

2026

**Stage 1 Road Safety Audit
Phase 1 Residential Development
Ballykeeran Gardens, Cornamaddy,
Athlone, Co. Westmeath**





**Phase 1 Residential Development Ballykeeran Gardens, Cornamaddy, Athlone,
Co. Westmeath
Stage 1 Road Safety Audit**

Document Control Sheet

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1 Introduction

This report documents the findings of a Stage 1 Road Safety Audit (RSA) carried out with respect of the proposed Phase 1A Residential Development Ballykeeran Gardens in Cornamaddy, Athlone, Co. Westmeath

The audit team conducted the site visit on the 24th of March 2026. The audit was carried out in the offices of ORS on the 25th of March 2026.

The audit team comprised of the following people:

Audit Team Leader:

Mark Gallagher: AEng MIEI

Audit Team Member:

David McCormack: BEng (Hons), Dip Eng., CEng, MIEI

Team Observer:

Joao Pioli BEng, MSc

During the site visit, the weather conditions were raining with frequent squally showers. The road surface was wet, and the traffic levels were noted to be low on the local road and moderate to high on the National Secondary Street (NSS). It was also observed that the National Secondary Street has a speed limit of 60 kph, while the local street features a "Go Mall / Slow" plate.

The audit team reviewed the following documents and drawings provided by the Design Team.

- (1) 2650-HWS-P1-ZZ-D-A-10033_P01 - Masterplan - Proposed Phases
- (2) 2650-HWS-P1-ZZ-D-A-10022_P18 - Site Layout – Proposed
- (3) 251416-ORS-Z1-00-DR-C-400 Proposed Combined Services Layout Sheet 1 Rev P04
- (4) 251416-ORS-Z1-00-DR-C-401 Proposed Combined Services Layout Sheet 2 Rev P03
- (5) 251416-ORS-Z1-00-DR-C-402 Proposed Stormwater Layout Rev P01
- (6) 251416-ORS-Z1-00-DR-C-403 Proposed Foul Sewer Layout Rev P01
- (7) 251416-ORS-Z1-00-DR-C-404 Proposed Watermain Layout Rev P01
- (8) 251416-ORS-Z1-00-DR-C-700 Proposed Road Layout Rev P01
- (9) 251416-ORS-Z1-00-DR-C-730 Proposed Refuse Truck Swept Path Analysis Sheet 1 Rev P01
- (10) 251416-ORS-Z1-00-DR-C-731 Proposed Refuse Truck Swept Path Analysis Sheet 2 Rev P01
- (11) 251416-ORS-Z1-00-DR-C-732 Proposed Fire Tender Swept Path Analysis Rev P01
- (12) 251416-ORS-Z1-00-DR-C-733 Proposed Private Car Swept Path Analysis Rev P01

Documents/Information not supplied:

- Previous Road Safety Audits
- Speed Survey
- Traffic Count Data
- Public Lighting Layout.



The terms of reference / procedure for the Audit were as per the relevant sections of the **Transport Infrastructure Ireland Road Safety Audit Standard GE-STY-01024**. The audit examined only those issues within the design relating to the road safety implications of the scheme and has therefore not examined or verified the compliance of the designs to any other criteria. The Road Safety Audit should not be treated as a design check.

The problems identified and described in this report are considered by the Audit Team to require action to improve the safety of the development and minimise accident occurrence. All comments, references and recommendations in this safety audit are in respect of the review of information supplied by the Design Team.

2 Description of the Proposed Development

The development will comprise amendments to the permitted development as per LRD permission reference 318736-23 which comprises 175no. dwellings and 130 apartments, a creche and associated site works. The proposed development incorporates the following amendments:

1. Alteration to the permitted phasing with phase one incorporating a total of 130no. residential units of which there 102no. dwellings and 28no. duplex apartment units, in lieu of 129no. residential units as granted.
2. Phase one incorporating 102no. 2storey dwellings with the dwelling mix comprising 57no. 3bed units and 45no. 4bed units.
3. Phase one incorporating 2no. duplex apartment blocks which comprises 12no. 1bed triplex apartments, 8no. 2bed duplex apartments and 8no. 3bed duplex apartments. (overall units in phase one increasing from 129no. residential units as granted to 130no. residential units).
4. The provision of a Creche.
5. Alterations to the site layout in phase one comprising a reconfiguration of public open spaces, communal spaces and overall site layout along with public lighting, planting and boundary treatments to include boundary walls, railings & fencing.
6. Provision of a revised road layout to serve phase one.
7. All ancillary site development/construction works to facilitate foul, water and service networks for connection to the existing foul, water and ESB networks.
8. Provision of associated site infrastructure works to include for foul, water and storm water infrastructure.
9. Provision of 2no. ESB substations.

A Natura Impact Statement has been prepared and accompanies this application.

Please refer to **Figure 2.1** overleaf for the site location, **Figure 2.3** overleaf for the proposed phasing plan, and **Figure 2.3** overleaf for the site layout.

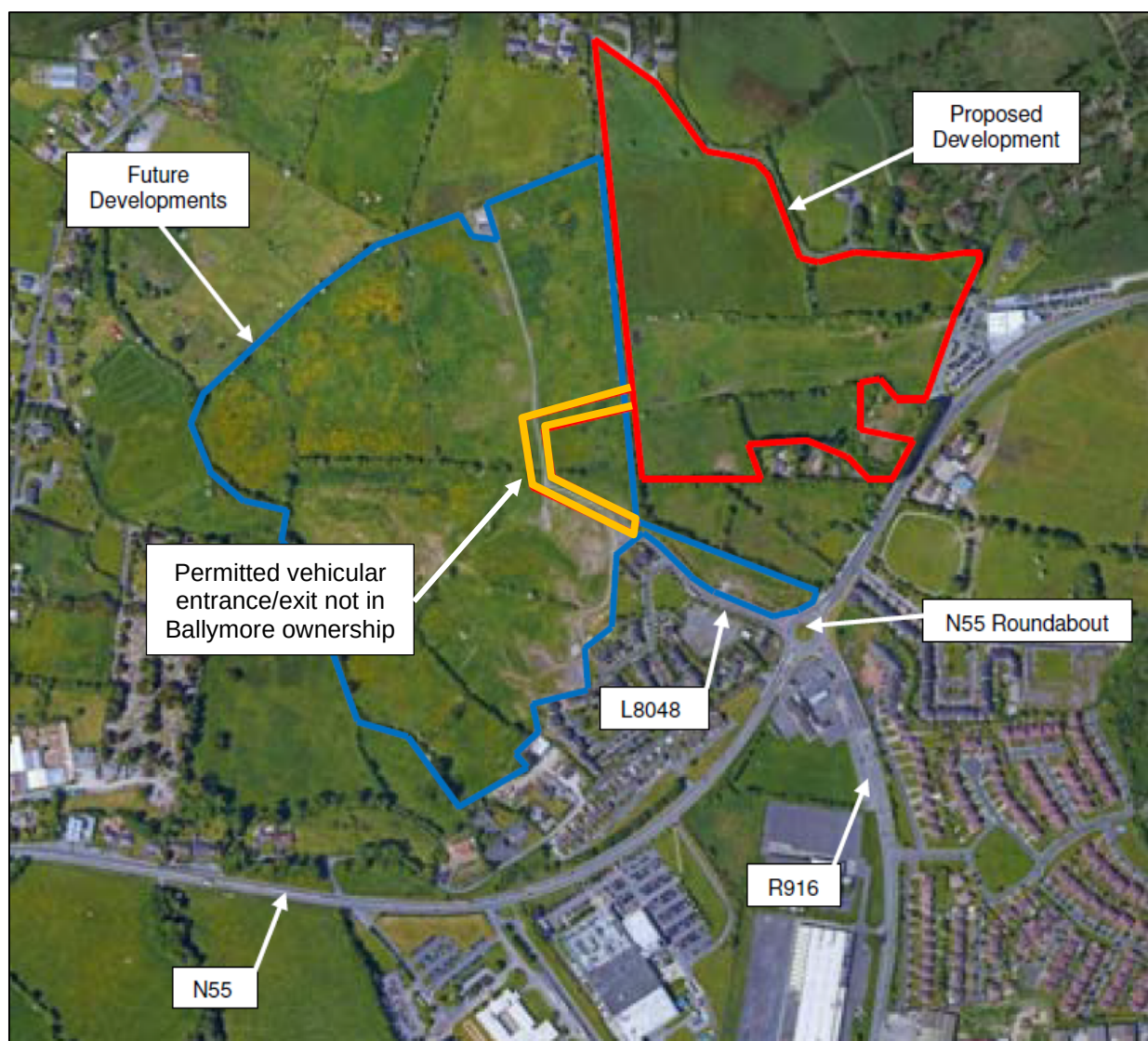


Figure 2.1: Site Location Map – Proposed Site Boundary in Red (Source: Roadplan Traffic and Transport Assessment for the Proposed Residential Development at Cornamaddy, Athlone – Chapter 2)

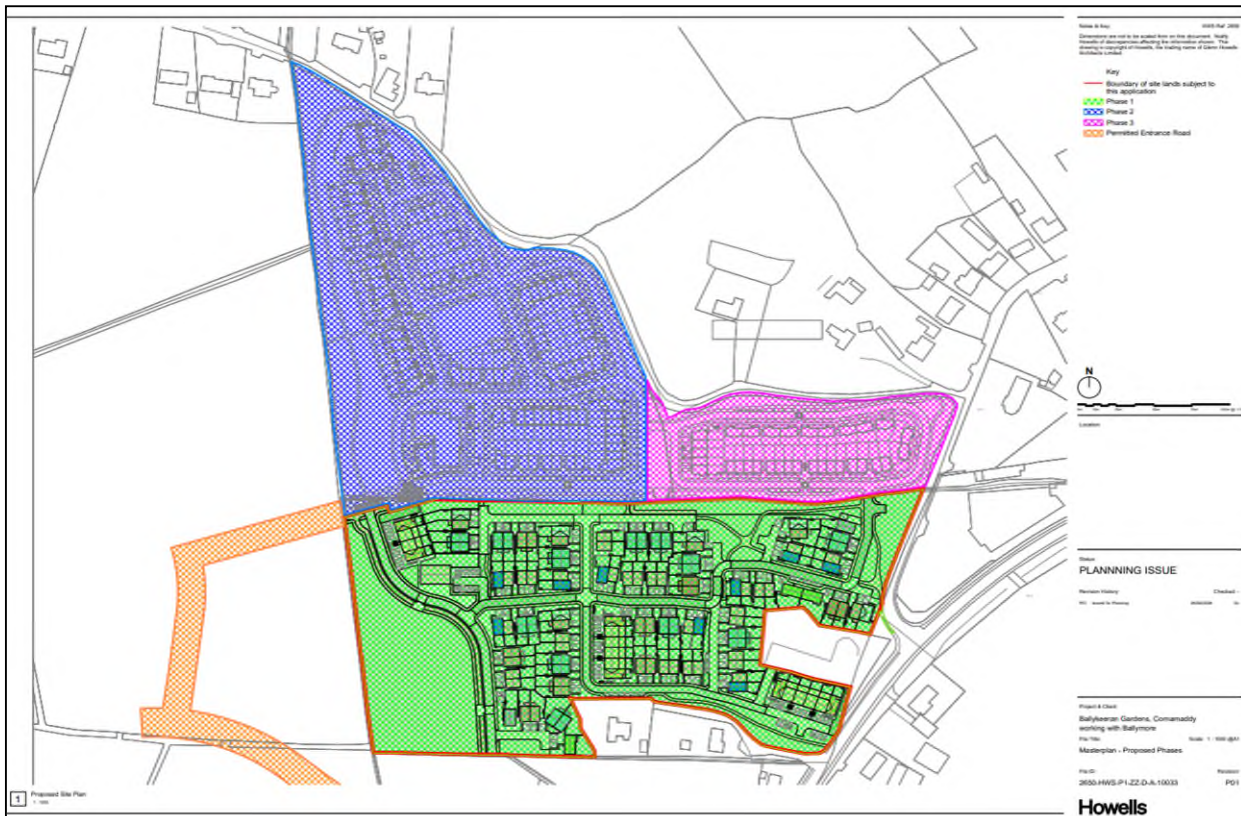


Figure 2.2: Proposed Phasing Plan. Cropped (Source: Howells)



Figure 2.3: Proposed Site Layout. Cropped (Source: ORS)

3 Problems Raised from the Road Safety Audit

The following are problems and recommendations to address the safety issues associated with the proposal. The recommendations are proposed to the designer of the scheme to reduce any safety risks associated with it.

3.1 Collision History

A review of collision data extracted from the Road Safety Authority (RSA) Map of Collisions for the period 2016-2024 has been undertaken to inform the safety assessment of the study area. Particular focus was placed on the road network in the immediate vicinity of the proposed development, which will be accessed via a new road connecting to Blyry Court.

The review indicates that are no collisions were recorded on the estate road to which the proposed is to be accessed. 6 No. collisions are noted on the N55 with 1 serious injury collision. 3 of the collisions involved a cyclist with one being seriously injured.

Figure 3.1 illustrates the locations of recorded collisions within the wider study area, which includes incidents near the proposed access point. The numerical identifiers (1-6) assigned to the incidents listed below correspond directly to the markers displayed in **Figure 3.1**.

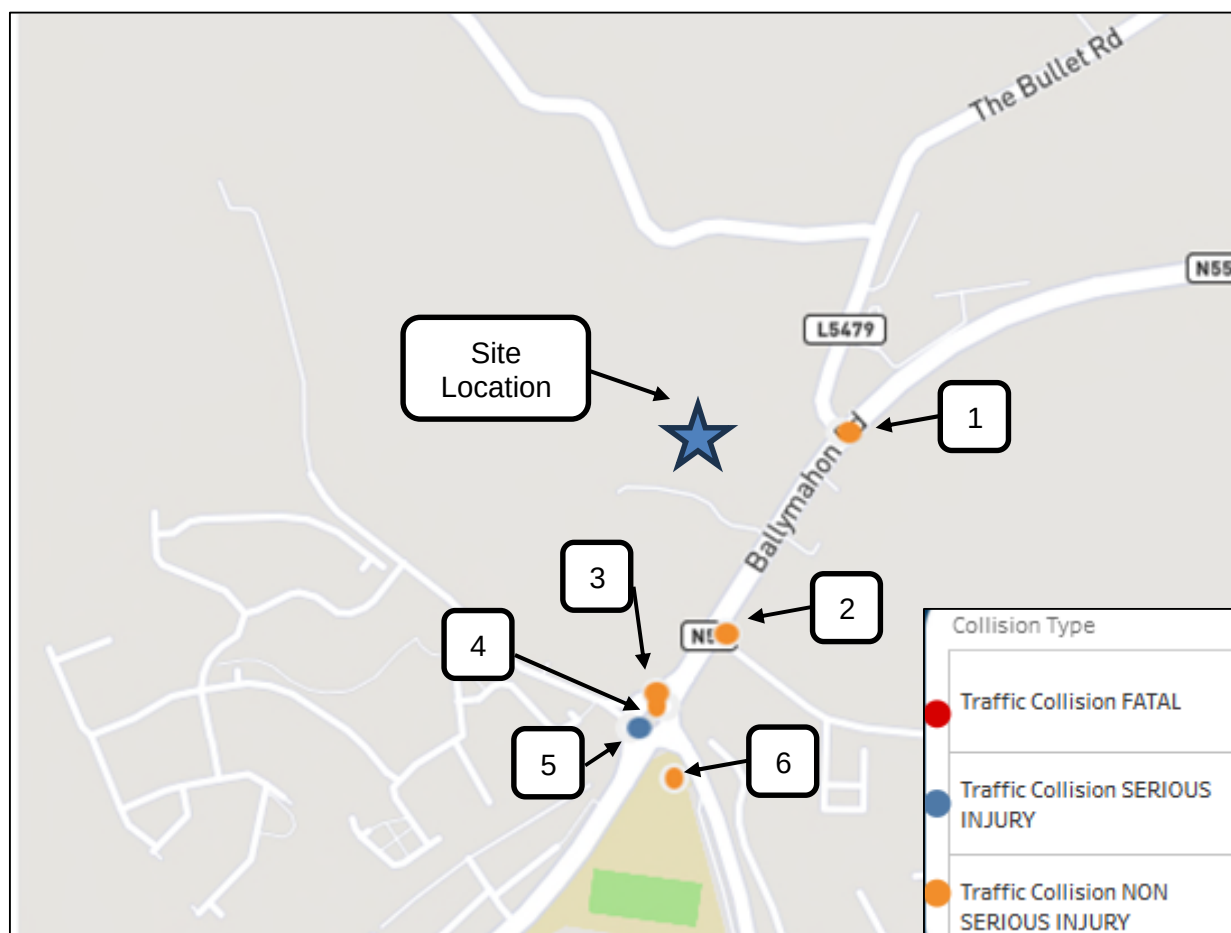


Figure 3.1: Collision history in the vicinity of the site (2016-2024) (Source: RSA Map of Collisions)

The review of the available dataset indicates the following recorded incidents within the wider study area:

- 1. Junction of Ballymahon Rd (N55) and Blyry Ct (September 2016 | 8am - 11.59am): Non-serious injury collision - 1 driver minorly injured.
- 2. Junction of Ballymahon Rd (N55) and The Orchard (April 2016 | 4pm - 7.59pm): Non-serious injury collision - 1 cyclist minorly injured.
- 3. Roundabout joining the N55 and R916 (May 2018 | 8am - 11.59am): Non-serious injury collision - 1 driver minorly injured and 2 passengers minorly injured.
- 4. Roundabout joining the N55 and R916 (June 2019 | 4pm - 7.59pm): Non-serious injury collision - 1 cyclist minorly injured.
- 5. Roundabout joining the N55 and R916 (February 2021 | 12pm - 3.59pm): Serious injury collision - 1 cyclist seriously injured.
- 6. Near the roundabout joining the N55 and R916 (August 2024 | 4pm - 7.59pm): Non-serious injury collision - 2 pedestrians minorly injured.

