



From: HSP Consulting Engineers Ltd
To: Wrexham County Council Highways
Date: 23/06/2023
Subject: **Transport Technical Note for Land East of Nags Head, Bettisfield. Proposed Residential Development (Erection of 4 dwellings).**

1.1 Introduction

1.1.1 This Transport Technical Note has been prepared by HSP Consulting Engineers Ltd to support a planning application for the proposed development of 4 dwellings on land east of Nags Head, Bettisfield. A planning application was previously submitted (reference: MAE P/2022/0002) on the 22nd December 2021 relating to the above development proposals of which the application was since refused and then withdrawn for the purpose of addressing the statutory consultee responses and preparing a new planning application for the development proposals (which this Transport Technical Note subsequently supports).

1.1.2 Reason 4 of the decision notice (received on the 6th June 2022) for the previously submitted planning application outlines the following:

“Due to inadequate information regarding access visibility, layout, and highway drainage the development will have a detrimental impact upon highway safety in the locality and therefore conflicts with policies GDP1(d) and T8 of the Wrexham Unitary Development Plan”

1.1.3 The planning application submitted in December 2021 was supported by a Transport Technical Note prepared by HSP Consulting. Following post application correspondence between HSP Consulting and Wrexham County Council Highways (WCC Highways), there was extensive liaison regarding the following matters from a transport and highways perspective. This correspondence is attached in **Appendix A** for reference.

- i. Proposed Access and Visibility Sightlines;
- ii. Upgraded Access Arrangement dimensions;
- iii. Internal Layout and turning facilities;
- iv. Internal parking provision;
- v. Public Transport and;
- vi. Sustainability.



1.2 WCC Highways Correspondence:

- 1.2.1 The latest post application correspondence received from WCC Highways (as part of the 2021 planning application) is provided in **Appendix A** for reference. This post application correspondence outlines an agreement for the upgraded access and visibility sightlines based on the implementation of a 30mph speed limit on Bettisfield Road which is subsequently now active on-street and enforceable. Therefore, it is understood that the proposed visibility splays are now acceptable.
- 1.2.2 The internal layout and turning facilities were also approved in this correspondence with accompanying swept path analysis drawings; highlighting the requirement to confirm the proposed bin store facilities with the Waste Strategy Officer of WCC Highways. This has since been undertaken and it is in acceptance that a bin store will be sited adjacent to the main entrance with waste collected from a council sized vehicle via Bettisfield Road. **Appendix B** also includes swept path vehicle tracking of the entering and exiting of all anticipated vehicles on the site including that of a car vehicle (DB32), Delivery Vehicle (8m long) and also a Fire Tender (8.6m long).
- 1.2.3 WCC Highways outline that the proposed access arrangements appear acceptable to serve the proposed development. **Appendix C** includes a close up extract of the proposed access arrangement with relevant dimensions for reference.
- 1.2.4 WCC Highways have acknowledged that the proposed parking arrangements highlighted on site plan (Drg. No. 2441/D04 Rev B) are adequate, with the development providing parking in line with the maximum parking requirements given the location of the site.
- 1.2.5 With regards to the internal layout of the site, WCC Highways have agreed that the proposed carriageway width of 6m (with a 1.2m strip for pedestrians marked out by textured or coloured surface treatment) is acceptable; with driveways having a 6m clearance behind for turning provision into and out of properties. The development proposals comply with this requirement.



1.3 Proposed Development

1.3.1 The proposed development is highlighted in **Figure 1** below, with **Appendix D** containing a PDF of the full site layout for reference.

