

From: 11(3A)(a)

Sent on: Wednesday, July 17, 2024 3:13:10 PM

To: 11(3A)(a)

Subject: FW: 2022/0157/PPP Lomond Banks - announcement

Afternoon 11(3A)(a)

See below, hot off the press

In short planning report due 2nd Sept, board meeting, 16th Sept

Happy to discuss further following your review

Kind Regards

11(3A)(a)

Mobile 11(3A)(a)

www.glenfruin.co.uk

From: 11(3A)(a)

Sent: Tuesday, July 16, 2024 12:29 PM

To: 11(3A)(a)

Cc: 11(3A)(a)

Subject: FW: 2022/0157/PPP Lomond Banks - announcement

Hi 11(3A)(a)

Date now confirmed for board meeting to determine Lomond Banks. 16 September.

11(3A)(a) and I are both on leave this week but good to catch up next week and discuss what will be done now that we finally have a date.

Kind regards,

11(3A)(a)

[Redacted]

[Redacted]

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

Direct: 11(3A)(a)

Mobile: 11(3A)(a)

[Redacted]

From: 11(3A)(a)

Sent: Tuesday, July 16, 2024 11:08 AM

To: 11(3A)(a)

[Redacted]

Subject: 2022/0157/PPP Lomond Banks - announcement

Hi 11(3A)(a)

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

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

A press release will also be issued later today.

Regards

11(3A)(a)

11(3A)(a)

[Redacted]

Loch Lomond & The Trossachs National Park

11(3A)(a)

www.lochlomond-trossachs.org

From: 11(3A)(a)
Sent on: Friday, June 7, 2024 1:50:19 PM
To: 11(3A)(a)
Subject: FW: PCS-20001240 Updated SEPA Response to 2022/0157/PPP
Attachments: 20240605 PCS-20001240 Updated SEPA Response to 2022.0157.PPP.docx (358.83 KB)

Hi 11(3A)(a)

See attached as discussed

Kind Regards

11(3A)(a)

www.glenfruin.co.uk

From: 11(3A)(a)
Sent: Wednesday, June 5, 2024 3:06 PM
To: 11(3A)(a)
Subject: FW: PCS-20001240 Updated SEPA Response to 2022/0157/PPP

11(3A)(a)

Please see attached from SEPA.

Kind regards,

11(3A)(a)

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

Direct: 11(3A)(a)

From: Planning South <Planning.South@sepa.org.uk>

Sent: Wednesday, June 5, 2024 2:01 PM

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

Cc: 11(3A)(a)

Subject: PCS-20001240 Updated SEPA Response to 2022/0157/PPP

Dear 11(3A)(a)

**Town and Country Planning (Scotland) Acts
Erection and operation of a mixed-use tourism and leisure development
Land At Pier Road, Ben Lomond Way And Old Luss Road, Known As West Riverside And
Woodbank House (Lomond Banks) Balloch**

Thank you for reconsulting SEPA on the above planning application.

Following our review of the information provided please find attached our updated response letter which should be treated as SEPA's final, consolidated position on the application.

I trust these comments are of assistance - please do not hesitate to contact me if you require any further information.

Kind regards,

11(3A)(a)

From: 11(3A)(a)

Sent on: Friday, June 7, 2024 1:56:08 PM

To: 11(3A)(a)

Subject: RE: PCS-20001240 Updated SEPA Response to 2022/0157/PPP

Helpful to have visibility. Thanks. Needless to say interested to learn what the LLTNPA response is in due course.

Regards

11(3A)(a)

From: 11(3A)(a)
Sent: Friday, June 7, 2024 2:50 PM
To: 11(3A)(a)
Subject: FW: PCS-20001240 Updated SEPA Response to 2022/0157/PPP

Hi 11(3A)(a)

See attached as discussed

Kind Regards

11(3A)(a)

www.glenfruin.co.uk

From: 11(3A)(a)
Sent: Wednesday, June 5, 2024 3:06 PM
To: 11(3A)(a)
Subject: FW: PCS-20001240 Updated SEPA Response to 2022/0157/PPP

11(3A)(a)

Please see attached from SEPA.

Kind regards,

11(3A)(a)

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

Direct: 11(3A)(a)

From: Planning South <Planning.South@sepa.org.uk>

Sent: Wednesday, June 5, 2024 2:01 PM

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

Cc: 11(3A)(a)

Subject: PCS-20001240 Updated SEPA Response to 2022/0157/PPP

Dear 11(3A)(a)

**Town and Country Planning (Scotland) Acts
Erection and operation of a mixed-use tourism and leisure development
Land At Pier Road, Ben Lomond Way And Old Luss Road, Known As West Riverside And
Woodbank House (Lomond Banks) Balloch**

Thank you for reconsulting SEPA on the above planning application.

Following our review of the information provided please find attached our updated response letter which should be treated as SEPA's final, consolidated position on the application.

I trust these comments are of assistance - please do not hesitate to contact me if you require any further information.

Kind regards,

11(3A)(a)

From: 11(3A)(a)

Sent on: Wednesday, May 29, 2024 2:15:41 PM

To: 11(3A)(a)

Subject: RE: West Riverside Update Call.

Hi 11(3A)(a)

Thanks for your time earlier, see below on the various points

Kind Regards

11(3A)(a)

www.glenfruin.co.uk

From: 11(3A)(a)

Sent: Wednesday, May 29, 2024 12:42 PM

To: 11(3A)(a)

Subject: West Riverside Update Call.

11(3A)(a)

It was good to catch up with you this afternoon.

As I understand the main point on the PPIp application is that SEPA have requested an extension of the 6th of June for their consultation response to LLTNPA. SEPA currently considering if they can amend their objection position but conditional on (i) LLTNPA Planning team ruling on an exemption on NPF4 Policy 22a and (ii) further detailed technical information to be provided by the developer as part of a future detailed planning application. I also understand that from a timing perspective it is considered unlikely LLTNPA will get to committee by end June with the expected timing likely to be end Aug at the earliest. Grateful if you can confirm that is the correct understanding. This is correct. I will provide updates as they come in over the next couple of weeks.

