

A Planning Application by
COMPLETE PLANT HIRE LIMITED

In respect of
**12 Southfields,
WELWYN GARDEN CITY**

Technical Note – Survey Summary

August 2021



Document Management

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Issued by:

Bristol
 Cambridge
London
 Manchester
 Oxford
 Welwyn Garden City

Transport Planning Associates
 90 High Holborn
 London
 WC1V 6LJ

020 7119 1155
 london@tpa.uk.com
 www.tpa.uk.com

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1 Introduction

1.1 Transport Planning Associates has been commissioned by Complete Plant Hire Limited to provide transport planning consultancy services in relation to a planning application to seek a retrospective change of use from a vehicle repair centre (use class B1c) to reflect its current usage (use class Sui Generis). The site is located at 12 Southfields, Welwyn Garden City as illustrated in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

1.2 A retrospective planning application¹ was submitted in April 2021 for the change of use to plant hire and was subsequently subject to a Highways consultation response which requested additional information. The response, contained within **Appendix A**, concluded that:

“At this stage the Highway Authority wishes to raise an objection to the application due to insufficient information. The applicant must provide the following details:

- *Evidence of the ‘Current’ trip generation of the site on a typical weekday [this must include a breakdown of the type of vehicles attracted to the site, number of staff etc];*
- *Details and dimensions of the types of vehicle, including low loaders and associated swept paths / turning process;*

¹ Planning reference 6/2021/1380/FULL

- *Details of formal on-site car and cycle parking provision shown on a plan;*
- *Review of personal injury collisions on the local highway network over the most recently available five years of data.”²*

1.3 This Technical Note responds to the requests for additional information.

² Highways Consultation response contained within **Appendix A**

2 Response

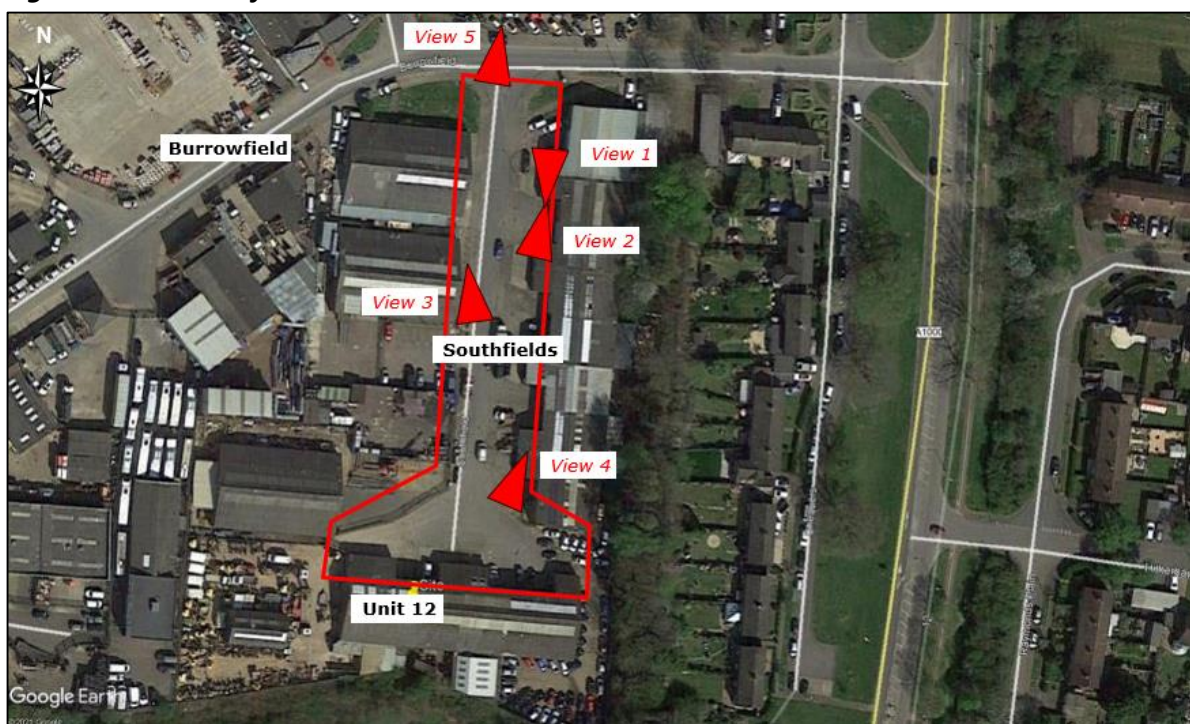
Trip Generation

2.1 With regards to the trip attraction for the site, the Highways response notes that:

“Evidence of the arrival and departure profile has not been provided by the applicant, and also the types of vehicle have not been detailed in the arrival / departure profile. These details must be provided by the applicant in order to demonstrate and evidence the site operator’s trip attraction.”

2.2 To allow for a daily arrival and departure profile to be prepared, a survey was undertaken by Advanced Transport Research between Tuesday 20 July 2021 and Thursday 22 July 2021, by CCTV. The survey covered the 12 hour period between 07:00 and 19:00. The resulting survey data is contained within **Appendix B** and a plan illustrating the camera locations and survey extents is set out in **Figure 2.1**.

Figure 2.1 Survey Plan



Source: Survey data in **Appendix B**

2.3 The survey identified:

- an arrival and departure time for each vehicle;
- a duration of stay for each vehicle;
- the location that the vehicle stopped / parked;
- the type of vehicle;

- the purpose of the trip (staff / visitor / delivery);
- the name of the company where possible;

2.4 Utilising the survey data, the arrival and departures profile for the site has been calculated and is set out in Table 2.1.

