



**NOTES:**

MAXIMUM ROAD GRADIENT SHALL BE LESS THAN 1:20 (5%), IN CASES WHERE IT IS NECESSARY BECAUSE OF SITE TOPOGRAPHY GRADIENT HAVE BEEN INCREASED TO OF 1:12 (8.3%) FOR SHORT DISTANCES. ROADS WILL HAVE CROSS FALL OF 2.0%. ROAD LIMIT IS 300MM.

INTERNAL ROADS INCLUDE RESTRICTIVE ROAD BENDS AND VERTICAL TRAFFIC CALMING MEASURES TO PROMOTE LOW VEHICULAR SPEEDS.

ROADS 1 AND 2 PROVIDE THE MAIN ACCESS AND EGRESS TO ALL THE REMAINING STREETS INCLUDING HOME ZONES.

A COMBINATION OF VERTICAL DEFLECTIONS, FOOTPATHS TO BOTH SIDES, SHARED SURFACES (RAISED AND COLOURED) AND STREET PLANTING WILL PROVIDE THE PERCEPTION OF A NARROW STREET. THE VERTICAL DEFLECTION ON ROAD NO 2 IS DESIGNED ACCORDING TO THE TRAFFIC MANAGEMENT GUIDELINES (DTAS, 2010) AND WILL CONSIST OF RAISED SPEED CUSHIONS BETWEEN THE INSET KERBS TO SLOW TRAFFIC.

THE STREET LAYOUT PROVIDES PERMEABILITY FOR PEDESTRIANS AND CYCLISTS ALONG STREETS AND THROUGH OPEN SPACES.

MEASURES HAVE BEEN INCLUDED TO REDUCE THE DOMINANCE OF THE VEHICLES IN FAVOUR OF PEDESTRIANS AND CYCLISTS.

STREET TREES WILL PROMOTE A SENSE OF ENCLOSURE ON ALL ESTATE ROADS HAVING A TRAFFIC CALMING EFFECT AND WILL ALSO ACT AS A BUFFER TO TRAFFIC NOISE AND POLLUTION. LOWER PLANTING WILL BE USED IN VERGES AND BEDS ADJACENT TO THE ROADS.

STREET LIGHTING HAS BEEN DESIGNED IN ACCORDANCE WITH BS5489 CLASS 4 AND INCLUDES LED LUMINAIRES ON STANDARDS.

TACTILE PAVING WILL BE PLACED ON THE FOOTPATHS AT ALL CROSSING POINTS AND JUNCTIONS IN COMPLIANCE WITH SECTION 13.3 OF THE TRAFFIC MANAGEMENT GUIDELINES (2010).

SIGNAGE AND LINE MARKING THROUGHOUT THE ESTATE WILL BE IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORT TRAFFIC SIGNS MANUAL (2010) JUNCTION DESIGN.

DESIGN OF THE JUNCTIONS ARE BASED ON REDUCING VEHICLE SPEED THROUGH THE JUNCTIONS WHERE RESTRICTIVE SPEED KERBS RADIUS OF 60M HAS BEEN PROVIDED BETWEEN LINK AND LOCAL ROADS AND 3M PROVIDED AT THE JUNCTIONS BETWEEN LOCAL ROADS AND HOME ZONES.

AUTOTRACK SWEEP PATH ANALYSIS BEEN COMPLETED FOR A NUMBER OF THE CRITICAL JUNCTIONS USING A REFUSE TRUCK WHERE THE RESULTS ARE INCLUDED IN DRAWINGS 1703-ENG-145 & 146.

THE SPEED LIMIT OF THE R172 PUBLIC ROADWAY IS 50KM/H WHERE IT ABUTS THE SITE WHERE IT IS TAKEN THAT THE SPEED LIMIT FOR BOTH ROAD IS 30KM/H.

UNRESTRICTED VISIBILITY SPLAYS ARE PROVIDED AT MAIN ACCESS JUNCTIONS TO THE DEVELOPMENT FROM THE R172. SIGN SPLAYS OF 6.0M X 2.4 X 1.00 WILL BE PROVIDED IN ACCORDANCE WITH THE TECHNICAL NOTE PREPARED BY ATKINS DATED 8TH FEBRUARY 2018.

