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Development Management
(North and Central Area)
Planning, Growth & Sustainability
Buckinghamshire Council

16th July 2026

F.A.O. Graham Mansfield

Dear Graham

Application Number: PL/26/03123/CONDA
Proposal: Application for approval of details subject to condition 10 (CTMP) of planning approval 21/02851/AOP
Location: HM Prison Grendon, Springhill Road, Grendon Underwood

Thank you for your re-consultation dated the 1st July 2026 with regard to this discharge of condition application.

Condition 10 of planning approval 21/02851/AOP requires the following:

Prior to the commencement of any development works on the site, a Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority, and the approved CTMP shall be adhered to throughout the construction period. The CTMP shall include the following details:

- Construction access details, temporary or otherwise, and associated traffic management measures, such as temporary warning signage and banksmen (as appropriate);
- Construction traffic routing, including signage and communication methods, and enforcement measures to ensure the HGV construction traffic route is adhered to;
- Co-ordination and management of deliveries to avoid multiple deliveries at the same time and spread HGV movements;
- Delivery hours outside of highway network peak periods;
- Parking of vehicles of site personnel, operatives, and visitors off the highway to minimise disturbance to residents and ensure parking is contained within appropriate area;
- Construction Staff Travel Plan;
- Loading and unloading of plant and materials and storage of plant and materials used in constructing the development off the highway;
- Erection and maintenance of security hoarding; and
- Wheel-washing facilities.

In my previous highway comments dated the 15th May 2026, I raised several concerns and requested additional highway information in order to mitigate the construction traffic impacts during the construction of this new prison. My previous highway comments and the highway assessment carried out in formulating these current highway comments are based on my site visits, discussions with the Ministry of the Justice (MoJ) and their Project team and take account of local comments and objections.

The applicant has submitted a revised Construction Traffic Management Plan (CTMP) 2 (ref: 441830_3799-LOR-0000-XX-T-H-0001-CTMP REV: P02) and associated appendices.

This CTMP covers the early enabling works, enabling works, main works, and finally decant works. These Phase 2 works are scheduled to take 306 weeks to complete. The Phase 2 CTMP includes estimated peak numbers of cars / vans and HGVs attending site per day, as outlined in Tables 4, 5, and 6 below:

Phase Name	No of cars/vans	No of HGVs
Early Enabling Works	70	50
Enabling Works average	120	155
Enabling Works	150	250
Main works average	600	188
Main works peak	1000	225
Decant works	50	30

Table 4 - Traffic Generation by Phase and Vehicle Type per Day

Table 5 - Enabling Phase HGV Quantity's

Access Route	Grendon Rd Access	Lawn Hill Access	Total HGV's ENABLING Peak per Day
South (200 HGV) (A41)	50	150	200
North (50 HGV) (A421)	20	30	50

Table 6 - Main Works Phase HGV Quantity's

Access Route	Grendon Rd Access	Lawn Hill Access	Total HGV's MAIN Peak per Day
South (200 HGV) (A41)	150	50	200
North (25 HGV) (A421)	15	10	25

To note, there will be two trips for each vehicle.

The CTMP explains that these are a single movement. For example, there could be 150 HGV arrivals to the site along Lawn Hill per day and 150 HGV departures from the site along Lawn Hill per day, therefore 300 movements in total per day, during the enabling phase works.

The forecasted traffic generation is a maximum scenario which is based on the MoJ's experience of constructing other new prisons recently. The number of traffic movements per day will vary, depending on the construction programme and other construction factors, e.g. lack of materials, and the number of deliveries is to be capped at 250 vehicles per day at the peak.

Construction Access Details

The construction site would take access via new accesses off both Grendon Road and Lawn Hill. It is noted that an existing access via the existing prison is to be utilised until the main works phase of the project, where after it will cease to be used for construction access.

The new Grendon Road access has been designed and constructed to accommodate two-way traffic and larger vehicles and satisfactory visibility splays are provided at this access. The access is in the same position as the approved access which would serve the new prison, once it is occupied and operational, and is therefore considered acceptable for construction access.

A construction access has been constructed off Lawn Hill, an unclassified road which is derestricted in the vicinity of the access (the speed limit reduces to 30mph as the route passes the residential properties, approaching the junction with Perry Hill). Lawn Hill is relatively narrow in respect of HGV movements and there are no footways, and the road is unlit. In addition, parking and waiting restrictions are not present along Lawn Hill. Local concerns and objections to an access and use of Lawn Hill for construction traffic access are therefore noted and understood.