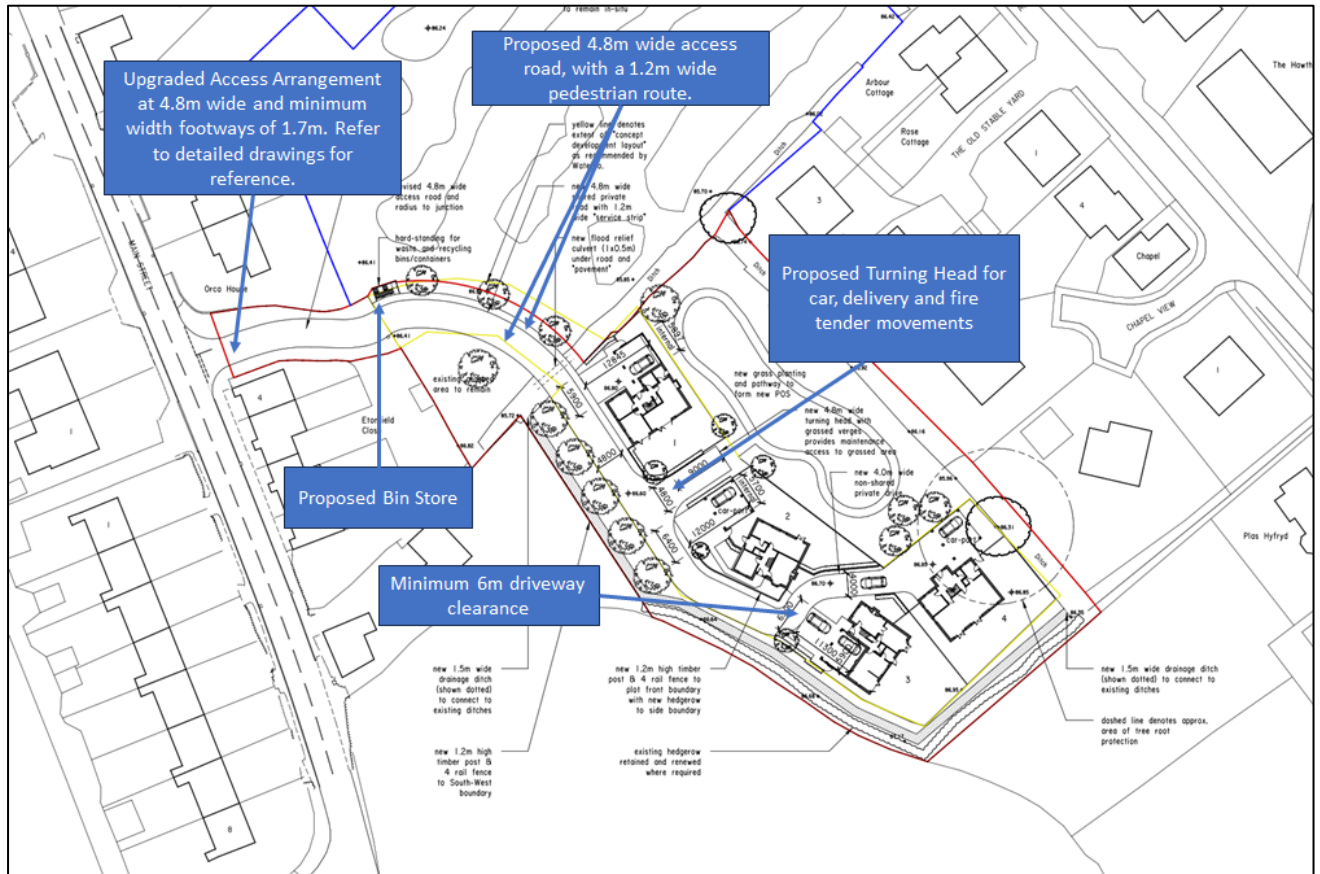


Figure 1: Proposed Site Layout

1.3.2 The development proposals incorporate the following:

- i. The proposed access is to connect onto an upgraded and realigned access arrangement that forms onto Bettisfield Road. The existing access road is to be realigned to provide a universal width of a minimum 4.8 metres and improved radiuses onto Bettisfield Road.
- ii. The upgraded access arrangement is to benefit from improved widths of footways, with a maximum 4.5m wide footway on the north side of the access road. A minimum 1.8m wide footway and generally a 2.0m wide footway is to be provided on the south side of the footway.



-
- iii.* The upgraded access arrangement is to provide a minimum of 43m sightlines both north and south of the access road, to 0.5m into the carriageway. This is acceptable given that Bettisfield Road is now subject to an enforceable 30mph speed limit.
 - iv.* The proposed internal access road is to measure 6 metres wide with a 1.2m strip for pedestrians highlighted by a surface treatment. Driveways have a 6m clearance to allow for the entry and exit of a car vehicle. The proposed surface treatment is to be used by pedestrians entering and exiting the development and connecting onto the upgraded footway on Bettisfield Road.
 - v.* The proposed development provides a designated turning head which can facilitate the turning manoeuvre of an 8.6m fire tender and 8m delivery vehicle. Regular car vehicles can also manoeuvre within this facility.
 - vi.* Consultation has been undertaken with the waste department of Wrexham County Borough Council, of which it was agreed that a bin store sited adjacent to the main access would be appropriate for refuse collection by a council sized refuse vehicle from Bettisfield Road. The details of this bin store are provided on the proposed site plan.
 - vii.* Parking provision has been provided in line with the maximum parking requirements, with double driveways being provided.
 - viii.* Each house will have electric vehicle charging infrastructure in line with the Building Regulation 2010 Infrastructure for the charging of electric vehicle approved document S, 2021 edition.
 - ix.* As the development proposals will involve the development of 4 dwellings, the impact of trip generation on the local road network at peak time periods will be negligible and imperceptible from daily variations of vehicle traffic on the local network.

1.4 Conclusion

- 1.4.1 Following a review of the above proposals and consultation with WCC Highways to date, it is understood that the proposals as part of this planning application address all the comments and queries received and therefore there are no outstanding transport and highways concerns that should prevent recommendation of planning approval from WCC Highways.



Appendix A - Post Application Correspondence from WCC Highways as part of the Planning Application Reference: MAE P/2022/0002.