Table 2.1 Survey Summary

Time Period	Tuesday 20 July		Wednesday 21 July		Thursday 22 July	
	Arrival	Departure	Arrival	Departure	Arrival	Departure
Before 07:00*	2	-	2	-	1	-
07:00 – 08:00	3	1	5	1	5	1
08:00 – 09:00	2	2	2	-	2	4
09:00 – 10:00	3	4	1	2	2	1
10:00 – 11:00	1	1	1	1	2	4
11:00 – 12:00	4	5	1	-	6	2
12:00 – 13:00	3	1	3	3	2	1
13:00 – 14:00	1	1	3	4	1	5
14:00 – 15:00	2	1	6	4	2	1
15:00 – 16:00	1	2	3	3	4	3
16:00 – 17:00	2	3	-	2	1	1
17:00 – 18:00	1	5	1	6	-	6
18:00 – 19:00	1	1	-	-	-	-
After 19:00	-	3	-	3	-	3
07:00 – 19:00	26	30	28	29	28	32

Notes: * = the arrivals before 07:00 assumed based on cars parked outside the unit at the start of the survey (07:00). Goods vehicles identified as arriving at 07:00 assumed to be in the compound and associated with the operation of the site and therefore excluded from daily arrivals.

Source: Survey data in **Appendix B**

2.5 As can be seen, the previous assumption (as set out in the Technical Note³ issued in support of the planning application) that the site attracts 30 – 40 vehicle movements per day can be considered to represent a worst-case. The survey results show that the trip attraction of the site currently attracts less than 30 vehicles (60 vehicle movements) per day.

2.6 In the context of the previous land use that was calculated to generate 117 two-way trips between 06:00 and 18:00, the current land use represent a significant reduction in the trip attraction of the site

³ TPA document reference 2104-024/TN01 dated April 2021

across a typical day, reducing by circa 60 trips (i.e. 50%) the trips that the former land use is likely to have generated.

Vehicle use

2.7 In addition to the arrival and departure profile, the survey also revealed the class of vehicle that visited the site. A breakdown of vehicle types by the number of visits is contained within Table 2.2.

Table 2.2 Type of Vehicle

Time Period	Tuesday 20 July	Wednesday 21 July	Thursday 22 July	Average
Car	14	14	11	13
LGV	10	8	17	12
OGV1	1	2	0	1
OGV2	5	5	4	5

Source: Survey data in **Appendix B**

Dimensions of Vehicles

2.8 With regards to vehicle dimensions, the Highways response stated that:

“The Highway Authority are concerned that the Transport Technical Note contained only limited details of the types of vehicle that access the site and therefore the swept path shown in Drawing No. SP01 may not representative of the largest vehicle that will commonly use the site (i.e. lengths of low loaders and articulated vehicles). Without these details there is a highway safety risk that large vehicles may reverse long distances on the public highway.”

2.9 It is understood that Complete Plant Hire Limited currently has:

- 3 x Box Vans - 6.5m x 2.1m;
- 1 x 26 tonne rigid trucks - 12m x 2.55m; and
- 2 x pick-up trucks - 6.6m x 2.1m.

2.10 A swept path analysis of a 26 tonne vehicle has been undertaken and is contained within **Appendix C**. As can be seen, the vehicle can enter and exit the site in forward gear. This manoeuvre can be seen in the CCTV survey.

Details of formal on-site car and cycle parking

2.11 With regards to the on-site car parking provision, the Highways response states that:

“There is also a concern that the details of formal on-site car parking arrangements have not been provided or shown on a plan. Therefore, the turning area of vehicles in the yard may be blocked by informal parking.”

2.12 Notwithstanding that the video survey undertaken demonstrates that the all vehicles access and egress the site in forward gear, the majority of parking for the site occurs on the frontage in an informal tandem arrangement where necessary. Staff are able to move vehicles to ensure that access to the yard to the rear of the site is not restricted.

2.13 To put this in context, **Figure 2.2** below shows three snapshots taken from the survey video footage that illustrate the typical car parking for the site in relation to its surroundings.

Figure 2.2 Existing Parking Arrangement



Source: Advanced Transport Research survey

2.14 As shown, the parking associated with the site does not impact upon the access arrangement for the site itself, which is located at the end of a service stub from Southfields. Notwithstanding this, a plan has been prepared that shows the cycle and car parking used by the site, which is reproduced at **Appendix D**.

2.15 As can be seen, the site will provide a total of four cycle parking spaces, comprising spaces within the yard and two spaces within the building.

