

MOBILITY MANAGEMENT PLAN

TRANSITIONAL CARE FACILITY AT UNIT 21 FIRST
AVENUE, COOKSTOWN INDUSTRIAL ESTATE,
DUBLIN 24

Bartra Property (Cookstown) Limited

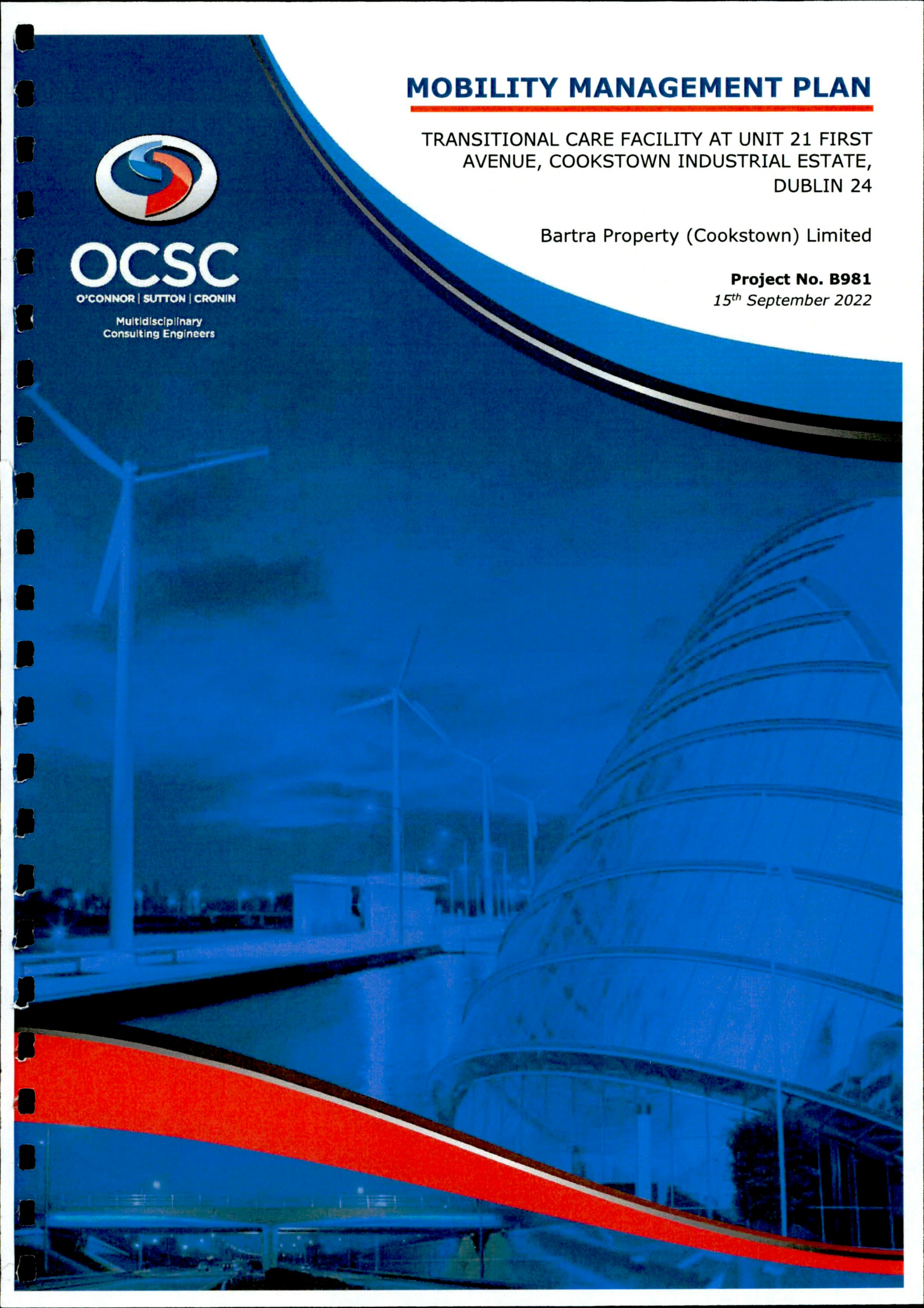
Project No. B981
15th September 2022



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O'CONNOR | SUTTON | CRONIN

Multidisciplinary
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24



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DOCUMENT CONTROL & HISTORY

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1. INTRODUCTION

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by Bartra Property Cookstown Limited to prepare this Mobility Management Plan with respect to the proposed development at a site in the Cookstown Industrial Estate in Tallaght, Dublin 24 as indicatively shown following.

