soil protection, handling, use and remediation through a Construction Management Plan (CEMP).

Flood Risk and Drainage

Flood Risk

- 8.80. Natural Environment Policy 13 of the LDP states “Development will not be supported, unless it is demonstrated that the proposed development complies with the Flood Risk Framework as defined in Scottish Planning Policy or subsequent national planning guidance, relevant flood risk management strategies and local flood risk management plans”.

- 8.81. A Flood Risk Assessment accompanies the application. This confirms that the site is not at risk of flooding from any coastal or river (fluvial) sources.
- 8.82. Hydraulic modelling has been carried out for the watercourse running along the eastern boundary of the site and the existing drainage ditch in the south of the site and their associated culverts. The modelling (which includes analysis of overland/surface water flows) concludes that there is no risk of flooding from these sources. In the event of culvert blockage, the ponding would not be so extensive as to impact on the proposed properties. Minimum finished floor levels are recommended at a minimum of 600mm above the 1 in 200+ climate change flood zone.
- 8.83. Stirling Council Flood Authority notes that the proposed finished floor levels are compliant and they have no objection on flood risk grounds. They have not requested any planning conditions.

Foul Drainage

- 8.84. Policy 12 of the Local Development Plan requires all new developments to connect to the public sewer system where capacity is available. The proposal aligns with this policy.
- 8.85. Scottish Water has no objection to the application. The Drainage Strategy confirms that a Pre-Development Enquiry was submitted to Scottish Water and their response, which is included within the Drainage Strategy document, confirms that there is currently sufficient capacity within the local sewage treatment plant to serve the development.

Surface Water

- 8.86. NPF4 Policy 22 c) requires developments to not increase the risk of surface water flooding to others, or itself be at risk, to manage surface water through sustainable urban drainage systems (SUDS), minimise the area of impermeable surface and presume no surface water connection to the combined sewer. Inclusion of SUDS for all developments is also a requirement of Natural Environment Policy 12 of the LDP.
- 8.87. The surface water from the houses and impermeable hardstandings will be directed via gulleys to the sustainable urban drainage system (SUDS) comprising underground attenuation cells at either end of the development. These will store and manage discharge into the existing watercourses to the east and south of the site (the latter flows via an existing culvert located at the southwest corner of the site to Endrick Water via Mill Burn). The discharge rate from the storage cells will attenuate the greenfield run-off rate up to the 1 in 200 year critical storm event, inclusive of a 41% climate change and 10% urban expansion allowance.
- 8.88. The roads would be drained via road-side filter trenches with impermeable membranes and the car park area, and driveways would be permeable paving with stone sub-base. These SUDS will maintain the water quality in receiving surface waters and groundwaters.

- 8.89. The Design and Placemaking Supplementary Guidance states that SUDS solutions within the National Park “...*should be sustainable and green not grey utilising the existing site features and integrating with existing habitat networks*”. In this case it is not technically feasible to introduce naturalised drainage solutions (for example a SUDS attenuation pond) due to the site topography and the extent of peat at the lower levels which presumes against pond excavation. The SUDS attenuation system also requires to be designed to a specification suitable for adoption by Scottish Water in a location which is accessible by vehicle for inspection and maintenance. The proposed cellular solution, although not aligned with the Design and Placemaking Supplementary Guidance aspiration for ‘green’ SUDS will ensure that the development and surrounding properties are not at risk of flooding from surface water run off.
- 8.90. Stirling Council Flood Prevention Team have reviewed the submitted Drainage Strategy and have no objection to the proposed arrangements. The drainage proposal accords overall with NPF4 Policy 22 c) and Natural Environment Policy 12 of the LDP.

Archaeology

- 8.91. Archaeological trenching, evaluation and recording was completed prior to the submission of this application. However, in 2022, a historic estate plan (1789) was discovered showing a possible ruined castle (“Castle of Drummakill”) on the site. This was not known about at the time of the previous archaeological work.
- 8.92. Historic Environment Policy 7 of the LDP states that where remains cannot be preserved in-situ, planning approval will be conditional upon the developer making appropriate provision for archaeological excavation, evaluation and recording. WOSAS have requested a condition for an archaeological programme during the initial groundworks to identify and record any surviving features related to the castle and a condition is recommended accordingly.

Infrastructure and Local Services

- 8.93. NPF4 Policy 18 ‘infrastructure first’ puts infrastructure considerations at the heart of placemaking. Criteria b) of the policy states “[...] *Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure.*”
- 8.94. The Developer Contributions Supplementary Planning Guidance sets out the types of infrastructure to which development is required to contribute.

Education

- 8.95. The Developer Contributions Supplementary Planning Guidance states that developments will contribute to providing school places where a need is identified.
- 8.96. Stirling Council, as education authority, has identified a need for a permanent classroom extension to Drymen Primary School with associated ancillary

facilities. Developer contributions have therefore been agreed to contribute to the cost of provision.

8.97. A sum of £243,914 will be secured by a Section 75 legal agreement.

Expanded Public Car Park

8.98. The Local Development Plan allocation and Drymen Local Place Plan both anticipate expansion of the public car park in association with the development of this site. The application includes an expanded car park with 87 spaces (an increase of approximately 47 spaces on the existing) including disabled provision and larger spaces for motorhomes. Areas are provided for cycle parking and to accommodate the existing public refuse/recycling facilities.

8.99. A planning condition securing completion of the car park prior to the occupation of the development is recommended to secure this benefit. A condition is also recommended to ensure that temporary public car parking is provided until the expanded car parking is complete and made available.

8.100. It is understood that the expanded car park would remain in the ownership and management of Stirling Council. Concerns regarding the motorhome spaces and potential impacts (and opportunities) of overnight stays are noted however future management of the car park is a matter for Stirling Council.

Children's Play

8.101. NPF4 Policy 21 d) states that *“Development proposals likely to be occupied or used by children and young people will be supported where they incorporate well designed, good quality provision for play, recreation, and relaxation that is proportionate to the scale and nature of the development and existing provision in the area”*.

