



Little Chalfont Park

Transport Summary for the Outline Consent

Client: Hill

i-Transport Ref: JM/ITL19743-004A R

Date: 12 July 2024

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Quality Management

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SECTION 1 Introduction

1.1 Overview

1.1.1 This report has been prepared on behalf of Hill Group, to provide a summary of the transport elements of the Little Chalfont Park (LCP) outline planning consent (OPC). The purpose of this is to provide a single point of reference for stakeholders in understanding:

- The traffic impact assessment work that was undertaken prior to the granting of consent;
- The agreed package of transport works to be implemented; and
- Construction traffic management.

1.1.2 The report is structured as follows:

- Section 2 Traffic impact assessment – including trip generation, traffic flows and junction modelling
- Section 3 Transport Works – including an overview of the S278 process and details of the agreed works
- Section 4 Construction – a summary of the management requirement.

1.2 Background

1.2.1 OPC for the LCP development was granted subject to conditions in March 2023. In transport terms, the principle of development on this site is therefore already established. This includes how the site will be accessed and what improvements are needed to make it acceptable in transport terms.

1.2.2 Those matters were assessed in detail at the planning application stage in a Transport Assessment (TA) and subsequent Technical Notes. That work was subject to extensive scrutiny by Buckinghamshire Council (BC) Highways and was agreed by BC following detailed discussions. A further level of scrutiny of transport matters was provided by the subsequent planning inquiry. Transport was discussed, and the Planning Inspector was satisfied that the scheme was acceptable and allowed the appeal.

1.2.3 Hill Group, a housebuilder, purchased the site in December 2023 and is working through the next steps of the planning process. This includes the preparation of a Design Code and then Reserved Matters Applications (RMAs). It also includes the detailed design of the highway works that form part of the outline consent.

1.3 Key Documents

1.3.1 The information set out within this summary has been taken from the following key documents and drawings:

Key Documents:

- Transport Statement of Common Ground – prepared by Buckinghamshire Council, dated 22nd November 2022
- ‘Supplementary Local Junction Modelling’ Technical Note – prepared by Motion dated 18th November 2022
- Highways and Transport Evidence – prepared by Phil Bell of Motion dated November 2022
- Framework Construction Traffic Management Plan – prepared by Motion dated 17th November 2021
- Transport Assessment – prepared by Motion dated 16th November 2021

Drawings (included as Appendix B):

- 140207-40 Rev A – Indicative Lodge Lane Widening
- 140207-34 Rev C – Indicative Access Arrangement Burtons Lane
- 140207-49 – Pedestrian/Cycle Access Oakington Avenue
- 140207-41 and 140207-42 – Indicative Lodge Lane Widening (north of access)
- 140207-57 Rev B and 140207-58 Rev B – Burtons Lane Cycle Route (sheets 1 and 2)
- 140207-37 Rev F – Indicative Access Arrangement Oakington Avenue
- 140207-30 Rev B – Cokes Lane Mini Roundabout Indicative Mitigation Scheme

SECTION 2 Traffic Impact Assessment

2.1 Overview

2.1.1 The traffic impact assessment of the LCP development was undertaken in iterative stages to respond to the comments and concerns raised by Buckinghamshire Council (BC), Transport for London (TfL), and the local community. A summary of the final assessment work (that was undertaken by Motion) is set out below under the headings – trip generation, network traffic flows, and junction modelling.

2.1.2 Junction modelling refers to the use of an industry standard tool to quantify and assess the capacity of a junction and the potential impacts of changes in traffic flows in terms of queuing and delay.

2.2 Trip Generation

2.2.1 The trip generation of the development was estimated using the industry standard software, TRICS. The details, which have been taken from the ‘Supplementary Local Junction Modelling’ Technical Note (Motion, Nov 2022), are summarised in Tables 2.1 to 2.7.

