

Punch Consulting

Proposed Residential  
Development at Dyke Road,  
Co. Galway

Stage 1 Road Safety Audit

# Punch Consulting

## Proposed Residential Development at Dyke Road, Co. Galway

### Stage 1 Road Safety Audit

Document Ref:	P24-092-PMCE-XX-XX-RP-SA-3_0001
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Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
2.0	AOR	RIF	AOR	24 <sup>th</sup> Jan. 2025	Final
1.0	RIF	AOR	AOR	1 <sup>st</sup> Aug. 2024	Draft Report

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# 1 Introduction

## 1.1 General

This report results from a Stage 1 Road Safety Audit on the proposed Residential Development at Dyke Road, Co. Galway carried out at the request of Ms. Julie Tiernan of Punch Consulting.

The members of the Road Safety Audit Team are independent of the design team, and include:

**Mr. Alan O'Reilly**

(BA, BAI, MSc, PGDip(PM), RSACert, CEng, MIEI)  
Road Safety Audit Team Leader

**Ms. Rebecca Farnan**

(BA, MAI, MIEI)  
Road Safety Audit Team Member

The Road Safety Audit took place during June and July 2024 and comprised an examination of the documents provided by the designers (see Appendix A). In addition to examining the documents supplied the Road Safety Audit Team visited the site of the proposed measures on the 18<sup>th</sup> June 2024. Weather conditions during the site visit were dry and the road surface was dry. Traffic volumes during the site visit were moderate, pedestrian and cyclist volumes were low and traffic speeds were considered to be generally within the posted speed limit.

Where problems are relevant to specific locations these are shown on drawing extracts within the main body of the report and their locations are shown in Appendix B. Where problems are general to the proposals sample drawing extracts are within the main body of the report, where considered necessary.

This Stage 1 Road Safety Audit has been carried out in accordance with the requirements of GE-STY-01024 - Road Safety Audit (December 2017), contained on the Transport Infrastructure Ireland (TII) Publications website.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety and considers the perspective of all road users. It has not been examined or verified for compliance with any other standards or criteria. The problems identified in this report are considered to require action in order to improve the safety of the scheme and minimise collision occurrence.

If any of the recommendations within this road safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observations are intended to be for information only. Written responses to Observations are not required.

## 1.2 Items Not Submitted for Auditing

Details of the following items were not submitted for audit; therefore no specific problems have been identified at this stage relating to these design elements, however where the absence of this information has given rise to a safety concern it has been commented upon in Section 3:

- Personal Injury Collision data
- Drainage

## 2 Project Description

The proposed residential development would be located on Dyke Road in the north of Galway City (see Figure 2.1). The development site is bounded by Dyke Road to the west, an existing public carpark (Dyke Road Car Park) to the south, Galway Retail Park to the east and the Black Box Theatre and Terryland Park to the north. The site currently forms part of the Dyke Road Car Park and vehicular access to this area of the carpark is currently provided via Dyke Road, within the site extents, at its western boundary.

Dyke Road is a two-way single carriageway running in a predominantly north to south direction, with a posted speed limit of 50kph in the vicinity of the proposed development. It is approximately 7m wide in the vicinity of the proposed development access with a footpath provided on the western side of the road, and one commencing on its eastern side at the existing bin area within the carpark and extending southwards from this location. There is an existing overbridge approximately 500m to the north of the site where the N6 National Road crosses Dyke Road. This restricts vehicles of a height greater than 2.28m from proceeding southwards on Dyke Road towards the proposed development.



**FIGURE 2.1: LOCATION PLAN (SOURCE: WWW.OPENSTREETMAP.ORG)**

The proposed development would comprise the following:

- A residential development consisting of 219 apartment units and a childcare facility situated in one new residential block.
- Two new access junctions to the proposed development on Dyke Road, one at its northern extent and the second at its southern extent. The access roads would comprise of 25 parking spaces for residents, including two mobility-impaired parking spaces, three Electric Vehicle parking spaces and two set-down spaces within the southern access for the creche.
- Eight on-street parking spaces would be provided for residents on the eastern side of Dyke Road between the two accesses.

- 486 bicycle parking spaces within, and in the vicinity of, the proposed development, comprising 346 long-stay internal spaces, 110 short-stay external spaces, and 20 cargo-bike spaces (10 internal and 10 external). 10 external short-stay bicycle spaces would also be provided for the creche.
- A new Toucan crossing on Dyke Road located immediately south of the proposed development's northern access.
- A new 2m wide footpath on the eastern side of Dyke Road extending southwards from the proposed development's northern access.
- A new access junction to the Dyke Road Car Park located on Dyke Road to the south of the proposed development's southern access.
- A Wastewater Pumping Station (WWPS) on the southern side of the proposed development's southern access road.
- A landscaped public open space.
- Public lighting.