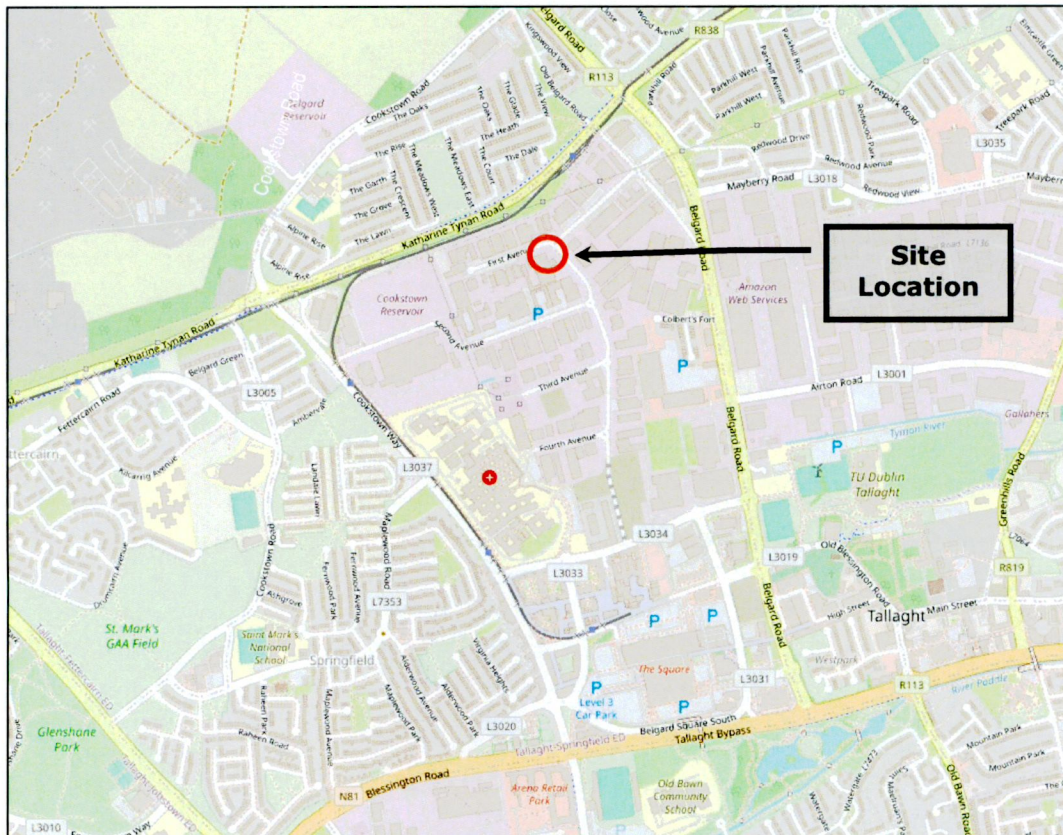


Figure 1: Indicative Site Location Map

The proposed development is located within the Cookstown Industrial Estate on site bounded by First Avenue to the north, Cookstown Estate Road to the east and other third party commercial/industrial units to the south and west.

The development will consist of the following:

- Demolition of all existing 1-3 storey industrial/commercial structures and small café on site totalling c.5,500sqm in area;

- Construction of a 1-5 storey Transitional Care Facility (step-up/step-down) providing 131 no. bedspaces over partial basement (total floor area c.6,743sqm) with central courtyard (c.519sqm);
- The basement consists of a sprinkler tank and pump rooms, water tank room, plant room and workshop;
- Provision of dining and kitchen areas, sitting/family rooms, activity rooms, coffee dock, hair salon, oratory, lobbies/reception areas, ancillary offices and staff areas, stores, toilets, shower/changing facilities, ESB substation, generator, switchroom, service yard and waste areas serving the facility;
- Lobbies, stair/lifts, photovoltaic panels and green roofs throughout;
- Partial provision of the pocket park identified in the Tallaght LAP (c.1,286sqm);
- New vehicular access from First Avenue and egress onto Cookstown Road via a one-way system through the subject site;
- Entrance signage on the eastern elevation of the proposed facility;
- All associated site development works, services provision, connection to the water supply, foul and surface water networks on First Avenue and Cookstown Road including partial diversion of the foul line to the north east of the site at First Avenue, attenuation/bioretention systems, vehicular and pedestrian access including internal road and footpaths, public realm upgrade works, landscape and boundary treatment works, tree removal, bicycle storage (68 no. spaces), car parking (32 no. spaces), set-down parking spaces, 1 no. ambulance set-down space serving the facility and delivery/loading areas to First Avenue.

This plan is being prepared as a transportation demand management tool for the site. This will have the aim of reducing car use and the need for car use by staff at the site by increasing the attractiveness and practicality of other modes of transport and by reducing the need to travel.

The MMP targets set out herein will take account of future potential improvements in sustainable transport infrastructure over and above those currently in operation. In this context, the MMP will set targets into the

future which will be flexible and reflective of the maximum achievable modal split at any time dependent on a variety of factors including actual local infrastructure and other facilities available.

2. CONTENT OF THE TRAVEL PLAN

As set out in the South Dublin County Council Development Plan 2022 – 2028, the Transport Strategy for South Dublin County seeks to ensure an integrated strategy for transport and mobility that enhances access and movement within and through the County while promoting change in favour of sustainable modes.

In relation thereto, it is general best practice that an MMP meet the following requirements:

- Provide a comprehensive outline of public transport services (existing and proposed) available to the future employers and employees;
- Identify connectivity from the development to the local public transport services and other infrastructure;
- Prepare a statement on the nature and extent of facilities that will be considered for provision and that would serve to encourage walking and cycling;
- Set out the anticipated targets with respect to modal choice;
- Provide an outline of the various schemes that may be appropriate to facilitate a change in travel patterns to and from work.