2.2.2 The trip generation is quantified for the peak hours on the highway network (which were identified as 8-9am and 5-6pm on a weekday) and a typical weekday 7am-7pm (the TRICS database has limited data beyond this 12-hour period). The traffic impact assessment (including the junction modelling) is focussed on the weekday peak hours as these are the times when the traffic flows are highest and the operation of junctions on the highway network most under pressure.

Table 2.1: Residential Vehicle Trip Generation

	Vehicle trips per home (‘mixed housing’)			Vehicle trips for 380 homes		
	Arr	Dept	Two-way	Arr	Dept	Two-way
8-9am	0.139	0.377	0.516	53	143	196
5-6pm	0.359	0.164	0.523	136	62	199
7am-7pm	2.264	2.249	4.513	860	855	1,715

Source: Motion, Nov 2022

Table 2.2: Primary School Vehicle Trip Generation

	Vehicle trips per pupil			Vehicle trips for 210 pupils assuming 50% are internal		
	Arr	Dept	Two-way	Arr	Dept	Two-way
8-9am	0.402	0.254	0.656	42	27	69
5-6pm	0.011	0.046	0.057	1	5	6
7am-7pm	0.997	0.975	1.972	105	102	207

Source: Motion, Nov 2022

Table 2.3: Retirement Homes Vehicle Trip Generation

	Vehicle trips per unit			Vehicle trips for 100 units		
	Arr	Dept	Two-way	Arr	Dept	Two-way
8-9am	0.129	0.066	0.195	13	7	20
5-6pm	0.072	0.104	0.176	7	10	18
7am-7pm	1.504	1.493	2.997	150	149	300

Source: Motion, Nov 2022

Table 2.4: Care Home Vehicle Trip Generation

	Vehicle trips per bedroom			Vehicle trips for 60 bedrooms		
	Arr	Dept	Two-way	Arr	Dept	Two-way
8-9am	0.068	0.045	0.113	4	3	7
5-6pm	0.034	0.061	0.095	2	4	6
7am-7pm	0.557	0.519	1.076	33	31	65

Source: Motion, Nov 2022

Table 2.5: Local Centre Vehicle Trip Generation

				Vehicle trips assuming 50% internal		
	Arr	Dept	Two-way	Arr	Dept	Two-way
8-9am				18	15	33
5-6pm				14	15	29
7am-7pm				186	182	368

Source: Motion, Nov 2022

Table 2.6: Total Vehicle Trips Using the Burtons Lane Access (110 dwellings)

	Arr	Dept	Two-way
8-9am	16	42	58
5-6pm	39	18	57
7am-7pm	249	247	496

Source: Motion, Nov 2022

Table 2.7: Total Vehicle Trips Using the Lodge Lane Access (all other development)

	Arr	Dept	Two-way
8-9am	114	153	267
5-6pm	121	78	199
7am-7pm	1,085	1,071	2,156

Source: Motion, Nov 2022

- 2.2.3 The vehicle trip generation of the development is significantly higher in the weekday morning peak hour than the evening peak hour. The morning peak hour therefore represents the period of greatest impact of the development on the local highway network.

2.3 Traffic Flows

- 2.3.1 BC Highways, in their consultation response dated March 2022, requested that strategic modelling be conducted to address a range of concerns (including: the use of older data collected on a single day, concerns regarding traffic assignment, and the inclusion of committed developments in the area). Following this, BC commissioned Jacobs to carry out a strategic highways model.

- 2.3.2 The strategic model covered four scenarios:

- 2019 Base Year
- 2036 Do Minimum 'DM' (without development)
- 2036 Do Something 1 'DS1' (including proposed development)
- 2036 Do Something 2 'DS2' (sensitivity test)

- 2.3.3 The DS1 and DS2 scenarios differ:

- DS1 assumes an equal split in floorspace between convenience retail, GP surgery, café and community hall uses – which most accurately reflects the intention for this facility.

- DS2 assumes that the proposed local centre will be entirely occupied by convenience retail – this is unlikely, but the approach was requested to reflect the flexible use applied for in this location.

