



# LOMOND BANKS

## Design Statement

REVISED 03 02 2023

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REVISION	DATE	
A	15.11.2022	Draft Following Stantec Review
B	29.11.2022	Further updates following Stantec Review
C	16.12.2022	Further updates following Stantec Review
D	06.01.2023	Updates to blue boundary line following Stantec Review
E	24.01.2023	Trees and Woodlands updated information
F	03.02.2023	P45 Updated - Notes to align with numbering



Section 01  
**THE PROJECT**

### 1.1 Development overview

Name of the scheme: Lomond Banks

Description: PPIp Application and EIA for proposed tourism and leisure-led mixed use development at West Riverside and Woodbank House (Total site area 25.9 hectares (64.3acres), Red Line Boundary area 18.2 hectares (44.97 acres) and Blue Line Boundary area 7 hectares (17.4 acres), including:

- Refurbished visitor information building;
- 60-bedroom Apart-hotel;
- 32-bedspace budget accommodation;
- Up to 104 self-catering lodges comprised as follows:
  - 25 woodland lodges (in grounds of Woodbank House)
  - 37 Countryside Lodges (in grounds of Woodbank House)
  - 42 Lodges at West Riverfront
- Up to 15 apartments within Woodbank House
- Up to 6 apartments within the refurbished outbuildings of Woodbank house;
- 900m<sup>2</sup> brewery;
- A boathouse c.95m<sup>2</sup> for storage of equipment and operation of water-based activities;
- Leisure/pool/water park area up to approximately 2,500m<sup>2</sup> ;
- Restaurants/Cafe & Retail areas up to 1,100m<sup>2</sup> in total;
- Visitor reception areas & hub building up to approximately 2,000m<sup>2</sup>;
- External activity areas including events/ performance areas, children's play areas, monorail, forest adventure rides, picnic / play areas;
- Staff and service areas of up to approximately 900m<sup>2</sup>;
- Associated parking (up to 372 additional spaces), landscaping and infrastructure development works; and
- Access to be taken from the surrounding road network including Ben Lomond Way and Pier Road.

The proposed development also includes the remains

of the Grade A listed Woodbank House and attendant structures. The conservation and redevelopment of Woodbank House and other listed structures within the site will be subject to future applications for planning and listed building consent.

As the Applicants are seeking PPIp rather than full planning permission, at this stage the proposed development comprises a suite of key parameters, within which the detailed design of the proposed development will be confirmed at a later date. Providing that the final design remains within these key parameters, this approach ensures that the likely 'maximum' extent of effects can be considered when determining the PPIp application for the proposed development.

The proposed development is shown on a Parameters Plan, which is included in this Design Statement (DS). The Parameters Plan is the development for which PPIp is being sought by the Applicants. All other plans submitted as part of the PPIp application are indicative and are provided for illustrative purposes only.

A more detailed description of the key parameters of the proposed development is provided in Chapter 3 of the Environmental Impact Assessment (EIA) and within the Planning Statement.

The Team:

- Applicant: Flamingo Land Resorts Ltd
- Project management: Glenfruin
- Planning and engineering services: Stantec
- Architecture and masterplanning: Anderson Bell Christie
- EIA: Stantec

Purpose and structure of this document: As the Applicant is seeking Planning Permission in Principle (PPIp) rather than full planning permission, there is no statutory requirement to submit a Design Statement (DS). However, through pre-application discussions, the Planning Authority requested that the PPIp application be supported by a "design brief and access statement

or masterplan". This request was made on the basis that the site includes listed buildings. This non-statutory Design Statement and the Parameters Plan have been prepared to meet this request.

The Design Statement explains and illustrates the design principles and design concept underlying the proposals and describes how these will help to achieve the aspirations set out in Loch Lomond and the Trossachs draft Placemaking Supplementary Guidance.

### 1.2 Site details

The application site is located to the north of Balloch, and contains two distinct areas, known respectively as West Riverside and Woodbank House. Old Luss Road is the interface between the two.

### 1.3 Client

The site at West Riverside and Woodbank House, collectively known as Lomond Banks, offers a unique opportunity for leisure based development on the doorstep of one of Scotland's key tourism destinations, Loch Lomond.

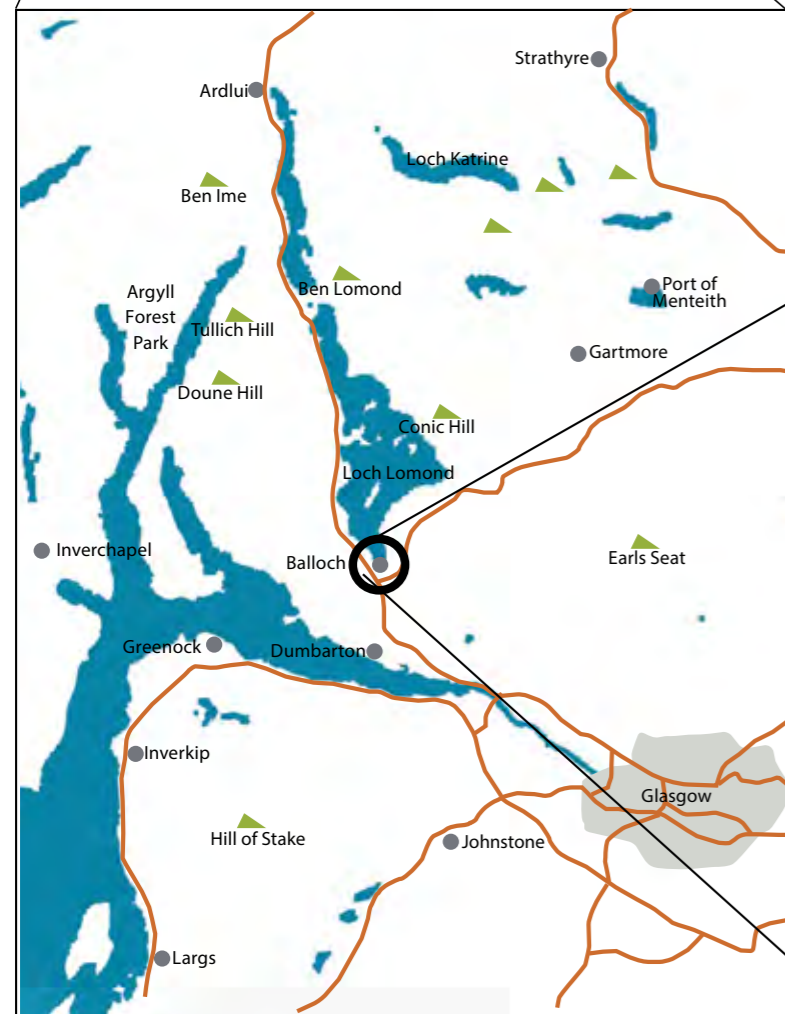
Scottish Enterprise, in partnership with Loch Lomond and Trossachs National Park Authority, have promoted the West Riverside and the undeveloped sites within Loch Lomond Shores for tourism and leisure re-based developments. The majority of the site therefore benefits from visitor experience site allocations within the adopted LLTNP LDP 2017 – 2021.

The aim has been to create a quality-led destination that improves connectivity and which is accommodation – led, such as hotel, hostel, lodge and holiday accommodation together with family orientated, active leisure activities.

