



# Appendix G: Structure Scenarios

Streetscape Design Guide 2025

Worcestershire County Council

# Appendix G - Structure Scenarios

## 1. Introduction

All structures will be required to comply with the requirements of CG 300 ‘Technical Approval of Highway Structure’ from the ‘Design Manual for Roads and Bridges’ DMRB.

Subject to any exclusions expressly stated in CG 300, technical approval (TA) procedures shall be applied to all proposals, including third party proposals and private developments, which are:

- 1) Within the highway boundary.
- 2) Outside the highway boundary, where the structures are to be adopted by the Overseeing Organisation.
- 3) Outside the highway boundary where works can affect the highway or highway structure; and,
- 4) Outside the highway boundary where works can affect the safety of the highway.

Developers are reminded that the requirements for the various categories of structure are advisory, and the Technical Approval Authority (TAA) can change these depending on the risk presented by the proposed structure.

## 2. Definitions

Term	Definition
<b>Overseeing organisation</b>	Worcestershire County Council Highways or their successors
<b>Technical Approval Authority (TAA)</b>	Worcestershire County Council Highways or their successors or any organisation or person appointed by them for the purpose of technical approval.
<b>Halo</b>	An unobstructed space in the horizontal and vertical plane around the structure to allow access for inspection and maintenance activity

## 3. Scenario's

**SCENARIO 1 - All new structures within the existing highway, or prospectively adoptable highway, boundary:**

- Where any part of the structure [including approach embankments or cuttings, etc.] extends beyond the limits of the current highway the land not currently designated as public highway shall be dedicated to public highway to give the Highway Authority full control over the land upon which the structure and its component parts rest. This includes all land within the ‘footprint’ of the structure.

An additional minimum 2m margin ‘halo’ around all structural elements [including buried elements such as foundations, soil nailing, and reinforced earth] shall be dedicated to highway to protect the structure from interference and to provide for future uninhibited inspection and maintenance access by the Highway Authority. These additional areas shall be finished with low maintenance materials agreeable to the Highway Authority, and which may vary from development to development. The area so dedicated shall be fenced off as agreed with the Highway Authority. Commuted Sums shall be paid to the Highway Authority by the developer to cover future maintenance, and / or reconstruction.

**SCENARIO 2 - Structures to be adopted as highways supporting the highway or land above the highway [e.g., retaining walls] adjacent to private housing developments:**

- Where any part of the structure extends beyond the limits of the current highway, the land not currently designated as public highway shall be dedicated as public highway to give the Highway Authority full control over the land upon which the structure and its component parts rest.
- An additional minimum 2m margin ‘halo’ around all structural elements [including buried elements such as foundations, soil nailing, and reinforced earth] shall be dedicated to highway to protect the structure from interference and to provide for future uninhibited inspection and maintenance access by the Highway Authority. These additional areas shall be finished in low maintenance materials acceptable to the Highway Authority, and which may vary from development to development. The area so dedicated shall be fenced off as agreed with the Highway Authority.
- Commuted Sums shall be paid to the Highway Authority by the developer to cover future maintenance, and / or reconstruction.

**SCENARIO 3 - Structures NOT to be adopted as highways supporting the highway or land above the highway [e.g., retaining walls] adjacent to private housing developments:**

There are no additional requirements beyond compliance with technical approval procedures in CG 300

**SCENARIO 4 - Structures NOT to be adopted as highway supporting the highway or land above the highway [e.g., retaining walls]: adjacent to ongoing commercial developments.**

- The developer will be required to commit to the Code of Practice for the Management of Highway Structures complying with the inspections and maintenance requirements in all respects and provide evidence to the Highway Authority that this has been done at each cycle specified within the code. Evidence shall include copies of inspection reports; maintenance works and structural assessment and check certificates compliant with CG300 when required.
- The developer will agree to indemnify the Highway Authority against all claims and costs arising from the construction, presence, use, maintenance, and removal of the structure. The highway authority is likely to require the developer carry annual

insurance. Written evidence shall be provided on an annual basis so that such indemnity is provided.

- The above requirements shall be included in property deed transfers to ensure future owners of the land are kept aware of their liabilities. The Highway Authority shall be provided with a copy of the deeds after each transfer of the land.

**SCENARIO 5 - All new structures under an existing highway, or prospectively adoptable highway provided by or for Statutory Undertakings [e.g., flood attenuation, storm overflows].**

- These will be subject to the requirements of CG 300
- Structures should ideally be located away from the carriageway, or in public open space, if this cannot be achieved then they should be so positioned and agreed with the Highway Authority so as not to prohibit the future use of the highway during:
  - Cyclic cleansing
  - Maintenance of the structure
  - Replacement

**SCENARIO 6 - All new and modifications to structures over or under an existing, or prospectively adoptable highway where the use is to remain private [service and access]. May include retaining walls.**

- Structures over the highway should be constructed such that all supports are located outside the highway boundary wherever possible.
- Where structures are over the highway measures must be taken to prevent objects falling onto the public highway at any time.
- The highway authority will reserve the right to request the structure is removed at the developers' expense at any time.
- The developer will be required to commit to the Code of Practice for the Management of Highway Structures to comply with the inspections and maintenance requirements in all respects and provide evidence to the Highway Authority that this has been done. Evidence shall include copies of inspection reports; maintenance works and structural assessment calculations.
- The developer will agree to indemnify the Highway Authority against all claims and costs arising from the construction, presence, use, maintenance, and removal of the structure. The highway authority is likely to require the developer carry annual insurance. Written evidence shall be provided on an annual basis so that such indemnity is provided.

The above requirements shall be included in property deed transfers to ensure future owners of the land are kept aware of their liabilities. The Highway Authority shall be provided with a copy of the deeds after each transfer of the land.