

5 THE TRANSPORT AND PLANNING POLICY CONTEXT

5.1 INTRODUCTION

This chapter reviews the national, strategic and local planning policies relating to the proposals. The extent to which the proposals comply with these policies is assessed. The effects of the development proposal on extant³⁵ planning applications and permissions and other known or anticipated future developments are also considered.

National planning policy in Scotland is set out in National Planning Policy Guidelines (NPPGs). These documents are currently under review and are being replaced by revised guidance, Scottish Planning Policies (SPPs). Advice on good practice is set out in Planning Advice Notes (PANs) and this is discussed where relevant.

5.2 SOURCES OF INFORMATION

Published documents including:

- Loch Lomond and Trossachs National Park Plan 2007 – 2012;
- Clackmannanshire and Stirling Structure Plan 2002; and
- Stirling Council Local Plan, 1999.

5.3 NATIONAL PLANNING POLICY REVIEW

This section reviews national and transport planning policy relevant to the Crianlarich Bypass.

The Scottish Government's five overarching strategic objectives³⁶ to 'focus Government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth'. The strategic objectives are:

- **Wealthier and Fairer** – Enable businesses and people to increase their wealth and more people to share fairly in that wealth;
- **Healthier** – Help people to sustain and improve their health, especially in disadvantaged communities, ensuring better, local and faster access to health care;
- **Safer and Stronger** – Help local communities to flourish, becoming stronger, safer place to live, offering improved opportunities and a better quality of life;
- **Smarter** – Expand opportunities for Scots to succeed from nurture through to life long learning ensuring higher and more widely shared achievements; and
- **Greener** – Improve Scotland's natural and built environment and the sustainable use and enjoyment of it.

Underpinning these objectives are 15 Key National Outcomes that describe what the Government wants to achieve and 45 National Indicators that enable it to track progress against these. The A82 Crianlarich Bypass would improve the trunk road network in Scotland, contributing to business improvement and increase in wealth.

³⁵ Extant: still live

³⁶ <http://www.scotland.gov.uk>

National Planning Framework for Scotland 2 (July 2009)³⁷

The second National Planning Framework (NPF2) provides an important vehicle for the national debate about the sort of place 'we want Scotland to be'. It will guide Scotland's spatial development to 2030, setting out strategic development priorities to support the Scottish Government's central purpose – promoting sustainable economic growth.

The key aims of the strategy for Scotland's spatial development to 2030 are:

- to contribute to a wealthier and fairer Scotland by supporting sustainable economic growth and improved competitiveness and connectivity;
- to promote a greener Scotland by contributing to the achievement of climate change targets and protecting and enhancing the quality of the natural and built environments;
- to help build safer, stronger and healthier communities, by promoting improved opportunities and a better quality of life; and
- to contribute to a smarter Scotland by supporting the development of the knowledge economy.

The proposals have been considered in the context of sustainability and the appraisal is set out in Section 3.5.

Scotland's National Transport Strategy (2006)³⁸

Scotland's National Transport Strategy builds on the Transport White Paper of 2004 and outlines how the vision and objectives set out in the white paper can be implemented throughout the country. The strategy sets out three key strategic outcomes that must be focussed on, which are to:

- improve journey times and connections, to tackle congestion and the lack of integration and connections in transport which impact on the high level objectives for economic growth, social inclusion, integration and safety;
- reduce emissions, to tackle the issues of climate change, air quality and health improvement which impact on the high level objective for protecting the environment and improving health; and
- improve quality, accessibility and affordability, to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car.

The bypass would improve connections and travelling times and reduce congestion on the A82(T) and within Crianlarich village.

Scotland's Transport Future: The Transport White Paper (2004)³⁹

Scotland's Transport White Paper sets out the challenge to transform Scotland's transport. It encourages the promotion of economic growth and social inclusion through transport and looks towards creating a safer, integrated and less environmentally damaging transport system. The paper does not make direct reference to specific trunk road schemes, but notes that Scotland's trunk road network will be developed for overall efficiency and more specifically for the promotion and use of freight traffic. The bypass would contribute to the improvement of the A82(T), particularly for freight traffic by removing the restriction of the low railway bridges along the route and reducing travel times.

³⁷ The Scottish Government (2009) The National Planning Framework for Scotland 2. The Scottish Government

³⁸ Scottish Executive (2006) Scotland's National Transport Strategy. The Scottish Executive

³⁹ The Scottish Executive (2004) Scotland's Transport Future: The Transport White Paper. The Scottish Executive

National Planning Framework for Scotland (NPFS) (2004)⁴⁰

The NPFS is not statutory however it is a material consideration in planning terms. It identifies key issues, drivers of change, priorities and objectives for the whole of Scotland and distinguishes these for different areas such as the central belt and rural areas. The NPFS centres on the significant areas of importance for sustainable development in Scotland, paying particular attention to economy, energy, environment and transport. It has several key strategic aims including:

- to promote social and environmental justice;
- to promote sustainable development and protect and enhance the quality of natural and built environments; and
- to increase economic growth and competitiveness.

The proposals have been considered in the context of sustainability and the appraisal is set out in Section 3.5.

Scotland's Transport: Delivering Improvements (2002)⁴¹

With an aim to improve transport across all modes in Scotland whilst tackling the key transport challenges of congestion, integration and completing missing links, this report aims to build a sustainable, effective and integrated 21st century transport system. It considers Scotland's trunk road network and its upgrade as an important part of an integrated transport strategy and recognises that the Scottish Government will make significant investment in the motorway and trunk road network to fund regular maintenance and repair of the existing network and to deliver new schemes. The A82(T) Crianlarich bypass would contribute to the upgrade of Scotland's trunk road network by removing congestion and reducing travel times along the route.

Trunk Road Biodiversity Action Plan: Review for Discussion (2000)⁴²

This paper is a 'review for discussion' which aims to manage the biodiversity of trunk road corridors in Scotland and assist in the delivery of biodiversity targets and objectives as set down in the Scottish Local Biodiversity Action Plans (LBAPs). It looks to adopt practices which help to maintain and enhance the biodiversity of trunk road corridors, identify all designated sites adjacent to trunk roads, and ensure that the operation and maintenance of the road does not adversely affect them. This scheme provides an opportunity to enhance local biodiversity through landscape mitigation planting (see Section 10.7).

