



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

PROPOSED ERECTION OF DWELLINGHOUSE WITH INTEGRATED GARAGE AT
UPPER ARDOCH SITE, ARDOCH FARM, NR MULBEN

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

LA Ref: 15/00608/APP
TS Ref: NE/66/2015

This statement is submitted by Transport Scotland in response to the notification from The Moray Council that an appeal had been lodged for the above application and this will be heard by the Council's Local Review Body.

Transport Scotland were consulted on this application on the 14 April 2015 and responded with a number of recommended conditions on the 28 April 2015. While Transport Scotland have a number of concerns about the proliferation of new developments using the existing access, we are satisfied that with the appropriate modifications this junction is capable of coping with the traffic generated by the existing and proposed developments. However, we would resist the further use of this access for additional development.

Therefore, Transport Scotland would not object to this development proceeding and respectfully request that should the Local Review Body be minded to grant this appeal then the following conditions for the upgrade of the access should be attached.

The existing access shall join the trunk road at a improved junction which shall be constructed by the applicant to a standard as described in the Department of Transport Advice Note TA 41/95 (Vehicular Access to All-Purpose Trunk Roads) (as amended in Scotland) complying with Layout 3 (the layout will be similar to layout 8). The junction shall

be constructed in accordance with details that shall be submitted and approved by the Planning Authority, after consultation with the Roads Authority, before any part of the development is commenced.

The visibility splays shall be provided and maintained on each side of the improved access to the satisfaction of the local Planning Authority. These splays are the triangles of ground bounded on 2 sides by the first 4.5 metres of the centreline of the access driveway (the set back dimension) and the nearside trunk road carriageway measured 215 metres (the y dimension) in both directions from the intersection of the access with the trunk road. In a vertical plane, nothing shall obscure visibility measured from a driver's eye height of between 1.05 metres and 2.00 metres positioned at the set back dimension to an object height of between 0.26 metres and 1.05 metres anywhere along the y dimension.

The gradient of the access road shall not exceed 1 in 40 metres for a distance of 10 metres from the nearside edge of the trunk road carriageway, and the first 10 metres shall be surfaced in a bituminous surface.

A Service Bay shall be provided adjacent to the trunk road the bay should incorporate a secure refuse bin storage area the details of which shall be submitted for the approval of the Planning Authority, after consultation with the Roads Authority.

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31 August 2015