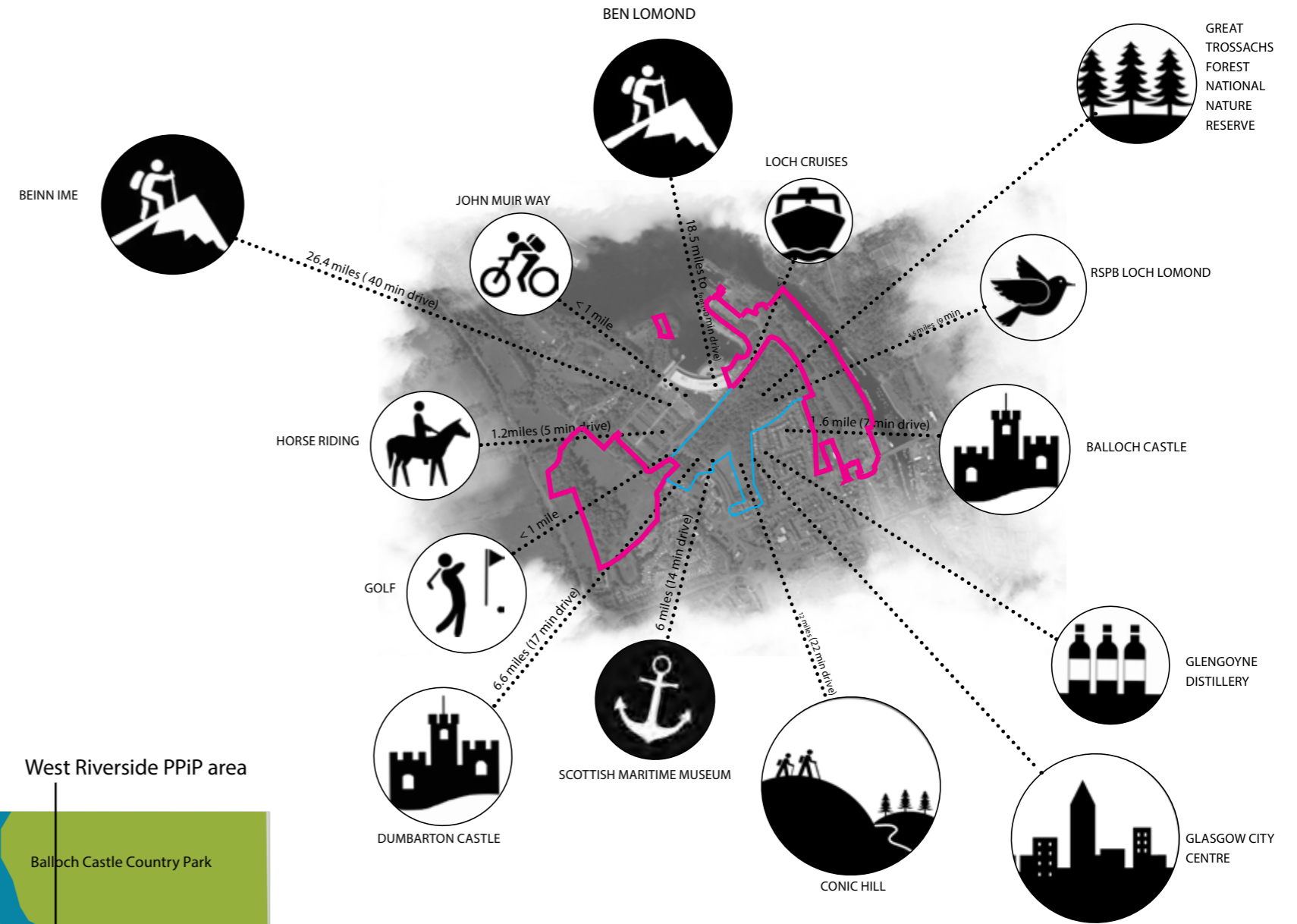
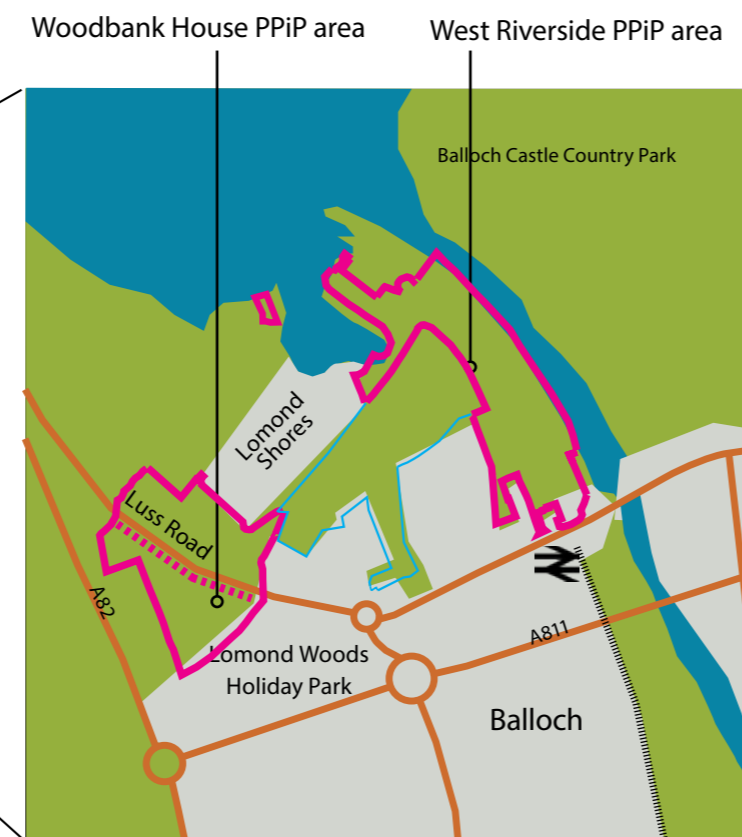
Further details regarding the rationale for siting the proposed development at the selected location are provided within the Lomond Banks Planning Statement.

# 01 project development SITE DETAILS

## LOCATION



## THE SITE



Within easy reach of the site there are a multitude of opportunities to experience culture, leisure sport and nature.

NOTE: Locations and distances are for indicative purposes only

### 1.4 Site description

The site is located within the Loch Lomond and Trossachs National Park.

Loch Lomond and Loch Lomond Shores lie to the north, with the River Leven and Balloch Country Park to the east, Balloch Road to the south and the A82 and Cameron House to the west.

An existing holiday park sits to the south of the Woodbank area and Sweeney Cruises operate from the River Leven towards Balloch Road at West Riverside. To the north, the historic Maid of the Loch and the Duncan Mills Memorial Slipway are located at the Pierhead. A Visit Scotland Information Centre and a small informal car park sit adjacent to the High Street (Balloch Station Square).

### The site and adjacent development areas incorporates:

Areas of woodland and greenspace used as publicly accessible open space and as the setting for some current visitor destinations:

- 1) The eastern part of the woods includes a corridor of open grassland with more mixed pioneer woodland species. This area of woodland lies alongside the River Leven, which flows south into the Clyde.
- 2) Drumkinnon Woods is a smaller area of woodland, with walks and picnic areas, located just to the south of Loch Lomond Shores. Running east-west through the woodland is a major gas pipeline with associated substations. The woodland contains a variety of native tree species and provides a setting for housing at Drumkinnon Gate to the south.

Woodland extends to the north west of Loch Lomond Shores where a narrow, wooded strip of land is the location for existing visitor destinations (Loch Lomond Bird of Prey centre and Tree Zone Aerial Adventure Course) together with a path network leading to the waterside.

- 3) The previous Balloch Central Station building (now a 'Visit Scotland' information centre): the Information Centre is located close to Balloch Road, opposite Balloch Station and beside existing parking areas which are used as park and rides spaces by rail travellers. The junction providing traffic access to the parking areas is shared by Sweeney Cruises, who require access for coaches bringing visitors to their riverside

THE DEVELOPMENT SITE & ADJACENT AREAS (REFER ALSO TO NUMBERED PHOTOGRAPHS ON FOLLOWING PAGE)



# 01 project development

## SITE DETAILS

landing site for cruise boats. There is an area of public realm in front of the Tourist Office which was included in the previous Balloch Charrette; designs for this area have been generated by Sustrans, responsibility for further development proposals now rests with West Dunbartonshire Council.

4) The riverbank and access to existing moorings at the River Leven: there is a formal and informal path network which currently brings pedestrians to the riverbank, including pedestrian access to existing pontoons used by local boating and cruising clubs.

5) Important pedestrian links including the John Muir Way: a formal and informal path network extends throughout the West Riverside site and is well used by visitors and local people.

6) Beach and shoreline at Loch Lomond: a beach opposite Loch Lomond Shores gradually rises to a small wooded area. A small section of the beach to the north is all that remains of the original Loch Lomond shoreline (prior to the creation of the new lagoon associated with Loch Lomond Shores).

7) The pierhead area adjacent to the public slipway and Maid of the Loch quayside is the focus for a number of facilities and visitor destinations. These include:

- The Duncan Mills Memorial Slipway with associated trailer park and changing facilities
- Base for Loch Lomond and the Trossachs national park water-borne rangers
- Maid of the Loch paddle steamer (partially restored), together with its steam slipway and winch house (fully restored)
- The slipway is also the starting point for the Great Scottish Swim - a day-long event comprising a series of outdoor races within Loch Lomond

8) Woodbank House, ancillary buildings and their landscape setting. The remains of Woodbank House (grade A Listed) and its setting are approached from the Old Luss road, through agricultural land used for rough grazing. There is a steeply sloping area of dense woodland behind the house and outbuildings which is the location of a previous walled garden and glasshouses. The house is in a ruinous condition with only parts of the south and west elevations remaining.

9) The site of a previous boathouse. The land associated with Woodbank House includes a small area to the north west of Loch Lomond Shores which was the location of a previous boathouse. There is a right of access from Woodbank House, through woodland to the site of the previous boathouse.



RIVERFRONT WOOD



DRUMKINNON WOOD



BALLOCH GATEWAY



RIVERBANK AND MOORINGS



JOHN MUIR WAY



BEACH AT LOCH LOMOND



PIERHEAD



WOODBANK HOUSE



PREVIOUS BOATHOUSE



Section 02  
**WIDER AREA APPRAISALS**



## 2.1 Planning and Policy context

Full details of the legislative and planning policy context applicable to the PPIP application are provided within Chapter 4 (Legislative and Policy Context) of the Environmental Impact Assessment Report.