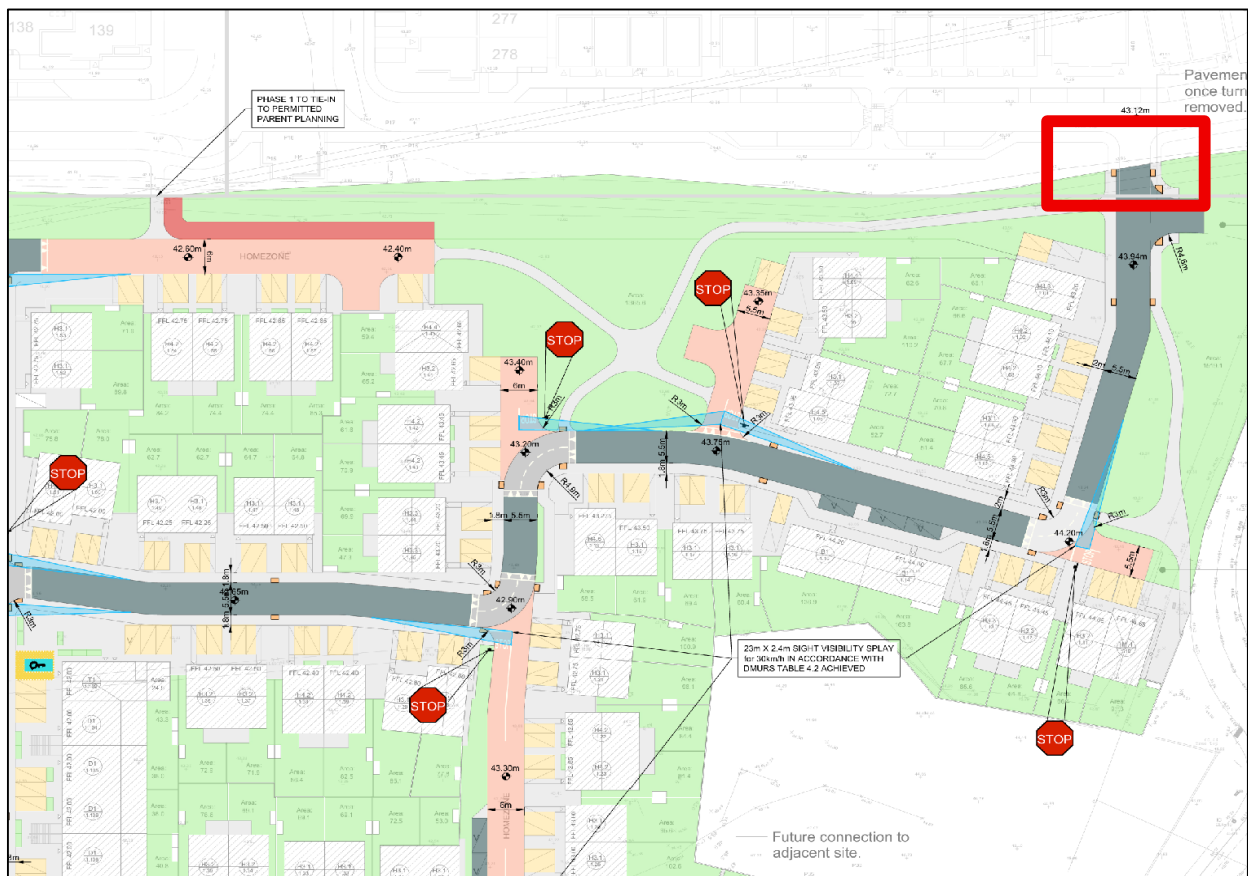
Although the immediate vicinity of the development site maintains a clean safety record, the incidents recorded in the wider study area, particularly those involving vulnerable road users, underscore the importance of ensuring that appropriate safety measures are incorporated into the design. This includes maintaining clear visibility splays and safe turning provisions at the new development access point to protect all road users.

3.2 Potential Problems Identified

Problem No.01: Absence of Pedestrian Crossings and Tactile Paving on Desire Lines

Location: Locations Identified

The audit team note that formal pedestrian crossings, dropped kerbs, and tactile paving have been omitted along natural pedestrian desire lines, particularly at the identified junctions. Without designated crossing points, pedestrians may be forced to step off full-height kerbs and cross at uncontrolled locations. Furthermore, the lack of hazard warning tactile paving prevents visually impaired users from identifying the boundary between the safe footpath and the active carriageway, increasing the risk of pedestrian falls and vehicle-pedestrian conflicts.



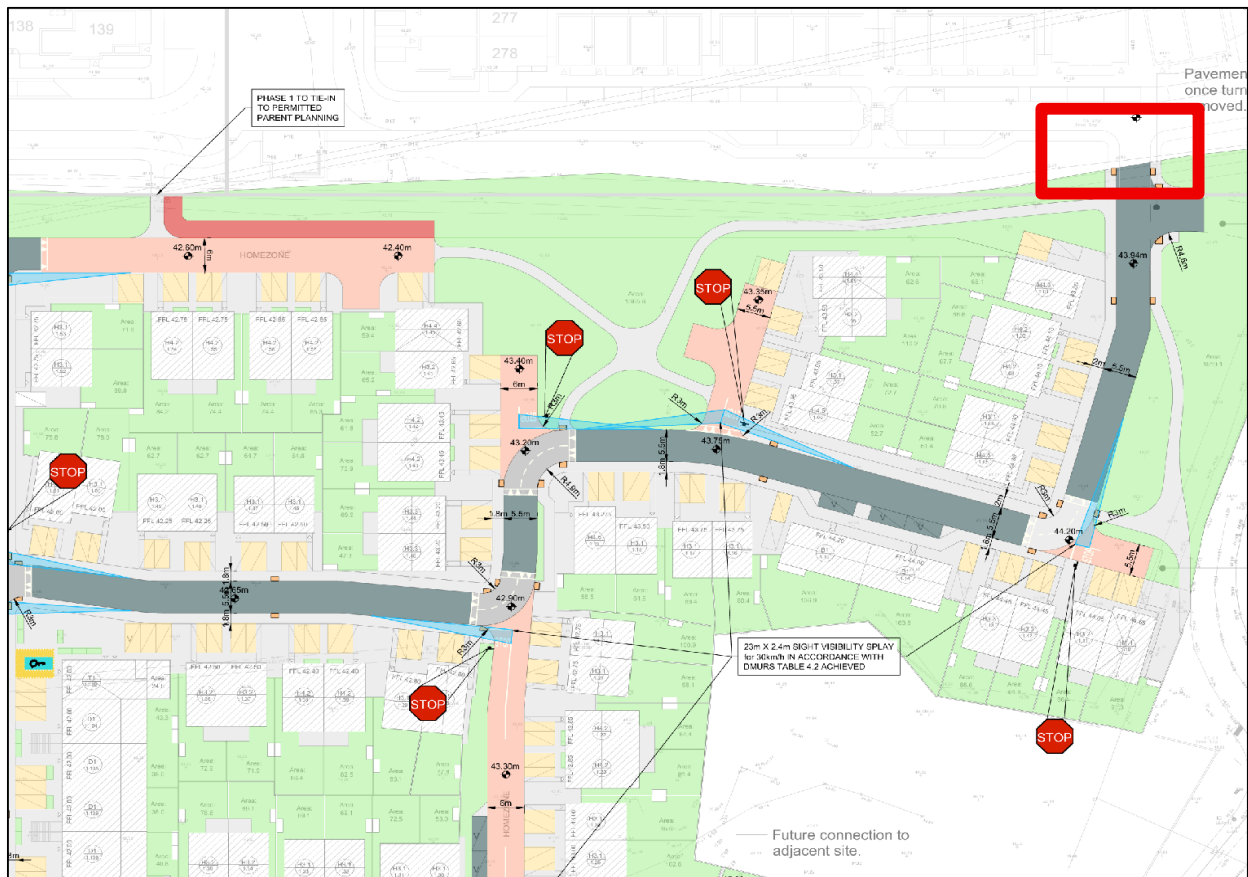
Recommendations:

The design team should ensure that the dedicated crossing points are positioned on desire lines to mitigate the safety risk identified. The images shown are only examples and the check should not be confined to these locations.

Problem No.02: Unclear Tie in Between Development to North and Proposed Development Access Roads

Location: Locations Identified (Northeastern Corner of Proposed Development)

The drawing indicates a connection between the existing development road network and the proposed Phase 1 roads; however, the detailed junction arrangement, priority control, carriageway alignment and transition between the existing and proposed layouts are not clearly defined on the submitted drawing. This may create uncertainty for drivers regarding right-of-way and vehicle positioning, particularly during the early occupation phases of the development and while construction traffic is present. The lack of a clearly legible junction form could increase the risk of side-impact and turning collisions.



Problem No.03: Tie-in to Footpaths and Cycle Tracks to Existing Infrastructure to East and Development to North

Location: Locations Identified

The submitted layout does not clearly demonstrate how the proposed footpath and cycle route network will tie into existing pedestrian and cyclist infrastructure or the future development lands to the north. The lack of a clearly defined connection strategy may result in pedestrians and cyclists being directed onto carriageways, crossing undesigned locations, or using informal routes. This could reduce network permeability and increase the potential for conflict between vulnerable road users and vehicles, particularly when future phases of development are delivered.



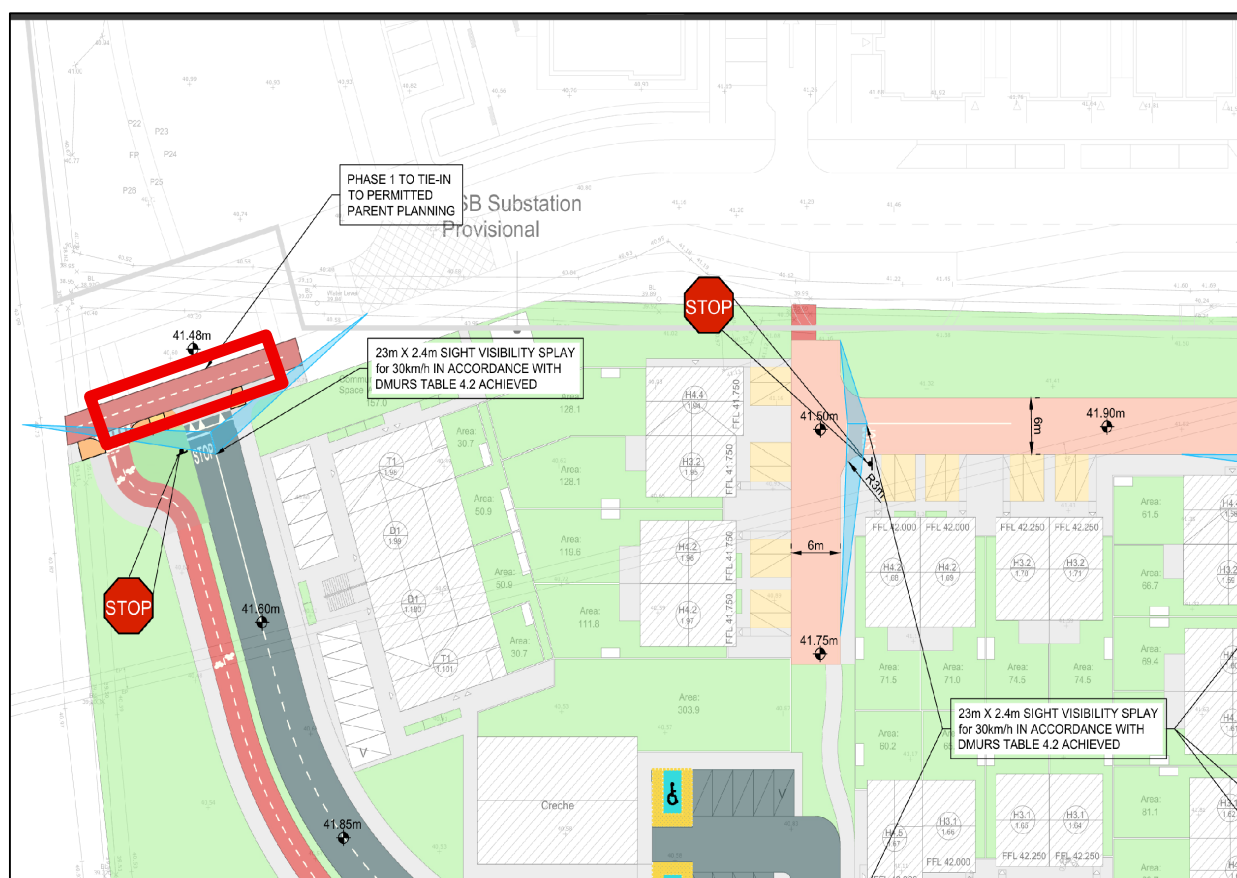
Recommendation:

The design team should ensure clear details of how pedestrian and cyclist facilities will connect to existing and future infrastructure beyond the site boundary. Continuous routes should be provided with appropriate widths, surfacing, priority arrangements and crossing facilities. Any temporary termination of footways or cycle routes should be designed to safely accommodate users until future connections are delivered.

Problem No.04: Absence of Cycle Track Markings along Junction with Northern Development to Indicate Cyclist Priority

Location: Locations Identified

The submitted layout does not indicate cycle track markings, coloured surfacing, or other measures at the junction with the northern development to clearly communicate the presence and priority of cyclists crossing side-road movements. In the absence of such measures, drivers entering or exiting the adjoining development may not anticipate cyclists travelling along the active travel route, increasing the risk of vehicle-cycle collisions, particularly where visibility and user expectancy may be reduced



Recommendation:

The design team should ensure the junction arrangement and provide appropriate measures to clearly identify the cycle route and communicate cyclist priority. Consideration should be given to coloured surfacing, cycle crossing markings, continuous cycle track treatments across side-road junctions, road markings, and associated signage in accordance with current active travel design guidance. The design should ensure that priority arrangements are clear and readily understood by all road users

Problem No.05: Absence of Footpath and Kerb Level Details at Residential Entrances

Location: Throughout Site

The audit team note from the drawings provided, that there are no details relating to the proposed. The audit team notes that the drawings provided do not include proposed footpath and kerb level arrangements at residential entrances throughout the development. In the absence of clear level information, there is a risk that inappropriate transitions between private driveways, footways and kerb lines could result in uneven or undulating walking surfaces. Such arrangements may increase the likelihood of slips, trips and falls for pedestrians, particularly those with visual impairments, limited mobility, wheelchair users, parents with buggies, and elderly pedestrians. The resulting accessibility issues may also encourage pedestrians to walk within the carriageway, increasing their exposure to vehicular traffic



Recommendation:

The design team should ensure that footway and kerb level information for all residential accesses demonstrate that pedestrian routes maintain a smooth, continuous and accessible walking surface. Vehicle crossings should be designed to ensure that footway priority is maintained where appropriate, with gradients, crossfalls and kerb transitions complying with current accessibility and active travel design standards. Any changes in level should be carefully controlled to minimise trip hazards and ensure safe passage for all users

Problem No.06: Accessibility of Disabled Parking Spaces

Location: Disabled Parking Spaces Identified

The audit team notes that accessible parking spaces are indicated within the proposed development. However, it is not clear from the drawings provided whether appropriate dropped kerbs and accessible routes are provided adjacent to these spaces. In the absence of dropped kerbs, wheelchair users and other mobility-impaired users may be unable to safely access the adjoining footway network directly from their vehicle. As a result, users may be forced to travel within the carriageway to locate a suitable crossing point or footpath access. This could increase the risk of conflicts and potential collisions between vehicles and vulnerable road users. Furthermore, the absence of suitable accessibility measures may discourage the safe and convenient use of the designated accessible parking spaces



Recommendation:

The design team should provide adequate provision for users of the spaces to access the footpath safely.

Problem No.07: Restricted Car Parking Spaces Resulting in Difficult Manoeuvring

Location: Locations Identified

The audit team notes from the drawings provided that a number of the proposed parking spaces appear constrained by their location and surrounding geometry. It is not clear that sufficient manoeuvring space is available for all vehicle types to safely enter and exit the spaces. Restricted parking layouts may result in drivers undertaking multiple manoeuvres or reversing excessive distances to access the carriageway. This may increase the likelihood of vehicle-to-vehicle collisions, particularly in areas with frequent parking turnover. Furthermore, reversing vehicles may not readily detect pedestrians, cyclists, or other vulnerable road users travelling behind the vehicle, thereby increasing the risk of injury collisions.



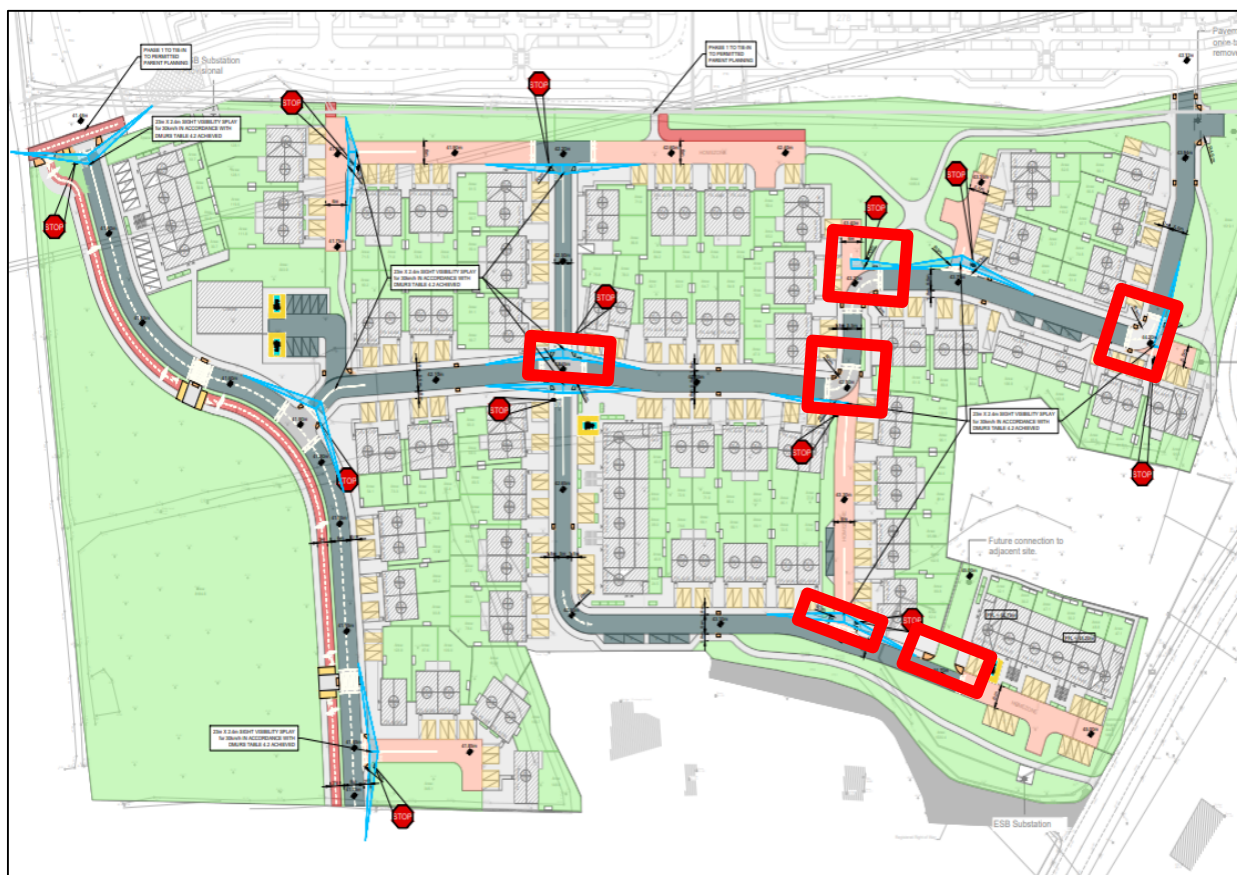
Recommendation:

The design team should ensure that adequate manoeuvring space is available for vehicles to safely enter and exit all parking spaces. Vehicle tracking should be undertaken where necessary to confirm suitability. Parking layouts should minimise the need for excessive reversing movements and ensure adequate visibility is available between drivers and pedestrians, cyclists, and other road users. Any constrained spaces should be redesigned to improve accessibility and user safety.

Problem No.08: Private Parking Spaces Existing onto Raised Pedestrian Crossing

Location: Locations Identified

The audit team notes that a number of private parking spaces appear to access directly onto raised pedestrian crossing points. Vehicles exiting these spaces may need to reverse or manoeuvre across the crossing area before joining the carriageway. Drivers exiting private parking spaces may focus primarily on approaching vehicular traffic and may not anticipate pedestrians using the crossing immediately behind or adjacent to their vehicle. This is of particular concern for vulnerable road users, including children, elderly pedestrians and mobility-impaired users, who may reasonably expect the crossing facility to provide a safer pedestrian environment. The proximity of parking manoeuvres to the crossing may increase the potential for vehicle-pedestrian conflicts and collisions.