Works to be completed as part of future phases of this development would include the provision of connective links between the proposed development and the future developments to be constructed on the site's eastern boundary.

## 3 Items Arising from the Audit

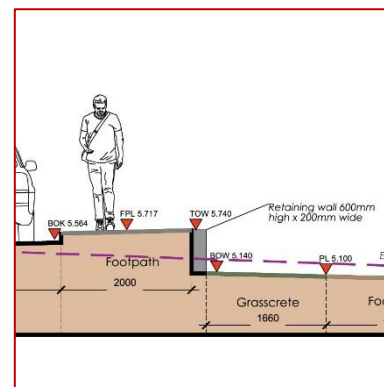
### 3.1 Lack of Edge Protection

*Location:* Drawing No. 1911\_PL\_S\_01 (Rev. 0)

*Summary:* No edge protection has been indicated along the retaining wall where there is a drop in height to its rear.

A low retaining wall has been indicated to the rear of the footpath on the eastern side of Dyke Road for a short distance extending southwards from the proposed development's northern access. The top of the retaining wall is indicated as being level with the adjacent footpath, however a vertical drop of 600mm has been indicated between the footpath and the Grasscrete material within the development (see Section A-AA on Drawing No. 1911\_PL\_S\_01 (Rev. 0)), and no edge protection has been indicated at this location.

This may lead to pedestrians, particularly the visually-impaired, inadvertently straying from the footpath and falling to the rear of the wall resulting in a risk of personal injuries.



### Recommendation

Edge protection should be provided along the top of the retaining wall at this location throughout the extent of the exposed level difference.

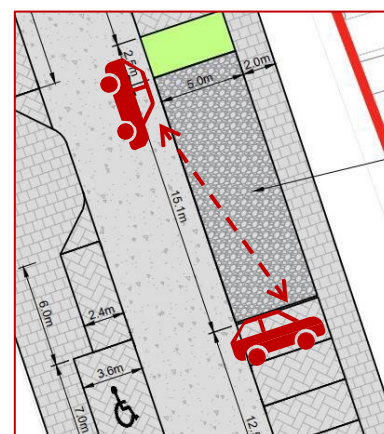
### 3.2 Visibility for Reversing Drivers

*Location:* Drawing No. 60710277-ACM-XX-XX-DR-CE-00-0004 (Rev. 01)

*Summary:* The proposed WWPS may be located such that it could obstruct the visibility of a driver exiting the adjacent parking space.

A WWPS has been indicated on the southern side of the development's southern access road, located within the row of perpendicular parking spaces on this side of the access road. The layout of the WWPS is unclear however it is assumed that a building, or fenced, area would be provided at this location.

The location of the WWPS may be such that it may obstruct visibility for a driver exiting the adjacent parking space, at its western boundary, particularly when reversing. This may lead to drivers entering the access road ahead of oncoming vehicles, resulting in potential low-speed side-on collisions.



### Recommendation

An assessment should be undertaken to confirm that a driver exiting the adjacent parking space, particularly when reversing, would have sufficient visibility towards a driver approaching from the east.

Where sufficient visibility cannot be achieved measures should be provided, such as providing a grassed buffer area on the western side of the WWPS, similar to that provided on its eastern side, to maximise visibility.



### 3.3 Swept Path of Large Vehicles

**Location:** Drawing No. 60710277-ACM-XX-XX-DR-CE-00-0017/18/19/20 (Rev. 01)

**Summary:** The swept paths of various large vehicles are indicated as colliding with a row of bollards at the turning circle.

The swept path of large vehicles, including a fire tender, medium refuse vehicle, large refuse vehicle and removal van, performing a U-turn manoeuvre at the turning circle at the eastern end of the proposed development's southern access road have been provided to the Audit Team. The swept paths of these vehicles undertaking this manoeuvre indicate that they would overrun the edge of the turning circle carriageway and collide with the row of bollards indicated on its southern side which may result in material damage collisions.



#### Recommendation

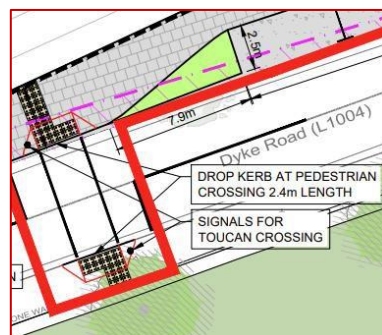
The row of bollards should be removed, and alternative measures provided to restrict unauthorised parking at this location.

