



Your Ref: 2022/0157/PPP
Our Ref: 332010549

10 February 2023

Loch Lomond & Trossachs National Park Authority
National Park Headquarters
Carrochan
Carrochan Road
Balloch
G83 8EG

By email to Caroline.Strugnell@lochlomond-trossachs.org

Dear Caroline

Re: Submission of supplementary information in accordance with Regulation 26(2) of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 (EIA Regs) and Regulation 24 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 (2013 Regs)

We write in response to your letter dated 17th November 2022 which requested supplementary information under the 2017 EIA Regulations and 2013 Town and Country Planning Regulations referenced above. We are instructed by our client Flamingo Land Ltd to submit further information in respect of application 2022/0157/PPP. The purpose of the submission is to provide further information and address matters that have been raised by parties during the course of the application including by the Planning Authority and members of the public.

The package of information submitted is intended to supplement the documentation submitted with the application in May 2022. Where documents being submitted supersede those already assessed by Loch Lomond & Trossachs National Park Authority, this is indicated and signposted.

The package of supplementary information contains the following:

- An Addendum to the EIA Report (EIAR)
- A replacement EIA Non-Technical Summary (NTS)
- A summary table within the NTS highlighting the 'receptors', the 'pre-mitigation significance of effects', the 'mitigation' proposed and the 'post-mitigation (residual) significance of effects' for all EIAR chapters
- A revised Location Plan; Parameters Plan and Indicative Masterplan showing Area 10 now deleted and reduced scale of development at Woodbank.
- Plans showing areas of proposed woodland loss and retention and areas of proposed woodland net gain overlaid with the proposed development,
- Clarification on parking numbers
- Anticipated post-development uplift in vehicle numbers.
- Clarification of how the EIAR has assessed the significance of the effect of development on Woodbank House

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

Telephone: +44 (0)141 352 2360
email: info.glasgow@stantec.com

Registered Office:
Stantec UK Ltd
Buckingham Court
Kingsmead Business Park
Frederick Place, London Road
High Wycombe HP11 1JU
Registered in England No. 1188070

- Route of the John Muir Way
- Confirmation that no enabling residential development is proposed.
- Confirmation that the traffic assessment work was undertaken during an appropriate month of an appropriate year
- Assessment of the proposed development against NPF4

Proposed Changes

Scale of Development

Following receipt of your letter and further analysis of comments received from members of the public the scale of the Lomond Banks proposal has been reduced. The reduction has been achieved by removing Area 10 from the Parameters Plan which was proposed for staff facilities and a service area. These uses have now been incorporated into the buildings proposed in the Woodbank, Pierhead and Station Square areas. The relocation of the staff facilities and service area has resulted in a reduction of 700sqm of floorspace plus existing trees will no longer be removed. The red line boundary has been revised to take account of Area 10 now being removed from the application.

The number of accommodation units proposed has also been reduced as shown in the following schedule of lodge accommodation:

Figure 1: Updated Lodge Accommodation Schedule

Areas	Lodge Numbers as Per PPIP Submission May 2022	Updated Proposed Lodge Numbers
Zone A – Station Square	0	0
Zone B – River Front	42	42
Zone C – Pierhead	0	0
Zone D – Boathouse & Staff Area	0	0
Zone E – Woodbank	84 inc, 17 bothies	62 (-17 bothies and 5 lodges)
Total	126	104

Figure 2 summarises the changes made including parking numbers in each area of the site.

Figure 2: Updated Scheme per Area of Site

Zone	Change
Zone A – Station Square	Parking increase of 4 spaces from 132 to 136
Zone B – Riverside	No change
Zone C - Pierhead	Parking increase of 4 spaces from 99 to 103
Zone D – Area 10 – Staff Facilities	All proposed development removed, and red line boundary adjusted.
Zone E – Woodbank	All 17 Woodland Bothies removed; 5 Woodland Lodges south of Woodbank House removed. Non-native and invasive species removed and replaced with native species planting and trees, Parking increased by 6 from 127 to 133

Addendum EIA Report

In terms of the impact of the proposed changes and the EIA Report, this has been reviewed and assessed where required. Figure 3 below outlines what EIAR chapters have been updated and what Supplementary Information is being provided.