Recommendation:

The design team should ensure the relationship between private parking spaces and raised pedestrian crossing facilities throughout the development have greater separation distances or amending the crossing layout to minimise conflicts between reversing vehicles and pedestrians. The design should ensure adequate visibility is available between drivers and pedestrians and that crossing points remain clearly identifiable and safe for use by vulnerable road users.

Problem No.09: Private Parking Spaces Reversing into Priority Junction to Exit

Location: Locations Identified

The audit team notes that a number of private parking spaces appear to be located in close proximity to priority junctions, such that vehicles may be required to reverse from private driveways directly into, or immediately adjacent to, the junction area before proceeding onto the carriageway. Drivers reversing from these spaces may have restricted visibility of approaching traffic, pedestrians and cyclists, particularly where their attention is focused on manoeuvring their vehicle. Equally, drivers approaching the junction may not expect a vehicle to emerge in a reversing movement from a private parking space. The proximity of these manoeuvres to the junction can increase decision-making demands on road users and may result in vehicle-to-vehicle or vehicle-to-pedestrian conflicts. Vulnerable road users, including children and cyclists, may be particularly difficult to detect during reversing manoeuvres.



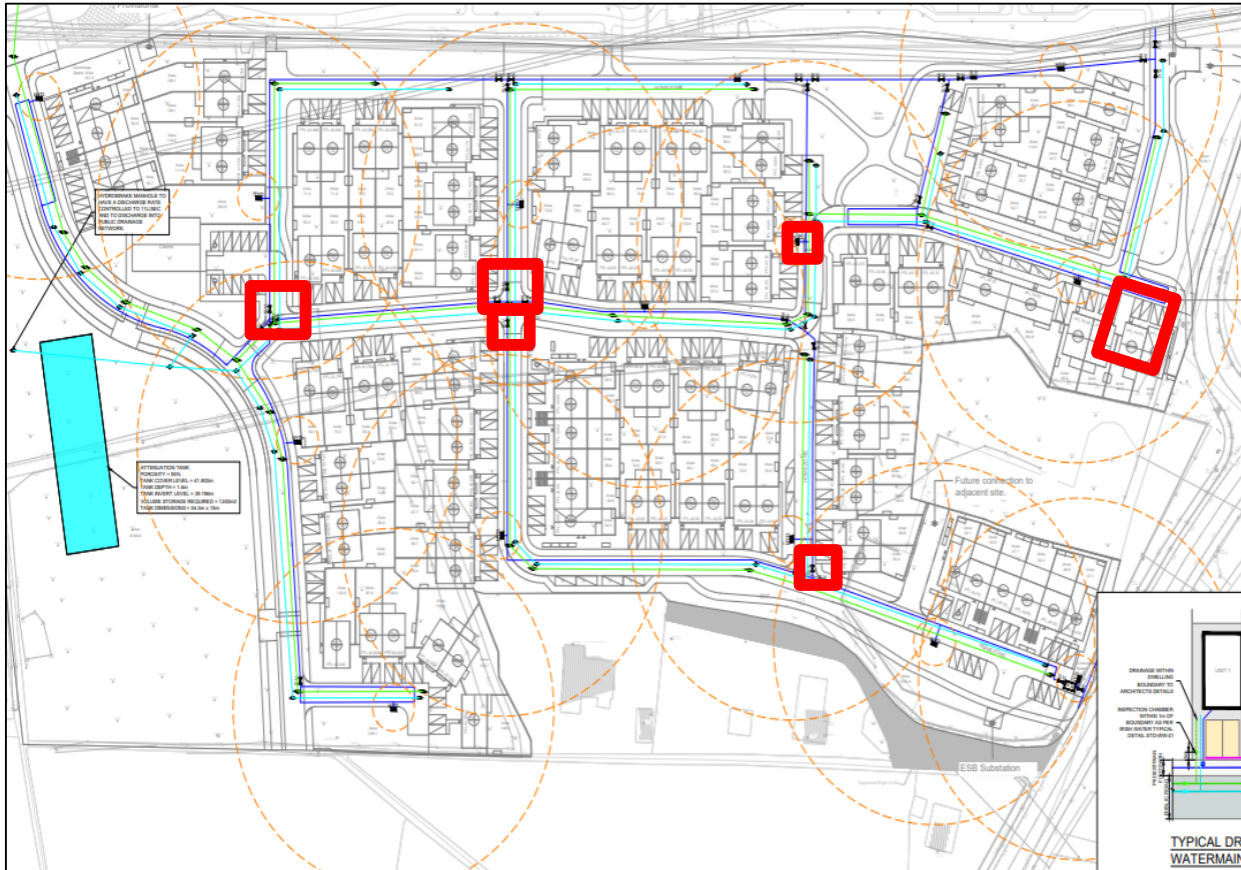
Recommendation:

The design team should ensure the layout of private parking spaces situated adjacent to priority junctions and seek to minimise the need for vehicles to reverse into junction influence areas. The designer should also demonstrate that appropriate visibility is available between reversing drivers and other road users.

Problem No.10: Utility Manholes within Crossing Zone

Location: Locations Identified

The audit team notes that utility manholes and service covers may be located within, or in close proximity to, pedestrian crossing zones. The presence of utility apparatus within crossing areas increases the risk of slips, trips and falls, particularly for visually impaired pedestrians, wheelchair users, mobility-impaired users, elderly pedestrians and those pushing prams or buggies. Furthermore, maintenance activities associated with utility covers may result in disruption to crossing facilities and pedestrian routes.



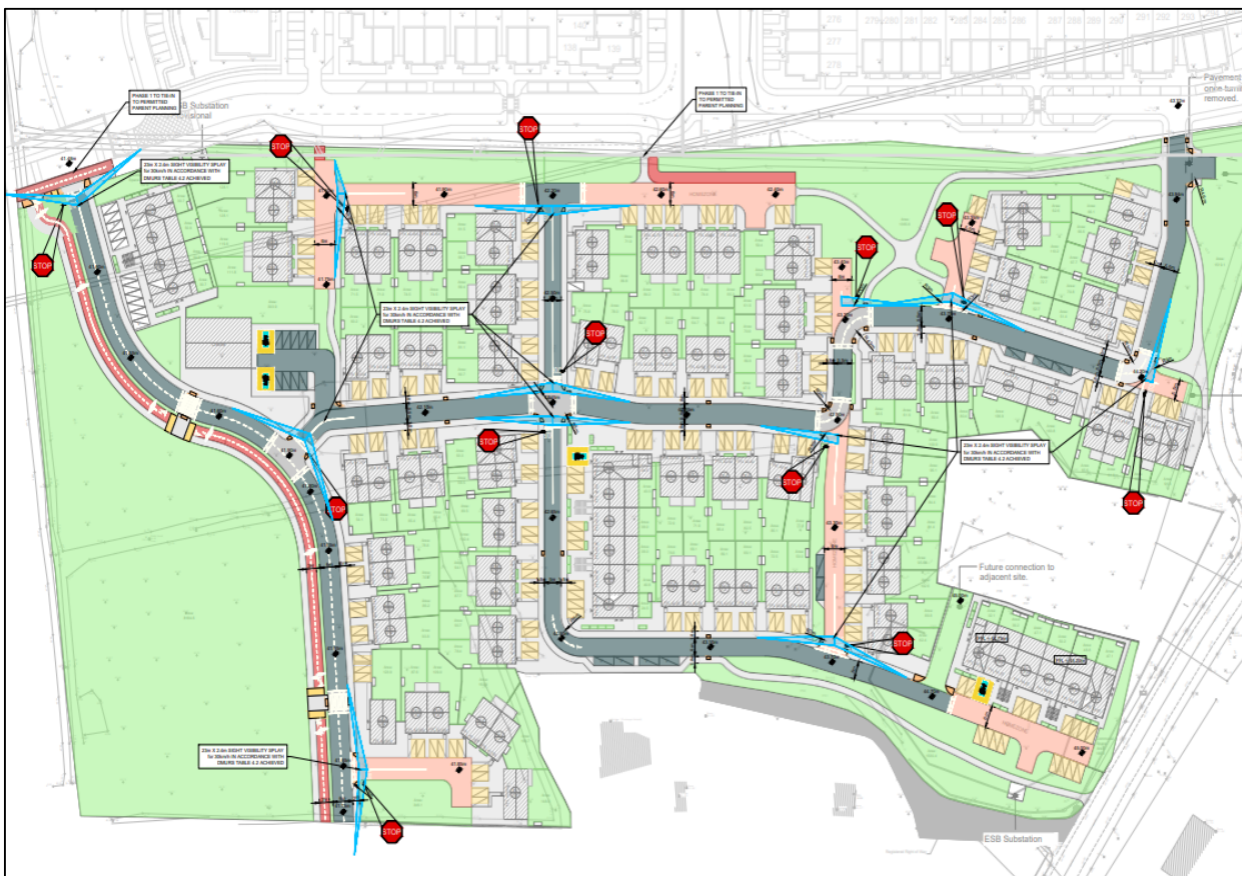
Recommendation:

The design team should ensure the location of all utility manholes and service covers are outside of pedestrian crossing zones.

Problem No.11: Absence of Cycle Track Signage Along the Cycle Track

Location: Throughout Scheme

The audit team notes that no cycle track signage is indicated on the drawings provided. In the absence of dedicated signage along the cycle route, cyclists may be uncertain as to the intended route alignment, continuation of the facility, priority arrangements at crossings, and connections to adjacent phases of development or external cycle infrastructure. Furthermore, where cycle tracks run adjacent to pedestrian facilities or intersect with vehicular routes, the absence of signing may reduce awareness among other road users of the presence of cyclists. This may lead to uncertainty, route deviation, and an increased risk of conflicts between cyclists, pedestrians, and vehicles, particularly at junctions, crossing points, and points where the cycle route changes direction.



Recommendation:

The design team should ensure the proposed cycle network has appropriate cycle signage strategy along the length of the cycle track. Signage should clearly identify the cycle route, assist with wayfinding, indicate route continuity, and reinforce priority arrangements where applicable.

Problem No.12: Potential Misuse of Emergency Access Route Following Removal of Eastern Road Connection

Location: Location Identified

The audit team notes that the drawings indicate an emergency access route will remain in place following the removal of the eastern road connection and associated turning head arrangements. However, no details are provided regarding how access to this route will be controlled. If the emergency access route is not clearly identifiable and appropriately restricted, there is a risk that unauthorised vehicles may use the route as a through-route or for parking and manoeuvring purposes. Such activity could result in conflicts between vehicles and pedestrians using adjacent areas, particularly within this residential environment where vulnerable road users are expected to be present. In addition, unauthorised use or obstruction of the route may compromise its intended emergency access function and could delay emergency service response times when access is required



Recommendation:

The design team should ensure the appropriate measures are put in place to control access to the emergency route and prevent unauthorised vehicular use.

3.3 General Problems Identified

Problem No.13: Public Lighting

Location: Throughout Scheme

The audit team note from the drawings provided that no public lighting has been detailed for the development. The absence of an illuminated internal road network and pedestrian crossing points increases the risk of vehicle-pedestrian collisions, as drivers may be unable to see vulnerable road users in low-light conditions. Furthermore, inadequate lighting on pedestrian paths may result in slips, trips, and falls due to poor visibility of the surface or potential obstructions. These factors combined contribute to a perception of insecurity and may hinder emergency response times within the scheme.

Recommendation:

The design team should ensure that a comprehensive public lighting layout is provided, with columns distributed uniformly throughout the development.

Problem No.14: Lack of Landscaping and Boundary Treatment Details

Location: Throughout Scheme

The audit team note that the design drawings lack specific details regarding proposed landscaping, including tree species, shrub types, and boundary treatments. Inappropriate positioning of trees or the use of high-growth vegetation near internal junctions and property accesses can obstruct visibility for drivers. If planting within visibility envelopes is not restricted to a low maintained height, it will create hazardous “blind spots”. This increases the risk of collisions between exiting vehicles and mainline traffic, as well as between vehicles and vulnerable road users such as pedestrians or cyclists.

Recommendation:

The design team should provide a comprehensive landscaping plan specifying plant species and maintained heights. All planting within visibility splays must be restricted to a maximum height to ensure clear, unobstructed intervisibility at all junctions and access points.

4 Audit Team Statement

We certify that we have examined the drawings listed in Appendix A and examined the site by means of a site visit. This examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The issues that we have identified have been noted in the report, together with suggestions for improvement, which we recommend should be studied for implementation.

Audit Team Leader: Mark Gallagher, MIEI
ORS

Signed: 

Date: 1st July 2026

Audit Team Member: David McCormack: BEng (Hons), Dip Eng., CEng, MIEI
ORS

Signed: 

Date: 1st July 2026

Audit Team Observer: Joao Pioli, BEng, MSc
ORS

Date: 1st July 2026

Appendix A – Inspected Documents

The audit team reviewed the following drawings and documents provided by the design team.

- (1) 2650-HWS-P1-ZZ-D-A-10033_P01 - Masterplan - Proposed Phases
- (2) 2650-HWS-P1-ZZ-D-A-10022_P18 - Site Layout – Proposed
- (3) 251416-ORS-Z1-00-DR-C-400 Proposed Combined Services Layout Sheet 1 Rev P04
- (4) 251416-ORS-Z1-00-DR-C-401 Proposed Combined Services Layout Sheet 2 Rev P03
- (5) 251416-ORS-Z1-00-DR-C-402 Proposed Stormwater Layout Rev P01
- (6) 251416-ORS-Z1-00-DR-C-403 Proposed Foul Sewer Layout Rev P01
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- (9) 251416-ORS-Z1-00-DR-C-730 Proposed Refuse Truck Swept Path Analysis Sheet 1 Rev P01
- (10) 251416-ORS-Z1-00-DR-C-731 Proposed Refuse Truck Swept Path Analysis Sheet 2 Rev P01
- (11) 251416-ORS-Z1-00-DR-C-732 Proposed Fire Tender Swept Path Analysis Rev P01
- (12) 251416-ORS-Z1-00-DR-C-733 Proposed Private Car Swept Path Analysis Rev P01



Appendix B – Designer Response Form

Job: 251416 – Phase 1 Residential Development Ballykeeran Gardens, Cornamaddy, Athlone,
Co. Westmeath

Stage of Audit: Stage 1

Date Audit Completed: 1st July 2026

Problem Reference in Safety Audit Report	To Be Completed by the Designer			To be Completed Audit Team Leader
	Problem Accepted (Yes/No)	Recommendation Accepted (Yes/No)	Alternative Option (Describe) (Only complete if recommendation not accepted)	Alternative Option Accepted by Auditors (Yes/No)
P01	N	N	Crossing point will be provided on desire line on future norther junction. This area identified will terminate at this location.	Yes
P02	Y	Y	Northern development will tie in with southern development in the future.	
P03	Y	Y	Northern development will tie in with southern development in the future.	
P04	Y	Y	RRM 023 edge of cycle track marking added. (Refer to ORS drawing 700 for details)	
P05	Y	Y	Proposed bevelled edged kerbs to be provided at vehicular entrance in accordance with TII SCD 05141.	
P06	Y	Y	Dropped kerbs to be provided at all accessible parking spaces.	

P07	Y	Y	(Refer to ORS drawing 730-733)	
P08	Y	Y	(Refer to ORS drawing 700)	
P09	Y	Y	(Refer to ORS drawing 700)	
P10	Y	Y	Utility Manhole covers will be relocated outside of crossing zone.	
P11	Y	Y	To be provided at detailed design stage.	
P12	Y	Y	Bollards provided as per the parent permission.	
P13	Y	Y	To be provided at detailed design stage.	
P14	Y	Y	To be provided at detailed design stage.	

Signed:.....Stephen Jackson Designer

Date:....06.08.2026

Signed:..........Audit Team Leader

Date:.....06/08/2026.....

Signed:..  Employer

Date:.....07/08/2026.....



Appendix C – Drawings Provided as Part of Designers Response.

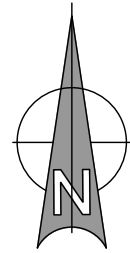


INFORMATION

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Consultants and must not be reproduced without their written consent.
All drawings remain the property of the Consultants.

Figured dimension only to be taken from this drawing.
All dimensions to be checked on site.
Consultants to be informed immediately of any
discrepancies before work proceeds.

REV NO:	DATE:	REVISION NOTE:	DWN BY:	CKD BY:
P01	09/06/2026	ISSUED FOR COORDINATION	EK	MH
P02	29/06/2026	ISSUED FOR CLIENT REVIEW	EK	MH
P03	30/07/2026	ISSUED FOR PLANNING	EK	DG



CLIENT:		BALLYMORE GROUP		REV: P03
PROJECT:		PROPOSED DEVELOPMENT, BALLYKEERAN GARDENS, CORNAMADDY, ATHLONE		
TITLE:		PROPOSED PHASE 1 ROAD LAYOUT		
DRAWN: EK	CHECKED: RM	APPROVED: MH	JOB NO: 251416	
DATE: JULY 2026		SCALE: 1:500	DRAWING NO: 251416-ORS-Z1-00-DR-TR-700	



[illegible]

Technical drawing of a road layout. The drawing shows a curved road with a red centerline and green/yellow edge lines. Elevation points are marked: 40.61, 40.53, 40.54, and 40.61. A building labeled 'Creche' is shown. A label 'FFL 41.750' is present. A cyan box highlights a section of the road with a '30 km/h' speed limit sign. The drawing is oriented with North at the top.

