N

FIRE ENGINE HAS SUFFICIENT ROOM TO DRIVE IN AND REVERSE OUT OF COURTYARD.

FCC ARCHITECT'S DEPARTMENT HAVE CONFIRMED THAT THEY HAVE RECEIVED CONFIRMATION FROM THE LOCAL FIRE AUTHORITY THAT FIRE ENGINES WILL DRIVE IN AND REVERSE OUT OF COURTYARD WITHOUT TURNING IN THE EVENT OF AN EMERGENCY

LOCATION OF FIRE HYDRANT WITHIN DEVELOPMENT

UNIT 1 F.F.L. 13.400

UNIT 2 F.F.L. 13.400

UNIT 3 F.F.L. 13.400

UNIT 4 F.F.L. 13.400

UNIT 5 F.F.L. 13.500

UNIT 6 F.F.L. 13.500

UNIT 7 F.F.L. 13.950

UNIT 8 F.F.L. 13.950

UNIT 9 F.F.L. 14.175

R46000

13.192—CH00

13.192—CH10

13.242—CH20

13.292—CH30

13.305—CH33

STOP

BUS

North Street

## FIRE ENGINE SWEPT PATH ANALYSIS

SCALE 1:100

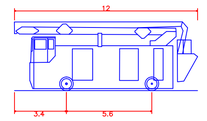
## GENERAL NOTES:

1. ALL DIMENSIONS AND LEVELS TO BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF THE WORKS. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT ARCHITECT'S AND OTHER ENGINEERING DRAWINGS.

LEGEND

- PROPOSED APARTMENT UNITS
- PROPOSED 125mm HALF BATTERED CONCRETE KERB
- PROPOSED HALF BATTERED INSITU CONCRETE KERB (DROPPED)
- PROPOSED 125mm FLUSH CONCRETE KERB
- 13.300 PROPOSED FINISHED FLOOR LEVEL

## AERIAL FIRE APPLIANCE




| Aerial Platform/ Turntable Ladder/ Special Appliance | |
|---|---|
| Overall Length | 12.000m |
| Overall Width | 2.550m |
| Overall Body Height | 4.500m |
| Min Body Ground Clearance | 0.130m |
| Track Width | 2.550m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 13.750m |

| REV. | DATE | DESCRIPTION | BY | APPR |
|---|---|---|---|---|
| B | 19.10.22 | UPDATED WITH LATEST LAYOUT FROM ARCHITECT 17.10.22 | WD | MK |
| A | 01.09.22 | UPDATED WITH LATEST LAYOUT | PM | MK |

DRAWING STATUS: PART_8_PLANNING

CLIENT: FINGAL COUNTY COUNCIL

JOB DESCRIPTION: 13No. DWELLING HD AT 30-32 NORTH STREET, SWORDS, Co. DUBLIN

DRAWING TITLE: FIRE ENGINE SWEPT PATH ANALYSIS

| PROJECT No.: | DRAWING No.: |
|---|---|
| P-3626 | C-07 |
| | REV. No.: B |

| SCALE: | SHEET: | DATE: |
|---|---|---|
| 1:100 | A1 | 25.07.22 |
| DRAWN BY: PM | CHECKED BY: MK | APPROVED BY: PMCM |

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