

Buckinghamshire County Council, Highways Development Management

Example Highway Conditions

The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who recommends:

The following conditions to be attached to any planning consent granted:

Off Site works

Prior to (commencement or occupation) of the development the off-site highway works (shown in principle on drawing....or in general accordance with the approved plans) shall be laid out and constructed in accordance with details to be first approved in writing with the Local Planning Authority. The highway works shall be secured through a S278 Agreement of the Highways Act 1980. *For the avoidance of doubt the S278 works shall comprise of ... and include.....*

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

New Access/Modified Access

Prior to the (commencement or occupation) of the development the (new or modified) access to.... road shall be designed/constructed in accordance with (the approved plans or details to be submitted to and approved by the Local Planning Authority). The access shall be constructed in accordance with; 'Buckinghamshire County Council's Guidance note, "Private/Commercial/Industrial Vehicular Access Within Highway Limits" 2013.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

Vehicular Visibility

Prior to the (commencement or occupation) of the development minimum vehicular visibility splays offrom....back from the edge of the carriageway from both sides of the (new, modified or existing) access ontoroad shall be provided in accordance with (the approved plans or in accordance with details to be submitted to and approved by the Local Planning Authority) and the visibility splays shall be kept clear from any obstruction between 0.6m and 2.0m above ground level.

Reason: To provide adequate visibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

Pedestrian Visibility

Prior to the (commencement or occupation) of the development pedestrian inter - visibility splays of 2m by 2m shall be provided on each side of the access, the depth measured from

the back of the footway and the widths outwards form the edges of the access. The area contained within the pedestrian visibility splays shall be kept clear of any obstruction between 0.6m x 2.0m above ground level.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

Forward visibility splays

Prior to commencement details of forward visibility splays, **in length, shall be submitted to and approved in writing by the Local Planning Authority. Prior to occupation the approved forward visibility splays shall be provided. The area contained within the forward visibility splays shall thereafter be kept clear of any obstruction between 0.6m and 2.0m above ground level.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

New Road

Prior to commencement of development the (new access road or estate roads) including its junction with.....road has been constructed in accordance with, (the approved plans or a scheme to be submitted to and approved in writing by the Local Planning Authority). No development shall begin before that junction andm of the new road has been constructed.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

Gradient of Access

(Prior to commencement or occupation) of the development the new (access drive or access road) shall be laid out to the gradient set out in the approved plans or to a maximum gradient of 1 in in accordance with a scheme to be submitted to and agreed with the Local Planning Authority.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

Closure of Access

(Prior to the commencement or occupation) of the development or within one month of the new access being brought into use);

a)The means of access to the development shall be fromroad only.

b)The existing access ontoroad shall be permanently closed and stopped up in accordance with,(the approved plans or details to be submitted and approved in writing by the Local Planning Authority). For the avoidance of doubt the applicants will be

required to enter into a S184 Agreement with the Highway Authority in order to comply with the requirements of this condition.

c) The site, subject of the application, shall not be occupied until a permanently maintained physical barrier fronting ontoroad, as may be agreed with the Local Planning Authority, has been erected to prevent access on to that road.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.

Entrance Gates

(Prior to the commencement or occupation) the (proposed or existing entrance gates) shall be set back a minimum distance of 6 metres from the edge of the carriageway. The gates shall then be erected, (in accordance with the approved plans or plans to be agreed with the Highway Authority).

Reason: To enable vehicles to draw off clear of the highway for the safety and convenience of the highway users.

Parking and Turning

(Prior to occupation or commencement) of the development space shall be laid out within the site for parking for (number) cars, a minimum of (number) cycles, loading and manoeuvring, (in accordance with the approved plans and/or details to be submitted to and approved in writing by the Local Planning Authority). This area shall be permanently maintained for this purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

Deliveries and Servicing

Prior to the commencement of development details of servicing arrangements for deliveries to and from the site including:

- a) Specifications for parking and turning for service vehicles
- b) Specifications of types of vehicles and hours of operation

Shall be submitted to and approved in writing by the Local Planning Authority and only the approved details shall be implemented.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

Management of Parking

Prior to occupation of the development details of the management and use of the (existing or proposed) parking shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

Drainage

The development shall not be implemented until the surface water drainage of the site has been designed so as to prevent the discharge of water onto the public highway. Details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To minimise danger and inconvenience to highway users.