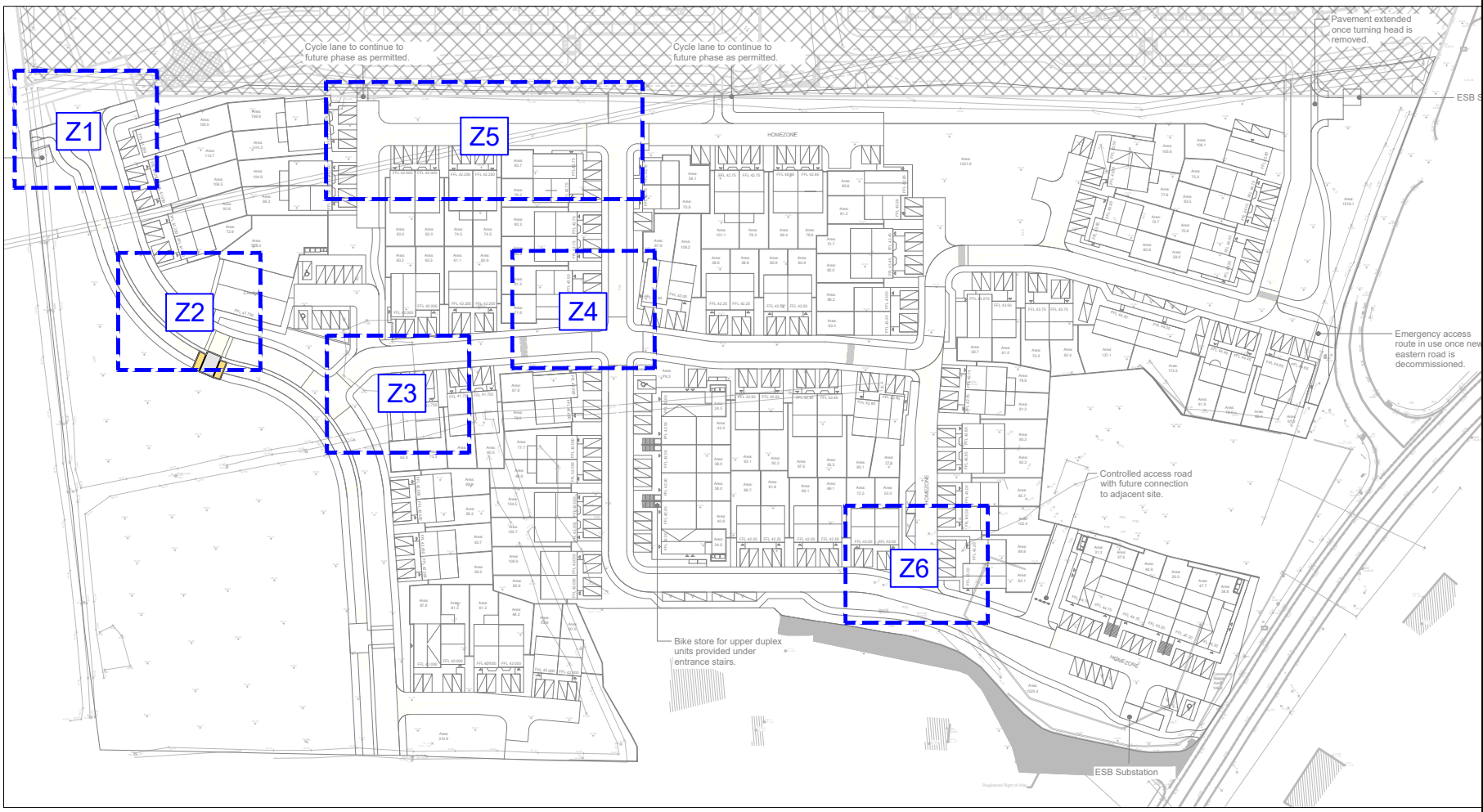
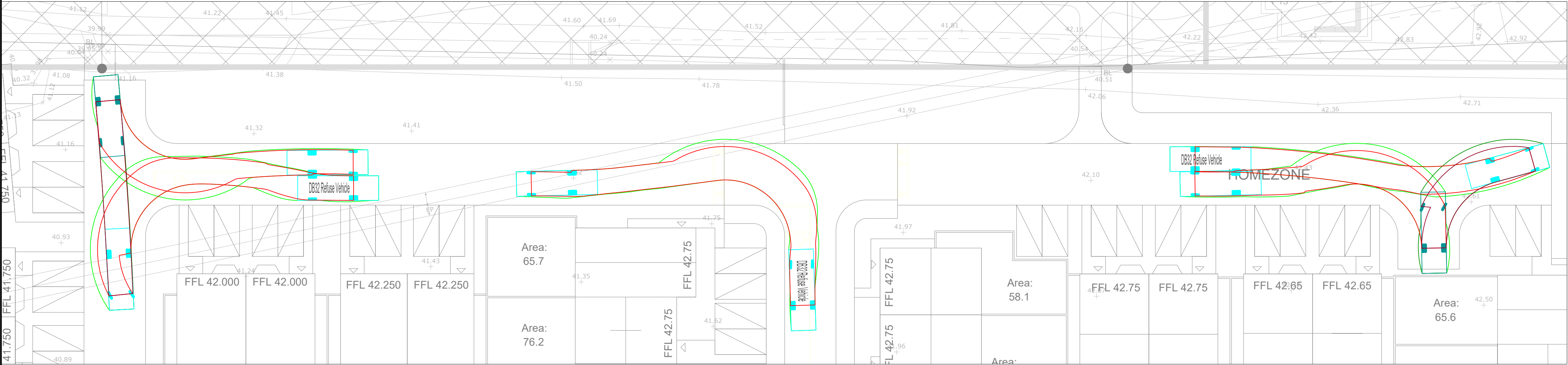
[illegible]

The diagram shows a side profile of a DB32 refuse vehicle. Above the vehicle, a dimension line indicates a width of 7.9. Below the vehicle, a dimension line indicates a wheelbase of 4. To the left of the front wheel, a dimension line indicates a distance of 1.55 from the left edge of the vehicle to the center of the front wheel. To the right of the vehicle, a list of dimensions is provided:

- Overall Length: 7.900m
- Overall Width: 2.400m
- Overall Body Height: 3.183m
- Min Body Ground Clearance: 0.388m
- Max Track Width: 2.400m
- Lock to lock time: 6.09s
- Kerb to Kerb Turning Radius: 9.625m

Below the vehicle, a section titled "AUTOTRACK LEGEND" lists four track options with corresponding colored lines:

- RED LINE: VEHICLE WHEEL TRACK
- GREEN LINE: VEHICLE OVERHANG
- GREEN LINE: VEHICLE WHEEL TRACK (REVERSE)
- GREEN LINE: VEHICLE OVERHANG (REVERSE)



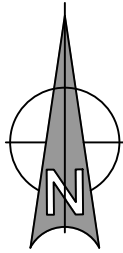
PLANNING

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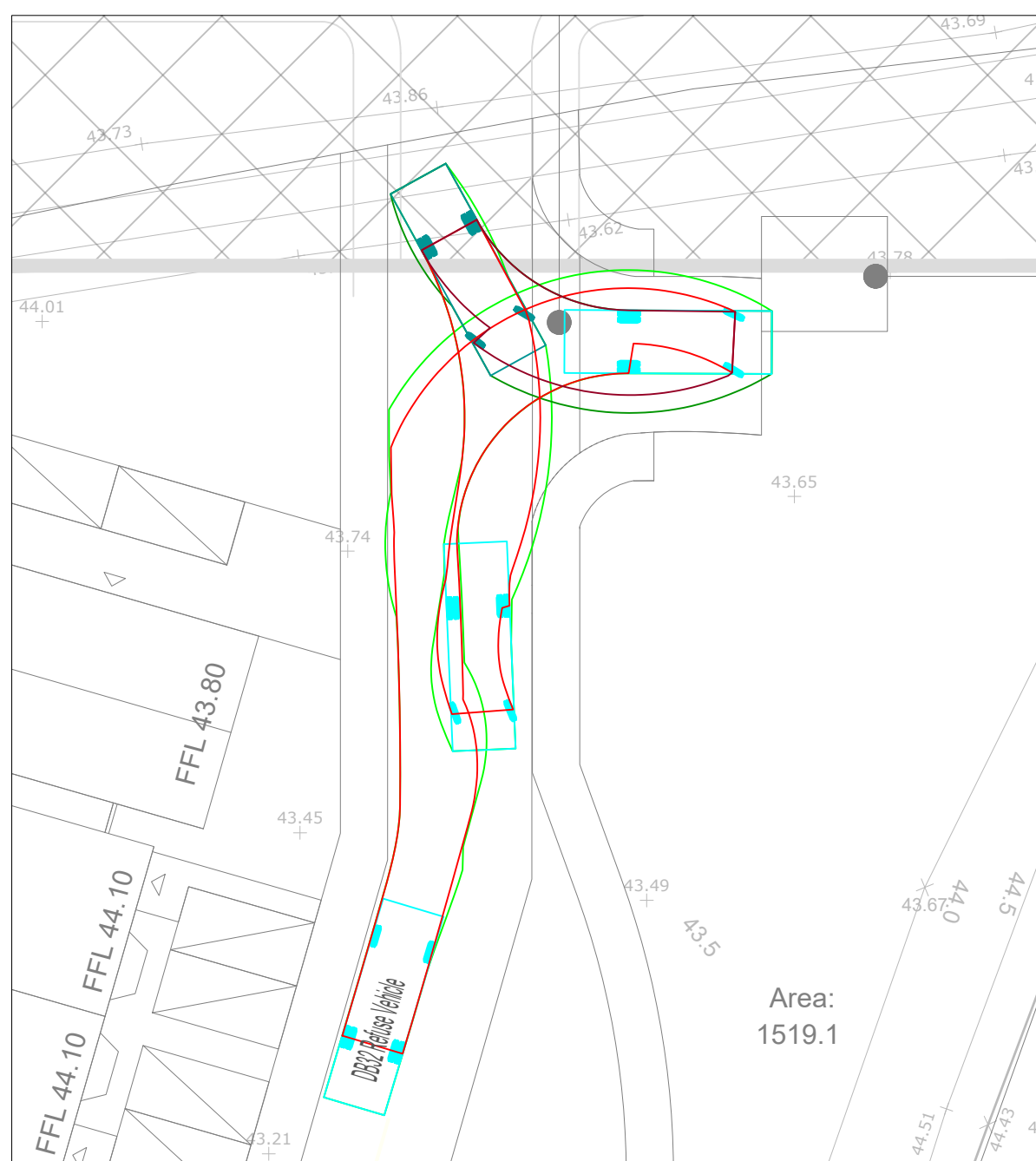
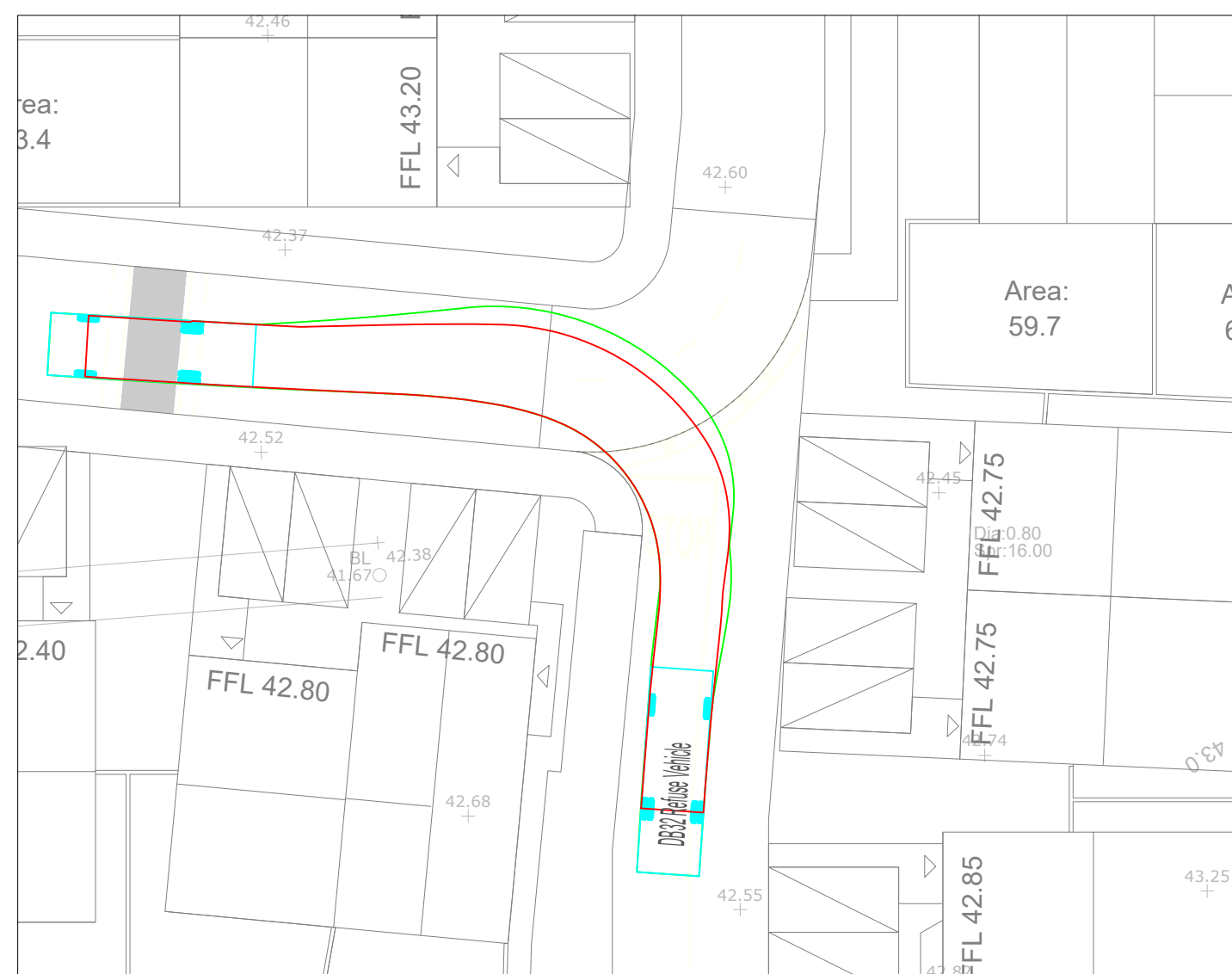
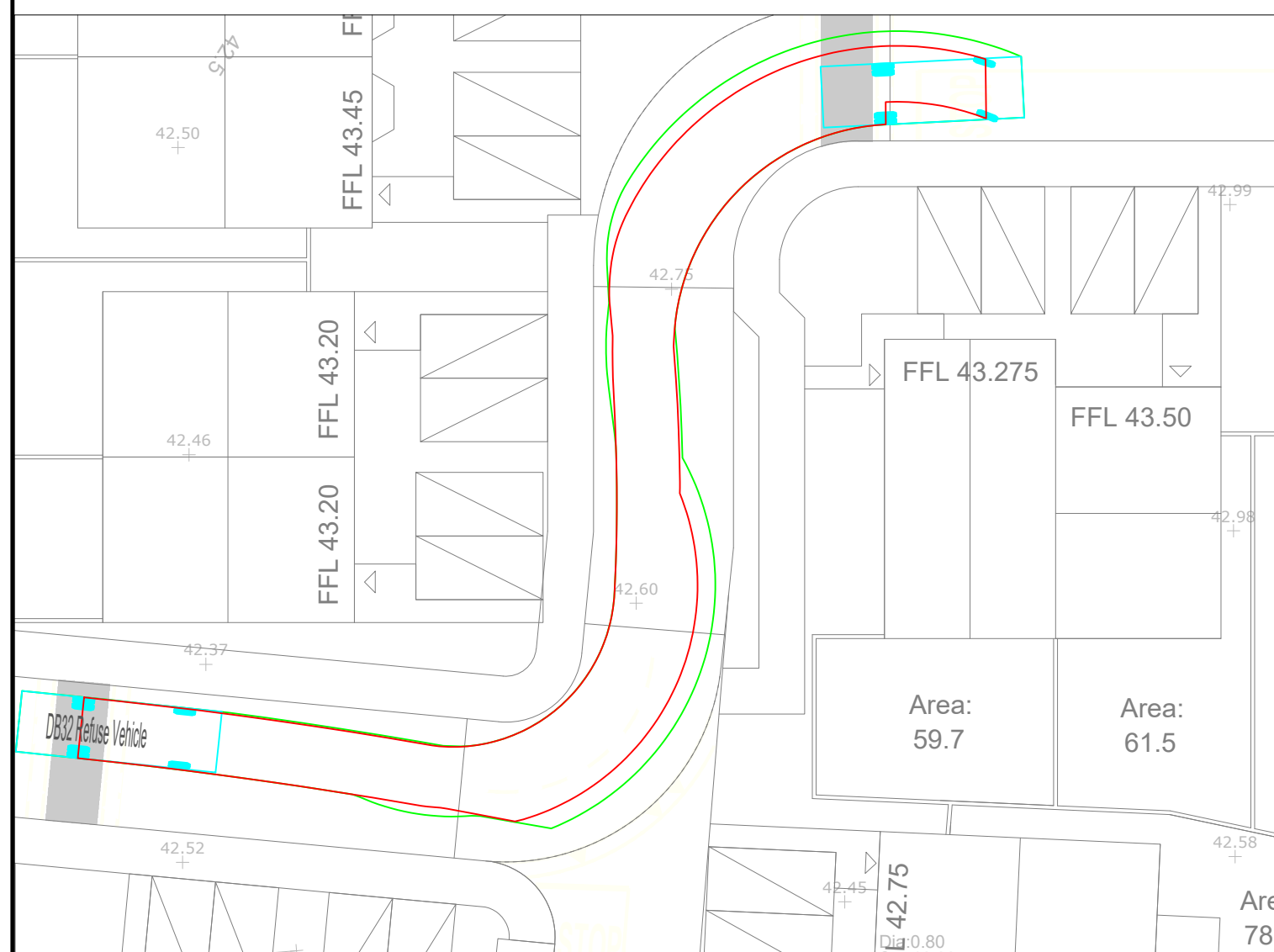
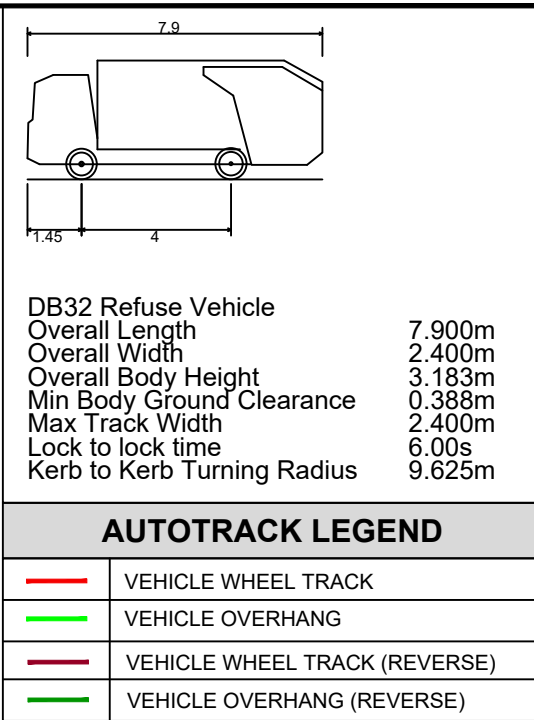
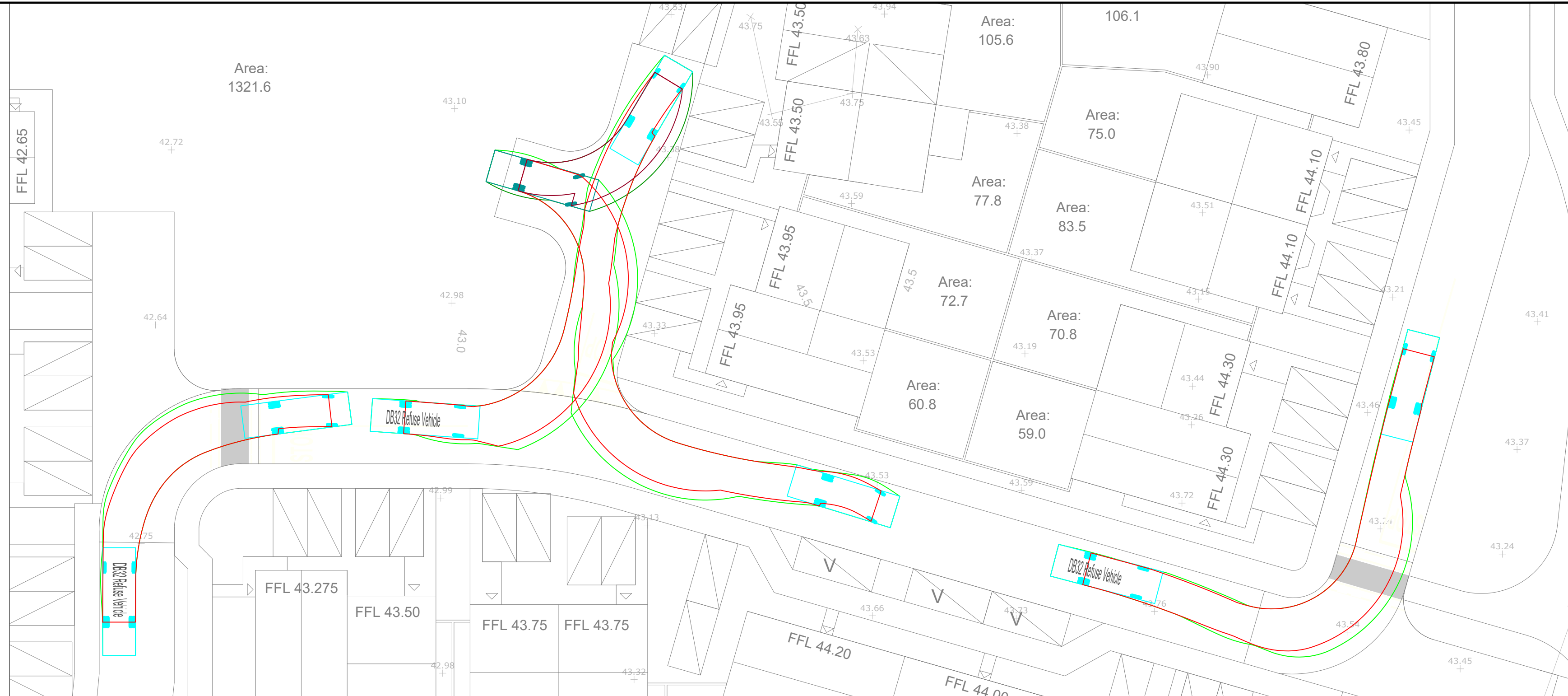
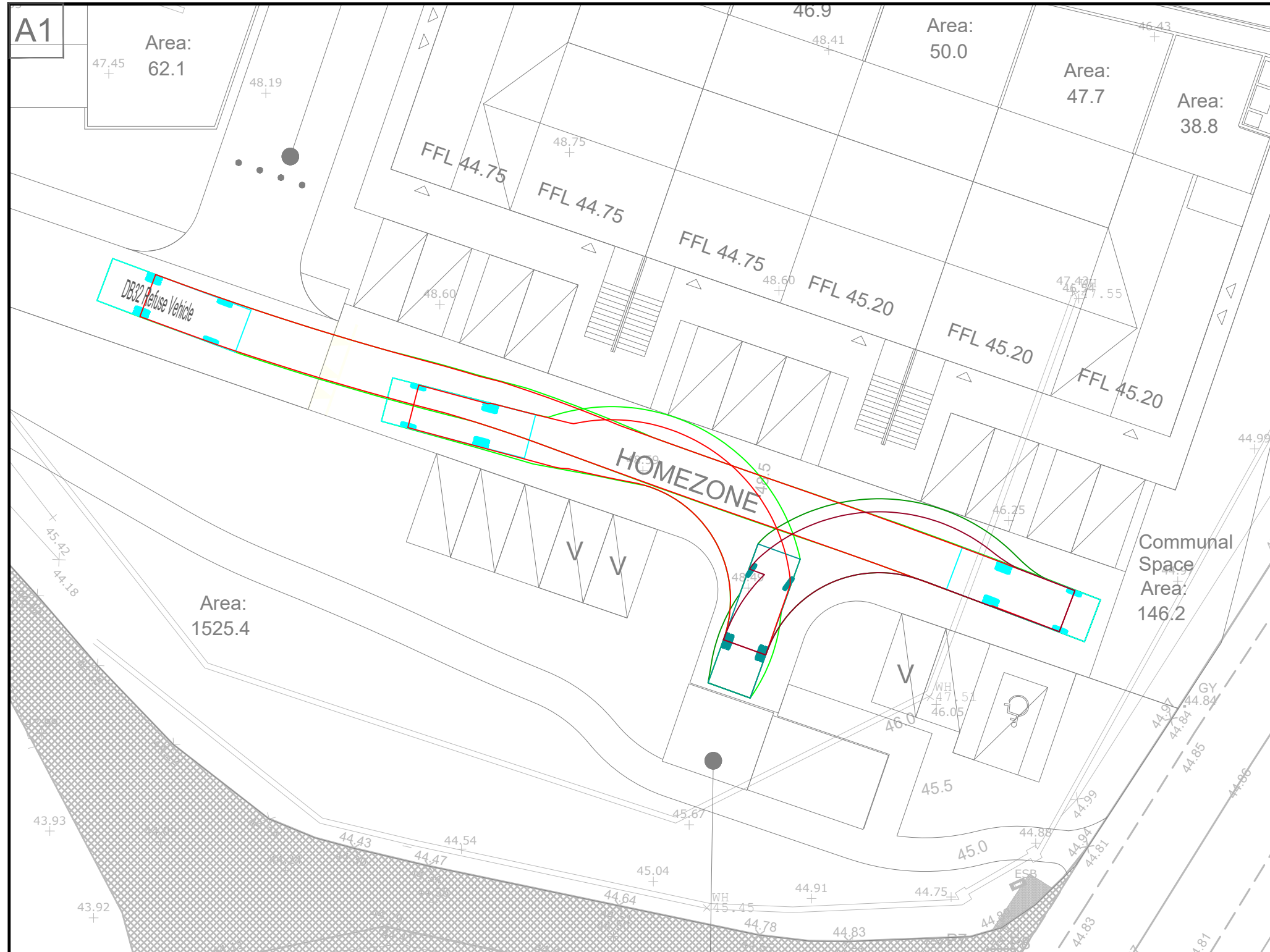
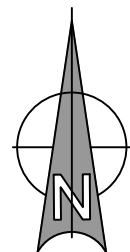
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REV NO:	DATE:	REVISION NOTE:	DWN BY:	CKD BY:
P01	06/07/2026	ISSUED DRAFT FOR INFORMATION	EK	MH
P02	30/07/2026	ISSUED FOR PLANNING	EK	DG



