



GAR-01 Survey Summary, July 2026

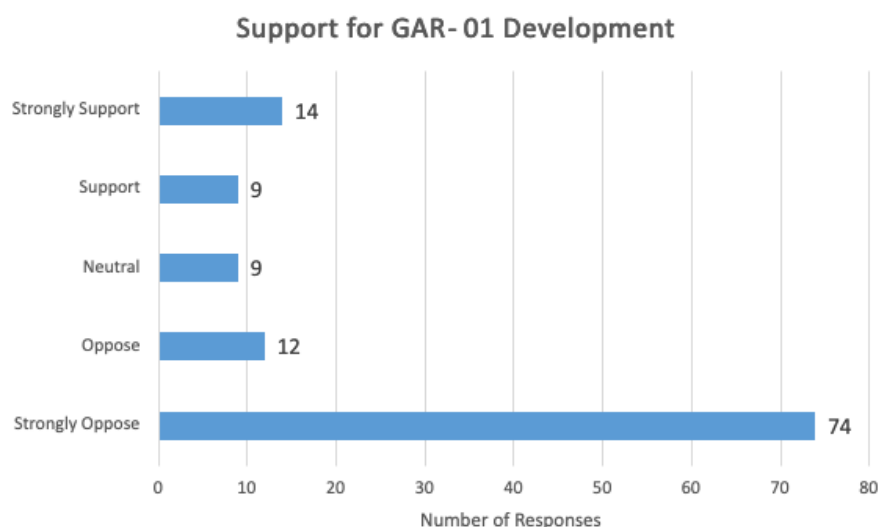
Following Stirling Council's release of its Site Options paper for Gargunnoch, which sets out proposals for site GAR-01, Gargunnoch Community Council (GCC) – in its role as a Statutory Body representing the views of the community – invited Council representatives to attend both a Community Council meeting and a dedicated Extraordinary Meeting to answer residents' questions. As a result of that Extraordinary Meeting, GCC conducted a brief survey between 04/07/26 and 16/07/26.

The survey asked residents and 12 local organisations, including the church, the school and the Trust, to indicate the extent to which they supported the proposed 75-home GAR-01 development on Manse Brae, using a 1–5 scale. It also provided space for suggestions on how the proposal could be made more beneficial to Gargunnoch, along with an open section for any additional comments.

The survey was promoted on posters in the village, and on the Gargunnoch website and Facebook page. The response was good for such a short window, with 118 individual responses from a community of just under 400 homes. Only one organisation responded.

The responses were polarised: most residents either supported or opposed the proposals, and many provided detailed, emotive arguments in support of their position.

However, the community's message is clear: **there's significant opposition to the 75-home proposal**, with respondents citing infrastructure concerns, scale issues, and environmental impact. Most support *some* development but advocate for a maximum of 25-50 homes, with a focus on affordable housing, across several smaller sites in the village. Some want no new homes at all.



Sentiment	Count	Percentage
Oppose (1-2)	86	72.9%
Neutral (3)	9	7.6%
Support (4-5)	23	19.5%

72 % of respondents oppose the development. 20% are supportive.

Key concerns

Almost all supporters of the development recognised the benefits that growth would bring to the school, local businesses and organisations in the village. Many of those who opposed the development also acknowledged the need for growth in the village, but this was tempered by the underlying sentiment that GAR-01 is excessive in size and that the site itself presents many challenges and disadvantages.

Excessive Scale:

The primary concern expressed by respondents is the scale of the development, with more than 50% expressing concern about its size and impact on existing overstretched infrastructure and services. The proposed site shown on the Council map for the 75-house development was deemed excessive and could arguably accommodate more than 200 houses. Many residents were concerned that this was the ‘thin end of the wedge’ and just the start of further unconstrained development. 71% of respondents indicated they wanted fewer houses in any development. A commonly suggested alternative is limiting it to 20-50 houses across several sites.

Impact on Infrastructure and Services:

Road access, water supply, and sewage capacity were the most frequently cited concerns across all responses, with most related to the scale of the development. Gargunnoch’s current infrastructure and services are already overstretched, according to most respondents.

Respondents reported that the village frequently runs out of water across many months of the year, requiring frequent daily bowser deliveries of water to the reservoir – up to 20 lorries on some days. Similarly, the existing WWTP has reportedly only sufficient capacity for no more than 25 additional homes. Cumulative development above this level was seen as requiring major upgrades or replacements to the water supply and sewage plant, with concern that any infrastructure improvement works should lead development and not the other way round.

Roads were reported to be already above capacity. The roads in and out of the village are seen to be already in a poor state of repair and in need of substantial investment. Meiklewood Road (west of Manse Brae), essentially a single-track road (without formal passing places), has been put forward as a shared space road as part of the Kings Highway initiative. The main A811 junction at Station Road is almost universally seen to be flawed and dangerous, and the subject of a long-delayed visibility improvement project. The potential additional traffic upon completion of the development, from 150+

additional vehicles in the village, was seen as exacerbating these road issues, as well as ‘baking in’ car dependency due to the very limited bus service that Gargunnock enjoys.

