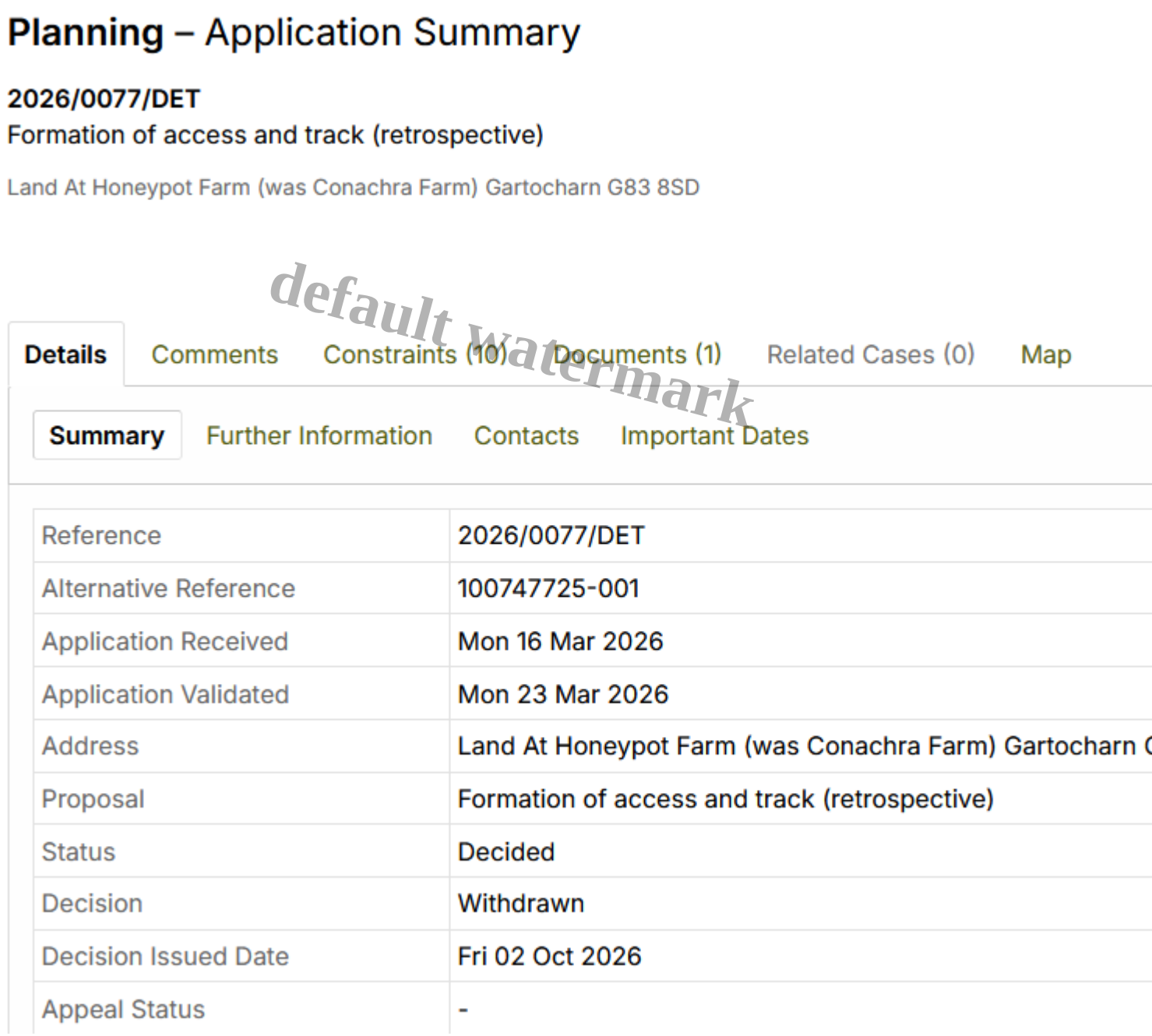
The LLTNPA, the unlawful new access track to Honeypot Farm and Honeywagon

Description



Planning – Application Summary

2026/0077/DET
Formation of access and track (retrospective)

Land At Honeypot Farm (was Conachra Farm) Gartocharn G83 8SD

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Details | Comments | Constraints (10) | Documents (1) | Related Cases (0) | Map