8.102. The Developer Contributions Supplementary Planning Guidance states *“New play areas, both formal and informal, or a financial contribution to upgrade an existing play area maybe required for residential developments over 4 units depending on the existing play area facilities within the settlement.”*

8.103. Loch Lomond & the Trossachs National Park Open Space and Play Sufficiency Audit Consultative Draft (2023) notes that Drymen is well provided with a range of open space types, but improvements to quality could be made including equipment targeted at older children. Drymen Local Place Plan includes a priority for ‘Improved recreation facilities’ and to ‘create new sport/leisure facilities within village’. The response from both the Community Council and Drymen Community Development Trust also both highlight the aspiration among young people in the village to develop a skate park.

8.104. A connection is provided from the development to the existing children's play area within Ardmore Gardens. Enhancements to play provision are to be addressed by way of a financial contribution of £20,000 towards provision of a type of facility and in a location of the community's choosing. This contribution will be secured by the Section 75 legal agreement.

Public Toilets

- 8.105. The Drymen Local Place Plan notes that *“Drymen is popular with walkers and cyclists, is a hub for three of Scotland’s Great Trails, and is on a National Cycle Route. However, unlike similar villages in the National Park, there are no public toilets in Drymen, a situation that urgently needs addressing”*. Provision within the car park is identified as one of the key placemaking priorities.
- 8.106. The applicant has agreed to build a public toilet block within the proposed expanded public car park as part of this development. Elevational drawings of the proposed building are included within the submitted plans. A planning condition is recommended to secure its provision prior to the occupation of the 38th market unit. Arrangements also need to be made to enable transfer/acquisition of the toilets by the community so these can be managed effectively in the future. Appropriate clauses for future ownership will be included in the Section 75 legal agreement.

Other Services

- 8.107. Concerns have been raised regarding lack of capacity of the local doctor’s and dentist surgeries in Drymen. Health and dentist provision are services over which neither the Planning Authority, Stirling Council nor the applicant have any control. The developer is not obliged to remedy existing capacity issues as it is the responsibility of the relevant provider to respond to local demand. Neither the LDP nor Developer Contributions Supplementary Guidance contain any specific policies or requirements relating to these services. Therefore, while these concerns are noted, there is no basis in planning policy to require the development to remedy these issues.
- 8.108. Concerns have been raised about the resilience of all local services in Drymen, noting a lack of public transport /bus service and that the library, bank and post office have all been lost in recent years (the library having been replaced with a mobile service). The Drymen Local Place Plan notes that the Village Hall, Drymen Church and Village Square have been improved in the last decade (although the hall remains reliant on grant funding). These issues are noted however, as above, the developer is not obliged or able to remedy existing deficiencies. The development will contribute positively to the village by increasing and sustaining future demand for public transport as well as delivery of the expanded public car park, public toilets and financial contributions for active travel children’s play. Overall, the development is considered to be acceptable and fully in accordance with national and local policy in terms of its impact on service provision.

Conclusion

- 8.109. The application has been assessed against the Development Plan, comprising NPF4, the adopted Local Development Plan and relevant Supplementary Guidance, together with all other material considerations including consultee responses and public representations. The site is allocated for housing and the principle of residential development has

previously been established through earlier permissions, including the extant 2018 permission. The proposal would deliver 65 homes, including 22 affordable homes for social rent, alongside significant public benefits comprising an expanded public car park, public toilets, improved pedestrian and cycle connections, provision for children's play, active travel contributions and education contributions to address identified school capacity impacts.

- 8.110. The proposal is not wholly compliant with the Development Plan in respect of the affordable housing percentage, as the 33% provision falls below the 50% requirement for Drymen set out in the Local Development Plan and Housing Supplementary Guidance. However, this must be weighed against the more recent NPF4 policies (which must be read as a whole), the longstanding allocation of the site and the lack of delivery to date despite previous permissions, the applicant's position that 50% would be a barrier to development and the greater certainty of delivery offered by the current proposal, the acute need for affordable homes, and the national housing emergency as well as the delivery of key community priorities. On balance, these material considerations are considered sufficient to justify accepting the reduced affordable housing provision in this particular case.
- 8.111. The amended layout has responded positively to key issues raised during consultation, including removal of the through-access via the public car park thereby maximising public car parking spaces and prioritising active travel. The support of both Drymen Community Council and Drymen Community Development Trust reflects the scheme's potential to deliver much needed affordable housing alongside key priorities identified by the community in the Drymen Place Plan, including public toilets, an expanded and improved public car park facility, better walking and cycling connections and investment children's play facilities. Subject to the recommended conditions and planning obligations, the development is considered acceptable in relation to design and placemaking, residential amenity, road safety, active travel, landscape and visual impact, biodiversity, trees, peat and soils, flood risk and drainage, archaeology and infrastructure.
- 8.112. Overall it is concluded that, when assessed as a whole, the proposed development accords with the Development Plan and the statutory aims of the National Park. The reduced provision of affordable housing is outweighed by material considerations including substantial community benefits that would be secured and phased alongside the development through the recommended conditions and Section 75 legal agreement. Approval is therefore recommended subject to the conditions set out in Appendix 1 and the conclusion of a Section 75 legal agreement securing the Heads of Terms summarised in Appendix 2.

Appendix 1 - Conditions

1. **Duration of permission:** This permission lapses on the expiration of 3 years beginning from the date of this permission unless the development to which this permission relates is begun before that expiration.

REASON: In accordance with section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).

Pre-site works

2. **Ecological re-survey:** Prior to the commencement of any on-site works, an ecological survey shall be carried out to ascertain that the conclusions of the submitted Updated Ecological Appraisal by Brindley Associates (September 2023) remain valid. The development shall thereafter be undertaken in accordance with the recommendations of both surveys.

REASON: To safeguard protected species and habitats in accordance with Natural Environment Policy 4 of the Local Development Plan and NPF4 Policy 1.

3. **Breeding birds:** No vegetation clearance works shall take place between March and August (inclusive) unless a pre-works check for active nests has been carried out immediately prior to the works commencing. Should any active nests be recorded, a suitable buffer must be put in place until the nest is no longer in use.

REASON: To safeguard breeding birds in accordance with Natural Environment Policy 4 of the Local Development Plan.

