

HAZARD IDENTIFICATION LEGEND:

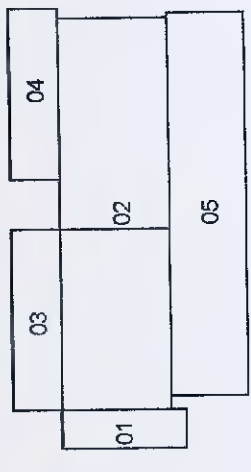
HAZARD IDENTIFICATION (Reference name relevant)	CONTROL AND MITIGATION MEASURES
SEE DESIGN RISK AND H&S RISK BELOW.	SEE DESIGN RISK AND H&S RISK BELOW.

NOTE:
 Hazards listed above are only those considered significant risks and:
 a) not likely to be obvious to a competent contractor or other designers;
 b) unusual; or
 c) likely to be difficult to manage effectively.

REV. DATE	PLANNING ISSUE	R/K/OK/UM
15.08.21	PLANNING ISSUE	R/K/OK/UM
	DESIGN ISSUE	R/K/OK/UM
	DESCRIPTION	D/UN/CHK APP.

All dimensions to be measured on site, or taken from existing site information, are to be used for construction. This drawing may be altered or modified by the client.
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 RDC Architects: Quality Management System No. 16/001/2015

Key:



Project:
 DB8

Drawing Title:
 AUTOTRACK LAYOUT - HGV ACCESS

Drawing Number:
 DB080-PIN-00-ZZ-DR-H-PLAN-1105

Scale:
 1:500

Paper Size:
 A1

Purpose:
 S4



TWO WAY TRAFFIC NOT POSSIBLE PAST THIS POINT... STOP & GO SYSTEMS OPERATE

SECURITY GATE

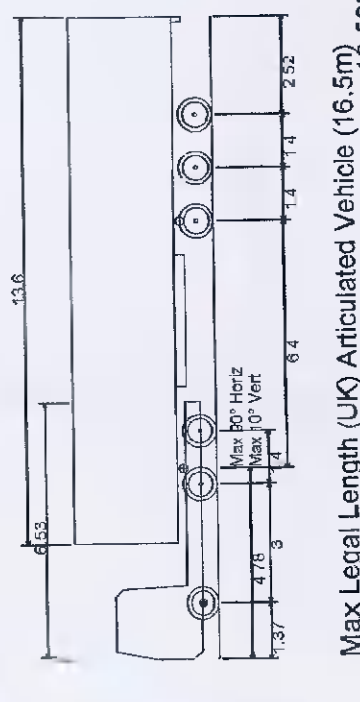
TWO WAY ACCESS UP TO SECURITY GATE

DOCK ACCESS

VEHICLE TO STOP AND ACCESS

REJECTION AREA

REJECTION AREA



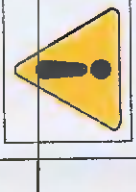
Max Lateral Length U/O Articulated Vehicle (16.5m)
 Overall Length 16,500mm
 Overall Width 2,850mm
 Max Body Height 4,111mm
 Max Track Width 2,500mm
 Lock-to-lock time 6,076s
 Curb to Curb Turning Radius 6,535m



DESIGN ISSUE
 ACCESS ROAD AROUND DC CAN NOT ACCOMMODATE TWO WAY TRAFFIC DUE TO SWEEP PATH OF VEHICLE.
 ACCESS ROAD TO OPERATE WITH A STOP/GO SYSTEM IN PLACE TO PREVENT TWO VEHICLES MEETING.



DESIGN ISSUE
 DOCK 1 AND DOCK 2 CAN NOT BE USED SIMULTANEOUSLY.
 WHEN PHASE 2 IS OPERATIONAL, ACCESS TO DOCKS TO BE MANAGED SO THAT DOCK 1 AND DOCK 2 ARE NOT OCCUPIED AT THE SAME TIME.



HEATH & SAFETY NOTE
 HGV REVERSES IN SERVICE YARD.
 ALL MANEUVERS TO BE SUPERVISED BY A BANKS MAN

RISK OF RTC AND VULNERABLE ROAD USERS.