Figure 3 Supplementary Information Summary

EIAR	Submission	Action
EIAR Chapters 1 to 4	<ul style="list-style-type: none"> • Chapter 1 – Introduction • Chapter 2 – Site and Proposed Development • Chapter 3 – EIA Process • Chapter 4 – Legislative and Planning Policy Context 	Not updated other than details of proposal.
EIAR Chapter 5 - Ecology	EIAR Addendum Chapter 5 and associated Technical Appendices	Updated
EIAR Chapter 6 - Trees & Woodland	EIAR Addendum Chapter 6 and Technical Appendix	Updated

	Design Statement section on Compensatory Planting	Updated
EIAR Chapters 7 to 10	Chapter 7- Noise and Vibration Chapter 8 – Air Quality Chapter 9 – Ground Conditions Chapter 10 – Water, Hydrology and Flood Risk	Not updated
Chapter 11 - Landscape & Visual	EIAR Addendum Chapter 11 and associated Technical Appendices including Visualisations	Updated and includes resubmission of Visualisations submitted in August 2022
Chapter 12 - Traffic & Transport		Not updated.
EIAR Chapter 13 – Archaeology & Cultural Heritage	EIAR Addendum Chapter 13	Updated
EIAR Chapter 14 – Socio-economics, Tourism, Recreation & Public Access		Not updated
EIAR Chapter 15 – Impact Interactions		Updated
EIAR Chapter 16 – Schedule of Further Mitigation and Enhancement		Not updated
EIAR Non-Technical Summary (NTS)	EIAR NTS to ensure compliance with EIA & Planning Regs	Updated

EIA Non-Technical Summary (NTS)

This has been updated and forms part of this supplementary information submission. The NTS dated December 2022 supersedes the version submitted in May 2022.

The Replacement NTS meets the requirements of Regulations 5 (2)(e) and Paragraph 9 of Schedule 4 of the 2017 EIA Regulations. As requested, the replacement NTS includes a summary table which highlights the ‘receptors’, the ‘pre-mitigation significance of effects’, the ‘mitigation’ proposed and the ‘post mitigation (residual) significance of effects’ for all chapters of the main EIA Report.

Non-EIA Changes

Figure 4 highlights the reports and plans that have been updated in response to the proposed changes.

Figure 4 Non- EIAR Changes

Non-EIAR	Subject	Action
Design	Design Statement	Updated
Drawings	Parameters Plan, Site Location Plan, Indicative Masterplan	Updated
Planning Statement	Planning Statement including NPF4 assessment	Updated
Traffic & Transport	Parking & Signage Strategy Summertime Traffic Statement	Supplementary Information submitted
National Trust Scotland	Response to Submission	Response letter submitted

For the avoidance of doubt, the following documents submitted with the original application in May 2022 should be marked as Superseded:

- Site Location Plan
- Parameters Plan
- Indicative Masterplan
- Design Statement

Taking account of all the proposed changes, the updated description of proposed uses is as follows:

- Refurbished tourist information building
- Up to 60-bedroom apartment hotel
- Up to 32 bedspace budget hotel
- Up to 104 self-catering holiday lodges comprised as follows:
 - o Up to 42 single story woodland lodges (West Riverside)
 - o Up to 37 countryside lodges (in grounds of Woodbank House)
 - o Up to 25 woodland lodges (in grounds of Woodbank House)
- Up to 6 self-catering holiday properties in Woodbank House ancillary listed buildings
- Restoration and redevelopment/conversion of Woodbank House for up to 15 self-catering holiday apartments (subject to other necessary consents)
- Leisure pool / waterpark / spa
- Restaurants / Hot food café / Retail areas
- Craft brewery including pub
- Visitor reception area and hub building