I am satisfied that the new construction bell-mouth access is a sufficient distance away from the access to the traveller site to minimise conflict and that acceptable visibility splays are provided in either direction of the access, in line with the requirements for a derestricted road such as this. Vehicle tracking has been submitted which demonstrates that the access can accommodate larger vehicles and the access has been designed and constructed to accommodate larger vehicles. This access has been constructed to highway standards via section 184 highway agreement which has been approved and overseen by the Highway Authority. Temporary warning signage and banksmen are to be provided and used at these construction access points.

This construction access off Lawn Hill has been proposed by the applicant and their justification is set out within the Phase 2 CTMP as follows:

'The Lawn Hill access provides a direct route into the centre of the project, specifically serving the main cut and fill operations (Enabling Phase). This significantly reduces haul distances within the site, minimises interaction with constrained public highway sections, and improves the overall efficiency of earthworks activities, all contributing to an overall shorter delivery programme. In addition, the provision of a secondary access enhances operational flexibility, reduces congestion at the primary access, and provides contingency in the event of disruption, thereby supporting programme certainty and safer traffic management.'

The Highway Authority can only assess the proposed construction access arrangements as submitted by the applicant, and it is not for the Highway Authority to question the rationale of the applicant.

Appendix H: Access Point Swept Path's (Lawn Hill & Grendon Road) of the submitted Phase 2 CTMP includes vehicle tracking showing a large vehicle turning left into the site access off Lawn Hill. However, this conflicts with the proposed routing shown in Appendix F and routing of construction traffic from the east along Lawn Hill should be avoided. There is a bridge to the east along Lawn Hill which may restrict access for larger vehicles. The CTMP confirms that this vehicle tracking is shown to demonstrate that larger vehicles can undertake this manoeuvre, if necessary, and that larger vehicles would be routed westwards along Lawn Hill towards Perry Hill.

Whilst cars and vans will not be fully prohibited from turning right out of the Lawn Hill site access, the preferred route will be clearly communicated and reinforced through site inductions, workforce briefings, and contractor communications to discourage use of the eastern part of Lawn Hill.

Passing places are proposed along Lawn Hill to facilitate construction access and plans have been provided showing the size and geometry of these proposed passing places and vehicle tracking of large vehicles which demonstrates that large vehicles can be accommodated. Passing places are proposed in the vicinity of the existing residential properties located along Lawn Hill, to ensure sufficient access for larger vehicles in this location. These proposed passing places would be subject to detailed design as part of the section 278 highway agreement which will be required to undertake these highway works.

In relation to the junction of Lawn Hill / Perry Hill, the updated CTMP notes that,

'At this stage minor improvement works are envisaged at the junction of Perry Hill / Lawn Hill / Buckingham Road to accommodate HGV's turning movements at this junction.

Any improvement works will require a Section 278 highway agreement and will be subject to separate submission and approval. The submission, and works, will be separate to the Lawn Hill passing places.

Laing O'Rourke (LOR) has commissioned a program of traffic surveys to further understand existing traffic conditions and operational requirements at the Lawn Hill / Perry Hill junction. These surveys include the installation of an Automatic Traffic Counter (ATC) in the vicinity of the proposed Lawn Hill site access, together with traffic camera surveys at the Lawn Hill / Perry Hill junction.

The survey data will be used to assess junction performance during both the Early Enabling Works and Main Works phases and to determine whether any mitigation measures are required.

Should the survey findings and subsequent assessment identify a requirement for junction improvements or additional traffic management measures, these proposals will be developed in consultation with the Highway Authority and progressed through a separate Section 278 application, as necessary.

Additionally, LOR is developing proposals for localised carriageway widening along sections of Lawn Hill to improve the safe passage of two-way traffic, particularly where carriageway widths are more constrained. The proposed works are anticipated to include localised widening of approximately 400 – 500 mm along sections of Lawn Hill.

LOR are also developing a proposal to widen the Lawn Hill / Perry Hill / Buckingham Road junction to improve vehicle tracking for vehicles travelling East along Lawn Hill towards the site.

