



A Planning Application by
KING & CO
PROPERTY DEVELOPMENT & INVESTMENT
— EST. 1920 —

In respect of
Wells Farm, Northaw Road East, Cuffley
(LPA Ref: 6/2020/3451/MAJ)

Technical Note in Response to Hertfordshire County Council
Consultation Response on Transport Matters
(HCC Ref: WH/5158/2021)

1 Introduction

- 1.1 Transport Planning Associates (“TPA”) has been commissioned by King & Co to provide transport planning consultancy services in respect of a residential development proposal for land at Wells Farm, Northaw Road East, Cuffley.
- 1.2 The Site is located to the southwest of Cuffley, on the northern side of Northaw Road East. The Site is considered to be Brownfield given it is occupied by several buildings that have an established use for a range of commercial purposes. The Site is bounded to the north by open fields, to the east by open fields that are proposed for residential development, to the south by Northaw Road East and to the west by an agricultural access that runs adjacent to Hempshill Brook.
- 1.3 The development proposal seeks the demolition of a number of existing buildings to facilitate the construction of 14 residential dwellings along with associated infrastructure, landscaping, access and other associated works. Access is proposed to utilise the existing site access from Northaw Road East.
- 1.4 A Transport Statement was prepared by TPA and submitted in support of the planning application (LPA Ref: 6/2020/3451/MAJ). The Transport Statement was prepared with reference to national and local planning policy and design guidance.
- 1.5 In their role as the local Highway Authority, Hertfordshire County Council (“HCC”) has provided a formal consultation response on the development proposal and this consultation response (HCC Ref: WH/5158/2021) “*recommends that permission be refused for the following reasons:*
- There is insufficient information supplied with this application to enable the Highway Authority to reach a recommendation. In the absence of the necessary information, the Highway Authority recommends refusal due to doubt over possible implications for highway safety and convenience.*
- It is evident the required visibility splays at the site access cannot be achieved with the proposed reduction in speed limit from national speed limit to 30mph. The details submitted to support the reduction in speed limit are currently insufficient. The applicant must be aware of the required characteristics for a 30mph zone set out in the HCC Speed Management Strategy (November 2020)”.*
- 1.6 This Technical Note (1911-066/TN/01, March 2021) has been prepared in response to the matters raised by HCC in their consultation response and is intended to provide a comprehensive submission of information following various email exchanges on technical matters between TPA and HCC.

2 Consultation Response Review

2.1 Matters raised by HCC where further information or clarity of information is required along with TPA's response to the matter raised are outlined in Table 2.1.

Table 2.1 – Review of Additional Information Requirements with the HCC Consultation Response

Topic	HCC Comments	TPA Response
Description of Proposal	The proposals include changing the speed limit on Northaw Road East (for a stretch of approx. 360m from 60mph to 30mph).	The change of speed limit beyond the site frontage was outlined as a potential 'Wider Improvement' rather than a requirement of the development proposal, with the potential opportunity for this being raised by local stakeholders during pre-application consultations.
Vehicular Access	The footway crossover access design must be of a width suitable for two vehicles to pass in order to avoid conflicting movements and changes in priority if a vehicle is waiting to enter the access whilst a vehicle is positioned to exit the site. It is therefore requested that the applicant demonstrates on a swept path drawing that two large sized cars can pass on the access.	Analysis of a 'large' manoeuvring in to the site with another large car waiting to exit the site has been carried out and is represented in the appended (Appendix A) drawing 1911-066.SP104 – 'Swept Path Analysis of a Large Car'. This drawing demonstrates that the access design can accommodate two large cars passing without the risk of obstruction to Northaw Road East.
Vehicular Access	A visibility splay drawing (Drawing No. PL03) has been submitted for the access which shows visibility of 2.4m x 160m, which is not considered suitable for national speed limit or the standards contained in the DMRB/Road in Hertfordshire: Highways Design Guide.	TPA dispute that a 2.4m by 160m visibility splay is not suitable at this location and further details in relation to this are provide within Section 3.
Speed Gateway	In order to provide acceptable visibility splays at the access, a change of speed limit has been proposed.	TPA do not agree that a change of speed limit is required to provide acceptable visibility splays. The Speed Gateway was a suggested as part of the suggested potential 'Wider Improvement'. Further details of this are again provided in Section3.
Internal Highways	The applicant should be aware the internal highways at the site will remain private and the Highway Authority will not seek adoption.	This point is noted and as envisaged by the applicant.