Screening of Illumination

The proposed lighting shall not be brought into use until measures to avoid unacceptable glare to users of the public highway have been provided in accordance with (the approved plans or a scheme to be submitted and approved in writing by the Local Planning Authority) and permanently maintained thereafter.

Reason: To minimise danger and inconvenience to highway users.

Site Operatives vehicles/ Method of Construction

The development shall not begin until provision has been made to accommodate the following during the construction period-

- all site operatives', visitors' and construction vehicles
- loading, off-loading,
- parking and turning within the site
- Pre condition surveys
- Site hoarding

in accordance with a Construction Management Plan to be submitted and agreed in writing by the Local Planning Authority.

Reason: To minimise danger and inconvenience to highway users

Mud on the highway

Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on the adjacent public highways in accordance with details to be submitted and agreed in writing by the Local Planning Authority prior to the commencement of the development.

Reason: To minimise danger and inconvenience to highway users.

Travel Plan

- a) Prior to the commencement of the development a Travel Plan Framework shall be submitted to and agreed by the Local Planning Authority. A Full Travel Plan shall

then be submitted to and approved by the Local Planning Authority to be in general accordance the 'Buckinghamshire County Council Travel Plan Good Practice Guidance'.

- b) Prior to the occupation of the development a Full Travel Plan shall be submitted to and agreed by the Local Planning Authority to be in general accordance with the 'Buckinghamshire County Council Travel Plan Good Practice Guidance'.

The approved Travel Plan shall be implemented upon occupation of the development and subject to annual review thereafter, (or to be implemented within a timescale otherwise agreed).

Reason: In order to influence modal choice and to reduce single occupancy private car journeys and comply with National and Local Transport Policy.

Travel Plan Statement

Prior to occupation of the development a Travel Plan Statement shall be submitted to and agreed by the Local Planning Authority. The approved Travel Plan Statement shall be implemented upon first occupation of the development.

Reason: In order to influence modal choice and to reduce single occupancy private car journeys and comply with National and local transport policy.

School Transport Plans

Prior to the planned occupation of the development hereby permitted, the Travel Plan shall be submitted to and approved in writing by the Transport Strategy Team. Following occupation of the development hereby permitted, the travel plan shall be reviewed and submitted for approval, on an annual basis, at the end of each academic year.

The plan shall include a full analysis of the existing modal split for staff and pupils at the school and detailed proposals for future transport provision, with the aim of securing no increase in the number of car movements generated on the school journey. In the event of an increase in the number of car movements, the school shall undertake measures, which will have previously been identified in the travel plan, as are necessary to promote a reduction in the number of car borne trips.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and to promote a reduction in the number of car borne trips and comply with National and Local planning policy.

Highway Informatives

Land outside the application site

- I1 In order to comply with condition no.... above, land outside the application site but shown as under the applicant's control will be affected (i.e. "blue" land involved).

Details to be submitted

- 12 Your attention is specifically drawn to the conditions above marked *. These conditions require the submission of details, information, drawings etc. to the LOCAL PLANNING AUTHORITY **PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT ON THE SITE**. Failure to observe these requirements will result in a contravention of the terms of the permission and the Council may seek necessary Enforcement action.

Licence for obstruction in the highway

- 13 The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding, skip or any other device or apparatus for which a licence must be sought from the Highway Authority. A period of 10 days must be allowed for the issuing of the licence, please contact the Streetworks team at the following address for information.

Streetworks
10th Floor, New County Offices
Walton Street, Aylesbury,
Buckinghamshire
HP20 1UY
Telephone 0845 2302882

<https://www.buckscc.gov.uk/services/transport-and-roads/licences-and-permits/>

Licence to work in the Highway

- 14 The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A period of 28 days must be allowed for the issuing of the licence, please contact the Streetworks team at the following address for information.