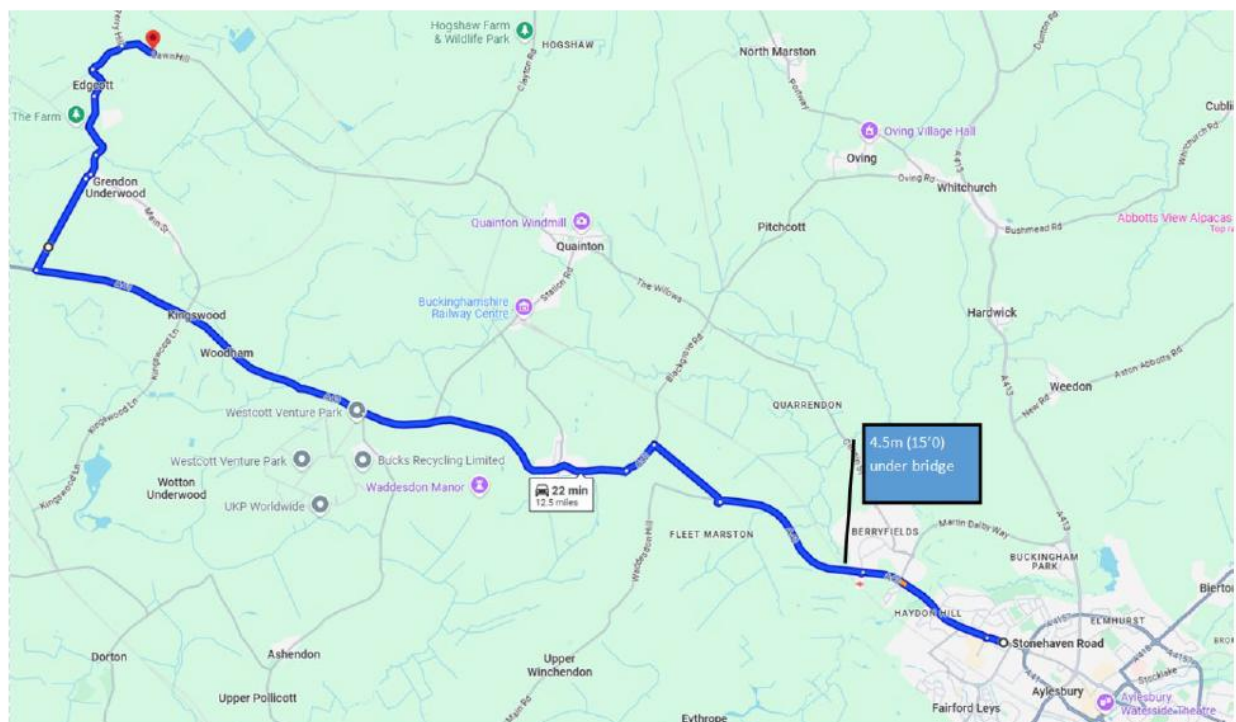
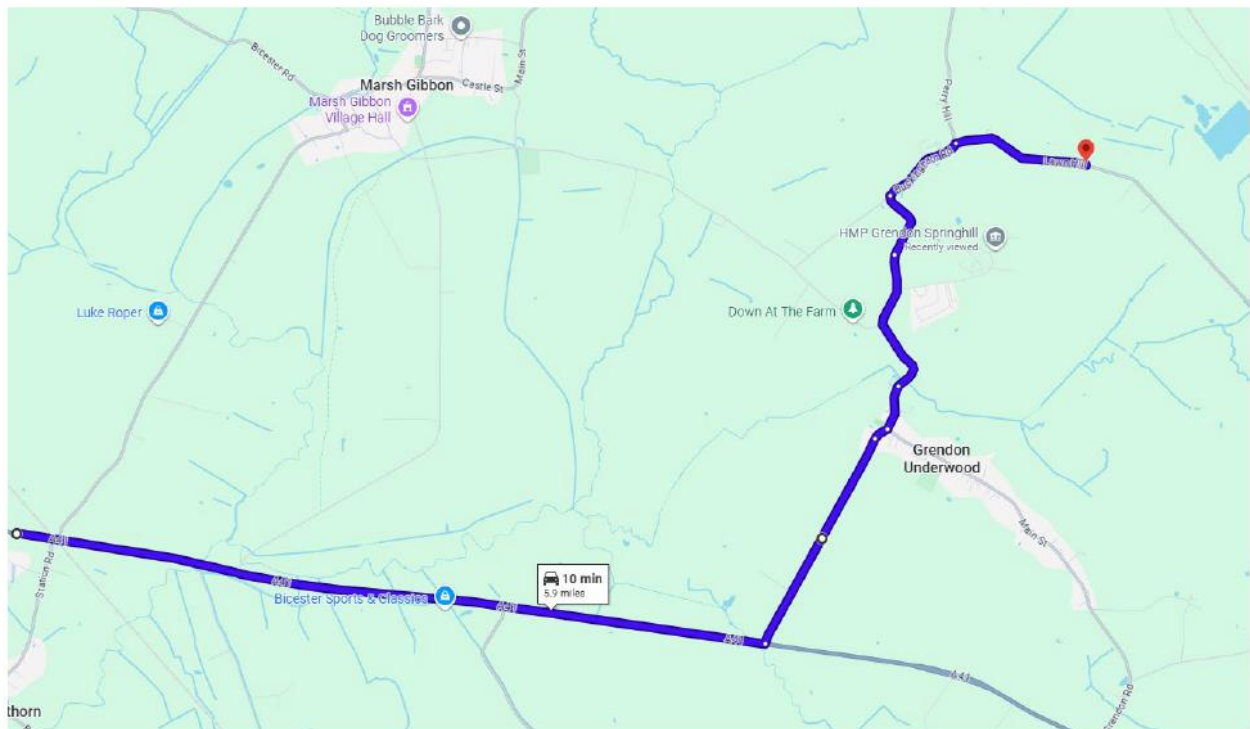
The above widening measures are intended to improve vehicle tracking, reduce the likelihood of vehicles overrunning highway verges, and facilitate safer two-way traffic movements.