Cyngor Bwrdeistref Sirol Wrexham/ Wrexham County Borough Council
Neuadd y Dref, Wrexham. LL11 1AY
Guildhall, Wrexham. LL11 1AY
DX: 721924 - Wrexham 4
www.wrexham.gov.uk www.wrexham.gov.uk



HSP Consulting

Email: leigh.kennedy@hspconsulting.com

Eich Cyf/Your Ref
Ein Cyf/Our ref
Dyddiad/Date
Gofynner am/Ask for
Rhif Cyswllt/Contact No
E-bost/E-mail

PRE/2022/0018
5th October 2022
Mr P Palmer
01978 729688
phil.palmer@wrexham.gov.uk

FAO: Leigh Kennedy

Dear Sir

**Land East of Nags Head, Bettisfield.
Proposed Residential Development (Erection of 4 dwellings).**

I refer to your email / enquiry dated 03/10/2022 including the following plans / details in respect of the above:-

- **Drg No. BS-HSP-00-00-DR-C-215 Rev P01
Existing Access Arrangement Dimensions**
- **Drg No. BS-HSP-00-00-DR-C-214 Rev P01
Upgraded Access Arrangement Dimensions**
- **Drg No. BS-HSP-00-00-DR-C-213 Rev P01
Proposed Visibility Splays**
- **Drg No. BS-HSP-00-00-DR-C-216 Rev P01
Car Vehicle Tracking**
- **Drg No. BS-HSP-00-00-DR-C-217 Rev P01
Delivery Vehicle Tracking**
- **Drg No. BS-HSP-00-00-DR-C-218 Rev P01
Large Refuse Vehicle Tracking**
- **Drg No. BS-HSP-00-00-DR-C-219 Rev P01
Small Refuse Vehicle Tracking**
- ***Drg No. BS-HSP-00-00-DR-C-220 Rev P01
Delivery Vehicle Tracking***
- ***Drg No. BS-HSP-00-00-DR-C-221 Rev P01
Fire Tender Vehicle Tracking***

Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn ymateb i unrhyw ohebiaeth yn Gymraeg ac ni fydd hyn yn arwain at unrhyw oedi.
We welcome correspondence in Welsh. We will respond to any correspondence in Welsh and this will not lead to any delay.



BUDDSODDWYR | INVESTORS
MEWN POBL | IN PEOPLE

Access

The proposed development site is located on a classified road subject to a 60mph speed limit. However, a recent speed survey carried out between 11-17/03/2022 determined 85th percentile speeds of 34.3mph for vehicles travelling southbound and 37.9mph for vehicles travelling northbound. Based on these speeds of, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 52m in the northerly direction and 2.4 x 61m in the southerly direction measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.

Visibility from the existing access is inadequate in the north westerly direction providing a splay of approximately 2.4 x 25m measured to the nearside edge of the adjoining highway or approximately 2.4 x 28m measured to the nearside wheel-track (0.5m in from kerb). Visibility is impeded in this direction given the geometry of the road along this section and any splay would appear to need to cut across 3rd party land.

Visibility in the southerly direction appears adequate providing a splay in excess of 2.4 x 120m measured to the nearside edge / nearside wheel-track of the adjoining highway.

Based on previous discussions in respect of previous planning applications ref: P/2007/0494 & P/2007/0493, in order to provide a safe means of access to serve any proposed development of this size / nature would require the implementation of Traffic Regulation Order to reduce the prevailing speed limit from 60mph to 30mph along the site frontage. I understand from our Traffic section that the consultation process to reduce the prevailing speed limit to 30mph is nearing completion and will be concluded shortly. **I would recommend that you liaise with our Traffic Section on this matter.**

Upgraded Access Arrangement Dimensions Drg No. BS-HSP-00-00-DR-C-214 Rev P01

The proposed access arrangements indicated on the submitted layout plan appear acceptable to serve the proposed development. However, the full extent of the estate road has not been indicated.

Proposed Visibility Splays Drg No. BS-HSP-00-00-DR-C- Rev P01

If the proposed 30mph speed limit is implemented it would appear possible to provide visibility splays from the re-aligned access of 2.4 x 43m in both directions measured 0.5m in from the edge of carriageway ie/ nearside wheeltrack which would be considered acceptable. However, the required splay in the northerly direction does appear to need to cut across the top of the 400m high boundary wall belonging to Orca House. Providing the height of this wall can be retained at a suitable height to facilitate visibility in perpetuity and controlled by appropriate planning legislation should modifications be proposed in the future, it would be reasonable to assume that adequate visibility in this direction could be provided *ie/ if an application was submitted to modify this wall then I assume that we could object should it impede visibility from the development site access or the driveway itself.*

Internal Layout

The proposed access road would potentially serve 4 no dwellings plus the 4 no. town houses previously constructed at the front of the site (planning ref: P/2009/0971) equating to a total of 8 no. dwellings.

For a development serving up to 24 no. dwellings, our current adoptable standards normally require an access road width of at least 4.8m with either 2.0m wide footways either side or 1.8m service strips either side.

The applicant has previously constructed a non-standard access to serve the 4 no. town houses which forms part of the proposed access to the current application. This access has inadequate kerb radii and the geometry of the road is non-standard. The access is approximately 6.8m wide at its junction with the classified road reducing to around 4.5m at approximately 16m behind the main road which would normally be considered inadequate to serve the proposed development.

Beyond this point, the previous layout plan (Drg. No. 2441 / F19 Rev A) indicated a proposed shared carriageway width of 6m. I understand that the applicant is proposing 1.2m of this access road to incorporate a 1.2m strip for pedestrians marked out with a textured or coloured surface treatment which would appear acceptable. Driveways require a minimum 6m clearance behind for turning provision (cars).