VISIBILITY SPLAYS HAVE BEEN ASSESSED FOR EACH PROPOSED JUNCTION BETWEEN THE ESTATE ROADS AND THE EXISTING PUBLIC ROADS ACCORDING TO DMURS 2013.

FOOTPATHS SHALL NOT BE LESS THAN 1.8M AND WILL BE PROVIDED THROUGHOUT THE DEVELOPMENT WHERE CONNECTIONS WILL BE PROVIDED TO TIE-IN TO EXISTING EXTERNAL PEDESTRIAN PATHS.

SHARED SURFACES WILL BE UTILIZED AT A NUMBER OF JUNCTIONS WITHIN THE HOME ZONES WHERE THE ROAD SURFACE WITH THE ZONES SHALL BE RAISED 70MM ABOVE THE CARRIAGEWAY WITH 1:15 RAMPS. PAINTED WITH TRIANGULAR MARKINGS, DISTINGUISHING COLOURED SURFACES WILL BE USED TO HIGHLIGHT SHARED SURFACE AND HELP KEYS WILL BE USED TO HELP MOVEMENT WITH THE AREAS.

DEDICATED PEDESTRIAN AND CYCLIST CROSSING POINTS ARE PROVIDED THROUGHOUT THE SCHEME AND AREA LOCATED TO PROVIDE THE SHORTEST ROUTES THROUGH THE DEVELOPMENT AND TO THE MAIN EXTERNAL ACCESS CONNECTION POINTS.

ALL CROSSINGS ARE PROVIDED WITH EITHER DROPPED KERBS OR A RAISED FLAT TOP TREATMENT TO GIVE THE SENSE OF PEDESTRIAN/CYCLIST PRIORITY.

ALL INFORMAL PEDESTRIAN CROSSING FACILITIES ARE AT LEAST 2.0M WIDE.

**LEGEND:**

|  |                                  |  |                                       |
|--|----------------------------------|--|---------------------------------------|
|  | ROAD EDGE (IN-SITU KERB)         |  | ROAD GRADIENT                         |
|  | FOOTPATH EDGE                    |  | ROAD DIMENSION                        |
|  | ROAD CENTRELINE                  |  | PERMEABLE PAVING TO CAR PARKS 1-8     |
|  | ROAD CHANNEL LINE                |  | ROAD SURFACE                          |
|  | ROAD RAMP                        |  | FOOTPATH SURFACE                      |
|  | DROPPED KERB WITH TACTILE PAVING |  | RAISED TABLE                          |
|  | CORDUROY PAVING                  |  | SHARED SURFACE - VEHICULAR (HOMEZONE) |
|  | CAR DRIVEWAYS                    |  | PARKING                               |
|  | GFL 99.99                        |  | GRASS/PLANTING                        |
|  |                                  |  | TACTILE PAVING                        |

| REV. NO. | DESCRIPTION         | DATE     | INITIALS |
|----------|---------------------|----------|----------|
| A        | Issued for Planning | May 2019 | T.Finn   |

01 Service Roadways & Pavings-Zone 2  
103 SCALE 1:500

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**102 A**

TITLE: Service Roadways & Pavings Zone 2

PROJECT: Residential Development @ Haggardstown, Blackrock, Dundalk.

CLIENT: Kingsbridge Consultancy Ltd  
1st Floor Quayside Business Park  
Mill St, Dundalk, Co Louth

SCALE: 1:500 @ A1 DRAWN: P.Coyle

DATE: November 2018 CHECKED: -

STATUS: Planning Permission

JOB NO: 1703

NOTES:  
1. Copyright Reserved 2019 ©  
2. Work to agreed dimensions only. Do not scale drawing.  
3. The contractor is responsible for checking all levels and dimensions on site and shall refer all discrepancies to the Architect.  
4. Where appropriate, for details of e.g. structure, or mechanical and electrical details, see Engineers drawings.  
5. Proprietary items shall be listed in detail and in accordance with manufacturers instructions.  
6. Sizes of proprietary items shall be checked with manufacturer.  
7. The contractor shall be responsible for the coordination of structure, finishes and services.

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