### 3.4 Width of Toucan Crossing

**Location:** Drawing No. 60710277-ACM-XX-XX-DR-CE-00-0003 (Rev. 01)

**Summary:** The width of the proposed Toucan crossing may be insufficient to cater for the volume of pedestrians and cyclists that may utilise it.

A new Toucan crossing has been indicated on Dyke Road immediately south of the proposed development's northern access. The crossing is indicated as being 2.4m wide which may not be sufficient to cater for the volume of pedestrians and cyclists that may utilise the crossing simultaneously. Should the crossing provided not be of a sufficient width to accommodate both pedestrians and cyclists, there is an increased risk of pedestrian-cyclist collisions when waiting at, and using, the crossing.



#### Recommendation

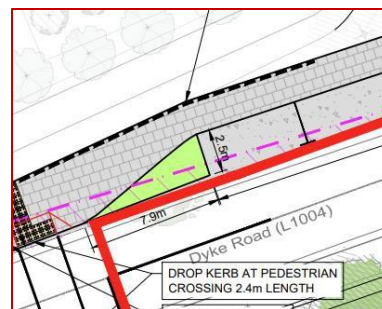
The width of the Toucan crossing should be a minimum of 4m in accordance with Section 4.3.2 of DMURS.

### 3.5 Lack of Taper at Parallel Parking Space

**Location:** Drawing No. 60710277-ACM-XX-XX-DR-CE-00-0003 (Rev. 01)

**Summary:** Drivers may experience difficulties entering/exiting the parallel parking spaces on Dyke Road due to the absence of a taper.

A row of parallel parking spaces has been indicated on the eastern side of Dyke Road. No taper in the adjacent kerb line has been indicated at the northern and southernmost parking spaces and this may lead to drivers experiencing difficulties entering these parking spaces, resulting in a risk of kerb strikes and material damage collisions.



#### Recommendation

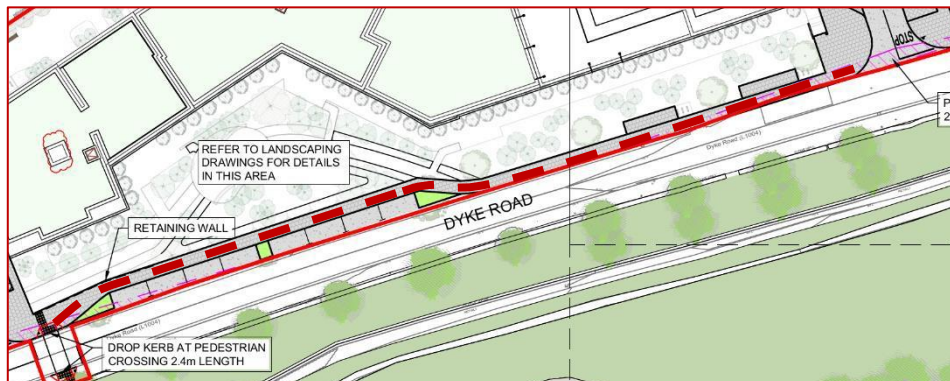
The kerb line adjacent to these parking spaces should be amended to provide appropriate entry and exit tapers.



### 3.6 Width of Shared Path

**Location:** Drawing No. 60710277-ACM-XX-XX-DR-CE-00-0002 (Rev. 01)

**Summary:** The proposed footpath may not be of a sufficient width to accommodate both pedestrians and cyclists.



There are a number of visitor/short-stay bicycle stands indicated within the footpath on the eastern side of Dyke Road adjacent to the southern access to the proposed development. It is, therefore, likely that the footpath between the proposed Toucan crossing, further north, and the proposed southern development access would be utilised by both pedestrians and cyclists traveling to/from these bicycle stands.

The footpath at this location, however, is indicated as 2m wide, which would not be wide enough to accommodate both pedestrians and cyclists. This may result in an increased risk of conflicts between pedestrians and cyclists within this section of footpath.

### Recommendation

The footpath between the Toucan crossing and the proposed southern development access should be sufficiently widened to accommodate both pedestrians and cyclists.

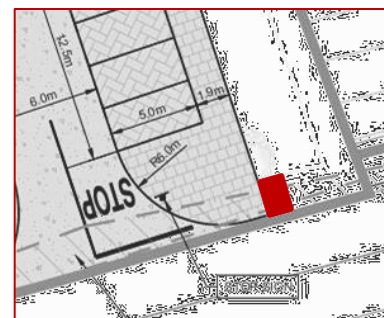
In addition, hazard tactile paving should be provided across the width of the footpath where it would transition to a shared surface, used by cyclists also.