In terms of the **turning head** within the development site, I comment as follows:-

Any proposed turning heads normally need to be able to accommodate the turning movements of an 11.2m long refuse vehicle. Given the non-standard layout of the site, the estate road would not be considered suitable for adoption and would need to be maintained by a private management company in perpetuity. The latest submitted plans included provision for a turning head which can accommodate the turning movements of an 8.6m long fire tender and an 8 long delivery vehicle. Swept path details have previously been submitted indicating the movements of an 11.2m and 7.9m long refuse vehicle, 8m long delivery vehicle and car maneuvering within the site which appear acceptable.

As our waste / recycling vehicles do not normally enter private access roads, I assume that any waste / recycling services would need to be dealt with by a private company. I would recommend that the applicant discusses this issue with our Waste Strategy Officer – Catherine Golightly on Tel: 01978 729693. I understand that you have discussed / agreed a suitable bin store with our Waste Strategy Officer whereby collection is proposed from the main road. **Any proposed bin store facilities will need to be detailed on a revised layout plan. If the above waste collection arrangements are considered acceptable, then an internal turning head capable of accommodating an 8.6m long fire tender and 8m long delivery vehicle would be considered acceptable**

In terms of **parking provision** within the development site, I comment as follows:-

Parking provision at the site will need to comply with LPGN 16 / WCBC Standard Driveway Requirements. LPGN 16 excludes garage spaces when considering parking provision. Given the unsustainable location of the site, it would be considered appropriate to provide parking provision for each plot in accordance with maximum requirements.

LPGN 16 requires 6m clearance behind spaces to facilitate turning.

In order to accommodate 4 car spaces for each dwelling, I would recommend that a double width driveway is a minimum of 5.6m wide and minimum of 9.6m deep (if no garage) or 10.3m deep (if garage provided). The proposed parking arrangements were previously indicated on submitted layout plan (Drg. No. 2441/D04 Rev B) which appeared adequate.

Highway Surface Water Drainage

There are significant existing problems with the drainage of surface water in this location which is exacerbated by poor ground conditions / high water table in this area.

I assume that the applicant will require SABs consent for this development.

Public Transport

I have spoken with our Transport Section (contact: Andrew Mytton) who have advised that there is no standard bus service serving Bettisfield. There is only a single return trip once every Monday to Wrexham provided by a 16 seater accessible service bus.

Sustainability

The development site is located on a remote, rural, classified road along which there is limited footway provision. There are no local facilities / services available. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for residents to walk safely to local facilities and public transport stops.

The proposed development may not be considered to meet the requirements of the settlement policies detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops.

A recent similar development for 9 dwellings at Happy Days Coaches, Mill Lane, Bronington (Planning Ref: P/2021/0137) was dismissed at appeal with significant weight given by the inspector in respect of the unsustainable location of the site.

In conclusion, it would be difficult to support the proposed development for the reasons highlighted above.

You are advised that the above comments are those of an officer of the council and do not commit the Council in any way with regard to the determination of any formal planning application that may be submitted. You are also advised that the above comments take account of policies and guidance adopted by the Council at the present time and which remain open to continuous review.

Yours faithfully,



Chief Officer, Environment & Technical

MEMORANDUM

From: Chief Officer, Environment & Technical **To:** Chief Officer Planning & Regulatory
Our Ref: ET/DC/PP/P/2022/0002 **Your Ref:** SJG/P/2022/0002
Date: 24th May 2022

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 459 353 Land east of Nags Head, Bettisfield, Wrexham.

Development: Erection of 4 dwellings.

I refer to your consultation / email dated 19/05/2022 and email from Harper Sparring (Architects) dated 18/05/2022 including the following plans /details in respect of the above:-

- Drg. No. MS-HSP-00-00--DR-C-501 Fire Tender Vehicle Tracking
- Drg. No. MS-HSP-00-00--DR-C-500 Delivery Vehicle Tracking
- Drg. No. MS-HSP-00-00--DR-C-502 Refuse Vehicle Tracking
- 2441-F19rev A Bettisfield Architectural Layout 070422
- MS-HSP-00-00-DR -- C-503 Proposed adjustments to Internal Access Road (4.8m)
- MS-HSP-00-00-DR -- C-504 Proposed visibility splays
- BS-HSP-00-00-DR-C-209 Proposed Off-Site Highway Works
- 2441/D03 Rev B Site Plan – As Proposed
- 2441/D04 Rev B Detailed Site Plan – As Proposed
- 2441/D05 Rev A 5 Bed House Plot 1 – Floor Plans & Elevations
- 2441/D07 Rev A 5 Bed House Plot 3 – Floor Plans & Elevations
- 2441/D09 Rev A Car Port: Plots 2 & 4 – Plans & Elevations

Access

The proposed development site is located on a classified road subject to a 60mph speed limit. However, a recent speed survey carried out between 11-17/03/2022 determined 85th percentile speeds of 34.3mph for vehicles travelling southbound and 37.9mph for vehicles travelling northbound. Based on these speeds of, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 52m in the northerly direction and 2.4 x 61m in the southerly direction measured to the nearside edge of the adjoining highway in which there shall be no obstruction in excess of 1.0m in height in accordance with Manual for Streets.

Visibility from the proposed / existing access is inadequate in the north westerly direction providing a splay of approximately 2.4 x 25m measured to the nearside edge of the adjoining highway or approximately 2.4 x 28m measured to the nearside wheel-track (0.5m in from kerb). Visibility is impeded in this direction given the geometry of the road along this section and any splay would appear to need to cut across 3rd party land.