2.3.4 The traffic flows that were used in the final junction modelling are summarised in the following tables. These have been presented for the weekday morning peak hour, when the impact of the development will be greatest. These numbers have been taken from the following appendices of the 'Supplementary Local Junction Modelling' Technical Note (Motion, Nov 2022):

- Appendix B - Strategic model outputs
- Appendix E - Junctions 9 outputs

Burtons Lane

2.3.5 The two-way traffic flows on Burton Lane that were used in the junction modelling are summarised in Table 2.8, for the four scenarios (in paragraph 2.3.2). The traffic flows on Burton Lane were forecast to remain the same for both 'Do Something' scenarios (i.e. DS1 and DS2).

Table 2.8: Burtons Lane Two-Way Traffic Flows – Weekday 8-9am

Location	Two-way traffic flows, in total vehicles (of which are HGVs*)				
	2019 Actual	2036 DM	2036 DS1 & DS2	Difference	% Change
North of site access	545 (12)	588 (12)	653	+65	+11%
South of site access	545 (12)	588 (12)	631	+43	+7%

Source: Motion (Nov 2022)

Notes

- Without the development, there is no site access so the two-way traffic flows north and south of this are the same.
- HGV figures are shown where known; HGV numbers were only provided in the Motion work for the 2019 Actual and 2036 Do Minimum scenarios. Motion assumed that there would be no change in HGVs with development.

Lodge Lane

2.3.6 The two-way traffic flows on Lodge Lane that were used in the junction modelling are summarised below. Table 2.9 sets out the traffic flows for the four scenarios (in paragraph 2.3.2).

Table 2.9: Lodge Lane Two-Way Traffic Flows – Weekday 8-9am

Location	Two-way traffic flows, in total vehicles (of which are HGVs*)							
	2019 Actual	2036 DM	2036 DS1			2036 DS2		
	Flows	Flows	Flows	Difference	% Change	Flows	Difference	% Change
Church Grove (south of A404)	383 (2)	528 (2)	646	+118	+22%	665	+137	+26%
Lodge Lane north of site access	256 (2)	381 (2)	580	+199	+52%	557	+176	+46%
Lodge Lane south of site access	256 (2)	381 (2)	485	+104	+27%	441	+60	+16%

Source: Motion (Nov 2022)

Notes

- Assumed that the two-way traffic flows north and south of the site access are broadly the same in the without development scenarios.
- HGV figures are shown where known; HGV numbers were only provided in the Motion work for the 2019 Actual and 2036 Do Minimum scenarios. Motion assumed that there would be no change in HGVs with development.

2.4 Junction Modelling

2.4.1 The final set of junction modelling that was undertaken prior to the planning inquiry is set out in the ‘Supplementary Local Junction Modelling’ Technical Note (Motion, Nov 2022). This is based on the updated trip generation figures, the traffic flows from the strategic model, and the detailed comments from BC on the individual junction models.

2.4.2 Junction modelling was undertaken for the junctions identified below (illustrated in Image 2.1):

- Junction 1 - A404/Cokes Lane/Burtons Lane linked mini-roundabout / priority junctions;
- Junction 2 – A404/Oakington Avenue Priority junction;
- Junction 3 – A404/Church Grove Priority junction;
- Junction 4 – A404/Church Grove/Stoney Lane staggered crossroads;
- Junction 5 – Burtons Lane site access priority junction; and
- Junction 6 – Lodge Lane site access priority junction.

Image 2.1: Location of Modelled Junctions



Source: Motion (Nov, 2022)

- 2.4.3 The conclusion of the modelling exercise was that the additional traffic associated with the proposals could generally be accommodated on the local highway network. It was acknowledged that the A404/Cokes Lane mini roundabout suffers from existing congestion and delays, which were forecast to worsen. A scheme was identified, which was shown to effectively mitigate the impact of the proposals on delays and queuing at the junction.
- 2.4.4 Except for the Cokes Lane junction, the local highway network is generally forecast to continue to operate within normal capacity thresholds (i.e. ratio of flow to capacity (RFC) of less than 0.85). Levels of queuing and delay are also generally forecast to be moderate, not exceeding four vehicles or 30 seconds respectively.
- 2.4.5 The Cokes Lane mitigation scheme (drawing 140207-30 Rev B by Motion, Oct 2021 – included in Appendix B) was assessed, with the flows from the strategic model and taking on board BC’s comments on the model. The results show that the proposed mitigation can be expected to largely mitigate the impact of the proposals – with increases in maximum queue and delay reduced to three cars and four seconds when compared to the 2036 without development scenario.