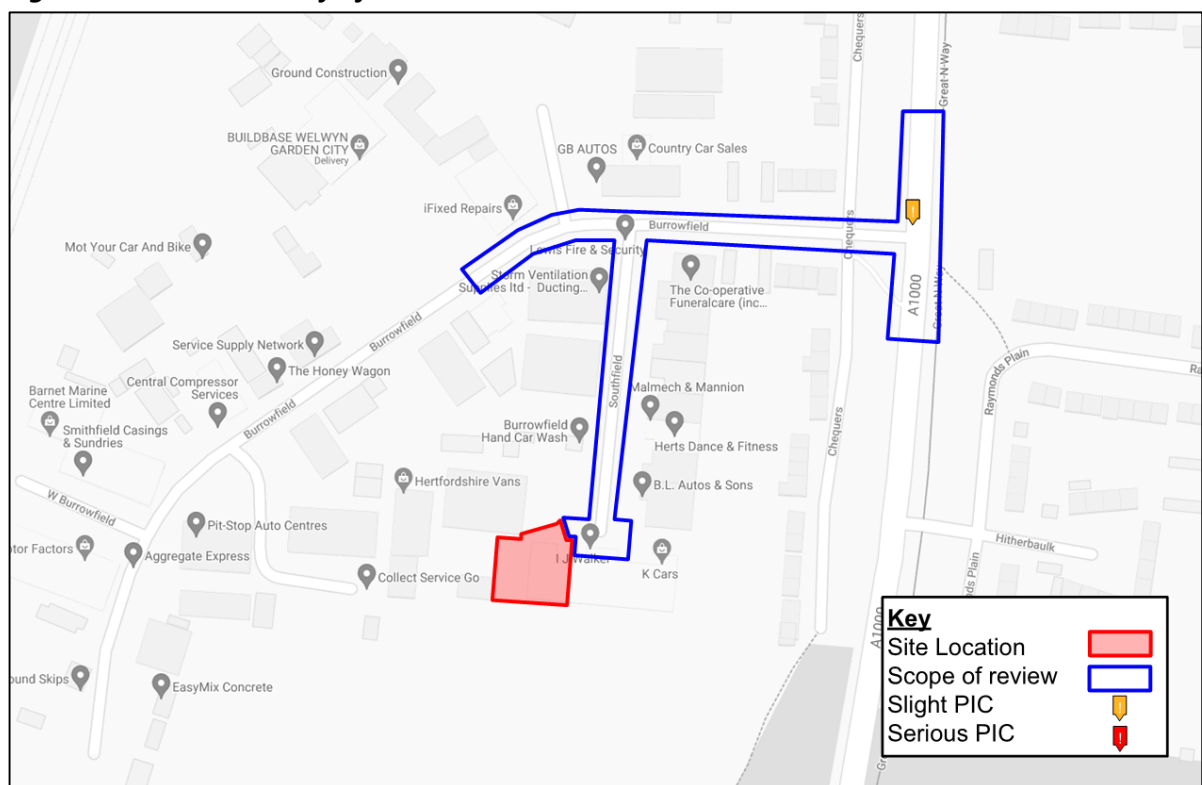
Personal Injury Collision Record

2.16 The Highway response requested a:

“Review of personal injury collisions on the local highway network over the most recently available five years of data.”

2.17 Accordingly, a review of the personal injury collision (PIC) record for the local highway network has been undertaken, based on the most recent five years of data obtained from Crashmap. The data, summarised in **Figure 2.3**, shows that only one slight PIC has been recorded in the five year period between 2016-2020. As can be seen, this incident took place on the A1000 close to the junction with Burrowfield and at some remove from the site.

Figure 2.3 Personal Injury Collision Data



Source: <https://www.crashmap.co.uk/Search>

- 2.18 A single PIC within the last 5-year period does not indicate that there is any significant highway safety issue in the vicinity of the site. It is also the case that the current use of the site has been in operation for 5 years and it is understood that the PIC identified did not involve a vehicle associated with Complete Plant Hire Ltd.

3 Summary and Conclusions

Summary

- 3.1 Transport Planning Associates has been commissioned by Complete Plant Hire Limited to provide transport planning consultancy services in relation to a planning application to seek a retrospective change of use from a vehicle repair centre (use class B1c) to reflect its current usage (use class Sui Generis).
- 3.2 A consultation response received from the highway authority requested additional information including:
- Data relating to the existing trip generation and the arrival / departure profile of the site;
 - Details of the size of the vehicles used by the site;
 - Details on the car and cycle parking for the site; and
 - A review of local personal injury collision data.
- 3.3 To address the request for further information, a parking survey was undertaken between Tuesday 20 July 2021 and Thursday 22 July 2021, by CCTV. The survey identified a typical daily vehicle generation of circa 60 vehicles; less than the traffic generation level assumed for the previous use on the site.
- 3.4 Details of the typical vehicles used by Complete Plant Hire Limited have been provided, together with details of the proposed car and cycle parking.
- 3.5 A review of the personal injury collision record has been undertaken that identified a single incident resulting in a slight injury during the most recent five-year period.

Conclusion

- 3.6 The proposed development is not predicted to result in a significant or noticeable impact on the local highway network.
- 3.7 There is no significant highway safety issue in the vicinity of the site.
- 3.8 Based on the above, there are no transport or highway reasons why the proposed development should not be granted planning consent.

APPENDIX A

Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHO242
County Hall
Pegs Lane
Hertford
SG13 8DE

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

Welwyn Hatfield Borough Council
The Campus
Welwyn Garden City
Hertfordshire
AL8 6AW

District ref: 6/2021/1380/FULL
HCC ref: WH/7063/2021
HCC received: 11 May 2021
Area manager: Matthew Armstrong
Case officer: Samuel Tearle

Location

12 SOUTHFIELD WELWYN GARDEN CITY AL7 4ST

Application type

Full Application

Proposal

Change of use to plant hire (retrospective)

Decision

OTHER - Insufficient information

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.

Description of Proposal

A full planning application has been submitted for a retrospective change of land use from a vehicle repair centre (B1c land use) to a Plant Hire (Sui Generis land use) at 12 Southfields.