Thus, based on the above, this report is a statement of the broad objectives in respect of Mobility Management for the site as a whole. The plan sets out targets and objectives along with the mechanisms, including both hard and soft measures, which could be put in place to support modal shift.

However, at this stage the plan is intended to be preliminary and will be revised accordingly once more detailed information regarding the final occupiers becomes available. Moving forward from this, the plan will continue to be regularly updated based on experience gained from its implementation and operation. Reviews will also be held on a regular basis in consultation with both management and staff representatives.

3. EXISTING PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

The existing public transport facilities within the vicinity of the proposed site mainly consist of the LUAS and the bus services. The nearest public transport stops include two LUAS Red Line stops along Belgard and Cookstown Way and a Dublin Bus stop along Belgard Road, all of which are just within a twelve-minute walk (approximately 950 metres) and are shown in Figure 2 below.

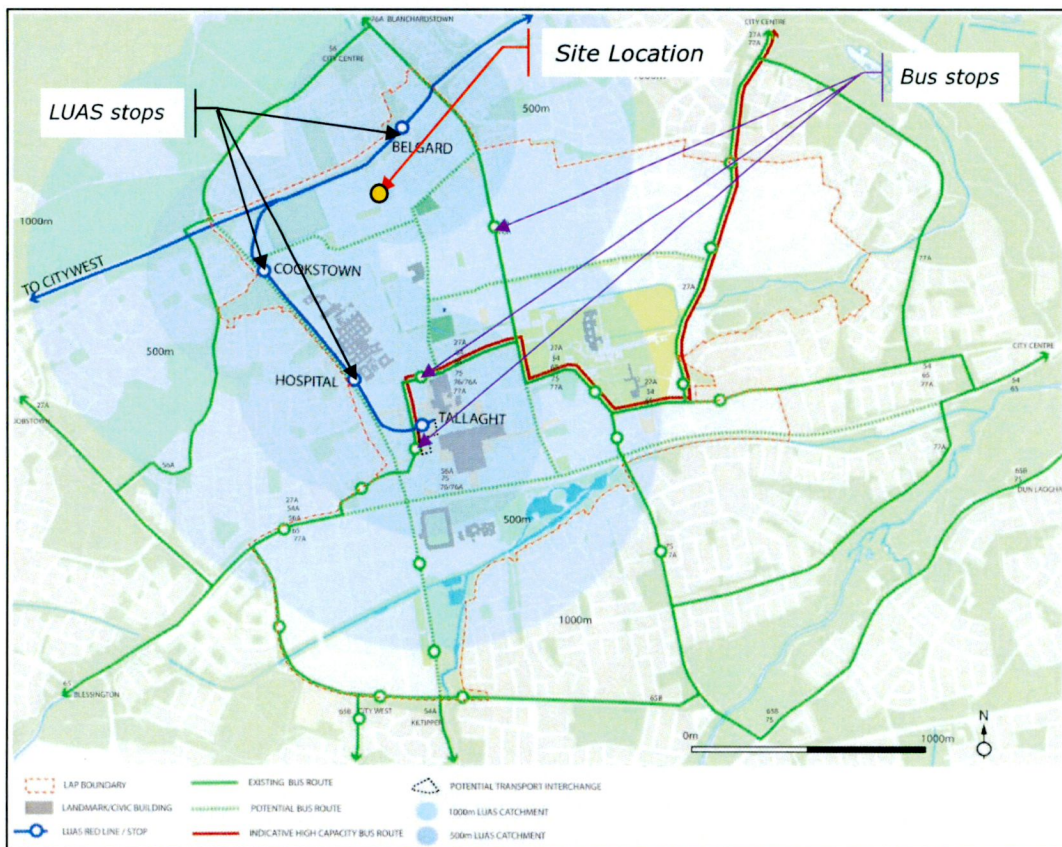


Figure 2: Local Public Transport Facilities

BUS

There are a number of Dublin Bus and Go Ahead routes serving stops in the local area within an approximate 800m (10 minute) walk on Belgard Square North and Belgard Road with the former facilitated by the completion of the

Cookstown Link Road project. The key routes serving these nearby stops are summarised in the following table.

Route	Description	Frequency
27	Clare Hall – Jobstown	10 mins
54a	Pearse Street – Ellensborough/Kiltipper Way	15-30 mins
65	Poolbeg Street – Blessington/Ballymore	2 hours
76/76A	Tallaght – Chapelizod	15-20 mins
77a	Ringsend Road – Citywest	15-20 mins

Table 1: Local Dublin Bus Services

Further detail of all Dublin Bus routes can be found on www.dublinbus.ie and www.goaheadireland.ie.

There is also a Bus Éireann stop on Belgard Square North within a sixteen-minute walk (approximately 1.3 kms) of the proposed development site, with the bus route shown in Table 2.

Route	Description
132	Bunclody (Market Square Southbound)

Table 2: Bus Eireann Services

Further detail of all Bus Éireann services can be found at www.buseireann.ie.