2.4.6 It was concluded that, with mitigation, the residual impacts associated with the development do not amount to a severe or unacceptable impact (as set out in the National Planning Policy Framework). This was accepted by BC and not challenged by the Planning Inspector.

Consideration of additional junctions/links

2.4.7 The original Transport Assessment (Motion, Nov 2021) also looked at the increases in traffic at:

- A413 Amersham Road / Vache Lane double mini roundabout (Chalfont St Giles)
- A404 White Line Road / Stanley Hill / A4154 double mini roundabout (Amersham)

2.4.8 It was concluded in the TA that the increases were below the level predicted by the 2017 Buckinghamshire County Council model for a greater number of homes, and that the impact was therefore acceptable. The TA did mention a possible proportionate financial contribution towards potential mitigation at the A404/A4154 if BC identified a mitigation scheme, but this was not taken forward by BC (presumably because the impact was not severe).

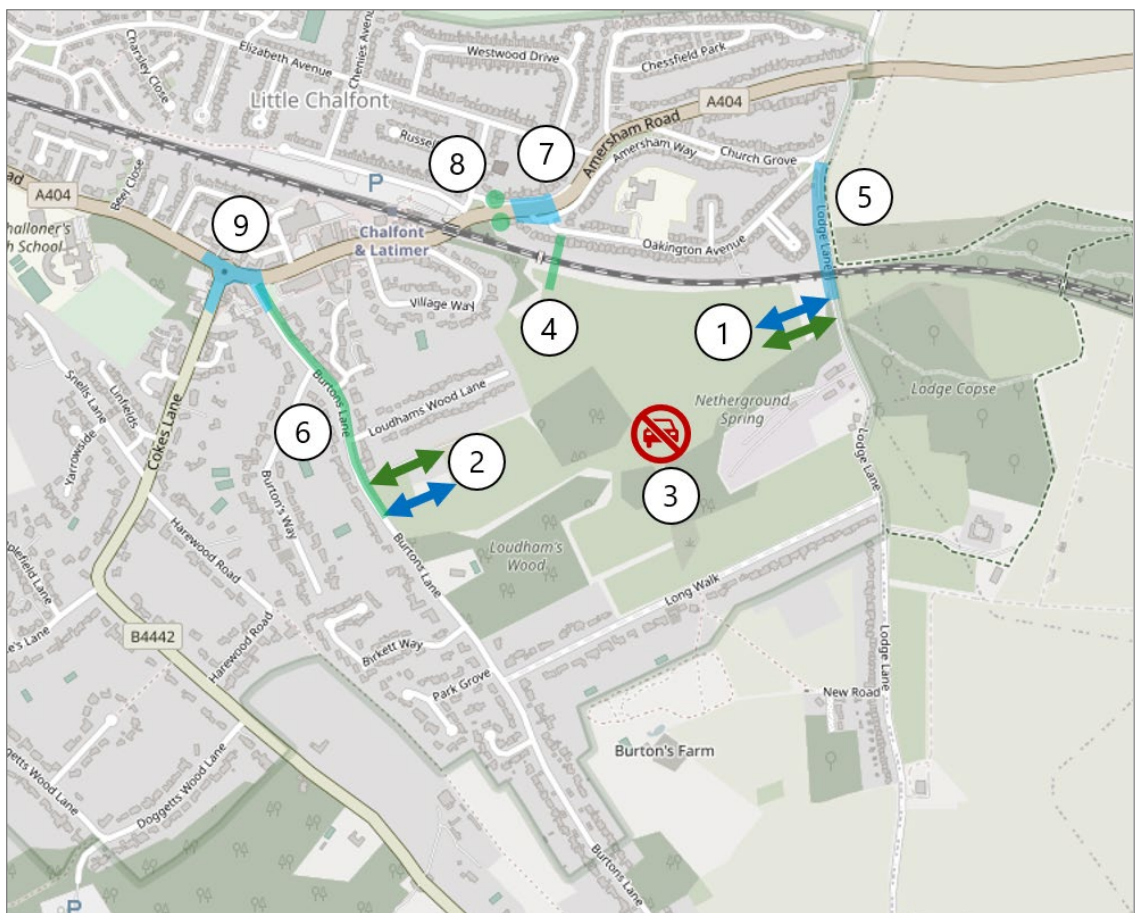
2.4.9 In the Transport Statement of Common Ground for the inquiry, BC states that the strategic modelling does not indicate that the proposals will lead to an increase in vehicle movements at Roughwood Lane. The Inspector agreed that there would not be an unacceptable increase at this location.

