



Section 04
EXISTING LANDSCAPE
CHARACTER

04 PROJECT DEVELOPMENT

PARAMETER PLAN ZONES

At the outset of the process, the design team undertook a site analysis exercise to identify and explain the unique combinations of elements and features that make the different parts of the site distinctive. This exercise also helped the team understand how the landscape is perceived, experienced and valued by the people who use it. By understanding the context of the site, including its opportunities and constraints, the design team were able to make informed decisions and ensure that the proposals respond positively to the physical and environmental features of the site. It also allowed the designers to anticipate and avoid any potential issues which may cause problems to the project.

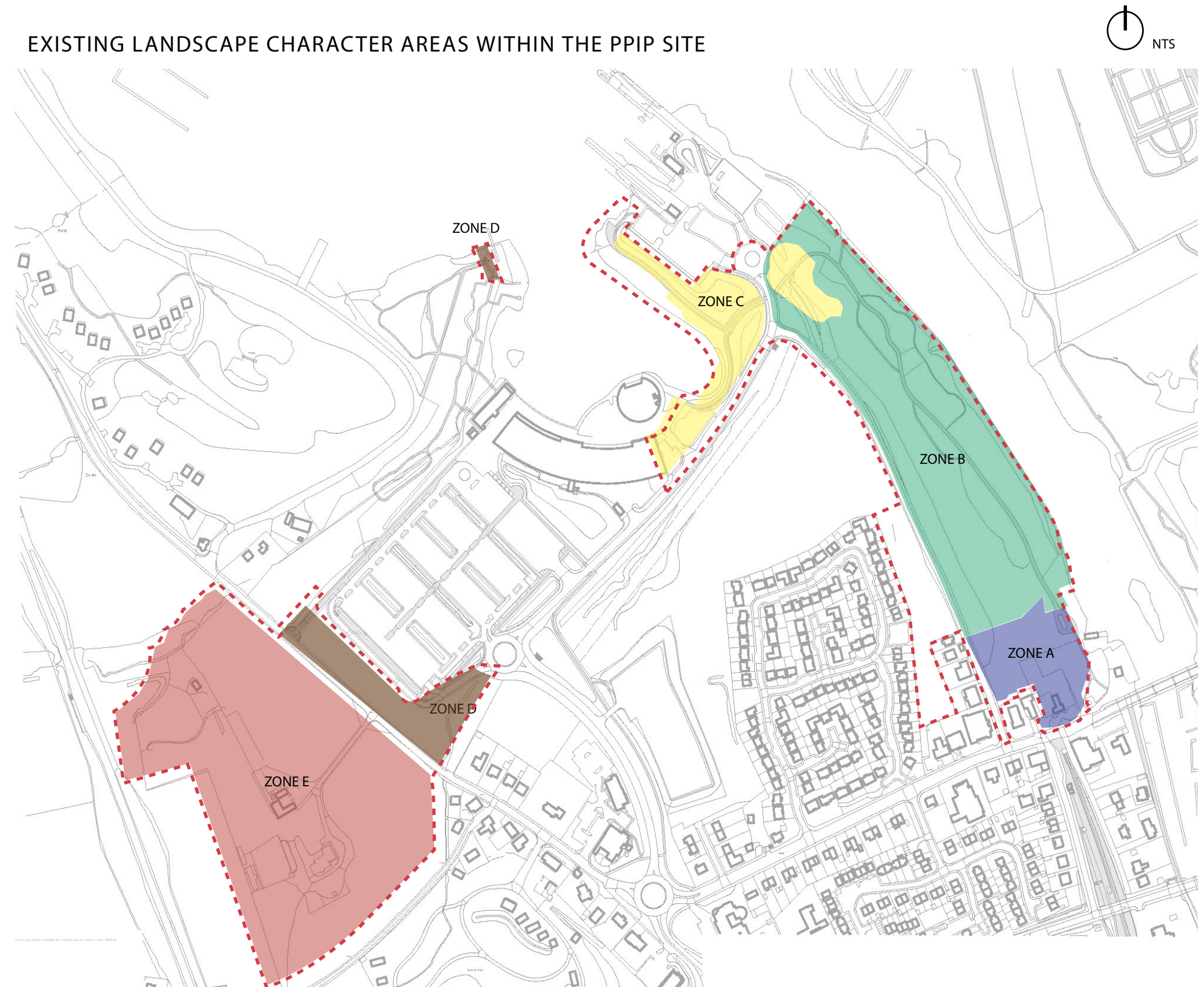
The landscape analysis was based on the five Parameters Plan Zones, each of which has its own character and distinctive features as outlined in the following pages. Factors which were considered included the following:

- Location;
- Scale, form, space;
- Natural physical features – levels, vegetation etc;
- Man-made features – history, existing buildings;
- Access and circulation – vehicle versus pedestrian;
- Designated elements and features;
- Utilities;
- Micro-climate - sun angles and shadows;
- Sensory and experiential;
- Character and quality;
- Constraints and opportunities; and
- Landmarks, features and key views.

KEY

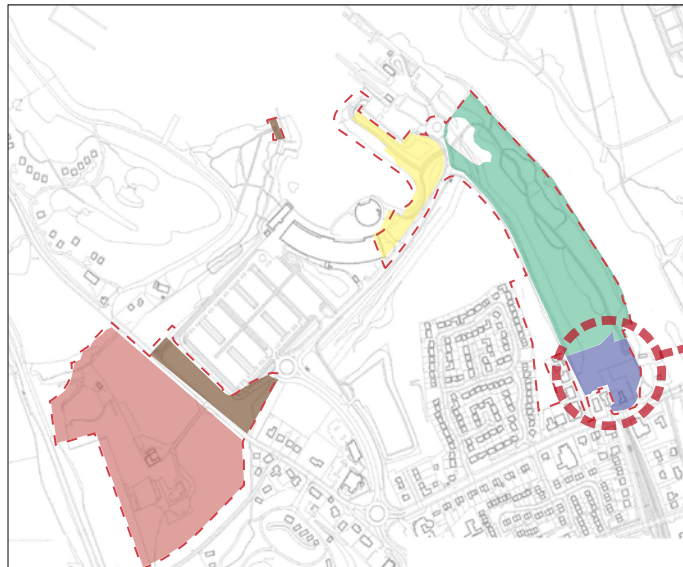
- Zone A: Station Square
- Zone B: Riverfront
- Zone C: Pierhead
- Zone D: Boathouse and Staff Area
- Zone E: Woodbank

EXISTING LANDSCAPE CHARACTER AREAS WITHIN THE PPIP SITE



04 PROJECT DEVELOPMENT

CHARACTER OF PARAMETER PLAN ZONES



EXISTING CHARACTER AREAS PLAN



site area - 0.74 Ha

4.1 Zone A: Station Square

Strengths

- Recognised as gateway location to Loch Lomond and the Trossachs National Park.
- Existing tourism facilities include Sweeney Cruises and 'Visit Scotland' information centre.
- Proximity to Balloch village centre and the train station.
- Visual interest from water-based activities along the River Leven.
- Mature trees create a strong backdrop to the space.
- Iconic views across Loch Lomond towards the Highlands from Balloch Road.

Weaknesses

- Lacking distinctive character or sense of identity as gateway to the National Park.
- Poor quality of surfacing and street furniture.
- Poorly defined space with no obvious function.
- Dominance by vehicles.

- Mundane planting with large areas of mown amenity grass.

Opportunities

- The site is already a focus for activity.
- The site is relatively flat and easily accessible.
- The riverfront location and wooded setting to the north allows for the creation of a strong sense of place.
- Opportunity to increase sustainability through SUDs.

Threats

- Interface with Sweeney Cruises proposals.
- Proximity of residential properties along Pier Road whose occupants currently have open views across Station Square.
- Busy Balloch Road is a physical barrier to pedestrian movement and linkages to the village centre.



views across the river leven



visit Scotland information centre



view from visitor centre towards the balloch bridge



sweeney cruise ticket booth and car parking

04 PROJECT DEVELOPMENT

CHARACTER OF PARAMETER PLAN ZONES



EXISTING CHARACTER AREAS PLAN

site area - 5.63 ha

4.2 Zone B: Riverfront

Strengths

- Existing footpaths connect Balloch village to the Pierhead with pedestrian routes through woodland.
- Provides a high-quality wooded backdrop to the northern edge of Balloch.
- Activities along the River Leven including boat moorings and jetties offer visual interest.
- Secluded beach along the River Leven.

Weaknesses

- Meadow area is an attractive open green space but lacks a clear function or sense of place.
- Steep and heavily wooded banks to the River Leven limit access to the river's edge.
- Some routes are not accessible for people with a disability.
- Pier Road has an attractive wooded setting but has some issues with fly tipping and graffiti.

Opportunities

- The surrounding woodland allows for secluded lodge development.
- The woodland provides an attractive setting for the monorail linking Station Square to Pierhead.
- The site offers scope to create better connectivity between Balloch and Loch Lomond with new footpaths and cycle routes.
- There is scope to add visual interest and create a sense of place through new tree and shrub planting.
- Opportunity to increase sustainability through SUDs.

