

Transport Scotland – Trunk Road Network Management Directorate

TR/NPA/2A

Development Application Information

To be Provided by the Management Organisation

Applicants name:-	████████████████████	Council Reference:	████████████████████
Location and Trunk Road Affected: Land 125 metres SE ██████████ affecting the A96 Aberdeen to Inverness Trunk Road			
Ordnance Survey Grid Reference (12digits):	████████████████████	Point of access to Trunk Road or nearest point to Trunk Road	
Completed By:-	████████████████████	MO Reference:-	
Signature:-	████████████████████	Date:-	████████████████████
SE NMD Reference (to be completed by SE NMD):			

Requirements in Application		YES	NO	N/A
1	Sufficient Information and date received	X		
2	Council's Comments (append to this form).		X	
3	Traffic impact Assessment prepared (append to this form)		X	
4	Complies with local and Structure Plans	See note 4		
5	Parking, manoeuvring and servicing contained within site.	X		
6	Environmental measures (e.g. wheel wash, screening)		X	
7	Is Safety Audit required?		X	
8	Subject to previous application or Inquiry? (Append decision notice)		X	

Application Parameters		Details	Attached
9	Traffic Flow AADT and Peak Hour (including modal split and seasonality).	See note 9	
10	Existing Speed Limit (extent, location, etc) and traffic Speeds.	30mph on Trunk Road	
11	Cross Section of Trunk and adjacent roads (carriageway/footway width, crossfall, etc)	See note 11	
12	Longitudinal gradient of Trunk Road, site access and side road (existing and possible)	See note 12	
13	Visibility on Trunk Road, site access and side roads (existing and possible)	See note 13	
14	Percentage Increase in traffic flows at site access junction.	See note 14	
15	Junction spacing along Trunk and affected adjacent local Roads (spacing and type of junctions).	See note 15	
16	Presence and affect of proposals in Overtaking Opportunities.	No effect	
17	Accident statistics for trunk and Adjacent local roads (minimum 5 years record).	See note 17	
18	Location and type of adjacent roadworks or other construction works.	No roadworks	
19	Photographs covering site, all approaches, junctions affected etc.		See attached photos
20	Photographs showing all visibility splays from junctions affected		See attached photos
21	Existing and Proposed road layout (including road markings)	No changes proposed to trunk road network	
22	Extent of existing street lighting.	See note 22	

Additional Comments and Data

4. Status of appropriate structure plan/local plan has not been stated on the TR/NPA/1.
9. From SERIS information - Total Aadf = 9610, Total commercial Aadf = 1068. (Two way traffic flow)
11. The A96 Trunk Road is single carriageway at this location, of average 7.3m width. Footways are in existence at this location.
12. The longitudinal gradient of the Trunk Road at this location is in the region of 0 - 4%.
13. Visibility from the existing private access junction with the A96 has been measured and was found to just meet the required DMRB standard for 30mph. As the 40mph restriction starts just to the east of the site access the visibility splay requirement looking left is 90metres which is achieved.
14. The application is to demolish 1 dwelling and build 5 new dwellinghouses. The development could be anticipated to generate between 28 and 40 additional daily turning movements at the existing trunk road access.
15. Access to the site is from an existing private access, no other trunk road access' are affected by this proposal. It should be noted that it may have been possible to access the site from the local road although the link road is through an industrial area.
17. From SERIS information, within 250m either side of the primary trunk road access:- 2 slight accidents recorded since the [REDACTED]
22. Trunk Road lighting is not in existence at this location.

General Note

The application is for 5 new dwellinghouses located within the Nairn settlement. Although the site could potentially be used for commercial premises given its location adjacent to the industrial estate, the land use is currently residential and the private site access is currently in place. If the applicant can improve the existing site access to an acceptable standard for the scale of this development I would not recommend Transport Scotland refusal of this application.

Signed:-

Date: [REDACTED]

On behalf of the Management Organisation