SECTION 3 Transport Works

3.1 Overview

3.1.1 The LCP OPC includes a package of transport works. These are shown indicatively in Image 3.1 and summarised in the sections below. For each item, the summary includes information on the approved works, the trigger for implementation, and the details to be refined. Copies of the drawings referenced are included in Appendix B.

Image 3.1: Summary of Transport Proposals



Source: i-Transport

- 1 Lodge Lane access
- 2 Burtons Lane access
- 3 Mode filter through the development
- 4 Pedestrian and cycle bridge over the railway line
- 5 Lodge Lane widening
- 6 Burtons Lane pedestrian and cycle improvements

- 7 Amendments to Oakington Avenue/A404
- 8 Bus stops on Amersham Way (location to be determined)
- 9 A404 / Cokes Lane capacity improvement

3.1.2 Works to the highway that are required to facilitate access to the development and to mitigate the transport impacts of the development will be undertaken pursuant to Section 278 (S278) of the Highways Act 1980. A summary of this process is set out below.

3.2 **Summary of the S278 Process**

3.2.1 S278 of the Highways Act 1980 is a legal provision that allows a developer to enter into an agreement with BC, as the highway authority, to make alterations or improvements to the existing public highway infrastructure.

3.2.2 The S278 process ensures that any changes to the highway infrastructure required to accommodate a development are carried out in a safe and appropriate manner and completed to the satisfaction of the BC. Hill will be responsible for covering the costs associated with the works.

3.2.3 The extent of the S278 works for the LCP OPC is set out in the preliminary drawings that are referenced in the decision notice (and listed in Section 1.3). These preliminary drawings were prepared in consultation with BC prior to the issue of consent. Conditions of the planning consent require a detailed review of the design for the preliminary highway works (the condition numbers are identified below). This will be undertaken prior to BC granting technical approval for the works.

3.2.4 The detailed design plans to be submitted to BC for technical approval will typically include information on the following (as appropriate):

- General arrangement (layout)
- Drainage
- Levels
- Earthworks
- Pavement construction/carriageway surfacing
- Traffic signs and road markings
- Traffic signals

- Guardrailing
- Street lighting and electrical works
- Existing utilities and details of any proposed diversions
- Landscaping
- Swept path analysis
- Visibility splays at junctions
- Extents of proposed Traffic Regulation Orders

3.2.5 The costs of the highways works will be established and agreed with BC following technical approval. The S278 agreement(s) will be prepared by BC's solicitor and issued to Hill's solicitor for review. The final agreement must be completed and signed by both parties before the commencement of work to the highway.

3.2.6 The S278 technical approval process will include further road safety audits (RSA). The four stages of RSA are summarised below. A Stage 1 RSA of the preliminary designs was undertaken (by Gateway RSE, commissioned by Motion) in September 2022 (this was included as an appendix to the Highways and Transport Evidence for the Inquiry). A combined Stage 1 and Stage 2 audit will be undertaken for anything not covered by the Sept 2022 Stage 1 RSA. Stage 2-4 audits will be undertaken for all of the works to the highway.

