# Appendix A –WC HDC Correspondence

HSP Consulting Engineers Limited, Company No. 06558894
Lawrence House, 6 Meadowbank Way, Eastwood, Nottingham, NG16 3SB
www.hspconsulting.com
Tel: 0870 6006090 Fax: 0870 6006091

# MEMORANDUM

wrexham COUNCIL CYNGOR wrecsam

---

**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:** 11th January 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 06/01/2022 in respect of the above.

**Access**

The proposed development site is located on a classified road subject to a 60mph speed limit. However, I would estimate typical vehicle speeds at being around 40mph given the geometry of the road along this section.

Based on assumed speeds of 40mph, any proposed / existing access would normally be required to provide visibility splays of 2.4 x 120m in both directions 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 TAN 18.

Visibility from the proposed 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. 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 of the adjoining highway.

However, the proposed / available visibility splays from the proposed access have not been demonstrated on the submitted layout plan (Drg. No. 2441 / D04 – Dated April 2021). **I would recommend that the applicant provides an amended plan indicating the proposed splays.**

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 recommended 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.

No details of proposed traffic calming measures have been submitted with this application.

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 would recommend 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.**

**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 is considered inadequate to serve the proposed development.

Beyond this point, the submitted plans indicate a proposed carriageway width of between 3.0 – 4.5m with no footway provision. **I would recommend that the applicant provides a revised layout plan indicating an access road width of at least 4.8m and appropriate kerb radii with either 2.0m wide footways either side or 1.8m wide service strips. An accessway ramp is typically required where no footways are provided. Driveways require a minimum 6m clearance behind for turning provision (cars).**

In terms of **turning heads** 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 submitted plans do not include provision for a suitable turning head which would be unacceptable. **Could please ask the applicant to provide a revised layout plan indicating an appropriate turning head which complies with our adoptable standards.**

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. This is not indicated on the submitted layout plan ie/ the access road is of insufficient width.

**Could you please ask the applicant to provide a revised layout plan indicating the proposed number of parking spaces afforded to each plot (including no. of bedrooms), annotating proposed driveway dimensions / parking spaces accordingly for further assessment.**

**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.**

**It would therefore be difficult to support the proposed development for the reasons highlighted above.**

## Supplementary Notes

7KH DSSOLFDQW¶V DWWHQWLRQ VKRXOG EH GUDZQ WR LWHP QR



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:** 25th April 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 the email from HSP Consulting dated 07/04/2022 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 adjusments to Internal Access Road (4.8m)
- MS-HSP-00-00-DR -- C-504 Proposed visibility splays

**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 recommended 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.

No details of proposed traffic calming measures have been submitted with this application but I understand that the applicant is currently in discussions with our Traffic Section on this matter.

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 would recommend 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 may not support any further measures such as build outs / priority working.**

The submitted layout plan (Drg. No. MS-HSP-00-00-DR -- C-504) 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 accepta E O H S U R Y L G L Q J L W F U R V V H V O D Q G X Q G abo ve W K H D speed reduction measures are implemented.

**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, 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 / F19 Rev A) 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.**

**It may therefore be difficult to support the proposed development for the reasons highlighted above.**

## Supplementary Notes

7 K H  D S S O L F D Q W ¶ P bE dWaWnHQtWnLnBsQ1,V2,K3R4X& 5 of the supplementary notes.



Chief Officer, Environment & Technical

# Appendix B –Swept Path Vehicle Tracking

HSP Consulting Engineers Limited, Company No. 06558894
Lawrence House, 6 Meadowbank Way, Eastwood, Nottingham, NG16 3SB
www.hspconsulting.com
Tel: 0870 6006090 Fax: 0870 6006091




**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.

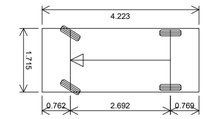
4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.

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 |

| REV | BY | DATE | DETAILS | CKD |
|---|---|---|---|---|
| P01 | - | - | - | - |

STATUS: For Planning

CLIENT: Taylor Reed Homes Ltd

PROJECT: Bettisfield

TITLE: Car Vehicle Tracking

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

| SCALE | PROJECT NO. | SHEET SIZE |
|---|---|---|
| NTS | C3941 | A2 |

| DATE | DRAWN | CHECKED |
|---|---|---|
| 18.05.2022 | LK | AE |

DRAWING NO. BS-HSP-00-00-DR--C-208 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.

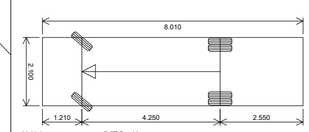
4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.

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

| REV | BY | DATE | DETAILS | CKD |
|---|---|---|---|---|
| P01 | - | - | - | - |

STATUS: For Planning

CLIENT: Taylor Reed Homes Ltd

PROJECT: Bettisfield

TITLE: Delivery Vehicle Tracking

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

| SCALE | PROJECT NO. | SHEET SIZE |
|---|---|---|
| NTS | C3941 | A2 |

| DATE | DRAWN | CHECKED |
|---|---|---|
| 18.05.2022 | LK | AE |

DRAWING NO.: BS-HSP-00-00-DR--C-200

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.

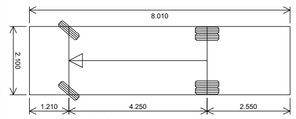
4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.

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

| REV | BY | DATE | DETAILS | CKD |
|---|---|---|---|---|
| P01 | - | - | - | - |

STATUS: For Planning

CLIENT: Taylor Reed Homes Ltd

PROJECT: Bettisfield

TITLE: Delivery Vehicle Tracking

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

| SCALE | PROJECT NO. | SHEET SIZE |
|---|---|---|
| NTS | C3941 | A2 |

| DATE | DRAWN | CHECKED |
|---|---|---|
| 18.05.2022 | LK | AE |

DRAWING NO.: BS-HSP-00-00-DR--C-201

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.