- External activity areas including areas for event and performance, play, picnic and barbeque areas
- Monorail linking Station Square to Leisure Pool
- Staff service and welfare accommodation
- Associated parking, landscaping and infrastructure development works
- Access to be taken from the surrounding road network including Ben Lomond Way and Pier Road

Responses to Points Raised by LLTNP

Figure 5 summarises the changes made to the proposals and responses to requested clarifications

Figure 5

Number & Point Raised	Response																														
iv. Parameters Plan																															
<p>a. Clarification of the proposed parking quantum</p>	<p>Parking totals are accurate for each area and reflective of the updated parking schedule.</p> <table border="1" data-bbox="1155 683 1644 1171" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">WOODBANK PARKING SPACES</th> </tr> <tr> <th style="text-align: left;">Location</th> <th style="text-align: right;">No.</th> </tr> </thead> <tbody> <tr> <td>Woodbank House</td> <td style="text-align: right;">25</td> </tr> <tr> <td>Staff Parking</td> <td style="text-align: right;">27</td> </tr> <tr> <td>Woodbank Lodges*</td> <td style="text-align: right;">81</td> </tr> <tr> <td>WOODBANK TOTAL</td> <td style="text-align: right;">133</td> </tr> <tr> <td colspan="2" style="text-align: center;"><small>*See Zone E Woodbank Section for Lodge Quantities</small></td> </tr> <tr> <th colspan="2" style="text-align: center;">WEST RIVERSIDE PARKING SPACES</th> </tr> <tr> <th style="text-align: left;">Location</th> <th style="text-align: right;">No.</th> </tr> <tr> <td>Staff and services area (Area 10 Accomodation Removed)</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Pierhead Woodland Parking</td> <td style="text-align: right;">103</td> </tr> <tr> <td>Riverside Parking (43 Lodges)</td> <td style="text-align: right;">43</td> </tr> <tr> <td>Station Square Parking</td> <td style="text-align: right;">93</td> </tr> <tr> <td>Station Square & Riverside Parking</td> <td style="text-align: right;">136</td> </tr> <tr> <td>LOMOND BANKS TOTAL PARKING SPACES</td> <td style="text-align: right;">372</td> </tr> </tbody> </table>	WOODBANK PARKING SPACES		Location	No.	Woodbank House	25	Staff Parking	27	Woodbank Lodges*	81	WOODBANK TOTAL	133	<small>*See Zone E Woodbank Section for Lodge Quantities</small>		WEST RIVERSIDE PARKING SPACES		Location	No.	Staff and services area (Area 10 Accomodation Removed)	0	Pierhead Woodland Parking	103	Riverside Parking (43 Lodges)	43	Station Square Parking	93	Station Square & Riverside Parking	136	LOMOND BANKS TOTAL PARKING SPACES	372
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<p>b. Clarification in relation to the location of the 35 parking spaces for the 'staff and services area' with Area 10</p>	<p>Area 10 has been removed from the proposals and is no longer included in the Red Line Boundary. The 35 staff parking spaces have been redistributed to Woodbank due to the reduced number of lodges now proposed there. Only 6 new spaces are required at Woodbank to accommodate the displaced Area 10 parking.</p>
<p>c. Zone D (11) – confirmation that the extent of the shaded area aligns with the 12m buffer width stipulated in the key</p>	<p>Due to the removal of Area 10 from Zone D there will be no requirement for a buffer zone as there is no development proposed.</p>
<p>d. Include maximum height parameter and floor area for the apart hotel and waterpark</p>	<p>Maximum heights and floor areas are included within the Parameters Plan key and are as follows:</p> <p><u>Brewery</u></p> <ul style="list-style-type: none"> • max height 13m • total floor area 1200 sqm (including 300 sqm pub) <p><u>Restaurant</u></p> <ul style="list-style-type: none"> • max height 9m • total floor area 150 sqm <p><u>Amphitheatre</u> – temporary tented structure</p> <ul style="list-style-type: none"> • max height 8m <p><u>Budget Accommodation</u></p> <ul style="list-style-type: none"> • max height 12m <p><u>Apart Hotel</u></p> <ul style="list-style-type: none"> • max height 10.5m • floor area 3065 sqm <p><u>Leisure Pool/Water Park</u></p> <ul style="list-style-type: none"> • max height 10.5m • floor area – 2500 sqm