Summary | Further Information | Contacts | Important Dates

Reference	2026/0077/DET
Alternative Reference	100747725-001
Application Received	Mon 16 Mar 2026
Application Validated	Mon 23 Mar 2026
Address	Land At Honeypot Farm (was Conachra Farm) Gartocharn G
Proposal	Formation of access and track (retrospective)
Status	Decided
Decision	Withdrawn
Decision Issued Date	Fri 02 Oct 2026
Appeal Status	-

The retrospective planning application for the unlawful new road to Honeypot Farm (see here), submitted in March, has been withdrawn by Michael Hyde Planning Associates, the agents on behalf of the owner of the farm, Sam Newall. Without a retrospective planning application there is no longer any justification for allow the new road to remain in place and the Loch Lomond and Trossachs National Park Authority (LLTNPA) therefore should now take enforcement action to ensure the land is fully

restored. Michael Hyde Associates have, however, subsequently informed the LLTNPA they intend to submit a new planning application.

The LLTNPAâ??s handling of the unlawful development to date

Local residents had tried to get the LLTNPA to stop the work to construct the new road once they realised what was going on. Their pleas fell on deaf ears and the LLTNPA instead allowed the developer to complete the new road and asked them to submit a retrospective planning application.

The LLTNPAâ??s approach to this unlawful development served to undermine the integrity of the planning system and encourages planning lawlessness in the National Park and more widely afield. This is because if a developer knows a planning authority will approve a development retrospectively, as the LLTNPA did with a new driveway at Tarbet in 2022 (see here), it is easier just to go ahead with a development and present a fait accompli for approval.

In the case of new access off public roads, which has significant safety implications, in 2020 the LLTNPA did take enforcement action when they issued a temporary stop notice against the creation of a new vehicular road off the A811 east of Gartocharn and highlighted their actions in a news release:

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Enforcement action taken to stop unauthorised development

Planning enforcement action has been taken to stop work on an unauthorised development in Loch Lomond & The Trossachs National Park.

A Temporary Stop Notice has been issued requiring the immediate halting of works on a site off the busy A811 ea Gartocharn.

Work has been carried out to create a vehicle access, erection of a gate and site preparation without planning permission.

The Temporary Stop Notice also relates to any further development activity in anticipation of the siting of carava other similar structures relating to a change of use of the existing agricultural field.

The Notice has been issued by Loch Lomond & The Trossachs National Park Authority, as planning authority for th with immediate effect from Friday 14th August.

Extract from news release

This history suggest the LLTNPA has been taking a more relaxed approach to road safety requirements since 2020.

There are additional issues in the Conachra farm case, however, because the LLTNPA had had contracts with Sam Newallâ??s company, Honeywagon Ltd, to provide them with mobile toilets. They therefore had a clear conflict of interest in this case which may help further explain why they did not issue a stop notice (this is something which their Planning Committee should investigate).

The original deadline for determining the application was Friday 22nd May. The LLTNPA was unable to meet this deadline because of the number of issues raised by local residents which they then drew to the attention of others.

A good example was the objection from the Walk and Wheel Cycle Trust, the successor to Sustrans:

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National Cycle Network Route 7

As custodians of the National Cycle Network, Walk Wheel Cycle
above planning application seeking retrospective approval for
access and track on land associated with Honeypot Farm (previ
access is located on the C118 road, which serves as part of NCN
route connecting Inverness and Gretna across Scotland, via Avi
Glasgow, Ayr and Dumfries. NCN 7, connecting Loch Lomond a
Cairngorms National Park is particularly popular with touring cy
section of EuroVelo 1.

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The C118 road serving this site is a rural road, with restricted wi
segregated provision for people walking, wheeling or cycling, c
therefore a shared space. The traffic speed and volume data tha
Annual Average Daily Traffic to be under 500 vehicles, and the
of the new vehicle access being between 30 – 50kph which mak
environment, according to Transport Scotland's Cycling By Desi

NCN 7 has been designated as a core path by Loch Lomond an
Authority. Core paths are paths, waterways or any other means
promote and manage the exercise of access rights, which have
proposed new vehicle access will be interacting with this core p

Like many of the objections, that from the Walk Wheel Cycle Trust shows the LLTNPA should have taken enforcement action: in this case it appears their senior management were not even prepared to protect the safety of the National Cycle Routes and one of their own core paths from an unlawful development.