4. **Reptile protection:** Any works involving boundary stone walls shall be undertaken from March to October inclusive. Should works be required out-with this period, a pre-operations reptile check shall be completed prior to works commencing.

REASON: To safeguard reptiles in accordance with Natural Environment Policy 4 of the Local Development Plan.

5. **Tree protection:** The development shall be implemented in full accordance with the measures in Appendix 4 of the BS 5837:2012 Tree Survey and Arboricultural Planning Statement by Hinshelwood Arboricultural Consultants dated October 2024 and the Arboricultural Guidance Notes by Brindley Associates dated July 2024. This includes the erection of protective fencing prior to the commencement of any on-site works.

REASON: To protect retained trees within and adjacent to the site from harm during construction.

Pre-Commencement

6. **Archaeology:** No development shall commence until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the West of Scotland Archaeology Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.

REASON: To identify, protect, preserve or recover and appropriately record any items of archaeological interest which may be found on the site in accordance with NPF4 Policy 7 and Historic Environment Policy 7 of the Local Development Plan.

7. **Construction Environmental Management Plan (CEMP):** Prior to the commencement of development a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the planning authority. This shall incorporate the following:
- a) Details of soil protection, handling, use and remediation following best practice and the recommendations of the Peat Management Plan (24390 – Drymen, Peat Management Plan by IKM Consulting Ltd. 17/10/2024 Document Ref: 24390-REP-001) to manage extracted peat.
 - b) The location of the site compound and materials storage.
 - c) The measures to ensure that all mud and other loose material is not carried on the public carriageway by vehicles leaving the site
 - d) Measures to minimise noise and dust nuisance.
 - e) The methods to prevent the pollution of the adjacent watercourses and impacts on the Endrick Water SAC during construction – such measures shall strictly accord with SEPA's 'Guidance for Pollution Prevention 5: Works and Maintenance in or Near Water' or such replacement guidance.

REASON: To protect the water environment and residential amenity in accordance with Overarching Policy 2 and Natural Environment Policies 4, 5 and 11 of the Local Development Plan.

8. **Construction Traffic Management Plan:** Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (including a routing plan for construction vehicles) shall be submitted for the written approval of the Planning Authority, in consultation with Stirling Council's Network Management Team. Thereafter, the development shall be carried out in full accordance with the approved Construction Traffic Management Plan, or any future iterations approved by the Planning Authority, and remain in place until the development is complete.

REASON: In the interests of road safety.

- 9. Public car park:** Prior to the commencement of development, a detailed drawing shall be submitted to the Planning Authority, in consultation with Stirling Councils Network Management Team, and approved in writing, showing the detailed geometries of the layout, and specification of the car park construction. Thereafter the approved design specification shall be implemented in full, with the fully constructed car park being delivered prior to the occupation of the development.

REASON: To comply with Road Authority Standards in accordance with Transport Policy 3 of the Local Development Plan and to ensure timely provision of the public car park to satisfy the requirements of the site allocation in the Local Development Plan.

- 10. Stage 2 Road Safety Audit:** Prior to the commencement of development, a Stage 2 Road Safety Audit shall be undertaken in accordance with the Design Manual for Roads & Bridges GG 119: Road Safety Audits, with the full Audit, incorporating the designer's response, submitted for the approval of the Planning Authority, in consultation with Stirling Councils Network Management Team. The safety audit shall incorporate all proposed works which affect the public road, and the site's internal layout. Should the Road Safety Audit highlight issues that are required to be addressed, the developer shall undertake all works necessary to overcome all issues in accordance with the findings of the Audit. Revised drawings shall be submitted for the approval of the Planning Authority, confirming the proposed mitigation to overcome the issues. The development hereby approved shall not be occupied unless any required mitigation has been installed in full accordance with the approved designs, or any future iterations approved by the Planning Authority.

REASON: In the interests of road safety and to comply with Road Authority Standards in accordance with Transport Policy 3 of the Local Development Plan.

- 11. Temporary public car parking:** Prior to any closure of the public car park to facilitate the construction of the development hereby approved, temporary public car parking of an equivalent capacity to the existing car park, shall be provided within the site boundary, or otherwise in a location agreed in writing with the planning authority, and shall be available for public use for the duration of the public car park closure.

REASON: To maintain public car parking provision in Drymen for the duration of the construction.

- 12. Traffic Regulation Order:** Prior to the commencement of development, the developer shall make written application to Stirling Council Traffic Management Team requesting the process for the regulation and application of the speed restriction at this location be commenced. NB the developer may be required to meet the cost of the promotion and implementation of a Road Traffic Regulation Order for the relocation of the speed limit on Stirling Road.

REASON: To secure the relocation of the 20mph speed limit beyond the site access in the interests of road safety.

- 13. Electric vehicle charging strategy (residential):** No development shall commence until an Electric Vehicle Charging Strategy has been submitted for the written approval of the Planning Authority, in consultation with Stirling Council Roads Department. The strategy shall detail the specification and provision of charging infrastructure for all appropriate vehicle parking areas and driveways within the site. The approved scheme shall be implemented in line with the approved timescales.

REASON: To promote sustainable travel in accord with NPF4 Policy 13 and Transport Policy 2 of the Local Development Plan and to comply with Road Authority Standards in accordance with Transport Policy 3 of the Local Development Plan.

- 14. Electric vehicle charging strategy (public car park):** No development shall commence until an Electric Vehicle Charging Strategy has been submitted for the written approval of the Planning Authority, in consultation with Stirling Council Roads Department. The strategy shall detail the provision and specification of charging infrastructure to be provided for the public car park. The approved scheme shall be implemented in line with the approved timescales.

REASON: To promote sustainable travel in accord with NPF4 Policy 13 and Transport Policy 2 of the Local Development Plan and to comply with Road Authority Standards in accordance with Transport Policy 3 of the Local Development Plan.

- 15. Management body/factor:** Prior to the commencement of development, the details of the factoring / management arrangements for the site (to be carried out in accordance with the documents referred to in Condition 28) shall be submitted to and approved in writing by the Planning Authority. No dwelling shall be occupied until evidence of a signed contract, deed of conditions or similar securing the management of the site by a management company, factor or other appropriate body has been submitted to and approved in writing by the planning authority.