### 3.7 Absence of Hazard Warning Tactile Paving

**Location:** Drawing No. 60710277-ACM-XX-XX-DR-CE-00-0004 (Rev. 01)

**Summary:** The absence of hazard warning tactile paving where the footpath would transition to a shared surface may lead to visually-impaired pedestrians being insufficiently aware that they are entering a space shared with both motorised vehicles and cyclists.

The access roads within the proposed development have been indicated as shared areas which would be shared by motorised vehicles, cyclists and pedestrians. No warning tactile paving, however, has been indicated where the existing footpath on the eastern side of Dyke Road, to the south of the development's southern access, would meet the shared surface. This may lead to visually-impaired pedestrians, approaching from the south, being insufficiently aware that they are entering an area shared with both motorised vehicles and cyclists where they would be at an increased risk of being struck by either of these road users.



### Recommendation

Hazard warning tactile paving should be provided across the width of the footpath where the shared surface transitions to the footpath on the eastern side of Dyke Road.

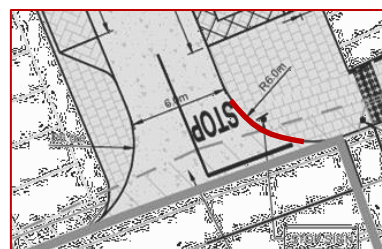
### 3.8 Absence of Pedestrian Crossings

**Location:** Drawing No. 60710277-ACM-XX-XX-DR-CE-00-0003 (Rev. 01) & Drawing No. 60710277-ACM-XX-XX-DR-CE-00-0004 (Rev. 01)

**Summary:** The absence of pedestrian crossings across the proposed development's accesses may result in visually and mobility-impaired pedestrians experiencing difficulties.

A footpath has been indicated on Dyke Road along the western boundary of the proposed development. This would create a desire line along the eastern side of Dyke Road extending southwards from the development's northern access. A pedestrian crossing of either of the development's accesses, including dropped kerbs and tactile paving, has, however, not been indicated.

This may lead to difficulties for the visually and mobility-impaired, particularly wheelchair users, in independently navigating the access when travelling northbound or southbound on the footpath, as they would be required to ascend/descend full height kerbs when crossing the accesses.



#### Recommendation

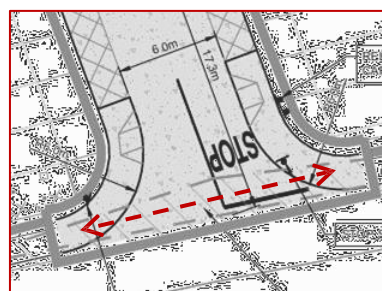
A pedestrian crossing, including dropped kerbs and tactile paving, should be provided across the northern and southern accesses to the proposed development.

### 3.9 Pedestrian Crossing Outside of Desire Line

**Location:** Drawing No. 60710277-ACM-XX-XX-DR-CE-00-0004 (Rev. 01)

**Summary:** The provision of a pedestrian crossing outside of the pedestrian desire line may lead to pedestrians crossing the road where drivers may not anticipate them to do so, and where they may be required to ascend/descend full height kerbs.

An uncontrolled pedestrian crossing appears to be indicated at the proposed new entrance to the Dyke Road Car Park, however this is indicated inset into the access and, therefore, away from the likely pedestrian desire line. Pedestrians, including the mobility-impaired, may choose to cross the access closer to the Dyke Road carriageway, along the likely desire line, where drivers may not anticipate them to do so resulting in a risk of vehicle/pedestrian collisions.



In addition, should pedestrians cross the access on the likely pedestrian desire line, they would be required to ascend/descend full height kerbs resulting in a risk of trips and falls and personal injuries.

#### Recommendation

The pedestrian crossing at the access to the Dyke Road Car Park should be relocated closer to the pedestrian desire line.

### 3.10 Lack of Definition of Safe Zone

**Location:** Drawing No. 60710277-ACM-XX-XX-DR-CE-00-0003 (Rev. 01) &  
Drawing No. 60710277-ACM-XX-XX-DR-CE-00-0004 (Rev. 01)

**Summary:** *The absence of a sufficiently defined safe zone within the shared areas at the proposed development's northern and southern accesses may result in visually-impaired pedestrians inadvertently entering the area shared with motorised vehicles.*

Section 2.3.2 of the Mobility Management Plan states that, "access to the development is a shared surface for vehicles, cyclists and pedestrians via the two new proposed access points of the development." It is, therefore, assumed that the carriageway and adjacent footpaths within the shared surface at the development's access roads are at the same level.