The Application Form states the site change of use occurred on 03/03/2016. The proposals do not include any changes to the public highway or footway network.

Existing Site Description

The site consists of a servicing area and commercial vehicle parking area and an office / workshop. Vehicular access is via Southfield. Southfield is an unclassified public highway that is categorised as a 'L2 Local Access' within the HCC highways hierarchy.

Southfield provides vehicular access to several industrial units and is subject to a 30mph speed limit. There is no parking or waiting restrictions on Southfield and parking on the footway appears to be

common to allow for large vehicles to pass. Southfield forms the minor arm of a priority junction with Burrowfield.

Trip Generation

The Transport Technical Note has predicted the net difference in vehicle trips between the previous and current land uses.

Previous Land Use

The Transport Technical Note has used trip rates derived from TRICs to calculate the previous land use. The Highway Authority are satisfied with the trip rates, which predicted the site could generate:

- AM Peak (0800-0900): 13 vehicle two-trips;
- PM Peak (1700-1800): 3 vehicle two-trips;
- 12 hour (0600-1800): 117 vehicle two-trips.

Current Land Use

The Transport Technical Note has based the current number of vehicles on details provided by the current operator at the site.

The details provided state that the site attracts 30-40 vehicles per day, i.e. 80 two-way vehicle trips. Evidence of the arrival and departure profile has not been provided by the applicant, and also the types of vehicle have not been detailed in the arrival / departure profile. These details must be provided by the applicant in order to demonstrate and evidence the site operator's trip attraction.

Net Difference

The Transport Technical Note has calculated the net difference in daily trips to be in the worst case a reduction of -37 two-way trips per day.

Based on the details above, the change in number of vehicles is not expected to be significant. However, the Highway Authority have concerns regarding the accuracy of the details provided by the applicant for the Current land use that must be clarified prior to considering whether the trip generation exercise is an accurate prediction.

Traffic Impact / Design Considerations

Vehicular Access

The proposals do not include any changes to the access arrangements or the public highway. The Transport Technical Note has included a swept path drawing for a 10m length rigid HGV vehicle.

The Highway Authority are concerned that the Transport Technical Note contained only limited details of the types of vehicle that access the site and therefore the swept path shown in Drawing No. SP01 may not be representative of the largest vehicle that will commonly use the site (i.e. lengths of low loaders and articulated vehicles). Without these details there is a highway safety risk that large vehicles may reverse long distances on the public highway.

There is also a concern that the details of formal on-site car parking arrangements have not been provided or shown on a plan. Therefore, the turning area of vehicles in the yard may be blocked by informal parking.

Pedestrian Access

Parking on the footway appears to be common on Southfield. Parking on the footway blocks safe and suitable access for pedestrians of all ages and abilities and is against the principles set out in the NPPF and HCC Local Transport Plan.

Parking

The applicant has provided no details of the number of on-site car parking spaces, nor details of cycle parking provision.

Without details of the number of formal car parking spaces, there is a risk the current site adds to the existing footway parking issue. Details of EV charging spaces must be provided.

Cycle parking must also be provided. The HCC Local Transport Plan requires all sites to provide cycle parking provision.

Highway Safety

The Transport Technical Note has not included a review of personal injury collisions that have occurred on the local highway network over the most recently available five-year period of data. The Highway Authority request this is undertaken, and details of patterns/clusters of collisions must be provided.

Conclusion

At this stage the Highway Authority wishes to raise an objection to the application due to insufficient information. The applicant must provide the following details:

- Evidence of the 'Current' trip generation of the site on a typical weekday [this must include a breakdown of the type of vehicles attracted to the site, number of staff etc];
- Details and dimensions of the types of vehicle, including low loaders and associated swept paths /turning process;
- Details of formal on-site car and cycle parking provision shown on a plan;
- Review of personal injury collisions on the local highway network over the most recently available five years of data.

Without the submission of the requested details, the Highway Authority are unable to determine the impact to the safety and operation of the local highway and footway networks.