LUAS

The existing Luas Red Line caters to the commuters within the vicinity of the proposed site. The closest station is located at Belgard, which is approximately 500 metres (6 minutes) walk away. Another Luas station nearby is located at Cookstown, which is approximately 950 metres (12 minutes) walk away. These stops provide access to regular rail services along the Luas Red Line which runs in an east – west direction through the

city centre, north of the River Liffey, before travelling southwest to Tallaght, with a link to Citywest and Saggart.

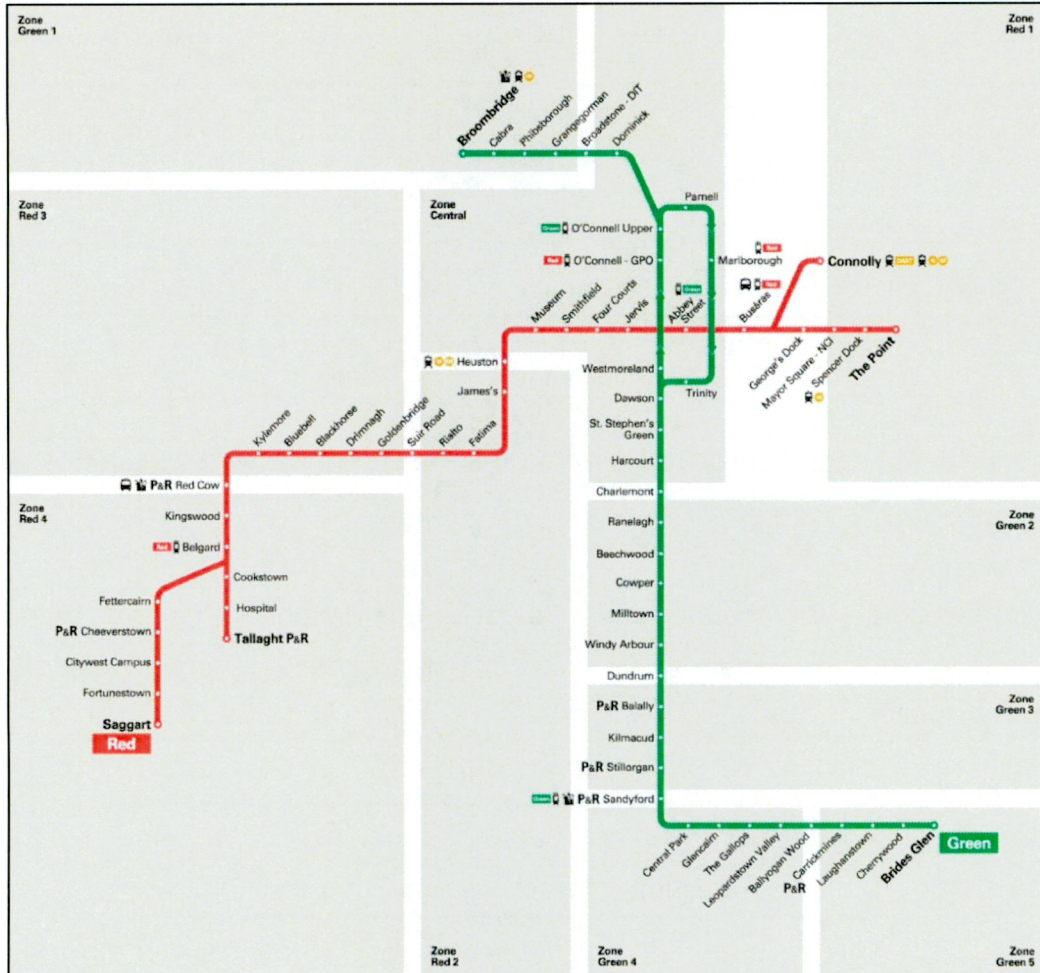


Figure 3: LUAS Network Map

The Red line includes stops which interchange with all other major rail and bus services in Dublin at Heuston Station, Connolly Station and Busáras. This effectively links the site to all rail services operating within and to/from Dublin which are summarised following:

- Dublin Heuston Routes – Cork, Galway, Limerick, Ennis, Waterford, Westport, Ballina, Portlaoise (which numerous intermediate stops on each);

- Dublin Connolly Routes – DART, Commuter, Belfast, Rosslare, Sligo, Dundalk, Maynooth, Longford, Portlaoise (which numerous intermediate stops on each).

The overall rail network map, including the LUAS network is shown in Figure 4.