Also if you can arrange for Stantec to provide us with a copy of the WDC planning committee report that would be a really helpful factual document to use as a source for future briefing material. Will do

10(5)(e)

, and in parallel with the monthly update meeting, would be really helpful. Yes I can recommence these, no problem at all

If there is anything else SE can assist with in the interim don't hesitate to contact me as (3A) will be out of office for a few weeks.

Kind regards

11(3A)(a)

[Redacted]

[Redacted]

Scottish Enterprise | www.scottish-enterprise.com

Scottish Development International | www.sdi.co.uk

Direct dial 11(3A)(a)

[Follow Scottish Enterprise on LinkedIn](#)

[Follow Scottish Development International on LinkedIn](#)

From: [Redacted] 11(3A)(a)

Sent on: Wednesday, May 29, 2024 11:42:04 AM

To: [Redacted] 11(3A)(a)

[Redacted] t. [Redacted] 11(3A)(a)

Subject: West Riverside Update Call.

11(3A)(a)

[Redacted] to catch up with you this afternoon.

As I understand the main point on the PPiP application is that SEPA have requested an extension of the 6th of June for their consultation response to LLTNPA. SEPA currently considering if they can amend their objection position but conditional on (i) LLTNPA Planning team ruling on an exemption on NPF4 Policy 22a and (ii) further detailed technical information to be provided by the developer as part of a future detailed planning application. I also understand that from a timing perspective it is considered unlikely LLTNPA will get to committee by end June with the expected timing likely to be end Aug at the earliest. Grateful if you can confirm that is the correct understanding.

Also if you can arrange for Stantec to provide us with a copy of the WDC planning committee report that would be a really helpful factual document to use as a source for future briefing material.

Finally, as discussed [redacted] 10(5)(e) [redacted], and in parallel with the monthly update meeting, would be really helpful.

If there is anything else SE can assist with in the interim don't hesitate to contact me as [redacted] (3A)(a) will be out of office for a few weeks.

Kind regards

[redacted] 11(3A)(a)

[redacted]
[redacted]

Scottish Enterprise | www.scottish-enterprise.com

Scottish Development International | www.sdi.co.uk

[redacted] 11(3A)(a)
[redacted]

[Follow Scottish Development International on LinkedIn](#)

From: [redacted] 11(3A)(a)

Sent on: Wednesday, April 24, 2024 10:44:39 AM

To: [redacted] 11(3A)(a)
[redacted]
[redacted]

Subject: RE: Lomond Banks - West Riverside

Thanks [redacted] (3A)(a)

[redacted] 11(3A)(a) – we have not met before. I have responsibility for SE's interest in this development. We really appreciate the challenges associated with this application which is why we would really welcome the opportunity to sit down with yourselves and SEPA, along with the applicant's agent, to review where matters stand and how we can all collectively move forward here.

I would be really grateful if you could provide some suitable dates over the next few weeks that suit your diary for a discussion.

Kind regards

11(3A)(a)

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Scottish Development International | www.sdi.co.uk

Direct dial 11(3A)(a)

[Follow Scottish Enterprise on LinkedIn](#)

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From: 11(3A)(a)

Sent: Wednesday, April 24, 2024 11:29 AM

To: 11(3A)(a)

Subject: RE: Lomond Banks - West Riverside

Good morning, 11(3A)(a)

We are seeking some clarification on whether you are able to provide SE with an update on the current position please? Over a month has passed since we offered to hold a meeting to assist in getting to a conclusion on this matter.

That offer still stands if that would be a useful intervention to discussing any barriers that may still exist?

Kind regards

11(3A)(a)

From: [redacted] 11(3A)(a)

Sent: Tuesday, April 9, 2024 12:04 PM

To: [redacted] 11(3A)(a)

[redacted]

[redacted]

Subject: Re: Lomond Banks - West Riverside

Hi S [redacted] 11(3A)(a)

SEPA responded on Friday of last week. The agent, Stantec, has been provided with a copy. We are in the process of considering the response.

Regards

[redacted] 11(3A)(a)

[redacted] 11(3A)(a)

[redacted]

Loch Lomond & The Trossachs National Park

Direct: [redacted] 11(3A)(a)

www.lochlomond-trossachs.org

From: [redacted] 11(3A)(a)

Sent: 09 April 2024 12:00

To: [redacted] 11(3A)(a)

[redacted]

[redacted]

Subject: RE: Lomond Banks - West Riverside

Hi [redacted] 11(3A)(a) .

Following this email and the confirmation from you both that discussions were underway, I am looking for an update please? Some weeks have passed since we were last in touch, so I look forward to hearing what progress has been made. Once again, please let me know if you think a meeting with SE as landowner would be useful to help with removing any barriers to getting a resolution.

Kind regards

11(3A)(a)

11(3A)(a)

Sent on: Thursday, April 4, 2024 8:09:06 AM

To: 11(3A)(a)

Subject: FW: Lomond Banks (Flamingo Land) Planning Documents 2022/0157/PPP

Morning 11(3A)(a)

For inf only

Kind Regards

11(3A)(a)

www.glenfruin.co.uk

From: 11(3A)(a)

Sent: Wednesday, April 3, 2024 4:46 PM

To: 11(3A)(a)

Subject: Fwd: Lomond Banks (Flamingo Land) Planning Documents 2022/0157/PPP

FYI

I've been on holiday for a couple of days and have had two more emails with information requests from the CC. I'll do a summary of all questions to date and we can then decide who is best placed to respond to each question and by what date.

Thanks

11(3A)(a)

Begin forwarded message:

From: 11(3A)(a)

Date: 3 April 2024 at 16:04:51 BST

To: info@ballochhaldanecc.com

Cc: 11(3A)(a)

- Loch Lomond

<planning@lochlomond-trossachs.org>, 11(3A)(a)

Subject: Lomond Banks (Flamingo Land) Planning Documents 2022/0157/PPP

Dear CC

I write by way of response to your e-mail dated 28th March, as sent to 11(3A)(a) and others, regarding the above.

Please be re-assured that we will publish all relevant information on the portal for the public to view at the appropriate time. Of particular note we are still awaiting further advice from SEPA and West Dunbartonshire Council (as Roads Authority), with whom consultation is ongoing, to inform our assessment of flood risk and traffic impacts.