Streetworks
10th Floor, New County Offices
Walton Street, Aylesbury,
Buckinghamshire
HP20 1UY
Telephone 0845 2302882

<https://www.buckscc.gov.uk/services/transport-and-roads/licences-and-permits/>

5 S184 Agreement- small highway works

SI32 The applicant is advised that the off site works will need to be constructed under a Section 184 of the Highways Act legal agreement. This Small Works Agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the

highway. A minimum period of 3 weeks is required to process the agreement following the receipt by the Highway Authority of a written request. Please contact Development Management at the following address for information:-

Highways Development Management
6th Floor, New County Offices
Walton Street, Aylesbury,
Buckinghamshire
HP20 1UY
Telephone 0845 2302882

S278 Agreement - Highway works

- 16 The applicant is advised that the off site works will need to be constructed under a section 278 of the Highways Act legal agreement. This agreement must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the highway. A minimum period of 8 weeks is required to draw up the agreement following the receipt by the Highway Authority of a completed Section 278 application form. Please contact Highways Development Management at the following address for information: -

Highways Development Management
6th Floor, County Hall
Walton Street, Aylesbury,
Buckinghamshire
HP20 1UY
Telephone 0845 2302882

Land within the Highway

- 17 The applicant is advised that an area of land within the curtilage of the application site may be required for future highway purposes, the details of which may be obtained from the Head of Transportation.

Request for Drawings

- 19 In order to comply with condition.... above, the developer is required to submit to Development Management, County Hall, Aylesbury, drawings in triplicate detailing the layout plans at scale 1:500, longitudinal and cross sections, typical construction details and method of disposal of surface water.

Signs in the Highway

- 110 It is not the policy of the County Council to approve the erection of signs or other devices of non-statutory nature within the limits of the highway. If such signs are erected the County Council will remove them.

Signs in the Highway

- 111 Projecting signs or other devices which overhang the public highway may be erected only with the expressed approval of the Highway Authority under section 178 of the Highways Act 1980.

Surface Water

I12 It is contrary to section 163 of the Highways Act 1980 for surface water from private development to drain onto the highway or discharge into the highway drainage system. The development shall therefore be so designed and constructed that surface water from the development shall not be permitted to drain onto the highway or into the highway drainage system.

Use of Soakaways

I13 The applicant is advised that if it is intended to use soakaways as the method of dealing with the disposal of surface water then the permission of the appropriate Water Authority may be necessary.

Drainage diversion

I14 In order to comply with condition... above, the drainage ditch fronting the site shall be piped, bridged, or culverted in a manner so as not to prevent the free flow of water therein.

Rights of Way obstruction

I15 This permission shall not be deemed to confer any right to obstruct the public footpath / bridleway now crossing the site which shall be kept open and unobstructed until legally stopped up or diverted under section 257 of the Town and Country Planning Act 1990.

Rights of Way advisory signs

I16 The applicant is advised that advisory signs denoting the presence of the public footpath or bridleway crossing the site are required. Please contact the Rights of Way Officer at the County Council in this respect. Tel (01296) 382171

Mud on the Highway

I17 It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.

Obstruction on the Highway

I18 No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.

Works on the Highway

19 The applicant is advised that as part of the detailed design of the highway works required by the above condition, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street/furniture equipment.

20 Highway Boundary Check

The applicant is advised to check the highway boundary with Bucks County Council, 'Highways Information Team' prior to commencement of development to ensure the amenity land is not public highway.

21 Parking

The applicant is advised that the Highway Authority has not raised an objection in relation to parking as the parking provision is unlikely to have an adverse impact on the highway safety or capacity. The Local Planning Authority is able to object to parking grounds due to the impact on local amenity.

22. Pre condition surveys Construction Management

The applicant is advised to contact the Highways Development Management delivery team to determine the extent of pre-condition surveys.