However the objection that finally put an end to the current retrospective planning application was that from Stirling Roads. After considering new documentation submitted by the developer over over the summer, which attempted to justify constructing the new access onto a point in the road where there was very limited visibility, Stirling Roads finally decided they could not relax their approved design standards and submitted an objection on 22nd September:

> As the new access is not being considered as a replacement, but as a new access off the public ro
> relaxation of the required design standards is not considered to be appropriate. Given this I can co
> Stirling Council's Network Management Team do not support the proposals, for the reasons set ou
> consultation response of 6th May 2026.
>
> It is recommended that the Planning Authority use their statutory powers to ensure the removal of
> with the adjacent road and verge being reinstated to match the historic arrangements.

Conclusion to letter from Stirling roads

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It is one thing to override objections to a planning application by local communities and non-statutory bodies, quite another to ignore an objection from another public authority and it appears this forced LLTNPA officers to prepare a report for their Planning Committee recommending the application be objected and that in turn caused the applicant to withdraw the application.

From a developer perspective it is normally far better to withdraw a planning application, than to have one rejected, as this enables them to play cat and mouse with the public and erase the planning history (see here). That is just what the developer intends to do in this case:

From: Michael Hyde <mh@mhplanning.co.uk>
Sent: 06 October 2026 09:27
To: Caroline Strugnell <Caroline.Strugnell@lochlomond-trossachs.org>
Cc: Bob Cook <bob.cook@lochlomond-trossachs.org>
Subject: RE: Application 2026/0077/DET, Formation of Access and Track (Retrospective), Land at Hor
8SD

Good morning Caroline

The reason that the current application is to be withdrawn is so that a further application, that fully addresses the and highway safety, can be submitted and assessed.

This history is also important in this case because, now there is no retrospective planning application, it evidences the need for the LLTNPA now to take enforcement action. It is of concern, therefore, that the

LLTNPA has removed all the documentation relating to the planning application from its planning portal. (Unfortunately I failed to download copies of the documentation so have now made an FOI request).

Honeywagonâ??s new vehicle/storage park

The email from Michael Hyde Planning Associates goes on to state:

As you have also noted, one of the initial issues of concern for local residents in relation to the unauthorised acc
applicant's company, NWL Honeywaggon Co. The applicant (Sam Newall) had then applied for a Goods Vehi
of the use of Conachra Farm (attached). As you are aware from our discussions this GVO application has been
alternative site for the operation of his vehicles at Lomondgate in Dumbarton. We have applied to West Dumba
permission for the use of this land (https://apps.west-dunbarton.gov.uk/dcdisplayfullx.asp?vUPRN=DC26%2F137%2FFUL&vPassword=&View1=View). Sam has
GVO licence in respect of the use of this land.

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There is no intention that the land at Conachra will therefore be used in association with Honeywagon Co. in the
agricultural holding that extends to approximately 76.5 hectares (189 acres). It operates as a mixed livestock fa
pigs, together with associated beekeeping activities. The land is used for grazing livestock and the production a
Since acquiring the holding Sam has been actively developing the agricultural enterprise, and increasing livesto
a sustainable and viable farming operation. Two 'Prior Notification' applications, for the erection of agricultura
approved by Stirling Council (LPA references 26/00323/NAG and 26/00349/NAG). The new access will be us
purposes.

This effectively confirms that local residents were right to fear the real reason for the new road was to allow land at Conachra farm to be used for storage purposes and that the LLTNPA should have issued a stop notice, as residents requested. What Michael Hyde Planning Associates has omitted to say in his email to the LLTNPA is that his client has commenced the development of a storage area at Lomondgate without planning permission:



A planning application to West Dunbartonshire Council (WDC), on behalf of Mr Newallâ??s company Honeywagon Ltd, by Michael Hyde Associates in July. This was for â??Temporary Change of Use of Land to a Parking Area for Vehicles and Trailers, including Boundary Fencing and Hardstandingâ?• for an area of land near the Lomondgate roundabout (see here) . WDCâ??s planning portal clearly shows the application had not been decided by 7th October:

West Dunbartonshire COUNCIL

Planning Application Details

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Make a Comment on this Application

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Please note that any comments made on planning applications may be published on the Council internet site as they form part of t public record. The e-mail address and telephone number will not be published.

