

18/01046/EIA – Moray West onshore infrastructure

Additional conditions (from Transport Scotland)

The proposed access(es) to the trunk road shall be constructed by the applicant in accordance with the Design Manual of Roads and Bridges (DMRB). The junctions shall be constructed in accordance with details that shall be submitted and approved by the Planning Authority, after consultation with Transport Scotland as the Trunk Roads Authority, before any part of the development is commenced. All necessary costs associated with the construction, supervision and safety audits, including all additional work identified by the audit as being necessary for the safety of the users of the trunk road, shall be funded by the developer.

Reason- To ensure that the standard of access layout complies with the current standards and that the safety of the traffic on the trunk road is not diminished and to ensure that vehicles entering or exiting the access can undertake the manoeuvre safely and with minimum interference to the safety and free flow of traffic on the trunk road

Prior to commencement of deliveries to site, a Construction Traffic Management Plan including swept path analysis must be submitted to and approved by Transport Scotland to ensure that abnormal loads can be transported along the trunk road network safely. The complete report shall detail any accommodation measures required including the temporary removal of street furniture, junction widening, traffic management etc. and show that the transportation will not have any detrimental effect on structures within the route path.

Reason- To minimise interference and maintain the safety and free flow of traffic on the Trunk Road as a result of the traffic moving to and from the development.

Prior to commencement of deliveries to site, the proposed route for any abnormal loads on the trunk road network must be approved by the trunk roads authority prior to the movement of any abnormal load. Any accommodation measures required including the removal of street furniture, junction widening, traffic management must similarly be approved.

Reason- To ensure that the transportation will not have any detrimental effect on the road and structures along the route

During the delivery period of the wind turbine construction materials any additional signing or temporary traffic control measures deemed necessary due to the size or length of any loads being delivered or removed must be undertaken by a recognised Quality Audit traffic management consultant, to be approved by Transport Scotland before delivery commences.

Reason- To ensure that the transportation will not have any detrimental effect on the road and structures along the route

Additional Informatives (from Transport Scotland)

The applicant should be informed that the granting of planning consent does not carry with it the right to carry out works within the trunk road boundary and that permission must be granted by Transport Scotland Trunk Road and Bus Operations.

Where any works are required on the trunk road, contact details are provided on Transport Scotland's response to the planning authority which is available on the Council's planning portal.

Trunk road modification works shall, in all respects, comply with the Design Manual for Roads and Bridges and the Specification for Highway Works published by HMSO. The developer shall issue a certificate to that effect, signed by the design organisation.

Trunk road modifications shall, in all respects, be designed and constructed to arrangements that comply with the Disability Discrimination Act: Good Practice Guide for Roads published by Transport Scotland. The developer shall provide written confirmation of this, signed by the design organisation.

The road works which are required due to the above Conditions will require a Road Safety Audit as specified by the Design Manual for Roads and Bridges.

Any trunk road works will necessitate a Minute of Agreement with the Trunk Roads Authority prior to commencement.