CLIENT:		BALLYMORE GROUP		
PROJECT:		PROPOSED DEVELOPMENT, BALLYKEERAN GARDENS, CORNAMADDY, ATHLONE		
TITLE:		PROPOSED PHASE 1 SWEEP PATH ANALYSIS REFUSE TRUCK SHEET 1		
DRAWN: EK	CHECKED: RM	APPROVED: MH	JOB NO: 251416	REV: P02
DATE: JULY 2026	SCALE: 1:500	DRAWING NO: 251416-ORS-Z1-00-DR-TR-730		



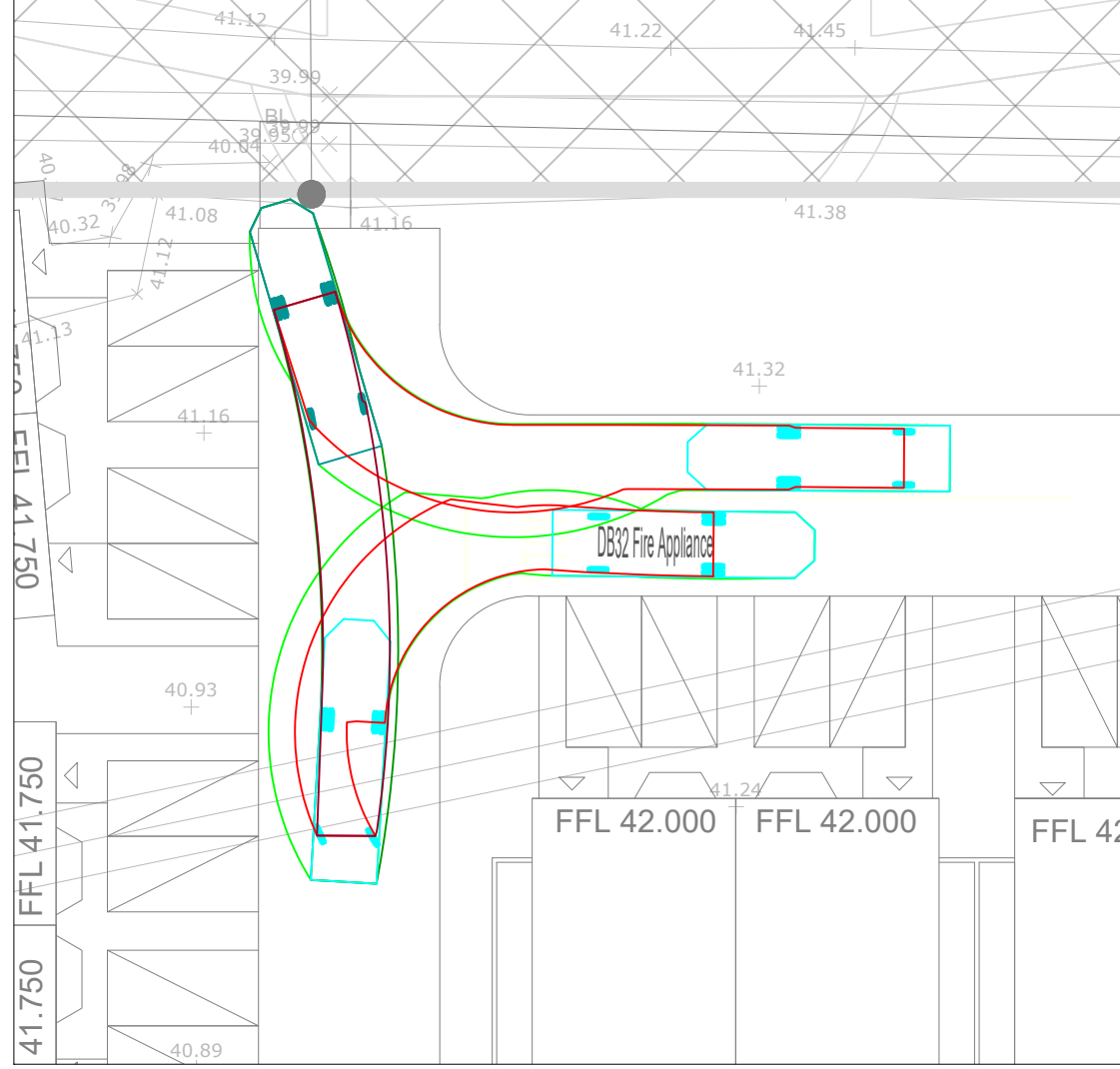
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CLIENT:		BALLYMORE GROUP					
PROJECT:		PROPOSED DEVELOPMENT, BALLYKEERAN GARDENS, CORNAMADDY, ATHLONE					
TITLE:		PROPOSED PHASE 1 SWEPT PATH ANALYSIS REFUSE TRUCK SHEET 2					
DRAWN: EK	CHECKED: RM	APPROVED: MH	JOB NO: 251416				REV:
DATE: JULY 2026	SCALE: 1:500	DRAWING NO: 251416-ORS-Z1-00-DR-TR-731			P03		



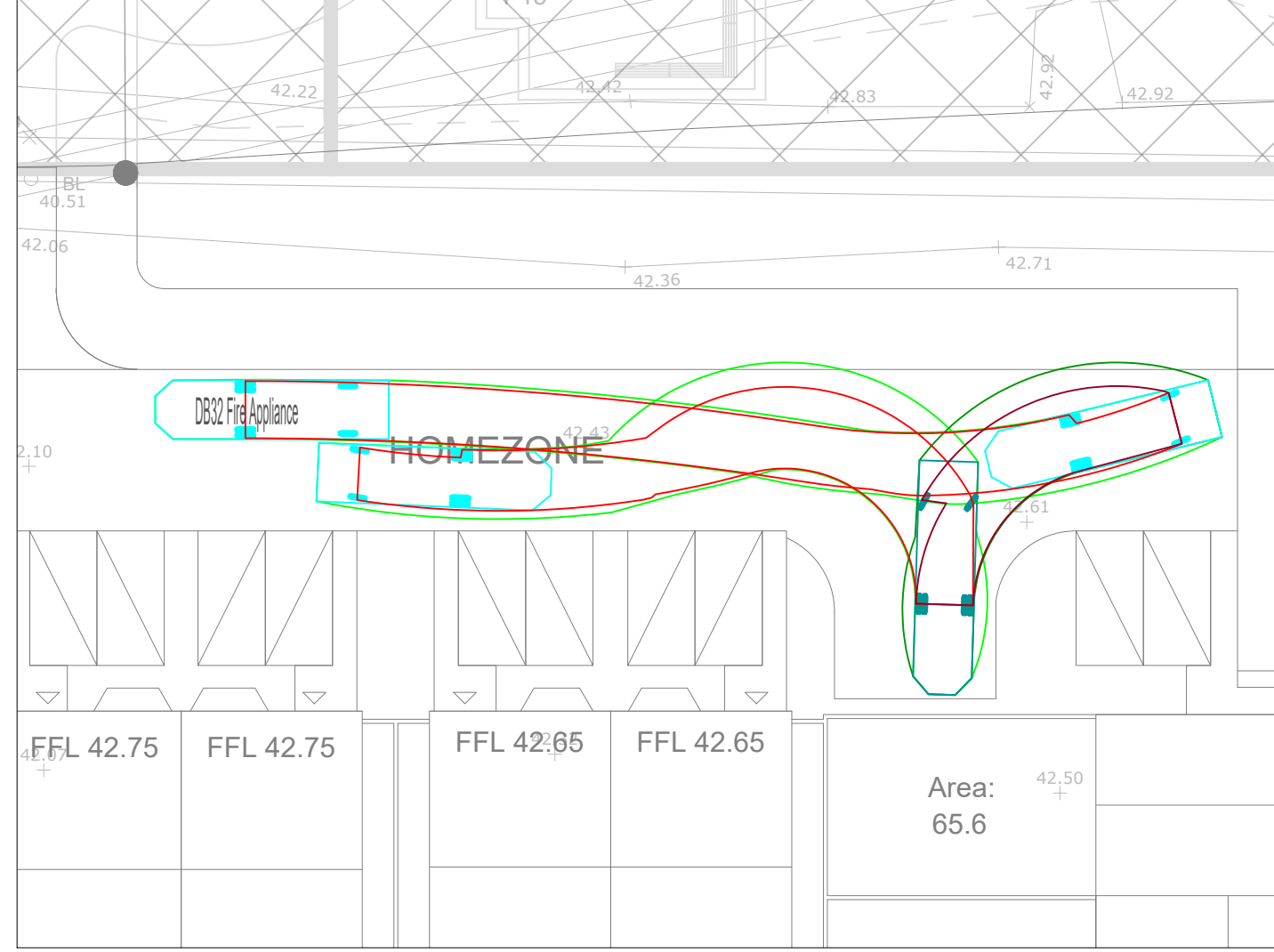
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ZONE 1 SWEEP PATH ANALYSIS FOR FIRE TENDER
SCALE 1:250