Topic	HCC Comments	TPA Response
Pedestrian Access	The Highway Authority are satisfied with this arrangement and request that a private speed management strategy is provided on the highways internal to the site in order to ensure that vehicles travel at a low speed , especially on approach to the footway crossover. Pedestrian visibility splays, as set out in Roads in Hertfordshire: Highways Design Guide, are required at the footway crossover.	The comments of HCC are noted and we would suggest that this matter could be dealt with by condition, with matters submitted and approved prior to any above ground construction works.
Pedestrian Access	It is noted that the TS states the applicant will fund footway conditioning works. Plans showing the survey of required works, along with street lighting details are required	The developer is proposing to provide a S106 financial contribution towards the costs of removing areas of verge creep along with repairs to damaged sections of the footway between the site access and the village boundary as defined by the existing speed limit change. As such, we would suggest that this plan is a matter for agreement as part of finalising the s106 Agreement.
Travel Plan	A Travel Plan is not required under the Hertfordshire County Council Travel Plan criteria. Although a Travel Plan is not required, it is recommended that the applicant provides sustainable measures to future residents such as travel information packs upon moving in order to encourage public transport and active travel use.	Confirmation that a Travel Plan is not required is acknowledged and the developer will look at opportunities to provide future residents with travel information packs.
Planning Obligations	<p>In accordance with the HCC Planning Obligations Guidance, contributions are sought on a unit rate basis and are pooled where appropriate. For residential use the charge is based on the number of bedrooms. This is calculated based on the site's accessibility zone.</p> <p>The site is located in Zone 4 and given the presented proposals (6 x 2-bed units@ £750, 7 x 3-bed units@£1,125, 1 x 4-bed units@£1,500) this equates to £13,875 in 2006 prices. The current SPONS pricing index suggest that this equates to £19,859 in today's prices. HCC Highways would distribute this via S106 agreements to sustainable transport schemes to mitigate the impact of the development.</p>	The HCC guidance on planning obligations is understood and the calculated value noted. Given the de minimis impact of the development then it is suggested that the funding could be used for a targeted sustainable transport scheme; namely either the previously mentioned footway improvement works or an extension of these works further in to the village.

3 Review of Proposed Site Access Visibility Splays and Speed Limit Reduction

Visibility Splays

- 3.1 The proposed visibility splays were developed with reference to Table 2.10 and Section 3 of CD109 for the design speed and associated stopping site distance and Section 3 of CD123 for the visibility set back distance, both of which form part of the Design Manual for Roads and Bridges (DMRB). With the selection of 'one step below desirable minimum' stopping sight distance being considered appropriate given the development is utilising an existing point of access with a minimal change in predicted traffic levels and no recorded evidence of their being a road safety issue in the immediate area.
- 3.2 Further to an email exchange with HCC it is understood that their approach to speed limits in non-urban locations is no stepped reduction and the use of 'desirable minimum' stopping site distances, which in this instance would be 215m.
- 3.3 It is further understood that the Road Safety Audit team and the wider HCC Highways team will generally only consider a reduction from the 'desirable minimum' if 85th percentile speeds from a speed survey support such a proposal. On this matter it has been confirmed "In terms of the visibility splays, based on the 85th percentile survey results it is recommended you interpolate between the 'desirable minimum' sight stops distances shown in Table 2.10 of CD109. Evidence provided by yourself (i.e. the speed survey results) can then be subject to professional judgement regarding any use of the use of 'one step below'".
- 3.4 Notwithstanding the fact that TPA do not fully agree to the approach taken by HCC on the selection of stopping sight distances in this instance it was a felt appropriate to commission a local speed survey. This speed survey was carried out at three locations along Northaw Road East over a seven day period from the 1 March to the 8 March 2021 by automatic traffic counter (ATC) equipment.
- 3.5 A plan showing the location of the speed surveys and the survey date is appended to this technical note (Appendix B), with the recorded speeds summarised as:
- Location 1 (Site Access) – 7 day mean average = 40.1mph and 7 day 85th percentile = 47.2mph.
 - Location 2 (Adjacent to Hempshill Brook and the private farm access) – 7 day mean average = 40.1mph and 7 day 85th percentile = 47.0mph
 - Location 3 (Approaching the existing 30mph speed limit position) – 7 day mean average = 35.8mph and 7 day 85th percentile = 41.9mph.
- 3.6 It is evident from the speed surveys that excess speed is not an issue along Northaw Road East with the recorded 85th percentile speed being significantly lower than the posted speed limit.

- 3.7 On the assumption that the 85th percentile speed represents the design speed then interpolation of 'desirable minimum' stopping site distances in Table 2.10 of CD109 indicates that the stopping sight distance for 47mph is 138m. On this basis it is felt that the speed survey justifies the selection of a 160m visibility splay.
- 3.8 For ease of reference a revised version of the Proposed Site Access and Visibility Splay drawing (1911-066.PL03C) is provided at Appendix C, noting the revision is due to the removal of the speed gateway from the drawing.

Speed Limit Change

- 3.9 Noting that any extension of the 30mph speed limit would require the extension of the existing street lighting along Northaw Road East and setting this against an aspiration to retain the existing semi-rural nature of the road as much as possible my client has decided against supporting and funding an extension of this speed limit.
- 3.10 This said and noting the existing vehicles speeds along Northaw Road East my client would be happy to promote measure to help further reduce vehicle speeds beyond the site and as such would be happy to support the provision of a 40mph buffer zone between the existing 30mph speed limit and Hempshill Brook. A further reduction of vehicle speeds in this area would enhance the pedestrian connectivity between the village and local facilities and public footpaths in the area. The delivery of such a scheme could be funded through a S106 financial contribution.