It is unclear, however, if there will be adequate tonal/material contrast between the footpath area and the carriageway area. The absence of vertical segregation and/or tonal contrast could lead to visually impaired pedestrians being unable to differentiate between the footpath and the carriageway within the shared surface, which could lead to them unknowingly entering the area shared with motorised vehicles where they are at risk of being struck by a vehicle.

#### Recommendation

Measures, such as providing a strip of warning tactile paving or utilising materials with sufficient textural/tonal contrast, should be provided at the transition between the footpath and carriageway areas within the shared surfaces to advise visually-impaired pedestrians of the different surfaces within the development and to guide them through it.

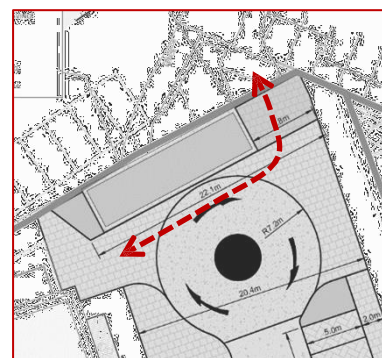
### 3.11 Route for Visually-Impaired Pedestrians

**Location:** Drawing No. 60710277-ACM-XX-XX-DR-CE-00-0004 (Rev. 01)

**Summary:** *Visually-impaired pedestrians may experience difficulties travelling across the turning circle at the development's southern access road, resulting in them inadvertently entering the area shared with motorised vehicles.*

Shared surfaces for all road users are indicated as being provided within the access roads at both the northern and southern accesses to the proposed development. It is, therefore, assumed that the carriageway and adjacent footpaths within the shared surface at the development's access roads would be at the same level.

In order to travel between the future link at the southeastern corner of the proposed development and the apartment blocks within the development, pedestrians would be required to travel through the carriageway of the turning head at the development's southern access road. Measures have not been indicated, however, to advise visually-impaired pedestrians that they would be entering an area shared with motorised vehicles when taking this route. This may lead to them unknowingly entering the area shared with motorised vehicles where they are at risk of being struck by a vehicle.



#### Recommendation

The footpath area within the shared surface between the turning head carriageway and the adjacent ESB substations should be widened and measures, such as warning tactile paving, provided to delineate the different surfaces and guide visually-impaired pedestrians along this route



### 3.12 Absence of Hazard Warning Tactile Paving

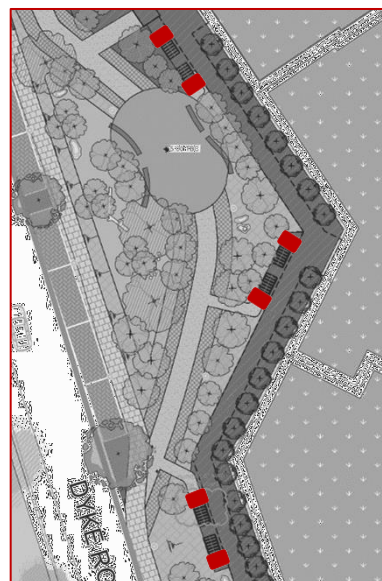
**Location:** Drawing No. 1911\_PL\_P\_01 (Rev. 0)

**Summary:** *The absence of hazard warning tactile paving at the top and bottom of steps within the proposed development may result in personal injuries.*

A number of steps have been indicated within the proposed development. However, hazard warning tactile paving has not been indicated at the top and bottom of the steps adjacent to the Building Core Entrances within the development. This could lead to visually-impaired pedestrians being insufficiently aware of the vertical hazard when approaching the steps, resulting in possible trips and falls.

#### Recommendation

Hazard warning tactile paving (corduroy) of a sufficient depth should be provided at the top and bottom of all steps within the proposed development.



### 3.13 Location of Cargo Bicycle Parking Stand

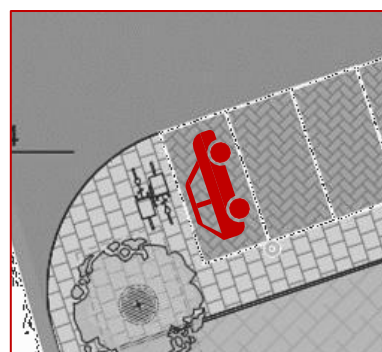
**Location:** Drawing No. 1911\_PL\_P\_01 (Rev. 0)

**Summary:** *There is a risk of material damage collisions where a cargo bicycle parking stand has been located in close proximity to an adjacent car parking space.*

A cargo bicycle parking stand has been indicated on the southern side of the proposed development's southern access road. The stand appears to be located in close proximity to the adjacent parking space such that vehicle occupants may experience difficulties entering/exiting a vehicle parked at this location, resulting in a risk of material damage collisions.