	<p><u>Restaurant/Bar</u> (incorporated into apart hotel)</p> <ul style="list-style-type: none"> • max 150 sqm <p><u>Boathouse</u></p> <ul style="list-style-type: none"> • circa 95 sqm <p><u>Monorail</u></p> <ul style="list-style-type: none"> • max height 3.5m rising to 5.5m above vehicular access roads
e. Include the proposed pedestrian/cycle connection through the Woodbank House site to the Upper Stoneyrollan Road / John Muir Way	Parameters plan updated to show the existing John Muir Way. The route is not being amended as a result of the proposals.
f. Clarification of the route of the John Muir Way through Zone B	Parameters Plan updated to show the existing John Muir Way route and the possible pedestrian connection from Woodbank.
g. Zone E – areas shaded dark green and given reference no. 13 missing from the key	Dark green areas updated to show ‘4b – Managed Woodland’
h. Inclusion of blue areas in the key	Blue areas added to the parameters plan key as ‘SUDs.’
v, vi, vii Trees and Woodland	
Information to further help understand and substantiate the figures in Table 6-9 para 6.8.5 of the EIA Report (Volume 1) as it is not clear upon what basis the figures have been derived. We suggest a spatial plan (or plans) clearly showing and quantifying: a. The areas of proposed woodland loss and retention (informed by areas of proposed development); and	A series of maps is included in this further information submission demonstrating and quantifying existing woodland cover, areas of proposed compensatory planting and proposed woodland loss.

<p>b. The areas of proposed woodland net gain overlaid with the proposed development;</p> <p>A composite plan would help draw together the background sources of information, more clearly articulate the impact of the proposed development on woodland and how the impact is proposed to be mitigated.</p>	
<p>Review both the character and physical extent of the area of woodland at Woodbank House identified as B2 (Appendix 06.1 EIA Report Vol. 2) to ensure alignment with the submitted ecology and arboricultural reports along with the NWSS and National Forest Inventory maps.</p>	<p>All proposed development has been removed from area B2.</p>
<p>Area 10 - clarify whether there will be 'clear felling' or 'targeted tree loss' in this area and any consequent adjustment (or otherwise) in the overall woodland net loss/gain calculations presented within the EIA Report.</p>	<p>All development proposed for Area 10 has been removed from the development proposals and Area 10 removed from the red line site boundary.</p>
<p>viii. & xv. Traffic and Transport</p>	
<p>Clarification of the proposed car parking quantum; in particular, whether the stated quantum (ref. Tables 6.1 and 6.2 of the Transport Chapter of the EIA Report) has taken account of the pool/waterpark in addition to the separate quantum required for the 60-bed hotel (assuming this facility</p>	<p>Parking provision has been calculated based on individual uses proposed. As the application is for PPIp exact parking quantum will be decided as per the final detailed design of the proposed development. When detailed parking numbers are calculated and designed into the scheme use of the hotel and water leisure facilities by both guests and members of the public will be appropriately considered in line with WDC parking standards.</p>