The Scottish Planning Policy (SPP)

The Scottish Planning Policy (SPP) Parts One and Two supersedes SPP1⁴³ and provides an overarching view of the Scottish Government's policy on land use planning. It is intended, with Part Three of the SPP which was recently out for consultation, to replace the current series of SPPs and NPPGs with a single consolidated SPP which will provide a shorter, clearer and more focused statement of national planning policy. Until the final consolidated SPP in late 2009, the existing SPPs and NPPGs remain in force.

SPP sets out the broad principles that should underpin the modern planning system. These are as follows:

⁴⁰ The Scottish Executive (2004) The National Planning Framework for Scotland. The Scottish Executive

⁴¹ The Scottish Executive (2002) Scotland's Transport: Delivering Improvements. The Scottish Executive

⁴² The Scottish Executive (2000) Trunk Road Biodiversity Action Plan: Review for Discussion. Scottish Executive

⁴³ The Scottish Executive Development Department Planning Services (2002) Scottish Planning Policy (SPP) 1: The Planning System. The Scottish Executive

- *‘There should be a genuinely plan-led system, in which succinct development plans set out ambitious, long-term visions for their area. They will be kept up to date, and provide a practical framework within which the outcome of planning applications can be decided with a degree of certainty and efficiency.*
- *The primary responsibility for the operation of the planning system and service is with local and national park authorities.*
- *Confidence in the planning system needs to be reinforced through: the efficient and predictable preparation of plans and handling of applications; transparency in decision-making and reliable enforcement of the law and planning decisions.*
- *The constraints and requirements that planning imposes should be necessary and proportionate.*
- *The system should operate to engage all interests as early and as fully as possible to inform decisions and allow issues of contention and controversy to be identified and tackled quickly and smoothly.*
- *There should be a clear focus on the quality of outcomes, with due attention given to considerations of the sustainable use of land, good design and the protection and enhancement of the built and natural environment’.*

The Crianlarich Bypass encourages and supports regeneration through the upgrade of a key transport corridor (commuter and freight) connecting the north and south of Scotland. During the planning, pre-construction, construction and post-construction phases of the Crianlarich Bypass, effects on the natural heritage and built environment would be mitigated where appropriate and the land take has been restricted to that required for safe implementation of the works (see Chapters 6, 8, 9, 10 and 11).

SPP 15: Planning for Rural Development (2005)⁴⁴

This SPP sets out the approach, key messages and objectives that should underpin planning policies and decisions affecting rural areas. It also describes the increasingly important links between development planning and community planning. This SPP's objectives and main principles should also apply to protected landscapes, including National Parks, but in ways appropriate and sympathetic to their special context.

The SPP lays particular emphasis on the need for a more aspirational planning vision for rural Scotland. The SPP encourages a more supportive attitude towards 'appropriate' development whilst acknowledging and valuing the enormous diversity of rural Scotland.

The scheme has been designed taking consideration of the aims of the National Park (see Section 5.5).

SPP 17: Planning for Transport (2005)⁴⁵

SPP 17 sets out the Scottish Government's focus on transport policy as the delivery of transport projects and the positive role land use and transport planning takes in supporting and building upon the Scottish Government's transport delivery agenda.

⁴⁴ The Scottish Executive Development Department Planning Services (2005) Scottish Planning Policy (SPP) 15: Planning for Rural Development. The Scottish Executive

⁴⁵ The Scottish Executive Development Department Planning Services (2005) Scottish Planning Policy (SPP) 17: Planning for Transport. The Scottish Executive

The key objectives of SPP17 are as follows:

- the transport network should support the economy, assist in reducing the need to travel, create the right conditions to promote sustainable transport nodes and restrict adverse environmental impacts;
- the interaction of accessibility, transport and the development strategy to be considered early in the planning process with land allocations taking into account transport opportunities alongside economic competitiveness and sustainable development;
- strategic land use plans to coordinate with Regional and Local Transport Strategies, and settlement strategies and identify where economic growth or regeneration requires additional infrastructure;
- local plans to relate new land use allocations to transport opportunities and constraints and locate new developments to maximise sustainable transport modes;
- development likely to affect trunk and other strategic roads to be managed so as not to adversely impact on safe and efficient strategic traffic flows. New trunk road or motorway junctions will only be considered exceptionally and will require significant developer funding; and
- roadside facilities to be considered under a special case for development affecting strategic routes. The comfort and safety of drivers should be accommodated through opportunities to stop and rest.

The relevant objectives of SPP17 have been taken into account in the development of the design of the proposed scheme wherever possible.

Other Relevant Policy

SPP 7: Planning and Flooding (2004)⁴⁶

SPP 7 aims to prevent future development which would have a significant probability of being affected by flooding or which would increase the probability of flooding elsewhere. A flood risk assessment has been undertaken for the scheme. The results of this have been summarised and included in Chapter 8 and appropriate mitigation defined (see Section 8.8).

SPP23: Planning and the Historic Environment (2008)⁴⁷

This SPP encourages a positive and proactive approach by planning authorities to managing change in the historic environment. The historic environment is important in that it can bring added value, not just as a cultural add-on, but as an economic driver, attracting inward investment, playing a vital part in our tourist industry and helping communities to regenerate. The identification, promotion and enabling of opportunities for high-quality development which builds upon the values embedded in the historic environment can help sustain the resource by recognising its special needs while at the same time delivering solutions fit for modern needs. There are recognised sites of historic value in proximity to the development proposals and the impact of the scheme on these sites is considered in Chapter 11 and mitigation defined.

⁴⁶ The Scottish Executive Development Department Planning Services (2004) Scottish Planning Policy (SPP) 7: Planning and Flooding. The Scottish Executive

⁴⁷ Scottish Government (2008) Scottish planning Policy (SPP) 23: Planning and the Historic Environment. The Scottish Government

NPPG 14: Natural Heritage (1999) (updated 2008)⁴⁸

Provides guidance on how the Government's policies for conserving and enhancing Scotland's natural heritage should be reflected in land use planning. The scheme is within 1km of the River Fillan, part of the River Tay Special Area of Conservation (SAC)⁴⁹. Information has been collated to inform an Appropriate Assessment (see Section 1.2.2) by Scottish Ministers of the potential impacts of the proposals on the international nature designations (see Chapter 9). The site integrity of the SAC would not be adversely affected with implementation of all agreed mitigation (See Section 9.10 and Annex B).

PAN 42: Archaeology, The Planning Process and Scheduled Monument Procedures (1994)⁵⁰

This PAN includes advice on the handling of archaeological matters within the planning process and on the separate controls over scheduled monuments under the Ancient Monuments and Archaeological Areas Act 1979. The PAN supports NPPG 18 which sets out the Government's planning policy on how archaeological remains and discoveries should be handled within the development plan and development control systems.