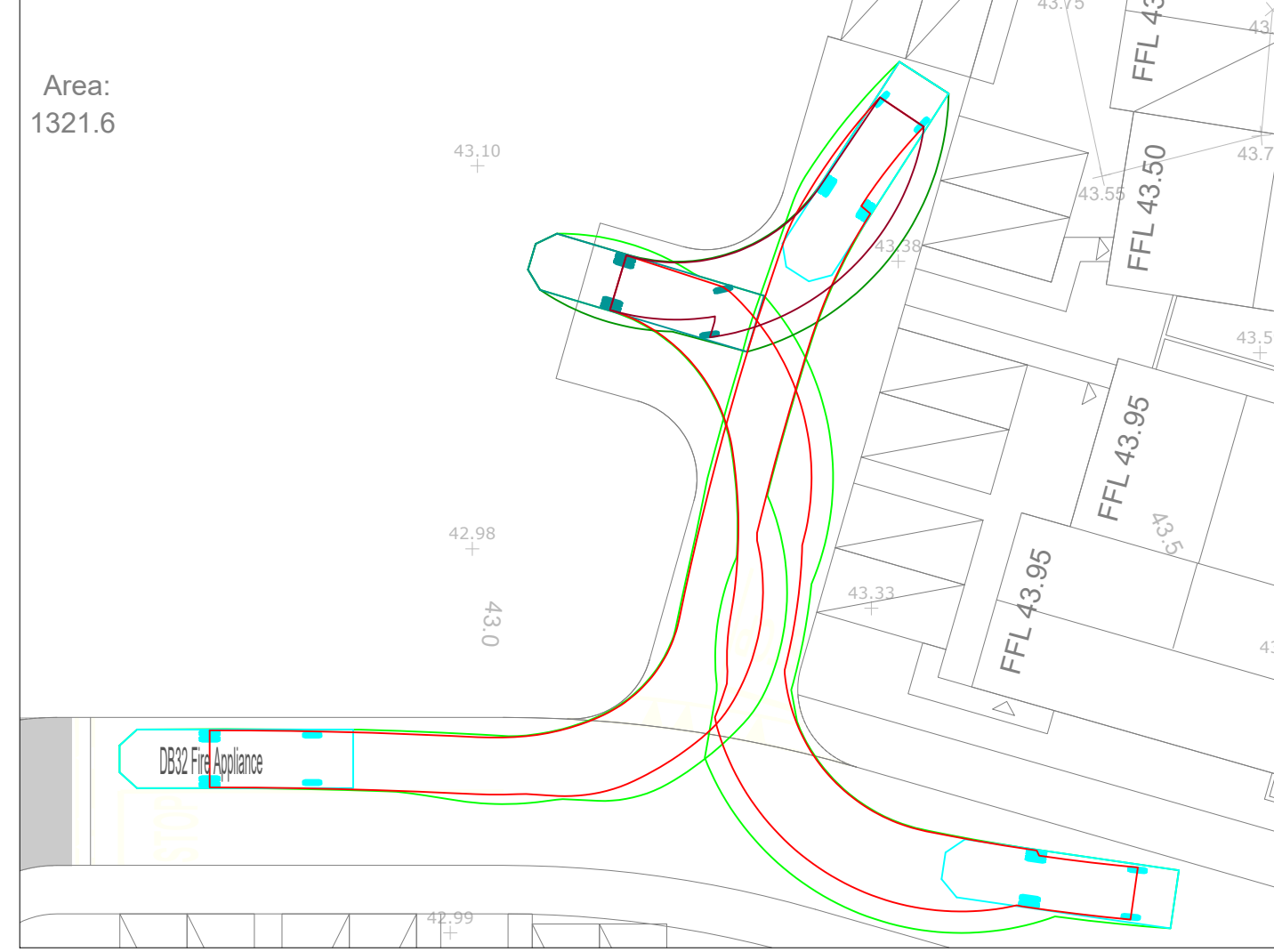


ZONE 2 SWEEP PATH ANALYSIS FOR FIRE TENDER

SCALE 1:250

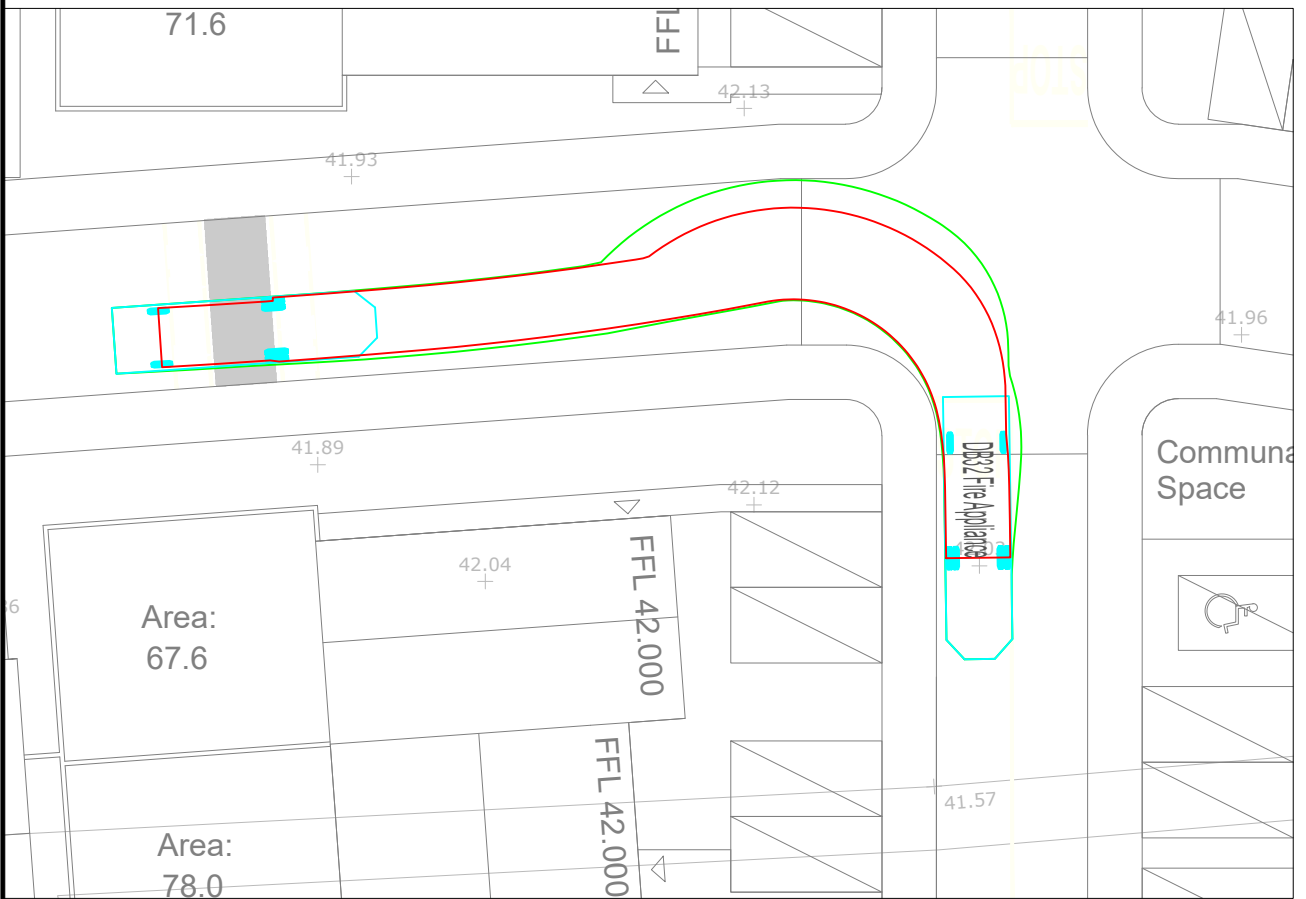
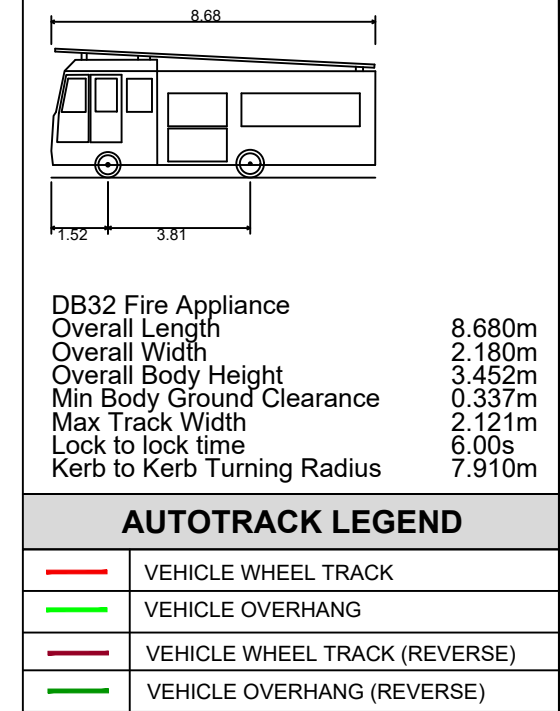


ZONE 3 SWEEP PATH ANALYSIS FOR FIRE TENDER
SCALE 1:250

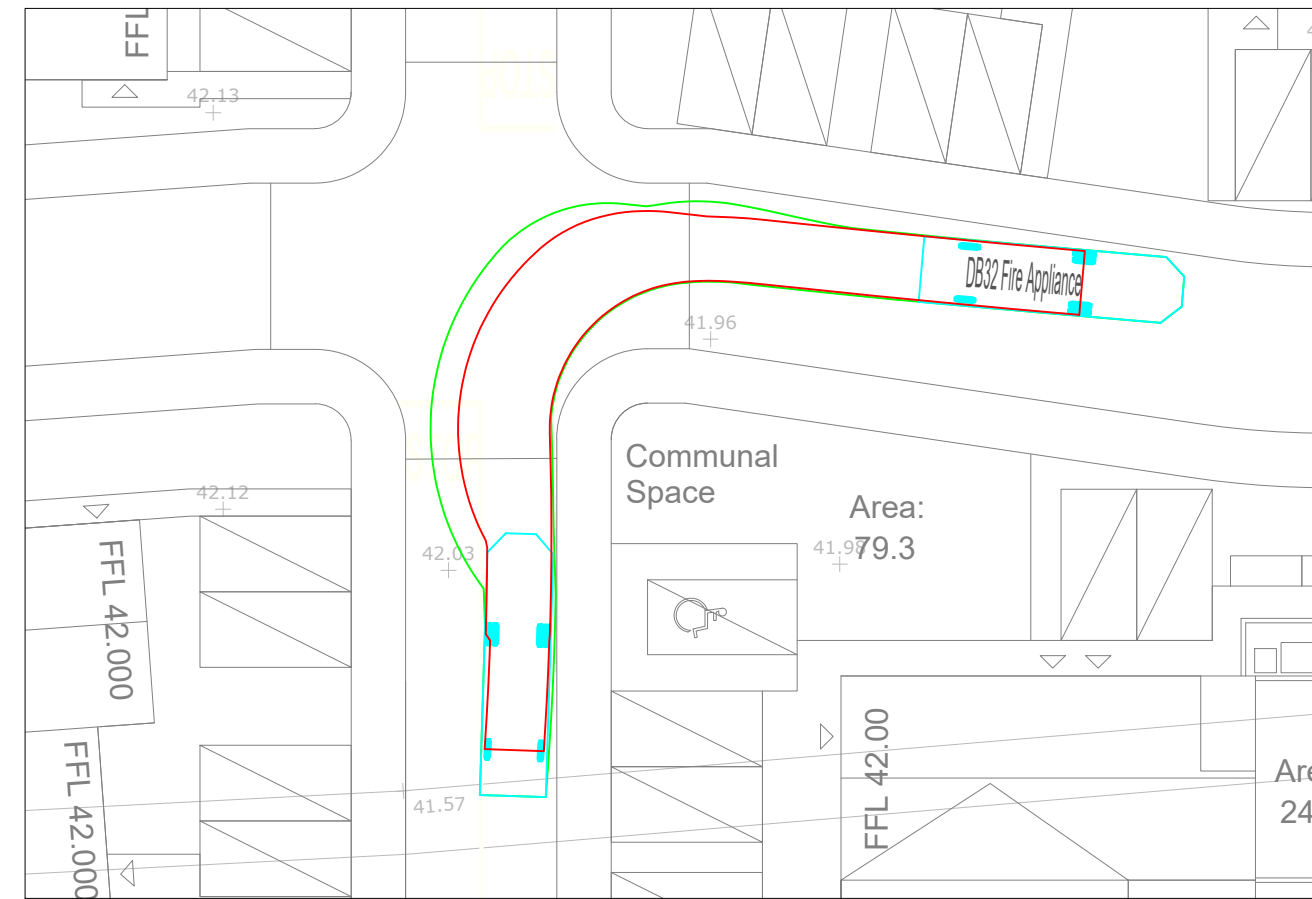


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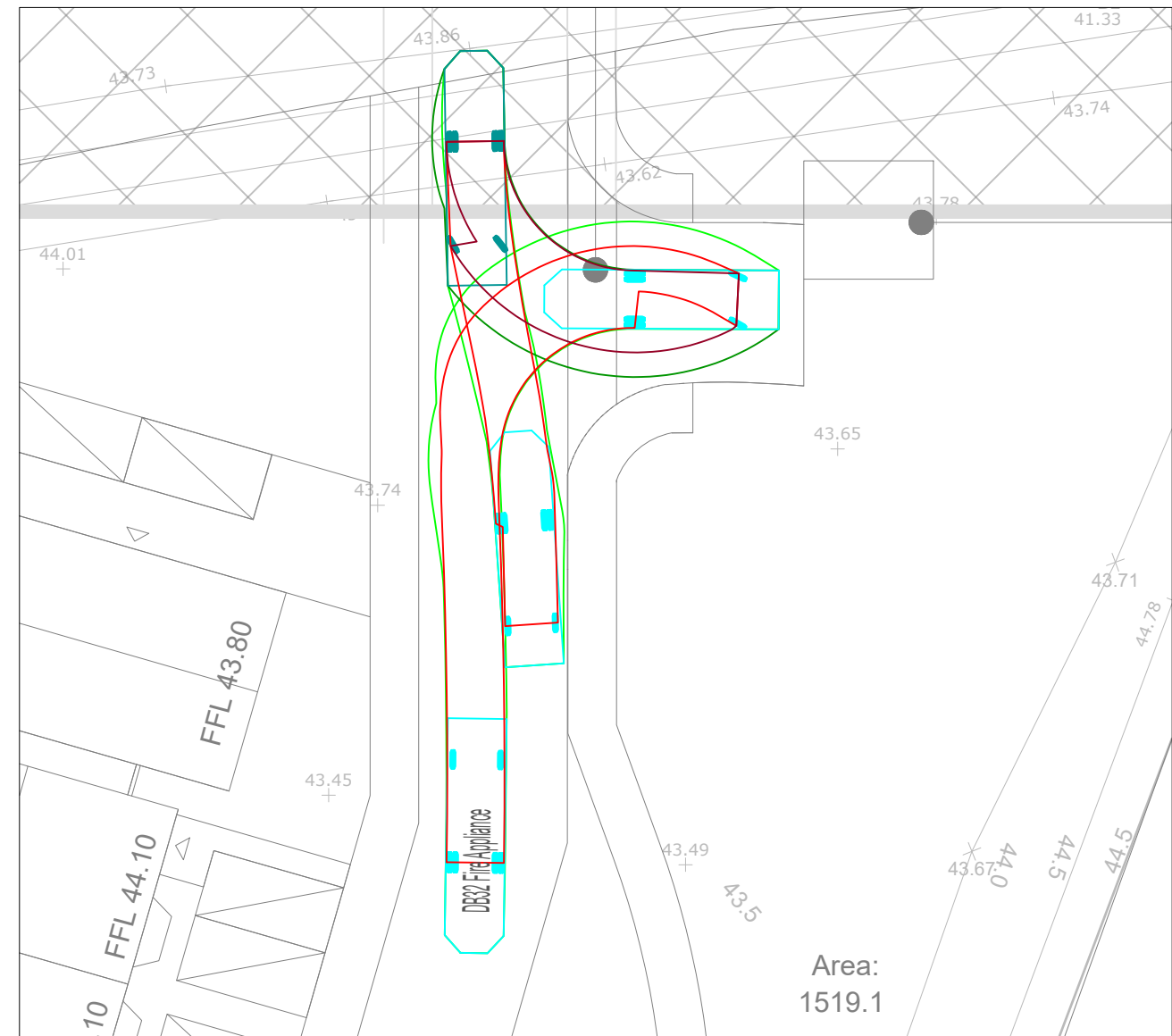
SCALE 1:250



ZONE 5 SWEEP PATH ANALYSIS FOR FIRE TENDER
SCALE 1:250

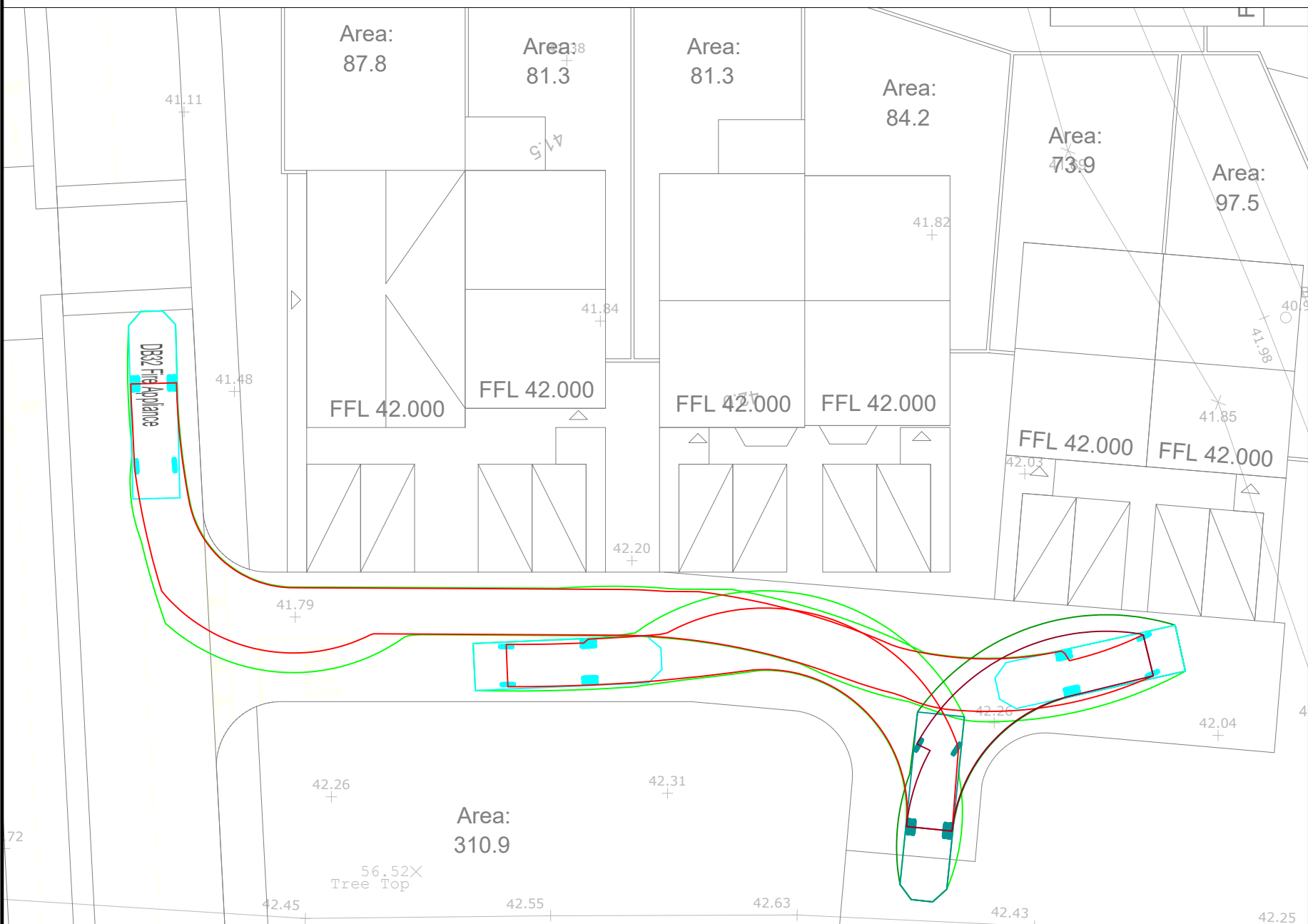


ZONE 5 SWEEP PATH ANALYSIS FOR FIRE TENDER
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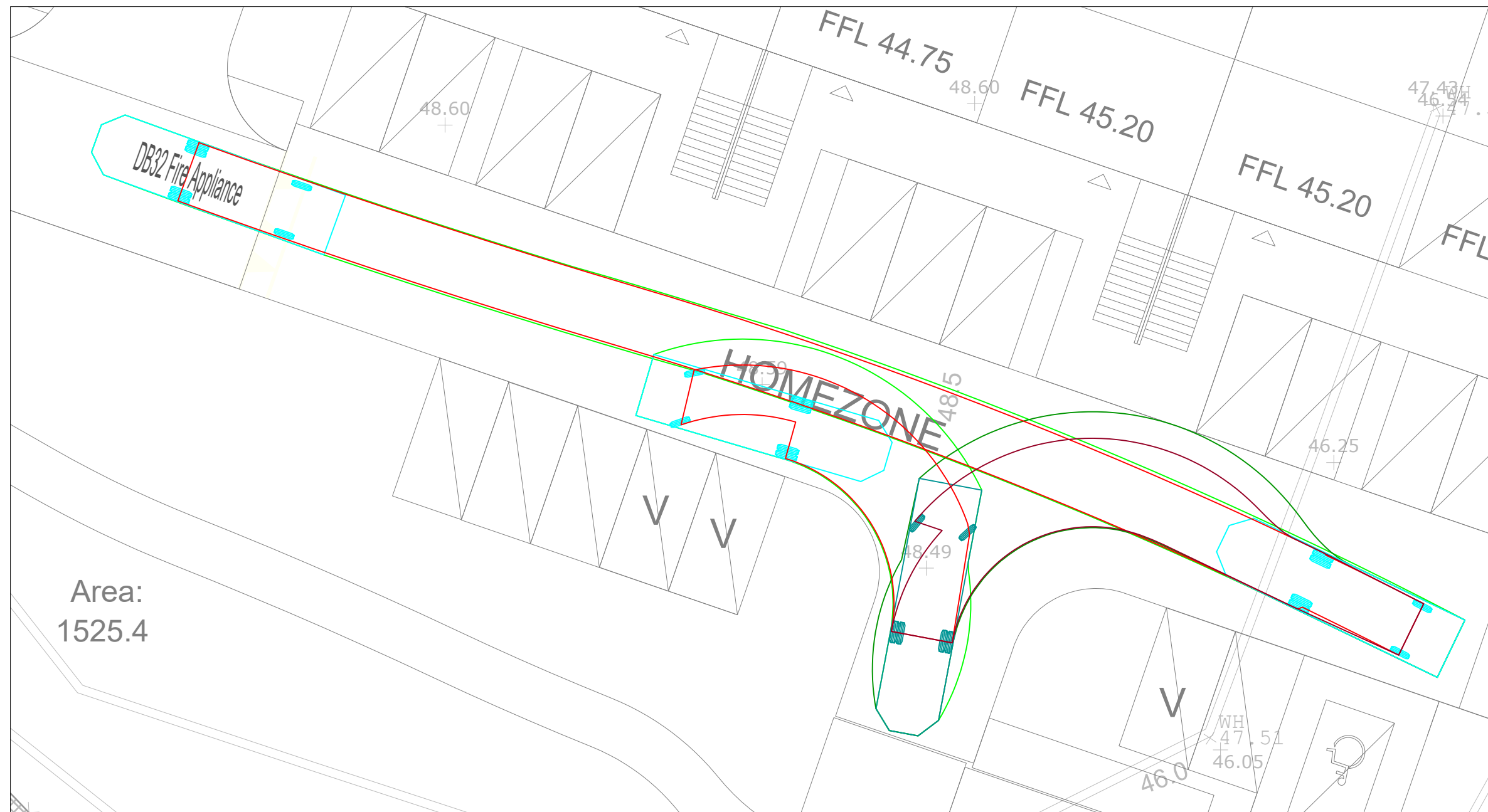


