IN RESPONSE TO ITEM 5.2
A VISIBILITY SPLAY OF 2.3M HAS BEEN PROVIDED FROM A SET-BACK OF 2.4M IN ACCORDANCE WITH DMURS

INSET A.
SCALE 1:200

INSET A

IN RESPONSE TO ITEM 8.3
SEPARATE SERVICING BAYS AND BIN STAGING AREAS HAVE BEEN PROVIDED THROUGHOUT THE PROPOSED DEVELOPMENT WHICH SHALL ENSURE THAT THE UNDERCROFT CAR PARKS ARE NOT BLOCKED BY SERVICING VEHICLES.

INSET B

F204:DISABLE CAR PARKING SPACE AS PER T.S.M. CHAPTER 5

IN RESPONSE TO ITEM 8.3
DISABLED CAR PARKING HAS BEEN PROVIDED IN PROXIMITY TO THE CRECHE

IN RESPONSE TO ITEM 6.2
APPROPRIATE CORDUROY PAVING SHALL BE PROVIDED AT ALL LOCATIONS WHERE THE FOOTPATH MEETS THE SHARED FACILITY

RUS012:NO RIGHT TURN SIGN AS PER T.S.M. CHAPTER 5

IN RESPONSE TO ITEM 5.1
ADDITIONAL MEASURES ADDED TO REINFORCE TURNING RESTRICTIONS

RUS012:NO RIGHT TURN SIGN AS PER T.S.M. CHAPTER 5

IN RESPONSE TO ITEM 5.1
ADDITIONAL MEASURES ADDED TO REINFORCE TURNING RESTRICTIONS

IN RESPONSE TO ITEM 8.2
SEPARATE BIN STAGING AREAS HAVE BEEN PROVIDED THROUGHOUT THE DEVELOPMENT

IN RESPONSE TO ITEM 5.5
CONTINUOUS ROAD MARKINGS HAVE BEEN REMOVED AT UNCONTROLLED CROSSINGS

IN RESPONSE TO ITEM 5.4
CONTROLLED CROSSING TO BE PROVIDED ON CLONGRIFFIN MAIN STREET. UNCONTROLLED CROSSINGS SHALL BE MAINTAINED ON STATION SQUARE AS THE TRAVEL DISTANCE IS LOWER

IN RESPONSE TO ITEM 6.1
APPROPRIATE TACTILE PAVING SHALL BE PROVIDED AT CROSSING POINTS THROUGHOUT THE DEVELOPMENT

IN RESPONSE TO ITEM 5.2
A VISIBILITY SPLAY OF 2.3M HAS BEEN PROVIDED FROM A SET-BACK OF 2.4M IN ACCORDANCE WITH DMURS

IN RESPONSE TO ITEM 5.2
A VISIBILITY SPLAY OF 2.3M HAS BEEN PROVIDED FROM A SET-BACK OF 2.4M IN ACCORDANCE WITH DMURS

INSET B.
SCALE 1:200

INSET C.
SCALE 1:200

INSET C

PLAN.
SCALE 1:500

NOTES:

IN RESPONSE TO ITEM 7.1
FOOTPATH WIDTHS OF 2.5m HAVE BEEN PROVIDED AS A GENERAL MINIMUM ACROSS THE DEVELOPMENT (WITH EXCEPTION OF LOCAL PINCHPOINTS). INCREASED FOOTPATH WIDTHS OF 3.0m ARE PROVIDED N CLONGRIFFIN MAIN STREET. HOWEVER, IT IS ENVISAGED THAT CYCLISTS SHALL SHARE THE CARRIAGEWAY WITH VEHICLES IN ACCORDANCE WITH TL105 OF THE CYCLE DESIGN MANUAL.

IN RESPONSE TO ITEM 7.2
A STANDARD BICYCLE IS GENERALLY APPROX. 0.65M WIDE. A LARGE CARGO BICYCLE MAY BE UP TO 0.85M WIDE. THESE VALUES ARE TAKEN FORM THE CYCLE DESIGN MANUAL. THESE BICYCLES CAN ACCESS VIA THE PROPOSED DOORS WHILE HOLDING THE BICYCLE IN ONE HAND IN ACCORDANCE WITH THE CYCLE DESIGN MANUAL.

IN RESPONSE TO ITEM 7.3
IN GENERAL, BICYCLE STANDS CAN BE ACCESSED FROM THE NEAREST CYCLE FACILITY, HOWEVER, IN SOME INSTANCES CYCLISTS MAY BE REQUIRED TO DISMOUNT AND WALK SHORT DISTANCES ALONG THE FOOTPATH TO REACH THE STAND LOCATIONS. THIS IS IN ORDER TO ENSURE THAT A QUALITY PUBLIC REALM IS PROVIDED.

IN RESPONSE TO ITEM 8.1
SWEPT PATH ANALYSIS HAS BEEN CARRIED OUT FOR THE SUBJECT DEVELOPMENT AND IS SHOWN ON CS CONSULTING DRAWINGS NO. L106-CSC-XX-XX-DR-C-0122 TO L106-CSC-XX-XX-DR-C-0125.

ROADS LEGEND:

- SITE BOUNDARY
- PROPOSED ROAD
- PROPOSED CONCRETE
- PROPOSED FOOTPATH PAVING FLAGS
- PROPOSED PARKING/LOADING SPACE
- PROPOSED SHARED ROUTE
- PROPOSED CYCLE TRACK
- PROPOSED LANDSCAPING
- PROPOSED RAISED TABLES
- PROPOSED TACTILE PAVING RED COLOURED (CONTROLLED PEDESTRIAN CROSSING)
- PROPOSED TACTILE PAVING BUFF COLOURED (UNCONTROLLED CROSSING)
- PROPOSED CORDUROY TACTILE PAVING
- AREA TO BE TAKEN IN CHARGE

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

1. For setting out refer to Architect's drawings.
2. This drawing to be read in conjunction with all other Architectural and Engineering drawings and all other relevant drawings and Specifications.
3. DO NOT SCALE THIS DRAWING. Use figured dimensions only.
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P1	ISSUE FOR LRD STAGE 3	SC	FDB	08.05.2026

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CLIENT	LAND DEVELOPMENT AGENCY
JOB No.	L106
DRAWING No.	L106-CSC-XX-XX-DR-C-0129
STATUS	S2 - Shared (Coordination)
TITLE	QUALITY AUDIT

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DRAWN BY	CHECKED BY	REVISION
SC	FB	P1
	SCALE 1:500 @ A1	DATE MAY '26

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