PAN 51: Planning and Environmental Protection (Revised 2006)⁵¹

The purpose of this PAN is to support the existing policy on the role of the planning system in relation to environmental protection regimes, as expressed in SPP1 as:

'Planning decisions should always be made on planning grounds and in the public interest. The planning system should not be used to secure objectives that are more properly achieved under other legislation. The grant of planning permission does not remove the need to seek other statutory consents nor does it imply that these consents will be forthcoming. Even where legal or administrative measures outwith the planning system may exist for controlling a particular activity, this can still be a consideration to which weight is given in reaching a planning decision. If a consideration is material in planning terms, it must be taken into account in reaching a decision. For example, the planning authority should have regard to the impact of a proposal on air or water quality although the regulation of emissions or discharges will fall to be dealt with under other legislation.'

(paragraph 57 of SPP1).

The PAN also summarises the statutory responsibilities of the environmental protection bodies.

PAN 56: Planning and Noise (1999)⁵²

This advice note demonstrates the role of the planning system in preventing and limiting the adverse effects of noise without prejudicing investment in enterprise, development and transport. It builds on principles set out in SODD Circular 10/1999 Planning and Noise and takes account of the recommendations of the Noise Review Working Party (HMSO, 1990).

⁴⁸ The Scottish Office (1999) National Planning Policy Guidance (NPPG) 14: Natural Heritage. (updated 2008) The Scottish Office

⁴⁹ Special Area of Conservation (SAC) are areas designated under the Habitats and Species Directive (92/43/EEC), implemented in the UK under the provisions of the Conservation (Natural Habitats &c) Regulations 1994 (the Habitats Regulations)

⁵⁰ The Scottish Executive Development Department (1994) Planning Advice Note (PAN) 42: Archaeology, The Planning Process and Scheduled Ancient Monuments. The Scottish Executive

⁵¹ The Scottish Executive Development Department (2006) Planning Advice Note (PAN) 51: Planning, Environmental Protection and Regulation. The Scottish Executive

⁵² The Scottish Office (1999) Planning Advice Note (PAN) 56: Planning and Noise. The Scottish Office

The PAN:

- indicates how noise issues should be handled in development plans and development control;
- outlines ways of mitigating the adverse impact of noise;
- provides specific guidance on noisy and noise-sensitive development;
- introduces the use of noise exposure categories; and
- gives guidance on the use of planning conditions relating to noise.

See Chapter 13 for more detailed information on noise and vibration.

PAN 58: Environmental Impact Assessment (1998)⁵³

PAN 58 provides information and advice on:

- the legislative background to EIA;
- EIAs in Scotland;
- the process of environmental impact assessment;
- environmental studies and statements;
- the evaluation of environmental information by the planning authority; and
- implementation through the planning decision.

It also points the reader to additional sources of information and advice. This advice has guided the EIA.

PAN 60: Planning for Natural Heritage (2000, updated 2008)⁵⁴

Guidance on planning for natural heritage is provided within the context of:

- maintaining and enhancing landscape character;
- providing for a diversity of wildlife habitats;
- making provisions for a wide range of out-door recreational activities; and
- fostering opportunities for learning about the environment.

The guidance has underpinned decisions in the development of the proposals.

PAN 69: Planning and Building Standards Advice on Flooding (2004)⁵⁵

This advice note provides background information and best practice advice in support of SPP 7: Planning and Flooding, and the Technical Handbooks published by the Scottish Building Standards Agency which provide guidance for the Building (Scotland) Regulations 2004. SPP 7 aims to prevent future development which would have a significant probability of being affected by flooding or which would increase the probability of flooding elsewhere. The Technical Handbooks provide improved guidance on building in areas where there is a risk of flooding. The guidance has informed decisions in the development of the proposals.

⁵³ The Scottish Executive Development Department (1999) Planning Advice Note (PAN): Environmental Impact Assessment

⁵⁴ The Scottish Executive Development Department, 2000 (updated 2008). Planning Advice Note (PAN) 60: Planning for Natural Heritage. The Scottish Executive

⁵⁵ The Scottish Executive Development Department (2004) Planning Advice Note (PAN) 69: Planning and Building Standards Advice on Flooding. The Scottish Executive

PAN 75: Planning for Transport (2005)⁵⁶

PAN 75 accompanies SPP 17 (see above) and provides good practice guidance which planning authorities, developers and others should follow in their policy development, proposal assessment and project delivery. The document aims to create greater awareness of how linkages between planning and transport can be managed. It highlights the roles of different bodies and professions in the process and points to other sources of information.

Guidelines for the Management of Peat Slips on the Construction of Low Volume/Low Cost Roads over Peat⁵⁷ and Peat Landslide Hazard and Risk Assessments: Best Practice Guide for Proposed Electricity Generation Developments⁵⁸

The above documents on peat landslides and slips have been referred to for information and guidance.

The Water Environment (Controlled Activities) (Scotland) Regulations 2005 (as amended) (CAR)⁵⁹

Regulation which controls discharges to watercourses and land but also cover abstractions, impoundments and engineering works within and in the vicinity of inland surface waters. This means that activities such as culverting, ditch clearing, dredging, bridging and damming all now require to be authorised under CAR. All new infrastructure works associated with the scheme would take account of CAR and would be implemented with relevant licences.

Scottish Environment Protection Agency (SEPA) Policy 19: Groundwater Protection Policy for Scotland (2003)⁶⁰.

This policy aims to provide a sustainable future for Scotland's groundwater resources by protecting legitimate uses of groundwater and providing a common SEPA framework to protect groundwater quality by minimising the risks posed by point and diffuse sources of pollution and maintain the groundwater resource by influencing the design of abstractions and developments which could affect groundwater quantity. The potential impacts of the scheme on groundwater are assessed in Chapter 8 and mitigation has been defined to protect the resource.

SEPA Policy 26: Policy on the Culverting of Watercourses (1998)⁶¹.

This policy sets out the environmental issues associated with culverting and ways in which the impact of culverting on the environment can be mitigated. The potential impacts of the required watercourse culverts are assessed in Chapter 8.

5.4 STRATEGIC PLANNING POLICY

The Structure Plan provides the framework for improvements to the main road network such as the A82(T).

An appraisal of the Clackmannanshire and Stirling Structure Plan⁶² policies of relevance to the proposals is presented in Table 5.1.