ZONE 8 SWEEP PATH ANALYSIS FOR FIRE TENDER

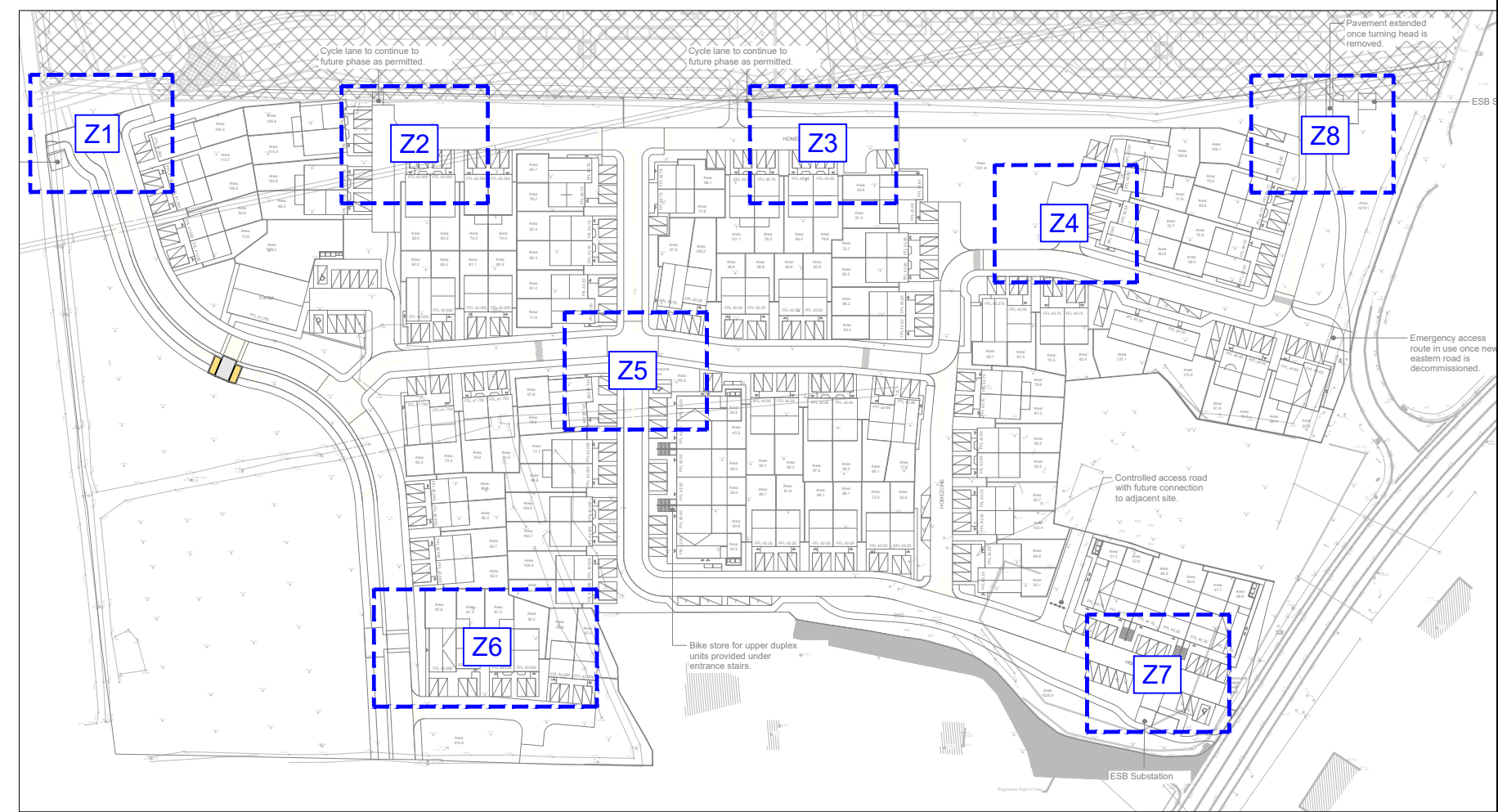
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ZONE 6 SWEEP PATH ANALYSIS FOR FIRE TENDER
SCALE 1:250



ZONE 7 SWEEP PATH ANALYSIS FOR FIRE TENDER
SCALE 1:250

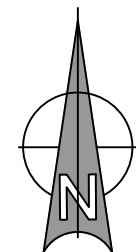


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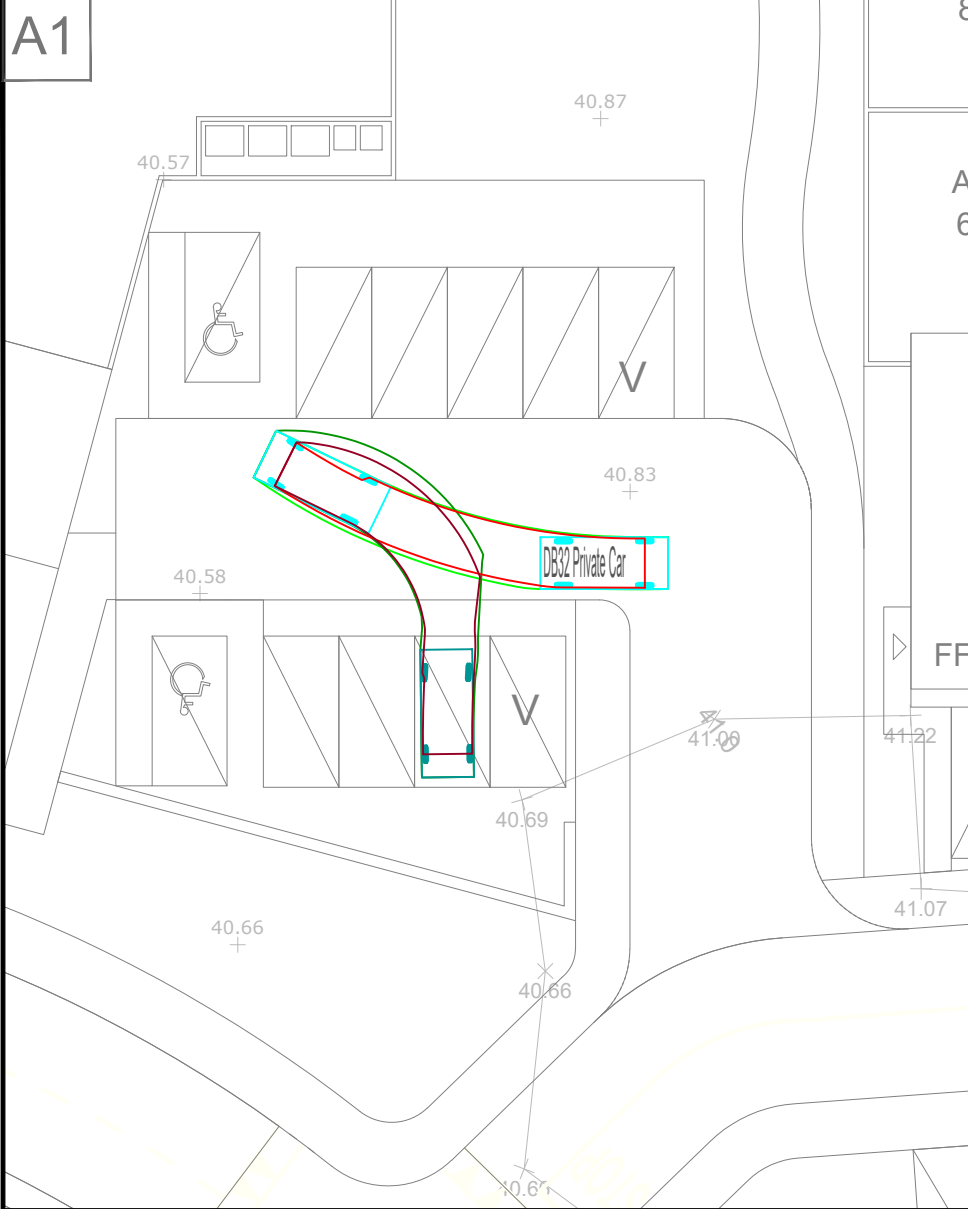
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Consultants to be informed immediately of any
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CLIENT:	BALLYMORE GROUP			REV: P02
PROJECT:	PROPOSED DEVELOPMENT, BALLYKEERAN GARDENS, CORNAMADDY, ATHLONE			
TITLE:	PROPOSED PHASE 1 SWEEP PATH ANALYSIS FIRE TENDER			
DRAWN: EK	CHECKED: RM	APPROVED: MH	JOB NO: 251416	
DATE: JULY 2026	SCALE: 1:500		DRAWING NO: 251416-ORS-Z1-00-DR-TR-732	



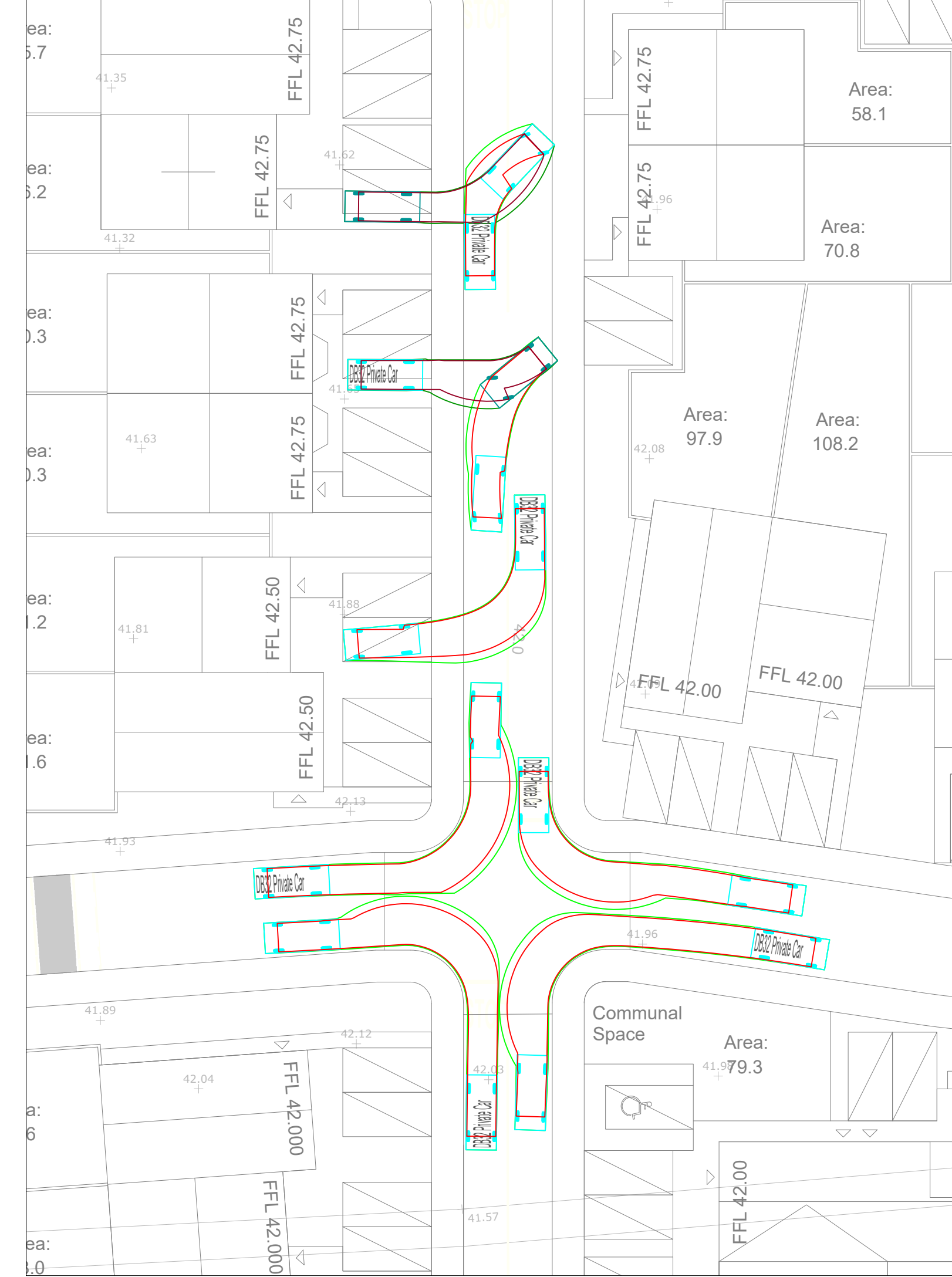
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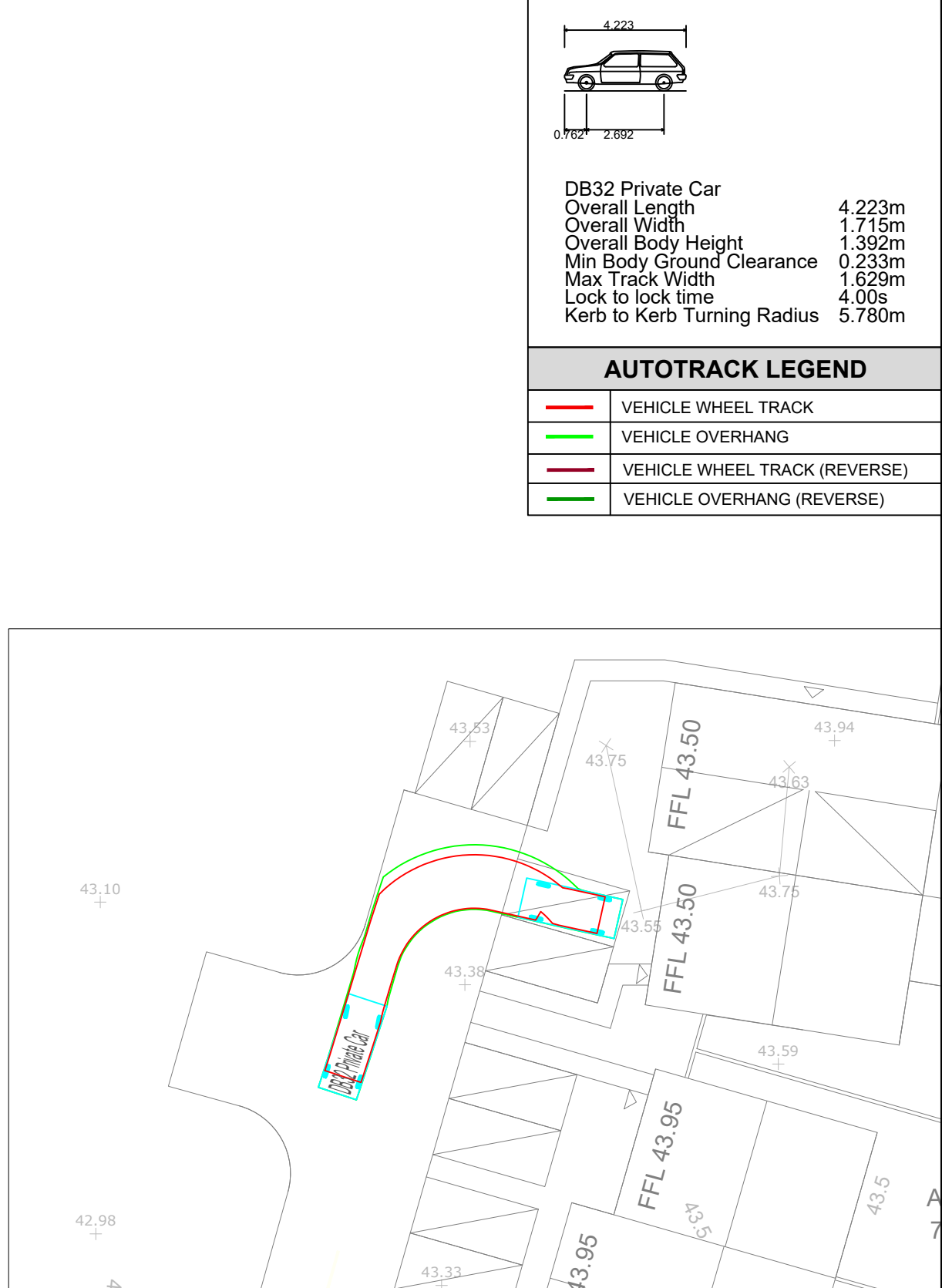
ZONE 1 SWEEP PATH ANALYSIS FOR PRIVATE CAR
SCALE 1:250



