



TOWN & COUNTRY PLANNING (SCOTLAND) ACT 1997  
AS AMENDED BY THE PLANNING ETC (SCOTLAND) ACT 2006

ERECTION OF 3 NO. DWELLING HOUSES  
LAND AT SITE OF THE FORMER MARIE STUART HOTEL,  
AUCHRAW TERRACE, LOCHEARNHEAD

WRITTEN STATEMENT BY KEN AITKEN  
TRANSPORT SCOTLAND  
NETWORK OPERATIONS: TRUNK ROAD AND BUS OPERATIONS  
DEVELOPMENT MANAGEMENT

Local Review Ref: 2014/003/REF  
LA Ref: 2013/0024/DET  
TS Ref: NW/68/2013

This statement is submitted by Transport Scotland in response to the notification, on the 25 July 2014, from the Loch Lomond and Trossachs National Park that an application for a Notice of Review for the above application had been submitted by the applicant.

At the time of the original consultation Transport Scotland were consulted on the proposal for 6 houses serviced by an improved access located at the existing field access in Auchraw Terrace close to the junction with the A85 trunk road. Transport Scotland responded to Council, on the 7 March 2013, recommending refusal based on the following reason.

*The proposed site access from Auchraw Terrace is in close proximity to the Trunk Road junction and intensification of vehicles entering and leaving the site could delay vehicles exiting the Trunk Road to the detriment of the safe and free of traffic on the Trunk Road*

Transport Scotland's concerns on visibility related not only to the proximity of the site access to the trunk road junction but also the associated lack of visibility from the proposed site access to and from the trunk road. This would lead to an increased safety risk due to the conflict between vehicles entering and exiting the site and vehicles turning off and on the trunk road at the Auchraw Terrace junction.

Following this, further discussion between the National Park, Stirling Council Roads and Transport Scotland identified that a solution may be possible by relocating the access to the trunk road and providing the appropriate visibility splays as defined in the Design Manual for Roads and Bridges, which is the defined standard for trunk roads. Other matters relating to the closure of the existing field accesses and the provision of footways would also need to be considered.

It is noted that the application was subsequently changed to 3 houses from 6 and that a revised layout plan was submitted with a changed access more in line with the discussions undertaken by National Park, Stirling Council Roads and Transport Scotland.

Transport Scotland were not reconsulted on this change from 6 to 3 houses and, consequently, our response remains for refusal as in the original recommendation.

Furthermore, this change from 6 to 3 houses appears to be the main reason for refusal in that change contravenes two policies relating to the use of the site.

Examining the revised plan there are still a number of issues which have not been addressed to remove the safety concerns which resulted in Transport Scotland's recommendation for refusal. The visibility splays have not been correctly interpreted; there is no intervisibility between the new proposed access and Auchraw Terrace; the "low stone wall" shown on the plan may interfere with the visibility; and the access from Auchraw Terrace remains. In addition, it is not clear whether this new proposed access is sited at the best location to maximise the available visibility, which could only be assessed on site. Based on previous discussions Transport Scotland would only agree to a location for this access after a joint site meeting.

Despite this Transport Scotland still consider that it may be possible to resolve these issues through discussion with the applicant and their designers and reach a solution which would be acceptable.

## **Conclusion**

Transport Scotland could not accept the proposed layout as detailed in the plan (Drawing Number 4308/PO1 dated 12 July 2013) submitted by the Denholm Partnership in support of the application, for the aforementioned reasons.

Transport Scotland would respectfully request that, if the Local Review Board is minded to grant this appeal then, in the consideration of this appeal, to address the safety concerns which Transport Scotland have highlighted, the following conditions should be applied.

- 1 *Prior to any development commencing a detailed plan showing the layout of the access and associated visibility splays, shall be submitted and approved by the Planning Authority in consultation with Transport Scotland as trunk road authority and Stirling Council as local roads authority. These visibility splays shall be as follows:*
  - a) *From the proposed access on to the A85 trunk road*

- b) From the proposed access on to Auchraw Terrace*  
*c) From Auchraw Terrace to both the A85 trunk road and the proposed access*  
*The required visibility splay from the access shall be 2.4 m x 70 m and from Auchraw Terrace the required visibility will be 4.5 m x 70 m.*
- 2 The new access to the site shall be formed and the existing field accesses closed off before any works commence on the site.*
  - 3 A footway shall be provided along the trunk road edge to link the new access to the development with the existing footway network at Auchraw Terrace.*
  - 4 A 2 m wide service strip shall be provided from the new access in a easterly direction to the boundary of the site .*

However, Transport Scotland would submit that unless this access arrangement is altered Transport Scotland must maintain the current position and recommend refusal of the application.

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