⁵⁶ The Scottish Executive Development Department Planning Services (2005) Planning Advice Note (PAN) 75: Planning for Transport. The Scottish Executive

⁵⁷ MacCulloch, F (2006) Guidelines for the Risk Management of Peat Slips on the Construction of Low Volume/Low Cost Roads Over Peat. Forestry Civil Engineering, Forestry Commission Scotland

⁵⁸ Scottish Government (2007) Peat Landslide Hazard and Risk Assessments: Best Practice Guide for Proposed Electricity Generation Developments. Scottish Government

⁵⁹ Scottish Environment Protection Agency (2005) The Water Environment (Controlled Activities) (Scotland) Regulations 2005 (as amended) (CAR), Scottish Environment Protection Agency

⁶⁰ Scottish Environment Protection Agency (2003) Policy Number 19: Groundwater Protection Policy for Scotland. Scottish Environment Protection Agency

⁶¹ Scottish Environment Protection Agency (2003) Policy Number 26: Policy on the Culverting of Watercourses. Scottish Environment Protection Agency

5.5 LOCAL PLANNING CONTEXT

The existing local plan for the Crianlarich area is the Stirling Council Local Plan⁶³ however in Loch Lomond and Trossachs National Park Authority (LLTNPA) is now the planning authority for the area. The LLTNPA is currently developing a local plan and re-looking at development areas. For the purpose of this assessment both the Loch Lomond and Trossachs National Park Plan⁶⁴ and the Stirling Local Plan have been appraised (see Tables 5.2 and 5.3 respectively)

The Stirling Local Plan has three key aims :

- to safeguard and enhance the renowned quality and character of the Council area;
- to promote a sustainable, thriving and varied local economy; and
- to ensure that the needs of all communities are met and the quality of life of local residents is enhanced.

The Loch Lomond and Trossachs National Park Plan sets out the four key aims of the park. These are:

- to conserve and enhance the natural and cultural heritage of the area;
- to promote sustainable use of the natural resources of the area;
- to promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public; and
- to promote sustainable economic and social development of the areas communities.

The aims of the Local Plan and the Park Plan have been considered and the scheme designed as far as possible to fulfil them. The potential impacts of the scheme on the natural and cultural heritage interests have been assessed, mitigation defined and the residual effects discussed in various chapters of the ES. The proposals have been considered in the context of sustainability and the appraisal is set out in Section 3.5.

The scheme has the potential to impact on recreation by intersecting a spur of the West Highland Way. Access has been maintained by realignment of the existing path and provision of an underpass. The realignment has been designed to best fit within the landscape. Other potential impacts on recreation and the needs of the local community have been assessed in Chapters 6 and 15.

⁶² Clackmannanshire Council and Stirling Council (2001) The Clackmannanshire and Stirling Structure Plan

⁶³ Stirling Council, 1999. Stirling Local Plan

⁶⁴ Loch Lomond and Trossachs National Park Authority (2007) Loch Lomond and Trossachs National Park: National Park Plan 2007-2012

Table 5.1: Clackmannanshire and Stirling Structure Plan Appraisal

Structure Plan Policy Number	Nature of Policy	Appraisal
SD1: Key Principles	All embracing sustainable development policy which applies to all proposed development	<ul style="list-style-type: none"> Sustainability has been considered throughout the development of the scheme (see Section 3.5)
ENV1: Nature Conservation	The protection and conservation of wildlife, wildlife habitats and other natural features will be protected from inappropriate development, and where possible enhanced	<ul style="list-style-type: none"> The scheme is some 0.2km from the River Fillan part of the River Tay SAC Information has been collated to inform an Appropriate Assessment of the potential impact of the proposal on international nature designations (See Chapter 9 and Annex B) Potential impacts to designated areas, appropriate mitigation and an appraisal of residual effects is presented in Chapter 9
ENV 2: Protected Landscapes	In National Scenic Areas (NSAs) and Areas of Great Landscape Value (AGLV) development will only be permitted in specific circumstances (including in accord with ENV 3)	<ul style="list-style-type: none"> The proposals are within an AGLV. The scheme has been designed to fit sensitively into the landscape and landscape (see Section 10.7) The impacts of the scheme on landscape are appraised in Chapter 10: Landscape and Visual
ENV 3: Development in the Countryside	In areas of Countryside, as defined in Local Plans, development will only be permitted in certain circumstances (including in accordance with Policy ED4)	<ul style="list-style-type: none"> The scheme is located in an area of countryside however it is not considered to have a significant effect as it is located close to rural development The scheme would result in the removal of traffic from the centre of Crianlarich village
ENV 4: Green Belts	Policy to protect green belts where there will be a strong presumption against development and only in certain circumstances will development be permitted	<ul style="list-style-type: none"> The scheme is not located within an area of greenbelt
ENV 5: Environmental Enhancement	Policy seeking to secure environmental enhancement including where appropriate the remediation of contaminated land through new development. Particular attention will be given to enabling enhancement of environmental features, transport corridors etc	<ul style="list-style-type: none"> There are no known areas of contaminated land within the scheme corridor The scheme has been designed to minimise environmental impacts and where possible enhance biodiversity
ENV P2: National Park	Policy aimed to support the establishment of a suitably rigorous and precautionary planning regime in the interim period prior to formal designation and will only support appropriate new development	<ul style="list-style-type: none"> Consultation has been undertaken with the National Park throughout the scheme (see Annex A)
ENV P3: Countryside Access and Management	Policy to promote countryside management in the interests of safeguarding and improving public access, and the enhancement and interpretation of landscape and habitats	<ul style="list-style-type: none"> Construction of the scheme would reduce traffic from the village and improve access and safety for non-motorised users within and around Crianlarich. Access to community recreational resources (Community Woodland and River Fillan) would be maintained as would access to the West Highland Way spur via a new underpass