<p>will be open to and visited by the wider public and not just hotel guests).</p>	<p>A Parking and Signage Strategy has been prepared and is included in this submission and sets out how parking across the site will be managed to ensure guests of Lomond Banks will park appropriately.</p> <p>The parking schedule below shows indicative parking numbers for each area and use of the site.</p> <table border="1" data-bbox="1151 555 1653 1054"> <thead> <tr> <th colspan="2">WOODBANK PARKING SPACES</th> </tr> <tr> <th>Location</th> <th>No.</th> </tr> </thead> <tbody> <tr> <td>Woodbank House</td> <td>25</td> </tr> <tr> <td>Staff Parking</td> <td>27</td> </tr> <tr> <td>Woodbank Lodges*</td> <td>81</td> </tr> <tr> <td>WOODBANK TOTAL</td> <td>133</td> </tr> <tr> <td colspan="2">*See Zone E Woodbank Section for Lodge Quantities</td> </tr> <tr> <th colspan="2">WEST RIVERSIDE PARKING SPACES</th> </tr> <tr> <th>Location</th> <th>No.</th> </tr> <tr> <td>Staff and services area (Area 10 Accomodation Removed)</td> <td>0</td> </tr> <tr> <td>Pierhead Woodland Parking</td> <td>103</td> </tr> <tr> <td>Riverside Parking (43 Lodges)</td> <td>43</td> </tr> <tr> <td>Station Square Parking</td> <td>93</td> </tr> <tr> <td>Station Square & Riverside Parking</td> <td>136</td> </tr> <tr> <td>LOMOND BANKS TOTAL PARKING SPACES</td> <td>372</td> </tr> </tbody> </table>	WOODBANK PARKING SPACES		Location	No.	Woodbank House	25	Staff Parking	27	Woodbank Lodges*	81	WOODBANK TOTAL	133	*See Zone E Woodbank Section for Lodge Quantities		WEST RIVERSIDE PARKING SPACES		Location	No.	Staff and services area (Area 10 Accomodation Removed)	0	Pierhead Woodland Parking	103	Riverside Parking (43 Lodges)	43	Station Square Parking	93	Station Square & Riverside Parking	136	LOMOND BANKS TOTAL PARKING SPACES	372
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<p>Clarification that the 'Pierhead woodland parking' area will be sufficient to accommodate the proposed additional boat/trailer parking for Lomond Banks guests in addition to the hotel/waterpark.</p>	<p>At detailed design stage the pierhead woodland parking will be designed to accommodate boat and trailer parking.</p>																														
<p>Under Reg EIA Regs 26(4) noting the strong pattern of seasonal traffic variance within Balloch we request that you verify that the timing (year and month) of the traffic</p>	<p>The scope of the traffic assessment submitted with the application in May 2022 was agreed with WDC.</p> <p>The September survey data was used to demonstrate a neutral month. Survey</p>																														

<p>assessment survey work is an appropriate basis for assessment. Please provide further or additional evidence in support of your response. We are also seeking the further assistance of West Dunbartonshire Roads Authority in relation to this point.</p>	<p>data was also gathered in August 2017 (w/c Thursday 10th August 2017 to Wednesday 16th August 2017, inclusive) during the school summer holiday period. This was to provide traffic data for a sensitivity assessment, should it be required at key pinch points on the network, subject to the neutral month assessment. It was agreed with WDC and TS, however, that mitigation would not be provided for a summer season assessment given the industry standard premise that it is generally not appropriate to design and build for a non-neutral assessment scenario.</p> <p>Following discussion with WDC Roads Officers, additional surveys were undertaken on two junctions in November 2021 to check the validity of the extensive 2017 surveys. A comparison of the two sets of traffic flows was presented in a Technical Note (TN) and issued to WDC, included as Appendix C of the TA submitted in May 2022. The TN confirmed that the 2017 survey flows were higher than the 2021 flows in both the morning and evening peak period. The 2017 traffic surveys were therefore used as the basis for the traffic impact assessment.</p> <p>To further demonstrate seasonal traffic impact, a summer traffic assessment scope has been prepared and submitted as part of the further information package. To avoid waiting until summer, Stantec has compared historic traffic surveys and counts provided by Transport Scotland. From the information it has been demonstrated that it should be possible to provide a summer assessment based on the information readily available.</p>
<p>Please highlight the anticipated post-development uplift in vehicle numbers in absolute/number of vehicles terms:</p> <ul style="list-style-type: none"> a. For vehicles entering and leaving Balloch as a whole; b. At Ben Lomond Way (noted as a 33% increase); 	<p>To demonstrate anticipated vehicle uplift once the proposed development is operational, a peak time analysis has been undertaken. The analysis predicts that the development will result in an increase in traffic resulting from the proposed development. Appendix A shows the full results of the analysis, and a summary is included below.</p> <p>The peak hours were identified from traffic surveys that were carried out at existing junctions in Balloch and at the A82/A811 Stoneymollan Roundabout junction and were agreed with West Dunbartonshire Council. The peak hours are defined as:</p>