I can assure that the National Park Planning Service are not holding things up for the determination of this application. Once further information is published, the Community Council and other interested parties will have the opportunity and the time to comment further.

Meantime, I would refer you to any updates on our 'Major Applications' page of our website for this case.

Best regards

11(3A)(a)

Loch Lomond & The Trossachs National Park

www.lochlomond-trossachs.org

www.twitter.com/lomondtrossachs

www.facebook.com/lomondtrossachs

OFFICIAL

From: [redacted] 11(3A)(a)
Sent: Monday, March 18, 2024 11:24 AM
To: [redacted] 11(3A)(a)
[redacted] 11(3A)(a)
[redacted] 11(3A)(a)
Subject: Lomond Banks - West Riverside
Importance: High

Good morning

SE, as landowner, would like to arrange a meeting as a matter of importance with LLTNPA/SEPA/SE regarding West Riverside and the current SEPA objection that is currently in place. The delays in getting a discussion underway have been quite significant and SE is keen to work with you both to get this resolved, especially given time pressures around the PPIp being considered.

I would really appreciate if you were able to find space to have this conversation this week on Teams and suggest a couple of options before the Easter holidays. Please can you let me know if either date/time is suitable please?

Thursday – 3pm

Friday - 11am

I look forward to hearing from you at your earliest convenience.

Kind regards

[redacted] 11(3A)(a)
[redacted]

[redacted] Enterprise | www.scottish-enterprise.com
Scottish Development International | www.sdi.co.uk

From: [redacted] 11(3A)(a)
Sent on: Thursday, March 14, 2024 4:46:07 PM
To: [redacted] 11(3A)(a)
[redacted]

11(3A)(a)

Subject: RE: 2022/0157/PPP Lomond Banks - Traffic & Transport, NPF4 Policy 22 & Previously Developed Land

11(3A)(a)

In relation to your request for SE to confirm if we consider West Riverside a brownfield site I can confirm that we do. The main reasons for this I have set out below.

Historically there was a railway siding linking with the paddle steamers at the north end slipway of the site. I enclose a link below to National Library's of Scotland. The railway line seems to largely follow the path of what is now Pier Road. However the 2015 AECOM Geo Environmental Report (Ref 47074029) references two previous intrusive site investigation on the west riverside side. Both carried out by URS in 2000 and 2005 respectively. Both intrusive reports refer to deposits of made ground within the West Riverside site. The historic land use and factual reports lead me to conclude the site can be considered brownfield.

[Georeferenced Maps - Map images - National Library of Scotland \(nls.uk\)](#)

Can you confirm whether or not your team received a response to the request for an update by 4th March? Assuming you didn't we would look to convene a meeting with both SEPA and LLTNPA. We would look to invite you to that meeting and I will leave it with you to extend the invite to 11(3A)(a) .

Kind regards

11(3A)(a)

From: 11(3A)(a)

Sent: Thursday, March 7, 2024 8:26 AM

To: 11(3A)(a)

Subject: RE: 2022/0157/PPP Lomond Banks - Traffic & Transport, NPF4 Policy 22 & Previously Developed Land

Caution: This email originated outside of the organisation. Think before you click on any links or open any attachments. Is it safe to do so? Always carry out appropriate checks or use the Report Message button if suspicious.

Morning All

Further to our meeting earlier in the week.

I have asked the client to pull together all outstanding legal matters as we discussed in our meeting.

In addition, given the current stall by the NPA in confirmation of brownfield land designation, it would be advantageous for SE to confirm this either direct to the NPA, as part of your hopeful meeting with them and Sepa or indeed to ourselves and we can forward on in due course.

It is clear from the sales particulars/brief that this was a fundamental part of the sale (copy attached for ease of reference)

If you could review and advise at your earliest

Kind Regards

11(3A)(a)

www.glenfruin.co.uk

From: 11(3A)(a)

Sent: Monday, March 4, 2024 1:01 PM

To: 11(3A)(a)

Subject: FW: 2022/0157/PPP Lomond Banks - Traffic & Transport, NPF4 Policy 22 & Previously Developed Land

Afternoon All

Thanks for your time earlier., comms below as discussed.

I'll touch base with my client on the other items and revert.

Kind Regards

11(3A)(a)

www.glenfruin.co.uk

From: [Redacted] 11(3A)(a)

Sent: Friday, March 1, 2024 9:29 AM

[Redacted]
11(3A)(a)
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

Subject: RE: 2022/0157/PPP Lomond Banks - Traffic & Transport, NPF4 Policy 22 & Previously Developed Land

Dear all,

Following the respective email communications below last year including detailed timeline of submissions, updates and communication it was agreed by the project team to contact all the respective parties involved in one email. Since the emails we have sought to engage with individual parties seeking updates and to resolve the outstanding issues and press for the application to be determined as soon as legislatively possible.

This engagement has had limited success, and the client has requested we seek formal updates from all parties and report back by CoB on Monday 4th March.

We are seeking updates on the following please:

- Meeting held between LLTNPA and SEPA February 2024 including responsibility and timescales for responses plus any follow up discussions.

Our understanding is that LLTNPA are awaiting feedback from SEPA regarding the proposed flood risk mitigation including compensatory storage before LLTNPA will confirm their position on previously developed land. SEPA have advised that discussions are ongoing but there is no timescale to respond just yet..

- Meeting between LLTNPA and WDC 21 February 2024 to discuss the application.

Are you able to advise that the meeting took place, who attended and any potential feedback from it?

- Meeting held this week between LLTNPA Planners and/or any upcoming meetings with SEPA and WDC.
- With the exception of SEPA, you will all have been copied in on the Transport Technical Note submitted last week and hopefully an updated response by WDC Roads can be issued to LLTNPA quickly.