Structure Plan Policy Number	Nature of Policy	Appraisal
ENV 6: The Historic and Built Environment	Policy to seek to ensure that cultural and heritage resources are recognised, recorded, protected and enhanced as appropriate, and that new development respects and contributes to the character and quality of the area	<ul style="list-style-type: none"> • There are no Scheduled Ancient Monuments in close proximity to the proposed scheme • There are three Listed Buildings within Crianlarich however none would be directly affected by the proposals • Mitigation measures would ensure that there would be minimal impact to the built and archaeological heritage • Potential impacts to designated sites, appropriate mitigation and an appraisal of residual effects is presented in Chapter 11
ENV 7: Agricultural Land	Development which would result in the permanent loss of prime agricultural land will only be permitted where such land is identified for development in Local Plans and lower quality land cannot be reasonably used	<ul style="list-style-type: none"> • No prime agricultural land would be affected by the proposals
ENV 8: Forestry	Policy to support development of forestry activities where they further economic, social or recreational objectives and are environmentally appropriate	<ul style="list-style-type: none"> • Some 5ha of plantation forestry (2ha within the scheme boundary and 3ha in consultation and agreement with the Forestry Commission) would be lost to the proposals however this is not considered significant due to the large area of forestry in the vicinity. Consultation has been undertaken with the Forestry Commission to agree an indicative wind-firm edge⁶⁵ and the area of forestry removed • A spur has been included on the west side of the southern roundabout to facilitate future access into the Ewich Forest Block for forestry operations • Potential impacts to forestry, mitigation measures and appraisal of residual effects is included in Chapter 6 Land Use
ENV P4: Forestry Strategy	Stirling Council will prepare a revised Indicative Forestry Strategy in association with neighbouring authorities and other agencies	<ul style="list-style-type: none"> • Consultation has been undertaken with the Forestry Commission to agree a wind-firm edge and the area of forestry removed (see Chapter 6)
ENV 9: Water Resources Management	Policy to seek to secure the retention of undeveloped flood plains, ensure that development proposals in areas of known significant flood risk will not be permitted, ensure that ecological approaches to surface water management (Sustainable Urban Drainage) will be sought in association with new development, ensure that flood protection and run-off attenuation works in association with development will be permitted only if long term maintenance and management are in place	<ul style="list-style-type: none"> • The flood plain of the River Fillan would not be directly affected by the proposals • Potential impacts to water resources, mitigation measures and appraisal of residual effects is included in Chapter 8 Road Drainage and the Water Environment
ENV 10: Minerals – General Principles	Policy outlines 6 strategic principles which will apply to all minerals development	<ul style="list-style-type: none"> • No identified mineral resources would be affected by the proposals (see Chapter 7 Geology and Soils)
ED 4: Rural	Policy aimed at supporting economic developments in rural areas to	<ul style="list-style-type: none"> • The scheme would result in the reduction of traffic from the

⁶⁵ The final wind-firm edge will be agreed with the Forestry Commission on the ground prior to the commencement of works

Structure Plan Policy Number	Nature of Policy	Appraisal
Development	support the economic and social needs of communities through detailed Local Plan policies and proposals based on the following: (a) focusing development within existing towns and villages with emphasis being placed on the identification of opportunities in the Rural Centres, (b) Restricting development within the Green Belt and Clackmannanshire's Countryside Area (as defined in the Clackmannanshire Local Plan), to that requiring a rural location including appropriate farm diversification	<ul style="list-style-type: none"> centre of Crianlarich Village Walkers on the West Highland Way would still access the village via the realignment of the West Highland Way spur and the new underpass
TR 1: Integrated Transport	Policy to support the objectives and targets of the Local Transport Strategies. Policy seeks to reduce the need to travel by requiring developments which require a large number of trips to locate within or adjacent to town centres, improve transport choice and accessibility through promotion of alternatives to the car, sustain and enhance town and local centres through traffic management and clear parking policies, ensure appropriate developer responsibility for transport assessments, and reduce environmental impact thorough appropriate monitoring and management or air quality, noise pollution and congestion	<ul style="list-style-type: none"> Plans for a Transport Interchange in Crianlarich are under consideration but have not yet achieved planning status. The bypass has junctions at either end such that bus services can access the existing bus stops in the village. A future transport interchange, as being considered by Stirling Council, could be accessed in a similar manner All existing public transport services would continue be maintained through the village
TR 2: Wider Transport Choice	Policy aimed at promoting a wider choice of transport by: requiring developers to consider provision for public transport and non motorised vehicles, requiring developers to contribute to cost of providing and operating public transport services as part of managed approach to their transport needs, encouraging shift from road borne to rail freight, promoting integration between all transport modes including park and ride strategy, reducing the need for trunk roads and other through routes to be used for short local journeys, only supporting new road schemes identified in the Development Plan and those which positively contribute to the integrated transport strategy	<ul style="list-style-type: none"> Plans for a Transport Interchange in Crianlarich are under consideration but have not yet achieved planning status. The bypass has junctions at either end such that bus services can access the existing bus stops in the village. A future transport interchange, as being considered by Stirling Council, could be accessed in a similar manner. All existing public transport services would continue be maintained through the village
SR 1: Sport, Recreation and Strategic Open Space	Policy to ensure that Local Plans will identify existing sport and physical recreation facilities together with strategic areas of open space which are to be protected from development	<ul style="list-style-type: none"> The scheme does not impact on any community recreational resources. Access to the West Highland Way spur would be maintained via an underpass
TP1: Tourism Strategy for the National Park	Stirling Council will work with other relevant agencies and the National Park Authority through Local Plans, the Community Plan, the National Park Plan, Local Transport Plans and other partnerships to secure an integrated approach to transport planning and management, visitor servicing, holiday accommodation and marketing within and on the fringes of the National Park	<ul style="list-style-type: none"> Traffic problems in Crianlarich are exacerbated during peak summer times with the volume of tourists passing through. Reduction of traffic in the village would reduce the number of accidents within the village and provide tourists with an improved visiting experience

Table 5.2: Loch Lomond and the Trossachs National Park Plan Appraisal

Policy	Description	Appraisal
Guiding Principle 1: Conserving and Enhancing the Special Qualities	All policies, actions and initiatives promoted in the Plan must be compatible with the long term conservation and enhancement of the Park's special qualities, with decisions based wherever possible on sound knowledge and science and an understanding of the impacts on the special qualities. Where there is uncertainty or a lack of knowledge over the nature of potentially damaging impacts, the Precautionary Principles will be applied, reflecting the Sandford Principle Plans and projects that may have an effect on a Natura 2000 site or a Ramsar site will be considered for Appropriate Assessment	<ul style="list-style-type: none"> • Consultation has been undertaken with the National Park throughout the scheme (see Annex A)
Guiding Principle 2: Improving the Quality of Life	A healthy local economy and thriving, active communities in and around the Park are an essential part of sustaining the Park's special qualities. The Park also makes an important contribution to the national and regional economy	<ul style="list-style-type: none"> • See above (Guiding Principle 1 Appraisal)
Guiding Principle 3: Promoting a Quality Experience for Everyone	There should be a range and diversity of sustainable opportunities for people of all ages, abilities and backgrounds to enjoy and appreciate the Park's special qualities, without causing them damage	<ul style="list-style-type: none"> • See above (Guiding Principle 1 Appraisal)
Guiding Principle 4: Promoting Responsible Use of Resources and Addressing the Challenge of Climate Change	The Park should take a strong role in reducing Scotland's ecological footprint and promoting more sustainable levels of consumption, minimising use of non-renewable resources and addressing the challenges of climate change	<ul style="list-style-type: none"> • See above (Guiding Principle 1 Appraisal)
Guiding Principle 5: Working Together, delivering the Plan	The Plan's success depends on genuine partnerships between the Park Authority, other organisations working in the area local people and businesses, and the wide range of groups with particular interests in the area	<ul style="list-style-type: none"> • See above (Guiding Principle 1 Appraisal)
LS1: Conserving and Enhancing the Diversity and Quality of the Park's Landscape	The diversity and quality of the Park's landscapes, their distinctive patterns and features that contribute to landscape character and support the quality of landscape experience, will be conserved and enhanced. This will involve: <ul style="list-style-type: none"> (a) nurturing the local distinctiveness of the Park's landscape areas (b) safeguarding, enhancing and, where appropriate, restoring the important historic dimension of the Park's landscape 	<ul style="list-style-type: none"> • The impacts of the scheme on landscape are appraised in Chapter 10: Landscape and Visual