3.2.7 The following stages of RSA will be included as part of the S278 works:

- Stage 1 Preliminary Design – a Stage 1 RSA is undertaken at the of preliminary design stage. It includes road safety matters which have a bearing upon land take, licence or easement before the draft orders are published or planning consent is applied for. Where this has not been complete, a Stage 1 RSA may be combined with a Stage 2 RSA at the detailed design stage.
- Stage 2 Detailed Design – a Stage 2 RSA is required to be undertaken at the completion of detailed design. The audit team will focus on the detailed aspects of the highway scheme. They would typically consider the detailed layout, position of signs, carriageway markings, lighting provision and other issues such as drainage, pavements, surfacing, kerbing, construction details and landscaping.

- Stage 3 Post Construction – a Stage 3 RSA will be undertaken when the highway scheme construction is complete. The audit team will examine the scheme from the point of view of all road users, and may decide to drive, walk and/or cycle through the scheme. It is carried out during daylight hours and during the hours of darkness, so that hazards particular to night operation can be identified.
- Stage 4 Post-opening Monitoring – Stage 4 RSAs are an evidence-led review of road traffic collisions that have occurred in the vicinity of the highway scheme. The Stage 4 is carried out using 12 months of validated, post highway scheme opening, road traffic collision data. The RSA should identify any road safety problems indicated by the data analysis and observations made during the site visits. The report makes recommendations for remedial action which are sent to the client for action.

3.3 **1 - Lodge Lane Access**

Approved Works

- 3.3.1 The existing vehicle access is to be upgraded to provide access to the eastern parcel of the site. A separate footpath/cyclepath will be provided opposite the public footpath. The preliminary design is shown in approved drawing 140207-40 Rev A.

Trigger for Implementation

- 3.3.2 The Lodge Lane access must be complete prior to occupation of the Eastern Parcel (Condition 36). The works are to be implemented by Hill via S278 agreement with BC.

Details to be Refined

- 3.3.3 Detailed design of the access is to be worked up (to pick up the details set out in paragraph 3.2.4). The treatment of the informal crossing on Lodge Lane to connect the site and the public footpath opposite will also be picked up with BC.

3.4 **2 - Burtons Lane Access**

Approved Works

- 3.4.1 The works include the creation of a new vehicle access to the western parcel via Burtons Lane. A new footway/cycleway is also to be provided into the site. The preliminary design is shown in approved drawing 140207-34 Rev C.

Trigger for Implementation

- 3.4.2 The Burtons Lane access must be complete prior to occupation of the Western Parcel (Condition 35). The works are to be implemented by Hill via S278 agreement with BC.

Details to be Refined

- 3.4.3 Detailed design of the access is to be worked up (to pick up the details set out in paragraph 3.2.4).

3.5 **3 - Mode Filter Through the Development**

Approved Works

- 3.5.1 The approved parameter plan indicates that there will be no vehicle through route between Burtons Lane and Lodge Lane except for emergency vehicles (and a bus service if required). Semi-permanent bollards will be used to control vehicle access whilst allowing walking and cycling.

Trigger for Implementation

- 3.5.2 The mode filter will be in place upon completion of the east-west street through the site. This will be implemented by Hill. Whether the internal road network is to be adopted by BC is a matter for further discussion.

Details to be Refined

- 3.5.3 The details for the mode filter will be confirmed as part of the RMAs, but this will likely be through the use of removable or drop-down/rising bollards, which can only be opened by the fire service or the bus operator – either through a key or a fob/transponder. The bollards will be spaced to enable the unimpeded passage of non-standard bicycles (such as trikes).

3.6 **4 - Pedestrian/Cycle Bridge**

Approved Works

- 3.6.1 The works include a 4m wide pedestrian and cycle route north to Oakington Avenue, including a new bridge over the railway. This is shown in preliminary drawing 140207-49.

