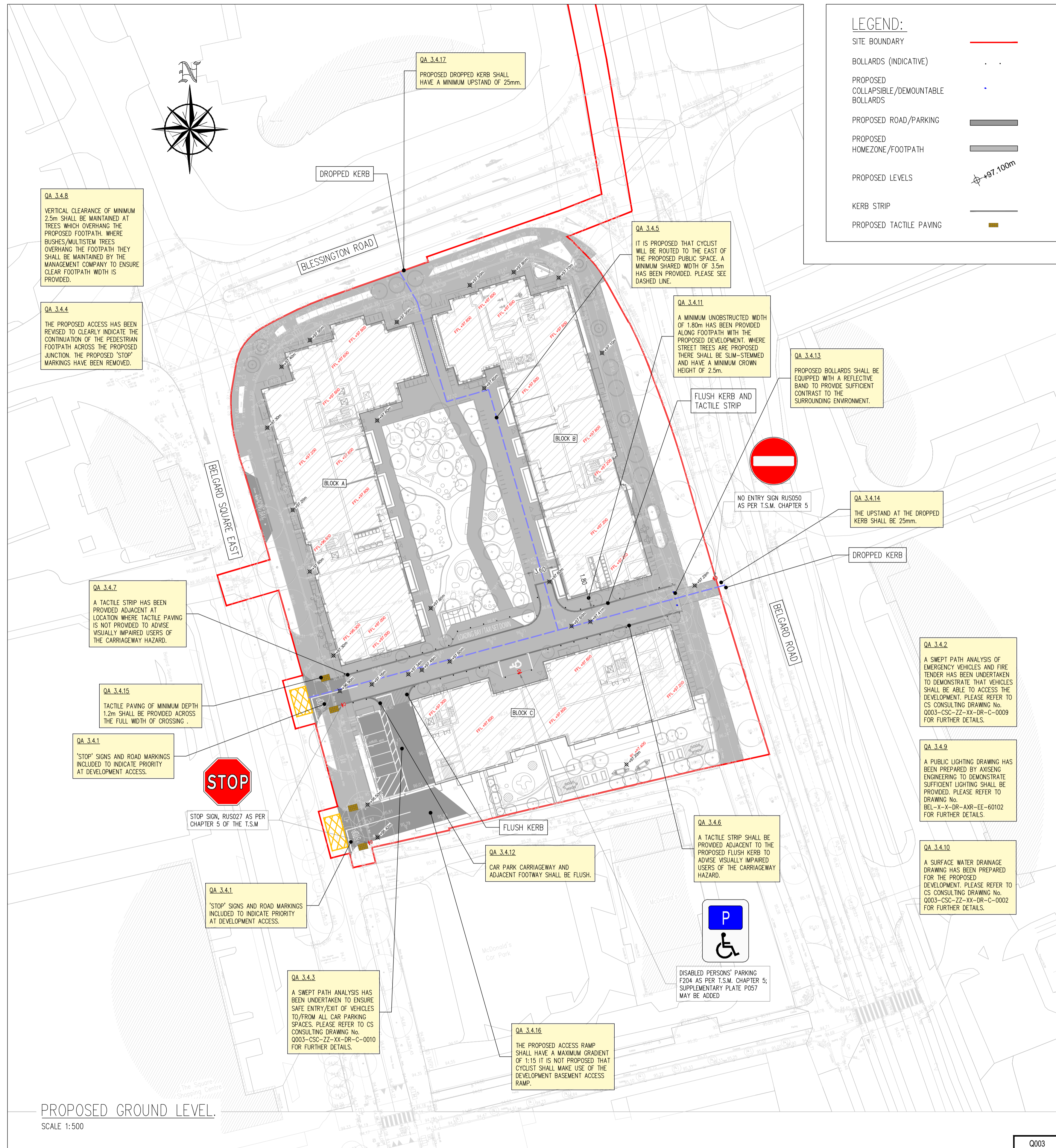


QA 3.4.19
DELINEATION MEASURES HAVE BEEN SHOWN ON THE BASEMENT ACCESS RAMP BETWEEN OPPOSING TRAFFIC LANES.

QA 3.4.18
A SWEEP PATH ANALYSIS HAS BEEN UNDERTAKEN TO DEMONSTRATE THAT OPPOSING VEHICLES CAN TRAVERSE THE BASEMENT ACCESS RAMP. PLEASE REFER TO CS CONSULTING DRAWING No. 0003-CSC-ZZ-XX-DR-C-0011 FOR FURTHER DETAILS.

PROPOSED BASEMENT LEVEL.
SCALE 1:500



QA 3.4.8
VERTICAL CLEARANCE OF MINIMUM 2.5m SHALL BE MAINTAINED AT TREES WHICH OVERHANG THE PROPOSED FOOTPATH. WHERE BUSHES/MULTISTEM TREES OVERHANG THE FOOTPATH THEY SHALL BE MAINTAINED BY THE MANAGEMENT COMPANY TO ENSURE CLEAR FOOTPATH WIDTH IS PROVIDED.