REASON: To ensure appropriate arrangements are in place to ensure the ongoing management of the communal areas within the site.

Prior to construction

- 16. Retaining structures:** Should there be a requirement for any retaining structures as part of the car park reconstruction, or housing development, then they shall be designed and certified by an approved structural engineer. The design shall be submitted for the approval of Stirling Council's Design & Engineering Service prior to their construction. The submission shall follow the

processes set out within the Design Manual for Roads and Bridges CG300. The approved design shall be implemented in line with the approved details.

REASON: To ensure that the supporting structures for any roads are developed and maintained to the appropriate standard.

17. External materials specifications: Prior to the commencement of construction of any of the buildings hereby approved, details of all external finishing materials shall be submitted to and approved in writing by the planning authority this shall include

- a. External wall materials including basecourse, walls, wall features, render, cladding, lintels and sills
- b. All roof coverings
- c. Soffits, fascias and rainwater goods
- d. Specifications for all windows and doors

Thereafter the development shall be constructed strictly in accordance with the approved materials.

REASON: To ensure a satisfactory standard of appearance is achieved in accordance with the design quality expected under NPF4 Policy 14 and Overarching Policy 2 of the Local Development Plan.

18. Air source heat pumps: Prior to commencement of construction of any dwelling above Damp-Proof Course (DPC), details of the locations of the proposed Air Source Heat Pumps along with a noise assessment / information demonstrating that these will not cause noise nuisance to the occupiers of the development shall be submitted to and approved in writing in consultation with Stirling Council Environmental Health. The Air Source Heat Pumps along with any required mitigation, shall thereafter be installed as approved.

REASON: To prevent the units causing noise nuisance to occupiers of the development.

19. Implementation of landscaping: All landscaping shall be carried out in accordance the approved Detailed Planting Plans (Sheets 1 to 6) no later than the first planting season immediately following the completion of the associated earthworks for the development phase. Any trees, plants or seeded areas that fail to establish or die, become damaged or diseased or are removed within five years of their being planted, shall be replaced and/or reinstated with same within the first available planting season, to the satisfaction of the Planning Authority.

REASON: To ensure appropriate landscaping of the scheme in the interests of visual amenity and habitat creation and to minimise landscape impact by ensuring structural landscaping is established at the earliest possible stage in accord with Natural Environment Policies 1 and 6.

Prior to Occupation

- 20. Implementation of public path – Gartness Road to car park:** No dwelling shall be occupied until a path connecting the east end of Gartness Road at the junction with the A811 with the public car park (as indicated on the approved plan 'Proposed Site Layout 0203-PSL-01 Rev K') which meets with relevant standards for use by both pedestrians and cyclists, has been delivered and is available for use. The detailed design of the path shall be submitted to and approved in writing by the planning authority prior to implementation.

REASON: The development requires to be suitably connected to its surroundings to promote recreation and access by active travel means in accordance with NPF4 Policy 14 and Transport Policy 2 of the Local Development Plan.

- 21. Residential travel pack:** Prior to the occupation of any dwellings within the site, a Residential Travel Pack shall be prepared and submitted for the written approval of the Planning Authority, in consultation with Stirling Council's Network Management Team. The Residential Travel Pack shall set out available travel options to and from the site with particular regard given to provisions for sustainable modes of transport. No dwelling shall be occupied unless the agreed Residential Travel Pack has been provided to the occupier.

REASON: To promote sustainable travel and improved travel options in accord with NPF4 Policy 13 and Transport Policy 2 of the Local Development Plan

- 22. Secure cycle storage – dwellings:** Each dwelling shall be provided with a secure means of cycle storage the details of which shall be submitted to and approved in writing by the planning authority prior to any occupation and thereafter implemented prior to the occupation of each dwelling.

REASON: To promote sustainable travel and improved travel options in accord with NPF4 Policy 13 and Transport Policy 2 of the Local Development Plan.

- 23. Public car park – secure cycle parking:** Prior to the occupation of any dwelling, secure cycle parking shall be provided within the public car park in accordance with details which shall be submitted to and approved in writing by the planning authority in consultation with Stirling Council Roads Authority.

REASON: To promote sustainable travel and active travel in accord with NPF4 Policy 13 and Transport Policy 2 of the Local Development Plan.

- 24. Connection to Ardmore Gardens play park:** Prior to the occupation of any of the affordable housing, a link shall be provided to give permanent, suitably surfaced and safe pedestrian and cycle access from the development to the existing play park within Ardmore Gardens.

REASON: To provide access to younger children's play and to ensure adequate permeability and connection with the surrounding in accordance with the principles of good design in NPF4 Policies 13 and 14.

- 25. Public toilet provision:** Unless otherwise agreed in writing by the planning authority, the public toilet within the public car park shall be completed and operational prior to the occupation of the 38th market unit.

REASON: To secure the provision of the public toilet to satisfy the placemaking element of the site allocation in the Local Development Plan.

Compliance/Development Standards

- 26. Safeguarding the Public Right of Way:** The public Right of Way (ref Castle Hill Path CS/CS33/1) which passes through the site between Stirling Road and the A811 shall not be obstructed at any time. Notwithstanding the approved 'Proposed Site Layout' plan ref 0203-PSL-01 Rev K no development on Plot 25 shall commence unless and until the public right of way has been diverted.

REASON: To ensure that the development hereby approved does not obstruct a claimed Public Right of Way.

- 27. Implementation of Biodiversity Enhancement Plan:** The development shall take place in full accordance with the Biodiversity Enhancement Plan (Rev A) dated October 2024 by Brindley Associates.

REASON: To deliver significant biodiversity enhancement in association with this major development proposal in accordance with NPF4 Policy 3(b).

- 28. Landscape maintenance and management:** Following implementation, the landscaping within the site shall be managed and maintained in full accordance with the submitted 'Planting Notes & Landscape Maintenance and Management Proposals' dated September 2024 by Brindley Associates and the Biodiversity Enhancement Plan (Rev A) dated October 2024 by Brindley Associates and any variation approved in writing by the planning authority. For the avoidance of doubt the management and maintenance of landscaping shall also include public footpaths and (to the satisfaction of Stirling Council as Roads Authority) service strips within or adjacent to the public road, and all areas of land within visibility splay areas, both within the site and as set out within any planning conditions.