Trigger for Implementation

- 3.6.2 The route, including the railway bridge, must be completed prior to occupation of the Eastern Parcel (Condition 39). The works are to be implemented by Hill via S278 agreement with BC.

Details to be Refined

- 3.6.3 Detailed design of the access is to be worked up (to pick up the details set out in paragraph 3.2.4). This will include approvals from TfL and BC.

3.7 **5 - Lodge Lane Widening**

Approved Works

- 3.7.1 The works include widening of Lodge Lane to 5.5m on western side (from approx. 4.8m width), to enable two-way traffic, for approximately 240m – between the site access and Church Grove. This requires the removal of approximately 1m width of embankment and a new 140m long retaining structure. This is shown in the approved preliminary drawings 140207-41 and 140207-42.

Trigger for Implementation

- 3.7.2 The widening is to be complete prior to occupation of the Eastern Parcel (Condition 36). The works are to be implemented by Hill via S278 agreement with BC.

Details to be Refined

Detailed design of the access is to be worked up (to pick up the details set out in paragraph 3.2.4). This will also include the design of the traffic management solution for under the bridge (either informal, priority, or traffic signals).

3.8 **6 - Burtons Lane Pedestrian/Cycle Improvements**

Approved Works

- 3.8.1 The works to Burtons Lane include the widen of the existing footway on the eastern side to provide a 3m wide shared footway/cycleway (with some pinch points), for approx. 500m between the Burtons Lane vehicle access to the A404. Shallow drains will be culverted to ensure sufficient space for pedestrians/cyclists. This is shown in approved preliminary drawings 140207-57 Rev B and 140207-58 Rev B.

Trigger for Implementation

- 3.8.2 The works are to be complete prior to occupation of the Western Parcel (Condition 35). The works are to be implemented by Hill via S278 agreement with BC.

Details to be Refined

- 3.8.3 Detailed design of the access is to be worked up (to pick up the details set out in paragraph 3.2.4). This will include details of any trees to be removed.

3.9 **7 - Amendments to Oakington Avenue/A404**

Approved Works

3.9.1 The approved works include the realignment of the Oakington Avenue/A404 junction 5m to the east. The radius will be maintained to accommodate coach access to Little Chalfont Primary School. The existing Zebra crossing will be upgraded to a Toucan (so cyclists can cross) and moved west to increase separation from the junction. There will be a minimum 3m wide footway connection to new pedestrian/cycle bridge. The works are shown in approved preliminary drawing 140207-37 Rev F.

3.9.2 The approved package of work at Oakington Avenue does not include a change in the speed limit and/or traffic calming. Any such changes would require BC to make a Traffic Regulation Order, which would be subject to a consultation exercise.

3.9.3 The works also do not include the provision of a drop-off area for the new school. It will be for BC to decide whether they want a drop off area by the bridge and whether there is scope to include this within this S278 works.

Trigger for Implementation

3.9.4 The works are to be complete prior to occupation of the Eastern Parcel (Condition 37). The works are to be implemented by Hill via S278 agreement with BC.

Details to be Refined

3.9.5 Detailed design of the access is to be worked up (to pick up the details set out in paragraph 3.2.4). This will pick up the use of any guardrailling at the pedestrian crossing. It will be for BC Highways to decide whether they want a drop off area by the bridge and whether there is scope to include this within this S278 works on Oakington Avenue. Similarly, if BC could specific a different type of crossing if justified.

3.10 **8 - Bus Stops**

Approved Works

3.10.1 The approved plans include new bus stops (flags only) to be provided on Amersham Road. This is shown in approved preliminary drawing 140207-37 Rev F.

Trigger for Implementation

3.10.2 The bus stops are to be provided (if required) prior to occupation of the Eastern Parcel (Condition 37). The works are to be implemented by Hill via S278 agreement with BC.

Details to be Refined

3.10.3 The exact location of the bus stops is to be determined following negotiation with BC and the bus operator. However, these bus stops are not likely to be required by BC because now only the limited 710 service (2 buses per day) uses the section of Amersham Road where the bus stops are proposed. There is no feasible prospect of diverting any other services along this road.