Threats

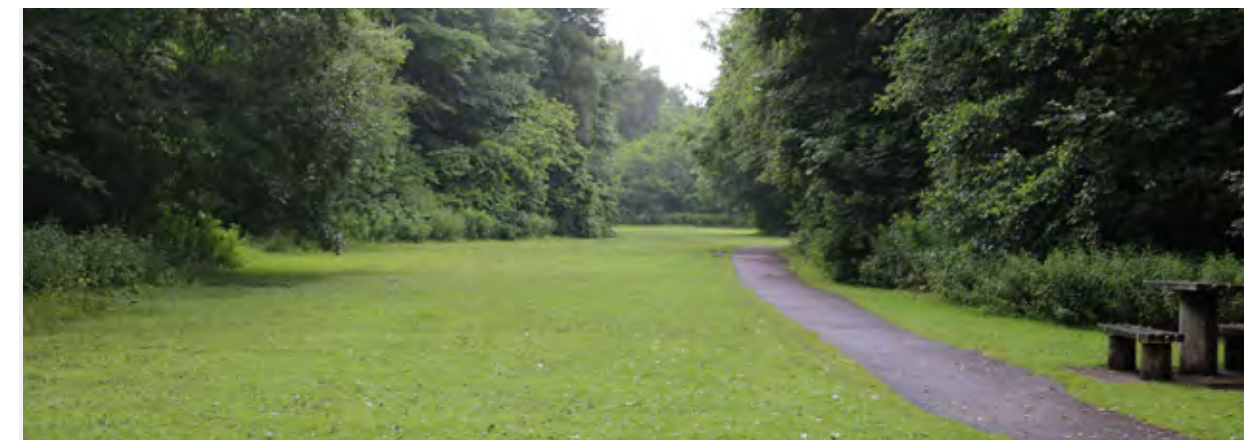
- Flood risk and SEPA requirements at riverfront.
- Safety issues along water's edge with steeply sloping embankments in places.



Existing paths through the woodland



Boat moorings along the river edge



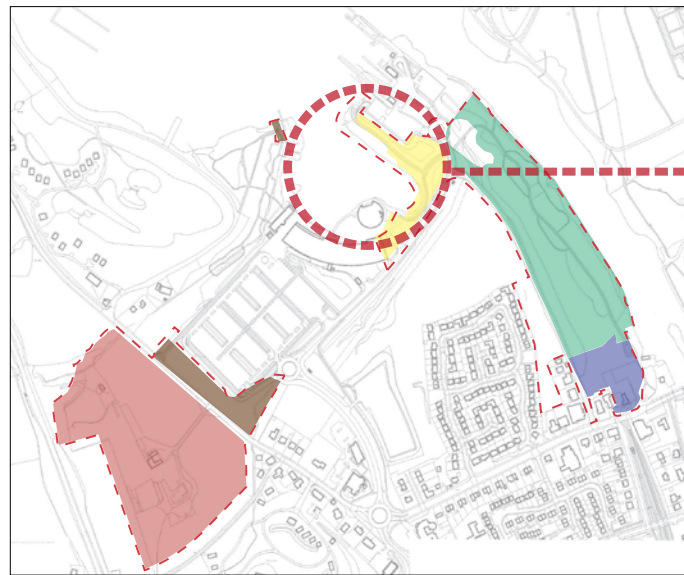
Central grassed area



secluded beach along river leven

04 PROJECT DEVELOPMENT

CHARACTER OF PARAMETER PLAN ZONES



EXISTING CHARACTER AREAS PLAN



site area - 0.73Ha

4.3 Zone C: Pierhead

Strengths

- Beautiful natural surroundings with iconic views across Loch Lomond towards the Highlands.
- Existing formal and informal visitor facilities, including Loch Lomond Shores and associated attractions such as Sea Life Centre.
- Active frontage with watersports and beach.
- Accessible waterside promenade.
- High quality flexible hard landscape, easily adapted for a variety of functions throughout the year.

Weaknesses

- Pedestrian circulation routes and spaces are poorly defined.
- Unattractive hard surfacing around water's edge.
- Dated and poor-quality surfacing and furniture.
- Planting lacks visual interest and limited use of low-level planting throughout the space.

Opportunities

- This is a unique destination, which could be enhanced to create a stronger sense of place through appropriate development and new public realm and planting.

- Loch side location maximises viewing opportunities from new development.
- Opportunity to provide better pedestrian links and signage to Balloch Country Park.
- The loch frontage could be upgraded to complement the John Muir proposals for the water's edge.
- Facilities around the beach could be enhanced
- Opportunity to increase sustainability through SUDs.

Threats

- Some areas are within a potential flood risk zone.
- Proximity to category A listed building - slipway and engine house.
- There are some areas where agreement will be needed between all parties for new development.
- Designated cycleways and footpaths cross the site.
- The prominence of the site from the loch edge and the water.



View from Drumkinnon Tower looking north along Loch Lomond towards Inchmurrin Island and the Highlands



Rock armour along the loch edge defines the footpath along the shoreline and lacks visual or biodiversity interest



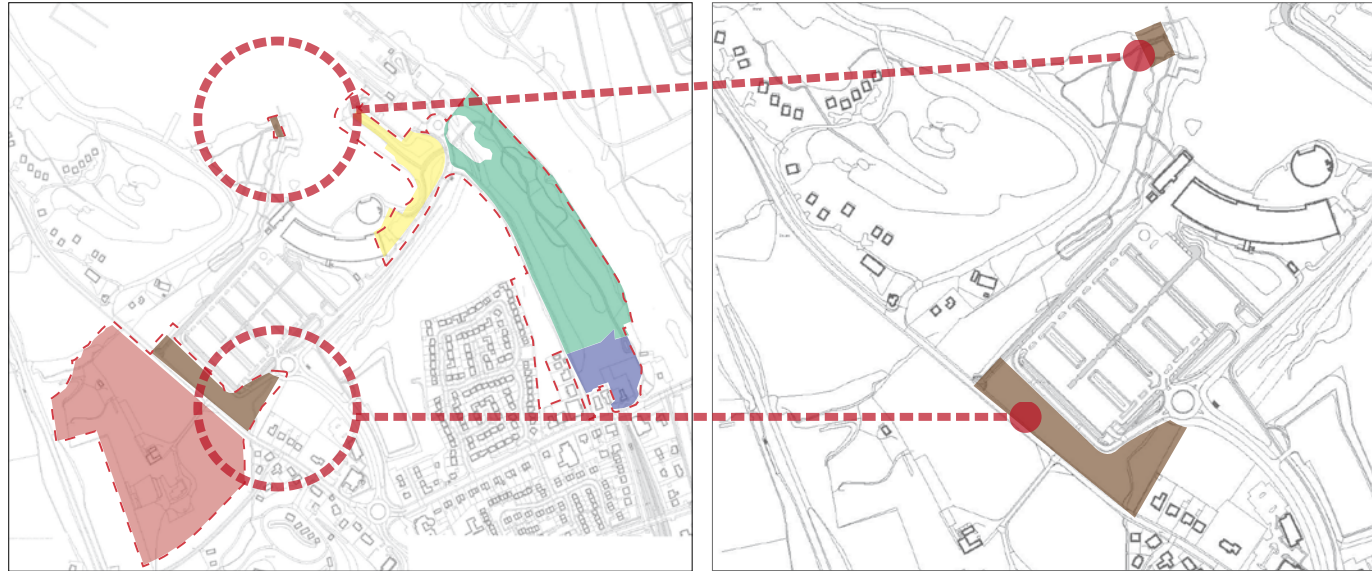
Poor quality and outdated furniture at the Beach and the picnic area, with Drumkinnon Wood and Tower in the background.



Southern end of Loch Lomond is popular for watersports/activities

04 PROJECT DEVELOPMENT

CHARACTER OF PARAMETER PLAN ZONES



EXISTING CHARACTER AREAS PLAN

site area - 1.60 ha

4.4 Zone D: Boathouse

Strengths

- Location affords long views out across Loch Lomond toward the Balloch Country Park and the Highlands.
- Proximity to picnic area and small lochside beaches.
- Woodland setting mainly obscures views of the existing car park and Loch Lomond Shores development.
- Quiet tranquil area away from the busy visitor centre of Loch Lomond Shores and the beaches on the eastern side of the loch.
- Historic associations and right of access with Woodbank House.

Weaknesses

- No clear function other than an informal, publicly accessible viewpoint.

Opportunities

- Opportunity to reinstate a new boathouse and formal viewing point.

Threats

Boathouse

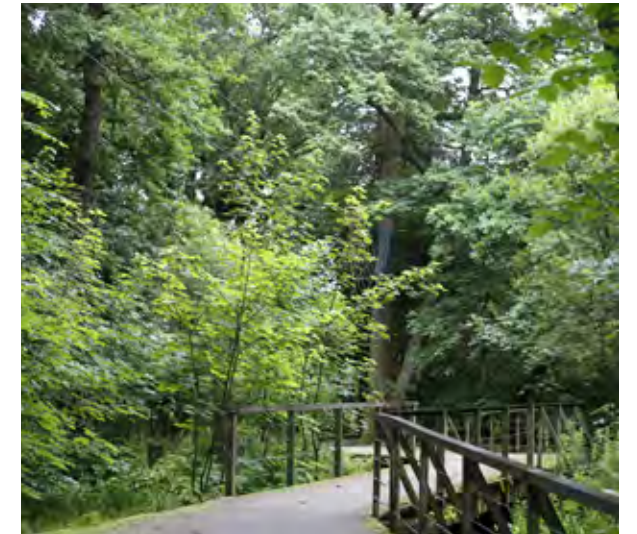
- Access for construction in this small, constrained site which is situated in an area of ancient woodland.
- Prominent location particularly when seen from the loch and

from Balloch Country Park.

- Loch Lomond Shores Walk (locally promoted) crosses the site.
- Conflict between current function as a public viewpoint and potential private use.