REASON: To maintain a satisfactory standard of landscape maintenance in the interests of visual amenity, biodiversity enhancement and to comply with Road Authority standards for maintenance of the road network.

- 29. Stage 3 Road Safety Audit:** Following the completion of all proposed works adjoining to and abutting the public road, a Stage 3 Road Safety Audit shall be undertaken in accordance with the Design Manual for Roads & Bridges GG 119: Road Safety Audits, with the full Audit (incorporating the designer's

response) submitted for the approval of the Planning Authority, in consultation with Stirling Councils Network Management Team. The safety audit shall incorporate all proposed works which affect the public road, and the sites internal layout. Should the Road Safety Audit highlight issues that are required to be addressed, the developer shall undertake all works necessary to overcome all issues in accordance with the findings of the Audit. Revised drawings shall be submitted for the approval of the Planning Authority, confirming the proposed mitigation to overcome the issues.

REASON: In the interests of road safety and to comply with Road Authority Standards in accordance with Transport Policy 3 of the Local Development Plan.

30. Visibility sightlines: Visibility requirements shall comply with the following standards, as per the below:

- a) Junction: Visibility shall be provided and maintained by forming visibility splays of 2.4m x 25m in either direction from the centre of the proposed access, within which there should be no obstruction to visibility greater than 600mm above carriageway level. The applicant must demonstrate that they have ownership / control of sufficient land to create and preserve the requirements.
- b) Driveways: There should be no obstruction to visibility over 600mm in height above carriageway level within 2.0m of the carriageway edge over each plot's frontage with the road. Any proposed landscaping, including trees and hedging, should not encroach on or obstruct the visibility splays or envelopes.
- c) Forward Visibility: 25m forward visibility envelopes (measured from the centre line of the nearside lane to the centre line of the nearside lane) must be provided as required at the horizontal curves within the access road, within which there should be no obstruction to visibility more than 600mm above road level. (Note: The landscaping arrangements will require to take cognisance of the visibility splay requirements)

REASON: In the interests of road safety for vehicles and pedestrians and to comply with Transport Policy 3 of the Local Development Plan.

31. Driveway access / dimensions: Vehicular access to each dwelling shall be at right angles to the public road and served via a standard or extended vehicular footway crossing point. Individual driveways shall not exceed gradients of 1:10 and shall be suitably drained and surfaced to ensure no surface water or loose material is discharged from them out onto the adjacent access road. Where driveways fall towards the access road, a surface water interceptor drain shall be provided across the driveway to the rear of the footway to ensure that no water discharges out over the footway. Driveways shall be dimensioned as follows:

- Single Driveway – 3m wide x 5.5m long.
- Double Driveway – 3m wide x 11m long, or 5m wide x 5.5m long

- Triple Driveway – a combination of the above to accommodate three cars.

REASON: To comply with Road Authority Standards in accordance with Transport Policy 3 of the Local Development Plan.

- 32. Acoustic standards and mitigation for dwellings:** The development shall be undertaken in accordance with the recommendations of the submitted Noise Impact Assessment (RMP Technical Report No. R-10093-GH-CL 24th September 2024).

REASON: To ensure the dwelling achieve a satisfactory standard of noise insulation to mitigate for traffic noise.

- 33. Ground gas protection:** The development shall be undertaken in accordance with the recommendations of the submitted Geo-Environmental & Geotechnical Interpretative Report (Fairhurst, June 2019). Prior to any of the dwellings being occupied, the developer shall submit a validation report to the planning authority confirming that the gas protection measures have been suitably installed.

REASON: To ensure the dwellings are suitably protected from the ingress of ground gas.

- 34. Contaminated land:** The presence of any previously unsuspected or unencountered contamination that becomes evident during the development of the site shall be brought to the attention of the Planning Authority within one week. At this stage, a comprehensive contaminated land investigation shall be carried out if requested by the Planning Authority in consultation with Stirling Council Environmental Health. The investigation shall be completed in accordance with a recognised code of practice such as British Standards Institution 'The investigation of potentially contaminated sites-Code of Practice (BS10175:2001)'. The report must include a site-specific risk assessment of all relevant pollutant linkages, as required in the Scottish Executive Planning Advice Note 33.

Where a risk assessment identifies any unacceptable risk or risks as defined under Part IIA of the Environmental Protection Act 1990, a detailed remediation strategy shall be submitted to the Planning Authority for approval. No further works, other than investigative works, shall be carried out on the site prior to receipt of written approval of the remediation strategy by the Planning Authority.

Remediation of the site shall be carried out in accordance with the approved remediation strategy. Any amendments to the approved remediation plan shall not be implemented unless approved in writing by the Planning Authority.

On completion of the remediation works the developer shall submit a report to the Planning Authority confirming the works have been carried out in accordance with the remediation plan.

REASON: To ensure potential risks arising from previous site uses have been fully assessed and remediated.

35. Construction hours: No construction works that are audible at the site boundary shall take place outwith these hours:

Monday to Friday 8.00 am - 6.00 pm

Saturday 8.00 am - 1.00 pm

Sundays and Public Holidays – no construction permitted.

REASON: To protect the occupants of nearby dwellings from excessive noise and disturbance associated with construction works.

Informatives

1. Notification of Initiation of Development - Under section 27A of the Town and Country Planning (Scotland) Act 1997 (as amended) the person undertaking the development is required to give the planning authority prior written notification of the date on which it is intended to commence the development. We recommend this is submitted 2 weeks prior to the start of work. A failure to submit the notice, included in the decision pack, would constitute a breach of planning control under section 123(1) of that Act, which may result in enforcement action being taken.

2. Notification of Completion of Development - As soon as practicable after the development is complete, the person who completes the development is required by section 27B of the Town and Country Planning (Scotland) Act 1997 (as amended) to give written notice to the planning authority of the completion of the building works. As before, there is notice for you to complete for this purpose included in the decision pack. In larger, phased developments, a notice of completion is to be submitted as soon as practicable after each phase is finished by the person carrying out the development.