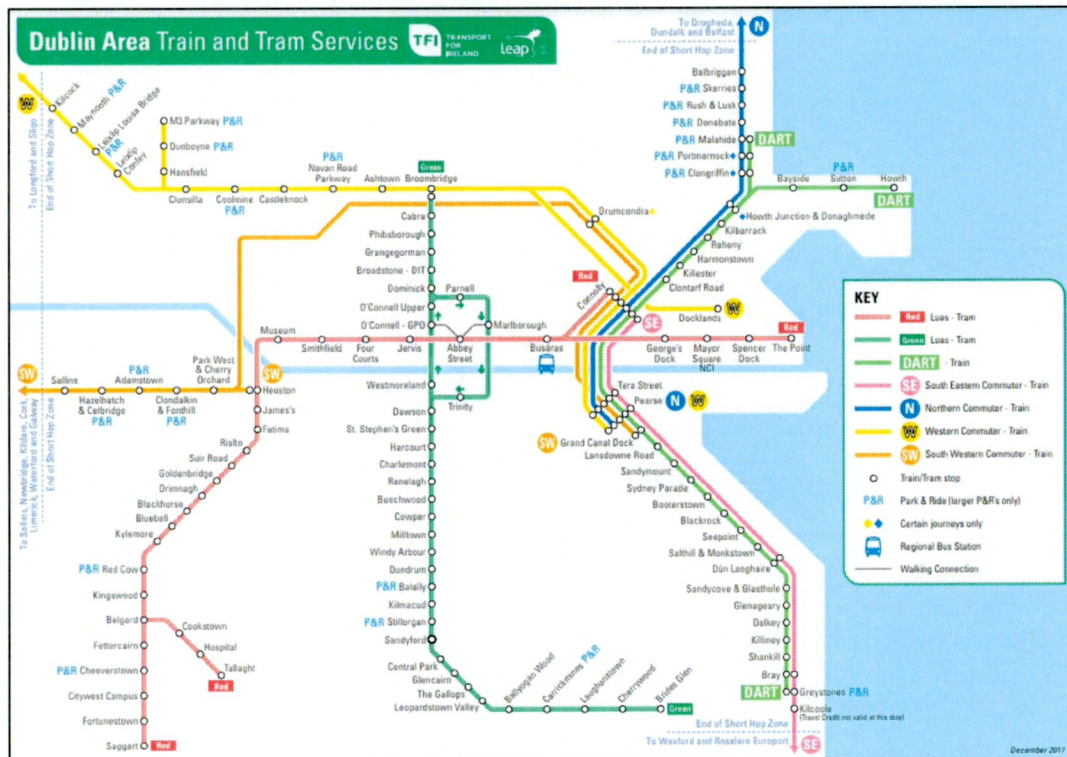


Figure 4: Dublin Train and Tram Services Network Map

The site is further linked to all express, intercity and commuter bus services operating through Busáras, linked directly by the Luas. This level of connectivity means any area served by a public transport service that operates in Dublin City is accessible from the development site by sustainable means.

Furthermore, the Luas Red Line links with the Luas Green Line through their respective Abbey Street and O'Connell Street stops. The Luas Green Line operates a similar service between Broombridge and Bride's Glen with key intermediate stops including St. Stephen's Green, Dundrum and Sandyford which house extensive areas of employment.

	Monday - Friday	Saturday	Sunday & Bank Holidays
First Tram	05:33	06:34	07:09
Last Tram	01:12	01:12	00:13

Table 3: Luas Belgard Stop Operating Hours

Monday - Friday				Saturday				Sunday & Bank Holidays			
	Min	Avg	Max		Min	Avg	Max		Min	Avg	Max
05:37-07:00	3	7	17	06:36-10:00	3	7	17	07:06-12:00	3	6	17
07:00-10:00	3	4	6	10:00-16:00	6	6	7	12:00-19:00	3	5	8
10:00-16:00	2	4	6	16:00-19:00	3	5	7	19:00-23:06	3	5	9
16:00-19:00	3	4	7	19:00-00:06	3	4	9				
19:00-00:07	2	5	12								

Table 4: Luas Belgard Stop Operating Frequency

As shown in Tables 3 and 4, the Luas has an average peak frequency of every 4 - 7 minutes and operates from 05:33 – 1:12 on weekdays. The journey time between the Cookstown stop and Mayor’s Square stop at the heart of the City Centre is estimated at approximately 46 minutes at peak times.

PEDESTRIAN

Key pedestrian routes linking the proposed development site to the Luas stop and to the town centre to the south are served by existing footpaths with public lighting.

The development site is located within a short walking distance of a wide variety of local amenities which, when combined with the aforementioned public transport options, significantly reduce the need to travel long distances on a consistent basis, and in particular travel by car.

CYCLE

The National Transport Authority (NTA) has surveyed the cycle facilities for the Greater Dublin Area (GDA) as part of the *Greater Dublin Area Cycle Network Plan*. An extract from this plan showing the existing cycle facilities in the vicinity of the proposed development is shown in *Figure 5*.