The design approach for Lomond Banks has been informed by the following Policy and Guidance documents:

The Loch Lomond and Trossachs National Park (LLTNP) Local Development Plan sets out a vision and spatial strategy for the National Park area focused a place to Live, Invest, Visit and Experience. Like other National Parks in Scotland it has four key aims:

- 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.

The Local Development Plan's Development Strategy Map (page 17) identifies Balloch as one of eight locations for 'Strategic Tourism Opportunities', reflecting its role as a visitor destination and gateway to the National Park. Both Woodbank and West Riverside are allocated for visitor experience within the local development plan (VE1 West Riverside and Woodbank House VE4).

LIVE in Balloch outlines a strategy for future

development and is based upon a charrette managed by the National Park together with West Dunbartonshire Council and Scottish Enterprise. During the charrette, residents took part in a codesign process which focussed on, among others, initiatives located within the proposed site.

LLTNP Design and Placemaking supplementary guidance supports the delivery of the core Local Development Plan policies. It encourages high quality design solutions for the very special places which form part of the National Park.

The design approach and concepts also reference the following guidance and sources of information:

- The six qualities of successful places set out within the Scottish Planning Policy (2014)
- Scottish Planning Policy (SPP)

- Designing Streets
- Wild Park – LLTNP Biodiversity Action Plan
- PAN 61 - Planning and Sustainable Urban Drainage System (2001)
- PAN 68 – Design Statements
- The Special Landscape Qualities of the Loch Lomond and the Trossachs National Park
- Landscape Character Assessment

### LOCAL DEVELOPMENT PLAN, CHARRETTE AND PLANNING GUIDANCE



### EXISTING BALLOCH CHARACTER

Balloch aims to be a vibrant, busy place - a Gateway to the National Park and beyond



suburban character



poor welcome at station, parking an issue



pubs and restaurants



lacks an attractive centre

### WIDER LANDSCAPE ASSESSMENT: integration is a key consideration



## 2.2 Wider landscape setting

The site is positioned within a designated National Park, and close to a nationally designated National Scenic Area. Because of this, it is considered to have a valuable and special landscape setting.

It sits on a lowland area at the southern end of Loch Lomond, with rising ground on all sides of the site except directly to the north (Loch Lomond) and directly to the south (the urban settlements along the River Leven valley).

Despite its important landscape designations, Balloch's built development and infrastructure means that its immediate landscape setting does not have the highly scenic, rugged and wild qualities of the park experienced further north. Its landscape setting has already been impacted upon by a larger new development (Lomond Shores), by road infrastructure and by housing.

A landscape visual impact assessment (LVIA) has been carried out as part of the Environmental Impact Assessment (EIA) process. The LVIA and ZTV analysis suggests that the proposed development may be visible from areas including:

- Two isolated locations on the loch shore (Proposal Beach, within the grounds of Balloch Castle and the boathouse marina within the grounds of Cameron House estate);
- Areas of open high ground immediately to the east (Balloch Castle) and west (Upper Stoneymollan) of Balloch; and
- Very occasional long-distance views of the development from Inchmurrin Island (4km from the site) and areas of high ground further afield – the visual impact on which would be negligible.



# 02 PROJECT DEVELOPMENT WIDER AREA APPRAISAL



## KEY

- Site boundary
- Loch Lomond Trossachs National Park Boundary
- Landscape character assessment areas
- 263: Lowland loch basin
- 264: Lowland loch basin islands
- 261: Rolling farmland
- 0: Urban
- 215: Open ridgeland
- 216: Rugged moorland hills
- Public right of way
- John Muir Way
- - - Three Lochs Way
- - - National cycle route
- Loch Lomond Shores walk
- - - West Lomond regional cycle route 40
- Listed buildings
- Main road network

### 2.3 Wider built context: Balloch

Balloch has been identified as a key settlement in the Loch Lomond and Trossachs National Park area. Its location at the foot of Loch Lomond means it has an important role as a gateway to the National Park for those travelling from the south and from central Scotland along the A82.

It is the most northerly part of the Vale of Leven conurbation (Alexandria, Renton, Bellsmyre) with a population of circa 6000 people. It has a suburban development pattern of predominantly two storey houses.

Balloch is an important tourist destination, with a number of successful visitor destinations including:

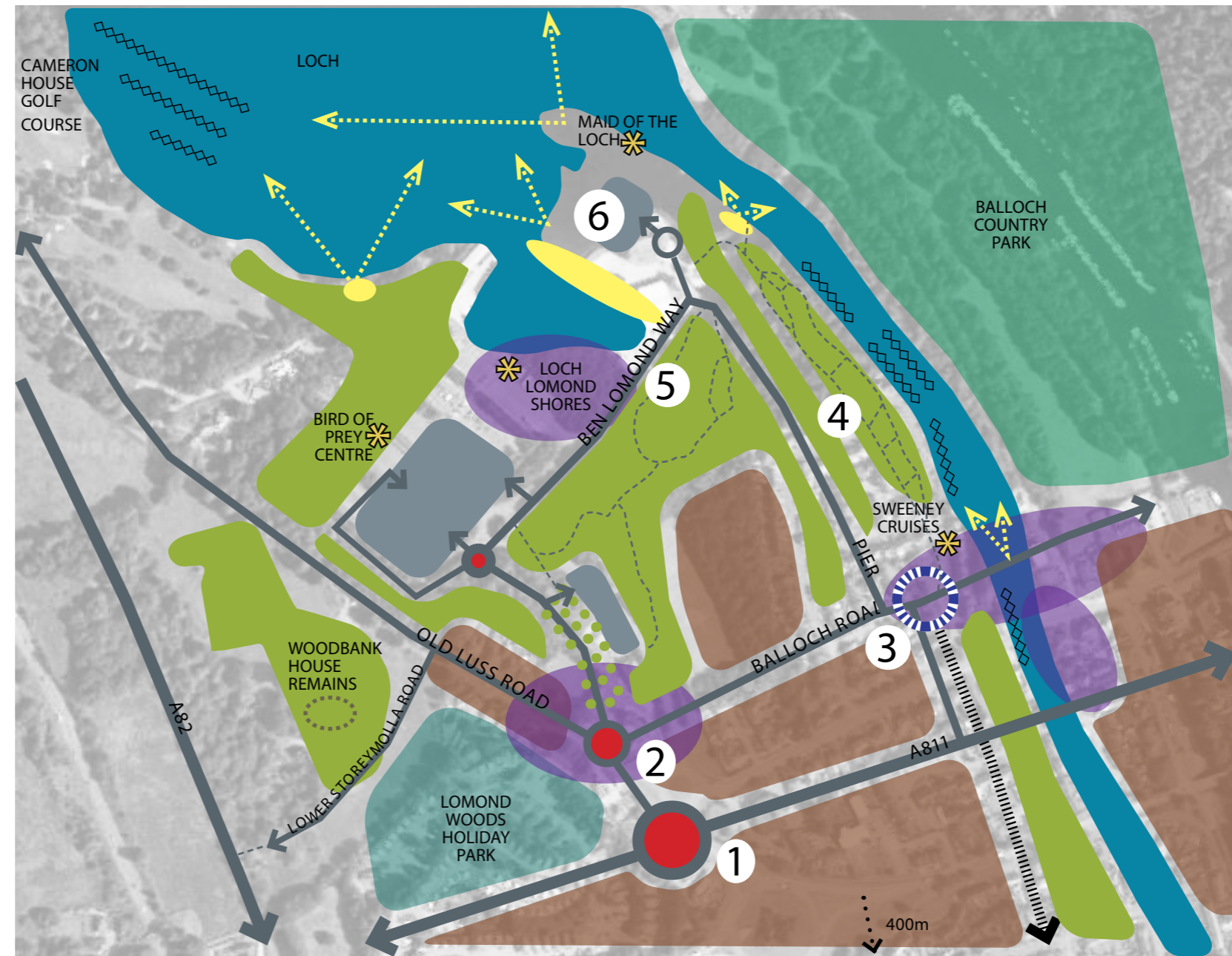
- Loch Lomond Shores: indoor, outdoor and water-based activities plus retail, restaurants and an aquarium. It has around 1.2million visitors annually and is consistently one of the best visited free tourism attractions in Scotland.
- Other pubs and restaurants within the Balloch area.
- Boating and cruises on the River Leven and Loch Lomond, including the Maid of the Loch and the Duncan Mills memorial slipway.
- The Visitor Information Centre had 54,500 visitors in 2015, up on 53,500 in 2014.
- Balloch Country Park, which has been a visitor destination since 1910.
- A range of events and festivals including Farmers Markets, the Annual Loch Lomond Food & Drink Festival (23,000 visitors 2014), the Great Scottish Swim (3000 entrants), cycle, water and land Races, Festive Lights (13,000 visitors 2014) and winter events, Outdoor Get Active Festivals, Drive In Movies, as well as smaller Art Fairs, Antique Weekends and Family Events throughout the year.

the Loch Lomond steamers, other railway infrastructure

**KEY**

Vehicular routes	Pedestrian routes	Railway line	Impressive views
Car parking	Attractive tree lined street	Uninspiring public realm entrance	Moorings
Visitor attraction	Woodland	Vehicular node	Commercial area
Attractive tree lined street	Commercial area	Residential area	

data collected from scottish natural heritage and historic environment scotland



1 Largest roundabout displays attractive bulb planting and trees but still lacks sense of arrival into Balloch



2 Second roundabout lacks identity and signage: there is no indication of an attraction down the road



3 Village centre with few amenities to encourage visitors to stop and spend time.



6 Pierhead area lacks sense of arrival and is featureless, but there are great views across the loch.



5 Ben Lomond Way creates a barrier between Drumkinnon woods and the loch front.



4 Underutilized woodland and glades

# 02 PROJECT DEVELOPMENT WIDER AREA APPRAISALS

## 2.4 History of development in the Balloch area

Although there was some industry focused on the River Leven before the railway arrived, the Balloch settlement was very small and rural in character until the early 20th Century.