3. The applicant is reminded that they will require to apply to Stirling Council Roads Service for Roads Construction Consent for the new roads within the site, as per Section 21 of the Roads (Scotland) Act 1984. In addition, the applicant will require to seek approval from the Roads Service prior to undertaking any works to form new access points, the zebra crossings, or any associated works within the existing public road boundary, as per Section 56 of the Roads (Scotland) Act 1984

Appendix 2 - Section 75 legal agreement Heads of Terms

- Affordable housing provision at 33% / 22 units (social rent) to be managed by a Registered Social Landlord with delivery to be appropriately phased and secured against the market housing.
- Financial contributions (index linked) with payment to be secured against the market housing - for:
 - Education – the sum of **£3,752 per unit (£243,914)** to fund additional capacity at Drymen Primary School.
 - Children’s play – the sum of **£20,000** to fund the development of children’s play facilities within Drymen village.
 - Transport / Active travel – the sum of **£37,735** to fund sustainable and active travel initiatives in the Drymen area.
- Suitable arrangements for the public toilet building and associated land to be brought under community or other appropriate ownership/management.
- Public access to the open space within the site to be secured in perpetuity.

Appendix 3 - List of Plans

Title	Reference	Date Received
Roads Layout	0203-ENF-010 Rev D	02/03/26
Drainage Layout	0203-ENG-020 Rev F	02/03/26
Levels Layout Sheet 1 of 2	0203-ENG-030 Rev D	02/03/26
Levels Layout Sheet 2 of 2	0203-ENG-031 Rev D	02/03/26
Swept Path Refuse Vehicle	0203-ENG-040 Rev B	02/03/26
Proposed Site Layout	0203-PSL-01 Rev K	02/03/26
Approved And Proposed Site Sections	0203-SS-01 Rev C	16/01/26
Proposed Site Sections Sections E-E., F-F, G-G	0203-SS-02 Rev A	16/01/26
House Type 4B-6P Planning Layout	60(PL)101 Rev A	15/01/26
Detailed Planting Plan (Sheet 2 of 6)	2285/05 Rev B	21/07/25
Detailed Planting Plan (Sheet 3 of 6)	2285/06 Rev B	21/07/25
Detailed Planting Plan (Sheet 4 of 6)	2285/07 Rev B	21/07/25
Detailed Planting Plan (Sheet 5 of 6)	2285/08 Rev B	21/07/25
Detailed Planting Plan (Sheet 6 of 6)	2285/09 Rev B	21/07/25
Landscape Layout - Key Plan (Sheet 1 of 6)	2385/04 Rev B	21/07/25
1800H Fence	00(09)900	15/11/24
1200H Fence	00(09)901	15/11/24
900H Post and Wire	00(09)903	15/11/24
1800H Gate	00(09)911	15/11/24
1200H Gate	00(09)912	15/11/24
1800H Wall	00(09)933	15/11/24
Retaining Wall	00(09)972	15/11/24
TB Drymen Toilet Block	0203(TB)	15/11/24
Location Plan	0203-P-LP-01	15/11/24

Double Garage	0203_07-17	15/11/24
Planning Plans and Elevations - MacLaren (As)	0203_08_AS_901	15/11/24
Planning Plans and Elevations - MacLaren (Opp)	0203_08_OPP_902	15/11/24
Planning Plans and Elevations - Miller (As)	0203_09_AS_901	15/11/24
Planning Plans and Elevations - Miller (Opp)	0203_09_OPP_902	15/11/24
Planning Plans and Elevations - Shaw (As)	0203_11_AS_901	15/11/24
Planning Plans and Elevations - Shaw (Opp)	0203_11_OPP_902	15/11/24
Planning Plans and Elevations - Telford (As)	0203_13_AS_901	15/11/24
Planning Plans and Elevations - Telford (Opp)	0203_13_OPP_902	15/11/24
Planning Plans and Elevations - Douglas (As)	0203_15_AS_901	15/11/24
Planning Plans and Elevations - Douglas (Opp)	0203_15_OPP_902	15/11/24
Planning Plans and Elevations 1B2P Semi-Detached	0203_1B2P-1B2P-901	15/11/24
Planning Plans and Elevations - Harrison (As)	0203_21_AS_901	15/11/24
Planning Plans and Elevations - Harrison (Opp)	0203_21_OPP_902	15/11/24
Planning Plans and Elevations - Mackenzie Special (As)	0203_26_ALT_901	15/11/24
Planning Plans and Elevations - Mackenzie (As)	0203_26_AS_901 -	15/11/24
Planning Plans and Elevations - Mackenzie (Opp)	0203_26_OPP_902	15/11/24
Planning Plans and Elevations 2B4P Terrace	0203_2B4Px4_901	15/11/24
Planning Plans and Elevations 2B4P Terrace	0203_2B4Px4_902	15/11/24
Planning Plans and Elevations - Carrick (As)	0203_31_AS_901	15/11/24
Planning Plans and Elevations - Hughes (As)	0203_06_AS_901	15/11/24
Planning Plans and Elevations - 3B5P Semi	0203_3B5P_3B5P_901	15/11/24
Drymen Existing Site Layout	0203-EX-02	15/11/24

Appendix 4 – Photographs



Photograph 1 Public car park as viewed from north side of Stirling Road. Existing housing in Ardmore Gardens on left of photo.



Photograph 2 Northern site boundary on Stirling Road and mature roadside trees



Photograph 3 View from within the site looking east across the watercourse and eastern site boundary



Photograph 4 View looking south towards the A811. Eastern site boundary fence on left of photo and watercourse in centre.



Photograph 5 View from within the site looking west showing site's higher and lower topography. Gartness Road is to the left, Ardmore Gardens housing is to the right and the centre of Drymen in the background.



Photograph 6 Crossing point at the junction of Gartness Road Core Path and the A811 – steps lead up to Gartness Road along site's southern boundary.



Photograph 7 View of the claimed right of way looking southeast towards the A811 verge just north of the Gartness Road crossing



Photograph 8 View of the claimed right of way looking northwest across the site towards Ardmore Gardens.