Visibility in the southerly direction appears adequate providing a splay in excess of 2.4 x 120m measured to the nearside edge / nearside wheel-track of the adjoining highway.

Based on previous discussions in respect of previous planning applications ref: P/2007/0494 & P/2007/0493, in order to provide a safe means of access to serve any proposed development of this size / nature would require the implementation of Traffic Regulation Order to reduce the prevailing speed limit from 60mph to 30mph along the site frontage. In addition, a scheme of traffic calming measures (including scheme of street lighting) were previously discussed along the site frontage in order to achieve the required visibility splays from the proposed access in accordance with Manual for Streets. The above measures would be subject to a public consultation process. Any proposed off site works would require the applicant to enter into a s.278 agreement with the Highway Authority. **However, I understand from our Traffic Section that they are not considering any traffic calming measures beyond the proposed speed limit reduction and would not support any further measures such as build outs / priority working.**

I understand from our Traffic section that they will be implementing a TRO shortly to reduce the prevailing speed limit from 60mph to 30mph along this section. This will be subject to a public consultation process but is not guaranteed to succeed. **If the proposed residential development is to be supported, I previously recommended that the applicant awaits the outcome of the public consultation and discusses potential traffic calming measures with our Traffic Section to overcome the lack of visibility in the northerly direction. However, I understand from our Traffic Section that they are not considering any traffic calming measures beyond the proposed speed limit reduction and would not support any further measures such as build outs / priority working.**

The submitted layout plan included in Transport Technical Note – Dated 18/05/22 indicates a splay from a modified access in the northerly direction of 2.4 x 43m measured to the centerline of the adjoining highway. This would only be considered acceptable if the prevailing speed limit was reduced to 30mph and a suitable scheme of traffic calming was implemented which permitted visibility to the centerline of the carriageway eg/ build-out / priority working. Such a scheme would need to be approved by our Traffic Section and funded by the applicant. The submitted layout plan indicates a splay of 2.4 x 60m in the southerly direction measured to the nearside edge of the adjoining highway which would be considered acceptable providing it crosses land under the applicant's control and the above speed reduction measures are implemented. **However, I understand from our Traffic Section that they are not considering any traffic calming measures beyond the proposed speed limit reduction and would not support any further measures such as build outs / priority working. I would therefore be unable to support the proposed development without the provision of adequate visibility splays compliant with current standards.**

Internal Layout

The proposed access road would potentially serve 4 no dwellings plus the 4 no. town houses previously constructed at the front of the site (planning ref: P/2009/0971) equating to a total of 8 no. dwellings.

For a development serving up to 24 no. dwellings, our current adoptable standards normally require an access road width of at least 4.8m with either 2.0m wide footways either side or 1.8m service strips either side.

The applicant has previously constructed a non-standard access to serve the 4 no. town houses which forms part of the proposed access to the current application. This access has inadequate kerb radii and the geometry of the road is non-standard. The access is approximately 6.8m wide at its junction with the classified road reducing to around 4.5m at approximately 16m behind the main road which would normally be considered inadequate to serve the proposed development.

Beyond this point, the latest layout plan (Drg. No. 2441 / F19 Rev A) indicates a proposed shared carriageway width of 6m. I understand that the applicant is proposing 1.2m of this access road to incorporate a 1.2m strip for pedestrians marked out with a textured or coloured surface treatment which would appear acceptable. Driveways require a minimum 6m clearance behind for turning provision (cars).

In terms of the **turning head** within the development site, I comment as follows:-

Any proposed turning heads need to be able to accommodate the turning movements of an 11.2m long refuse vehicle. Given the non-standard layout of the site, the estate road would not be considered suitable for adoption and would need to be maintained by a private management company in perpetuity. The revised plans include provision for a turning head. Swept path details have been submitted indicating the movements of a refuse vehicle, fire tender and medium sized delivery vehicle turning maneuvering within the site which appear acceptable. **However, could you please ask the applicant to provide separate plans / swept path details for inbound and outbound movements entering and exiting at the junction onto the adopted highway.**

As our waste / recycling vehicles do not normally enter private access roads, I assume that any waste / recycling services would need to be dealt with by a private company. I would recommend that the applicant discusses this issue with our Waste Strategy Officer – Catherine Golightly on Tel: 01978 729693

In terms of **parking provision** within the development site, I comment as follows:-

Parking provision at the site will need to comply with LPGN 16 / WCBC Standard Driveway Requirements. LPGN 16 excludes garage spaces when considering parking provision. Given the unsustainable location of the site, it would be considered appropriate to provide parking provision for each plot in accordance with maximum requirements.

LPGN 16 requires 6m clearance behind spaces to facilitate turning.

In order to accommodate 4 car spaces for each dwelling, I would recommend that a double width driveway is a minimum of 5.6m wide and minimum of 9.6m deep (if no garage) or 10.3m deep (if garage provided). The proposed parking arrangements indicated on the submitted layout plan (Drg. No. 2441/D04 Rev B) appear adequate.

Electric Vehicle Charging Points

I am not aware of any current requirements for such facilities on a development served by an unadopted estate road.