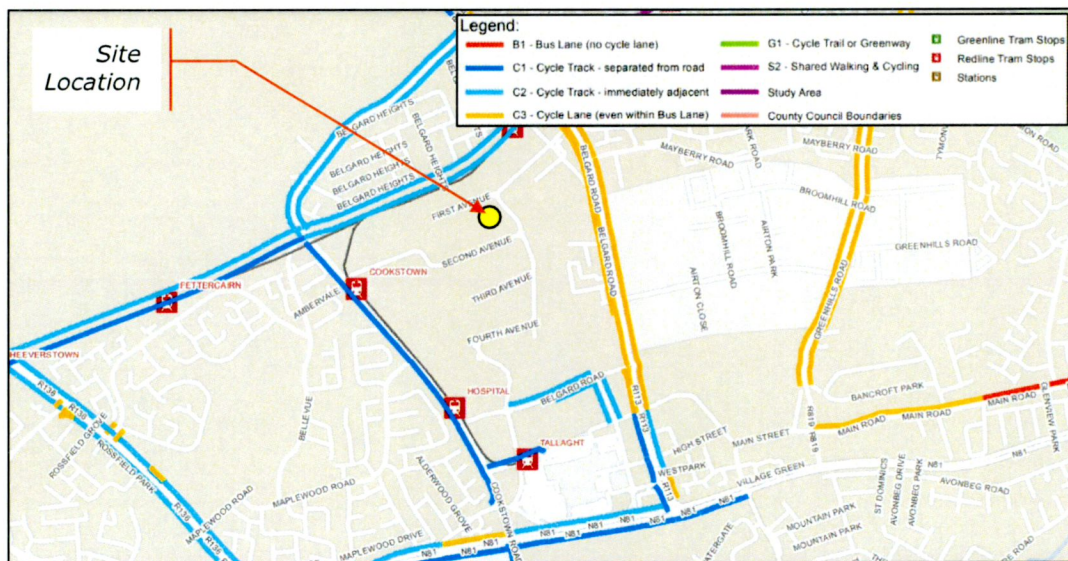


Figure 5: Existing Cycle Facilities in Dublin Southwest

There are cycle facilities along the regional roads surrounding the proposed development site, as shown in the map. A cycle track separate from the road (C1) runs along Cookstown Way, to the west of the proposed development site wherein the LUAS Red Line stops are also located. To the north of the proposed site, a cycle track immediately adjacent to the roadway (C2) provides direct access to the LUAS Red Line stop at Belgard Station. Belgard Road to the east currently has a cycle Lane (even within Bus Lane) (C3) which connects to N81 along the south.

Overall, the development site is seen to be well served by a variety of transport options comprising of the Luas, various bus operators, cycle facilities and existing footpaths, which should facilitate the objective to encourage and promote more sustainable means of transport.

4. FUTURE PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

BUS

Bus Connects aims to overhaul the current bus system in the Dublin region by building a network of next generation bus corridors on the busiest bus routes to make bus journeys faster, predictable and more reliable.

Relative to the development site, the key proposals include provision of a number of routes within close proximity of the development site along Belgard Square North and Belgard Road. These routes will have varying service frequencies ranging from 12 – 30 minutes.

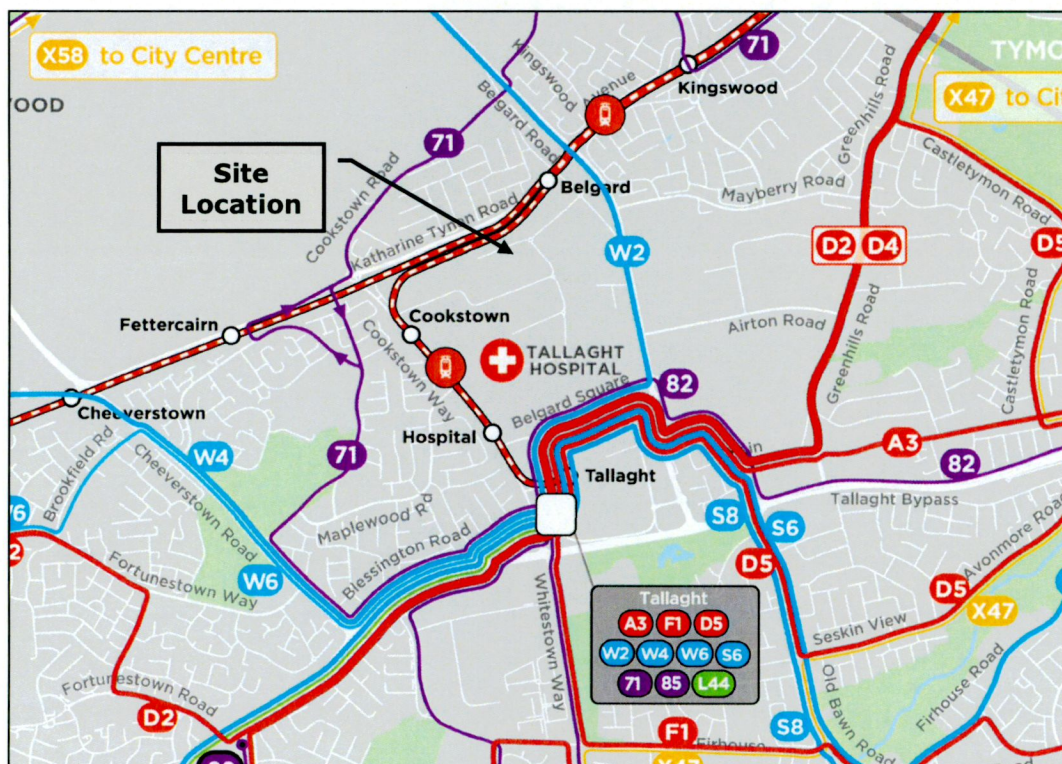


Figure 6: Bus Connects Proposed Network Map

The Tallaght LAP also sets out proposals with respect to a future bus network as per the following extract.