4 Summary

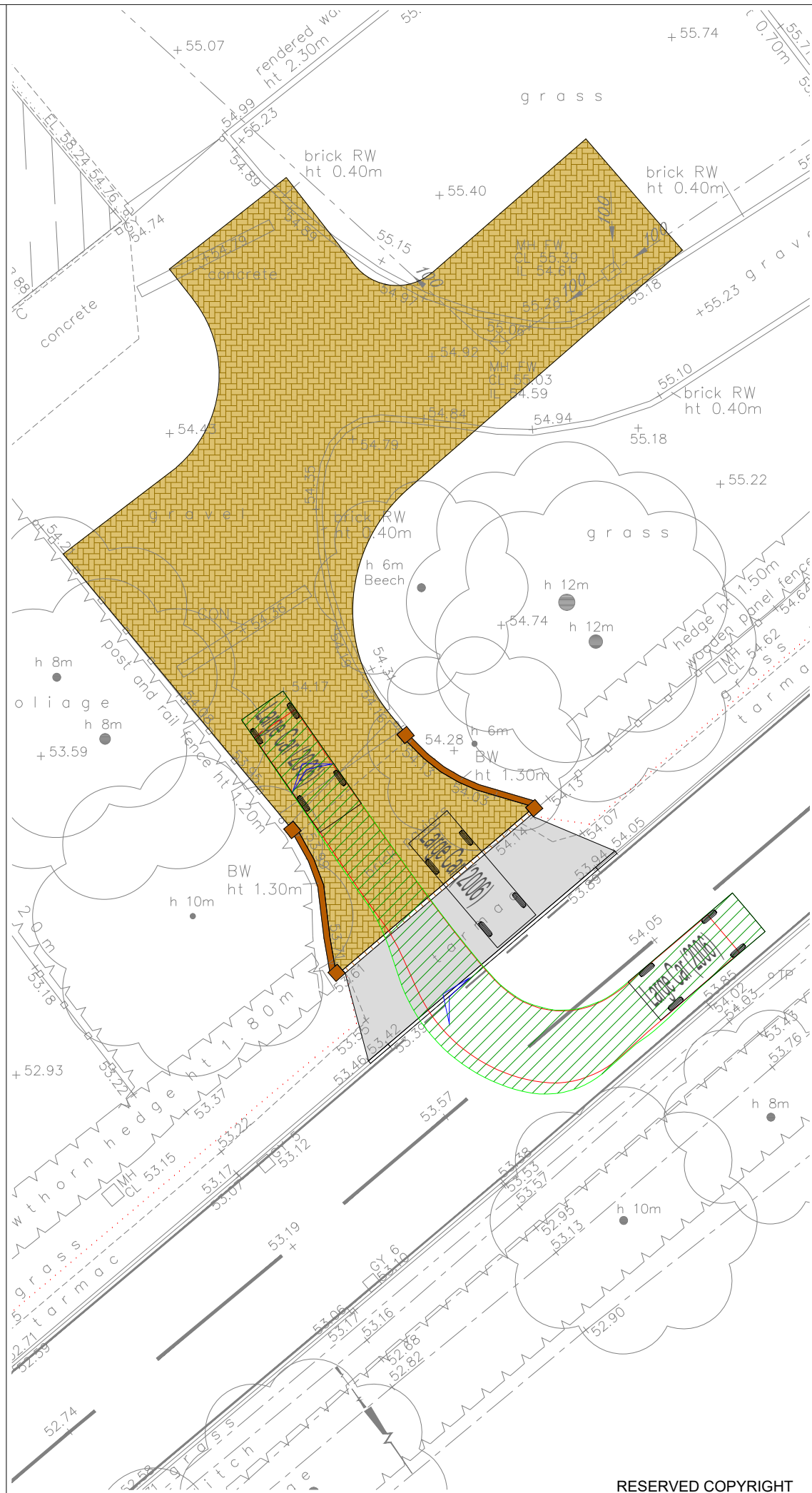
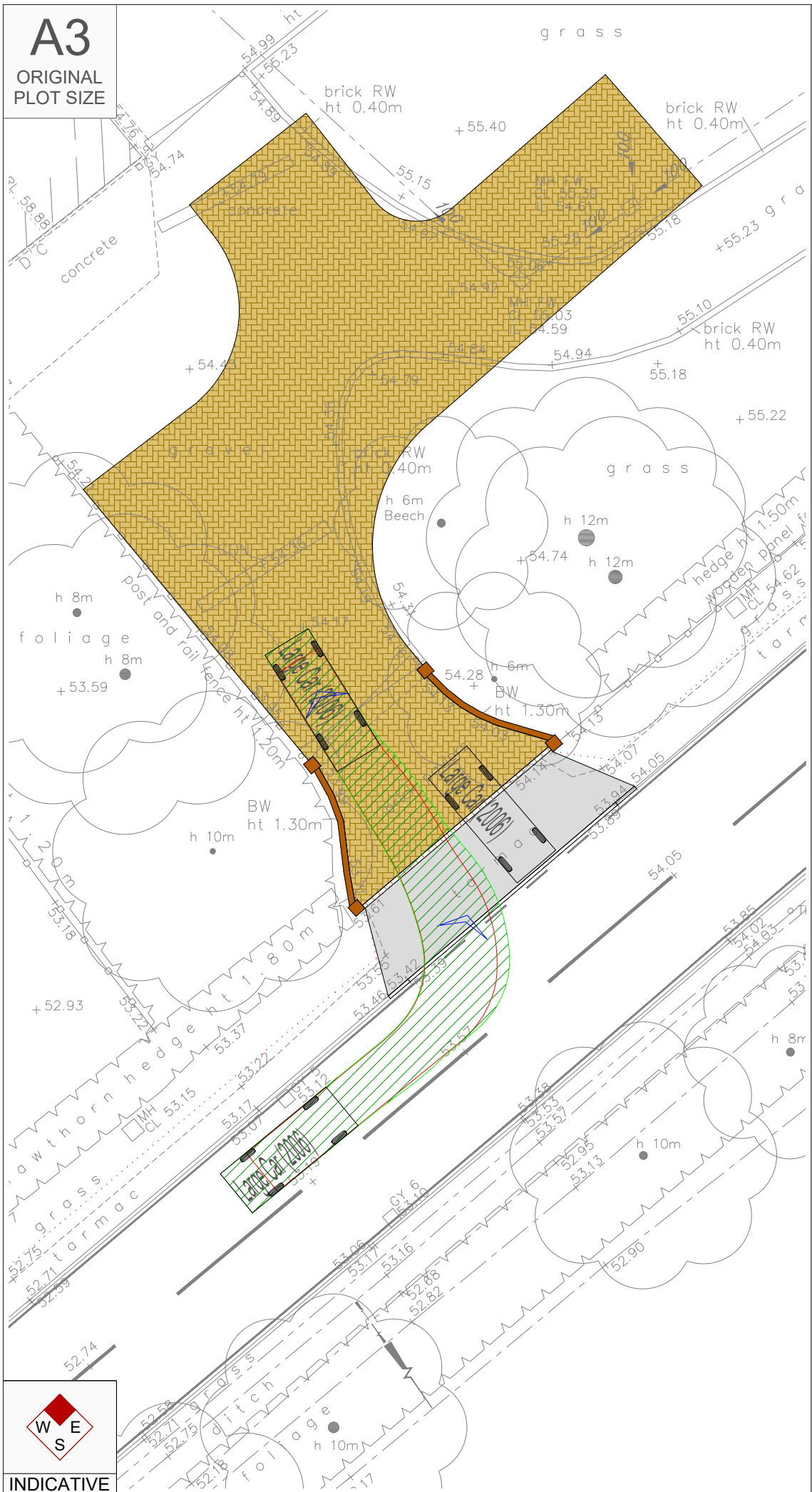
- 4.1 The HCC consultation response has been reviewed in detail by TPA and exchanges of emails on specific technical matters have helped form this review of the consultation response.
- 4.2 Swept path analysis of the site access confirms the adequacy of the design and this has been communicated previously to TPA by HCC.
- 4.3 Evidence provide within this technical note confirms acceptability of the proposed 2.4m by 160m visibility splays at the site access junction, on the basis recorded speed data suggest a stopping sight distsnce of 138m.
- 4.4 King & Co are happy to support, by way of a financial contribution, the creation of a 40mph buffer zone on the approach to the village.
- 4.5 Other minor design matters raided by HCC can be addressed by appropriately worded planning conditions.
- 4.6 On the basis of details provided within the original transport statement submitted in support of the planning application and details provided in this technical not, it is concluded that there are no material transport and highway reasons why the proposed development should not be granted planning permission. The starting point of which would be an updated consultation response from HCC confirming that sufficient information has now been provided and their previous recommendation for refusal no longer stands.