Highway Surface Water Drainage

There are significant existing problems with the drainage of surface water in this location which is exacerbated by poor ground conditions / high water table in this area.

I assume that the applicant will require SABs consent for this development.

Public Transport

I have spoken with our Transport Section (contact: Andrew Mytton) who have advised that there is no standard bus service serving Bettisfield. There is only a single return trip once every Monday to Wrexham provided by a 16 seater accessible service bus.

Sustainability

The development site is located on a remote, rural, classified road along which there is limited footway provision. There are no local facilities / services available. It may be considered that the proposed development site is in an unsustainable location and does not support the opportunity for residents to walk safely to local facilities and public transport stops.

The proposed development may not be considered to meet the requirements of the settlement policies detailed in TAN 18. These policies require residential developments to provide safe walking and cycling routes to local facilities and public transport stops.

A recent similar development for 9 dwellings at Happy Days Coaches, Mill Lane, Bronington (Planning Ref: P/2021/0137) was dismissed at appeal with significant weight given by the inspector in respect of the unsustainable location of the site.

In conclusion, it would be difficult to support the proposed development for the reasons highlighted above.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.



Chief Officer, Environment & Technical



Appendix B - Swept Path Vehicle Tracking



General Notes

1. Do not scale.
2. This drawing is to be read in conjunction with all other relevant drawings.
3. Should there be any discrepancy between details indicated on this drawing and those indicated on other drawings the Engineer should be informed PRIOR to construction on site.
4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.
5. All dimensions shown are in metres unless noted otherwise.
6. All survey information is provided by the surveying company and HSP cannot accept any liability for any discrepancies there in. All survey information to be verified on site by contractor. Should discrepancies be identified, HSP to be notified immediately.

Key

- Vehicle Wheel Track
- Vehicle Body Overhang
- Vehicle Envelope (Forward)
- Vehicle Envelope (Reverse)

Vehicle name: Private Car
Description: Design Bulletin 32
Overall length (m): 4.223
Overall width (m): 1.715
Maximum track width (m): 1.629
Kerb to kerb radius (m): 5.780

A	LK	23.06.2023	Vehicle Tracking - Latest Site Layout	AE
REV	BY	DATE	DETAILS	CKD

STATUS	For Information
CLIENT	Taylor Reed Homes Ltd
PROJECT	Bettisfield
TITLE	Car Vehicle Tracking

Lawrence House, 6 Meadowbank Way, Eastwood, Nottingham, NG16 3SB
Tel: 01773 535555 www.hspsconsulting.com

SCALE NTS	PROJECT NO. C3941	SHEET SIZE A2
DATE 23.06.2023	DRAWN LK	CHECKED AE
DRAWING NO. BS-HSP-00-00-DR--C-216		REV



General Notes

1. Do not scale.
2. This drawing is to be read in conjunction with all other relevant drawings.
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5. All dimensions shown are in metres unless noted otherwise.
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Key

- Vehicle Wheel Track
- Vehicle Body Overhang
- Vehicle Envelope (Forward)
- Vehicle Envelope (Reverse)

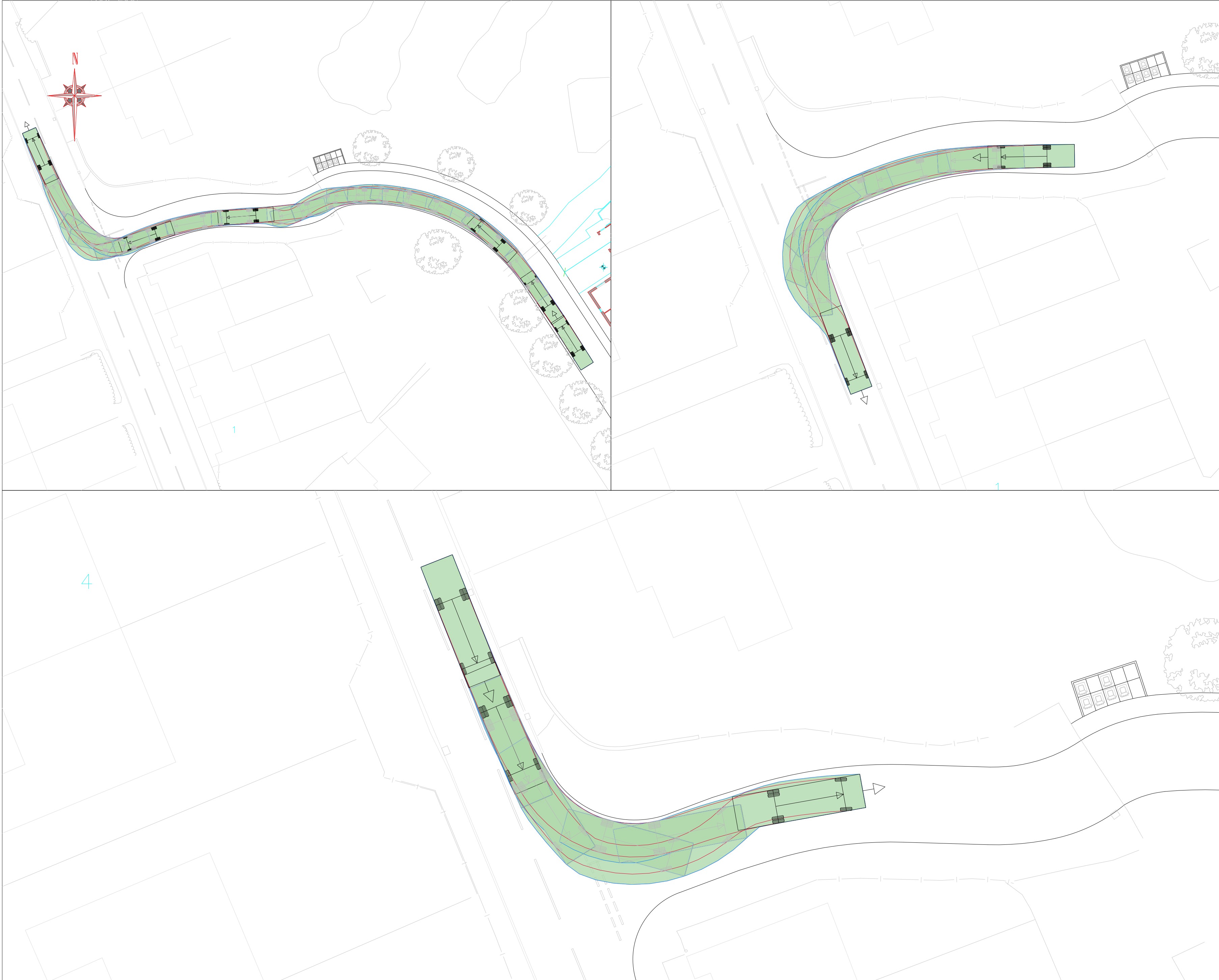
Vehicle name	7.5T Box Van
Description	
Overall length (m)	8.010
Overall width (m)	2.100
Maximum track width (m)	2.064
King to kerb radius (m)	7.400