Signed

Samuel Tearle

1 June 2021

APPENDIX B



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 27923 Welwyn Garden City

Site Number/Name: Unit 12 Southfields

Client: TPA

Date: 20th to 22nd July 2021

Advanced Transport Research

Unit 12 Southfields

Job Number & Name: **27923 Welwyn Garden City**

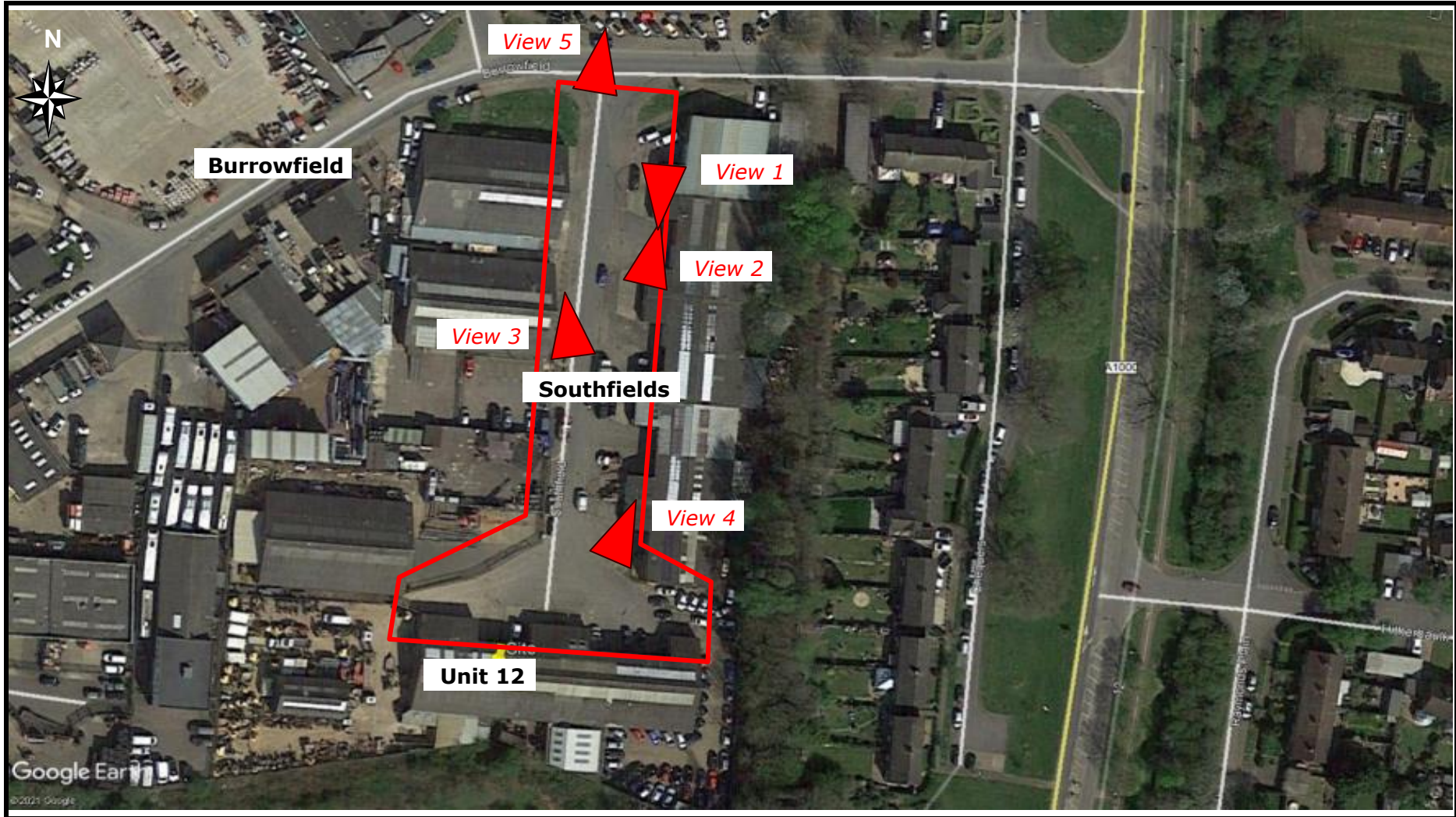
Date: **20th to 22nd July 2021**

Job Type: **Servicing**

Co-ordinates: **51°47'20.08"N, 0°12'21.37"W**

Postcode: **AL7 4ST**

Times: **0700-1900**



Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	Type of Vehicle	Purpose	Name of Company	Comments
07:00:00	07:59:39	00:59:39	Behind unit	OGV2		Complete Plant Hire	Low Loader with vehicles on back
07:00:00	08:17:54	01:17:54	Behind unit	LGV		Complete Plant Hire	
07:00:00	08:29:53	01:29:53	Behind unit	LGV		Complete Plant Hire	
07:00:00	09:05:03	02:05:03	Behind unit	LGV		Complete Plant Hire	
07:00:00	16:00:50	09:00:50	outside unit	Car	Staff	-	
07:00:00	17:19:45	10:19:45	outside unit	Car	Staff	-	
07:20:59	17:32:33	10:11:34	outside unit	Car	Staff	-	
07:27:44	13:09:30	05:41:46	outside unit	Car	Staff	-	
07:35:37	09:38:44	02:03:07	outside unit	Car	Staff	-	
08:10:01	17:18:31	09:08:30	Behind unit	Car	Staff	-	
08:52:42	09:04:57	00:12:15	Behind unit	Car	Visitor	-	
09:01:24	09:04:59	00:03:35	outside unit	Car	Visitor	-	
09:50:18	11:10:23	01:20:05	Behind unit	OGV2		Complete Plant Hire	Low Loader loading
09:50:30	19:00:00	09:09:30	Behind unit	LGV		Complete Plant Hire	
10:30:00	10:32:28	00:02:28	outside unit	LGV	Delivery	DPD	
11:04:07	11:13:08	00:09:01	Behind unit	LGV		GMC Plant Hire	
11:07:01	11:09:18	00:02:17	outside unit	LGV	Delivery	FedEx	
11:32:05	11:36:42	00:04:37	outside unit	Car	Visitor	-	
11:44:31	11:54:10	00:09:39	Behind unit	OGV2		Complete Plant Hire	Low loader unloading
12:00:25	12:08:04	00:07:39	outside unit	Car	Visitor	-	Unloading trailer
12:33:35	19:00:00	06:26:25	Behind unit	LGV		Complete Plant Hire	
12:41:28	16:53:56	04:12:28	outside unit	Car	Staff	-	
13:59:24	17:32:11	03:32:47	outside unit	Car	Staff	-	
14:19:09	14:30:48	00:11:39	Behind unit	Car	Visitor	-	
14:51:18	15:19:03	00:27:45	Behind unit	OGV2		Complete Plant Hire	Low loader unloading
15:39:57	15:50:01	00:10:04	Behind unit	OGV1	Delivery	GSL	Skip
16:30:38	16:31:25	00:00:47	outside unit	LGV	Delivery	Unmarked	
16:50:37	19:00:00	02:09:23	Behind unit	OGV2		Complete Plant Hire	Low loader empty
17:16:55	17:19:25	00:02:30	outside unit	Car	Visitor	-	
18:19:43	18:50:06	00:30:23	Behind unit	LGV	Delivery	Unmarked	