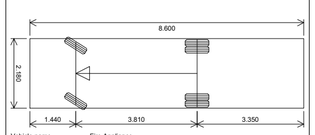
4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.

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) | 2.180 |
| Maximum track width (m) | 2.121 |
| Kerb to kerb radius (m) | 7.910 |

| REV | BY | DATE | DETAILS | CKD |
|---|---|---|---|---|
| P01 | - | - | - | - |

STATUS: For Planning

CLIENT: Taylor Reed Homes Ltd

PROJECT: Bettisfield

TITLE: Fire Tender Vehicle Tracking

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

| SCALE | PROJECT NO. | SHEET SIZE |
|---|---|---|
| NTS | C3941 | A2 |
| DATE | DRAWN | CHECKED |
| 18.05.2022 | LK | AE |

DRAWING NO. BS-HSP-00-00-DR--C-202 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.

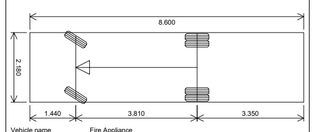
4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.

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) | 2.180 |
| Maximum track width (m) | 2.121 |
| Kerb to kerb radius (m) | 7.910 |

| REV | BY | DATE | DETAILS | CKD |
|---|---|---|---|---|
| P01 | - | - | - | - |

STATUS: For Planning

CLIENT: Taylor Reed Homes Ltd

PROJECT: Bettisfield

TITLE: Fire Tender Vehicle Tracking

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

| SCALE | PROJECT NO. | SHEET SIZE |
|---|---|---|
| NTS | C3941 | A2 |

| DATE | DRAWN | CHECKED |
|---|---|---|
| 18.05.2022 | LK | AE |

DRAWING NO. BS-HSP-00-00-DR--C-203

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.

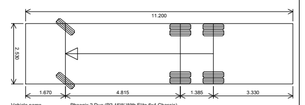
4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.

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 | Phoenix 2 Duo (P2-15W With Elite 6x4 Chassis) |
| Description | Refuse Vehicle |
| Overall length (m) | 11.200 |
| Overall width (m) | 2.500 |
| Maximum track width (m) | 2.500 |
| Kerb to kerb radius (m) | 9.500 |

| REV | BY | DATE | DETAILS | CKD |
|---|---|---|---|---|
| P01 | - | - | - | - |

STATUS: For Planning

CLIENT: Taylor Reed Homes Ltd

PROJECT: Bettisfield

TITLE: Refuse Vehicle Tracking

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

| SCALE | PROJECT NO. | SHEET SIZE |
|---|---|---|
| NTS | C3941 | A2 |

| DATE | DRAWN | CHECKED |
|---|---|---|
| 18.05.2022 | LK | AE |

DRAWING NO.: BS-HSP-00-00-DR--C-204

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.

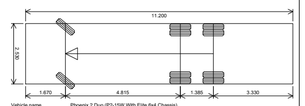
4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.

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 | Phoenix 2 Duo (P2-15W With Elite 6x4 Chassis) |
| Description | Refuse Vehicle |
| Overall length (m) | 11.200 |
| Overall width (m) | 2.500 |
| Maximum track width (m) | 2.500 |
| Kerb to kerb radius (m) | 9.500 |

| REV | BY | DATE | DETAILS | CKD |
|---|---|---|---|---|
| P01 | - | - | - | - |

STATUS: For Planning

CLIENT: Taylor Reed Homes Ltd

PROJECT: Bettisfield

TITLE: Refuse Vehicle Tracking

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

| SCALE | PROJECT NO. | SHEET SIZE |
|---|---|---|
| NTS | C3941 | A2 |

| DATE | DRAWN | CHECKED |
|---|---|---|
| 18.05.2022 | LK | AE |

DRAWING NO. BS-HSP-00-00-DR--C-205

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.

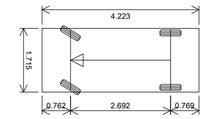
4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.

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 | 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 |

| REV | BY | DATE | DETAILS | CKD |
|---|---|---|---|---|
| P01 | - | - | - | - |

STATUS: For Planning

CLIENT: Taylor Reed Homes Ltd

PROJECT: Bettisfield

TITLE: Car
Vehicle Tracking

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

| SCALE | PROJECT NO. | SHEET SIZE |
|---|---|---|
| NTS | C3941 | A2 |

| DATE | DRAWN | CHECKED |
|---|---|---|
| 18.05.2022 | LK | AE |

DRAWING NO.: BS-HSP-00-00-DR--C-206

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.

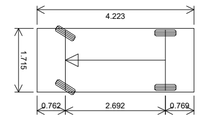
4. Until technical approval has been obtained from the relevant Authorities it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor start site work prior to approval been given, it is entirely at his own risk.

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 | 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 |

| REV | BY | DATE | DETAILS | CKD |
|---|---|---|---|---|
| P01 | - | - | - | - |

STATUS: For Planning

CLIENT: Taylor Reed Homes Ltd

PROJECT: Bettisfield

TITLE: Car
Vehicle Tracking

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

| SCALE | PROJECT NO. | SHEET SIZE |
|---|---|---|
| NTS | C3941 | A2 |

| DATE | DRAWN | CHECKED |
|---|---|---|
| 18.05.2022 | LK | AE |

DRAWING NO.: BS-HSP-00-00-DR--C-207

REV