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APPENDIX A

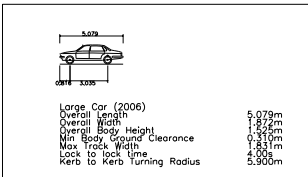
A3

ORIGINAL PLOT SIZE



NOTES:

1. Subject to confirmation of Highway Boundary.
2. Swept Path Analysis of a Large Car (AutoTrack Vehicle Reference No. 10004).



Swept Path KEY

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
 Cambridge
 London
 Manchester
 Oxford
 Welwyn Garden City



The Stables
 7 Chesterton Mill
 French's Road
 Cambridge
 CB4 3NP
 01223 455385
 www.tpa.uk.com

CLIENT: **King & Co**

PROJECT:
**Wells Farm,
 Northaw Road,
 Cuffley**

TITLE:
**Swept Path Analysis of a
 Large Car -
 Site Access**

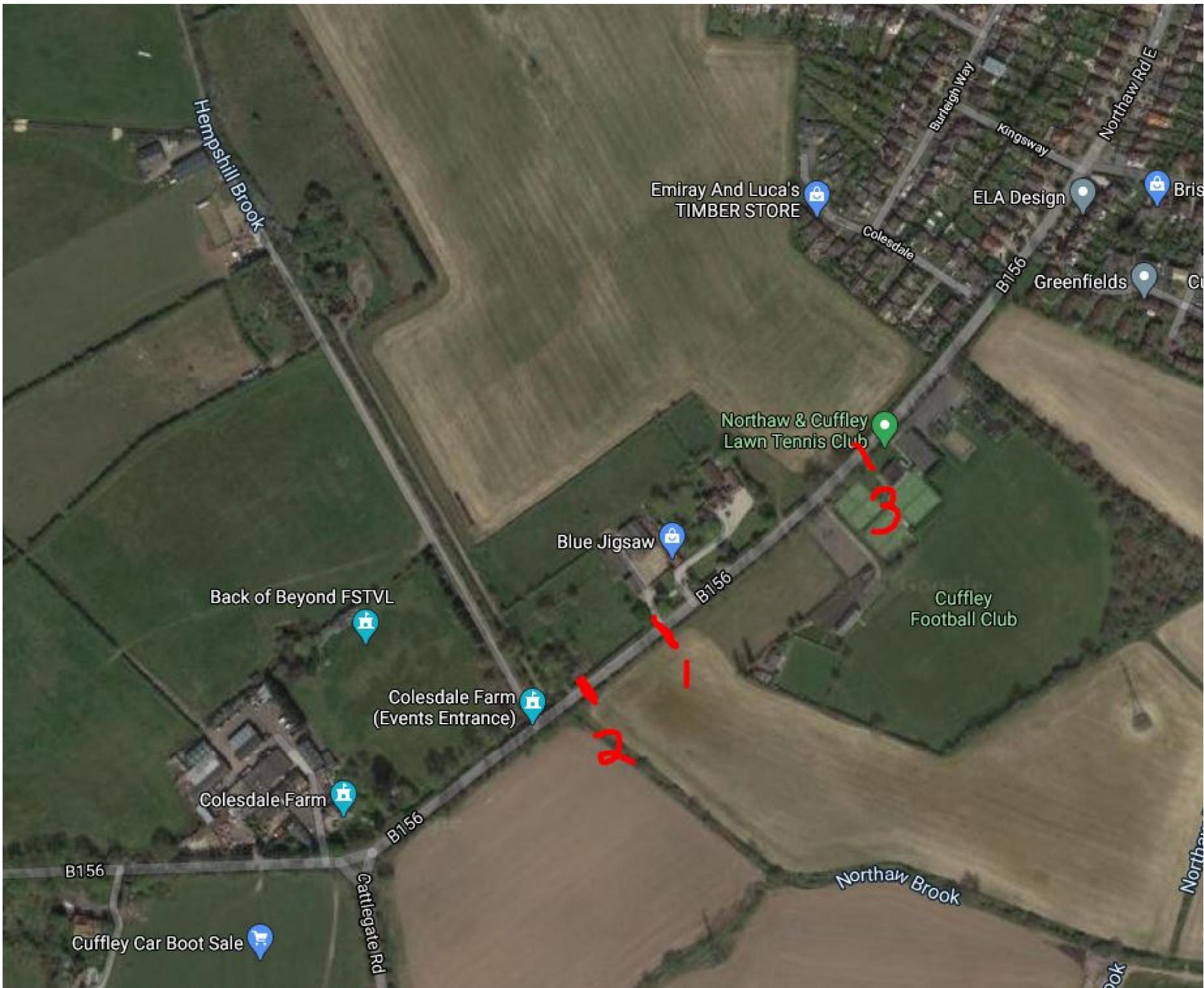
STATUS:
PLANNING

SCALE: 1:200	DATE: 01.03.21	DRAWN: JA	CHECKED: JH	APPROVED: JH
JOB NO: 1911-066	DRAWING NO: SP104	REVISION: -		



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APPENDIX B

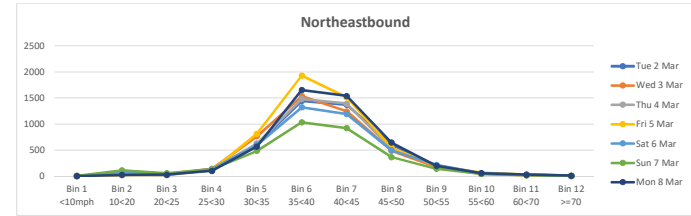


Cuffley ATC 1, B156

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 2 Mar	4467	47.3	40.3	6.7	4	23	38	106	603	1445	1369	600	198	49	25	7
Wed 3 Mar	4458	46.2	39.4	6.5	3	21	38	139	765	1535	1243	485	168	42	17	2
Thu 4 Mar	4469	46.9	40.1	6.5	5	23	16	129	626	1479	1389	526	202	48	23	3
Fri 5 Mar	5250	46.4	39.8	6.4	6	24	23	113	812	1928	1511	546	191	64	29	3
Sat 6 Mar	4154	47.6	39.9	7.5	2	75	30	130	602	1321	1189	496	217	55	31	6
Sun 7 Mar	3302	47.3	38.9	8.1	3	110	53	130	485	1034	919	365	139	43	15	6
Mon 8 Mar	4832	47.1	40.5	6.4	2	22	25	101	568	1654	1537	642	196	53	25	7
5 Day Ave.	4695	46.8	40.0	6.5	4	23	28	118	675	1608	1410	560	191	51	24	4
7 Day Ave.	4419	47.0	39.8	6.9	4	43	32	121	637	1485	1308	523	187	51	24	5

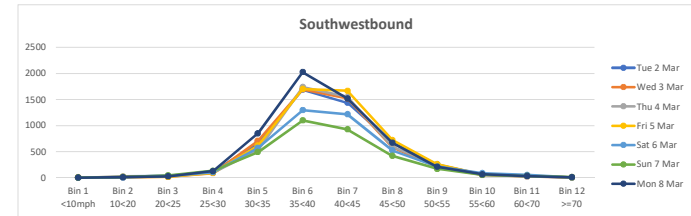
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Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 2 Mar	4962	47.2	40.4	6.6	3	17	35	109	664	1688	1435	668	253	55	29	6
Wed 3 Mar	4913	46.7	40.3	6.2	1	9	17	89	706	1696	1518	584	203	58	26	6
Thu 4 Mar	4902	47.3	40.6	6.4	4	19	22	101	534	1735	1548	597	248	61	25	8