The submission of the Transport Technical Note should now mean that all the information submitted since September 2023 can and should be published on the LLTNPA Planning Portal to allow formal re-consultation with the required consultees take place and for any

required neighbour notifications and adverts. For confirmation this includes the following documents:

- **Transport Technical Note – submitted 23 February 2024**
- **Updated Flood Risk Information Note inc. Compensatory Storage – submitted 8 December 2023**
- **Signed Letter of Undertaking between Transport Scotland and applicant to improve the Stonymollan Roundabout – submitted 10 November 2023**
- **Ecology Re-Validation Survey - submitted 10 November 2023**
- **Summer Traffic Assessment August 2023 – Submitted 25 September 2023**
- **NPF4 Policy 22 and Previously Developed Land Information Note – submitted 19 September 2023**

As evidenced above and below, there are a number of key decisions that need to be made by LLTNPA, WDC and SEPA to allow the application to progress. There is a domino effect that begins with LLTNPA and SEPAs discussions on NPF4 Policy 22 and Previously Developed Land before coming full circle to LLTNPA to determine the application. In addition to the SEPA discussion, WDC Roads final position also needs to be confirmed to allow WDC Planning to prepare its consultation response.

The application has been in the system and public domain since May 2022 as we consider that the submitted information is more than enough for this PPiP application to now be processed and determined. Can I therefore request updates related to the above questions and where things are with the application and outstanding issues. Can these updates be provided by 3pm on 4 March please?

Finally, just to advise and make you aware that we have received an invite to attend the Balloch and Haldane Community Council meeting on Tuesday 5 March 2024 to discuss the changes made to the application following its submission.

Look forward to receiving your updates and if there is anything you wish to discuss, the applicant and project team are available to meet in person or virtually.

Kind Regards

11(3A)(a)

Traffic & Transport
NPF4 Policy 22 & Previously Developed Land

From: 11(3A)(a)

Sent: Friday, December 22, 2023 12:15 PM

To: 11(3A)(a)

[Redacted]

Subject: RE: 2022/0157/PPP Lomond Banks - Traffic & Transport

Hi 1(3A)(a)

Following discussion and agreement within the project team, we thought it would be helpful for all decision-making parties involved in the In Principle planning application for Lomond Banks to provide a timeline of documents submitted and feedback received in relation to traffic and transport issues. This is to ensure that those who are not involved in the project on a daily basis have the full timeline within one email and help aid further discussion and progression of the application to determination. There are a number of key decisions that need to be made by a number of bodies to allow the application to move towards determination. These key decisions are highlighted at the conclusion of this email.

[Redacted] 10(5)(e) :

From: 11(3A)(a)

Sent: Friday, December 8, 2023 12:23 PM

To: 11(3A)(a)

[Redacted]

Subject: 2022/0157/PPP Lomond Banks - Flood Risk & Mitigation

Hi 11(3A)(a)

Following discussion and agreement within the project team, we thought it would be helpful for all decision-making parties involved in the In Principle planning application for Lomond Banks to provide a timeline of documents submitted and feedback received in relation to the potential flood risk and mitigation at the West Riverside area of the proposed development site. This is to ensure that those who are not involved in the project on a daily basis have the full timeline within one email and help aid further discussion and progression of the application to determination. There are a number of key decisions that need to be made by a number of bodies to allow the application to move towards determination. These key decisions are highlighted at the

10(5)(e)

[Redacted text block]

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conclusion of this email.

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• [redacted] 10(5)(e)

[redacted]
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[redacted]
[redacted]

From: [redacted] 11(3A)(a) >

Sent: Wednesday, January 25, 2023, 10:03 AM

To: [redacted] 11(3A)(a)

[redacted]
[redacted]
[redacted]

Subject: Lomond Banks - WDC feedback on additional traffic information

Dear [redacted] 1(3A)(a)

Happy New Year. I hope you're well. I understand from the agent for Lomond Banks that they are awaiting feedback from WDC Roads Authority on additional traffic information requested by us. I understand the submission of the package of information we have requested from them is pending your response. I would

[redacted] 10(5)(e)

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[redacted]
[redacted]

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[redacted]

[redacted]
[redacted]
[redacted]

[redacted]
[redacted]
[redacted]

be grateful if you would therefore be able to give a timeframe for your providing your feedback to them in order that we may understand our timelines for moving the application forward.

Many thanks in advance,

Regards

11(3A)(a)

13 February 2023

In response to Further Information request by LLTNPA on 17 November 2023 a package of information (attached) was submitted to LLTNPA. It covered the following transport matters (in bold):

- **An Addendum to the EIA Report (EIAR)**
- **A replacement EIA Non-Technical Summary (NTS)**
- **A summary table within the NTS highlighting the ‘receptors’, the ‘pre-mitigation significance of effects’, the ‘mitigation’ proposed and the ‘post-mitigation (residual) significance of effects’ for all EIAR chapters**
- **A revised Location Plan; Parameters Plan and Indicative Masterplan showing Area 10 now deleted and reduced scale of development at Woodbank.**

10(5)(e)

[Redacted content]

• Plans showing areas of proposed woodland loss and retention and areas of proposed woodland net gain overlaid with the proposed development,

• Clarification on parking numbers

• Anticipated post-development uplift in vehicle numbers.

• Clarification of how the EIAR has assessed the significance of the effect of development on Woodbank House

• Route of the John Muir Way

• Confirmation that no enabling residential development is proposed.

• Confirmation that the traffic assessment work was undertaken during an appropriate month of an appropriate year

• Assessment of the proposed development against NPF4.

3 March 2023 – Stonymollan Roundabout & Transport Scotland

Members of the project team met with Jackie Baillie MSP to update her on progress of the planning application.

10(5)(e)

10(5)(e)

clarification should be addressed:

Dear 11(3A)(a)

I refer to your earlier emails in respect of the above application. I have undernoted the further items we would seek clarification / confirmation on.

Upon receipt of these clarifications and confirmations we will endeavour to provide our definitive response ASAP thereafter.

I trust that this allows you to progress.

Best Regards

11(3A)(a)

UNDERNOTE

Scope for Summer Traffic Assessment

- ***Confirmation of the Summer daily network peak hours and detail if these are different from the neutral month assessed.***
- ***Transport Scotland Data highlights that summer traffic is higher than neutral month. Assessment/comparison of summer traffic volumes should be undertaken to allow an understanding of typical traffic conditions and any impacts on the road network considered within the TA. This should also include a comparison of current traffic volumes with the***

10(5)(e)

[Redacted content]

2017 survey data.