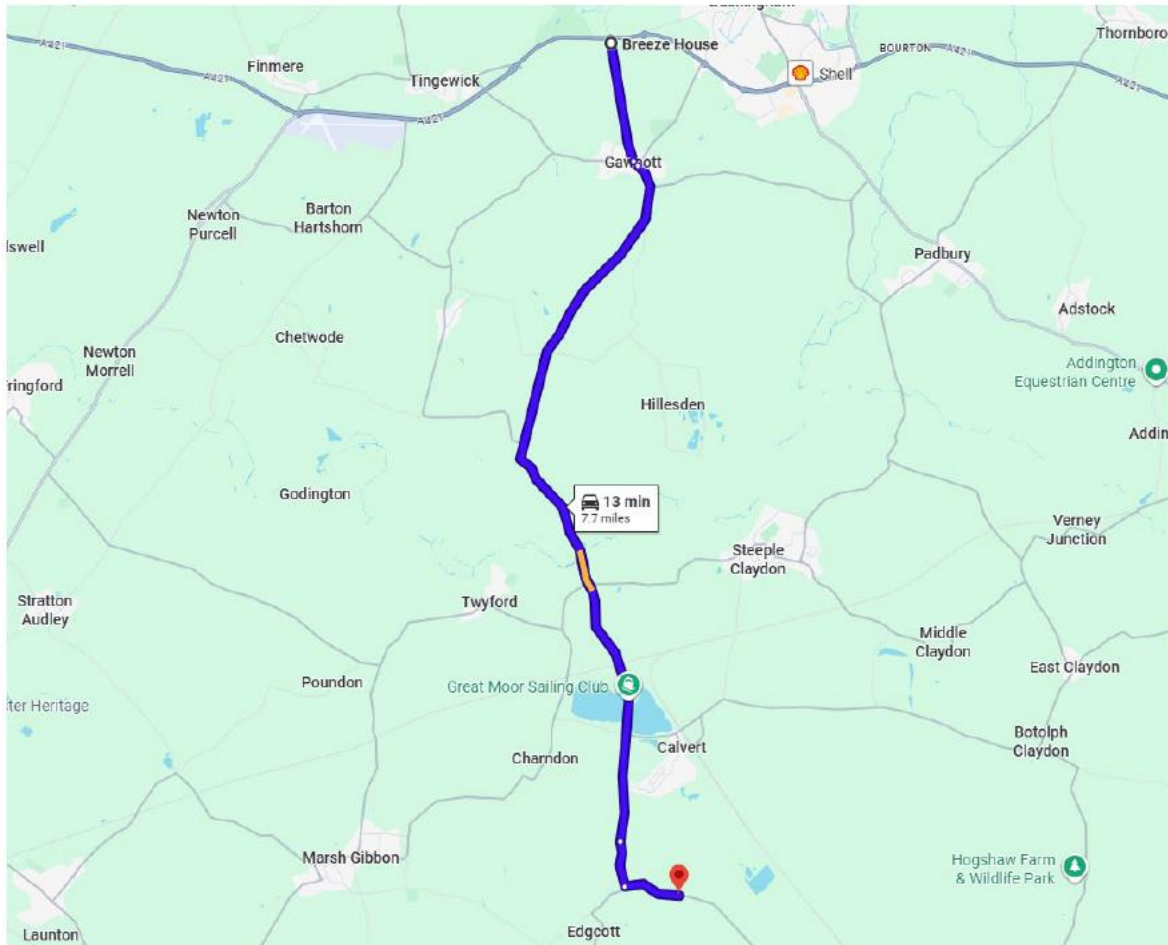
The design of the widening works will be submitted to Buckinghamshire Council via a Section 278 for review and approval.'

