



**ON ORIGINAL**  
 0 5 10 15 20 25 30 40 50mm

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NO CHANGES OF WHATSOEVER NATURE ARE TO BE MADE TO ANY DETAILS SET OUT OR CONTAINED IN ANY DBFL SPECIFICATIONS OR DRAWINGS UNLESS THE EXPRESS CONSENT HAS BEEN OBTAINED IN ADVANCE, IN WRITING, FROM DBFL.

**NOTES:**

- ALL WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH THE TII SPECIFICATION FOR ROAD WORKS UNLESS OVERRIDDEN BY SOUTH DUBLIN COUNTY COUNCIL STANDARDS
- ALL ROAD MARKINGS & SIGNS SHALL COMPLY FULLY WITH THE TRAFFIC SIGNS MANUAL, PUBLISHED BY THE DEPARTMENT OF TRANSPORT, JUNE 2010.
- SIGNS & MARKINGS: CONTRACTOR TO CONFIRM PRECISE SETTING OUT WITH EMPLOYERS REPRESENTATIVE PRIOR TO COMPLETION
- ALL SIGNS TO BE MOUNTED ON 75mm GALVANISED STEEL POSTS WITH COLOURED SLEEVES U.N.O. TO SPECIFICATION AND IN ACCORDANCE WITH THE TRAFFIC SIGNS MANUAL. MOUNTING HEIGHT TO BOTTOM OF SIGN = 2.3m U.N.O.
- ALL TRAFFIC MANAGEMENT TO COMPLY FULLY WITH THE PROVISIONS OF CHAPTER 9 OF THE TRAFFIC SIGNS MANUAL. ALL CO-ORDINATES ARE TO ITM.
- ALL LEVELS ARE TO ORDNANCE DATUM AND ARE IN METRES
- ALL STREET FURNITURE TO BE TAKEN UP AND SET ASIDE FOR RE-USE. PROPOSED STREET FURNITURE TO BE RETROFITTED BY OTHERS.
- ALL EXISTING SIGNS (INCLUDING POLES) AND MARKINGS TO BE TAKEN UP OR COVERED AND TEMPORARY MEASURES APPLIED IN ACCORDANCE WITH CONTRACTORS TRAFFIC MANAGEMENT PLAN. THE CONTRACTOR MAY USE EXISTING SIGNAGE AS PART OF THEIR TRAFFIC MANAGEMENT PLAN.
- ALL EXISTING CHAMBERS AND ACCESS POINTS TO REMAIN CLEAR OF OBSTRUCTION THROUGHOUT WORKS. CHAMBERS SHALL BE REBUILT/RETAINED IN POSITION IDENTIFIED ON FINISHING WORKS DRAWING.
- ALL PEDESTRIAN, CYCLE AND VEHICULAR ROUTES MUST BE RETAINED IN ACCORDANCE WITH APPROVED TRAFFIC MANAGEMENT PLAN.
- ALL MATERIALS TO BE DISPOSED OFF SITE SHALL BE TAKEN TO A LICENSED FACILITY APPROVED BY SOUTH DUBLIN COUNTY COUNCIL.
- ALL SERVICES ARE CO-ORDINATED WITH THE LANDSCAPE PROPOSALS. VEGETATION ABOVE ATTENUATION STRUCTURE COMPRISES SHRUBS ONLY. TREE ROOT BARRIER TO BE USED AT CONSTRUCTION STAGE IF NECESSARY

**LEGEND:**

- APPLICATION BOUNDARY
- PROPOSED ROAD
- PROPOSED FOOTPATH
- PROPOSED BUILDINGS
- PROPOSED PERMEABLE PAVING
- PROPOSED BASEMENT RAMP
- PROPOSED SHARED ZONE (CYCLE/PEDESTRIAN)
- PROPOSED SHARED SURFACE
- PROPOSED OFF-ROAD CYCLE TRACK
- MAINTENANCE ACCESS TO STREAM
- PAVING TO BE AGREED WITH SDCC
- 10m MINIMUM BUFFER ZONE
- PROPOSED DETENTION BASIN
- PROPOSED SURFACE WATER SWALE
- PROPOSED KERB GULLY
- PROPOSED DROPPED KERB
- PROPOSED BASEMENT OUTLINE
- PROPOSED BUILDING STEPS
- PROPOSED ROAD GRADIENT
- PROPOSED ROAD CENTERLINE
- PROPOSED LEVELS
- EXISTING LEVELS
- ENTRANCE DOOR
- FFL 99.99 FINISHED FLOOR LEVEL
- PROPOSED SIGNBOARD
- PROPOSED CYCLIST CORDOROY PAVING
- PROPOSED PEDESTRIAN CORDOROY PAVING
- PROPOSED PEDESTRIAN PAVING

PHASE 2 DEVELOPMENT UNDER CONSTRUCTION UNDER SHD PLANNING REFERENCE: ABP-302398-18

REMOVE EXISTING HAMMERHEAD, EXTEND KERB AND FOOTPATH TO TIE INTO PHASE 2 ROAD

PROPOSED TIE-IN INTO PHASE 2 ROAD

REGRADE 10m OF EXISTING ROAD TO FACILITATE PHASE 2 ROAD GRADIENT

EXISTING PEDESTRIAN LINK TO WESTERN END OF FORTUNESTOWN LUAS STOP TO BE RETAINED

EXISTING BOUNDARY TO BE REMOVED BETWEEN THESE POINTS, SUBJECT TO AGREEMENT WITH TII. THE EXISTING BOUNDARY TREATMENT IN ALL OTHER PLACES ALONG THE SOUTHERN BOUNDARY TO BE RETAINED.

PROPOSED PEDESTRIAN LINK TO FORTUNESTOWN LUAS STOP, FOOTPATH TO TERMINATE AT SITE BOUNDARY TO FACILITATE CONNECTION OVER TII LAND SUBJECT TO AGREEMENT WITH TII AT DETAILED DESIGN STAGE

LOI OF ALL SURFACE PARKING SPACES TO BE BY CHARGING POINTS. EXACT LOCATIONS TO BE AGREED WITH SOUTH DUBLIN COUNTY COUNCIL PRIOR TO CONSTRUCTION.

PO2	24-05-21	NEW SHD STAGE 3 PLANNING	PGC	DMW
PO1	15-12-20	STAGE 3 SHD PLANNING	PGC	DMW
rev	date	description	by	chkd.
		A - Approved		
		B - Approved with comments		
		C - Do not use		

client approval

submittal issue purpose

S3 - REVIEW & COMMENT PLANNING

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project ref.  
**COOLDOWN COMMONS PHASE 3**

drawing title  
**ROADS LAYOUT**

client  
**CARN HOMES**

designed by  
 DMW

author  
 ICD

scale  
 1:500

sheet size  
 A1

drawing no.  
 190003-DBFL-RD-SP-DR-C-1001

revision  
 P02

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