- **Consideration of the actual peak hours of the development should be provided alongside the review of summer peak traffic hours as outlined above to allow the impact of the development on the surrounding road network to be fully considered.**

Parking and Signage Strategy

- **More detail should be provided into how Travel Plan initiatives will be managed i.e., Travel Plan Co-ordinator**
- **Daily arrival departure profile should be provided along with a parking accumulation to allow understanding of parking levels and traffic movements throughout the day.**
- **Confirmation that other businesses have agreed to alter opening times to operate as overspill car parking.**
- **Confirmation on who will operate and manage the buggy buses.**
- **Appendix A provides details for Traffic Wardens (It is assumed these are Parking Attendants or Traffic Marshalls who will operate within the site). The information should be further expanded to a Traffic Management Plan, detailing locations of car parking, locations of “Wardens” and to where and for what reason traffic will be diverted to other carparks and by which route vehicles will have to take.**

A detailed email response (attached**) was submitted to LLTNPA and WDC Roads on 13 April 2023.**

10(5)(e)

Kind regards,

11(3A)(a)

11(3A)(a)

16 May 2023 – Summer Traffic Assessment

Further comments (below) were issued by WDC Roads regarding the Summer Traffic Assessment Scope and the Parking and Signage Strategy.

From: [redacted] 11(3A)(a)

Sent: Tuesday, May 16, 2023, 4:58 PM

To: [redacted] 11(3A)(a)

Subject: FW: 2022/0157/PPP - Lomond Banks Balloch Consultation - WDC Transport

Hi [redacted] 11(3A)(a)

Please find *attached* further comments from WDC Roads in relation to this planning application.

I trust this will allow you to progress.

Summer Traffic Assessment

Following internal discussions, we consider that the traffic data submitted should be updated to provide a contemporary indication of impacts of summer peak traffic volumes on the adjacent road network.

11(3A)(a)

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

Direct: [redacted] 11(3A)(a)

Parking and Signage Strategy

West Dunbartonshire Council Roads would look for a Framework Travel Plan to be submitted at this stage for review.

An understanding of how the car parking will operate will have a knock-on effect into how the surrounding junctions will operate. If daily departure profiles cannot be provided to allow an understanding of the parking levels and traffic movements throughout the day, a recommendation of further transport assessment requirements should be as a condition of consent.

The requirement for operation and management of buggy buses to transport guests around the site and negate the need for cars once guest have arrived should be a condition of planning consent.

Traffic Management Plan should be a condition of planning consent and should include detail on locations of car parking, locations of “Wardens” and to where and for what reason traffic will be diverted to other car parks and by which route vehicles will take.

Any requirement for a full Travel Plan and Traffic Management Plan to be submitted at this stage of the application as a requirement of the EIA would be a Planning consideration rather than a Roads consideration. WDC Roads would be happy to review any information that is provided should these full assessments be required.

Kind Regards

11(3A)(a)

25 September 2023 – Summer Traffic Assessment

The attached Summer Traffic Assessment of August 2023 was submitted to LLTNPA and WDC Roads were copied in the email submission. The scope of this assessment was agreed by both Transport Scotland and WDC Roads. In comparison to the 2017 surveys, the 2023 traffic surveys show a lower level of traffic recorded passing through the two junctions in both the weekday morning peak hour and Saturday peak hour. The recorded 2023 traffic flows recorded in the weekday evening peak hour are higher than the 2017 surveys for both junctions.

Overall, the assessment showed very little difference with the 2017 traffic surveys and that both the Stonymollan Roundabout and the McDonalds Roundabout will continue to operate with adequate reserve capacity with no significant material traffic impact on their operation. The results show that the existing roundabout junctions operate within capacity and will continue to operate within capacity with the addition of proposed development traffic in 2031 (opening year).

10 October 2023 – Stonymollan Roundabout & Transport Scotland

A signed Letter of Undertaking (attached) was issued by Transport Scotland and provides commitment from Lomond Banks to finance agreed improvements to A82/Stonemollan Roundabout. The financial contribution to Transport Scotland can be provided via a Section 96 Agreement of the Road Act should the application be approved.

13 November 2023 – Traffic & Transport update to Jackie Baillie MSP

Members of the project team met with Jackie Baillie MSP to update her on progress of the transport matters that she raised concern about in our xx March 2023 meeting. She was updated on the results of the submitted Summer Traffic Assessment carried out in August 2023 and confirmation of a signed off Letter of Undertaking between the applicant and Transport Scotland committing to a financial contribution to improve the A82 Stoneyhill Roundabout..

13 November 2023 – McDonalds Roundabout

Following a conversation with 11(3A)(a), we were made aware of WDC Roads commissioning your Transport Consultants to carry an assessment of the Lomond Way/Old Luss Road/Balloch Road (McDonalds) Roundabout. In your email (below) of 23 November you confirmed that the team were assessing the recent traffic counts and as part of that assessment we are also reviewing the current operation of the roundabout, particularly during peak times, to determine if there are any measures that could improve the movement round the roundabout.

From: 11(3A)(a) >

Sent: Thursday, November 23, 2023, 5:18 PM

To: 11(3A)(a)

Subject: RE: Lomond Banks proposal & Ben Lomond Way/Old Luss Road/Balloch Rod Roundabout Assessment

Hi 11(3A)(a)

Apologies for the delay in responding. The team are currently assessing the recent traffic counts and as part of that assessment we are also reviewing the current operation of the roundabout, particularly during peak times, to determine if there are any measures that could improve the movement round the roundabout. At peak times there is congestion in this location, and we are assessing what the impact on this congestion will be with the development trips.

Thanks,

11(3A)(a)

From: 11(3A)(a)

Sent: 14 November 2023 11:20

To: 11(3A)(a)

Subject: Lomond Banks proposal & Ben Lomond Way/Old Luss Road/Balloch Rod Roundabout Assessment

Hi 11(3A)(a)

Hope you are well?

As part of the above planning application, 11(3A)(a) advised recently that WDC Roads have commissioned Atkins to assess the Ben Lomond Way/Old Luss Road/Balloch Road Roundabout.