Aerial view of the promontory and former boathouse location



current access routes through WOODLAND



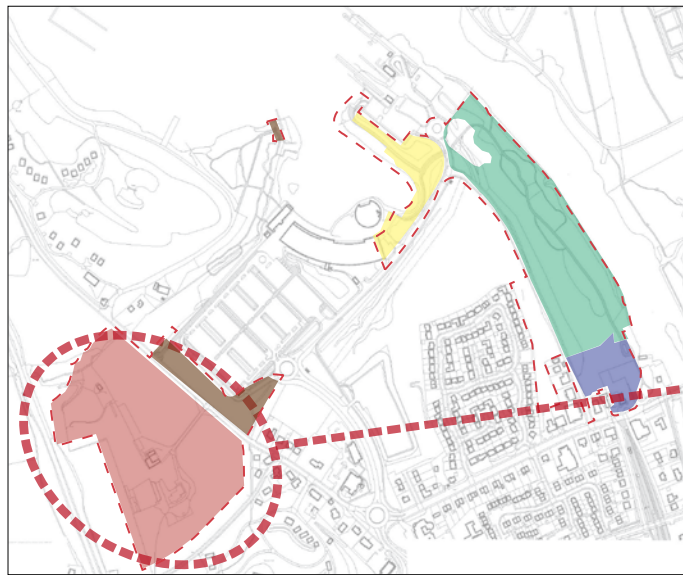
access to the Loch edge - secluded beaches



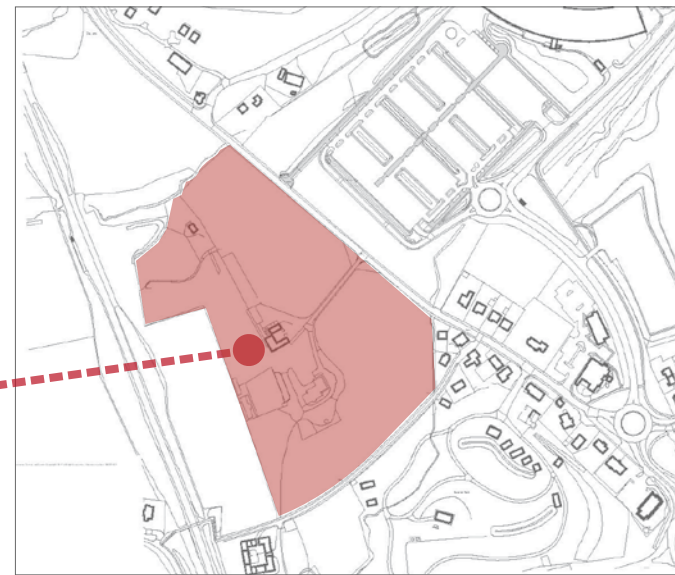
view looking back from Pier towards the woodland

04 PROJECT DEVELOPMENT

CHARACTER OF PARAMETER PLAN ZONES



EXISTING CHARACTER AREAS PLAN



Site area - ??Ha



derelict facade of woodbank house



exotic specimen trees and invasive rhododendron



rundown appearance of access track from old luss road



meadow areas are contained by mature trees and woodlands



steep gradients in areas of ancient woodland

4.5 Zone E: Woodbank

Strengths

- Historic site with the derelict remains of Woodbank House and ancillary buildings set within a small parkland landscape.
- Avenue of mature lime trees and dressed stone wall provide a strong and attractive boundary with Old Luss Road.
- High coverage of mature trees and woodland, including several exotic specimen trees screen much of the site from the wider area.
- Attractive panoramic views out from the front of Woodbank House and higher land above the house.
- Tress along boundary with Lower Stoneymollan Road provide natural screening of the site from residential properties and the adjoining caravan park.

Weaknesses

- Former Woodbank House and its ancillary buildings are derelict.
- Higher ground above Woodbank House is more prominent in views from wider area.
- Access road is in poor state of repair and much of the pasture is overgrown and appears unused.
- Pedestrian access to the site is limited.
- Noise from busy A82 reduces tranquility across higher parts of site.
- Invasive species (including rhododendron and bamboo) within the existing woodland reduce biodiversity.

Opportunities

- Large areas of open pasture.
- Restoration of Woodbank House as part of the development.
- Opportunity to strengthen the sense of place and enhance biodiversity with appropriate planting.
- Varied natural landform, tree coverage and remains of Woodbank House and its walled garden offer opportunities for creation of different character areas and zoning of lodge types.
- The size of the site offers opportunities for compensatory planting.
- Potential to retain open views from front of Woodbank House towards the rolling hills above Balloch.

Threats

- Proximity to housing on northern edge of Balloch.
- Steep level changes across western part of site.
- The structural stability of Woodbank House and cost of its restoration.
- Presence of bats may limit opportunities to light the façade of Woodbank House.
- Access for emergency vehicles may be restricted due to steep gradients.
- Physical impact of development on existing woodland, some of which is ancient in origin.
- Ongoing management of invasive non-native plant species.
- Higher parts of site are prominent in longer views from the high ground to the east of Balloch.

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER

4.6 Existing street furniture

Existing street furniture, boundary treatments and signage within site and Loch Lomond Shores have been assessed in terms of their form, function, visual appearance and robustness.

The site currently lacks an integrated material palette, with the current provision looking dated, dull and tired. Way-finding can be difficult throughout, with signage sometimes hard to read and poorly located.

The site's lighting strategy is lacking inspiration, in some areas large flood lighting and typical street lighting are evident; however the site's pedestrian routes are dark with no lighting present.

The current offering of mismatched materials and street furniture creates a poor aesthetic across the site as a whole. There is considerable scope to unify and improve the current material and hard landscape palettes to enhance each character area, create an identity for spaces, and to strengthen the woodland through place-making objectives.

SIGNAGE



Trail markers ●



Direction signage ●



Way-finding signage ●



Location map ●



Location signage ●



Gateway signage ●

SEATING



Comerative Stone bench ●



Timber top bench with back rest ●



Timber picnic bench & BBQ ●



Timber top bench without back rest ●



Galvanised steel linear bench ●



Galvanised steel picnic table & BBQ ●



Timber picnic bench & BBQ ●

- High Quality
- Medium Quality
- Low Quality

04 PROJECT DEVELOPMENT EXISTING LANDSCAPE CHARACTER

LITTER BINS



Timber slatted bin ●



Galvanised steel bins ●



Steel bins ●



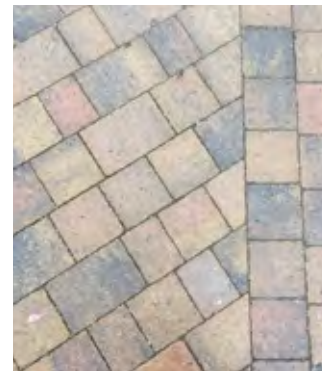
PPC coated bins ●

PLAY FEATURES

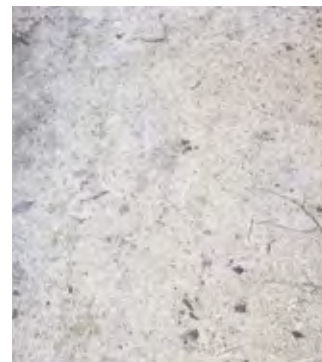


Water / sand pit play equipment ●

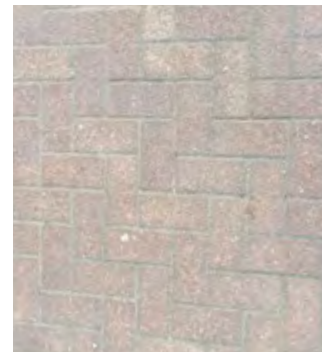
SURFACING



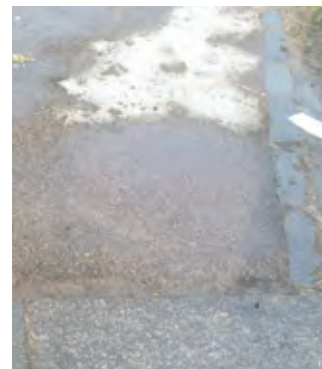
Block Paving ●



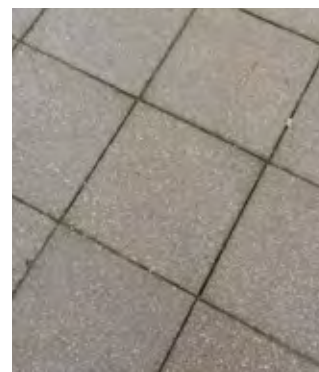
Bound gravel ●



Brick herringbone ●



Resin-bound ●



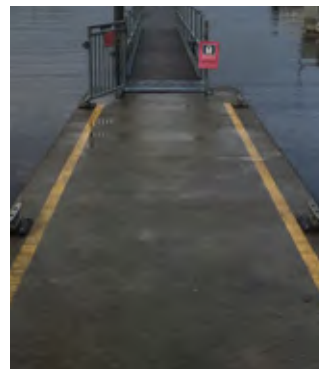
Concrete flags ●



Concrete setts ●



Standard Asphalt ●



Concrete ●

OTHER MATERIALS



Natural earth footpaths ●



Natural stone used for coastal erosion ●



Pebble beach ●

MISC



Galvanised cycle stands ●



Raised granite planter beds ●

BOLLARDS



Brushed steel bollards to pedestrian routes ●



Traditional steel bollards, PPC finish ●



Brushed Steel, removable bollards ●



Timber bollards ●

04 PROJECT DEVELOPMENT EXISTING LANDSCAPE CHARACTER

LIGHTING / CCTV



CCTV columns ●



Smaller lighting columns along key pedestrian routes ●



Large scale lighting columns used in car-park spaces ●



Double headed lighting columns used in Loch Lomond Shores ●

BARRIERS/ FENCES



Rustic timber post and rail gateway ●



Traditional steel estate fence ●



Low timber hit & miss fencing ●



Timber gaurd rail ●



Traditional estate style, double gate ●



Ornate steel fencing with dry stone wall ●



Timber post and wire barrier ●



High steel mesh, security fence ●



Metal gated access to the waterfront ●



Traditional stone wall ●



Security fencing to electrical equipment, PPC finish ●



Galvanised heavy duty swing gate ●

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER - PROPOSED DEVELOPMENT SITE AND ADJACENT AREAS

NTS

4.7 Landscape analysis summary

The proposed development outlined on the Parameters Plan is based on the following key recommendations derived from the preceding appraisal:

Pierhead – the quality of the public realm does not match the importance of this unique location. Much of the hard surfacing and street furniture is of poor quality and dated. The soft landscape lacks visual interest.