23. Construction period Water on the Highway

The applicant is advised that adequate measures should be in place to ensure water is not carried out onto the highway. If water is carried out onto the highway during icy period, site inspectors will request salt is applied to affected areas.

TRAFFIC SIGNALS Informatives

- All traffic signals installations within Buckinghamshire must as a minimum have fault monitoring enabled and installed to link to the BCC monitoring systems including the developer providing an approved communications link.
- For traffic signals junctions CCTV cameras are required (unless the authority notifies the developer of an exception), these must be compatible with our existing systems. Early engagement with the authorities ITS team is recommended.
- All signals equipment must be capable of being monitored through the council's existing remote monitoring systems, any equipment that is outside the current contracted maintenance schedule may incur a requirement for an increased commuted sum for maintenance.
- All traffic signals installations require ducting throughout the extents of the works to incorporate two spare orange ducts and one purple communications duct, where reasonably possible these should also connect into the authorities existing duct network.
- Design checks require a copy of the model as well as a copy of the output reports to be provided to the authority.
- Designers of traffic signals installations should request a copy of the authorities guidance notes on the design of traffic signals installations at the commencement of any design process, this sets out the general requirements of the design and complements the appendix 12/5 which is also provided.
- At the point of commissioning the following documents must be provided: A current as built drawing (any updates subsequently will require these to be updated and provided) in both Auto CAD and PDF formats. A full set of electrical test certificates.

Reasons for Refusal

Poor layout

- R1 The proposed development would by virtue of its standard of design and layout give rise to a form of development, which in the opinion of the Highway Authority is contrary to highway safety and would lead to danger and inconvenience. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

Visibility - From proposed access

- R2 The proposed access is at a point where visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

Visibility - From existing access

- R3 The proposed development would result in an intensification of use of an existing access at a point where visibility is substandard and would lead to danger and inconvenience to people using it and to highway users in general. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

Visibility - General

- R4 As far as can be determined from the submitted plans, the applicant does not appear to control sufficient land to provide adequate visibility. The proposed development would, therefore, be detrimental to highway safety. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

Poor access – Proposed

- R5 The proposed means of access to the site is inadequate by reasons of its / width / alignment / construction / to serve the proposed development with safety and convenience. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

Turning space

- R6 The applicant / is not able to provide / has not included adequate provision for / a satisfactory turning space within the site. The resultant reversing of vehicles onto or off of the highway would lead to conditions of danger and inconvenience to other highway users. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

Turning and parking space

- R7 The applicant / is not able to provide / has not included adequate provision for / space within the site for parking and manoeuvring of vehicles clear of the highway. The development if permitted would therefore be likely to lead to additional on-street parking and to vehicles reversing onto or off of the highway to the detriment of public and highway safety. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

Loading and unloading provision

- R8 The applicant / is not able to provide / has not included adequate provision for / space within the site for the loading, unloading and manoeuvring of vehicles clear of the highway. The development if permitted would therefore be likely to lead to the stationing of vehicles on the highway and to vehicles reversing onto or off of the highway to the detriment of public and highway safety. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

No footways

- R9 The applicant / is not able to provide / has not made any provision for / a footway between the application site and.... and therefore the absence of footways would lead to conditions of danger to pedestrians walking to or from the proposed development. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

Site affected by new highway

- R10 The site is affected by highway proposals and the development of the site would frustrate the Highway Authority's intentions.

Prematurity

- R11 The proposed development is premature until such time that .

Third party land

- R12 As far as can be determined from the submitted plans, the applicant does not appear to control sufficient land to construct the new access in accordance with the Highway Authority's minimum standard. The proposed development would therefore be detrimental to highway safety. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshires Local Transport Plan 3.

Signs – Proliferation

- R13 There is already a proliferation of advertisement signs / on the site / in this vicinity / and the proposed addition of an / illuminated / advertisement would add to the distraction of highway users to the detriment of highway safety.