I am satisfied with this approach to the proposed measures at the Lawn Hill / Perry Hill junction and along Lawn Hill, and that the proposed construction access arrangements are satisfactory to minimise the construction traffic impacts of new prison.

Construction Traffic Routing

The applicant proposes the following three HGV construction traffic routes:





In respect of HGV routing, the CTMP includes an assessment of the routes with vehicle tracking and mitigation measures proposed. The assessment identifies a few bends along Edgcott Road and Grendon Road, where the swept path analysis indicates that larger vehicles may need to utilise the centre of the carriageway to safely negotiate the turns. To mitigate this:

- Advance warning signage will be installed on approaches to these bends.
- Signage will advise road users to proceed with caution and highlight the presence of HGVs manoeuvring through the centre of the carriageway.
- Signage will be positioned to ensure adequate visibility and reaction time for oncoming vehicles.

In my previous highway comments, I raised concern that the above measures were insufficient. The applicant therefore proposes to monitor the condition of the verges at the bends and ensure that any potential damage to verges is appropriately recorded and subject to ongoing monitoring and repair. It is proposed that these locations will be subject to formal quarterly review by LOR to ensure any deterioration or impact from construction traffic is identified and addressed in a timely manner.

In addition, LOR will implement traffic count monitoring at both Hall Cottages and Hollow Tree Farm to better understand vehicle movements associated with the works. The data collected will be reviewed and discussed with Buckinghamshire Council to determine whether any further mitigation is required as the project progresses. The applicant also proposes to improve white lining at Hollow Tree Farm. This is intended to clearly delineate the carriageway, improve visibility through the bends, and reduce the likelihood of verge encroachment by HGVs and construction traffic.

Appendix I: Signage Strategy and Appendix M: Route Mitigation TM Plans of the submitted CTMP includes indicative details of proposed signage and it should be noted that the applicant will require a highway licence from the Highway Authority for the installation of temporary direction and warning signage on the highway.

Appendix M includes details of the temporary traffic signals to the north of Gawcott along Radcliffe Road which would enable larger vehicles to wait to pass, as is the case for larger vehicles associated with HS2. The applicant is advised that a highway licence must be obtained from the Highway Authority for the installation and operation of temporary traffic signals on the highway. The route along Bicester Road, Twyford which is shown in Appendix M, has been discounted as a potential construction route and is for information only.

The CTMP does not include the split of cars and vans between the different routes and the updated CTMP notes that,

'At this stage, a definitive split of car and van movements between the proposed access routes cannot be provided, as the Contractor's supply chain appointments, staff and operative locations, and recruitment strategy are still being developed. Recruitment has not yet commenced and the workforce profile remains subject to refinement as the project progresses.'

To establish robust forecasts, traffic assumptions have been benchmarked against other Ministry of Justice prison projects of a comparable scale, together with data from similar projects delivered by the Contractor within comparable programmes and timescales.

The current strategy is to distribute car and light van traffic between both the Lawn Hill and Grendon Road access routes to minimise pressure on individual access points, junctions and the surrounding highway network.

Traffic monitoring will be undertaken throughout both the Early Enabling Works, Enabling Works and Main Works phases, including monitoring of site access and egress points and key junctions. The findings will be shared with relevant stakeholders and the CTMP will be updated as necessary to reflect the evolving travel profile of the project.'

Contractor's cars and vans would access the site via the surrounding public highway which is currently used by general cars and vans without restriction. The site would utilise an access off Grendon Road, a classified C-road which can accommodate two-way vehicular traffic, and an access off Lawn Hill, an unclassified road, and passing places are to be provided along Lawn Hill which would facilitate access for cars and vans associated with the construction of the new prison. The routes north and south along the classified C-road would provide access to the A41 and A421, which are main routes, and contractors would be encouraged to avoid unsuitable country lanes.

Signage is proposed along the HGV construction traffic route and the prescribed routes would be communicated and enforcement action taken. I am satisfied with the proposed HGV construction traffic routing.

Co-ordination and Management of Deliveries

The CTMP states:

'A Delivery Management System (DMS) (Datascope) will be used to control HGV movements and actively monitor and manage construction traffic.'