c. Old Luss Road (North) (noted as 84% increase) and;
 d. Pier Road (noted as a 29% increase).

Please provide a clear, layperson's explanation of when and for how long the uplift will be experienced (i.e., weekday/weekend, peak hour maximum or averaged across the day etc.) and how it will be experienced (i.e., will there be any increased delay or queueing?).

It is important for the timing and duration of the main traffic impacts to be explained in relatable terms that can be understood by the public and this should be incorporated within the EIA NTS.

- Weekday morning 8am to 9am
- Weekday evening 4.30pm to 5.30pm
- Saturday 3pm to 4pm

The peak time analysis predicts that for vehicles entering and leaving Balloch as a whole vehicle uplift will be less than 1 car per minute. This accounts for vehicles entering and exiting Balloch from the west using the A811 and A82 and from the east using the A811. See Table 1 in Appendix A.

At Ben Lomond Way weekday evening and weekend peak hour uplift is predicted to be less than 1 car per minute and morning peak hour is anticipated to be just over 1 per car minute with an additional 74 cars per hour. See Table 2 in Appendix A.

Old Luss Road (North) is predicted to experience the largest uplift in vehicle numbers. At weekday morning and evening peak hour the increase in vehicles is anticipated to be just over 1 car per minute and Saturday peak hour the uplift is predicted to be just over 2 cars per minute. See Table 3 in Appendix A.

During the 3 peak hour periods at Pier Road the vehicle uplift is predicted to be less than 1 car per minute. See Table 4 in Appendix A.

Maximum delay and maximum queue lengths at the A82/A811 Stoneymollan Roundabout junction pre and post development have also been predicted. See Table 5 in Appendix A. The analysis shows that the maximum delay predicted to be experienced at any of the junctions is 19.46 seconds and there will be no difference in maximum queue in terms of number of vehicles.