**Local Estates:** Balloch Castle Country Park was originally the seat of the Earls of Lennox. The original castle was replaced by a gothic-style mansion in 1808, with only the remains of the castle's earthworks still visible. The Park itself is now an important 18th and 19th century designed landscape. It was purchased by the Glasgow Corporation in the early 1900's, and in 1980 it became Balloch Castle Country Park.

**Railway and industry:** During the late 19th century, the arrival of the Loch Steamers and the railway heralded the beginning of Balloch as a tourist destination. Although the line terminated at Balloch Pier to service the Loch Lomond steamers, other railway infrastructure was located at the (then) Central Station. Throughout the years the railway was developed further with sheds, goods yard and a turntable and further sidings to accommodate the carriages needed for summer travellers.

The last public cruise left Balloch Pier on August 30th 1981 and Balloch Pier Station closed in 1986 with a reconfigured Balloch station opening in 1988, replacing the former Balloch Central Station. Railway sidings were converted to greenspace.

**Boating and cruises:** The last steamer in service on Loch Lomond, the 'Maid of the Loch', sits at Balloch Pier. It has been partially restored by a charity – the Loch Lomond Steamship Company – who have successfully bid for funding to relaunch it as a fully operational paddle steamer. The Balloch Steam Slipway is a 1902 heritage attraction which was constructed to pull the Maid of the Loch out of the water, rebuilt in 2006 with the help of the Heritage Lottery Fund.

**Residential development:** There are a few older, historic (pre 1919) properties which are 'pepper-potted' throughout Balloch. Unlike many other similar sized settlements in the National Park, these properties do not sit together to enclose attractive spaces and places. Because of this there are very few places with the potential to act as a 'village square' or as a gathering point for positive community interactions.

Balloch's residential areas were mainly developed after 1950 and as a result have a low density, suburban character. These include Drumkinnon Gate, located on the site of a previous factory.

**Industry:** The British Silk Dyeing Company works opened in 1929 and continued to operate until 1980. A catastrophic fire resulted in its closure; the site was then developed for the Drumkinnon Gate housing development.

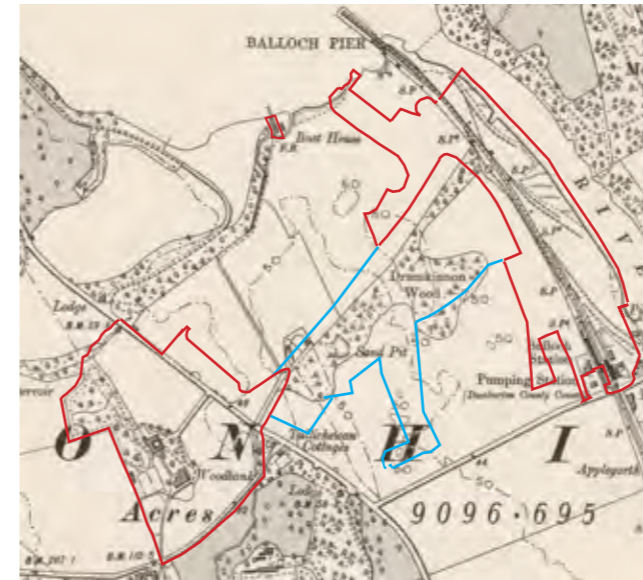
During the twentieth century a number of existing smaller sand/gravel pits at Drumkinnon Wood began to be quarried more extensively, leaving behind a flooded area which

1860



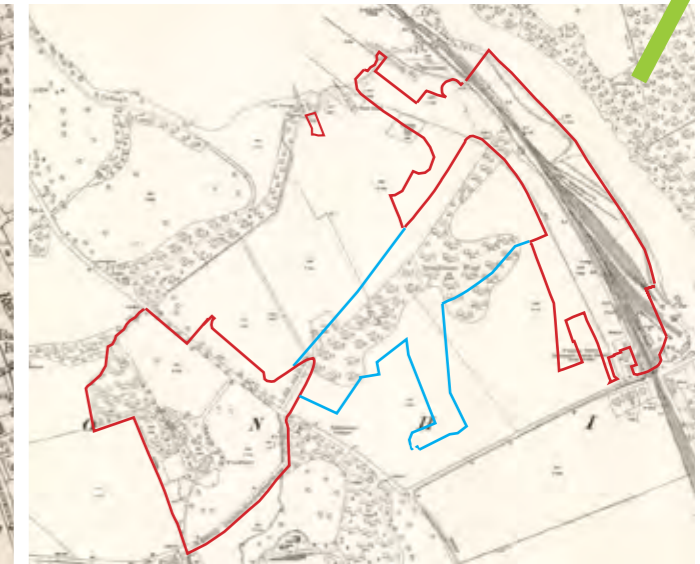
- Woodbank House
- Balloch Station and Balloch Pier
- Settlement at Drumkinnon & Drumkinnon Wood

1896



- Woodbank House
- Boathouse for Woodbank House now constructed
- Settlement at Balloch Station extended
- Gravel pit at Drumkinnon Wood

1919



- Woodbank House - more extensive ancillary buildings
- New jetties at Balloch Pier
- Railway tracks more extensive

1910s



- Steamer at Balloch Pier

1920s



- Extensive railway sidings
- Drumkinnon Wood partially re-felled?

1940s



- Loch Lomond Factory constructed

# 02 PROJECT DEVELOPMENT WIDER AREA APPRAISALS

has now been incorporated into the Loch Lomond Shores development.

A major oil pipeline between Finnart and Grangemouth was laid in the 1950's, resulting in significant areas of made ground and mounding within Drumkinnon Woods together with some woodland removal.

## Loch Lomond Shores

The Loch Lomond Shores development was opened in 2002. Its construction involved the extension of an existing, flooded gravel pit to form a new lagoon, now the setting for a contemporary visitor destination which reinforces Balloch's potential as a gateway to Loch Lomond, with development focused on the Loch and providing retail, restaurants plus a range of attractions. These initially included an IMAX cinema located in the landmark Drumkinnon Tower, which is now an

## 2.5 Future development

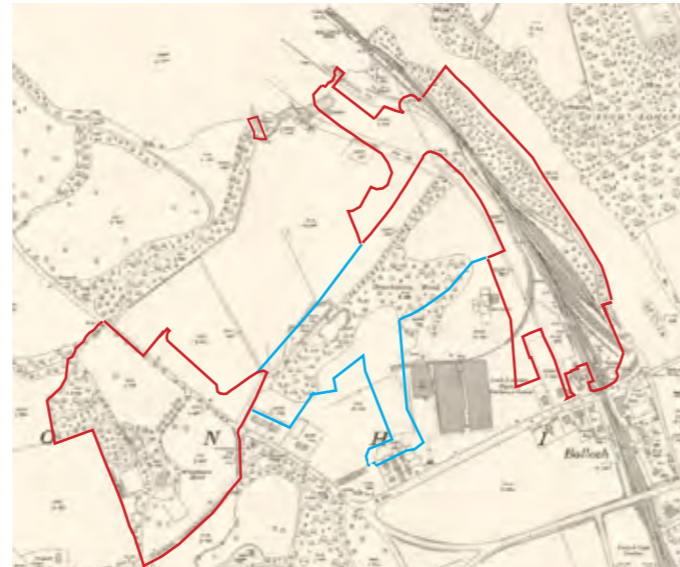
**Sustrans:** Outwith the site, a first phase of public realm improvements is currently being progressed by West Dunbartonshire Council. It includes the formalised parking bays along Balloch Road West and the creation of a Village Square. Quality materials, raised tables and traffic calming measures will create a sense of place with the potential to encourage further activity like seasonal markets and performances.