A	LK	23.06.2023	Vehicle Tracking - Latest Site Layout	AE
REV	BY	DATE	DETAILS	CKD

STATUS	For Information
CLIENT	Taylor Reed Homes Ltd
PROJECT	Bettisfield
TITLE	Delivery Vehicle Tracking (Sheet 1 of 2)

Lawrence House, 6 Meadowbank Way, Eastwood, Nottingham, NG16 3SB
Tel: 01773 535555 www.hspsconsulting.com

SCALE NTS	PROJECT NO. C3941	SHEET SIZE A2
DATE 23.06.2023	DRAWN LK	CHECKED AE
DRAWING NO. BS-HSP-00-00-DR--C-217		REV



General Notes

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Key

- Vehicle Wheel Track
- Vehicle Body Overhang
- Vehicle Envelope (Forward)
- Vehicle Envelope (Reverse)

Vehicle name: 7.5T Box Van
Description: 7.5T Box Van
Overall length (m): 8.010
Overall width (m): 2.010
Maximum track width (m): 2.064
Kerb to kerb radius (m): 7.450

A	LK	23.06.2023	Vehicle Tracking - Latest Site Layout	AE
REV	BY	DATE	DETAILS	CKD
STATUS		For Information		
CLIENT		Taylor Reed Homes Ltd		
PROJECT		Bettisfield		
TITLE		Delivery Vehicle Tracking (Sheet 2 of 2)		
Lawrence House, 6 Meadowbank Way, Eastwood, Nottingham, NG16 3SB Tel: 01773 535555 www.hsponconsulting.com				
SCALE NTS		PROJECT NO. C3941		SHEET SIZE A2
DATE 23.06.2023		DRAWN LK		CHECKED AE
DRAWING NO. BS-HSP-00-00-DR--C-217				REV



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 5. All dimensions shown are in metres unless noted otherwise.
 6. All survey information is provided by the surveying company and HSP cannot accept any liability for any discrepancies there in. All survey information to be verified on site by contractor. Should discrepancies be identified, HSP to be notified immediately.

Key

- Vehicle Wheel Track
- Vehicle Body Overhang
- Vehicle Envelope (Forward)
- Vehicle Envelope (Reverse)

Vehicle name: Fire Appliance
Description: Design Bulletin 32
Overall length (m): 8.600
Overall width (m): 2.180
Maximum track width (m): 2.180
Kerb to kerb radius (m): 7.500

A	LK	23.06.2023	Vehicle Tracking - Latest Site Layout	AE
REV	BY	DATE	DETAILS	CKD

STATUS	For Information
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CLIENT	Taylor Reed Homes Ltd
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PROJECT	Bettisfield
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TITLE	Fire Tender Tracking (Sheet 1 of 2)
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Lawrence House, 6 Meadowbank Way, Eastwood, Nottingham, NG16 3SB
Tel: 01773 535555
www.hspsconsulting.com

SCALE NTS	PROJECT NO. C3941	SHEET SIZE A2
DATE 23.06.2023	DRAWN LK	CHECKED AE
DRAWING NO. BS-HSP-00-00-DR--C-220		REV



- General Notes**
1. Do not scale.
 2. This drawing is to be read in conjunction with all other relevant drawings.
 3. Should there be any discrepancy between details indicated on this drawing and those indicated on other drawings the Engineer should be informed PRIOR to construction on site.
 4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.
 5. All dimensions shown are in metres unless noted otherwise.
 6. All survey information is provided by the surveying company and HSP cannot accept any liability for any discrepancies there in. All survey information to be verified on site by contractor. Should discrepancies be identified, HSP to be notified immediately.