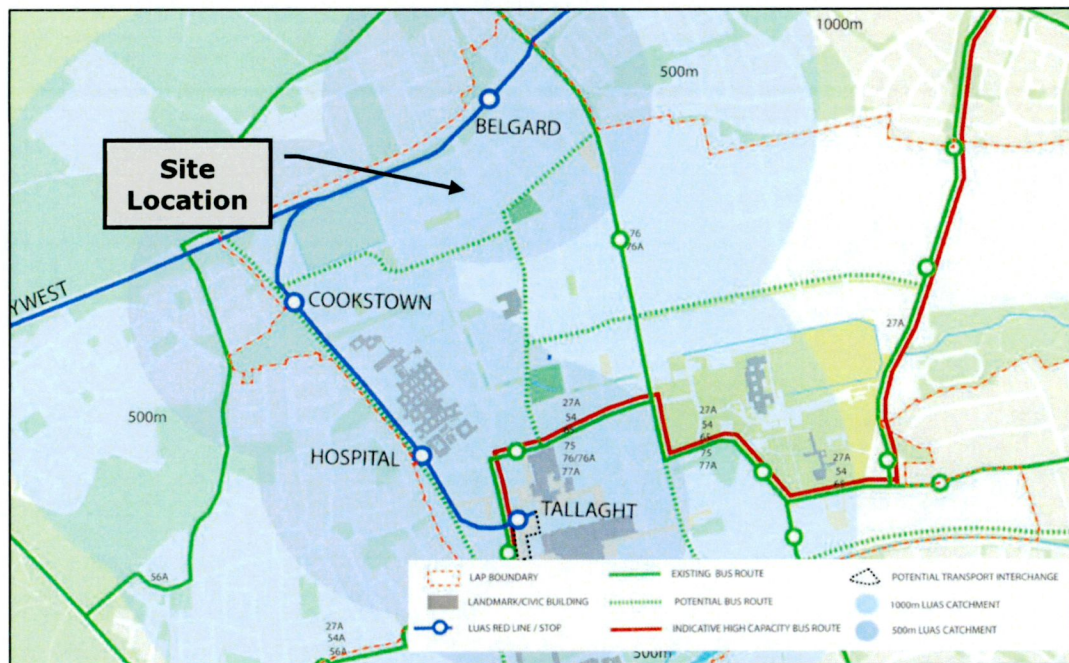


Figure 7: Tallaght LAP Public Transport Network

RAIL

There are proposals for significant infrastructural upgrades to the existing rail services which will further benefit the development site and enhance overall accessibility. These include:

- MetroLink – a high capacity, high-frequency heavy rail line running from Swords to Charlemont, linking Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services and thereby creating a fully integrated public transport network in the Greater Dublin Area. It will link with the Luas Red Line at O'Connell Street;



Figure 8: Metrolink Map

- *The DART+ Programme* – this will treble the length of the existing DART network through electrification of existing Commuter lines including those to Drogheda and Maynooth and improvements to the existing train fleet to increase capacity and frequency. This enhanced DART network will be accessible via Heuston and Connolly Stations which link with the Luas Red Line as set out previously.