QA 3.4.4
THE PROPOSED ACCESS HAS BEEN REVISED TO CLEARLY INDICATE THE CONTINUATION OF THE PEDESTRIAN FOOTPATH ACROSS THE PROPOSED JUNCTION. THE PROPOSED 'STOP' MARKINGS HAVE BEEN REMOVED.

QA 3.4.7
A TACTILE STRIP HAS BEEN PROVIDED ADJACENT AT LOCATION WHERE TACTILE PAVING IS NOT PROVIDED TO ADVISE VISUALLY IMPAIRED USERS OF THE CARRIAGEWAY HAZARD.

QA 3.4.15
TACTILE PAVING OF MINIMUM DEPTH 1.2m SHALL BE PROVIDED ACROSS THE FULL WIDTH OF CROSSING.

QA 3.4.1
'STOP' SIGNS AND ROAD MARKINGS INCLUDED TO INDICATE PRIORITY AT DEVELOPMENT ACCESS.

STOP SIGN, RUS027 AS PER CHAPTER 5 OF THE T.S.M.

QA 3.4.1
'STOP' SIGNS AND ROAD MARKINGS INCLUDED TO INDICATE PRIORITY AT DEVELOPMENT ACCESS.

QA 3.4.3
A SWEEP PATH ANALYSIS HAS BEEN UNDERTAKEN TO ENSURE SAFE ENTRY/EXIT OF VEHICLES TO/FROM ALL CAR PARKING SPACES. PLEASE REFER TO CS CONSULTING DRAWING No. 0003-CSC-ZZ-XX-DR-C-0010 FOR FURTHER DETAILS.

QA 3.4.17
PROPOSED DROPPED KERB SHALL HAVE A MINIMUM UPSTAND OF 25mm.

QA 3.4.5
IT IS PROPOSED THAT CYCLIST WILL BE ROUTED TO THE EAST OF THE PROPOSED PUBLIC SPACE. A MINIMUM SHARED WIDTH OF 3.5m HAS BEEN PROVIDED. PLEASE SEE DASHED LINE.

QA 3.4.11
A MINIMUM UNOBSTRUCTED WIDTH OF 1.80m HAS BEEN PROVIDED ALONG FOOTPATH WITH THE PROPOSED DEVELOPMENT. WHERE STREET TREES ARE PROPOSED THERE SHALL BE SLIM-STEMMED AND HAVE A MINIMUM CROWN HEIGHT OF 2.5m.

QA 3.4.13
PROPOSED BOLLARDS SHALL BE EQUIPPED WITH A REFLECTIVE BAND TO PROVIDE SUFFICIENT CONTRAST TO THE SURROUNDING ENVIRONMENT.

QA 3.4.14
THE UPSTAND AT THE DROPPED KERB SHALL BE 25mm.

QA 3.4.2
A SWEEP PATH ANALYSIS OF EMERGENCY VEHICLES AND FIRE TENDER HAS BEEN UNDERTAKEN TO DEMONSTRATE THAT VEHICLES SHALL BE ABLE TO ACCESS THE DEVELOPMENT. PLEASE REFER TO CS CONSULTING DRAWING No. 0003-CSC-ZZ-XX-DR-C-0009 FOR FURTHER DETAILS.

QA 3.4.9
A PUBLIC LIGHTING DRAWING HAS BEEN PREPARED BY ANISENG ENGINEERING TO DEMONSTRATE SUFFICIENT LIGHTING SHALL BE PROVIDED. PLEASE REFER TO DRAWING No. BEL-XX-X-DR-AVR-EE-60102 FOR FURTHER DETAILS.

QA 3.4.10
A SURFACE WATER DRAINAGE DRAWING HAS BEEN PREPARED FOR THE PROPOSED DEVELOPMENT. PLEASE REFER TO CS CONSULTING DRAWING No. 0003-CSC-ZZ-XX-DR-C-0002 FOR FURTHER DETAILS.

PROPOSED GROUND LEVEL.
SCALE 1:500

LEGEND:

- SITE BOUNDARY
- BOLLARDS (INDICATIVE)
- PROPOSED COLLAPSIBLE/DEMOUNTABLE BOLLARDS
- PROPOSED ROAD/PARKING
- PROPOSED HOMEZONE/FOOTPATH
- PROPOSED LEVELS
- KERB STRIP
- PROPOSED TACTILE PAVING

PLANNING DRAWING.
NOT FOR CONSTRUCTION.
ALL LEVELS GIVEN ARE RELATIVE TO ORDNANCE DATUM.
THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES ONLY AND MUST NOT BE USED FOR CONSTRUCTION UNDER ANY CIRCUMSTANCES

NOTES

- For setting out refer to Architect's drawings.
- This drawing to be read in conjunction with all other Architectural and Engineering drawings and all other relevant drawings and Specifications.
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Rev. No.	Date	REVISION NOTE	Drn. By	Chkd. By

Architect	Henry J. Lyons			
Project	Proposed Development On The Belgard Square East.			
Title	Road Quality Audit			
Dwg. No.	Q003-CSC-ZZ-XX-DR-C-0022			
Date	Drn. by	Chkd. by	Apprv. by	Scale
May 2022	IK	FDB	NB	1:500 @ A1

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Quality
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Energy I.S. EN ISO 14001:2004
Health & Safety OHSAS 18001:2007