#### Recommendation

The cargo bicycle parking stand should be relocated such that there is a sufficient buffer area between the stand and the adjacent parking space.



### 3.14 Mounting Height of Trees

**Location:** Drawing No. 1911\_PL\_P\_01 (Rev. 0)

**Summary:** *It is unclear if sufficient vertical clearance would be provided for pedestrians and cyclists beneath tree canopies within the proposed development.*

Trees have been indicated within the proposed development at locations where they may overhang footpaths and routes shared by pedestrians and cyclists. No information has been provided in relation to the mounting height of these trees and it is, therefore, unclear if sufficient vertical clearance would be provided between the tree canopies and the level of the footpath/shared path. Should trees be mounted too low, tree canopies may present a hazard to pedestrians and cyclists traveling beneath them, resulting in personal injuries if collided with.

#### Recommendation

Trees which would overhang the footpath and routes shared by pedestrians and cyclists should be mounted at a height such that a vertical clearance of 2.5m would be provided beneath them.

### 3.15 Location of Public Lighting Columns

**Location:** Drawing No. DYR-HOB-XX-XX-DR-EE-1000 (Rev. I01)

**Summary:** *It is unclear if public lighting columns would be sufficiently setback from the edge of the carriageway on Dyke Road and from the rear of parking spaces within the proposed development.*



Public lighting columns have been indicated throughout the proposed development, including along the eastern side of Dyke Road and to the rear of parking spaces at the development's two accesses. Should lighting columns be positioned such that they would be insufficiently setback from the edge of the carriageway and parking spaces, this may lead to an increased risk of drivers striking lighting columns, particularly when entering parking spaces, resulting in material damage.

#### Recommendation

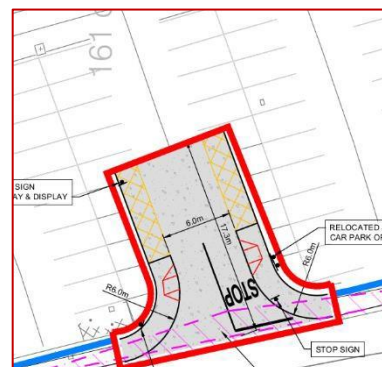
All public lighting columns should be positioned a minimum of 450mm from the edge of the carriageway and to the rear of the parking spaces throughout the proposed development.

## 4 Observations

- 4.1 A new Toucan crossing has been indicated on Dyke Road immediately south of the proposed development's northern access. The tactile paving indicated on both sides of the crossing appears to be buff in colour. This may lead to confusion for visually-impaired, or partially sighted, pedestrians and could result in them misinterpreting the crossing as an uncontrolled crossing. Blister tactile paving that is red in colour should be provided at the Toucan crossing.



- 4.2 It is proposed to provide a new access to the Dyke Road Car Park to the south of the proposed development's southern access. The layout of this access, however, does not appear to tie-in with the layout of the existing carpark which is to be retained. The layout of the existing carpark should be amended such that it would tie-in with the proposed access junction.



- 4.3 A number of inconsistencies in the layout of the proposed development were noted within the drawings provided. These inconsistencies included the following:
1. The road layout at the development's northern and southern accesses is not consistent between the public lighting drawings and the civil design drawings.
  2. The pedestrian crossing on Dyke Road is indicated as a Toucan crossing within the civil drawings, however, the crossing has not been indicated within the landscaping drawings.
  3. Hazard warning tactile paving has been indicated at the top and bottom of the steps leading to the development's access at its southern access road within the landscaping drawings, however, no tactile paving has been indicated at this location within the civil drawings.
  4. Electric Vehicle (EV) charging points have been indicated adjacent to parallel parking spaces on the northern side of the proposed development's southern access within the landscaping drawings, however, EV parking spaces have not been indicated at these locations within the civil drawings.

The drawings should be amended such that a consistent layout is indicated across all drawing series to avoid potential confusion.

## 5 Audit Team Statement

We certify that we have examined the drawings referred to in this report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we would recommend should be studied for implementation.

No one on the Road Safety Audit Team has been involved with the design of the scheme.

