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Planning Officer  
Loch Lomond and the Trossachs National Park  
National Park Headquarters  
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**Localities and Infrastructure**

Stirling Council  
Teith House, Kerse Road, Stirling FK7 7QA  
Director: Alastair Brown  
Tel: 0845 277 7000  
Email: boylest@stirling.gov.uk  
Ref: DC/S/16/9330/ROPLAN-SB  
Your Ref: 2016/0330/DET

Date: 17 November 2016

Dear Madam

**Formation of a vehicular access  
West of Dalchon Lochard Cottages Road, Kinlochard  
Mr Andrew Strang**

I refer to your consultation received on 1 November 2016 regarding the above planning application and would offer the following comments.

The applicant proposes the formation of a vehicular access off Lochard Cottages Road, Kinlochard. Following a site visit it appears the neighbouring hedge, to the west of the proposed access, could sit within the visibility sightlines and hence restrict the visibility of vehicles egressing from the access. Given the location of the proposed access the required visibility sightlines shall be 2.0m x 40m in either direction from the centre of the proposed access, within which there should be no obstruction to visibility above carriageway level.

Before Transport Development issue a formal response I would request the applicant submit evidence that the required visibility sightlines can be achieved.

Yours faithfully



Stephen Boyle  
Transport Development Control Officer  
Transport Development

## Summary Assessment Sheet

Ref	DC/S/16/9330/ROPLAN-SB
Proposal	Formation of a vehicular access
Location	West of Dalchon Lochard Cottages Road, Kinlochard
How is the development accessible by pedestrians?	<p>There is no pedestrian footway provision available on Lochard Cottages Road. Given the development site is located within the rural environment and as such it is anticipated the private vehicle will be the most common mode of transport.</p> <p>(e.g. routes to facilities / crossings / direct access into site)</p>
How is the development accessible by cyclists?	<p>Cyclists and other road users share the same road space as is common practise in rural areas.</p> <p>(e.g. routes to facilities / crossings / access into site / parking)</p>
How is the development accessible by public transport users?	<p>The development site sits remote from public transport services and the private car is anticipated to be the most common mode of transport.</p> <p>(e.g. routes to bus stops / stations / frequency of service)</p>
Have potential adverse impacts of motor vehicles been accounted for	<p>Yes</p> <p>(e.g. safe access / impact on network / car parking)</p>
Is a travel plan required? If a travel plan was required – outline key proposals + car modal share target	No
Are CTS / Public Transport / P&R contributions required?	No
Are other measures required to ensure: <ul style="list-style-type: none"> <li>▪ that there is a realistic choice of access to the site and/or</li> <li>▪ the impact of development on the safety and efficiency of the transport network is minimised</li> </ul>	No