Photograph 9 View northwest across the site from Gartness Road towards Ardmore Gardens



Photograph 10 View north from Gartness Road (eastern end) towards Stirling Road – Telephone Exchange building visible in background



Photograph 11 View from Gartness Road (western end) towards Ardmore Gardens and the site's eastern end



Photograph 12 View of the site's western side from Gartness Road (western end) towards Ardmore Gardens and the public car park



Photograph 13 Ardmore Gardens play park – view towards the northwest

Appendix 5 - Figures



Figure 2 Aerial view with annotations

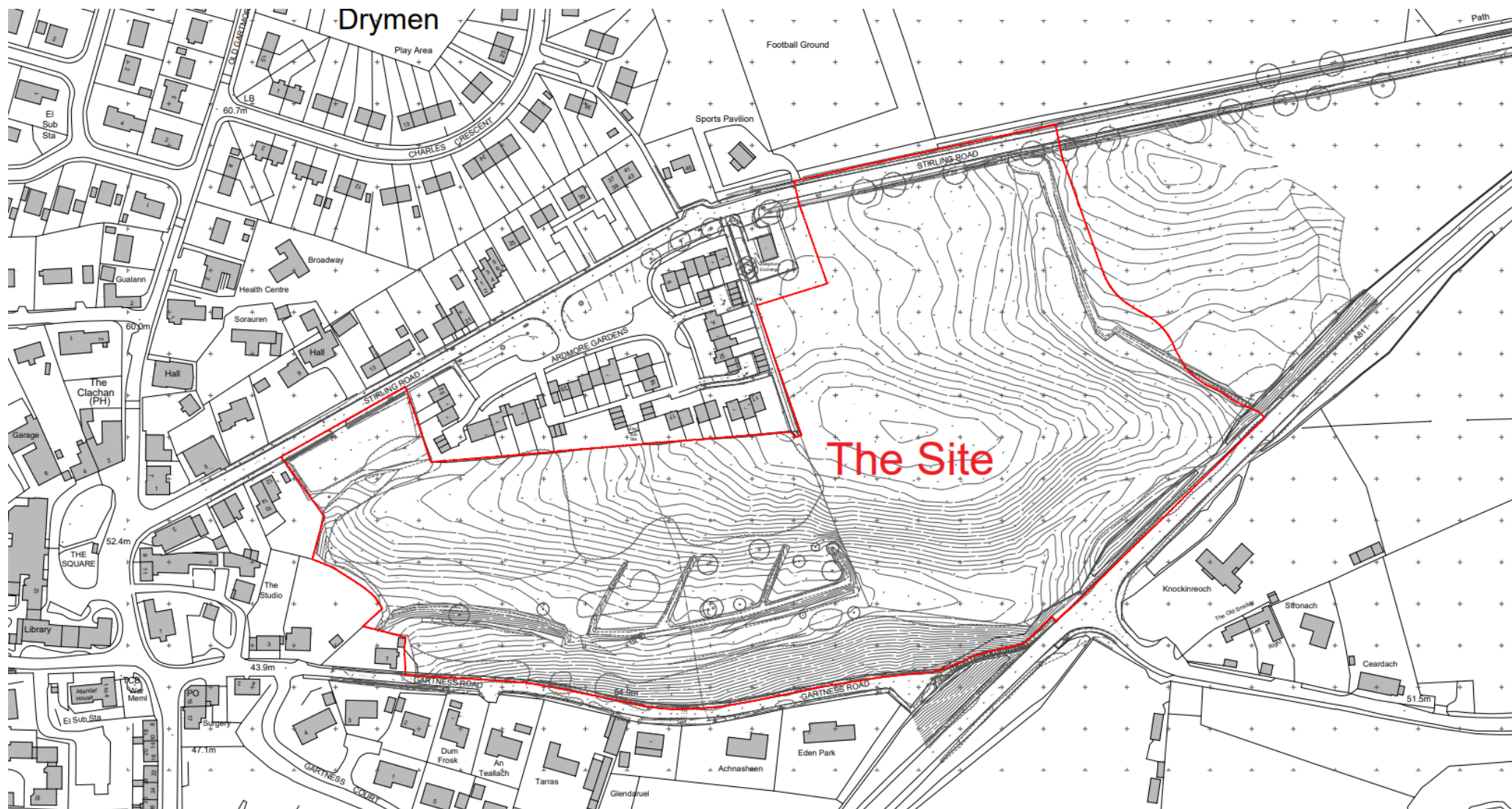


Figure 3 Site Topography (Extract from Existing Site Plan)



Figure 4 Extract from Site Layout (Rev K)

Agenda Item 4 – Land to the north of Gartness Road
National Park Authority Planning and Access Committee
21 September 2026



MILLER HOUSE TYPE



MACKENZIE HOUSE TYPE



TELFORD HOUSE TYPE



HARRISON HOUSE TYPE



DOUGLAS HOUSE TYPE



HUGHES HOUSE TYPE

Figure 5 Proposed house types and materials



Figure 6 Approved Layout for Planning Permission ref. 2018/0139/DET



Figure 7 Layout for application 2024/0328/DET as proposed initially



Figure 8: VP02 Existing and Proposed View from Stirling Road looking southwest towards Drymen (95m from site boundary)



Figure 9 VP01 Existing and Proposed View from A811 looking east (26m from site boundary).



Figure 10 VP03c Existing and Proposed View from Gartness Road (west) looking northeast (1m from site boundary)



Figure 11 VP04 Existing and Proposed View from Gartness Road (east) looking northwest (7m to site boundary)



Figure 12 VP04 Existing and Proposed View from Gartness Road (east) looking north (7m to site boundary)



Figure 13 VP04 Existing and Proposed View from Gartness Road (east) looking northeast (7m to site boundary)

Appendix 6 – HRA Appropriate Assessment

Appropriate Assessment

Endrick Water Special Area of Conservation (SAC)



2024/0328/DET

Residential development for 65 new dwellings with associated access roads, resident and visitor parking and public car park upgrade with toilet facilities.