I have asked 11(3A)(a) if he can advise on the reason/rationale for this commission and what is the proposed outcome from it? I also asked what the expected timescale to complete. I have not had a response from 11(3A)(a) to date and was hoping you may be able to advise.

We are trying to get things lined up at present to allow both WDC Planning and LLTNPA Planning to prepare their respective committee papers and we met with Jackie Baillie yesterday to update her on the proposal. She is aware of the assessment being commissioned but is also keen to understand it more.

Let me know if you can provide an update.

Kind regards,

11(3A)(a)

MRTPI

11(3A)(a)

12 December 2023 – Summer Traffic Assessment & McDonalds Roundabout

The following interim request for further information was submitted by WDC Roads to LLTNPA. It is assumed that this is on the back of the recent assessment of the McDonald Roundabout.

From: 11(3A)(a) >

Sent: 12 December 2023 17:53

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

Cc: 11(3A)(a)

Subject: *FW: Consultation Request Notification - 2022/0157/PPP - Summer Traffic Assessment*

Hi

In response to the updated traffic assessment supplied by the Developer WDC Roads would provide the following response

- *A review of the traffic data shows that the 2023 data is higher in the PM peak, but lower in the AM and Saturday compared to the 2017 traffic flows.*
- *TRICS analysis of the uses has been undertaken. The assessment states that the peak development times have been used, however no evidence showing these as the peak times has been provided. Consultant to provide daily trip rates for each mode showing the peak hour of each use.*
- *The model has been calibrated correctly in relation to geometries and input traffic flow scenarios. A review of the traffic flows showed that on a number of approaches unequal lane usage was present. This would result in an over estimation of capacity. The model should be updated to a 'Lane Simulation model' due to the unequal lane usage as per the model user guide.*

Kind Regards

11(3A)(a)

I have discussed these requests with our Transport Planners, and they have advised that they can be provided. We will look to submit the requested information early in January 2024.

Conclusion

As you may appreciate from the above timeline there has been a considerable amount of traffic and transport work requested, prepared, and submitted to the LLTNPA and reviewed by WDC Roads over the past 18 months. This as already mentioned is on the back that neither Transport Scotland nor WDC Roads have objected to the application. The commitments made by the applicant go beyond what is required to mitigate the impact of the proposal. The latest information request of 12 December should be the final required transport submission and we are not aware of any other outstanding transport issues. There is a need to progress the application. In summary the following traffic and transport information undertaken and submitted are as follows:

- **Parking & Signage Strategy**
- **Unilateral Voluntary Undertaking – Sustainable transport measures**
- **Further transport information requested by WDC Roads within the 13 February 2023 response to LLTNPA.**
- **Summer Traffic Assessment August 2023**
- **Signed Letter of Undertaking with Transport Scotland to improve the Stoney-mollan Roundabout**

As said at the start of this email, there are a number of key decisions that need to be made by both LLTNPA and WDC (in bold) to allow the application to progress to determination in early 2024. They are as follows:

- **LLTNPA to publish the information submitted over the past few months on the Planning Portal (Universal Voluntary Undertaking; Information Note on**

Previously Developed Land; Summer Traffic Assessment; Ecology Re-validation Survey) to allow for one single re-notification, re-consultation, and re-advertisement of the application.

- **LLTNPA to confirm its position on the status (previously developed land) of the land at West Riverside to SEPA**
- **Should LLTNPA confirm that West Riverside is previously developed land, SEPA will need to formally respond on compliance with NPF4 Policy 22 and whether the proposed flood risk mitigation with compensatory storage is in line with their requirements.**
- **WDC Roads to submit a formal consultation response to LLTNPA on traffic and transport.**
- **The formalisation of SEPAs position and WDC Roads position will allow WDC Planning to prepare its consultation response to the application, present their report to their Board and send their consultation response to LLTNPA.**
- **With all the above in place, this will allow LLTNPA to prepare its report and recommendation to committee for determination.**

There is a domino effect that begins with LLTNPA before coming full circle and determining the application. Within this though WDC Roads position needs to be confirmed to allow WDC Planning to prepare its committee report and recommendation. We have mentioned our keenness to various parties about meeting (in person or virtually) with LLTNPA and WDC to discuss the application and to move things towards a determination early in 2024. As you can see I have copied 11(3A)(a), LLTNPA Planning, Flamingo Land and Stantec colleagues into the email. As a team we have availability to meet from 3 January onwards.

I trust the above and attached is a helpful timeline of traffic and transport work undertaken following submission of the planning application and look forward to

your response both in terms of WDC availability to meet and how to progress the application.

Kind regards,

11(3A)(a)

[Redacted]

[Redacted]

Appendices - Named Attachments

Friday 7th June 2024 – Response from SEPA

11(3A)(a)
Planning Department
Loch Lomond and the Trossachs National Park
By email only to: planning@lochlomond-trossachs.org

Our Ref: PCS-20001240
Your Ref: 2022/0157/PPP

SEPA Email Contact:
planning.south@sepa.org.uk

05 June 2024

Dear 11(3A)(a)

**Town and Country Planning (Scotland) Acts
Erection and operation of a mixed-use tourism and leisure development –
Zone A (Station Square) and Zone B (Riverside)
Land At Pier Road, Ben Lomond Way and Old Luss Road, Known As West
Riverside And Woodbank House (Lomond Banks) Balloch**

Thank you for reconsulting SEPA on 29 April 2024 in relation to the above application.

Currently, the Planning Authority has not confirmed whether Parts i – iv of NPF4 Policy 22a applies to the proposals. Our response dated 28 July 2023 (Ref: 9660) reflects the principle of flood risk avoidance based on Parts i – iv not applying to the proposals. Our response provided on 05 April 2024 (Ref. PCS-20000778) outlines SEPA's comments were Part iv to apply, as requested by the Planning Authority.

To summarise, based on the above, our current position to development Zones A and B is one of **objection** subject to **modification**, however if the Planning Authority did ultimately consider that one of the scenarios in Parts i – iv of NPF4 Policy 22a applied to the site then some development in Zones A and B may be possible.

Please treat this current response as SEPA's final, consolidated position reflecting discussions and all further information provided to date and note the advice below.