Fri 5 Mar	5205	47.6	40.9	6.6	6	12	18	95	613	1700	1665	721	260	63	44	8
Sat 6 Mar	4109	48.2	40.8	7.1	0	5	31	106	570	1295	1216	523	212	89	54	8
Sun 7 Mar	3389	47.7	40.1	7.3	1	12	44	134	491	1099	925	417	171	53	32	10
Mon 8 Mar	5544	46.6	40.0	6.4	5	10	27	127	849	2023	1517	670	209	66	33	8
5 Day Ave.	5105	47.1	40.4	6.5	4	13	24	104	673	1768	1537	648	235	61	31	7
7 Day Ave.	4718	47.3	40.4	6.7	3	12	28	109	632	1605	1403	597	222	64	35	8

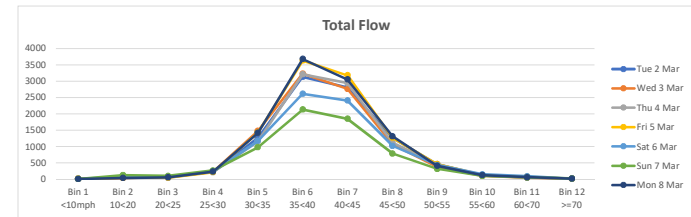
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 2 Mar	9429	47.3	40.3	6.7	7	40	73	215	1267	3133	2804	1268	451	104	54	13
Wed 3 Mar	9371	46.5	39.9	6.4	4	30	55	228	1471	3231	2761	1069	371	100	43	8
Thu 4 Mar	9371	47.1	40.3	6.5	9	42	38	230	1160	3214	2937	1123	450	109	48	11
Fri 5 Mar	10455	47.0	40.3	6.5	12	36	41	208	1425	3628	3176	1267	451	127	73	11
Sat 6 Mar	8263	47.9	40.3	7.3	2	80	61	236	1172	2616	2405	1019	429	144	85	14
Sun 7 Mar	6691	47.6	39.5	7.7	4	122	97	264	976	2133	1844	782	310	96	47	16
Mon 8 Mar	10376	46.9	40.2	6.4	7	32	52	228	1417	3677	3054	1312	405	119	58	15
5 Day Ave.	9800	46.9	40.2	6.5	8	36	52	222	1348	3377	2946	1208	426	112	55	12
7 Day Ave.	9137	47.2	40.1	6.8	6	55	60	230	1270	3090	2712	1120	410	114	58	13

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Cuffley ATC 2, B156

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
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Wed 3 Mar	4436	46.2	39.6	6.4	2	9	43	150	688	1563	1274	484	156	49	15	3
Thu 4 Mar	4443	46.7	40.2	6.3	4	12	35	104	525	1525	1480	517	171	47	19	4
Fri 5 Mar	5197	46.3	39.6	6.4	2	22	60	151	775	1858	1517	551	175	58	27	1
Sat 6 Mar	4118	47.2	39.8	7.1	3	25	67	140	591	1379	1152	493	167	69	26	6
Sun 7 Mar	3266	46.6	38.9	7.5	1	35	110	163	490	1053	893	341	122	39	15	4
Mon 8 Mar	4792	46.6	40.2	6.2	2	10	40	101	608	1687	1518	598	156	46	17	9
5 Day Ave.	4656	46.5	40.0	6.3	3	12	43	122	634	1622	1444	538	166	48	20	4
7 Day Ave.	4380	46.6	39.8	6.6	2	17	56	130	607	1506	1324	504	160	50	20	4