3.11 **9 - A404 / Cokes Lane Capacity Improvement**

Approved Works

3.11.1 These works are shown in approved preliminary drawing 140207-30 Rev B and include:

- Widening of the Burtons Lane approach to provide a flare to assist left turning vehicles;
- Widening of the Amersham Road approach to provide a left turn lane; and
- Widening of the Cokes Lane approach to provide a flare to assist left turning vehicles.

Trigger for Implementation

3.11.2 These junction improvements are to be provided prior to occupation of any part of the site (Condition 38). The works are to be implemented by Hill via S278 agreement with BC.

Details to be Refined

3.11.3 Detailed design of the junction improvement scheme is to be worked up (to pick up the details set out in paragraph 3.2.4) and agreed with BC.

SECTION 4 Construction

4.1 Overview

4.1.1 Hill is required to agree the details of construction management with BC prior to commencement of the development. This is set out in Condition 21 of the outline consent which states that:

'No development shall commence on any phase until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved CEMP at all times. The CEMP shall include, but is not limited to:

a) site management arrangements, including on-site storage of materials, plant and machinery; temporary offices, contractors compounds and other facilities; on-site parking and turning provision for site operatives, visitors and construction vehicles, including use of a banksman; and provision for the loading/unloading of plant and materials within the site;

b) site specific measures to control and monitor impacts arising in relation to noise and vibration (including working hours and details of all piling and power floating activities as appropriate), and dust and fumes;

b) arrangements by which the developer shall maintain communication with local stakeholders in the vicinity of the site, and by which the developer shall monitor and document compliance with the measures set out in the CEMP;

c) a construction waste management plan that identifies the main waste materials expected to be generated by the development during demolition and construction, including vegetation, together with measures for dealing with such materials so as to minimise waste and to maximise re-use and recycling;

d) location of access/exit points on the site for construction traffic;

e) construction and delivery hours;

f) arrangements for any site lighting, including security lighting, its location and hours of operation.'

4.1.2 The CEMP must be approved in writing by BC prior to commencement of any phase of development on the site.

4.1.3 The CEMP will include details of the routing of construction vehicles, which will be limited to certain routes. Details of the signage to be used for the construction vehicle routes will be discussed and agreed with BC.

- 4.1.4 At this stage, it is envisaged that the construction vehicle route will access the site using either Burtons Lane or Lodge Lane (subject to the height restriction), via the A404, the A413 Amersham bypass, and junction 18 of the M25 at Chorleywood. This is set out in the Framework Construction Traffic Management Plan that was prepared for the outline planning application. The details in this document need to be refined in conjunction with discussions with Hill, their contractor, and BC.

APPENDIX A. GLOSSARY

BC	Buckinghamshire Council
CEMP	Construction Environmental Management Plan
DM	'Do Minimum'
DS1	'Do Something' scenario 1 – with development
DS2	'Do Something' scenario 2 – sensitivity test
HGV	Heavy Goods Vehicle
LCP	Little Chalfont Park
OPC	Outline Planning Consent
RFC	Ratio of flow to capacity
RMA	Reserved Matters Application
RSA	Road Safety Audit
S278	Section 278 of the Highways Act 1980
TA	Transport Assessment
TfL	Transport for London

APPENDIX B. Drawings

- 140207-40 Rev A – Indicative Lodge Lane Widening
- 140207-34 Rev C – Indicative Access Arrangement Burtons Lane
- 140207-49 – Pedestrian/Cycle Access Oakington Avenue
- 140207-41 and 140207-42 – Indicative Lodge Lane Widening (north of access)
- 140207-57 Rev B and 140207-58 Rev B – Burtons Lane Cycle Route (sheets 1 and 2)
- 140207-37 Rev F – Indicative Access Arrangement Oakington Avenue
- 140207-30 Rev B – Cokes Lane Mini Roundabout Indicative Mitigation Scheme

