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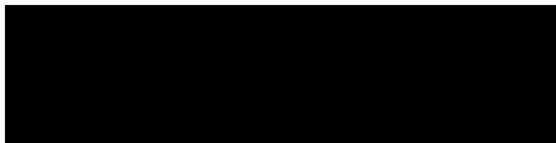
15 July 2022

Dear Planning Support

Neighbour Notification: Planning Application 2022/0157PPP

Further to your letter of 17 June 2022, comments to the application are set out in the attached appendix.

Yours sincerely



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LOCH LOMOND & THE TROSSACHS NATIONAL PARK AUTHORITY

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Appendix 1:

Comments made in relation to proposed development at West Riverside And Woodbank House (Lomond Banks) Balloch

Loch Lomond and The Trossachs National Park Authority occupies land immediately adjacent to the proposed development at this location with reference number 2022/0157PPP. This includes land and buildings at Duncan Mills Memorial Slipway and land and buildings covering an area known as the Gateway Orientation Area. The following response is made by Loch Lomond and The Trossachs National Park Authority in its capacity as land owner/manager relating to both of these sites.

Plans and Policies

In 1999 the Park Authority's predecessor, the Loch Lomond Park Authority (the "LLPA"), took entry to the area of land now forming the Duncan Mills slipway and car parks which adjoins the land subject to the planning application. Entry was taken on the basis that as soon as reasonably practicable after the date of entry LLPA would develop the land to include, among other things, a public boat launching slipway, facilities building, car and trailer parking and related infrastructure and car parking. This tied in with the offer of ERDF funding dated 14th December 1999 for The Loch Lomond Project where a key objective of the project was to allow maximum public access to the Loch edge and along the River Leven.

One of the conditions of the ERDF funding for The Loch Lomond Project was that it was situated within a designated National Park. National Parks in Scotland have statutory aims, one of which is that the Park Authority must promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public. Promoting access to Loch Lomond by providing a public boat launching slipway with associated facilities building, car and trailer parking and related infrastructure and car parking, assists Loch Lomond and The Trossachs National Park Authority in fulfilling this aim. Compromising the slipway operation in any way would be contrary to the National Park Statutory aims and the current National Park Plan.

The current National Park Plan 2018-2023 identifies the following areas of priority which are relevant to the use of the slipway operations:

Water-based recreation:

Boating and fishing continue to be popular and the availability of boating facilities (publicly accessible piers, pontoons and moorings) continues to fall short of demand.

Marine tourism:

The Scottish Marine Tourism Strategy identifies that there is further potential to capitalise on and grow water-based tourism in the Park.

Visitor Experience Priority 6.1:

Securing investment in more publicly accessible boating and recreational facilities, such as piers, pontoons and moorings for a range of users, particularly on Loch Lomond, Loch Long and Loch Earn.

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Visual Appearance of the Proposed Development and its Relationship to its Surroundings

The proposed Monorail would need to be of sufficient height and width where it crosses the access road to the Duncan Mills Memorial Slipway car parks and facility to ensure that vehicles with boats on trailers and other road vehicles are not impeded from taking access. This should include any vehicles associated with the servicing, management and development of all property lying beyond the point where the monorail crosses the road so that all existing parties and uses can continue to have full access to their property.

Compatibility with Existing Uses

The proposed development may bring additional loch users to the area in so far as there may be people wishing to stay in the lodges to have a week / weekend using their boat on Loch Lomond. The development will require adequate provision for such guests and their vessels because there is insufficient space to park boats and trailers for longer term periods in the Park Authority's car parks, especially on days where the guests are exploring the wider area by car and are not on the water.

The Needs of the Area

Duncan Mills Memorial Slipway is a public launching facility and welcomes a large number of customers every year with an average of 3,500 launches from the slipway with busy days accommodating approximately 150 launches. People come from all over UK and use the site to access and enjoy the special qualities of Loch Lomond and the Trossachs National Park. Large scale events such as the annual Go Swim Loch Lomond, and in 2018 the European Open Water Swimming Championships, take place on the site and bring visitors to the area and money into the local economy. With over 5,500 registered boat owners, the site is busy year-round and any disruption to these operations from the proposed development will have a significant impact to those who pay annually to use it.

Provision of Suitable Access and Transportation

Proposed storage area at DMMS for development stage:

Any development phase must not impact operations, or reduce capacity, or the ability of people to access the loch via the public slipway without reasonable mitigations. The current proposal suggests use of the Park Authority's trailer parking areas. This could affect operations significantly due to the following:

Reduced parking for loch users who pay to use our facilities. 14 spaces will be lost from an overall capacity 58 (c25% reduction);

Reduction to space allocated for road preparation. This space would become compromised and may be required to be utilised as a traffic lane in order to pass the proposed storage area, leaving little or no room for customers to prepare their trailers for the road before exiting the site.

Access to Duncan Mills Memorial Slipway and Car Parks:

It is anticipated that the proposal will inevitably increase traffic to the surrounding area. The Park Authority has the following specific concerns relating to the proposed development:

Bottle neck at the entrance to the Duncan Mills Memorial Slipway car park – multiple users e.g. construction traffic, excess visitors, stakeholders (Maid of the Loch and the Loch Lomond Rescue Boat). This would result in even longer

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queues to access our site. The queuing system will span towards the proposed access points to the hotel and overflow car park;

We require 24-hour access to our site from Ben Lomond Way e.g. road closures and development phase will need to be adjusted to allow motorized access to our site at all times not just for Park Authority vehicles but also for emergency vehicles, those going to the Maid of the Loch, and if it relocates to the Leven, vehicles accessing the Loch Lomond Rescue Boat.

Parking:

From the proposal plans it is unclear where the boundary line is in relation to the current parking bays. The Park Authority has the following concern in this regards:

The current proposal appears to suggest losing 2 metres off the existing boundary which would shorten the length of the trailer parking bays, which could ultimately impact on overall parking and as such the boundary of the development should be confirmed.

Adequacy of infrastructure

An upgrade to the existing electrical capacity to the existing property at the Duncan Mills Memorial Slipway has been identified to support infrastructure upgrades to decrease the carbon footprint of the existing operations. This is to support increased investment in electrical vehicle charging, electric boat charging, air source heat pumps and other technology. Other proposals for use of this site by third parties is expected to add to this need in future and the development should not adversely impact the ability to increase the electrical capacity accordingly.

Other improvements to existing services to the adjoining sites managed by the Park Authority at both the Duncan Mills Memorial Slipway and car parks and the Gateway Orientation Area should not be adversely impacted by the development.

Summary

Loch Lomond and The Trossachs National Park Authority in its capacity as neighbouring land owner / manager asks for conditions to be placed on any planning permission granted to ensure that the development does not cause detriment to the existing uses of the land and property occupied and managed by the Park Authority, or any other third parties associated with this existing use as described above.

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