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Direction: Southwestbound

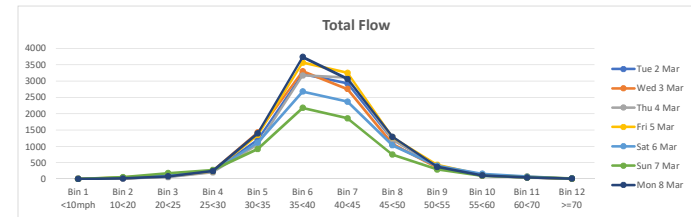
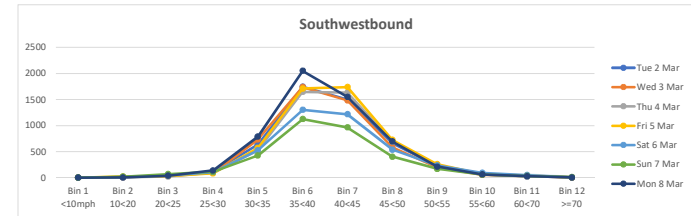
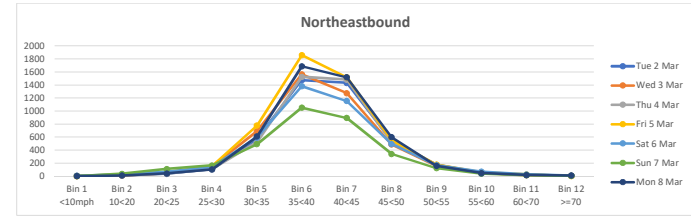
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Wed 3 Mar	4974	46.7	40.1	6.4	2	11	37	97	733	1738	1482	584	198	57	31	4
Thu 4 Mar	4968	47.4	40.9	6.3	0	8	23	101	529	1646	1630	690	240	68	22	11
Fri 5 Mar	5257	47.7	40.9	6.5	2	22	34	85	570	1709	1736	726	259	65	43	6
Sat 6 Mar	4125	48.4	40.9	7.3	1	14	42	106	525	1299	1215	538	236	92	49	8
Sun 7 Mar	3396	47.9	40.2	7.5	0	19	70	115	428	1123	965	404	169	59	33	11
Mon 8 Mar	5576	46.5	40.0	6.3	0	5	40	139	790	2048	1549	694	214	62	30	5
5 Day Ave.	5160	47.1	40.5	6.4	1	12	33	108	652	1776	1579	671	227	62	31	7
7 Day Ave.	4760	47.4	40.5	6.7	1	13	40	109	602	1615	1439	614	220	66	34	7

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
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Wed 3 Mar	9410	46.5	39.8	6.4	4	20	80	247	1421	3301	2756	1068	354	106	46	7
Thu 4 Mar	9411	47.1	40.6	6.3	4	20	58	205	1054	3171	3110	1207	411	115	41	15
Fri 5 Mar	10454	47.0	40.2	6.5	4	44	94	236	1345	3567	3253	1277	434	123	70	7
Sat 6 Mar	8243	47.8	40.3	7.2	4	39	109	246	1116	2678	2367	1031	403	161	75	14
Sun 7 Mar	6662	47.3	39.5	7.5	1	54	180	278	918	2176	1858	745	291	98	48	15
Mon 8 Mar	10368	46.6	40.1	6.2	2	15	80	240	1398	3735	3067	1292	370	108	47	14
5 Day Ave.	9815	46.8	40.2	6.4	4	24	76	230	1285	3398	3023	1210	393	111	51	11
7 Day Ave.	9140	47.0	40.1	6.6	3	31	95	239	1209	3121	2763	1118	380	116	54	12

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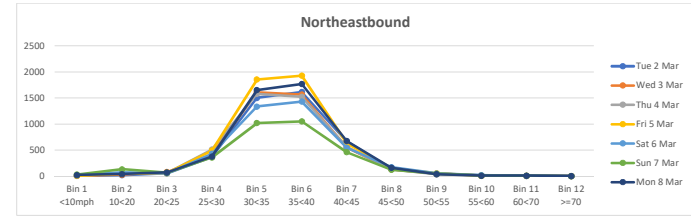