Iconic views – panoramic views across the loch towards the Highlands are one of the key characteristics of Pierhead.

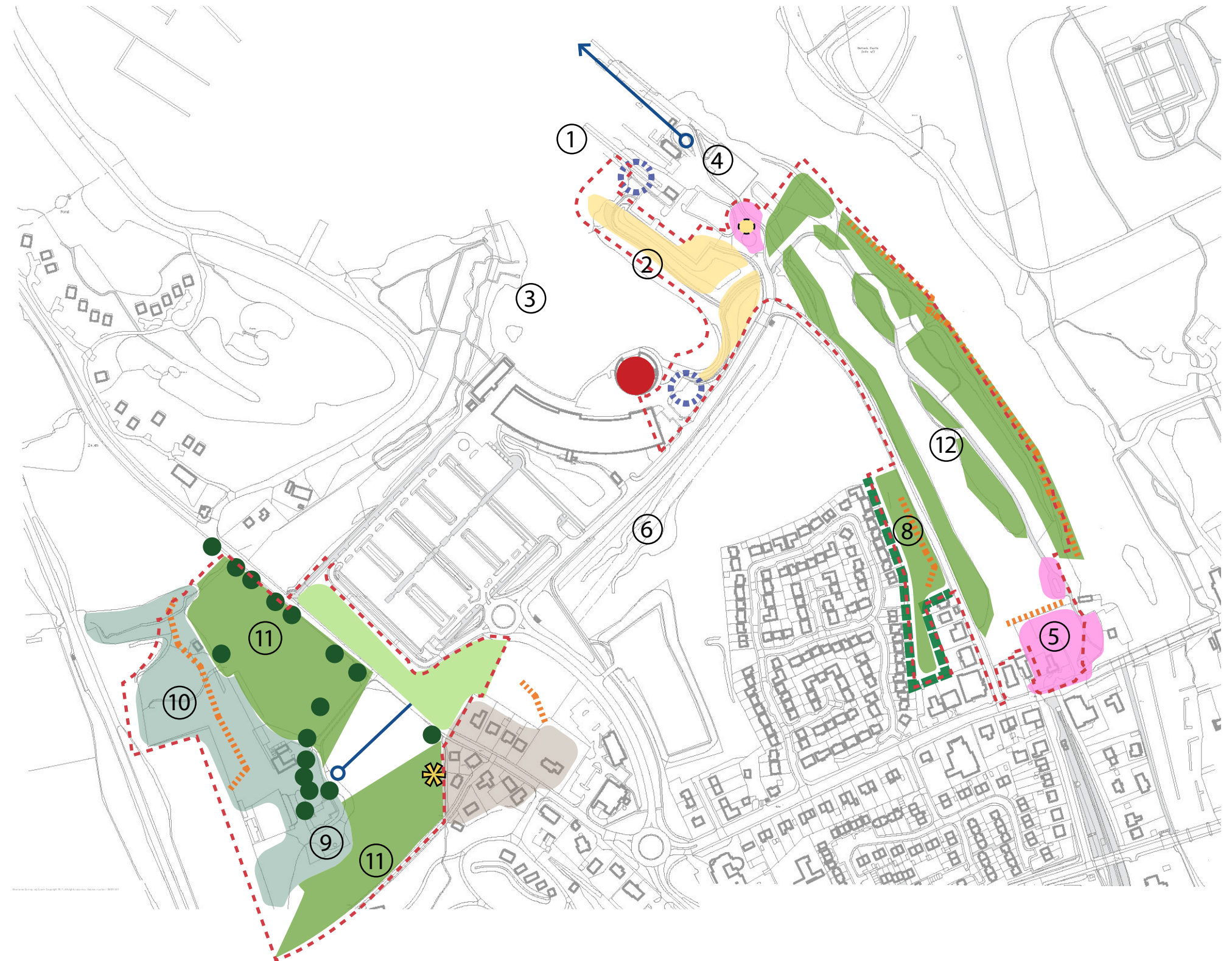
Waterfront and beach – the beach is a very popular feature and well-used particularly during the summer months. The associated play area and picnic facilities are dated.

Riverfront – although attractive, the Riverfront area of open meadow and woodland lacks any clear function, but offers scope to create better connectivity between Balloch and Loch Lomond.

Station Square – does not have a strong sense of place befitting its function as a gateway location to the National Park.

Woodbank House – the ruins of Woodbank House, rough grazed pasture and run down access track impart a sense of neglect despite the natural assets of varied landform and woodland cover.

Pedestrian access – lacks clear definition and wayfinding. There are also many parts of the site which favour car rather than foot or cycle use.



KEY

- | | | | |
|--|---|--|---|
| ● Dominant Architectural Features | ■ Recently planted landscaped areas - Beneficial for screening of parking areas/ development but low significance | ■ Weak planting buffer to adjacent residential properties | --- Historic paths and tracks - Ref:1936 map |
| ● Highest value trees - Retain & protect where possible | ■ Unsurveyed woodland of a recent semi-mature nature. Offering potential capacity for development | ■ Sensitive local / house visual receptors - buffer | --- Steep slopes / Level change - Challenging for development |
| ■ Historic / Long established plantation woodland. Offering low capacity for development | ■ Unattractive hard landscape space. Low quality character with significant room for improvement | ✱ Visual detractors - Screen | → Significant views / vistas |
| ■ Semi mature wood-self seeded nature. Offering lower capacity for development | | ⊗ Existing play - Build on this offer | |

04 PROJECT DEVELOPMENT

EXISTING LANDSCAPE CHARACTER - PROPOSED DEVELOPMENT SITE AND ADJACENT AREAS

ANALYSIS SUMMARY - KEY POINTS

(refer to numbered diagram on previous page)

1. Iconic Loch Views
2. Beach
3. Picturesque spit, retain current character but enhance key points.
4. Pier-head offering some current interesting landscape features that add to its character.
5. The 'village square' acts as a gateway to the site. This space offers a weak and unwelcoming first impression to the site. The space has huge potential for enhancing not only the site gateway and principal node but also enhancement of Balloch village-scape.
6. Significant level changes and 'lumpy ground' throughout the mature woodland. This gives a unique character and definition to the area. Opportunities to use these level changes to the developments benefit.
7. Potential location for a Visitor Hub and reception building, using the existing landforms to define the building design.
8. The space could be best used to provide room for car parking. Where this occurs, enhanced soft buffer treatment will be required to screen residential properties.
9. Attractive historical facade of Woodbank House, and prominent vistas. Retain and restore this feature, exploit the feature in proposals.
10. Historical maps and ecological data used to assess areas appropriate for Lodges.
11. Informal open spaces along the waterfront woodland lacks any function.



01 - Iconic views along the Loch Waterfront



02 - Scope to improve the current beach



03 - Picturesque spit, adding a natural backdrop to the site



04 - Pier-head current low quality offering



05 - Unwelcoming quality Village-scape



06 - Areas of significant level changes throughout woodland



08 - Area suitable for woodland carparking facilities



09 - Woodbank historical facade



10 - Woodbank mature planting to be retained at Lodges.



11 - Low lying meadows with woodland backdrop



12- Area of 'dull' landscape - scope to improve space



Section 05
**STAKEHOLDER AND
COMMUNITY ENGAGEMENT**

05 PROJECT DEVELOPMENT COMMUNITY AND STAKEHOLDER ENGAGEMENT

5.1 Community Engagement

Because this development is classified as a 'major development' There is a statutory requirement to undertake pre-application consultation. The aim was to consult with the community at an early stage of the design process, giving them an opportunity to comment on, and contribute to, preliminary proposals. Their feedback has then been used to inform the parameters plan.

A Proposal of Application Notice (PAN) was submitted to Loch Lomond and the Trossachs National Park ('the Park Authority') and registered on 8th June 2021. It detailed a series of consultation events were held as a combination of online and in-person events. An online event was held on Zoom and an in-person event was held in Lomond Parish Church. The consultation material was available to view and comment on at the project website, www.lomondbanks.com. More details about these events can be found in the Pre Application Consultation (PAC) Report. Feedback at these events was collected using questionnaire responses.