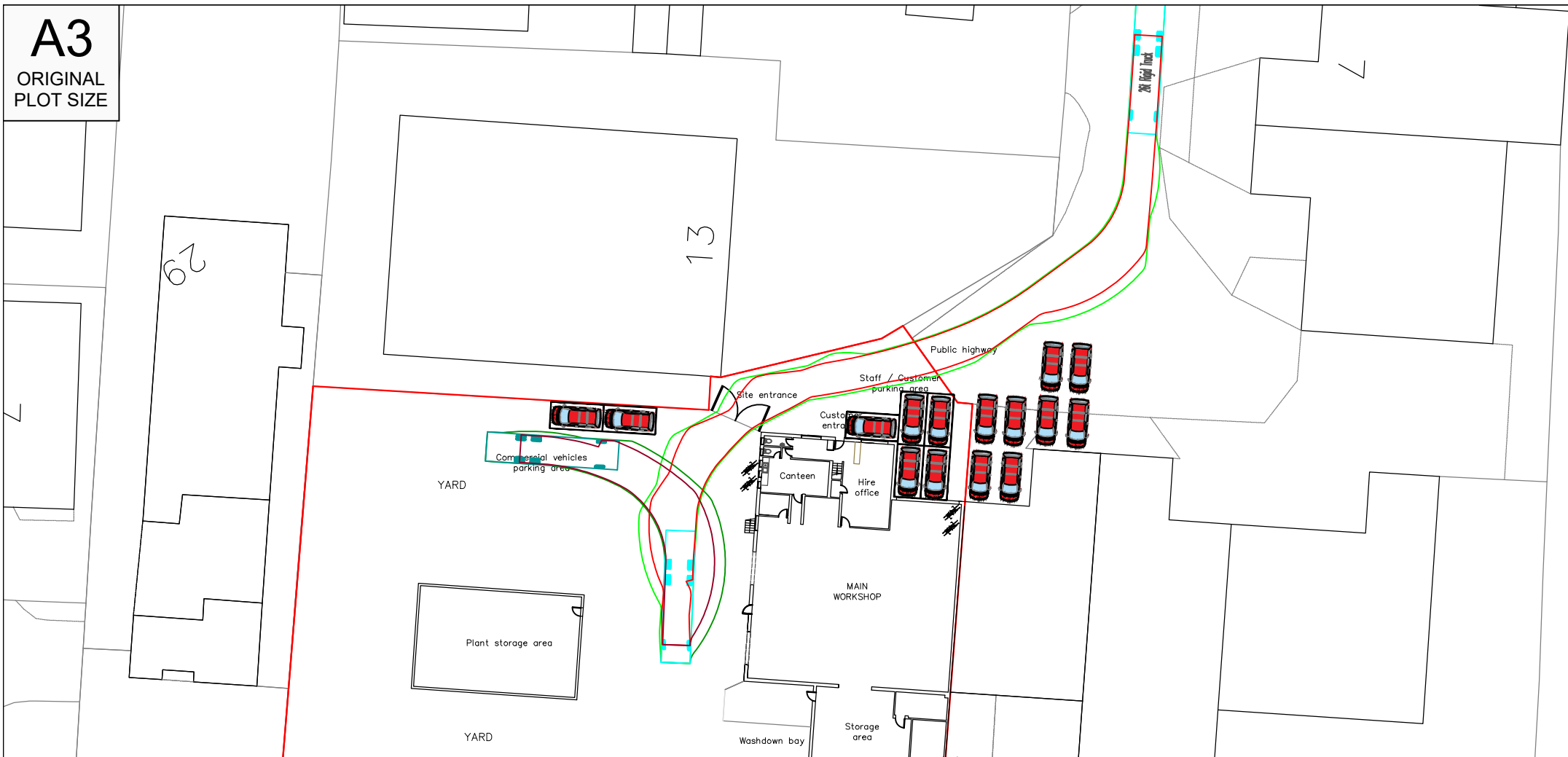
Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	Type of Vehicle	Purpose	Name of Company	Comments
07:00:00	15:59:55	08:59:55	outside unit	Car	Staff	-	
07:00:00	17:04:16	10:04:16	outside unit	Car	Staff	-	
07:00:41	17:26:05	10:25:24	outside unit	Car	Staff	-	
07:22:22	17:24:06	10:01:44	outside unit	Car	Staff	-	
07:26:36	16:26:23	08:59:47	outside unit	Car	Staff	-	
07:27:04	07:43:26	00:16:22	outside unit	Car	Visitor	-	
07:59:22	09:47:19	01:47:57	outside unit	Car	Staff	-	
08:09:31	13:01:28	04:51:57	Behind unit	Car	Staff	-	
08:11:32	09:10:24	00:58:52	Behind unit	OGV2		Complete Plant Hire	Low Loader
09:04:43	19:00:00	09:55:17	Behind unit	LGV		Complete Plant Hire	
10:20:19	10:42:58	00:22:39	Behind unit	OGV2		Complete Plant Hire	Low Loader loading
11:48:17	12:15:16	00:26:59	Behind unit	OGV2	Visitor	Slicker Recycling	Unloading equipment
12:22:06	12:33:58	00:11:52	Behind unit	LGV		Complete Plant Hire	
12:38:23	12:45:36	00:07:13	outside unit	LGV	Delivery	FedEx	
12:56:17	13:59:12	01:02:55	Behind unit	LGV	Visitor	T Workshop Ltd	
12:58:12	13:56:30	00:58:18	outside unit	Car	Visitor	-	
13:22:41	16:26:23	03:03:42	outside unit	Car	Staff	-	
13:25:42	17:08:55	03:43:13	Behind unit	Car	Staff	-	
13:40:08	13:44:14	00:04:06	Behind unit	OGV1	Visitor	Unmarked	
14:03:59	14:10:39	00:06:40	outside unit	LGV	Visitor	Unmarked	
14:06:51	14:34:27	00:27:36	Behind unit	Car	Visitor	-	picked up trailer
14:13:58	17:32:44	03:18:46	outside unit	Car	Staff	-	
14:23:02	14:27:20	00:04:18	Behind unit	LGV	Visitor	Unmarked	
14:31:26	14:31:59	00:00:33	outside unit	LGV	Delivery	Unmarked	
14:45:56	15:06:34	00:20:38	Behind unit	OGV2		Complete Plant Hire	Low Loader loading
15:10:38	15:14:49	00:04:11	Behind unit	OGV1	Visitor	Unmarked	Unloading equipment
15:32:13	19:00:00	03:27:47	Behind unit	LGV		Complete Plant Hire	
15:38:39	19:00:00	03:21:21	Behind unit	OGV2		Complete Plant Hire	Low Loader
17:05:04	17:07:26	00:02:22	outside unit	Car	Visitor	-	

Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration	Location Parked	Type of Vehicle	Purpose	Name of Company	Comments
07:00:00	07:49:43	00:49:43	Behind unit	OGV2		Complete Plant Hire	Low Loader
07:00:00	08:01:41	01:01:41	Behind unit	LGV		Complete Plant Hire	
07:00:00	08:12:49	01:12:49	Behind unit	LGV		Complete Plant Hire	
07:00:00	15:57:13	08:57:13	outside unit	Car	Staff	-	
07:00:00	17:34:28	10:34:28	Behind unit	LGV		Unmarked	
07:09:46	17:29:51	10:20:05	outside unit	Car	Staff	-	
07:22:59	17:31:04	10:08:05	outside unit	Car	Staff	-	
07:27:47	13:01:58	05:34:11	outside unit	Car	Staff	-	
07:32:04	17:35:05	10:03:01	outside unit	Car	Staff	-	
07:53:54	08:09:00	00:15:06	outside unit	LGV	Delivery	JP Services	
08:02:29	08:08:36	00:06:07	outside unit	LGV	Delivery	Bolt	
08:11:53	10:01:23	01:49:30	Behind unit	Car	Staff	-	blue car
09:23:01	09:29:11	00:06:10	outside unit	LGV	Delivery	Royal Mail	
09:45:51	10:26:13	00:40:22	Behind unit	OGV2		Complete Plant Hire	Low Loader loading
10:32:59	10:40:03	00:07:04	Behind unit	Car	Staff	-	blue car
10:45:00	10:56:33	00:11:33	Behind unit	LGV	Visitor	CTH	Unloading
11:00:08	13:59:22	02:59:14	Behind unit	LGV		Complete Plant Hire	
11:12:19	17:26:47	06:14:28	Behind unit	Car	Staff	-	blue car
11:45:07	11:49:36	00:04:29	outside unit	LGV	Delivery	FedEx	
11:48:01	13:04:15	01:16:14	Behind unit	LGV		Complete Plant Hire	
11:48:38	13:03:57	01:15:19	Behind unit	OGV2		Complete Plant Hire	Low Loader unloading
11:57:35	11:58:46	00:01:11	outside unit	LGV	Delivery	DPD	
12:41:54	12:44:30	00:02:36	outside unit	LGV	Delivery	DPD	
12:46:13	13:02:57	00:16:44	Behind unit	LGV	Visitor	Toilets	
13:57:26	17:28:03	03:30:37	outside unit	Car	Staff	-	
14:33:17	19:00:00	04:26:43	Behind unit	LGV		Complete Plant Hire	
14:52:56	14:53:44	00:00:48	Behind unit	Car	Visitor	-	black car
15:06:01	19:00:00	03:53:59	Behind unit	OGV2		Complete Plant Hire	Low Loader unloading
15:06:38	15:08:37	00:01:59	outside unit	LGV	Delivery	Unmarked	
15:32:23	15:41:40	00:09:17	outside unit	LGV	Visitor	Unmarked	
15:32:38	19:00:00	03:27:22	Behind unit	LGV		Complete Plant Hire	
16:27:59	16:33:50	00:05:51	outside unit	Car	Visitor	-	

APPENDIX C

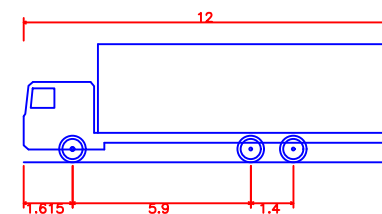
A3

ORIGINAL PLOT SIZE



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NOTES:



26t Rigid Truck
 Overall Length 12.000m
 Overall Width 3.900m
 Overall Body Height 2.650m
 Min Body Ground Clearance 0.427m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.972m

Rev	Date	Details	Drawn by	Checked by	Approved by
A	18/08/21	Minor amendments	SMK	RJM	RJM

Bristol
 Cambridge
 London
 Manchester
 Oxford
 Welwyn Garden City



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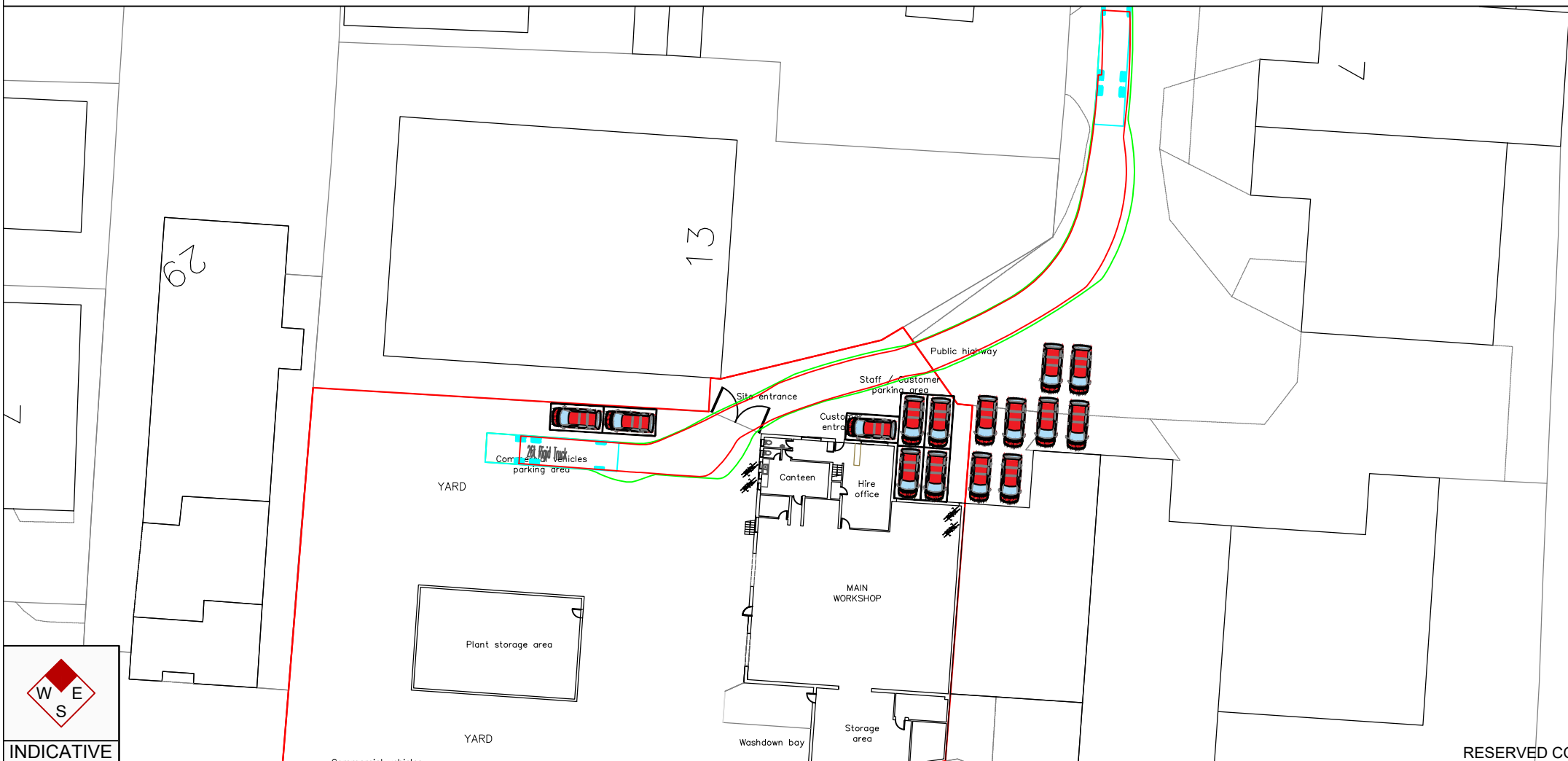
CLIENT:

PROJECT:
**12 SOUTHFIELDS
 WELWYN GARDEN CITY**

TITLE:
**SWEPT PATH ANALYSIS OF
 A 26t RIGID VEHICLE**

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	12/08/21	SMK	RJM	RJM
JOB NO:	DRAWING NO:	REVISION:		
2104-021	SP02	A		



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APPENDIX D

A3

ORIGINAL PLOT SIZE

13

Public highway

Staff / Customer parking area

Site entrance

Customer entrance

Commercial vehicles parking area

YARD

Canteen

Hire office

Plant storage area

MAIN WORKSHOP

YARD

Commercial vehicles parking area

Washdown bay

Storage area

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NOTES:

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CLIENT:



PROJECT:

12 SOUTHFIELDS
WELWYN GARDEN CITY

TITLE:

EXISTING PARKING
PROVISION

STATUS:

FOR INFORMATION

SCALE: 1:250	DATE: 12/08/21	DRAWN: SMK	CHECKED: RJM	APPROVED: RJM
JOB NO: 2104-021	DRAWING NO: PL01	REVISION: A		



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