The system will:

- *Prevent the booking of deliveries outside approved hours.*
- *Allocate defined arrival time slots within permitted working hours.*
- *Cap hourly vehicle numbers to avoid clustering.*
- *Record all confirmed booking times for audit purposes.*

Gatehouse Monitoring

A marshalled gatehouse at all access points will:

- *Record actual arrival and departure times for all HGVs.*
- *Cross-check arrival times against allocated booking slots.*
- *Maintain a daily log of all vehicle movements.'*

With regards to any potential breaches and non-compliance with the measures in the CTMP, the applicant states:

'Breach Management and Escalation

In the event of non-compliance with LOR's site delivery times:

- *The incident will be recorded and investigated by LOR.*
- *The supplier or subcontractor responsible will receive a warning.*
- *Repeat breaches by individuals will result in further escalation with the relevant company.*
- *Persistent non-compliance from companies will result in suspension from the approved supplier list.'*

The CTMP notes that movements during the highway network peak periods would be minimised and that monitoring would be undertaken to limit movements to and from the site during these highway network peak hours.

Local comments note that school children walk along Lawn Hill to catch the school bus and I previously recommended that the applicant seeks to minimise construction traffic during morning and afternoon school peak periods or investigates other measures to minimise conflict. The CTMP notes that,

'To promote safe vehicle movements on the construction route, all Heavy Goods Vehicles (HGVs) and associated project vehicles attending site will be required to be compliant with the Construction Logistics and Community Safety (CLOCS) Standard and / or Fleet Operator Recognition Scheme (FORS). Vehicles will be fitted with the appropriate safety equipment, including enhanced visibility aids, warning systems and vulnerable road user protection measures.

In addition, all drivers associated with the project will be instructed that a maximum speed of 30 mph shall apply on the approach to, and departure from, the site access, irrespective of the prevailing national speed limit. This requirement will be communicated through driver inductions, toolbox talks, delivery booking procedures and contractual obligations. Compliance will be reinforced through site signage advising drivers of the speed restriction and the potential presence of pedestrians and school children along the route.

LOR will be undertaking traffic speed monitoring surveys before and during the works to establish baseline vehicle speeds and assess if further mitigation measures are required for both project and non-project vehicles. The survey results will be reviewed in consultation with Buckinghamshire Council and the Highway Authority.

The outcomes of the speed monitoring and any associated recommendations will be discussed with the Highway Authority and, where appropriate, incorporated into the wider package of highway improvements proposed for Lawn Hill.'

The applicant proposes to implement and undertake daily traffic monitoring, monthly traffic reporting, origin / destination, and spot checks and route verification. The results of the data monitoring are to be reported to and can be reviewed by the Local Planning Authority and the Local Highway Authority, and any issues identified and resolved by the applicant, including the implementation of additional measures to address issues should they arise.

The applicant's CTMP includes a commitment to actively manage deliveries and spread them throughout the day where possible, to minimise congestion, avoid excessive clustering of vehicles and pressure during particular times. The proposed measures would enable the applicant to monitor the traffic distribution across the different north and south routes and access points.

The applicant's CTMP details the reporting of complaints, noting that the MoJ will be the first point of call to receive any comments and complaints in relation to construction related activity on the project, and that they will have a Complaints Storing System and Escalation Procedure. It is also noted that LOR (the principal contractor) will be contacted and that LOR and the MoJ will review emerging / trending issues through agreed meetings and forums i.e., communications groups and reporting.

Parking

In respect of parking, Figure 11A/B/C shows the parking provision that will be provided within the construction site boundary. Based on similar schemes the contractor parking provision includes a total of 1000 spaces at peak. This includes provision for visitor spaces, electrical vehicle charging points and disabled bays. I am satisfied that there is sufficient parking based on the applicant's experience from other sites.

Construction Staff Travel Plan

A Construction Staff Travel Plan has been prepared and is included at Appendix J of the CTMP. The Construction Staff Travel Plan will be implemented by LOR and distributed to all site workers, visitors and subcontractors. The aim of the Travel Plan is to minimise vehicle trips to and from the site (where practical) by encouraging car / van sharing. The Travel Plan includes measures and initiatives to encourage and facilitate more sustainable travel by site personnel to and from the site. It also includes monitoring measures and methodology for reviewing the Travel Plan annually during construction. Some of the key Travel Plan initiatives are:

- Priority parking spaces for car sharers or minibuses transporting multiple staff.
- Provision of hot and cold food within the main works site canteen to reduce the requirement to travel offsite.
- Provision of a secure cycle store.
- Provision of Electrical Vehicle Charging on site.
- Travel information issued to site personnel and subcontractors.

In my previous highway comments, I noted that a shuttle bus service or similar from a train station or other location should be provided by the applicant to reduce the number of contractor car and van movements to and from the site. The updated CTMP notes that,

'LOR is currently exploring the potential provision of a workforce shuttle bus service to support staff travel to and from site. At this stage, the proposal remains under development and cannot be finalised until the workforce profile, accommodation arrangements and shift patterns have been confirmed.'