Advice for the planning authority

NPF4 promotes a precautionary approach to flooding by avoiding development in flood risk areas (land or built form with an annual probability of being flooded of greater than 0.5% which must include an appropriate allowance for future climate change). The Flood Risk Assessment (dated 14 June 2023) for the application established a majority of Zone B and part of Zone A is in the flood risk area.

Parts i – iv of NPF4 Policy 22a describe where development proposals in a flood risk area will be supported subject to meeting the further requirements listed in the policy (collectively these scenarios are referred to as exceptions below). The Stantec

Information Note 'Previously Developed Land Statement' (dated August 2023) suggests that Part iv applies. SEPA's approach to the application of Parts i – iv is to rely on the advice of the Planning Authority as decision-maker. As the Planning Authority have not confirmed their view that any exception applies at this time, our position, as per our advice dated 28 July 2023 (Ref. 9660), remains that the Zone A and B layout be modified to remove development from the flood risk area.

However, if the Planning Authority consider that an exception applies then as per our advice dated 05 April 2024 (Ref. PCS-20000778) further information would be needed to inform the number, scale and location of the proposed lodges. SEPA consider that it may be possible for some development to take place in these areas as certain mitigation is acceptable in the event of the site being considered to be an exception. However, this will depend on the outcome of the further flood risk work. Development to the parameters and indicative layouts outlined in the planning submission may not be fully deliverable. It is possible further modification and alteration to the site designs would be required.

In summary, we would expect the following work to be undertaken:

- Updated flood risk modelling which removes the riverside embankment and assesses potential blockage of any conveyance structures through the raised paths;
- Review of the proposed raised path design to include a 600mm freeboard; and
- Amendment of the compensatory storage strategy reflecting the above supported by information to demonstrate there is no reduction in floodplain capacity or increased risk for others.

We consider it to be for the Planning Authority as to whether such information should be provided at the outline or detailed planning stage. Should this be addressed at the detailed planning stage, as proposed by Stantec in their letter dated 11 April 2024, we reserve the right to object at that stage should we consider further information to be required or the proposals to be contrary to national planning policy at that time.

In relation to flood risk issues for the other development zones please refer to our response dated 28 July 2023 (Ref. 9660). For all other planning matters, please refer to our original response dated 15 July 2022 (Ref. 5415).

If you have queries relating to this letter, please contact us at planning.south@sepa.org.uk including our reference number in the email subject.

Your sincerely,

11(3A)(a)

Planning Service

Ecopy

11(3A)(a)

Thursday 7th March 2024

Scottish Enterprise invites proposals for development of West Riverside, Balloch

Introduction

Scottish Enterprise, in partnership with Loch Lomond and Trossachs National Park Authority, are promoting West Riverside and the undeveloped sites within Loch Lomond Shores for tourism and leisure-based developments.

The aim is to create a quality-led destination that improves connectivity between the popular tourist destination of Loch Lomond Shores and the centre of Balloch. Development will be accommodation led and uses that may be considered are as follows:

- Hotel, hostel, lodge or holiday accommodation
- Specialist or tourism related retail
- Family orientated, active leisure activities.

West Riverside can be sold as a whole, or interest in smaller plots within the site will also be considered.

About Scottish Enterprise

Scottish Enterprise (SE) is Scotland's principal enterprise, innovation and investment agency. In collaboration with other partners in the public and private sectors, SE's role is to support the delivery of the Scottish Government's economic strategy which aims "to create a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth". The primary focus for SE is supporting the development of Scotland's key industries and in particular those sectors where Scotland has a competitive advantage in the global marketplace.

Within this context, SE invests in a range of infrastructure projects which aim to provide Scotland's key sectors with access to the physical assets and communication links which are essential to support their growth. The focus is on delivering projects with the greatest chances of success and which will provide the most benefit and again SE work in partnership with other organisations, both public and private, to identify areas where improvements could be made, and to develop new solutions. The site at West Riverside offers a unique opportunity for leisure based development on the doorstep of one of Scotland's key tourism destinations, Loch Lomond. 2

WEST RIVERSIDE LEISURE BASED DEVELOPMENT OPPORTUNITY

Site and Location

The West Riverside site is located in Balloch and is situated on the south western bank of Loch Lomond. It is accessible by car just off the A82, which is the main route from Glasgow to the West Highlands and has strong public transport links by bus and rail.

In a local context, the site is considered to be the strategic link between Loch Lomond Shores (LLS) and the centre of Balloch. LLS have around 1.2million visitors annually and are consistently one of the best visited free tourism attractions in Scotland.

The site is currently used as a public park/woodland with the area adjacent to the High Street (Balloch Station Square) comprising the Tourist Information Centre and a small informal car park.

West Riverside has a number of key attributes. These include:

- Frontage to the River Leven and Loch Lomond
- Close proximity to Balloch Railway Station
- An established TIC housed in an attractive Victorian building
- Adjacent to Sweeny Cruises operation
- It is the main pedestrian thoroughfare between Balloch and Lomond Shores (which attracts 1.15m visitors per annum)
- It is within a two minute walk of Balloch Country Park

SE Objectives

SE has grouped our overarching objectives for West Riverside under two inter-related headings; Economic Development and Design.

Economic Development Objectives

Strengthen Lomond Shores/Balloch as a tourism destination by:

- Extending the range of quality activities open to visitors
- Broadening and improving the quality of Food & Beverage provision
- Encouraging additional overnight stays in the Park
- Encouraging year round activity (outside peak seasons)

Design Objectives

In keeping with the waterfront location in the National Park, the partners require the developer(s) to adopt a high standard for design and specification. Specific aspirations are:

- The use of quality materials which are in-keeping with the wider built and natural environment i.e. stone, timber, slate etc as opposed to modern cladding/glazing systems
- A high level of integration between different uses
- Public realm that invites and encourages footfall between Balloch and LLS
- Retaining and enhancing public access to the River Leven footpath
- Retention of the former Station buildings

Site History

The site is located in Balloch. In total, the site extends to approximately 18 hectares and runs north-west/south-east direction from Balloch Road/Balloch Bridge to LLS/Ben Lomond Way. It was last in use in 1986 by British Rail who operated a railway link to the Pierhead, connecting with the Loch Lomond steamers. The existing Tourism Information Centre to the south of the site was in use as Balloch Station until this time. Some areas of land contamination exist as a result of the railway use.

