

Environmental Services

Divisional Director – Martin Dickman

Buckinghamshire County Council

Highways Development Management

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Development Control
Aylesbury Vale District Council

Date: 31st January 2017

Your ref: 15/02134/AOP

DX4130 Aylesbury

FAO Anne James

Dear Anne,

**HIGHWAY AUTHORITY COMMENTS
TOWN AND COUNTRY PLANNING ACT 1990**

Application Number: 15/02134/AOP

Proposal: Outline application with access to be considered and all other matters reserved for the erection of up to 85 dwellings – Further Comments

Location: Land Off College Road South, Aston Clinton, Buckinghamshire

You will be aware that I have previously provided three sets of comments relating to this application, the last of which were dated 11th February 2016. Those comments confirmed that after consideration of further information from the applicant in order to overcome the highway issues, two recommended highway reasons for refusal still remain.

The planning application was refused by the District Council and an appeal lodged by the applicant. Since that appeal was lodged the applicant has been in further discussions with the Highway Authority in order to address the remaining issues and below I will confirm the current position of the Highway Authority following those discussions.

Details have now been submitted to the Highway Authority that show the adequate availability of highway land along College Road South in order to provide a 2m footway from the site access on College Road South to the existing footway provision on Brook Street. The principle of an adequate footway link has been agreed and this link is not shown to significantly alter the existing width of College Road South. Tracking plans have also been submitted to show that refuse and agricultural vehicles can pass cars parked along College Road South.

For confirmation, the following plans have been submitted to and considered by the Highway Authority:

075.0001.011 – Highway Boundary and Topographical Survey Overlay

This plan shows the available highway land along College Road South.

075-0001-003 Rev B – Potential Footway Improvements on College Road South

This plan shows the 2m footway provision along College Road South linking the site with the existing footway provision on Brook Street. I would like to see the footway along College Road South directly linking to the footway emerging from the site access; however it is currently shown to finish to the south east of the access with a link into the site shown. I am satisfied that adequate highway land exists to link the footway provision to the main site access, which can therefore be secured by Condition if required. I had previously been concerned about any narrowing of the carriageway through the College Road South junction with Brook Street, which was shown on previous plans. It has now been confirmed that the width of the carriageway through this junction will not change, which is also reflected on the latest plans. My previous concerns are therefore no longer an issue.

075.0001.009 – Existing College Road South Refuse Tracking

This plan shows the existing tracking of a refuse vehicle through the College Road South junction with Brook Street.

075.0001.007 Rev A – College Road South Refuse Tracking

This plan shows the tracking of a refuse vehicle through the College Road South junction with Brook Street with the proposed 2m footway provision in place. The plan confirms that the carriageway width is not affected and therefore there is no detrimental impact to the tracking of vehicles.

075.0001.010 – Agricultural Vehicle Tracking on College Road South

This plan shows an agricultural vehicle passing parked cars along College Road South along the section of carriageway that is narrowed slightly by the provision of the 2m footway.

On the basis of what is shown on the above plans, while I remained concerned about the proposed alignment of the kerb line along the footway link, I am satisfied that the principle of the proposed footway link along College Road South is acceptable subject to detailed design.

Consistent with other sites within Aston Clinton that have recently been considered by the Highway Authority, financial contributions will be required and these will need to be included within a S106 Agreement.

Mindful of the above, I can confirm that the highway reasons for refusal previously given have now been addressed. Should the Inspector be minded to allow the Appeal I would recommend that it be subject to a signed S106 Agreement and I would recommend that the following Conditions and Informatives are included on any permission:

S106 Obligations:

- Travel Plan and annual review fee of £1000 per annum for the first 5 years
- Review, consultation and implementation of additional waiting restrictions at the junction of Chapel Drive/Green End Street, Green End Street/London Road and Brook Street/London Road.
- A £150,000 contribution towards any of the following sustainable transport schemes:
 - Improvements to the passenger transport corridor between Aston Clinton and Aylesbury, including bus stops shelters and works to improve public transport journey times and reliability.
 - Cycle improvements between the site and key facilities and service in Aylesbury and/or Wendover.
 - Extension of bus services for a 5 year period, the lifetime of the travel plan, to provide a later service facilitating commuter journeys.
 - Promotion of sustainable transport schemes to encourage cycling/walking and the use of public transport.
- A £29,890.25 contribution towards a traffic calming scheme through Aston Clinton and Weston Turville.

Conditions:

1. No part of the development shall commence until details of the new means of access to College Road South have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the new access to College Road South have been sited, laid out and constructed in accordance with the approved details.

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

2. No other part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 33 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall be kept

free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

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.

3. The development shall not begin until details of the adoptable estate roads and footways have been approved in writing by the Local Planning Authority and no dwelling shall be occupied until the estate roads which provide access to it from the existing highway have been laid out and constructed in accordance with the approved details.

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

4. No part of the development shall commence until details of the off-site highway works, including a parking lay-by along College Road South have been submitted to and approved in writing by the Local Planning Authority, and the off-site highway works have been constructed in general accordance with the approved details.

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

5. The development shall not begin until details showing a 2m wide footway link along College Road South that links the main site access on College Road South to the existing footway network on Brook Street, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. No part of the development shall be occupied until the 2m wide footway link has been constructed in accordance with the approved details.

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

6. The scheme for parking, garaging and manoeuvring and the loading and unloading of vehicles shown on the submitted plans shall be laid out prior to the initial occupation of the development hereby permitted and that area shall not thereafter be used for any other purpose.

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

7. No part of the development shall commence until a Construction Traffic Management Plan including details of:
- Phasing of the development;
 - Construction access;
 - Management and timing of deliveries;

- Routing of construction traffic;
- A condition survey of the surrounding highway network;
- Vehicle parking for site operatives and visitors;
- Loading/off-loading and turning areas;
- Site compound;
- Storage of materials;
- Precautions to prevent the deposit of mud and debris on the adjacent highway.

Has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall thereafter be carried out in accordance with the approved management plan.

Reason: To minimise danger and inconvenience to highway users

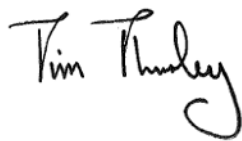
Informatives:

1. 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.
2. 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.
3. 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.
4. The applicant is advised that the access and 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 Development Management at the following address for information:-

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

I trust that these comments have been of some assistance.

Yours sincerely

A handwritten signature in black ink that reads "Tim Thurley". The signature is written in a cursive style with a large, looping 'y' at the end.

Tim Thurley
BEng (Hons), MIHE
Development Management Consultant
Transport, Economy and Environment
Buckinghamshire County Council