It is anticipated that a proportion of the workforce will be accommodated in temporary local housing during the construction period. As these arrangements are established, LOR will assess the geographical distribution of staff and identify opportunities to provide shared transport solutions from suitable transport hubs, accommodation locations or other agreed pick-up points.

Given the limited public transport connectivity within the local area, LOR recognises the potential benefits of a shuttle bus service in reducing single-occupancy vehicle trips and minimising traffic impacts on the local highway network. The feasibility, routing and frequency of any shuttle service will therefore be reviewed as part of the ongoing development of the Staff Travel Plan.

Further details will be provided as workforce requirements become clearer, and both the CTMP and Staff Travel Plan will be updated accordingly to reflect any agreed transport initiatives.'

Loading and Unloading

The CTMP confirms that sufficient space would be provided within for site for storage of plant and materials and for access, turning, and manoeuvring of larger vehicles.

Security Hoarding

The CTMP includes details of security hoarding and I would note that the applicant will separate consent for any hoarding which interfaces with the highway and that such consent is outside of the planning process.

Wheel-washing facilities

Wheel-washing facilities are to be provided at the site accesses to ensure that site mud and debris is not tracked onto the public highway and the contractor will employ a road sweeper in the event that mud and debris is tracked onto the highway. The applicant is advised that it is an offence under Section 151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway.

Pre-construction and post-construction highway condition surveys

This is not a specific requirement of planning condition 10 and was not imposed by the planning inspector for the allowed appeal. However, the Highway Authority has requested this and the applicant has agreed.

It is noted that the section of Lawn Hill as the route passes the residential properties, approaching the junction with Perry Hill, has been recently resurfaced. The applicant commits to undertaking a pre-commencement highway condition survey prior to construction traffic. The survey will cover:

- Lawn Hill from the Perry Hill junction to the proposed site access.
- Grendon Road from the Perry Hill junction to the Grendon Road access.
- Hollow Tree Farm bend.
- Hall Cottages bend.

Appendix L: Atkins Lawn Hill Condition Report includes the pre-condition highway survey along Lawn Hill and the other road surveys would need to be submitted as secured through this CTMP. The contractor will undertake regular inspections and undertake works to rectify and repair and highway damage. Furthermore, the applicant's commits to fully rectify and repair and highway damage at the end of the construction period. I am satisfied with this approach.

High Speed 2 (HS2)

Similar to the above, this is not a specific requirement of planning condition 10 and was not imposed by the planning inspector for the allowed appeal. However, the Highway Authority has requested this and the applicant has agreed.

In relation to HS2, the CTMP notes that,

'LOR will implement a structured programme of coordination and information-sharing activities with HS2 and Buckinghamshire Council to ensure effective management of traffic and transport interfaces throughout the works.'

Monthly technical coordination meetings will be held between LOR, HS2 and Buckinghamshire Council Development Management representatives to review upcoming activities, traffic management proposals, programme interfaces and any emerging issues relating to highway impacts. Buckinghamshire Council's involvement will ensure continued alignment on planning and highway matters.'

In addition, LOR will continue to participate in the HS2 Traffic Liaison Group on a monthly basis (or as otherwise convened). These meetings will provide a forum for strategic coordination, enabling the review of cumulative traffic impacts, forthcoming works, network constraints and opportunities for collaborative traffic management planning.

To support transparency and monitoring, LOR will provide Buckinghamshire Council Planning and Highways teams with a monthly monitoring pack. This will include project delivery / highways data, site access movement records and, where available, details of public enquiries and complaints. The monitoring pack will provide a consolidated overview of project-related traffic activity, trends and any emerging issues.

Day-to-day communication will be maintained through established project contacts between LOR and HS2, with additional coordination meetings arranged as required to address specific traffic management interfaces, abnormal activities or changes to programme. Key points of contact have been exchanged to facilitate timely communication and responsive issue resolution throughout the construction period.'

The above approach is considered reasonable to minimise the construction traffic impacts of the prison and the associated HS2 works.

A41 / The Broadway Junction

In respect of the A41 / The Broadway junction, the CTMP notes,

'The proposed works include the widening of both approaches to the A41 junction in accordance with the existing planning conditions. These permanent highway improvements are intended to support the future construction phase and improve overall junction capacity and safety for all road users.

At present, LOR are undertaking live traffic monitoring at the A41 junction. This includes junction turning counts, queue length observations, and peak hour flow analysis to support a detailed operational assessment. The purpose of this work is to inform whether additional temporary traffic control measures, such as temporary traffic signals, may be required during the main construction works planned for 2028 onwards.

