

Network Operations  
**Trunk Roads: Network Management**

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF  
Direct Line: 0141 272 7387, Fax: 0141 272 7373  
ken.aitken@transportscotland.gsi.gov.uk



CÒMHDHAIL  
ALBA

Committee Services  
Argyll & Bute Council  
Kilmory  
Lochgilphead  
Argyll  
PA31 8RT

Your ref:  
10/003/LRB

Our ref:  
NW/253/2009

Date:  
1 April 2010

FAO Fiona McCallum

Dear Ms McCallum

**THE OLD MANSE, MINARD, ARGYLL - PLANNING PERMISSION FOR ERECTION OF  
SINGLE STOREY DWELLING HOUSE AND INSTALLATION OF SEPTIC TANK  
COUNCIL REFERENCE 09/01424/PPP**

I refer to your request for further submissions, dated the 30 March 2010, to provide additional information on the achievable visibility splay and clarification of the access requirements.

In terms of the visibility splay Transport Scotland's Operating Company found it difficult to ascertain the achievable visibility splay during their site visit due to the height of the existing hedges. Examining the layout on the plans within the office it does appear that it may be possible to achieve the required visibility by cutting back the hedge and the wall within the frontage of the Old Manse. However, there is a small section of the wall in the adjacent property to the north, "Landfall" which may slightly affect the visibility but it is Transport Scotland's opinion that the impact of this wall would be minimal. Therefore Transport Scotland would accept that the visibility which would be achieved by the removal of the hedge and wall, within the applicant's ownership along the frontage of the Old Manse would be acceptable, even if it was slightly substandard.

In terms of the access requirements Transport Scotland are concerned at the proximity of the access to the Old Manse and the access to "Lea Croft" to the south, and in particular the hedge running between the two accesses. It is Transport Scotland's opinion that this combination of adjacent accesses with the hedge between could adversely affect road safety on the trunk road. Vehicles entering and leaving both accesses could not see each other and potential conflict could occur where a vehicle could be left wholly or partially on the trunk road thus interfering with the efficiency and safety of trunk road traffic. Obviously, this could occur at the present but an additional house would increase the number of movements and exacerbate the situation. Transport Scotland would note that this problem could be resolved if a length of the hedge could be removed and the accesses combined to create a wider access over the first 10 metres or so.

I trust this explains Transport Scotland's position but if you require any further details please do not hesitate to contact me.

Yours faithfully

Ken Aitken  
Transport Scotland