<p align="center">xii. Cultural Heritage Assessment</p>	
<p>Clarification of how the EIA Report has assessed the significance of the effect of development on Woodbank House (LB1125). Para 13.6.2 of the EIA Report (Archaeology and Cultural Heritage) refers to development of 16 ‘woodland lodges’ and not the 30 proposed. The stated location of the proposed 16 woodland lodges is to the west and northwest of the Stables (HA4). It appears the balance is located to the immediate west (i.e., in the backdrop) of LB1125 – but it is not clear whether the EIA Report has properly assessed the extent of development in this location and any mitigation.</p> <p>Please provide Appendix B referred to in the same para.</p>	<p>The Addendum EIA Report includes an updated Archaeology and Cultural Heritage Chapter 13, and this supersedes the previously submitted chapter. Chapter 13 has been updated to reflect the reduced scale of development. The chapter assesses the impact of up to 37 Countryside Lodges in the existing field and up to 25 Woodland Lodges set within the woodland.</p> <p>Point 13.6.23 of Chapter 13 sets out that the 25 Woodland Lodges to the west and south-west of Woodbank House would be screened by woodland and would not notably change the current setting of western extent of Woodbank House.</p> <p>Chapter 13 considers that the presence of the Countryside Lodges and Woodland Lodges would have only a limited impact on views of the house from the grounds. In outward views from the house it would remain possible to understand, appreciate and experience the house within its secluded setting. The proposed Countryside Lodges to the north, south and east of the house are largely screened by existing trees which characterise the eastern elevation of the house and which would be retained by the proposed development. The Woodland Lodges to the west and south-west of Woodbank House would be screened by the woodland in which they would be set and would not change the relationship between Woodbank House and the trees which form its backdrop, and which have characterised this western setting of the house since at least the mid-19th century. With regards to mitigation, Chapter 13 sets out embedded mitigation measures which would conserve the fabric of Woodbank House with Garden Building preserving its key intrinsic characteristics, whilst also presenting Woodbank House as a landmark feature within the Proposed Development.</p> <p>The embedded mitigation measures would also adequately preserve the integrity of the setting of the asset by retaining the trees which characterise the approach to the eastern façade of the building from the north, and by preserving the trees which characterise the western and south-western areas of its grounds. The retention of trees in these areas would screen views of the proposed ‘Countryside’</p>

	<p>and 'Woodland' lodges and allow the asset to continue to be understood, appreciated and experienced within its key secluded setting.</p> <p>Reference to Appendix B has been amended to Appendix 2.1 – Site and Proposed Development which contains the Parameters Plan.</p>
xiii. John Muir Way	
<p>Please clarify the proposed approach to the routing of the John Muir Way through Zone B. The Transport Section of the EIA Report indicates that this is to be retained yet the existing routing is not allowed for on the Parameters Plan. The impact of any alternative routing on woodland must be reassessed accordingly.</p>	<p>The John Muir Way will continue to follow its current route with no alternative routing required to accommodate the proposed development. The replacement parameters plan clearly indicates the John Muir Way Route through Zone B. As no-routing is required no woodland impact assessment is required.</p>
xiv. Enabling Residential Development	
<p>Confirmation that no residential development is now proposed as enabling development for the listed structures at Woodbank House (please remove all such references from the Design & Access Statement and EIA documents).</p>	<p>There is no residential development included in the proposals and therefore no residential development proposed as enabling development for the Listed Structures at Woodbank House. There are now no references to residential development or enabling development in the Updated Design Statement.</p>
xvi. NPF4	
<p>Please provide a detailed assessment of the proposed development against the revised draft NPF4 which was laid before the Scottish Parliament on 8 November 2022. This is in anticipation that the National Park Authority will be required to assess the</p>	<p>The Updated Planning Statement provides a detailed assessment of the proposed development against Revised Draft NPF4, which is due to be adopted by Scottish Ministers on 13 February 2023. NPF4 will form part of the Development Plan and is a material consideration.</p>

application against the NPF4 to be approved by Parliament.	



Conclusion

I trust the above responses address each point raised in your letter of 17 November 2022 and provide the clarification required to progress the application to determination. Happy to discuss any point if required.

Steve Callan
Associate Planner
on behalf of Stantec UK Ltd

cc. Jim Paterson – Flamingo Land Ltd.

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

Telephone: +44 (0)141 352 2360
email: info.glasgow@stantec.com

Registered Office:
Stantec UK Ltd
Buckingham Court
Kingsmead Business Park
Frederick Place, London Road
High Wycombe HP11 1JU
Registered in England No. 1188070

APPENDIX A

PREDICTED VEHICLE UPLIFT & MAXIMUM DELAY 7 QUEUE

Anticipated post-development uplift in vehicle numbers in absolute/number of vehicles terms for:

- a. Vehicles entering and leaving Balloch as a whole;
- b. At Ben Lomond Way (noted as a 33% increase);
- c. Old Luss Road (North) (noted as 84% increase) and;
- d. Pier Road (noted as a 29% increase).