The monitoring and subsequent junction modelling are currently in progress. Once complete, the findings will be used to refine the Construction Traffic Management Plan (CTMP) and confirm the necessity, or otherwise, of any temporary signalisation or additional mitigation measures during the construction phase.

All monitoring outputs, modelling assumptions, and proposed mitigation measures will be agreed in consultation with Buckinghamshire Council to ensure compliance with planning requirements and to maintain safe and efficient operation of the A41 during both the enabling and main works stages. The CTMP will be updated accordingly as further data becomes available.

All mitigation measures will be kept under review throughout the construction period and adapted where necessary to ensure continued safe and efficient operation of the highway network.

The requirement for physical highway alterations has been considered as part of the route assessment process. Both Explore Transport Planning and Select Traffic Management have reviewed the proposed routes and associated swept path analysis and have concluded that physical widening works or permanent highway modifications are not required at this stage.

LOR will continue to monitor traffic operations and route performance throughout the works through its traffic management and site monitoring regime. Should monitoring data, stakeholder feedback or operational experience identify any emerging concerns at these locations, the situation will be reviewed in consultation with Buckinghamshire Council and any required mitigation measures, where justified, will be considered and implemented as appropriate.'

It is noted that the mitigation which has been secured through the allowed appeal requires the junction improvement to be implemented prior to the occupation of the prison. However, the early delivery of these, *'permanent highway improvements are intended to support the future construction phase and improve overall junction capacity and safety for all road users'*, and the commitment by the applicant to monitor and model the traffic and implement temporary mitigation is welcomed.

Abnormal Loads

Abnormal loads would access the site from the north through Gawcott due to the height restriction of low bridges along the A41. A route assessment including vehicle tracking to demonstrate that abnormal loads can adequately use the route has been undertaken by the applicant and abnormal loads would have a support vehicle to assist and movements would require separate consent from the Highway Authority and the Police.

Summary

The revised Construction Traffic Management Plan (CTMP) 2 (ref: 441830_3799-LOR-0000-XX-T-H-0001-CTMP REV: P02) and associated appendices address the requirements of Condition 10 of planning application 21/02851/AOP and would minimise and mitigate the construction traffic impacts during the construction of this new prison. The CTMP is a live document which will be updated depending on the outcomes of ongoing monitoring by the applicant including traffic surveys in consultation with the Highway Authority.

A traffic survey carried out over the course of a week along Grendon Road (the classified C-road which passes the proposed prison and connects the A41 in the south to the A421 in the north) in May 2025 recorded two-way traffic flows of 2,689 vehicles including 67 HGVs over a 12 hour period. For the avoidance of doubt, I can confirm that these figures include vehicles associated with HS2. In addition, Grendon Road is used by larger vehicles to access the West Street depot in association with HS2 without restriction, and Lawn Hill is an approved HS2 HGV route. Whilst the proposed prison could result in a total of 450 HGV movements per day during the main works, it is clear that these routes are currently used by HGVs including those associated with HS2. Grendon Road and Lawn Hill form part of the public highway and there are no HGV restrictions on the use of the routes. It would therefore be difficult to object to the construction routing proposed by the applicant, subject to the mitigation measures secured through this CTMP.

It is worth noting that the Highway Authority has robust processes in place for approving and overseeing highway works and street-works licences and a dedicated HS2 team to ensure that the highway impact of highway works and construction traffic routing associated with this development are minimised and that safety is paramount. The Highway Authority has powers to ensure compliance with highway regulations including parking enforcement, removal of mud / debris from the highway and ensuring that damage to the highway is repaired.

The Highway Authority has no objection to the discharge of Condition 10 (Construction Traffic Management Plan) of planning application 21/02851/AOP.

I would draw attention to the following **highway informatives**:

1. The applicant is advised that the highway access works will need to be constructed under a Section 184 / 278 of the Highways Act legal agreement. This agreement must be obtained from the Highway Authority before any works are carried out on footway, carriageway, verge, or any land forming part of the highway. Please visit the Council's website for further guidance, or contact Highways Development Management via highwaysdm@buckinghamshire.gov.uk
2. It is an offence under Section 151 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 Section 137 of the Highways Act 1980.
4. The applicant is advised that a highway licence must be obtained from the Highway Authority for the installation and operation of temporary traffic management measures (stop and go systems, temporary traffic signals etc...) on the highway, and any temporary direction and warning signage on the highway. Please contact Buckinghamshire Council's Street-Works Team via:
streetworkslicences@buckinghamshire.gov.uk

Yours sincerely

Principal Highways Development Management Officer
Highways Development Management
Planning Growth & Sustainability