### ROAD SAFETY AUDIT TEAM LEADER

Alan O'Reilly

Signed:



Dated:

24<sup>th</sup> January 2025

### ROAD SAFETY AUDIT TEAM MEMBER

Rebecca Farnan

Signed:



Dated:

24<sup>th</sup> January 2025



## 6 Road Safety Audit Feedback Form

### Road Safety Audit Feedback Form

**Scheme:** Proposed Residential Development at Dyke Road, Galway

**Route No.:** Dyke Road

**Audit Stage:** 1 **Date Audit Completed:** 1st August 2024

To be Completed by Designer				To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.1	Yes	Yes		
3.2	Yes	No	The fencing to be provided around the WWPS will have a high transparency finish to maximise visibility.	Yes
3.3	Yes	No	The position of the bollards in this area have been revised to address the conflict.	Yes
3.4	Yes	Yes		
3.5	Yes	Yes		
3.6	Yes	Yes		
3.7	Yes	Yes		
3.8	Yes	Yes		
3.9	Yes	Yes		
3.10	Yes	Yes		
3.11	Yes	No	A dedicated pedestrian route has been provided from the lane to the south of the turning circle. This pedestrian route is supplemented by guidance path paving from the	Yes

## Road Safety Audit Feedback Form

**Scheme:** Proposed Residential Development at Dyke Road, Galway

**Route No.:** Dyke Road

**Audit Stage:** 1 **Date Audit Completed:** 1<sup>st</sup> August 2024

To be Completed by Designer				To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
			laneway guiding pedestrians to a new pedestrian crossing at the turning circle. In addition, bollards have been provided which segregate the pedestrians from vehicles using the turning circle.	
3.12	Yes	Yes		
3.13	Yes	Yes		
3.14	Yes	Yes		
3.15	Yes	Yes		

**Signed:** Emma McLennox **Designer** **Date** 22.01.2024

**Signed:** Don O'Brien **Audit Team Leader** **Date** 24<sup>th</sup> January 2025

**Signed:** Niall O'Spina **Employer** **Date** 28th January 2025

## **Appendix A - Documents Submitted to the Road Safety Audit Team**

DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
Landscape Design Statement	1911	0
Landscape Sections	1911_PL_S_01	0
Design Details : Soft Landscape	1911_PL_DD_01	0
Landscape Masterplan	1911_PL_P_01	0
Landscape Plan – Ground Floor Level	1911_PL_P_02	0
Landscape Plan – Roof Level	1911_PL_P_03	0
Traffic and Transportation Assessment	232116-PUNCH-XX-XX-RP-C-0001	P01
Outline Mobility Management Plan	232116-PUNCH-XX-XX-RP-C-0002	P01
Existing Site Layout	60710277-ACM-XX-XX-DR-CE-00-0001	01
EXISTING CONTIGUOUS ELEVATIONS	DRG-MOLA-XX-ZZ-DR-A-0004	11
PROPOSED SITE PLAN - GROUND FLOOR	DRG- MOLA - ZZ - 00 - DR - A - 0101	1
PROPOSED TAKING IN CHARGE PLAN	DRG- MOLA - ZZ - 00 - DR - A - 0120	1
GROUND FLOOR PLAN	DRG- MOLA - ZZ - 00 - DR - A - 0201	1
PROPOSED SITE PLAN - FIRST FLOOR	DRG- MOLA - ZZ - 01 - DR - A - 0102	1
FIRST FLOOR PLAN (01)	DRG- MOLA - ZZ - 01 - DR - A - 0202	1
SECOND FLOOR PLAN (02)	DRG- MOLA - ZZ - 02 - DR - A - 0203	1
THIRD FLOOR PLAN (03)	DRG- MOLA - ZZ - 03 - DR - A - 0204	1
FOURTH FLOOR PLAN (04)	DRG- MOLA - ZZ - 04 - DR - A - 0205	1
FIFTH FLOOR PLAN (05)	DRG- MOLA - ZZ - 05 - DR - A - 0206	1
SIXTH FLOOR PLAN	DRG- MOLA - ZZ - 06 - DR - A - 0207	1
SEVENTH FLOOR PLAN (07)	DRG- MOLA - ZZ - 07 - DR - A - 0208	1
EIGHTH FLOOR PLAN (08)	DRG- MOLA - ZZ - 08 - DR - A - 0209	1
LOWER FROUND FLOOR PLAN (LGF)	DRG- MOLA - ZZ - LGF - DR - A - 0200	1
PROPOSED SITE PLAN - ROOF PLAN	DRG- MOLA - ZZ - RF - DR - A - 0110	1
ROOF PLAN	DRG- MOLA - ZZ - RF - DR - A - 0210	1
EXISTING & PROPOSED CONTIGUOUS ELEVATIONS 1 & 5	DRG-MOLA-ZZ-XX-DR-A-0111	11
GA SECTION AA & BB	DRG-MOLA-ZZ-XX-DR-A-0300	1
GA SECTION CC & DD	DRG-MOLA-ZZ-XX-DR-A-0310	1
EAST ELEVATION & SOUTH ELEVATION	DRG-MOLA-ZZ-XX-DR-A-0111	0
WEST ELEVATION & NORTH ELEVATION	DRG-MOLA-ZZ-XX-DR-A-0112	0
PHASE 1 ELEVATIONS 01, 02, 03 & 04	DRG-MOLA-ZZ-XX-DR-A-0130	0
PHASE 1 ELEVATIONS 05+06	DRG-MOLA-ZZ-XX-DR-A-0132	0
PHASE 1 ELEVATIONS 09, 10 + 11	DRG-MOLA-ZZ-XX-DR-A-0134	0
SITE OWNERSHIP	DRG- MOLA - ZZ - ZZ - DR - A - 0000	1
SITE LOCATION MAP - OS MAP	DRG- MOLA - ZZ - ZZ - DR - A - 0001	1
EXISTING SITE PLAN	DRG- MOLA - ZZ - ZZ - DR - A - 0002	1
Electrical Services Installation	DYR-HOB-XX-XX-DR-EE-1000	I01
Mechanical/Electrical Services Installation	DYR-HOB-XX-XX-DR-ME-1000	I01
Architectural Design Statement	DRG-MOLA-ZZ-XX-RP-A-0501	00
PROPOSED ACCESS ROAD LONGITUDINAL PROFILES	60710277-ACM-XX-XX-DR-CE-00-0610	01
PROPOSED ROAD LAYOUT KEYPLAN	60710277-ACM-XX-XX-DR-CE-00-0002	01
PROPOSED ROAD LAYOUT SHEET 01	60710277-ACM-XX-XX-DR-CE-00-0003	01
PROPOSED ROAD LAYOUT SHEET 02	60710277-ACM-XX-XX-DR-CE-00-0004	01
PROPOSED LEVELS KEYPLAN	60710277-ACM-XX-XX-DR-CE-00-0600	01
PROPOSED LEVELS SHEET 01	60710277-ACM-XX-XX-DR-CE-00-0601	01
PROPOSED LEVELS SHEET 02	60710277-ACM-XX-XX-DR-CE-00-0602	01
PROPOSED VEHICLE TRACKING NORTHERN ACCESS – 01 FIRE TENDER - ENTRY	60710277-ACM-XX-XX-DR-CE-00-0010	01

DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
PROPOSED VEHICLE TRACKING NORTHERN ACCESS – 02 FIRE TENDER - EXIT	60710277-ACM-XX-XX-DR-CE-00-0011	01
PROPOSED VEHICLE TRACKING EASERN FACADE – 01 FIRE TENDER	60710277-ACM-XX-XX-DR-CE-00-0012	01
PROPOSED VEHICLE TRACKING WESTERN FACADE – 01 FIRE TENDER	60710277-ACM-XX-XX-DR-CE-00-0013	01
PROPOSED VEHICLE TRACKING WESTERN FACADE – 02 FIRE TENDER	60710277-ACM-XX-XX-DR-CE-00-0014	01
PROPOSED VEHICLE TRACKING SOUTHERN ACCESS – 01 FIRE TENDER – ENTRY	60710277-ACM-XX-XX-DR-CE-00-0015	01
PROPOSED VEHICLE TRACKING SOUTHERN ACCESS – 02 FIRE TENDER – EXIT	60710277-ACM-XX-XX-DR-CE-00-0016	01
PROPOSED VEHICLE TRACKING SOUTHERN ACCESS – 03 FIRE TENDER – TURNING	60710277-ACM-XX-XX-DR-CE-00-0017	01
PROPOSED VEHICLE TRACKING SOUTHERN ACCESS – 04 REFUSE MEDIUM – TURNING	60710277-ACM-XX-XX-DR-CE-00-0018	01
PROPOSED VEHICLE TRACKING SOUTHERN ACCESS – 05 REFUSE LARGE– TURNING	60710277-ACM-XX-XX-DR-CE-00-0019	01
PROPOSED VEHICLE TRACKING SOUTHERN ACCESS – 06 REMOVAL VAN– TURNING	60710277-ACM-XX-XX-DR-CE-00-0020	01
PROPOSED VEHICLE TRACKING CAR PARK – 01 FIRE TENDER – ENRTY	60710277-ACM-XX-XX-DR-CE-00-0021	01
PROPOSED VEHICLE TRACKING CAR PARK – 02 FIRE TENDER – EXIT	60710277-ACM-XX-XX-DR-CE-00-0022	01

## **Appendix B – Problem Locations**