The consultation clearly communicated the changes that had been made as a result of the feedback received from the public to the 2018 proposals:

- A viewing tower has been removed from the proposals;
- A 12 metre wide landscape buffer (i.e. no development in this location) has been incorporated around Drumkinnon Gate Estate;
- Access to all key destinations and routes through the site are to be maintained during the construction phase. Localised diversions to facilitate construction may occur on land within the applicant's control. Any impacts on walking/cycle routes during the construction phase will be short term and localised diversions will be put in place;
- Access to all key destinations and routes will also be maintained during operation with the quality of some routes enhanced. Some permanent localised diversion may be required; however, this will again be limited to using other land within the applicant control to avoid lengthy or circuitous alterations;
- Removal of the proposed gated access to Pier Road;
- No development within the wayleave zones to each side of the INEOS pipelines;

Following the Nov 2021 public consultation further comments were incorporated into the proposals:

- In response to comments from members of the public about the walking distance between the new proposed park and ride parking and Balloch Station, a potential future connection between Balloch Road and the new parking proposed on Pier Road was included

Many of the concerns raised during pre-application consultation, particularly those in relation to traffic, flooding, access, economic impact is being addressed in the Environmental Impact Assessment that accompanies this planning application.

5.2 Stakeholder engagement

Refer to the PAC report prepared by Stantec for details of stakeholder engagement.





Section 06
DESIGN SOLUTIONS

6.1 Neighbourhood character

Design concepts, zoning and proposed uses have been developed to:

- Deliver a characterful contemporary design which will ensure that the development has a sense of place appropriate to Balloch, Loch Lomond and the National Park
- Structure the design around new pedestrian and cycle friendly routes and spaces to link the development, station and Lomond Shores
- Provide a strong landscape framework for all elements within the site
- Develop a commercial mix of uses that will animate the site and maximise footfall thereby ensuring development and long-term sustainability

Because this development is at Planning Permission in Principle (PPiP) stage, proposals are strategic, with more detail being developed as subsequent design components are developed further. Nevertheless, the PPiP stage provides an opportunity to establish

- Characterful and distinctive neighbourhoods associated with specific uses
- Movement strategies for pedestrians, cyclists and traffic.
- Design principles for future development

The proposals set out in the Parameters Plan will build upon the quality of the existing green infrastructure. High quality landscape areas are retained and managed appropriately, and improvements are proposed to lower quality spaces.

Three new “neighbourhoods” are proposed - each with their own distinctive character



(Parameters Plan Zone C: Pierhead)

This area draws on the larger scale of Loch Lomond Shores and Drumkinnon Tower - the location for a new waterpark, apart-hotel, restaurant, indoor visitor attractions and outdoor, water-based activities.

New development is intended to integrate with the current Loch Lomond Shores by:

- extending and improving the current offer for visitors
- continuing to use high quality materials that respect the local context
- improving access and connections to the Loch
- enhancing the public realm throughout the area
- strengthening links to & improve the existing beach front
- improving parking in the area
- celebrating key views along the waterfront through landscape interventions
- introducing opportunities for children's play spaces
- promoting local history and heritage of the Loch and site



TOWN

(Parameters Plan Zone A: Station Square)

A new "station square" which will become the focus for visitors arriving by train. It is intended as a high quality, family friendly, pedestrian only series of public spaces, framed by a new restaurant, craft brewery and bunkhouse and incorporating an outdoor performance space.

The character of new development will complement its location within the centre of Balloch through:

- Defining the space as a gateway – the start of a pedestrian route to Loch Lomond Shores
- Improving the streetscape at Balloch Road
- Creation of a series of safe, pleasant and welcoming outdoor spaces for visitors- increasing dwelling time and activity in the space
- Use of local vernacular materials and building styles and scale
- Enhancing space through soft landscaping

WOODLAND:

(Parameters Plan Zones B Riverfront, Zone D Boathouse and Bay, Zone E: Woodbank)

Appropriate, sustainable development within woodland areas which is dependent on retaining its character and ecology – such as woodland lodges, a conservation and education area for children.

New development will retain its woodland character through:

- Long term, responsible management of woodland
- Improved biodiversity, through creating new habitat and strengthening old habitat
- Structures and spaces that inspire passion & respect for nature with fun, activity and education are located in these spaces
- Strengthened and expanded pedestrian links with opportunities for recreational walks which focus on the local and natural history of the site
- Creation of pleasant, tranquil spaces to site lodge cabins
- A 12 metre 'buffer' is proposed between residential boundary fences – there is no development proposed in this area
- New structures will work with existing topography to minimise ground level re-grading where possible.

RESORT



6.2 Landscape strategy

In every case, new development is intended to enrich the existing landscape. The aim is to consolidate Balloch as a visitor destination and hub, so all landscape interventions will support the local and regional green infrastructure and enhance the biodiversity of the site.

Landscape Strategy – Key Points

1. Observation point on the water's edge to capitalise on the scenic views across the southern end of Loch Lomond.
2. Pierhead development to be designed to visually assimilate into the wider wooded setting.
3. New, attractive public realm to enhance the sense of place and add to the overall visitor experience.
4. Woodland lodges to be sensitively integrated into the Riverbank Site with new footpaths linking Station Square with Pierhead.
5. Visual interest and biodiversity to be enhanced through woodland management and new planting.
6. New riverfront walkway to be the route for the John Muir Way offering views across the River Leven.
7. Station Square to become a new visitor

- Indicative lodge clusters
- Woodland & green space enhancement. Intergration of lodges
- Main vehicular route
- Main public pedestrian route
- Monorail
- Entrance features
- Improvement of woodland buffer planting
- Retain vistas and open nature / character
- Restore historic woodland and landscape features
- Refurbish of existing historic landmark
- New woodland to setting of lodge development
- Retain & manage existing woodland facilities
- Enhance woodland and visitor experience
- New 'sensitive' car parking zones
- Strengthen the Village-scape / improve facilities
- Improved beach and waterfront facilities



destination and formal gateway to the National Park with active frontages including a micro-brewery, shops, boots and bike hotel, and tourist office centred around a new square and outdoor performance area. Public realm to be of high quality and incorporate planting designed to reinforce this unique location.

8. New car parking along Pier Road will be designed with permeable surfacing and will incorporate new tree planting to act as a buffer to the rear of adjoining residential properties.
9. A monorail will link Station Square with the Pierhead development and improve accessibility between Balloch and Loch Lomond, whilst being an attraction in its own right.

10. Woodbank House to be restored to new apartments. Panoramic views from the front of the house will be maintained.
11. Woodland lodges will be located on higher parts of the site and interplanted with trees to provide additional screening in long distance views. The natural landform will be maintained. A cluster of lodges to be located within the former walled garden.
12. Large countryside lodges with adjacent parking will be located on the more open, flatter and lower-lying land at Woodbank.
13. Woodland at Woodbank will be managed to remove invasive species and improve the age range and biodiversity.

14. The Boathouse will be a new storage area on the loch shore.

6.3 Infrastructure

Surface Water Drainage Strategy

The proposed SUDs strategy for the site has been discussed with SEPA and Scottish Water who are supportive of the approach.

Woodbank; The proposed development is for less than 50 homes, so it is likely that only one level of SuDS treatment will be required prior to discharge into a receiving watercourse, utilising roadside swales.

Car parking; A filter drain connected to a SuDS basin will provide two levels of treatment and the attenuation required prior to discharge into the River Leven for the surface water runoff from the proposed car park adjacent to Pier Road. A similar SuDS treatment approach is proposed for the car park at Pierhead.

Riverfront; Surface water drainage at the Riverfront area of the site is problematic as this area of the site is very flat. Significant land raising would be required to provide a piped network with an outfall above the flood level. The proposed strategy therefore is for infiltration solutions that manage treatment and attenuation of runoff, thereby avoiding land raising.

An infiltration trench will run along the western edge of proposed access tracks running through the middle of the riverfront area. Each lodge will have with its own catchpit and soakaway system to allow the roof runoff to infiltrate into the ground. This will capture surface runoff and provide treatment to the roof runoff from the lodges west of the track.

Foul Drainage Strategy

It is proposed that foul drainage will enter the wastewater network connected into Scottish Water’s existing combined sewers on Old Luss Road and Pier Road respectively.

A pumping station is proposed in the riverfront section of the site which will capture foul drainage from the Riverfront and Pierhead areas and pump the wastewater to the existing combined sewer network at Balloch Road.

In order to determine whether development proposals can be serviced by the current water supply and sewerage system, a Pre-Development Enquiry has been lodged with Scottish Water, and a response is awaited.

6.4 Movement and parking

Scotrail, who operate the train services, are interested in promoting train journeys to and from the new Lomond Banks development. Visitors will be encouraged to travel by train and leave their car behind – a more sustainable mode of transport.

Traffic will be controlled and excluded from most areas, and the public will continue to be able to walk through virtually all areas of the site.

Other than some Countryside lodges at Woodbank, parking for woodland lodges will only be provided if they are directly located beside existing roads. If this is not the case, visitors and their luggage will be transported to lodges by buggy upon arrival.

It is proposed to improve the route of the existing John Muir Way to provide a safe and secure pedestrian and cycle route which links Loch Lomond Shores and Balloch Town Centre.

Some traffic will be allowed into the site (for example slipway and Pierhead users, people with a disability) but most visitors will need to park their car in one of the designated parking spaces and travel either on foot, by bicycle or on a monorail which starts at the Station Square and ends at the Pierhead Visitors Hub.

Traffic access will be predominantly along Ben Lomond Way which will be retained as an adopted road. Vehicle access will be controlled along Pier Road, which is currently unadopted and is therefore not designed to current standards for either traffic or pedestrians. Part of Pier Road will be upgraded to an adoptable standard and used to access new car parking and service areas.