Policy	Description	Appraisal
	<ul style="list-style-type: none"> (c) promoting high quality standards in landscape design (d) reviewing and rationalising the current system of landscape designations in the Park, while continuing to regard National Scenic Areas as being exceptional landscape quality (e) producing a more detailed Landscape Strategy to define the scope for, and guide, landscape change in different parts of the Park (f) encouraging and supporting initiatives, projects and actions to conserve, enhance and where appropriate, restore landscapes (g) working in partnership with landowners, land managers and local communities to access resources for landscape management and enhancement 	
LS2: Landscape Character	The character of the Park's landscapes, particularly in relation to uplands, open landscapes, forests, woodlands and trees, lochs, sea lochs and rivers, farmed and historic landscapes, will be conserved and enhanced in accordance with the objectives and guidelines set out in Schedule 1, and alongside other relevant Park Plan Policies relating to biodiversity, land and water management and built heritage	<ul style="list-style-type: none"> • The impacts of the scheme on landscape are appraised in Chapter 10: Landscape and Visual • The assessment indicated that the effect of the proposals on the wider landscape of the National Park would not be significant
LS3: Landscape Experience	<p>The landscape experiences of the Park will be conserved and enhanced through:</p> <ul style="list-style-type: none"> (a) safeguarding the visual and scenic qualities of the landscape from inappropriate or insensitive development or land use change (b) safeguarding important viewpoints and landmarks from development or land use change (c) enhancing the experience of travelling the Park's routes, particularly the views from the road, rail and long distance routes (d) safeguarding the unspoilt, wild and tranquil qualities of the Park's landscapes by resisting development or land use activities that have an adverse effects on these qualities (e) conserving the experience of the night sky in less developed areas of the Park through design solutions with low light impact 	<ul style="list-style-type: none"> • The scheme proposals have been designed taking account of the sensitive location in which they are located. Opportunities for travellers to benefit from views out to the Park have been considered (see Chapter 10) • Lighting has been reduced to the minimum necessary for safe travel
BD1: Biodiversity Enhancement	Policy aimed at enhancing and safeguarding the biodiversity in the Park, including from potential damaging impacts arising from development or other activities	<ul style="list-style-type: none"> • The scheme is located some 0.2km from the River Fillan part of the River Tay SAC • Information has been collated to inform an Appropriate Assessment of the potential impact of the proposal on international nature designations (See Chapter 9) • Potential impacts to designated areas, appropriate mitigation and an appraisal of residual effects is presented in Chapter 10. No significant effects have been identified
TR1: Reducing the	Policy looking to make efforts to reduce the environmental effects of	<ul style="list-style-type: none"> • Impacts of the bypass on CO₂ emissions have been

Policy	Description	Appraisal
Environmental Effects of Travel	transport and people movement to, in and from the Park, with particular emphasis on reducing CO ₂ emissions	appraised in Chapter 14: Air Quality. Adverse effects on air quality were predicted at two properties (back of Tyndrum Terrace and 11 Willow Square) in the village however using modern detection techniques this would probably not be registered. An improvement in air quality was predicted for the rest of the village
INF1: Addressing Infrastructure Constraints and Improvements	Public investment is required in the Park's infrastructure at key locations to meet the social and economic needs of the Park's communities and specifically to support their sustainable development. Priorities for investment include: <ul style="list-style-type: none"> (a) improving capacity in water and wastewater services (b) Improvements to the A82 trunk road corridor north of Tarbet and around Crianlarich, which must be sympathetically designed to deliver the necessary road infrastructure standards in the context of the Park's special qualities and the scenic experience (c) Ensuring a high standard of road network that meets the needs of visitors, communities and businesses, and is sympathetic to the area's special qualities utilising sensitive road engineering principles. 	<ul style="list-style-type: none"> • The scheme contributes towards the aims of this policy by providing improvement to the A82 north of Tarbet and around Crianlarich by removing the constraint of passing through the two low railway bridges
TR2: Improving the Transport Network	Policy looking to sustain and improve the transport network for road, rail and water services in and around the Park to better meet the needs of the Park's communities, visitors and businesses, encourage greater use of public transport and reduce the environmental effects of travel	<ul style="list-style-type: none"> • The scheme improves the road network within the National Park by providing a higher quality route which avoids the need to negotiate two low railway bridges

Table 5.3: Stirling Council Local Plan Appraisal

Policy	Description	Appraisal
Key 2: Environmental Keynote Policies	New development will be provided for to meet the economic and social needs of the district in a manner which does not compromise the ability of future generations to meet their own needs and to enjoy a high quality environment. All development must, insofar as practicable, protect environmental assets, conserve resources and keep environmental impacts to a minimum	<ul style="list-style-type: none"> • The scheme has been designed to minimise environmental impacts and where possible enhance biodiversity (see Chapter 9)
E1: Agriculture	With regard to developments affecting agricultural units the council will: operate a general presumption against development which would result in the loss of prime agricultural land, and resist development proposals which would threaten the viability of agricultural units etc	<ul style="list-style-type: none"> • No prime agricultural land would be affected by the proposals
E5: Community Woodlands	The council will, in conjunction with the Forestry Commission, encourage the establishment of Community Woodlands in the key areas identified in	<ul style="list-style-type: none"> • The Community Woodland would not be directly affected by the proposals. The impact of the new road on views from the