Gartness Road/Stirling Road, Drymen

Requirements of the Habitats Regulations

European Sites are **Special Areas of Conservation (SACs)** designated under the EC Habitats Directive to protect particular habitats and non-bird species and **Special Protection Areas (SPAs)** designated under the EC Birds Directive to protect wild birds.

The EC Directive is applied in Scotland through the *Conservation (Natural Habitats &c) Regulations 1994*, which is known as the “Habitats Regulations”.

The requirements of the Habitats Regulations are summarised in Planning Circular 6/1995 as amended June 2000.

The Habitats Regulations require that:

Where an authority concludes that a development proposal is likely to have a significant effect on a European site (SPA or SAC), it must undertake an appropriate assessment of its implications for the European site in view of the site’s conservation objectives.

The need for appropriate assessment extends to projects outwith the boundary of the SAC or SPA, in order to determine their implications for the interest protected within the site.

Significance Test

Regulation 48(1) of the Habitats Regulations requires the competent authority to first carry out a ‘significance test’. The test for significant effects acts simply as a filter to exclude any projects which have no possible connection to the interests of the SAC or SPA.

Under Regulation 48 of the Habitats Regulations, the LLTNPA, as a competent authority, has a duty to:

- determine whether or not the proposal is directly connected with or necessary to SAC/SPA management for conservation; and, if not,
- determine whether the proposal is likely to have a **significant effect** on the SAC/SPA either individually or in combination with any other plans or projects; and, if so, then
- make an **appropriate assessment** of the implications (of the proposal) for the SAC/SPA in view of that site's conservation objectives.

The first bullet should only be accepted where it is part of a fully assessed, and agreed, management programme.

Appropriate Assessment

Habitats Regulation 48 (5) requires that “*in the light of the conclusions of the assessment, the authority shall agree to the plan or project only after having*

ascertained that it will not adversely affect the integrity of the European site”, in relation to its conservation objectives.

Agency Role

In undertaking the Appropriate Assessment, the Habitats Regulations require LLTNPA to have regard to the advice we receive from statutory consultees including SNH, SEPA and HSE (Health and Safety Executive). However, the responsibility for undertaking the Appropriate Assessment rests with LLTNPA.

Background Information on the Endrick Water SAC

Name of European site: Endrick Water	
Site Type: Special Area of Conservation (SAC)	
Qualifying Interests:	
SCIENTIFIC NAME	COMMON NAME
<i>Salmo salar</i>	Atlantic salmon
<i>Lampetra planeri</i>	Brook lamprey
<i>Lampetra fluviatilis</i>	River lamprey
Conservation Objectives:	
To avoid deterioration of the habitats of the qualifying species (listed above) or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and To ensure for the qualifying species that the following are maintained in the long term: • Population of the species, including range of genetic types for salmon, as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of the species	

Project Information

A planning application (2024/0328/DET) has been submitted to Loch Lomond and the Trossachs National Park Authority for Residential development for 65 new dwellings with associated access roads, resident and visitor parking and public car park upgrade and toilet facilities.

Qualifying Features of the SAC

As listed above, the Qualifying Interests for the Endrick Water SAC are:

Atlantic salmon (*Salmo salar*);
Brook lamprey (*Lampetra planeri*) and;

River lamprey (*Lampetra fluviatilis*).

Significance Test

The application site lies around 1km away from the Endrick Water SAC. A small unnamed watercourse runs along the eastern boundary of the development site and this is hydrologically connected to the Endrick Water SAC via the School Burn. A further unnamed watercourse runs along the south-western perimeter of the site and, although this is culverted at the south-western corner of the site, it is thought to be connected to the Endrick Water SAC via the Mill Burn.

Given that construction works are proposed in close proximity to both of these unnamed watercourses, there is potential for pollution from the development site to enter the Endrick Water SAC and impact on the qualifying interests of the SAC.

Appropriate Assessment

Elements of project likely to give rise to significant effects on the site.	As highlighted above, the proposal includes construction works in close proximity to two unnamed watercourses that are hydrologically linked to the Endrick Water SAC. As a result, there is potential for pollution from the development site to enter the Endrick Water SAC via these watercourses and for this to impact on the qualifying interests of the SAC during construction (e.g. silt or fuel oil). There is also potential for post construction pluvial waters to enter the water courses.
Describe how the integrity of the site (determined by structure and function and conservation objectives) is likely to be affected by the project (e.g. loss of habitat, disturbance, disruption, chemical changes, hydrological changes and geological changes etc.).	Although the proposal lies entirely outwith the boundary of the SAC and will not directly impact on the site, salmon and lamprey both require high-quality water and any reduction in water quality as a result of the proposal could be significant. If sediment is released into the watercourses during construction, this could result in the gills of salmon or lamprey being smothered, or their upstream passage impeded. It can also smother the gravels used for spawning salmon and lamprey or the areas used by juvenile fish, making them unsuitable. There is also a possible risk of contamination of the watercourses from the fuel and chemicals used on site.
Describe what mitigation measures are to be introduced to avoid any adverse effects on the integrity of the site.	All works in proximity (50m) to waterbodies or watercourses must follow SEPA guidance to ensure their complete protection against pollution, silting and erosion. This includes ensuring the system is designed to cope with future change. I.e Climate Change.

	Water Management during construction will follow good site practice as outlined in the Guidance for Pollution Prevention (GPPs) and guidance within the CIRIA manual. C532 Control of water pollution from Construction Sites to prevent any impact on the water quality of the receiving groundwater both during construction and on completion of the development. All measures to treat surface water will be in place prior to works commencing. The surface water discharges are covered by the General Binding Rules (GBR) authorisation relating to surface water drainage and required the Proposed development to be drained via SUDs to ensure that the surface water drainage does not affect water quality in the received water environment. Surface water run-off will take into account Sustainable Urban Drainage Systems (SUDS) principles to ensure that the rate and volume of water run-off, from the post development situation, does not exceed the greenfield surface water runoff from the existing site. Two means of attenuation will be used with a SUDS underground in the east and a SUDS underground at the west.
Conclusion	Provided the above mitigation is secured via an appropriately worded planning condition, the proposal will not have an adverse effect on the integrity of the Endrick Water SAC.