In some locations access will be needed for occasional use by emergency vehicles to lodges. Where this is needed, a path with a narrower running surface will be provided plus an additional low impact porous surface to create a wider running surface (total width 3.8 metres) which is allowed to colonise with none woody woodland flora. This would still permit occasional vehicle access while permitting narrower path for

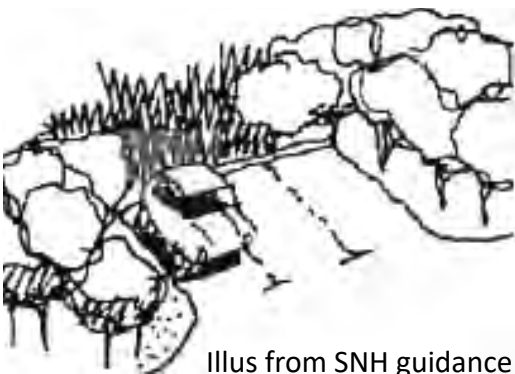
regular use.

All woodland pathways will be constructed using minimal excavations using a no-dig construction, building up from the existing soil level using cellular systems which distribute loads and protecting soils and tree roots from compaction below.

The table below details surface materials in relation to different uses.

Type of road surface	Description
New vehicular access	Gravel bound access road
New vehicular access (6 no new homes at Woodbank)	Tarmac
Woodland parking areas	Gravel bound access road & parking constructed to minimise impact
Pedestrian /cycle path used occasionally by emergency vehicles	Path with a narrower running surface will be provided plus an additional low impact porous surface
Tertiary small footpath	Gravel bound walkway Natural materials for tactile routes Boardwalk as at Treezone area
Sustrans improvement area (likely to be developed in partnership with WDC and Abellio)	Finishes as elsewhere in Balloch

PARKING



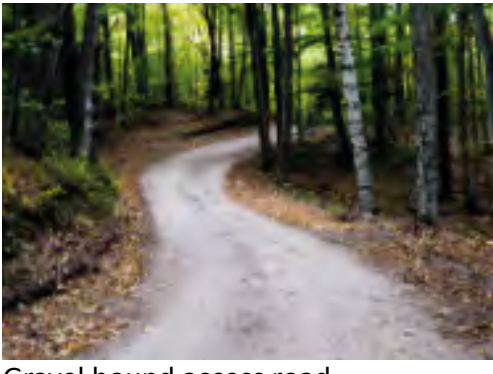
ACCESS



Robust self-binding Gravel

















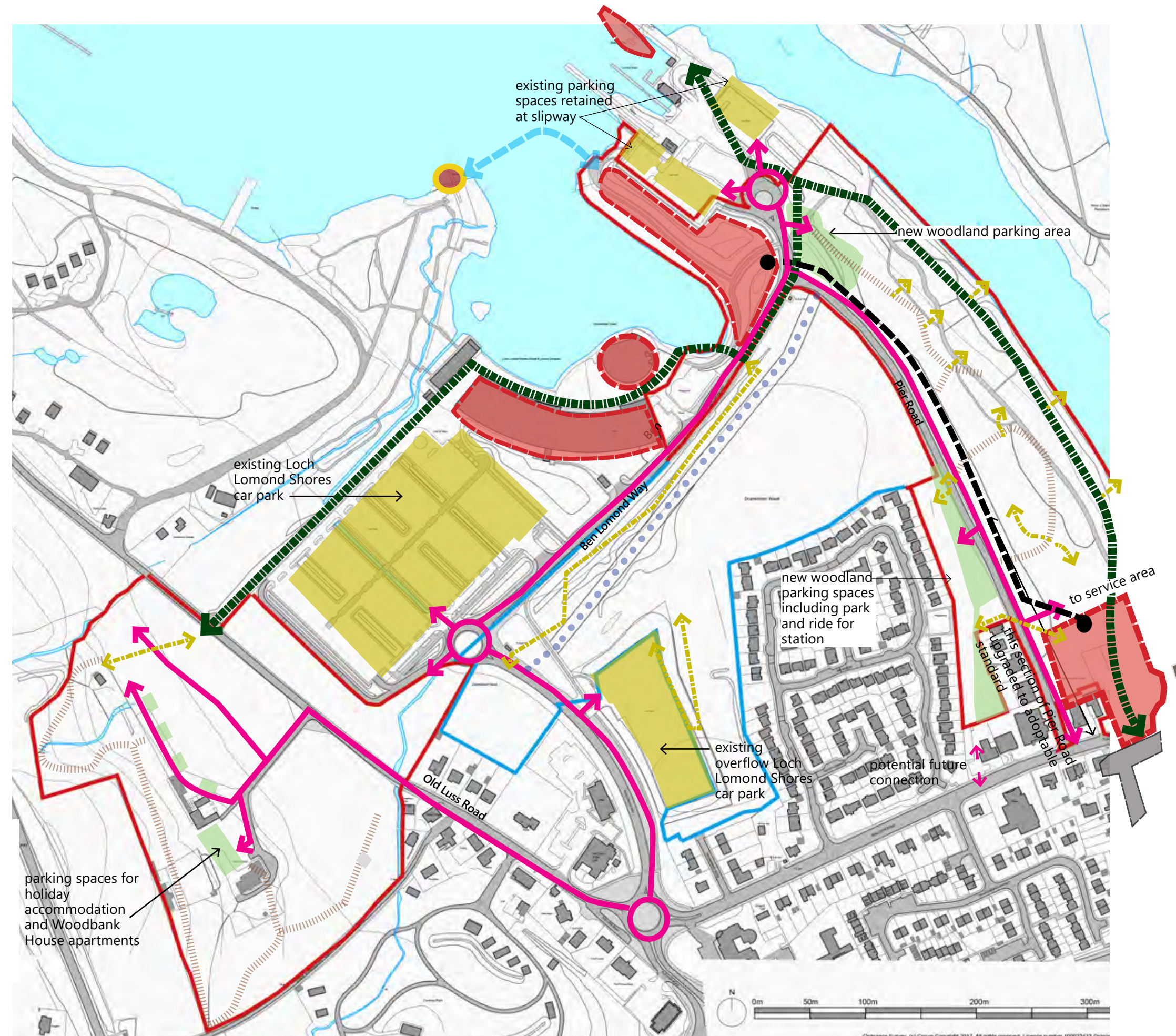
Boardwalk as at Treezone



Gravel bound access road

MOVEMENT AND PARKING

-  main pedestrian route incorporating Riverside Walkway (John Muir Way and route to Maid of the Loch)
-  pedestrian/cycle path suitable for emergency vehicles and route for buggy deliveries
-  tertiary small footpath - pedestrian route only
-  boathouse
-  boat access only
-  monorail between Station Square and Pierhead
-  monorail station
-  visitor destination
-  high level treetop walkway
-  sustrans public realm improvement area
-  vehicular access
-  existing pedestrian/cycle path
-  existing parking
-  proposed parking



6.4 Woodland

Attractive, sustainable woodlands are key to the overall character of the development, so retention of mature trees and their setting is essential

At PPIp stage, designs are conceptual and detailed site layouts have not been developed. It is not possible to identify the exact locations for individual woodland components (paths, ramps, lodges, visitor destinations etc.) until designs have been developed further as part of a subsequent planning process.

Nevertheless, a number of surveys have been undertaken to inform the PPIp application and to understand the potential effects of proposals on the existing woodland.

Approximate locations for individual woodland components (paths, ramps, lodges, visitor destinations etc.) have been developed; these are not yet fixed and their detailed design will form part of a further planning application.

The location of development within woodland areas takes cognisance of the following:

- **Glade analysis:** Some proposed development areas (such as Woodbank) are partially located within SNH designated 'Long Established Woodlands of Plantation Origin' and are included within the Scottish Ancient Woodland Inventory. Within these areas, a survey was conducted to identify GPS locations for glades of circa 20 metre diameter, based on approximate dimensions of woodland lodges. As far as possible, these existing spaces (glades), which result from past human management, will be utilised for new lodges constructed using low impact construction techniques.
- **Invasive Species:** There are some extensive areas of invasive species to the north of the designated LEPO woodland area at Woodbank, as well as small exotic/domiciled tree species (such as young sycamore) throughout the PPIp area. Space can therefore be created following removal of the dense areas of invasive species and domiciled trees.
- **Specimen trees:** As far as possible, all specimen trees have been retained.
- **Buffer area:** There will be a 12 metre buffer between existing residential boundary fences and new development. Existing and proposed car parking will incorporate buffer planting to screen them from wider view - an approach aligned with

SNH guidance for parking.

- **Soil protection:** existing woodlands (particularly Drumkinnon) are developing a semi-natural character – where floral diversity, fungal interaction and invertebrate life are valuable factors.