SE took ownership of the land from British Rail in 1989 by way of a statutory conveyance. In 2000 land to the north east of the site was developed by what is now the LLTNPA as parking facilities for the public boat launch facility and the Maid of the Loch. This land is the subject of concluded missives between SE and the LLTNPA, although the formal transfer of title has not yet taken place. The LLTNPA has granted a 25 year lease of the Maid of the Loch car park to the Loch Lomond Steamship Company (LLSC), a registered charity which owns and operates the Maid of the Loch.

The LLTNPA and LLSC have indicated their willingness in principle to consider a land transfer to allow inclusion of part of this area in the West Riverside development.

Interested parties may consider other layouts for the Pierhead area provided proposals retain sufficient car/trailer parking to support the Maid of the Loch and Duncan Mills Slipway.

The Old Station Building on Balloch Road is currently leased by SE to VisitScotland. The land adjacent is currently used as a public car park by local residents, train commuters, and visitors to Balloch. SE has leased the moorings on the River Leven abutting the site to three separate boat clubs.

Public Sector Assistance, Extraordinary Costs & Site Value

SE is highly unlikely to offer direct financial assistance towards a building/visitor attraction. Such assistance would require to fall within schemes approved by the European Commission and it should be noted that Balloch lies within a Tier Two Assisted Area. The potential for a direct SE contribution to works carried out by the developer will therefore be very limited.

The site is subject to a number of physical constraints arising from historic use and ground conditions. It is recognised that the cost of overcoming these constraints will not be quantified until a detailed design/value engineering appraisal is completed by the preferred developer.

In the circumstances SE requires any submission to specify a provisional site price on the assumption that there are no extraordinary costs associated with flooding risk, ground conditions or the capacity of local infrastructure. In due course this provisional price will be adjusted to take into account the findings of the detailed design/engineering via the following mechanism:

The provisional site price will be adjusted to reflect the extraordinary costs associated with the development subject to a minimum of open market value as determined by an independent valuer.

In the event the qualifying extraordinary costs exceed the difference between the provisional site price and open market value then SE will consider carrying out enabling works to the land prior to possession by the developer. The amount and type of works will be subject to approval by SE. Approval will only be sought if the SE investment is shown to meet the appropriate criteria for public sector investment in the site, including the following:

- the investment by SE must be necessary for the achievement of the development as demonstrated by a financial appraisal
- The post works condition of the site is taken into account when determining the sale price (based on open market value).
- the economic impacts of the development must be sufficient to justify the investment

Given any future sale will be based on open market value; the provisional sale price will not form part of the formal assessment (see Evaluation Process below).

Submission Requirements

Offers must be accompanied by the following information which will allow Scottish Enterprise and GVA to evaluate the bids and select a preferred bidder(s).

- Bidders should provide a summary of their development history and outline potential composition of their development team, including the details of their design team and key contacts.
- Bidders should provide summary details of recent projects, to demonstrate their track record in the delivery of leisure based developments.
- SE will seek to obtain open market value for the interest being sold as confirmed by an independent surveyor. The site will be sold subject to the Bidder under a building lease/development agreement to be entered into with Scottish Enterprise regulating use, maintenance and other obligations. Further guidance on the submission requirements for the financial offer is included within the Evaluation section below.
- The financial basis of the offer including an outline development appraisal and funding strategy, which should include details of any overage provision (including triggers for same), and any conditions attached to the offer.
- Outline development appraisal which clearly sets out the quality of the proposed development and its context within the wider LLTNPA context. As a minimum, the following plans and information should be provided:-
 - Written design statement setting out the scheme proposals and explaining how the proposals will be integrated with the Masterplan and, where relevant, how the proposals will meet planning and statutory requirements. It should also explain the access provisions for vehicular and pedestrian traffic.
 - Proposed site layout plan at 1:1000 scale. The layout plan should clearly illustrate the how the proposals respond to key masterplanning issues such as density, open space and public realm provision and the relationship with Loch Lomond Shores.
 - Site plan showing access, servicing and parking arrangements.
- An outline development programme identifying key milestones and delivery dates.
- Statement of proposed Community Benefits to be delivered by the proposals.
- An outline marketing plan should be provided to indicate how the Bidder will promote and manage the completed development. 5

Offers shall not be considered if any of the above items are not submitted at the closing date. Whilst fully intending to sell, the sellers are not bound to accept the highest or indeed any offer.

Each submission will be scored against each criterion according to the following scale:

- 0 – Nil or inadequate response. Fails to demonstrate an ability to meet the requirements;
- 1 – Poor – Partially relevant but generally poor response. Demonstrates some understanding but contains insufficient detail or explanation to demonstrate how the requirements will be met;
- 2 – Acceptable – Relevant and acceptable response. Demonstrates a broad understanding but lacks full details or explanations to demonstrate how the requirements will be met in specific areas;
- 3 – Good – Relevant and good response. Sufficiently detailed to demonstrate a good understanding and provides a clear explanation of how the requirements will be met;
- 4 – Excellent – Completely relevant and excellent overall response. Comprehensive and clear, demonstrates a thorough understanding and provides a persuasive explanation of how the requirements will be met in full.

Evaluation Process

Submissions will be evaluated in accordance with the criteria noted in the section below.

Whilst bidders are required to submit their provisional purchase price it should be noted that this price will be adjusted to reflect open market value once detailed design/engineering appraisals have been undertaken.

The evaluation team will consider the developer's submission against the following weighted criteria:-	Criteria	Weighting %
Achievement of SE design objectives		25
Achievement of SE economic objectives		25
Community Benefits		5
Developers experience and track record		5
Financial viability & funding strategy		20
Deliverability and programme		20
Total		100

Further Information

All enquiries for further information should be directed to

11(3A)(a)

Business Infrastructure

Scottish Enterprise

Atrium Court

50 Waterloo Street

Glasgow

G2 6HQ

Tel: 11(3A)(a) 11(3A)(a)

E-mail: 11(3A)(a)

GVA James Barr

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11(3A)(a)

Consultant