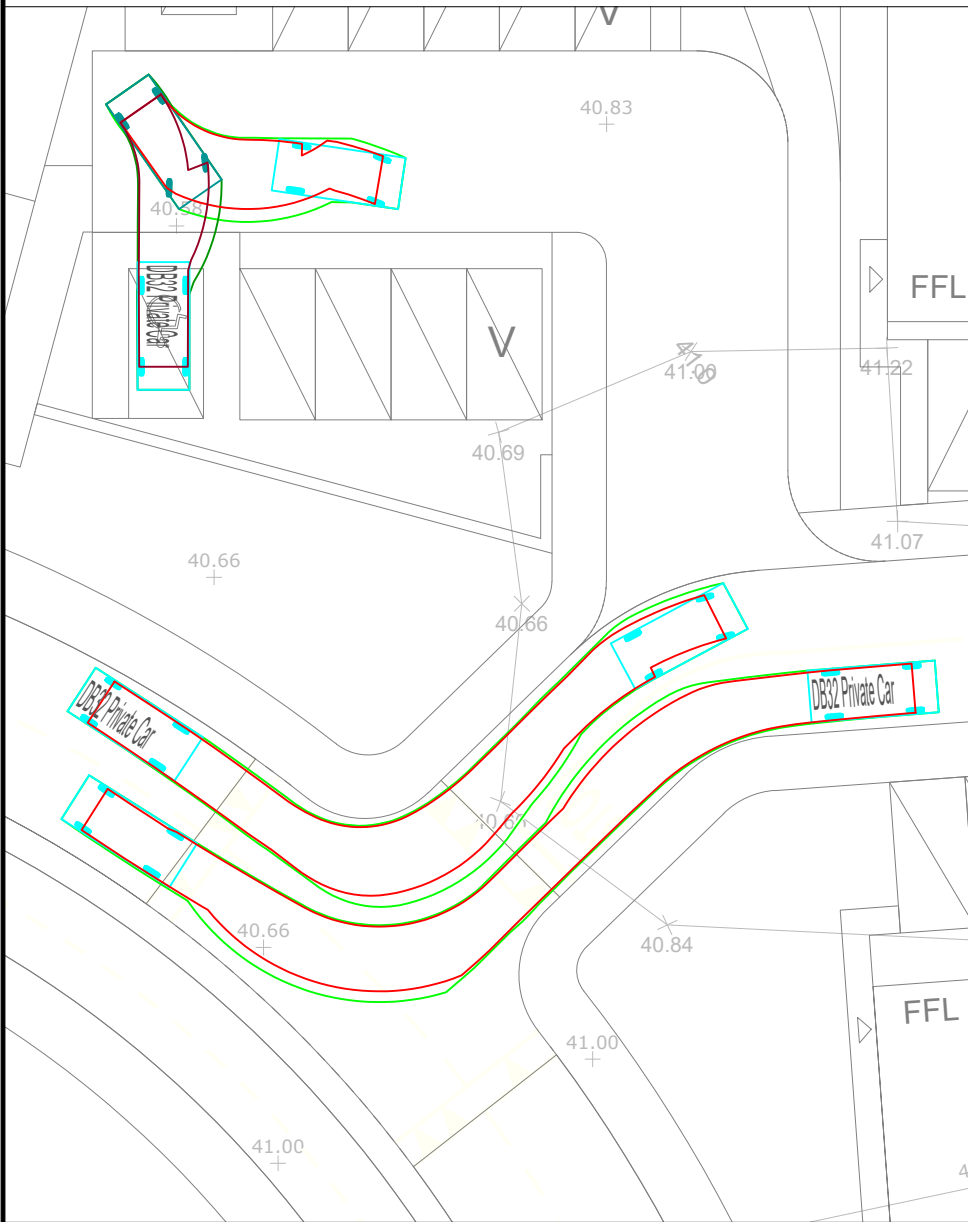
ZONE 2 SWEEP PATH ANALYSIS FOR PRIVATE CAR
SCALE 1:250



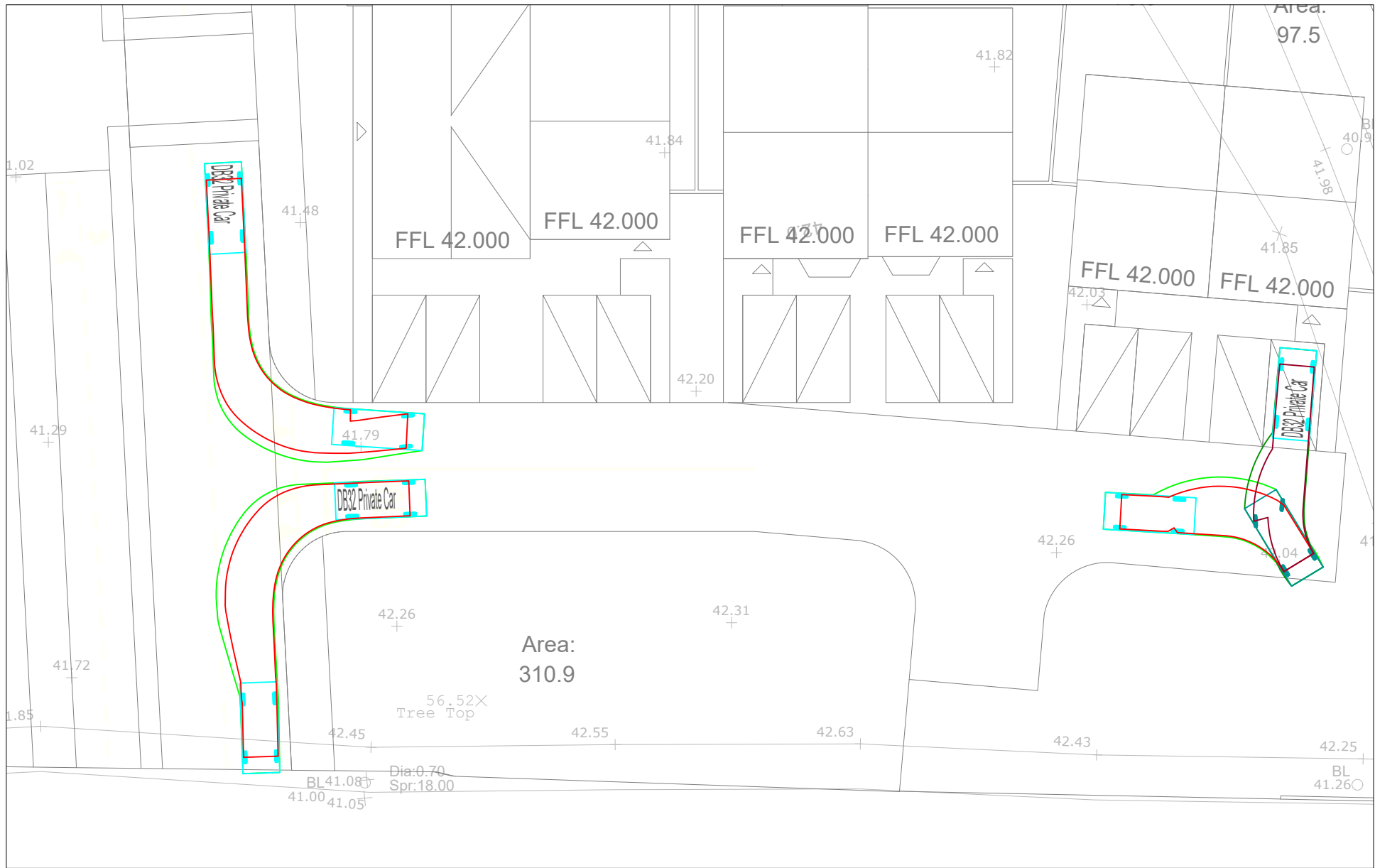
ZONE 8 SWEEP PATH ANALYSIS FOR PRIVATE CAR
SCALE 1:250



ZONE 9 SWEEP PATH ANALYSIS FOR PRIVATE CAR
SCALE 1:250



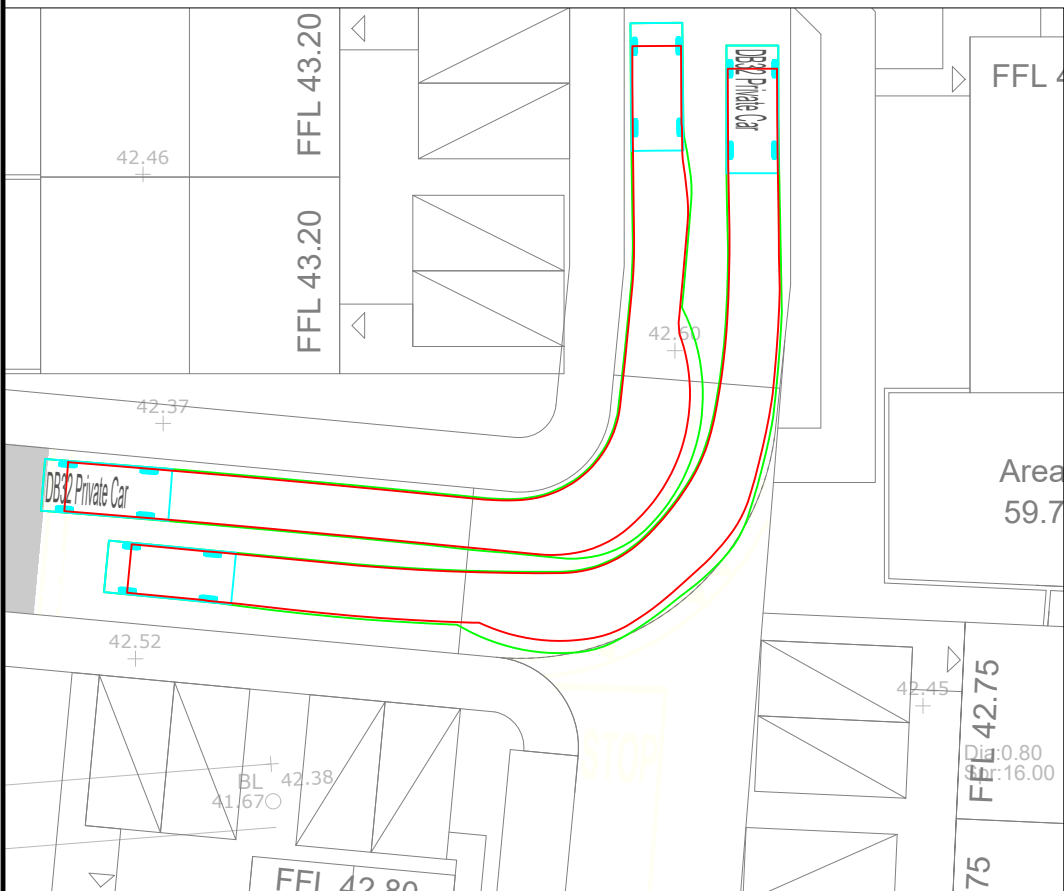
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SCALE 1:250



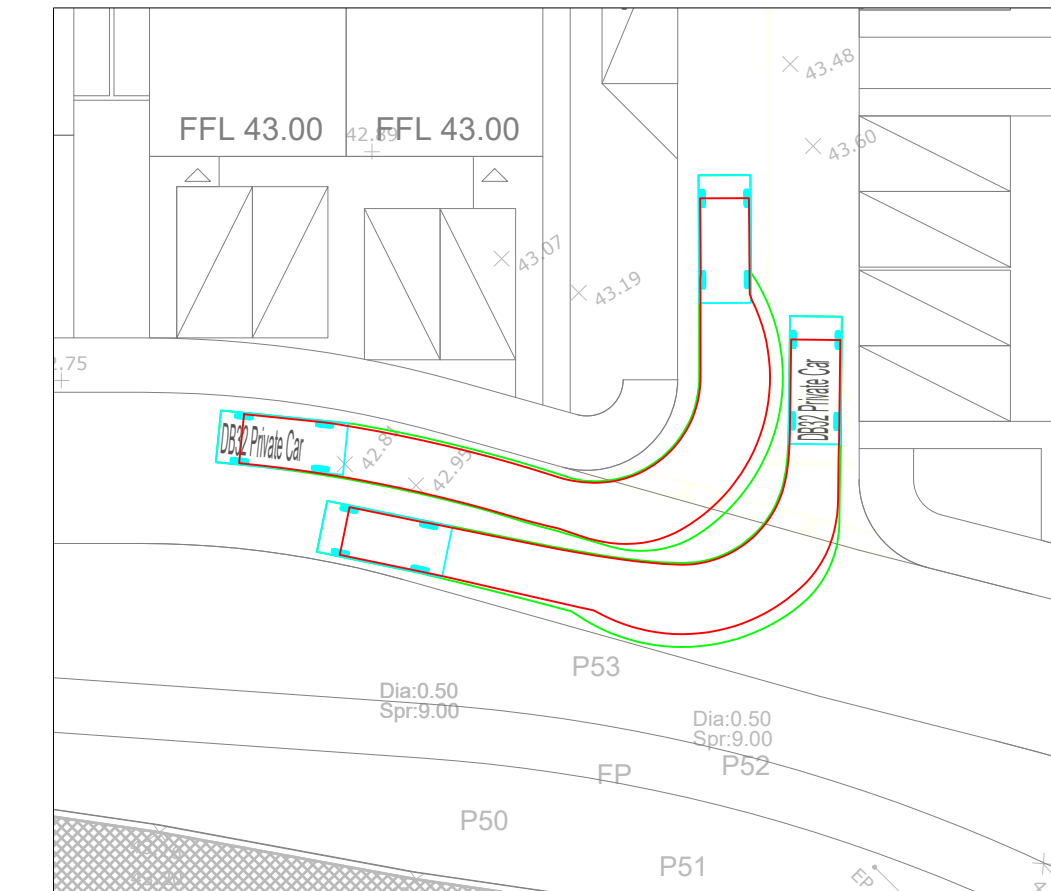
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SCALE 1:250



ZONE 10 SWEEP PATH ANALYSIS FOR PRIVATE CAR
SCALE 1:250



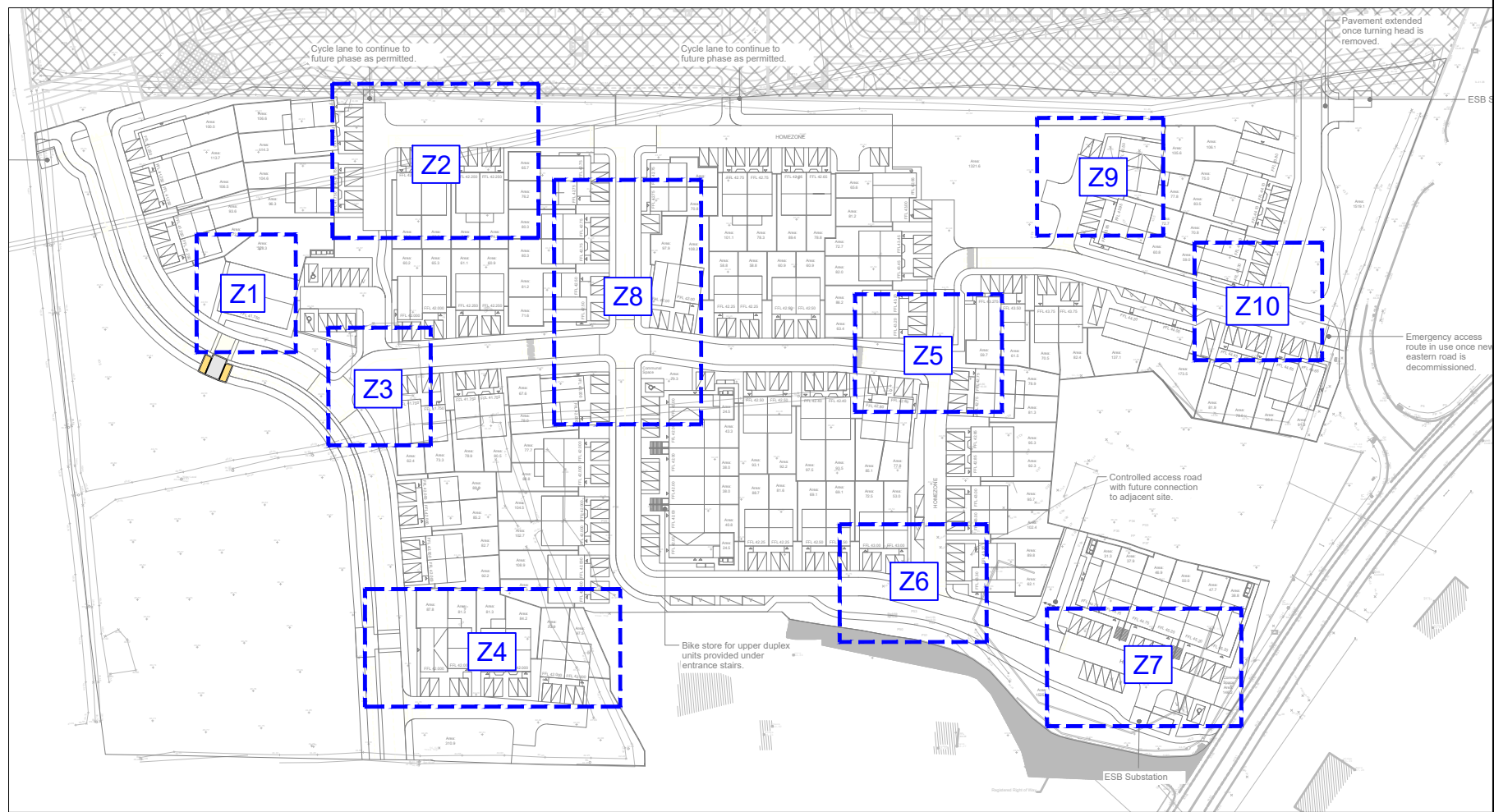
ZONE 5 SWEEP PATH ANALYSIS FOR PRIVATE CAR
SCALE 1:250



ZONE 6 SWEEP PATH ANALYSIS FOR PRIVATE CAR
SCALE 1:250



ZONE 7 SWEEP PATH ANALYSIS FOR PRIVATE CAR
SCALE 1:250



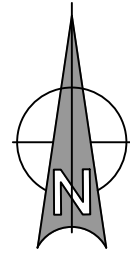
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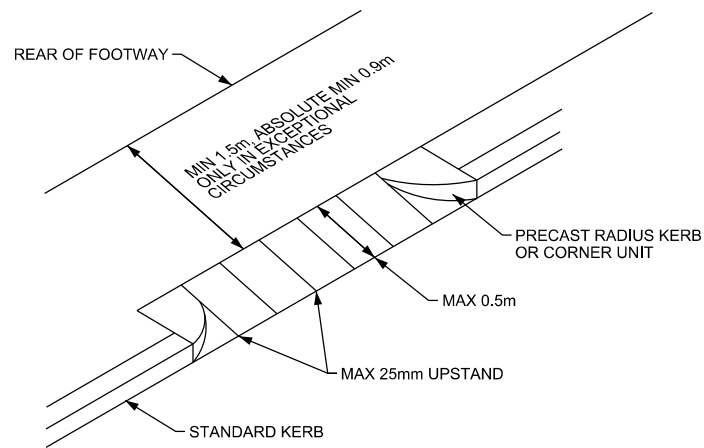
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P01	09/06/2026	ISSUED FOR COORDINATION	EK	MH
P02	06/07/2026	ISSUED DRAFT FOR INFORMATION	EK	MH
P03	30/07/2026	ISSUED FOR PLANNING	EK	DG



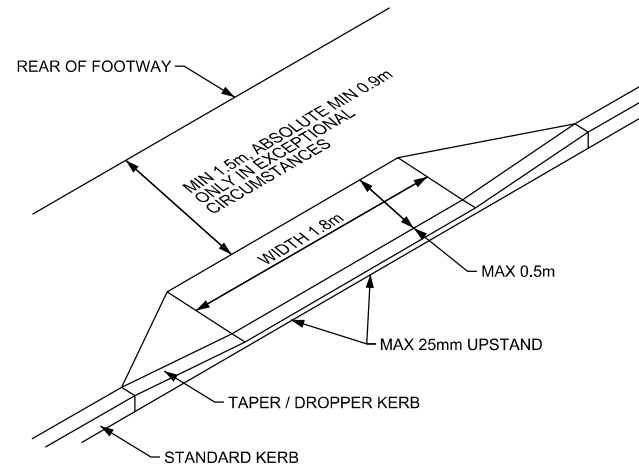
CLIENT:	BALLYMORE GROUP			
PROJECT:	PROPOSED DEVELOPMENT, BALLYKEERAN GARDENS, CORNAMADDY, ATHLONE			
TITLE:	PROPOSED PHASE 1 SWEPT PATH ANALYSIS PRIVATE CAR			
DRAWN: EK	CHECKED: RM	APPROVED: MH	JOB NO: 251416	REV: P03
DATE: JULY 2026	SCALE: 1:500	DRAWING NO: 251416-ORS-Z1-00-DR-TR-733		

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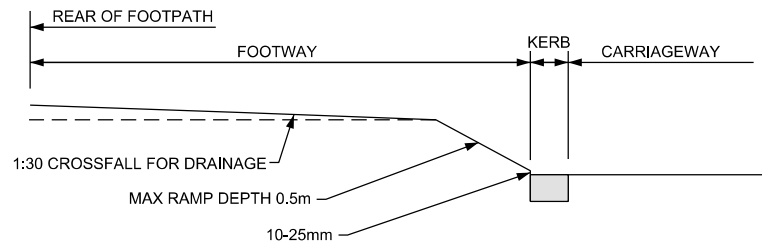
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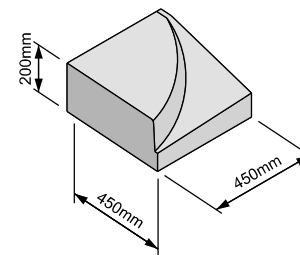
WITHOUT CORNER KERB

NOTE:

CONSIDERATION MUST BE GIVEN TO THE POTENTIAL FOR THE GROUNDING OF VEHICLES USING THE CROSSOVER AND HOW TO MITIGATE THIS.



SECTION THROUGH DROPPED KERB



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