Policy	Description	Appraisal
	the Community Woodland Plan. In dealing with planning applications for new developments in these locations, the Council will, in appropriate cases, request developers to make land available for the establishment of Community Woodlands in conjunction with their development	woodland have been considered (see Chapter 10 for visualisation)
E7: Development in the Countryside	In relation to development proposals falling within Countryside Policy Boundaries, the Council will only give favourable consideration to those which are essential to the proper functioning of the primary rural activities, or other uses which can be shown to have an overriding need for a countryside location. Such developments will be subject to further assessment in relation to traffic generation and access, services, pollution, and potential conflict with established neighbouring users	<ul style="list-style-type: none"> The effects of the proposals have been assessed in the ES and demonstrate community benefits
E14: National Scenic Areas	<p>(a) The council will operate a presumption against developments within NSA's, with the exception of those required in relation to farming and forestry, and appropriate tourist and recreation activities. Other developments will only be permitted when they are shown to be in the national interest, their particular locational requirements cannot be satisfied elsewhere, and the overall integrity of the designated area will remain largely unaffected</p> <p>(b) Any proposed development subject to part (a) which falls within the Loch Lomond Park Area will also be considered in the context of Policy 11 of the reviewed Loch Lomond (subject) Plan</p>	<ul style="list-style-type: none"> The proposals do not fall within a NSA
E15: Areas of Great Landscape Value (AGLV)	The council will operate a presumption against developments within AGLV, with the exception of those required in relation to farming, forestry and appropriate tourist and recreation activities. Other developments may be permitted when their particular locational requirements cannot be satisfied elsewhere. All development will be subject to strict control over siting, design and landscape treatment	<ul style="list-style-type: none"> The proposals are within an AGLV. The scheme has been designed to fit sensitively into the landscape and landscape (see Section 10.7) The impacts of the scheme on landscape are appraised in Chapter 10: Landscape and Visual
E43: Listed Buildings	The Council will encourage the preservation of Listed Buildings and will ensure that in relation to any works affecting Listed Buildings or their setting, special attention is paid to design, and the sympathetic choice of materials, in order that the building's character is not eroded	<ul style="list-style-type: none"> There are three Listed Buildings within Crianlarich however none would be directly affected by the proposals. The effects on setting have also been considered (See Sections 11.6.2 and 11.8)
E45: Listed Buildings	Development which adversely affects the character of the setting of a Listed Building will not be permitted unless strong justification is produced in support of the application	<ul style="list-style-type: none"> There are three Listed Buildings within Crianlarich however none would be directly affected by the proposals (See Sections 11.6.2 and 11.8)
E47: Archaeology	There will be a presumption against any development proposal which would have an adverse impact on: (a) a scheduled ancient monument or its setting; or (b) unscheduled remains and their settings which have been identified as particularly worthy of preservation	<ul style="list-style-type: none"> There are no Scheduled Ancient Monuments in the proximity to the proposed scheme Mitigation measures would ensure that there would be minimal impact to the built and archaeological heritage

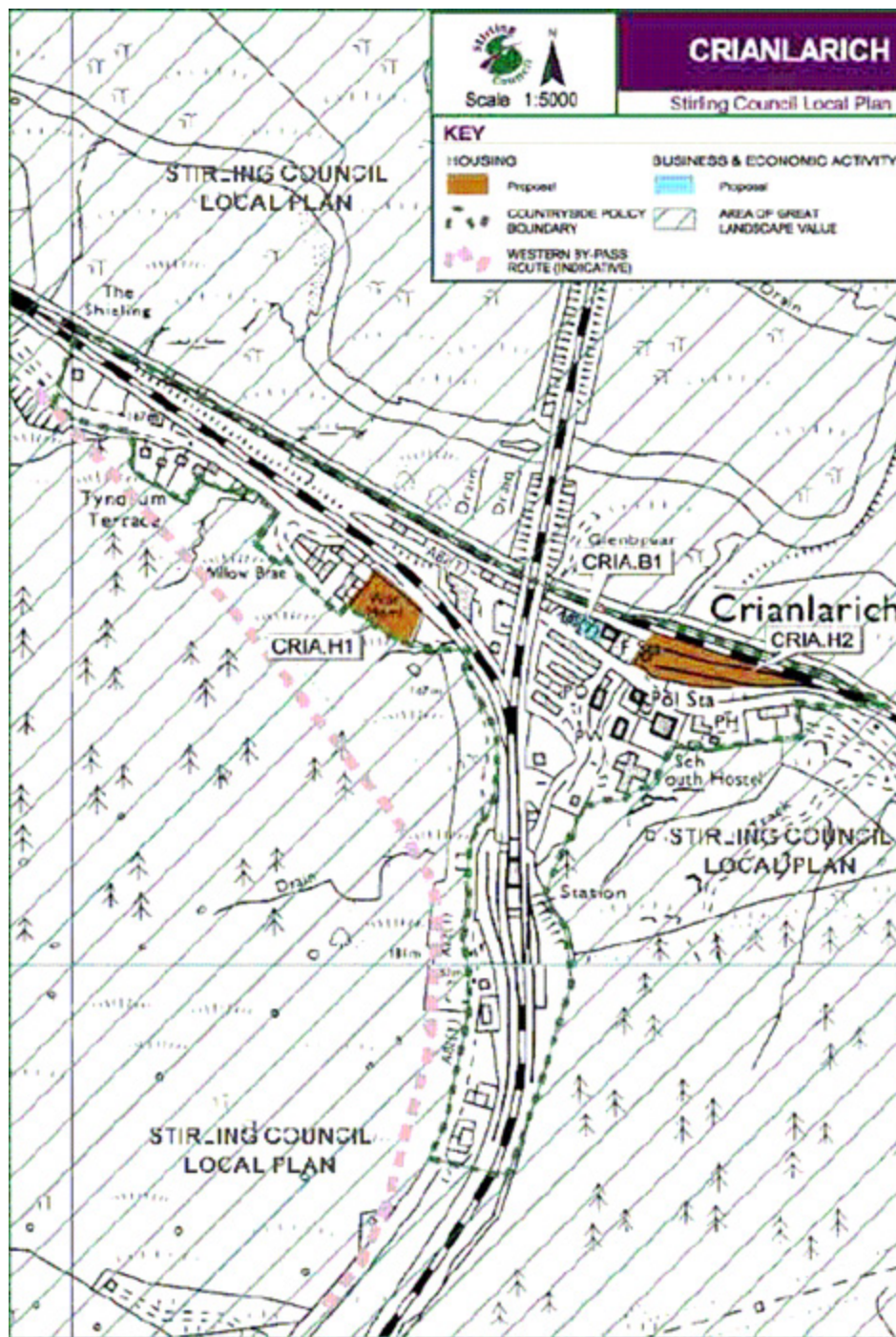
Policy	Description	Appraisal
		<ul style="list-style-type: none"> Potential impacts to designated sites, appropriate mitigation and an appraisal of residual effects is presented in Chapter 11.
E55: Nature Conservation	<p>(a) New development will not be acceptable where it is likely to have a significant adverse effect on the integrity of a Special Protection Area, Special Area of Conservation, or RAMSAR site</p> <p>(b) Development will not normally be acceptable which is likely to affect an SSSI or NNR, unless it can be demonstrated that it will not have a significant effect on the special interest of the site</p>	<ul style="list-style-type: none"> The scheme is some 0.2km from the River Fillan part of the River Tay SAC Information has been collated to inform an Appropriate Assessment of the potential impact of the proposal on international nature designations (See Chapter 9 and Annex B) Potential impacts to designated areas, appropriate mitigation and an appraisal of residual effects is presented in Chapter 10. No significant effects have been identified
E61: Flooding	A flood risk assessment prepared in consultation with SEPA will require to be submitted in support of development proposals where: (a) there is firm evidence of past flooding; or (b) the proposal is located on a river bank (or on adjacent land at the same level unprotected by intervening higher ground)	<ul style="list-style-type: none"> A flood risk assessment has been undertaken (see Appendix 8.6) and this indicates that there would be no significant flooding effects from the scheme
C2: Countryside Recreation	The council will seek to protect and maintain all existing rights of way, and where routes are affected by new development will ensure that the established right of way is maintained, or, if necessary, diverted to a suitable alternative route in accordance with statutory procedures, e.g. Footpath Diversion Orders	<ul style="list-style-type: none"> There are three Rights of Way in the vicinity of the scheme only one of which (the West Highland Way spur) would be impacted by the scheme. Access would be maintained by realignment of the path and provision of an underpass
T3: The Local Road Network	The council supports the principle of a comprehensive transport system, with both public and private elements, which will: (a) assist in easing traffic congestion and also allow the fullest degree of mobility for all residents in the district; (b) in the interests of energy conservation and improved accessibility, encourage future land use proposals to be located where they represent an extension to existing development	<ul style="list-style-type: none"> The proposals would reduce traffic in the village and thus ease congestion within Crianlarich

