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Woodsyde Developments Limited

Project:
Proposed Poultry Units on Land North of Roden Lane, Roden, Shropshire.
Client:
MS Walker
Drawing Title:
Headlight Tracking Plan
Scale:
1:500 @ A1
Date:
June 2017
Drawing No:
RL-HT-500

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Notes:
1. The Contractor should check all heights, sizes and dimensions on site before works commence and any errors should be reported to Woodsyde Developments Limited.
2. Figured dimensions shall take preference to scaling, with any errors reported to Woodsyde Developments Ltd.
3. Access is located to maximise junction visibility along Class II Road. Junction visibility is shown to be based on the 30mph speed limit in force along site road frontage and indicated to be 4.5m x 43m in both directions. However visibility in excess of these dimensions are available and visibility splays to accord with an 85%tile speed of 45mph (76.05m) have also been indicated on the plan from an 'x' distance of 2.4m. The existing hedge shall be replanted min 1m behind the junction visibility splays. As the site falls within a marked 30mph speed limit, the visibility splays have been calculated in accordance with the current guidance provided in Manual for Streets 1 and 2. This guidance is generally considered applicable for traffic speeds up to and including 50mph.
4. The junction visibility envelope is to be lowered and cleared of any planting and maintained to a height not exceeding 0.26m above the adjacent highway carriageway.
5. Forward visibility has been indicated on both approaches to the proposed access with an indication of the vehicle locations along Roden Lane and at the proposed junction. These indicate that forward visibility is available to an approximate distance of 97.38m in an easterly direction and 95.42m in a westerly direction. These dimensions are in excess of a 50mph traffic speed.
6. The proposed access shall be minimum 6.75m wide for the first 20m to allow the simultaneous entry and exit of all vehicles attracted to the site. As a minimum the first 20m of the access shall be finished to a tarmacadam finish. The access will be typically 4m wide and will be provided with a suitable passing area at mid point along the straight section of road. This will be typically 6m wide, 20m long and include 5m tapers.
7. The distribution of light from a 16.5m HGV with full beam is indicated at multiple points along the proposed access road. A vehicle on full beam approximately has a spread of 10m and an overall projection of 150m along any carriageway. It can be seen that at no point along the track will the distribution of light be greater on the existing properties than that already exists from the adjacent highway.

Full beam spread of light
Approximate 150m Arc of full beam from HGV
Access road to rejoin existing lane by watercourse.
Proposed Passing Area Min 6m wide 20m long with 5m tapers
5.0m
6.0m
20.0m
4.0m
EXISTING TRACK
Approximate 150m Arc of full beam from HGV
Approximate 150m Arc of full beam from HGV
Existing Dutch Barn
Existing Cattle Shed
Includes feed trough
tree foliage
approx edge of concrete
Existing access retained to serve shed and barn
conc ret wall
old concrete post
block ret wall
hedge 1mw
hedge 2mw
P/R 1.2mh
Vehicle
RODEN LANE
hedge foliage
channel blocks visible here
30mph speed limit
30mph speed limit
dense overgrowth
small trees in hedge not shown
tree stump
97.38m Forward visibility splay
R52.59m
R15m
R15m
6.75m
16.5m HGV
Any new gates to be set back min 20m from highway
2.4m x 76.05m Junction visibility splay
4.5m x 43m junction visibility splay
4.5m
2.4m
2.4m x 76.05m Junction visibility splay
4.5m x 43m junction visibility splay
Approximate 150m Arc of full beam from HGV, which will terminate at the edge of road hedge as would be the normal process for any road junction.