A second phase of development is proposed, which includes part of the Station Square area within the PPIP site boundary. The timescales for this area are to be confirmed, and a collaborative working approach proposed between Flamingo land, West Dunbartonshire Council, Sustrans and the rail provider. Sustrans considered it best to delay implementing these works so that all the developments in this area complement each other

**Community Watersports Hub:** Proposals have been developed for a potential community watersports hub located at the pierhead area. As yet, it has not received funding and has not yet been the subject of a planning application

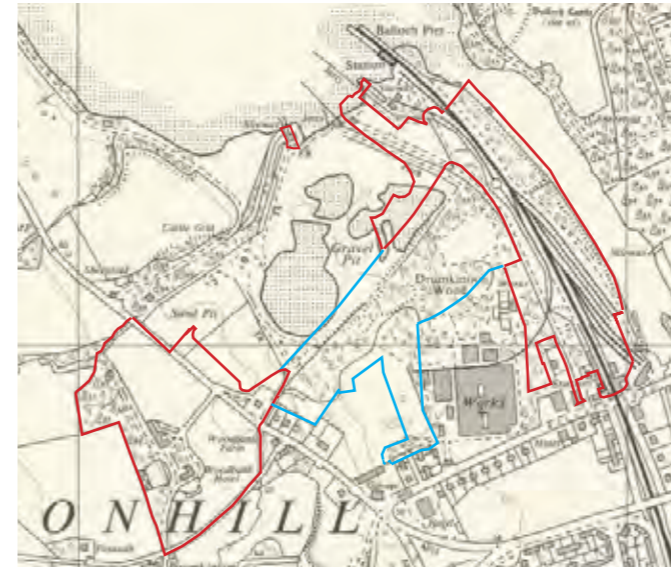
**Sweeney Cruises** submitted a Planning Application to Loch Lomond and the Trossachs National Park which has been approved. (Ref. No: 2017/0373/DET) They consider that their existing facilities on the banks of the River Leven are no longer fit for purpose and propose to construct three new buildings (a two-storey office building, slipway enclosure/workshop building, and a boathouse with storage level above) and to install two new pontoons and a new access road.

1936



- Woodbank House - now Woodbank Hotel
- Loch Lomond Factory (silk dyeing and finishing)

1965



- Extensive gravel pits and ponds at Loch Lomond Shores location
- Further development at Balloch

2017



- Loch Lomond Shores constructed
- Balloch Pier Station & railway lines now gone
- Balloch Station relocated
- Woodbank House now a ruin

1960s



- Steamer at pier
- Railway line still in use
- Holiday caravans

1980s



- Artificial lagoon at Loch Lomond Shores location
- Railway line and Balloch Pier Station replaced with greenspace

2000s

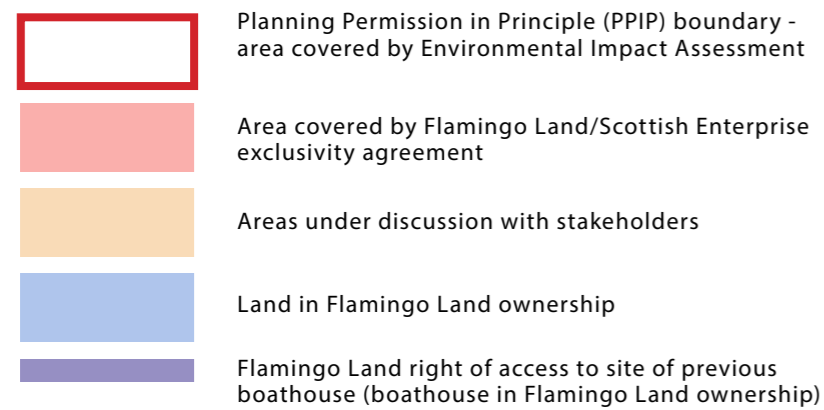


- Loch Lomond Shores constructed
- Waterside and lagoon reshaped
- New homes constructed at previous factory



Section 03  
**DEVELOPMENT CONSTRAINTS**

## LAND OWNERSHIP



### 3.0 Land ownership

Land within the PPiP site falls within different ownerships:

- An area covered by an exclusivity agreement between Scottish Enterprise and Flamingo Land; this land is currently owned by Scottish Enterprise and will be purchased by Flamingo Land;
- Further areas within Scottish Enterprise's ownership which are under discussion with Flamingo Land;
- The site of a previous boathouse in Flamingo Land ownership, together with a right of access
- A 'search area' within Scottish Enterprise ownership to allow review of possible access routes to the site of a previous boathouse, while minimising disruption to existing businesses.
- The Woodbank site – currently within Flamingo Land's ownership.
- A small area of land included within a recent Planning Application by Sweeney Cruises overlaps with the PPiP site





# 03 PROJECT DEVELOPMENT DEVELOPMENT CONSTRAINTS

## 3.2 Heritage Conservation

There are a number of historic sites and Listed buildings within and immediately adjacent to the site. These include:

Woodbank House and its setting  
Category: A Listed

Barham Glen Architects (RIAS Conservation accredited architects) have prepared an outline conservation report (attached as appendix)

Woodbank House dates from circa 1775, with later 19th century additions. Recent external inspections, including a structural survey, found the building to be a largely roofless ruinous shell with an internal structure beyond attempts for retention. The house became a hotel in the 1930s.

In addition to Woodbank House itself, there are the substantial remains of former stables and garage buildings to the East. The southern stable block retains original features which could potentially be retained or rebuilt. The north block contains more in the way of subsequent intervention. Neither block retains its roof.

The remains of previous planting and structures associated with Woodbank's gardens and parkland can still be seen, and include:

- An attractive area with open vistas towards the main façade of Woodbank house from Luss Road
- Remains of a walled garden.
- Mature avenue tree planting at Old Luss Road
- Large mature good quality tree species of significance throughout the landscape such as Cedar, Pine and Oak.
- Existing woodland creates a pleasant backdrop to Woodbank House- it is the location for a previous walled garden and glasshouses, plus a bothy and a network of footpaths
- Exotic tree species give a distinctive character to the woodland.

Winch House Including Slipway at the Pierhead (Drumkinnon Bay) Category: A Listed

### WOODBANK HOUSE



Woodbank House (historic photograph)

Woodbank House and setting (circa 1918)



Woodbank House - current ruinous condition



Ancillary buildings - current ruinous condition



# 03 PROJECT DEVELOPMENT DEVELOPMENT CONSTRAINTS

A railway running down to the water's edge consisting of cast-iron rails on longitudinal sleepers. A rectangular harled brick building at the top of the slipway houses a steam winch. It is a good example of a rare building type and is particularly notable for the retention of its original machinery.

**The Maid of the Loch Steam Launch & Balloch Pier**  
Category: not Listed  
The historic Maid of the Loch Paddle Steamer (partially restored), together with its steam slipway and winch house (fully restored) are located at a pier which was part of the previous station and is itself currently undergoing restoration.

**Balloch Country Park and Castle; Category: A Listed**  
The Country Park sits on the opposite side of the River Leven to the development site. It is the location for Balloch Castle (an A Listed building), and its important parkland setting. The estate was designated as a country park in 1980, and since 2002 has been part of Loch Lomond and The Trossachs National Park.

**Balloch Station Category: not Listed**  
These station buildings are currently used as a tourist information centre by Visit Scotland, with the present Balloch station now located on the opposite side of Balloch Road.

**Drumkinnon Farm; Lower Stonymullen Road**  
Category: B Listed  
Drumkinnon Farm was the home farm and stables of Tullichewan Castle, which was demolished in 1954.