Table 1 – Predicted Vehicle Uplift: Vehicles Entering and Leaving Balloch

Scenario	From West		From East	
	Entering Balloch (A811) from A82	Exiting Balloch (A811) to A82	Entering Balloch (A811) from Stirling	Exiting Balloch (A811) to Stirling
2030 Weekday Morning Peak Hour (8am to 9am)				
Without Development	727	946	372	337
With Development	766	966	378	340
Difference	+39	+20	+6	+3
2030 Weekday Evening Peak Hour (4:30pm to 5:30pm)				
Without Development	1,094	775	423	445
With Development	1,129	811	429	451
Difference	+35	+36	+6	+6
2030 Saturday Peak Hour (3pm to 4pm)				
Without Development	1,009	1,036	453	401
With Development	1,053	1,078	461	406
Difference	+44	+42	+8	+5

Table 2 – Predicted Vehicle Uplift: Ben Lomond Way

Scenario	Ben Lomond Way (Two-Way)
2030 Weekday Morning Peak Hour (8am to 9am)	
Without Development	64
With Development	138
Predicted Vehicle Uplift	+74
Difference (%)	+116%
2030 Weekday Evening Peak Hour (4:30pm to 5:30pm)	
Without Development	183
With Development	243
Predicted Vehicle Uplift	+60
Difference (%)	+33%
2030 Saturday Peak Hour (3pm to 4pm)	
Without Development	713

With Development	769
Predicted Vehicle Uplift	+56
Difference (%)	+8%

Table 3 - Predicted Vehicle Uplift: Old Luss Road (North)

Scenario	Old Luss Road (North) (Two-Way)
2030 Weekday Morning Peak Hour (8am to 9am)	
Without Development	581
With Development	664
Predicted Vehicle Uplift	+83
Difference (%)	14%
2030 Weekday Evening Peak Hour (4:30pm to 5:30pm)	
Without Development	756
With Development	862
Predicted Vehicle Uplift	+106
Difference (%)	14%
2030 Saturday Peak Hour (3pm to 4pm)	
Without Development	1,492
With Development	1,617
Predicted Vehicle Uplift	+125
Difference (%)	8%

Table 4 - Predicted Vehicle Uplift: Pier Road

Scenario	Pier Road (Two-Way)
2030 Weekday Morning Peak Hour (8am to 9am)	
Without Development	15
With Development	25
Predicted Vehicle Uplift	+10
Difference (%)	67%
2030 Weekday Evening Peak Hour (4:30pm to 5:30pm)	
Without Development	45
With Development	76
Predicted Vehicle Uplift	+31
Difference (%)	69%
2030 Saturday Peak Hour (3pm to 4pm)	
Without Development	70
With Development	118
Predicted Vehicle Uplift	+48
Difference (%)	69%

Table 5 – Predicted Maximum Queues & Delays: Stonymollan Roundabout

Scenario/Arm	Maximum Delay (seconds)	Maximum Queue (vehicles)	Maximum Delay (seconds)	Maximum Queue (vehicles)	Maximum Delay (seconds)	Maximum Queue (vehicles)
Without Development	2030 Weekday Morning Peak Hour		2030 Weekday Evening Peak Hour		2030 Saturday Peak Hour	
A82 (North)	2.93	1	7.72	4	4.65	2
A811	4.46	2	4.80	2	5.79	2
A82 (South)	2.67	1	2.51	1	3.24	2
Upper Soneymollan Rd	0	0	0	0	18.07	0
With Development	2030 Weekday Morning Peak Hour		2030 Weekday Evening Peak Hour		2030 Saturday Peak Hour	
A82 (North)	3.00	1	8.22	4	4.88	2
A811	4.57	2	5.04	2	6.25	2
A82 (South)	2.73	1	2.55	1	3.36	2
Upper Soneymollan Rd	0	0	0	0	19.46	0