Lodges

Where lodges are located in woodland, minimal disturbance will be achieved through:

- clusters of lodges sharing infrastructure and access, rather than lodges scattered throughout woodland with each requiring its own access and infrastructure
- high quality prefabricated lodge construction using sustainable timber technologies, with lodges supported on posts rather than conventional foundations
- Privacy achieved through screening from main footpaths with appropriate planting; localised path narrowing and signage, and the use of different materials and details at lodge "clusters"

Access

- Paths through woodland will continue to be accessible by the public.
- There will be no parking areas beside lodges within existing woodland (unless lodges are located directly beside an existing road), instead parking will be located remotely and lodges will be accessed via foot, cycle or buggy.
- Wherever possible, access to lodges will be achieved using "light touch" improvements to existing paths with an enhanced porous surfacing. Routes will follow the existing topography to minimise ground level regrading where possible. Timber decking (or similar) will be used on vulnerable routes or routes with difficult topography.
- Access ways will be constructed using minimal excavations using a no-dig construction, building up from the existing soil level using cellular systems which distribute loads and protecting soils and tree roots from compaction below.
- Low level lighting will be provided
- In some locations access will be needed for occasional use by emergency vehicles. Where

Artist's impression

Privacy for lodges achieved through:

- screening from main footpaths with appropriate species
- localised path narrowing and signage
- different materials and details used for footpaths at lodge "clusters"

Access for lodge users by foot, cycle or buggy (car parking beside lodges only possible if they are located directly beside existing access roads)



"Light touch" improvements to existing paths:

- overall width extended to 3.8 metres to allow occasional use by emergency vehicles
- low level lighting
- continued public use

Minimal disturbance of existing ground achieved through:

- clusters of lodges share infrastructure and access
- prefabricated lodge construction, lodges supported on posts
- lodges located in least dense existing planting
- decking to provide outdoor spaces, decks orientated to best suit specific location

06 PROJECT DEVELOPMENT DESIGN SOLUTIONS

this is needed, a path with a narrower running surface will be provided plus an additional low impact porous surface to create a wider running surface (total width 3.8 metres) which is allowed to colonise with none woody woodland flora. This would still permit occasional vehicle access while retaining a narrower path for regular use

Infrastructure

In order to minimise impact on soil ecology, the disturbance of soils will be kept to a minimum and future utilities will take cognisance of trees and woodlands in order to carefully microsite the routes. Excavation for services will be targeted to areas free from tree root constraints and wherever possible they will be located beneath existing paths or other areas that have already been disturbed to create access networks. All excavations of this nature will be guided by the project arboriculturalist.

New Woodland Areas

New woodland areas will be created as part of the proposed development. They will be focussed in the Woodbank and Riverfront areas as these offer the greatest opportunities for functional woodland.

Woodbank offers the most potential for woodland planting. A block of new woodland will be created between the proposed lodges along Old Luss Road and the existing woodland surrounding Woodbank House. This will be divided into two large blocks either side of Woodbank House, retaining the views to and from the Category A listed property. This woodland will not only help to integrate new development into the landscape, screening and filtering views, but will also focus views on Woodbank House.

Along the Riverfront area, new woodland planting will be incorporated in existing clear areas between the woodland belts. This woodland will enhance the existing woodland edge and create a setting for the proposed lodges.

In order to promote biodiversity and provide a habitat for wildlife, new planting will:

- Enhance tree planting along the River Leven with species typical of a wet woodland.
- Encourage a greater mix of native trees within the canopy;
- Improve shrub layers through planting of damp tolerant and native species
- Promote the growth of ground cover species
- Enhance the conditions needed for the growth of spongy mosses and liverworts

Approach to further detailed design stages

Additional survey work will be undertaken to allow the designers to further microsite design elements, determine areas required for construction and protect valuable woodland features during the detailed design and construction stages. These will include:

- Ecological surveys including soil ecology;
- Additional detailed tree surveys to BS 5837:2005 (Trees in relation to construction recommendations and guidance)
- Detailed landscape visual impact assessment using CGIs and photomontages
- A woodland management plan to conserve, improve and enhance existing woodland
- Use of an arboricultural watching brief during construction works
- Adherence to National Joint Utilities Group (NJUG) 10 'Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees' as amended in 2007
- Minimal working areas and protection of woodland to be retained in accordance with BS5837.

Future Management

An effective management strategy will be put in place which will:

- regularly audit maturing tree stock for pests, disease and required remedial works
- manage the reduction of any declining mature trees
- facilitate bracken and bramble control to promote floral diversity, in particular ancient woodland indicator plants
- retain dead wood material to promote fungal and invertebrate communities over time
- continue to provide supplementary planting to promote an overall woodland composition
- eradicate and control invasive plant species
- boost ecology and ground flora within woodland by thinning out trees



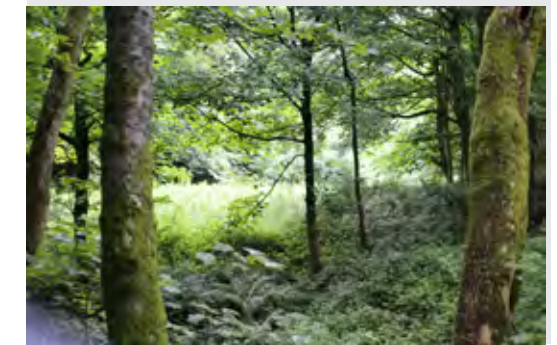
Screening of Substation required



Incorporate 'sensitive' car-parking within woodland



Enhancement of historical avenues and landscapes



Incorporate lower density lodges in young woodland areas



Retain and enhance valuable trees in Drumkinnon woodland



Screening enhancements to adjacent properties required



Management of vegetation within Drumkinnon Wood



Management of Bamboo species around Woodbank House



Enhancement of Loch Waterfront



Retain existing pathways, enhance with porous surfacing

6.4 Compensatory Woodland Planting Strategy

One of the core principles of the design has been to retain woodland, and retaining mature trees is key to giving the lodges an immediate woodland setting. However, due to the nature of the development there will be some loss of woodland which will require compensatory planting.

At PPiP stage, all designs are conceptual, so the following discussion about woodland planting is based upon a hypothetical model of the development

As a consequence, at this stage any quantities quoted are indicative, as more survey work will be required during the detailed design stages to ascertain the exact areas and numbers of trees affected. Nevertheless, there is a commitment to maximise new compensatory woodland planting within the development boundary. The following explains how this will be achieved.

Within the development boundary there is a total of 90726 m² of woodland of which 25037 m² is classed as long-established woodland of plantation origin (LEPO), which equates to 27.6% of the total woodland.

In order to understand the potential effects of the development on woodland and LEPO, a number of calculations have been made based on the approach identified in the Design Statement. This considered the footprints of buildings, lodges, accesses and parking, and also identified areas within the woodlands which are not currently wooded.

Riverfront

This includes the areas of woodland between Pier Road and the River Leven. This area is not classified as LEPO. Proposed lodges have been located in the open areas between the woodland belts.

In total, 156 m² woodland has been identified as being affected by development including lodges, accesses, parking, a SUDS area and riverfront walkway. This area will require compensatory planting.

Woodbank

This area includes the woodlands surrounding Woodbank House and comprises 24685 m² woodland within the development boundary of which 23500 m² is LEPO. However, within the woodlands at Woodbank there are a number of areas which are not wooded. There is a large gravelled area within the LEPO which is not wooded, and the area of the previous walled garden is also void of woodland cover. Access and parking have been located in these areas to minimise the effects on the surrounding woodland.

In total, 168m² woodland has been identified as being affected by development which requires compensatory planting.

Other Areas

Other woodland within the development boundary includes 7081 m² of woodland at Pierhead. These areas are also affected by the development proposals. The Pierhead area which includes the apart-hotel and visitor centre affects all 7081 m² woodland (with no LEPO affected), although a number of prominent trees along the waterfront are to be retained.

Neither of these woodlands are LEPO, but would require compensatory planting totalling 7429 m².

Summary of Potential Woodland Loss

To summarise, the total potential woodland loss which requires compensatory planting is 7,861m². This equates to approx. 8.8% of the woodland within the development boundary, but 0% of LEPO woodland within the development boundary would require removal. As stated, these figures are an approximate amount based on the current design at PPiP stage.

	Area of Woodland within Development Boundary	Area of LEPO within Development Boundary	Area of Woodland Affected by the Proposed Development	Area of LEPO Woodland Affected by the Proposed Development
Woodbank	24,685 m ²	23,500 m ²	168 m ²	0
Riverfront	41,850 m ²	0	156 m ²	0
Other	7081 m ²	1,512 m ²	7,429 m ²	0
Totals	73,616 m²	25,012 m²	7,753 m²	0 m²

Areas Available for Compensatory Planting

As well as identifying the areas of woodland affected by development, analysis has been undertaken to identify areas which could accommodate new planting. Due to several factors area for new planting are very limited and therefore areas for compensatory woodland concentrate on Woodbank and Riverfront.

Woodbank offers the greatest scope for compensatory woodland planting. A block of approx. 9168m² of new functional woodland could be created beside the proposed lodges along Old Luss Road and the existing woodland surrounding Woodbank House. This would be divided into two large blocks either side of Woodbank House.

In addition to new woodland, the existing woodlands retained at Woodbank would be managed and improved.

Between the existing woodland belts along the Riverfront, approx. 4835m² of woodland could be created. These areas would form infill to the existing open spaces surrounding the proposed lodges and tying into the surrounding woodland blocks.

In total, 14,003m² has been identified within the development boundary which can accommodate woodland planting.

These are areas which could accommodate functional woodland, and not individual tree planting which would be incorporated into parking areas and around the apart-hotel and visitor centre. Those types of tree planting would be additional to these areas. The area proposed is greater than the area of woodland lost as a result of the proposed development.

Tree Species for New Planting

The species used for new woodland planting will have regard for the existing adjacent woodlands and existing species found within the development boundary.

Woodbank

The existing woodland comprises a mix of willow, ash, sycamore, silver birch and oak with a lower canopy layer of apple and cherry. New woodland planting in this area would predominately comprise oak (*Quercus*), ash (*Fraxinus*) and silver birch (*Betula pendula*) as the canopy layer to complement the existing woodland.

Ash is currently unavailable due to Ash Dieback which has restricted the sale of ash trees, and if this is still the case during construction then an appropriate replacement will be agreed. Some evergreen trees such as pine and yew would also be used to complement the existing planting around Woodbank House. The lower canopy would comprise native species such as cherry (*Prunus*), rowan (*Sorbus*), holly (*Ilex aquifolium*), hawthorn (*Crataegus monogyna*) and blackthorn (*Prunus spinosa*) to diversify the species in this area.