Responses also referred to construction traffic during the development. Some estimated that the development would result in more than 3,000 HGV journeys, which could not be handled by the Meiklewood access road, since heavy vehicles cannot navigate this single-track road. This would mean almost all HGV journeys entering the village by the Station Road route, passing the primary school gates and up Manse Brae where children must cross the road to stay on a pavement.

It was reported that although the primary school currently has some capacity, its replacement/refurbishment is long overdue. All Gargunnock secondary pupils are bused to Stirling High School or Balfron High School, or taken by their parents in private vehicles. The bus service is infrequent (2 hourly) and stops early in the evening. Whilst the new community shop was recognised as a godsend for most residents, a weekly shop usually means a car or bus journey or home delivery.

Healthcare was reported to already be a challenge, with the nearest GP surgery in Kippen and a current waiting time of 2 to 3 weeks for an appointment. Kippen is an over-stretched rural GP practice that would not be able to handle additional patients from a new development. Other surgeries in the area are currently not accepting new patients from Gargunnock. It was noted that a resident without a car must make a return bus journey of over 4 hours for a 15-minute morning appointment due to the sparse bus schedule. Likewise, the nearest pharmacy is at the surgery in Kippen, which can mean similar elapsed journey times to pick up medications.

While several respondents recognised that many of these infrastructure and service challenges could be resolved in the longer term by growth in the village, there was widespread scepticism that funding would be made available without strings – further growth – attached. The clear preference among respondents was for infrastructure-led growth, not the other way around.

Local Place Plan:

Respondents frequently referred to the Local Place Plan (LPP), produced last year following full consultation with the community and with opportunities for all key stakeholders to engage. Many expressed frustration that it appears to have been ignored in Stirling Council’s Site Options paper. They noted that the LPP sets out a clear preference for limited, small-scale housing growth, with up to around 50 homes delivered across several sites within the village, potentially including steading developments.

Larger developments were opposed due to concerns about local services, school capacity, and road infrastructure, with modest small-scale growth in new homes. Respondents repeated the LPP’s opposition to large housing estates and a strong preference for infrastructure-led, community-scaled growth.

The LPP’s preference for housing growth being prioritised to meet local needs was strongly supported by respondents. They highlighted a focus on affordable housing suitable for young families starting out, and smaller properties suitable for downsizing,

rather than speculative or large-scale development. Respondents also stressed the need for mixed-tenure housing that reflects the character of the village and surrounding landscape, and that aligns with existing infrastructure capacity. Those who support limited development emphasise the need for affordable and social housing, rather than predominantly market-rate homes. There was some frustration that the proposal provided no details or guarantees on these points, and concern about the risk of a large, uniform housing development being imposed on the village. It was clear that the village would want to be involved in the details of any development.

Landscape and Nature:

Respondents expressed strong affection for the Manse Brae area that includes GAR-01. GAR-01 lies at the centre of the historic Ladies' Walk path, with the village's traditional sledging hill on the site's northern side. Respondents were concerned about the loss of, or damage to, both valued local features. The field containing GAR-01 is also part of a Local Landscape Area (LLA), and is visible from Main Street, Station Road and Leckie Road, and forms an important backdrop to the village.

Respondents also reported that Manse Brae is also a habitat for Pine Martens and Red Squirrels, both shy and sensitive creatures; any development would reduce biodiversity and affect their habitats.

Significant physical constraints associated with the site were highlighted, including ongoing flooding of the surface drainage on Manse Brae during heavy rainfall, and significant runoff down the north slope of the site towards Ladies Walk – a local, historical walk between Gargunnock House and the Kirk. The site also has a significant (40 m+) drop on this north slope, where increased runoff will affect the Glebe Wildlife Pond and Park.

It was noted that disabled access to GAR-01 will necessarily be restricted due to the steep hill from the village shop up Manse Brae – a 9% gradient. Cars will be a necessity for new residents of the development due to the poor Gargunnock bus service, which will effectively force even greater car dependence and further strain already narrow, poorly maintained roads.

Tiering Challenges:

SC's proposals to change Gargunnock to a Tier 5 rural village were also challenged by several respondents on the basis that the Tier 5 description includes healthcare provision that Gargunnock does not have. Respondents also felt that there is a contradiction in that the review of the settlement hierarchy focuses on "achieving closer alignment with the Local Living and Infrastructure First approaches set out in NPF4", while at the same time the infrastructure of roads, water and sewage in Gargunnock is not sufficient to sustain the proposed GAR-01 development.

The Spatial Strategy Options Paper states that "Sustainable spatial strategy should generally direct growth towards the most sustainable locations." Many did not consider Gargunnock a sustainable option because of poor transport links and a lack of infrastructure, nor did they consider it "compatible with the surrounding established countryside and landscape character" (NPF4, policy 8).