Reference Number:	DC26/137/FUL
Address of Proposal:	Land At Lomondgate Drive Dumbarton
Proposal:	Temporary Change of Use of Land to a Parking Area for Vehicles and Trailers, including Boun Fencing and Hardstanding
Type of Application:	Full Application
Development Type:	Local Development
Status:	Pending Consideration
Officer:	Ash Hamilton
Date Received:	13/07/2026
Date Valid:	21/07/2026
Decision Date:	
Committee Date:	
Appeal Status:	N/A
Applicant Name:	Honeywagon Co.
Applicant Address:	90-96 North Street Alexandria Dunbartonshire Scotland G83 0EB
Agent Name:	MH Planning Associates
Agent Address:	63 West Princes Street Helensburgh G84 8BN FAO MIchael Hyde

Screenshot 7th October

A number of objections have been lodged to the application, including from local residents, which indicate that work has already started on the site and covers a far larger area than is being applied for in the planning application. This is further evidenced by photos supplied by a reader:



Not only has most of the site now been fenced but land within it has been bulldozed/altered in preparation for its potential proposed use to store vehicles and equipment.



The fence cuts off the footpath from the landscaped area behind

The planning application is for use of the site as a storage site for a period of up to four years for what is described as a brownfield site. The reason the application is temporary appears to be because the proposal is contrary to the land-use agreed in the Local Development Plan. (A storage site at Conachra Farm, over the boundary from the new track, would also have been contrary to the Stirling LDP). Part of the Lomondgate site, however, has been landscaped and the fencing, which is right up to the public footpath, has implications for local amenity which would normally be considered as part of the decision making process on a development (e.g even if it was minded to approve the temporary development WDC might have insisted the fence be set further back).



The fence cuts across existing public utilities including this road sign

The photos show the fencing also has implications for access to public utilities, some of which are in the process of being enclosed behind the fence.



Discussion

The evidence from both Lomondgate and Conachra Farm shows why it is so important that planning applications are properly decided through due process BEFORE any development takes place. It shows why it is in the public interest for planning authorities to take enforcement action in the form of stop notice whenever they are informed of unlawful developments to ensure they are not presented with a fait accompli.

Unfortunately, it appears that WDC is trying to legitimise the unlawful development at Lomondgate, just as LLTNPA tried to do at Conachra Farm. On 2nd October, weeks after the work on site had started,

To support this ongoing expansion, the company requires additional storage capacity. The current North Street premises face operational pressure, as they do not have sufficient capacity to accommodate the full fleet of equipment when multiple items return from productions concurrently.

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Given the nature of the business, a significant proportion of specialist trailers and mobile facilities are typically deployed for extended periods. Consequently, the number of units at the principal operating base fluctuates considerably. When several productions conclude around the same time, multiple trailers and equipment may return simultaneously, leading to operational constraints.

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The proposed use of the Lomondgate site would provide essential overflow storage for company-owned trailers and associated operational equipment between production deployments. This site would complement the company's established North Street operations. Vehicle movements would primarily involve the delivery and collection of company-owned equipment in line with operational needs.

Honeywagon Co. has actively explored alternative sites and solutions; however, none have proven suitable due to various constraints, including availability, capacity, access, location, and operational suitability. The Lomondgate site is the only viable option capable of meeting the company's requirements while maintaining proximity to its existing operational base and accessibility for the local workforce.

It

appears that by early summer Mr Newall realised he need to look for a storage area for his vehicles and equipment elsewhere. That was the right thing to do but he once again proceeded to implement his plans without planning consent. And instead of accepting that the additional entrance to Conachra

Farm is dangerous, he still appears determined to try and get it approved. That means he would have the infrastructure in place for Honeywagonâ??s vehicles to access the farm should WDC take enforcement action at Lomondgate or, if temporary planning consent is granted, when it expires in four years time.

Unfortunately, instead of setting an example to WDC and other neighbouring planning authorities on how to manage unlawful developments in the public interest, the LLTNPA has been doing the opposite. It now appears they are quite happy to allow Mr Newall to play cat and mouse with the public and to give him another chance at the expense of the interests of the local community, road users and recreational interests. The LLTNPA is a National Park Authority that has become part of the far wider problem, in which the planning system serves as a means of legitimising development whatever the consequences for the general public or the environment.

Its one law for developers, another for everyone else.

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Category

1. Loch Lomond and Trossachs

Tags

1. Governance
2. LLTNPA
3. Local communities
4. planning

Date Created
October 8, 2026
Author
nickkempe