Riverfront

Existing woodland in this area comprises a mix of sycamore, silver birch, Douglas fir, willow and beech. New woodland along the River Leven would be typical of a wet woodland with species such as birch (*Betula*), alder (*Alnus*), willow (*Salix*) and Pin Oak (*Quercus*) used to enhance and diversify the existing woodland areas.

Shrub layers would include damp tolerant and native species such as holly (*Ilex aquifolium*), hazel (*Corylus avellana*), elder (*Sambucus nigra*), blackthorn (*Prunus spinosa*) and hawthorn (*Crataegus monogyna*).



6.5 Sustainability

Renewable energy solutions and energy storage are to be incorporated into the development at detailed design stage to help Lomond Banks meet its ambition of becoming a “Whole Life Zero Carbon Resort”. A Sustainability Statement accompanies the planning permission in principle application and identifies:

- methods to generate heat and electricity using low carbon solutions;
- how to design efficiencies into the development; and
- ways to engage with the community to advance carbon reductions locally.

Lomond Banks will seek to incorporate net zero concepts into every stage of development. A simple way to reduce carbon emissions is to reduce the demand for heat and electricity. Super-insulated buildings with the appropriate mechanical ventilation systems will ensure buildings can retain the heat they absorb while maintaining a pleasant environment. Energy efficiencies which can be considered for the detailed design are:

- Superinsulation
- Mechanical ventilation and air flow
- LED lighting and smart controls
- Turnstile entrances
- Inert gas triple glazing
- Battery storage and energy management systems
- Electrical site vehicles and charging stations

For generating heat and power, renewable energy utilising solar, wind, air, water and ground sources can be used where possible to maximise the Proposed Developments clean energy generation and to minimise the demand for fossil fuels.

Options for power generation include:

- Photovoltaics
- Wind Turbines
- Water Systems

Options for heat generation include:

- Passive Solar
- Ground Source Heat Pumps
- Air Source Heat Pumps
- Water Source Heat Pumps

The sustainability approach for Lomond Banks seeks to combine renewable energy technology and practices to encourage behavioural change in staff and visitors to deliver an all-encompassing sustainability strategy to reduce dependency on fossil fuels and be a “Whole Life Zero Carbon Resort”.

6.6 Parameters plan

Design strategies for movement, landscape and neighbourhood character have been synthesised into an holistic parameters plan.

The main design componenets are as shown on the parameters plan on the following page, and as noted below :

Zone	Area	Proposed Use(s)	Key Parameters
Zone A: Station Square	1	Mixed Use: Food & Drink, Entertainment and Budget Accommodation	<ul style="list-style-type: none"> Brewery (max height 13m, 1200 sqm total floor area including 300 sqm pub) Restaurant (max height – 9m, floor area 150 sqm) Amphitheatre - temporary tented structure (max height 8m; capacity – Flamingo Land to advise) Budget accommodation (32 max bed spaces, 12m max height)
	2	Tourist Information Services and Public Realm	<ul style="list-style-type: none"> Refurbished tourist office to include bike hire, commercial and site management uses Enhanced public square adjacent to tourist office
Zone B: Riverfront	3a	Woodland with Forest Lodges and Recreational Facilities	<ul style="list-style-type: none"> Up to max No. 42 single Storey Woodland Lodges within woodland Picnic, BBQ and Play Areas in woodland pockets Path network
	4a	Managed Woodland with SUDs	<ul style="list-style-type: none"> Existing woodland retained and managed 2 SUDS attenuation areas: <ul style="list-style-type: none"> Area 1 – treatment of surface water from upgraded section of Pier Road and adjacent car park. Area 2 – treatment of surface water from reconfigured Pierhead Destination
Zone C: Pierhead	5	Pierhead Visitor Destination	<ul style="list-style-type: none"> Apart Hotel (max 60 bedrooms, approx. Floor Area - 3065m2, Max Height 10.5m) Leisure pool / Waterpark (approx. Floor Area - 2500m2, Max height 10.5m) Restaurant/Bar (max 150 sqm, incorporated into aparthotel/water park) Visitor Hub (indoor rides, storage & office uses,
	6	Visitor attraction and carpark	<ul style="list-style-type: none"> Details subject to future planning
	7	Multi-User Public Realm	<ul style="list-style-type: none"> High quality hard landscape public realm with capacity for temporary visitor attraction uses. Small scale kiosks for visitor experience s (eg. cafe)
Zone D: Boathouse & Staff Area	8	Ancient Woodland Boundary	LEPO Boundary - Area Designated Ancient Woodland
		SUDs	Proposed Sustainable Drainage Systems SUDs
	4b	Managed Woodland	<ul style="list-style-type: none"> Existing paths upgraded Existing woodland retained and managed
		Staff & Service Area	Area 10 Staff Accomodation and Parking Removed
	3c	Boathouse	<ul style="list-style-type: none"> A boathouse c95 sqm for storage of equipment and operation of water- based activities

Zone E: Woodbank	4b	Managed Woodland	<ul style="list-style-type: none">Existing woodland retained and managed										
	13	Heritage	<ul style="list-style-type: none">Woodbank House conserved and converted into Holiday ApartmentsWoodbank House ancillary buildings (including stables and bothy) conserved and converted into 6 no new self catering holiday propertiesWoodland planting extended										
	3d	Visitor Accommodation	<ul style="list-style-type: none">Up to 37 new Countryside Lodges within existing fieldPath networkUp to 25 new Woodland Lodges within woodland (Woodland Bothies Removed)										
Overarching Components <i>(Internal access, utilities and drainage to be confirmed at detailed design stage)</i>		New Car Parking	WOODBANK PARKING SPACES										
			<table><tr><th>Location</th><th>No.</th></tr><tr><td>Woodbank House</td><td>23</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>139</td></tr></table>	Location	No.	Woodbank House	23	Staff Parking	27	Woodbank Lodges*	81	WOODBANK TOTAL	139
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*See Zone E Woodbank Section for Lodge Quantities													
WEST RIVERSIDE PARKING SPACES													
<table><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 accessible parking</td><td>103</td></tr><tr><td>Pierhead woodland parking</td><td>136</td></tr><tr><td>Station Square</td><td>136</td></tr></table>	Location	No.	Staff and services area (Area 10 Accomodation Removed)	0	Pierhead accessible parking	103	Pierhead woodland parking	136	Station Square	136			
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Pierhead woodland parking	136												
Station Square	136												
WEST RIVERSIDE TOTAL 252													
	Site Vehicular/Boat Access Points	<ul style="list-style-type: none">9 no vehicular access points1 no boat access point											
	Indicative Pedestrian/cycle linkages (capable of use by emergency vehicles)	<ul style="list-style-type: none">As drawing											
	Indicative Pedestrian/cycle linkages (blue) John Muir Way (orange)	<ul style="list-style-type: none">As drawing											
	Monorail	<ul style="list-style-type: none">Station Square to Pierhead through Zones A, B and C (max height 3.5m rising to 5.5m above vehicular access roads)Monorail Stations in Zone A at ground level & Zone C in Apart-HotelMonorail alignment subject to detailed design											

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6.6 Parameters plan

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	12	Heritage	<ul style="list-style-type: none">Woodbank House conserved and converted into Holiday ApartmentsWoodbank House ancillary buildings (including stables and outhouse) conserved and converted into 6 no new self catering holiday propertiesWoodland planting extended																																
	3d	Visitor Accommodation	<ul style="list-style-type: none">Up to 37 new Countryside Lodges within existing fieldPath networkUp to 25 new Woodland Lodges within woodland (Woodland Boathouse Removed)																																
Zone E: Woodbank	New Car Parking		<table><tr><th colspan="2">WOODBANK PARKING SPACES</th></tr><tr><th>Location</th><th>No.</th></tr><tr><td>Woodbank House</td><td>23</td></tr><tr><td>Staff Parking</td><td>27</td></tr><tr><td>Woodbank Lodges*</td><td>23</td></tr><tr><td></td><td>81</td></tr><tr><td colspan="2">WOODBANK TOTAL</td><td>139</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 Accommodation Removed)</td><td>0</td></tr><tr><td>Pierhead accessible parking</td><td>103</td></tr><tr><td>Pierhead woodland parking</td><td>136</td></tr><tr><td>Station Square</td><td>136</td></tr><tr><td colspan="2">WEST RIVERSIDE TOTAL</td><td>252</td></tr></table>	WOODBANK PARKING SPACES		Location	No.	Woodbank House	23	Staff Parking	27	Woodbank Lodges*	23		81	WOODBANK TOTAL		139	*See Zone E Woodbank Section for Lodge Quantities		WEST RIVERSIDE PARKING SPACES		Location	No.	Staff and services area (Area 10 Accommodation Removed)	0	Pierhead accessible parking	103	Pierhead woodland parking	136	Station Square	136	WEST RIVERSIDE TOTAL		252
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Overarching Components <small>(Internal access, utilities and drainage to be confirmed at detailed design stage)</small>	Site Vehicular/Boat Access Points		<ul style="list-style-type: none">9 no vehicular access points1 no boat access point																																
	Indicative Pedestrian/cycle linkages (capable of use by emergency vehicles)		<ul style="list-style-type: none">As drawing																																
	Indicative Pedestrian/ cycle linkages (blue) John Muir Way (orange)		<ul style="list-style-type: none">As drawing																																
	Monorail		<ul style="list-style-type: none">Station Square to Pierhead through Zones A, B and C (max height 3.5m rising to 5.5m above vehicular access road)Monorail Stations in Zone A at ground level & Zone C in ApartmentMonorail alignment subject to detailed design																																