**Tullichewan Hotel Balloch, Category C Listed**  
Located opposite the previous station building, this building continues to function as an hotel

## 3.3 Ecology: wildlife habitat

A Phase 1 habitat survey has been carried out and the following ecology reports have been completed and have informed design proposals

- Phase 1 habitat survey
- Otter and water vole
- Badger red squirrel and pine marten
- Bat activity survey



1



2



3



4



5

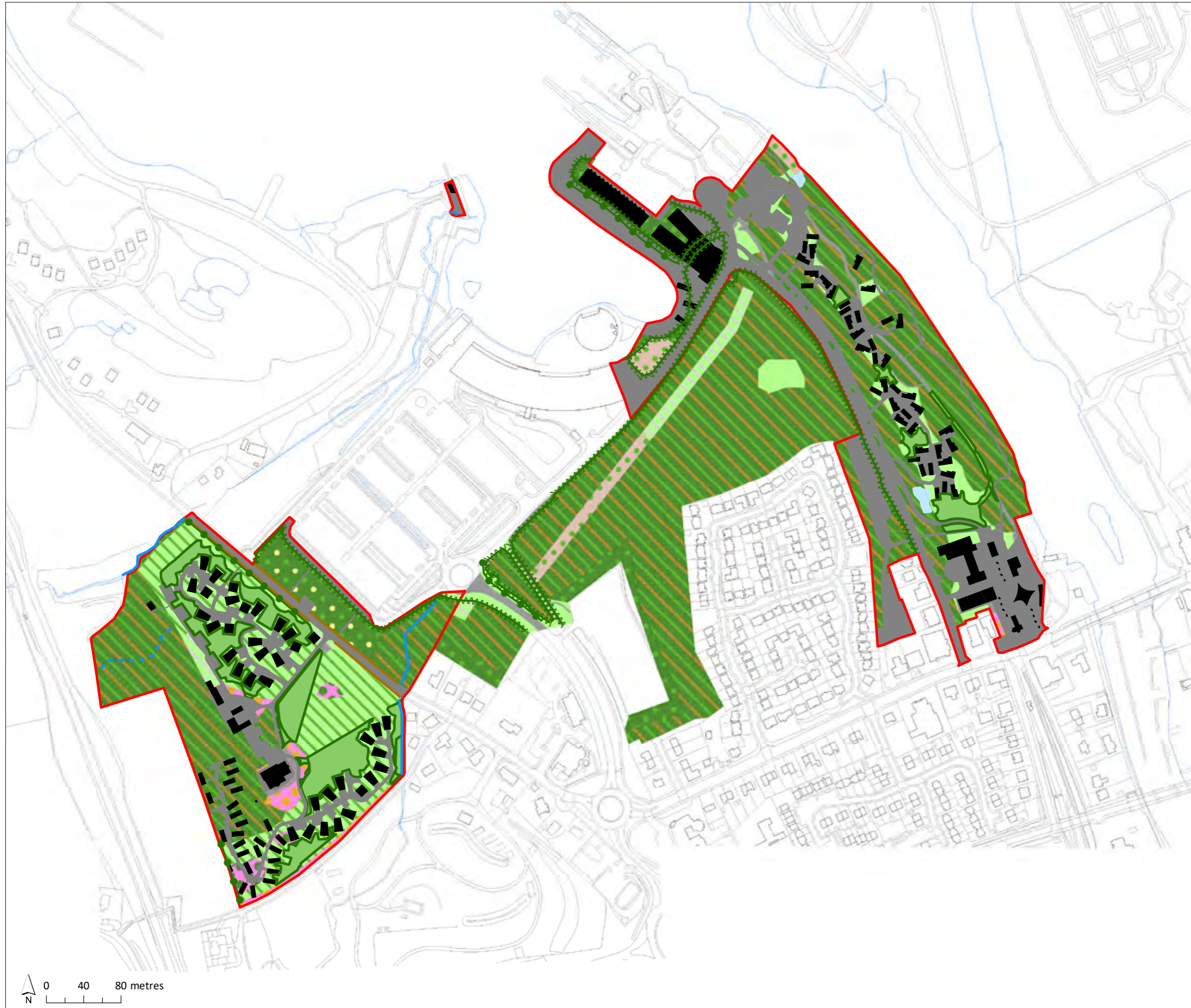


6

Illus:

1. Winch House; 2. Maid of the Loch steam launch and Balloch Pier; 3. Balloch Castle; 4. Balloch Station; 5. Drumkinnon Farm; 6. Tullichewan Hotel

# 03 PROJECT DEVELOPMENT DEVELOPMENT CONSTRAINTS



## Lomond Banks




### Ecological Schematic of Footprint

- Site boundary
- Proposals:**
- Built structures
- Compensatory woodland planting
- SuDS
- Roads, paths and other made surfaces
- Pre-development habitats:**
- C1: Surface standing water
- E2.13 Abandoned pasture
- E2.6: Amenity grassland
- E5.1: Anthropogenic herb stands
- F3.1: Mixed scrub
- F3.13: Bramble scrub
- F9.2: Willow scrub
- G1.A: Mixed broad-leaved woodland
- G1.C: Broad-leaved plantation woodland
- G4.F: Mixed plantation woodland
- G5.61: Scrub woodland
- H5.3: Bare ground
- J1: Buildings
- J4: Hard standing
- C2.3: Flowing water
- C2.5: Dry ditch/temporary flowing water
- FA.2: Managed native hedgerow
- G5.1: Line of trees
- Stone wall

### Appendix 5.2

Map Scale @ A3: 1:4,000

Surveyed by: AEL	
Survey date: 2021	
Drawn by: RAH	
Checked by: DS	
Status: Final	

# 03 PROJECT DEVELOPMENT

## DEVELOPMENT CONSTRAINTS

### 3.4 Woodland

There are four areas of woodland within the site:

- Drumkinnon Woods
- Woodbank
- An area to the north of Loch Lomond Shores Car Park (no development proposed in this area)
- Woodland located at the previous railway line and sidings beside the River Leven

#### Woodland History

Wooded areas of the site have seen differing land uses over the years:

- Prior to any settlement, the area would have formed part of the natural forest of Scotland. By 1750, agriculture had more or less cleared woodland in the area - an extract from Roy's Military Map shows few distinct trees or woodland
- Well-known industrial uses followed, including extensive land use change to cater for transport by boat and rail.
- By 1930, the LEPO woodland had been felled (and probably re-stocked) and the River Leven riparian woodland was undergoing significant fragmentation. The area known as Drumkinnon Woods was largely cultivated land for arable crops.
- By 1949, the restocked LEPO woodland was developing into what is core mature woodland today within Drumkinnon Woods.
- Concurrent with the development of Loch Lomond Shores, woodland at the River Leven was cleared and replanted to provide amenity grasslands where railway lines used to be positioned.
- The 'Ineos' pipeline dissects Drumkinnon Woods and has resulted in an uneven area of significant level changes and some new planting.
- The site history suggests that woodland within the development area has experienced some marked changes over 300 years, with woodland expansion occurring in the last 50-70 years.

#### Designated woodland

The areas proposed for development are not covered by a Tree Preservation Order or Conservation Area, but Scottish Native Woodland and Ancient Woodland Inventory sites are present within the site boundary. Long-established of plantation origin (LEPO) woodland is present in the west, north and centre of the site. These areas are granted a degree of protection through the planning system, and the Scottish Government's policy on control of woodland removal states that there is a strong preference for retaining ancient woodland, amongst other types of woodland.

Some existing woodland listed in the Scottish Ancient Woodland Inventory has been disturbed or altered/reduced in size as a result of:

- INEOS pipeline installation (1951)
- Recently constructed housing at Drumkinnon Gate
- Road access and parking for Loch Lomond Shores
- Previous landscaping associated with the historic garden/setting for Woodbank House
- The location of various businesses in woodland to the north of Loch Lomond Shores
- Planting or spread of exotic tree species and shrubs, as well as invasive plant species - for example extensive areas of bamboo at Woodbank House



data collected from scottish natural heritage and historic environment scotland

#### KEY

- PPIP Boundary
- 1 Drumkinnon Wood North
- 2 Woodbank
- 3 Drumkinnon Wood
- 4 West Riverfront
- Woodland listed in the Scottish Ancient Woodland Inventory
- Old sessile oak woodland habitat (SAC)
- Modern woodland associated with Loch Lomond Shores



## Tree surveys and assessments

A tree survey was conducted to gather British Standard 5837:2012 data on prominent trees in the landscape. In addition to this, various tree groups were described in terms of species and character along with age profile, average diameter and height estimates. Following the prominent tree survey and the more general survey of tree groups, the survey effort to identify every individual tree within relatively homogeneous woodland groups was deemed excessive at PPIp Stage and unnecessary for 'in-principle' design.

During Autumn/Winter

## Description of current woodland

All areas of woodland are considered to have resulted from planting and subsequent natural regeneration in certain areas. No true ancient semi-natural woods are present on the site and the woodland presents a range of 'ecological quality'.

There are some invasive species present (Japanese knotweed; himalayan balsam; rhododendron, laurel and bamboo); there are also 'exotic' or 'domiciled' tree species such as beech which conflict with the otherwise native component of the semi-natural woodland character

Prominent landscape trees are located:

- along raised banking south of Ben Lomond Way towards the Loch Lomond Shores complex;
- trees parallel to Luss Road within the 'Woodbank' section of the site
- surrounding the derelict building in that area

A young to semi-mature aged broadleaf plantation surrounds the Loch Lomond Shores infrastructure – this forms part of the development landscaping for previous projects.

Woodbank woodland is of plantation origin, somewhat dominated by species such as sycamore. Detracting from this is the proliferation of invasive rhododendron, laurel and bamboo plus intense grazing pressure from horses and some gravelled areas associated with derelict buildings.