Signs – Contradictory

- R14 The proposed sign is contradictory to guidance given in circular 5/92 in that it contains features which are hazardous to traffic and would, therefore, be likely to cause danger to road users. (Specific features may be referred to as in circular 5/92 appendix B)

New Access

- R15 The development if permitted would lead to the creation of a new access on a section of a / classified highway / primary route / inter-urban principal road. The slowing and turning of vehicles associated with the use of the access would lead to conflict and interference with the free flow of traffic on the highway and be detrimental to highway safety. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

Intensification of an existing access

- R16 The development if permitted would intensify the use of an existing access on a section of a / classified highway / primary route / inter-urban principal road / . The slowing and turning of vehicles associated with the use of the access would lead to further conflict and interference with the free flow of traffic on the highway and be detrimental to highway safety. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

Inadequate Transport Assessment

- R17 Insufficient information has been submitted by the applicant to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing distributor road network, contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

Inadequate site accessibility by non-car modes of travel

- R18 The proposed development fails to make adequate provision to allow accessibility to the site by non-car modes of travel. The development will therefore be heavily reliant on the use of the private car contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.
- R19 The location of the site is such that it has only limited access by non-car modes of travel. The absence of adequate infrastructure and the sites remoteness from major built up areas is such that it is likely to be reliant on the use of the private car contrary to local and national transport policy. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

Parking Space insufficient in size

- R20 The proposed vehicular access will serve a sub standard parking area. The resulting overhang would be detrimental to pedestrian and road safety. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

Road network unsuitable in width

- R21 The proposal would generate additional traffic on **** Road, which is substandard in respect of its width and would result in an increased risk of collisions to road users. The development is contrary to the National Planning Policy Framework and the aims of Buckinghamshire's Local Transport Plan 3.

POLICIES

Highway Safety Policies

Aylesbury Vale

New accesses to inter-urban A-class or Trunk Roads - saved policy RA.37 of the AVDLP

Chiltern

Impact on transport network - Policy CS25 of the CSCD

Requirements of new development (1) – Policy CS26 of the CSCD

Requirements of new development (2) - saved policy TR2 of the CDLP

Access and Road Layout – Saved policy TR3 of the CDLP

South Bucks

Accesses, highway works and traffic generation - saved policy TR5 of the SBDLP

Wycombe

Transport and Infrastructure – Policy CS20 of the WDCS

Parking related Policies

Aylesbury Vale

Saved policy P.24 of the AVDLP

Chiltern

Saved policies TR11 and TR16 of the CDLP

South Bucks

Saved policy TR7 of the SBDLP

Wycombe

Policy CS20 of the WDCS

Saved policy T2 of the WDLP

Town Centre Parking Policies

Aylesbury Vale

Parking policy guidelines – saved policy AY.21 of the AVDLP

Wycombe

Town Centre Parking – saved policy T17 of the WDLP

Sustainability Policies

Aylesbury Vale

Developments within Aylesbury only

Public transport to serve new developments – saved policy AY.17 of the AVDLP

Development of the cycle network – saved policy AY.20 of the AVDLP

Chiltern

Requirements of new development (1) – Policy CS26 of the CSCD
Sustainable development – Policy CS4 of the CSCD

South Bucks

Accessibility and Transport – Core Policy 7 of the SBCS

Wycombe

Transport and Infrastructure – Policy CS16 and CS20 of the WDCS

Footway links – saved policy T4 of the WDLP

Cycle links – saved policy T5 of the WDLP

Cycle parking – saved policy T6 of the WDLP

Bus Improvements – saved policy T8 of the WDLP

Other Highway Policies

Aylesbury Vale

Traffic generation increase on rural roads - saved policy RA.36 of the AVDLP

New accesses to inter-urban A-class or Trunk Roads - saved policy RA.37 of the AVDLP

South Bucks

Provision for those with special needs – saved policy TR4 of the SBDLP

HGV's - saved policy TR10 of the SBDLP

Wycombe

Contribution of Development to Community Infrastructure – Policy CS21 of the WDCS

Traffic Calming – saved policy T13 of the WDLP