Key

- Vehicle Wheel Track
- Vehicle Body Overhang
- Vehicle Envelope (Forward)
- Vehicle Envelope (Reverse)

Vehicle name: Fire Appliance
Description: Design Bulletin 32
Overall length (m): 8.600
Overall width (m): 2.100
Maximum track width (m): 2.101
Kerb to kerb radius (m): 7.500

A	LK	23.06.2023	Vehicle Tracking - Latest Site Layout	AE
REV	BY	DATE	DETAILS	CKD

STATUS	For Information
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CLIENT	Taylor Reed Homes Ltd
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PROJECT	Bettisfield
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TITLE	Fire Tender Tracking (Sheet 2 of 2)
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Lawrence House, 6 Meadowbank Way, Eastwood, Nottingham, NG16 3SB
Tel: 01773 535555 www.hspsconsulting.com

SCALE NTS	PROJECT NO. C3941	SHEET SIZE A2
DATE 23.06.2023	DRAWN LK	CHECKED AE
DRAWING NO. BS-HSP-00-00-DR--C-220		REV





**Appendix C - Close up Extract of Proposed Vehicle Access Arrangement and
Visibility Splays**

A LK 31.08.2022 Updated Existing Access Based on Topographical Survey -

- | REV | BY | DATE | DETAILS | CKD |
|-----|----|------|---------|-----|
|-----|----|------|---------|-----|

STATUS	
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CLIENT

Taylor Reed Homes Ltd

Bettisfield

Existing Access Arrangement - Dimensions



DRAWING NO.	REV
BS-HSP-00-00-DR--C-215	P01



- General Notes**
1. Do not scale.
 2. This drawing is to be read in conjunction with all other relevant drawings.
 3. Should there be any discrepancy between details indicated on this drawing and those indicated on other drawings the Engineer should be informed PRIOR to construction on site.
 4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.
 5. All dimensions shown are in metres unless noted otherwise.
 6. All survey information is provided by the surveying company and HSP cannot accept any liability for any discrepancies there in. All survey information to be verified on site by contractor. Should discrepancies be identified, HSP to be notified immediately.

A LK 31.08.2022 Updated Upgraded Access Based on Topographical Survey -

REV	BY	DATE	DETAILS	CKD
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STATUS

CLIENT

Taylor Reed Homes Ltd

PROJECT

Bettisfield

TITLE

Upgraded Access
Arrangement - Dimensions



SCALE 1:100	PROJECT NO. C3941	SHEET SIZE A1
DATE 26.07.2022	DRAWN LK	CHECKED -
DRAWING NO. BS-HSP-00-00-DR--C-214		REV P01



- General Notes**
1. Do not scale.
 2. This drawing is to be read in conjunction with all other relevant drawings.
 3. Should there be any discrepancy between details indicated on this drawing and those indicated on other drawings the Engineer should be informed PRIOR to construction on site.
 4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.
 5. All dimensions shown are in metres unless noted otherwise.
 6. All survey information is provided by the surveying company and HSP cannot accept any liability for any discrepancies there in. All survey information to be verified on site by contractor. Should discrepancies be identified, HSP to be notified immediately.

A	LK	31.08.2022	Visibility Splay Based on Topographical Survey	-
REV	BY	DATE	DETAILS	CKD

STATUS	
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CLIENT	Taylor Reed Homes Ltd
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PROJECT	Bettisfield
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TITLE	Proposed Visibility Splays
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consulting

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Tel: 01773 535555

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SCALE	PROJECT NO.	SHEET
1:200	C3941	SIZE A1
DATE	DRAWN	CHECKED
26.07.2022	LK	-
DRAWING NO.	REV	
BS-HSP-00-00-DR--C-213	P01	



Appendix D - Proposed Site Layout



Figured dimensions only to be taken from this drawing.		
REVISIONS		
	Date	Description
A	26/01/22	Plot 1 dwelling size amended and Plot 2 layout updated
B	17/05/22	Access junction updated to Highway's requirements and internal private access road widened with shared service strip added. Internal turning head added between plots 1 & 2. Traffic calming measures added on main carriageway, to North. Layouts of Plots 1-3 revised accordingly. Garages removed from Plots 1-3 and replaced with open fronted car-ports to Plots 1 & 3 with open sided car-port to Plot 2 and dimensions updated to suit. Notes removed.
C	29/09/22	Drawing updated to include partial survey information of Main Street and revised junction into site. Traffic calming measures removed.
D	26/10/22	Lining to junction into site realigned.
E	21/06/23	Landscaping proposals amended to reflect detailed proposals by others. Proposals to Northern field amended to retain existing spoil heaps. Boundary lines added.



Chartered Architects	
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CLIENT TAYLOR REED HOMES LTD OLDBURY WEST MIDLANDS	
JOB PROPOSED DEVELOPMENT AT LAND OFF MAIN STREET BETTISFIELD	
TITLE DETAILED SITE PLAN - AS PROPOSED	
NUMBER 2441/D04	REVISION E
Scale 1:500 @ A1	Date MAR 22
CAD 2441-201 Rev 6	GROUP C