## KEY

<u>Woodland Species Composition</u>	
<span style="display:inline-block; width:15px; height:15px; background-color: #8B4513; border: 1px solid black;"></span>	Planted or Highly Modified Woodland
<span style="display:inline-block; width:15px; height:15px; background-color: #FF69B4; border: 1px solid black;"></span>	Oak, Birch, Sycamore Woodland
<span style="display:inline-block; width:15px; height:15px; background-color: #ADD8E6; border: 1px solid black;"></span>	Core Sessile Oak Habitat with Bramble
<span style="display:inline-block; width:15px; height:15px; background-color: #FFFFFF; border: 1px solid black;"></span>	Oak, Sycamore, Bramble Bracken
<span style="display:inline-block; width:15px; height:15px; background-color: #FFD700; border: 1px solid black;"></span>	Pipeline Clearing / Dense Bramble
<span style="display:inline-block; width:15px; height:15px; background-color: #800080; border: 1px solid black;"></span>	Planted / Exotic / Domiciliated Tree Species
<span style="display:inline-block; width:15px; height:15px; background-color: #FF8C00; border: 1px solid black;"></span>	Birch, Cherry, Willow, Sycamore Woodland

<u>Invasive Non-Native Species</u>	
<span style="display:inline-block; width:15px; height:15px; border: 1px solid red; border-radius: 50%;"></span>	Bamboo
<span style="display:inline-block; width:15px; height:15px; border: 1px solid orange; border-radius: 50%;"></span>	Himalayan Balsam
<span style="display:inline-block; width:15px; height:15px; border: 1px solid yellow; border-radius: 50%;"></span>	Japanese Knotweed
<span style="display:inline-block; width:15px; height:15px; border: 1px solid blue; border-radius: 50%;"></span>	Laurel
<span style="display:inline-block; width:15px; height:15px; border: 1px solid purple; border-radius: 50%;"></span>	Rhododendron

## Woodland Species Composition



# 03 PROJECT DEVELOPMENT DEVELOPMENT CONSTRAINTS

## 3.5 Transport

The development site is well connected for all modes of transport:

- Train: Balloch is well connected by train via Glasgow and Balloch station sits directly opposite the development site. A car park to the north of the Visit Scotland Centre is used for park and ride.
- Bus: Scottish Citylink coaches pass through Balloch, there are local bus stops at Loch Lomond Shores and at Balloch Road
- Car: Balloch is well connected by road by the A82 and A811
- Cycle: National Cycle Route 7 passes by the south

east of the West Riverside site, and regional Route 40 begins to the north west, at Loch Lomond Shores. The West Loch Lomond Cycle path starts at the Visit Scotland Centre. There is limited cycle storage at the station

- Boat: the pierhead is the location for the only public slipway on Loch Lomond, this can be very busy, so access and parking for cars and trailers can be problematic.

## 3.6 Parking

Existing and proposed parking provision has been the subject of extensive traffic analysis and transport assessment using a methodology agreed with West Dunbartonshire Council. Full details are included within the Transport Assessment (TA) and the Traffic and Transport Chapter of the ES, both of which are submitted in support of the PPIP application.

EXISTING ACCESS AND MOVEMENT CONDITIONS; THE WIDER BALLOCH AREA



EXISTING ACCESS AND MOVEMENT CONDITIONS ADJACENT TO THE SITE



# 03 PROJECT DEVELOPMENT

## DEVELOPMENT CONSTRAINTS

### 3.7 Pedestrian access

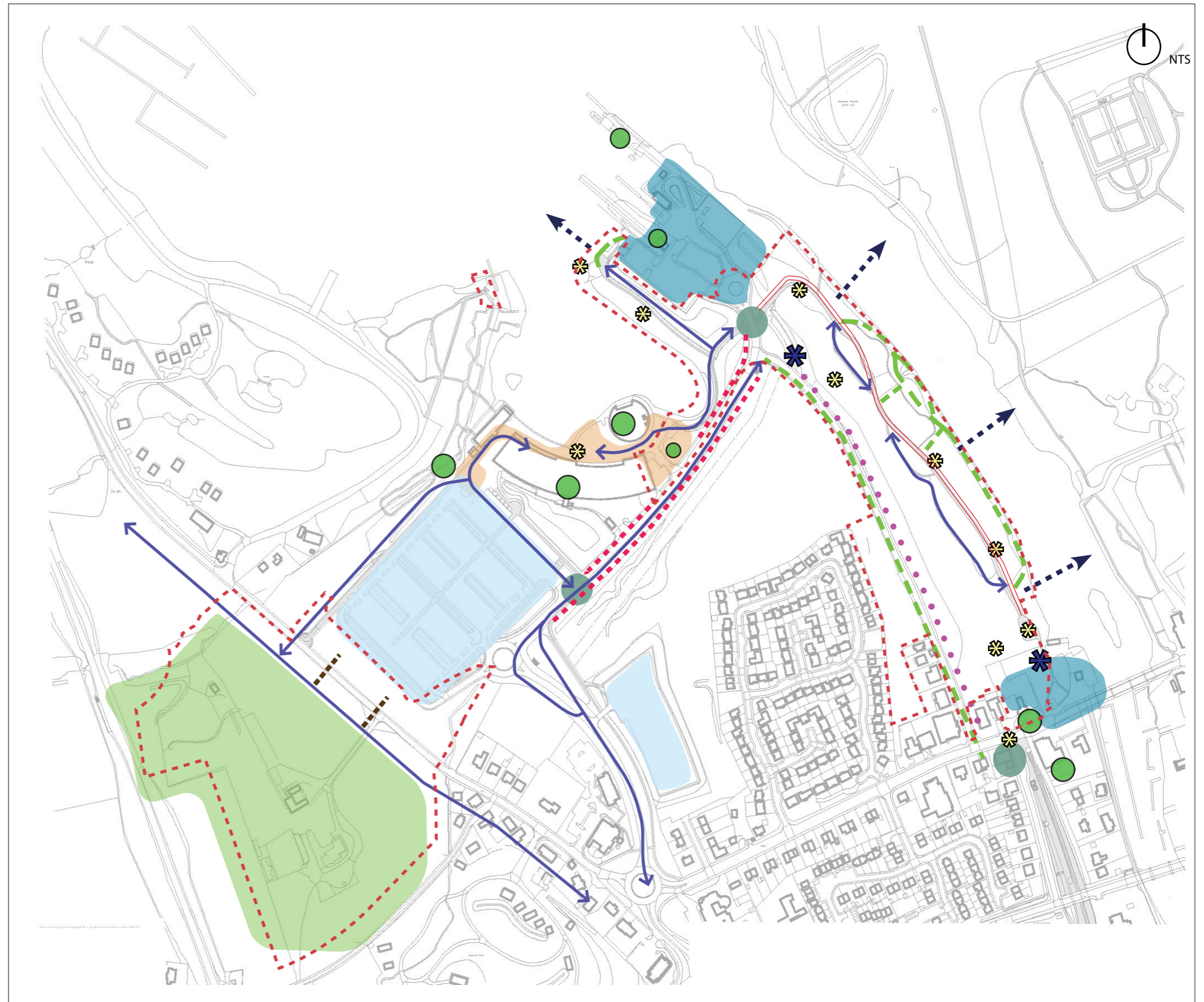
The current site provides a series of pedestrian routes that traverse through woodland, open spaces and around the Loch-shore. Some longer distance paths continue outwards from the site, including the Loch Lomond Shores Walk, John Muir Way and the Three Lochs Way.

Paths within the site currently vary in surface treatment – ranging through asphalt, concrete, bound gravel and timber edging and low-quality paving. In some locations there is more natural surfacing which can cause problems with accessibility. Pedestrian access points, or ‘gateways’, can be unwelcoming and would benefit from more detailed consideration of how these tie into wider pedestrian routes and become more prominent.

Throughout the site there are also areas which favour car traffic than foot traffic. This is nowhere more evident than along the Pier-head and Balloch Gateway spaces.

#### KEY

- Current destination points / attractors
- ← - - - Features / views of significance for locals
- ✱ Gateway access points (foot traffic)
- - - No access along these edges
- Car dominant spaces - conflict for pedestrians
- ↔ Key pedestrian routes
- Low quality pedestrian routes - issues with accessibility / quality of surfacing
- Woodland footpaths
- Shared vehicle pedestrian routes
- Pedestrian priority space
- Current pedestrian crossing points
- ✱ Current provision of facilities such as seating
- Area showing need for pedestrian links
- Current car-parking locations
- Weak edge treatment - open access
- Area with currently limited / no public access



# 03 PROJECT DEVELOPMENT

## DEVELOPMENT CONSTRAINTS

### 3.8 Flood risk

A Flood Risk Assessment and Drainage Strategy have been completed and will be appended to the West Riverside and Woodbank House ES. A significant part of the pierhead zone lies within an area identified as at risk for flooding (1 in 200 + 20% climate change flood extents and 1 in 500 year flood extents). Consultation with SEPA has confirmed that they consider some areas to the east to be at risk of flooding from the River Leven, with areas to the west at risk of flooding from Loch Lomond

### 3.9 Water supply, foul drainage and surface water management

Much of the existing foul drainage in the area is captured in combined sewers which carry wastewater to the Ardoch Wastewater Treatment Works in Dumbarton.