5.6 CRIANLARICH AREA

Specific proposals maps for individual settlements are set out within the Stirling Local Plan (see Section 5.5). The map includes designations and development policies/proposals.

Figure 5.1 shows areas designated for development within Crianlarich.

Figure 5.1 Areas Designated for Development within Crianlarich⁶⁶



⁶⁶ Stirling Council, 1999. Stirling Local Plan

There are two areas scheduled for housing development within Crianlarich, CRIA.H1 adjacent to Willow Brae which could accommodate four houses (a single house, Gleann Fiadh Lodge, has been built in this area since the local plan was published and so there would only be room for three houses) and CRIA.H2 at the Old Station Yard which is being developed for four house, two of which have already been built. No further housing development can be undertaken in Crianlarich until a new water treatment works has been constructed as the existing septic tank has no further capacity⁶⁷. One area has been scheduled for business/industrial development, CRIA.B1 at the car park adjacent to the Fire Station (See Figure 6.1). The proposed bypass would not directly affect designated development land within Crianlarich.

An indicative route for the western bypass of Crianlarich is shown on the local plan map. Plans for the bypass had been developed at the time the Plan was produced and the western route was the then (as now) preferred option (see Section 2.4). It is noted that 'construction of the western bypass would have a considerable environmental impact upon the village, which should be minimised through careful landscape design'. The proposals lie outwith the Countryside Policy Boundary (see Policy E7, Table 5.3) however the local plan states that 'there may be scope to review this boundary when the final routes for the bypass are known'.

5.7 PLANNING PERMISSIONS

Planning applications in the area, as listed on the Loch Lomond and the Trossachs National Park website⁶⁸ from January 2008 to August 2009⁶⁹, include:

- application for construction of the Glen Dochart Cycle Route. The off-road section of the route to the north of the village is consented and programmed for construction and so would not be impacted on by the scheme. The proposed section would run on-road through the village. Provision for cyclists to connect into the off-road section has been included in the scheme (see Section 3.2.2) thus no significant impacts to the proposals are predicted.
- an approved (with conditions) proposal for the upgrading of existing waste water treatment works including new submerged aerated filter (SAF) plant, sludge holding tank and control kiosk at the sewage works in Crianlarich. The proposed upgrades would be likely to have been completed before the scheme was built and therefore no significant impacts on the proposals are predicted.
- an application (pending decision) for extension to a house and change of use of adjacent open land to form additional garden ground and proposed boundary treatment alterations at Strathview, Crianlarich. It is proposed that the boundary would be extended to the rear of the property to the same boundary line as the neighbouring property (Dunfraoich). The effects on these properties have been considered in the EIA is anticipated that there would be no significant effects on or from the proposals; and
- an approved (with conditions) proposal for an extension to 1 Glenfalloch Road. It is anticipated that there would be no significant additional effects on this property from the proposals.

No major development has been identified that could be under construction at the same time as the bypass with potential for significant cumulative impacts.

⁶⁷ Information from Stirling Local Plan, 1999

⁶⁸ www.lochlomond-trossachs.org

⁶⁹ Website last checked 26.08.09

Consented planning applications in the area, as listed on the Loch Lomond and the Trossachs National Park website⁷⁰ from December 2008 to August 2009⁷¹, include the felling of 13.5ha of conifers at Inverardran (Forestry Commission) Grid Ref NN415 250. This has now been completed.

5.8 SUMMARY

- The proposed scheme broadly complies with National Government guidance and Structure and Local Plan policies.
- No land designated for development land within Crianlarich would be directly affected by the scheme.
- Mitigation has been defined for any potentially significant impact on the environment to ensure that any residual effects are reduced to the minimum for safe implementation of the road.
- The scheme would not in itself lead to an increase in traffic in the National Park (see Section 4.4) and would remove traffic from Crianlarich village with some benefits to residents and visitors.
- The scheme would be built in a sensitive location at the edge of Crianlarich and with the Loch Lomond and the Trossachs National Park. The design of the scheme has taken account of this as well as the importance of the natural and cultural heritage of the area.
- No significant potential for cumulative effects with other projects has been identified.

⁷⁰ www.lochlomond-trossachs.org

⁷¹ Website last checked 26.08.09