Cuffley ATC 3, B156

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 2 Mar	4426	41.9	36.0	5.7	4	18	55	366	1499	1613	666	137	46	15	5	2
Wed 3 Mar	4440	41.4	35.4	5.7	5	27	78	419	1609	1565	550	126	45	11	4	1
Thu 4 Mar	4464	41.2	35.2	5.8	6	55	61	507	1579	1522	564	127	33	7	3	0
Fri 5 Mar	5232	41.4	35.5	5.7	5	47	57	490	1854	1926	632	149	55	9	7	1
Sat 6 Mar	4127	42.4	35.5	6.6	20	68	55	429	1333	1429	545	169	52	18	9	0
Sun 7 Mar	3288	42.5	34.8	7.5	28	132	65	358	1019	1050	458	121	44	7	6	0
Mon 8 Mar	4808	41.9	35.7	5.9	19	38	69	375	1649	1770	673	159	37	9	7	3
5 Day Ave.	4674	41.6	35.6	5.8	8	37	64	431	1638	1679	617	140	43	10	5	1
7 Day Ave.	4398	41.8	35.5	6.1	12	55	63	421	1506	1554	584	141	45	11	6	1

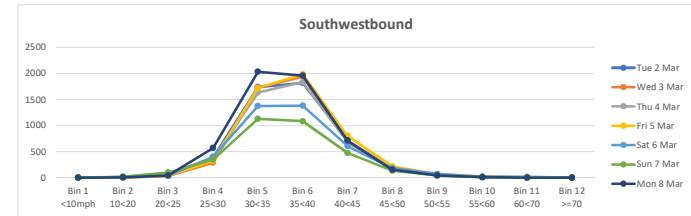
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Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 2 Mar	4950	41.7	36.1	5.4	0	5	46	386	1736	1816	711	181	48	13	6	2
Wed 3 Mar	4898	41.6	36.3	5.1	1	1	34	290	1721	1939	685	157	50	15	5	0
Thu 4 Mar	4887	41.8	36.0	5.6	0	14	93	371	1630	1837	695	177	53	11	4	2
Fri 5 Mar	5197	42.3	36.6	5.5	0	6	41	328	1721	1981	804	215	69	22	9	1
Sat 6 Mar	4115	42.7	36.3	6.2	1	12	41	404	1374	1382	607	182	73	21	16	2
Sun 7 Mar	3361	42.4	35.7	6.4	1	19	98	350	1128	1082	477	135	43	14	9	5
Mon 8 Mar	5538	41.1	35.6	5.3	3	7	46	570	2028	1955	714	156	44	10	3	2
5 Day Ave.	5094	41.7	36.1	5.4	1	7	52	389	1767	1906	722	177	53	14	5	1
7 Day Ave.	4707	42.0	36.1	5.7	1	9	57	386	1620	1713	670	172	54	15	7	2

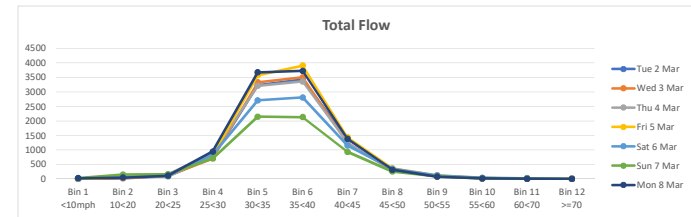
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 2 Mar	9376	41.8	36.1	5.5	4	23	101	752	3235	3429	1377	318	94	28	11	4
Wed 3 Mar	9338	41.5	35.9	5.4	6	28	112	709	3330	3504	1235	283	95	26	9	1
Thu 4 Mar	9351	41.5	35.6	5.7	6	69	154	878	3209	3359	1259	304	86	18	7	2
Fri 5 Mar	10429	41.9	36.1	5.6	5	53	98	818	3575	3907	1436	364	124	31	16	2
Sat 6 Mar	8242	42.6	35.9	6.4	21	80	96	833	2707	2811	1152	351	125	39	25	2
Sun 7 Mar	6649	42.5	35.3	7.0	29	151	163	708	2147	2132	935	256	87	21	15	5
Mon 8 Mar	10346	41.5	35.7	5.6	22	45	115	945	3677	3725	1387	315	81	19	10	5
5 Day Ave.	9768	41.6	35.9	5.6	9	44	116	820	3405	3585	1339	317	96	24	11	3
7 Day Ave.	9104	41.9	35.8	5.9	13	64	120	806	3126	3267	1254	313	99	26	13	3

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APPENDIX C


A2
ORIGINAL
PLOT SIZE



- NOTES:
1. Based on Terrain Surveys Topographical Drawing No.s TS20-444-1 to TS20-444-4.
2. Subject to confirmation of Highway Boundary.

Rev	Date	Details	Drawn by	Checked by	Approved by
C	11.03.21	Speed Gateway feature removed	JH	-	JH
B	03.12.20	Updated site plan	JA	JH	JH
A	25.11.20	Updated site plan	JA	JH	JH

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



Transport Planning Associates

The Stables
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French's Road
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CB4 3NP
01223 455385
www.tpa.uk.com

CLIENT: **King & Co**

PROJECT:
**Wells Farm,
Northaw Road,
Cuffley**

TITLE:
**Proposed Site Access
and Visibility Splay
(2.4m x 160m)**

STATUS:
PLANNING

SCALE: 1:1,000	DATE: 18.11.20	DRAWN: JA	CHECKED: JH	APPROVED: JH
JOB NO: 1911-066	DRAWING NO: PL03	REVISION: C		

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