Some areas of the West Riverside site slope away from existing sewers so a pumping station is located on the West Riverside site which currently serves Loch Lomond Shores.

FLOOD RISK AREAS



Legend

- 1:200 Year Event + Climate Change - 10.57 mAOD (2017 Topo) Outline
- Watershed (River / Loch)
- Zone for Hotel Development Above Design River Leven Flood
- Zone for Possible Hotel Development within Loch Lomond Flood Zone - Will Require Appropriate Compensatory Storage
- 2017 Topographic Survey



### 3.10 INEOS pipeline

There are two oil pipelines present on the site - the INEOS Crude Oil and multi product pipelines stretch from Finnart in the west to Grangemouth in the east. Constructed in 1951, they cross a significant proportion of the West Riverside site within the Drumkinnon Woods area parallel to Ben Lomond Way.

INEOS have been consulted at an early stage of the design process and they have advised that they impose a range of conditions and restrictions on development beside their pipelines. These have the potential to impact on future development through:

- Wayleave requirements which will influence the type of construction possible close to the pipeline: these include:
  - A 100-metre corridor (50m to either side of the pipeline) where no work can be carried out without prior consent from INEOS, including drainage, fencing, buildings, posts, signposts, lampposts, underground services installation
  - Restrictions on tree planting and tree species within a 20-metre corridor (10 m to either side of pipeline).
  - A 6-metre corridor (3m to either side of the pipeline) where all work must be directly supervised by an INEOS representative
  - Security requirements for INEOS installations which will impact on views across the site: for example, there is a visual impact associated with existing perimeter 2.7-metre-high fencing at valve pits

### 3.11 Public utilities

Electricity; Scottish Power mapping confirms that cables generally follow the route of existing roads


Gas; SGN mapping confirms that gas mains generally follow the route of existing roads

Telecoms: BT records confirm that telecom installations generally follow the route of existing roads. The BT apparatus is primarily underground but there are some overhead lines on the northbound side of Pier Road and the access road to Woodbank House

Water: a water main cuts across the south west corner of the Woodbank site



INEOS PIPELINE WAYLEAVE AREA

KEY  ineos pipeline wayleave area

# 03 PROJECT DEVELOPMENT

## DEVELOPMENT CONSTRAINTS

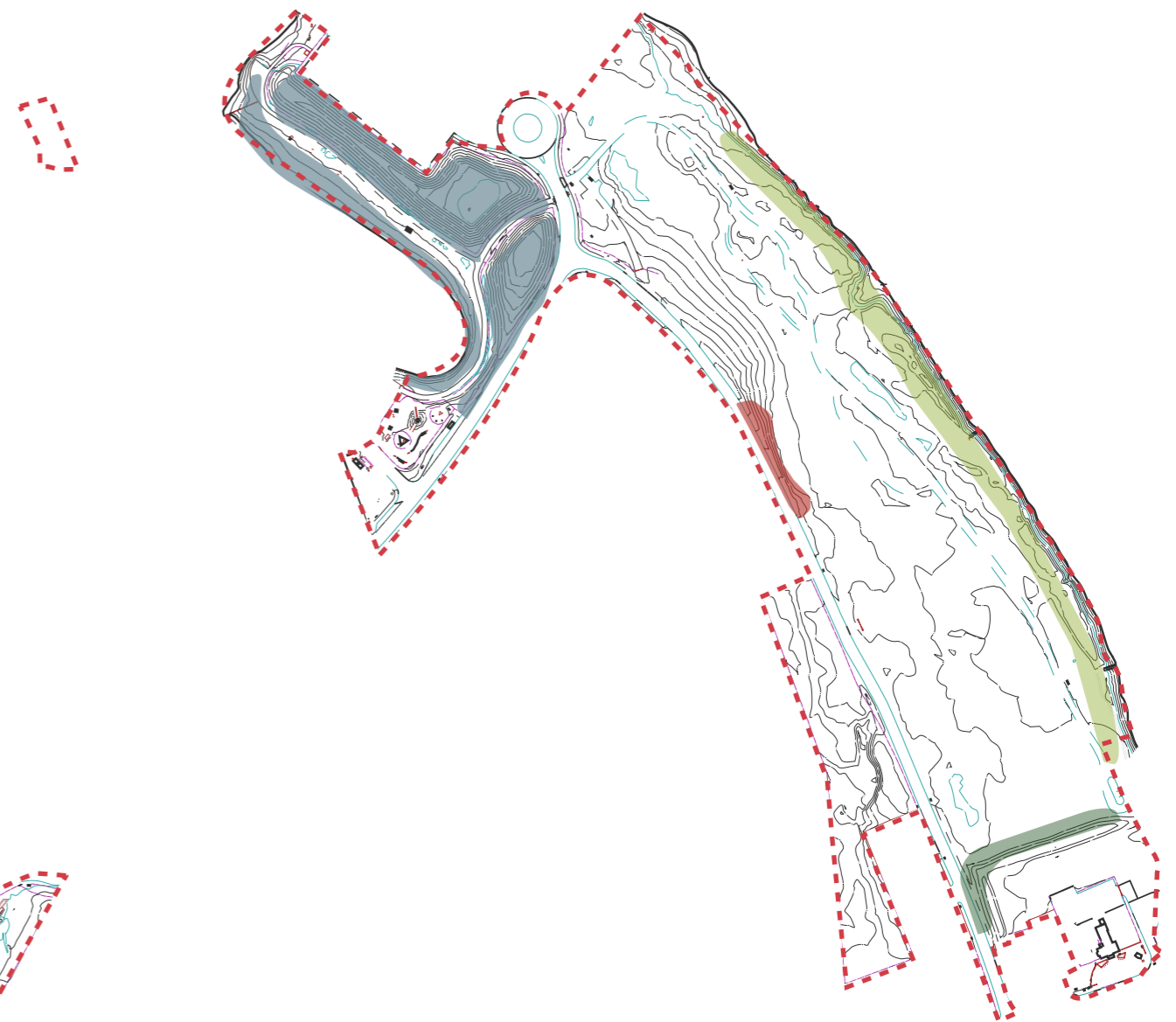
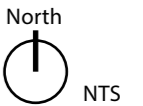
### SIGNIFICANT LEVEL CHANGES

#### 3.12 Topography

There are some significant changes in level across some areas of the site. In places, the site undulates and becomes particularly steep to gradients exceeding 1:3 slope.

Within these area of the site the level changes have the potential to cause issues with the placing of lodges and access infrastructure within the woodland, as well as making the integration of new accessible pedestrian links more difficult.

In some locations it will be necessary to protect the sites natural features -such as significant tree species -and to minimise new development's impact on the woodland ecology. In these locations new developments will have to work with the existing site topography; cut and fill will not be possible



#### KEY




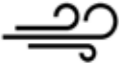

- Areas of significant level changes within mature woodland.
- Areas of level changes interventions, that create buffering to adjacent land uses; such as car parking to be retained and further enhanced.
- Areas of landscape treatments resulting in level changes. This space presents opportunities for further enhancement through master-plan proposals.
- Areas of significant level changes within plantation woodland that may restrict offering within this area, issues with accessibility.
- Areas of natural undulating landforms such as river corridors; limited interventions.



### 3.13 Microclimate

The microclimate across the site is varied. The majority of the site receives a good amount of solar gain throughout the day. The river-front woodland, with its dense canopy, reduces the impact of solar gain at ground level which hinders the growth of ground-cover woodland species. In these locations existing pedestrian routes suffer from dominant shade. In contrast, the remainder of this riverside edge is open with a mix of glades and lighter tree canopies. Drumkinnon Woodland has a pleasant quality to its micro-climate with some light penetrating to ground level where natural woodland openings exist. This promotes ground cover and creates a varied woodland setting.

Towards the Loch edge, spaces become much more exposed and prevailing winds sweep across the Loch Lomond and towards the Pier. During times of extreme weather, wind and rain, these spaces offer little protection and shade. However the prevailing wind is screened well by tall semi mature buffer planting, particularly around the beach-front and pierhead.

	<b>SNOW</b> Highest Jan-March with an average of 12 Days in this period
	<b>RAIN</b> Generally most frequent in July- September with approx 26 days with rain. Oct-Dec highest quantity in up to 317mm
	<b>TEMPERATURE</b> MAX 22°C // MIN -4°C
	<b>WIND</b> December and January generally have higher gust speeds and more frequent winds at higher speeds. Prevailing south westerly winds
	<b>DAYLIGHT HOURS</b> Shortest Day- Sunrise 8:49 // Sunset 15:45 Longest Day- Sunrise 4:32 // Sunset 22:10

MICROCLIMATE: SUMMARY



Averages taken from 2009-2016

[worldweatheronline.com](http://worldweatheronline.com)