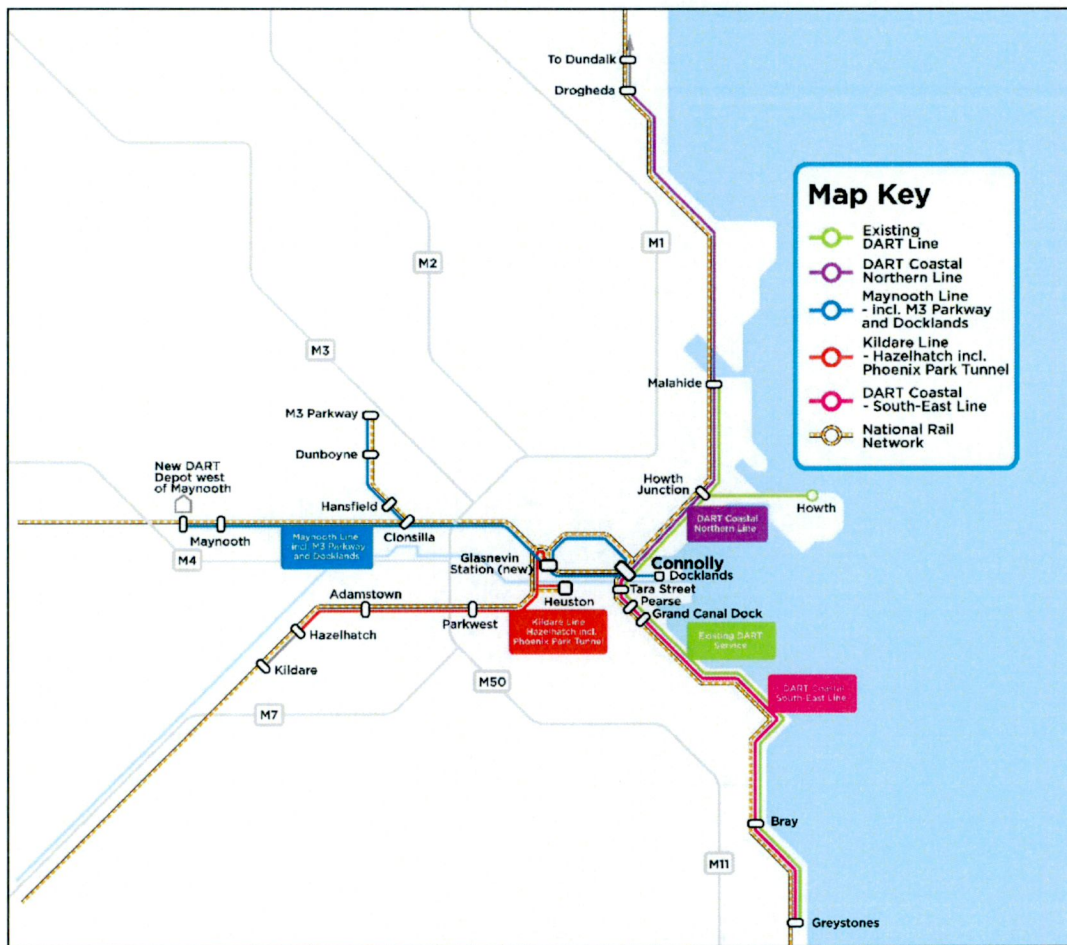
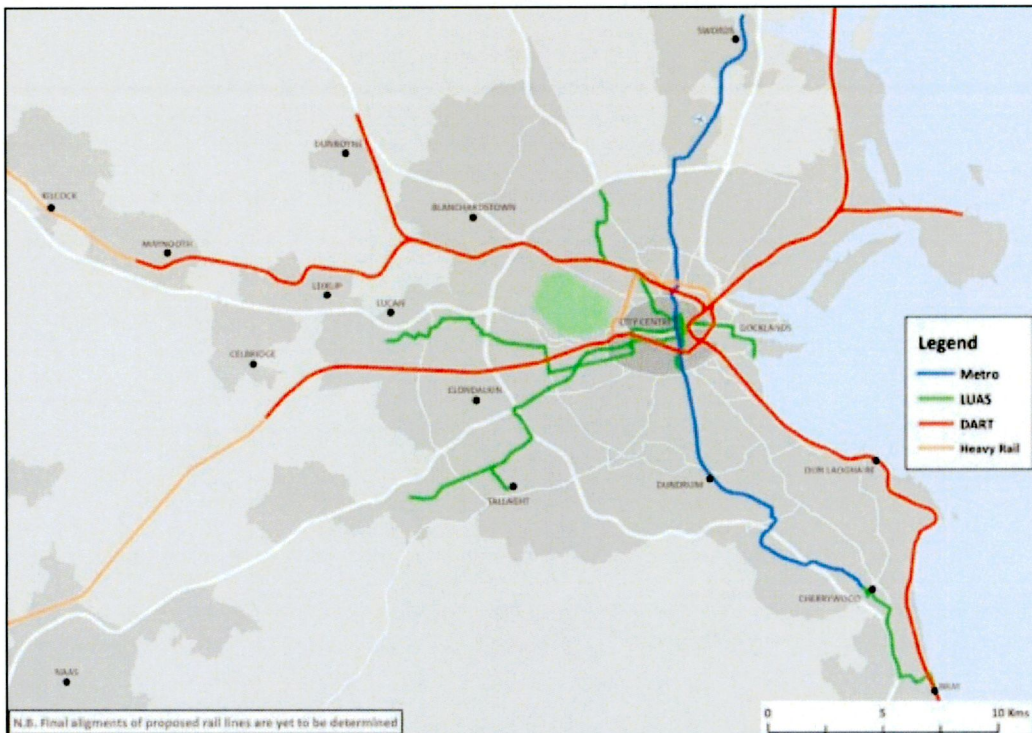


Figure 9: Dart+ Map

- The Transport Strategy for the Greater Dublin Area (2016-2035) – this sets out proposals for further extensions to the Luas Network including extensions to Lucan, Finglas and Bray which will be accessible through the aforementioned overall Luas connectivity. These proposals are also reflected in the Draft Transport Strategy for the Greater Dublin Area (2022-2042).



*Figure 10: Greater Dublin Area Transport Strategy 2016 – 2035 Overall
Heavy & Light Rail Network*

- The South Dublin County Development Plan – this sets out proposals for a “long term high capacity public transport” service running east of the development site along Belgard Road and continuing north across Dublin.

PEDESTRIAN

The Tallaght LAP has included proposals for future upgrades within the entire vicinity of the site and will be developed in a coordinated manner. However, in the interim, an opportunity to further improve the existing pedestrian and cycle facilities has been identified and is proposed to be provided in conjunction with South Dublin County Council as part of the proposed development. This will reinforce and provide high quality connections for pedestrians to all major public transport options stations and local amenities nearby, specifically the Luas Belgard Stop and Town Centre.

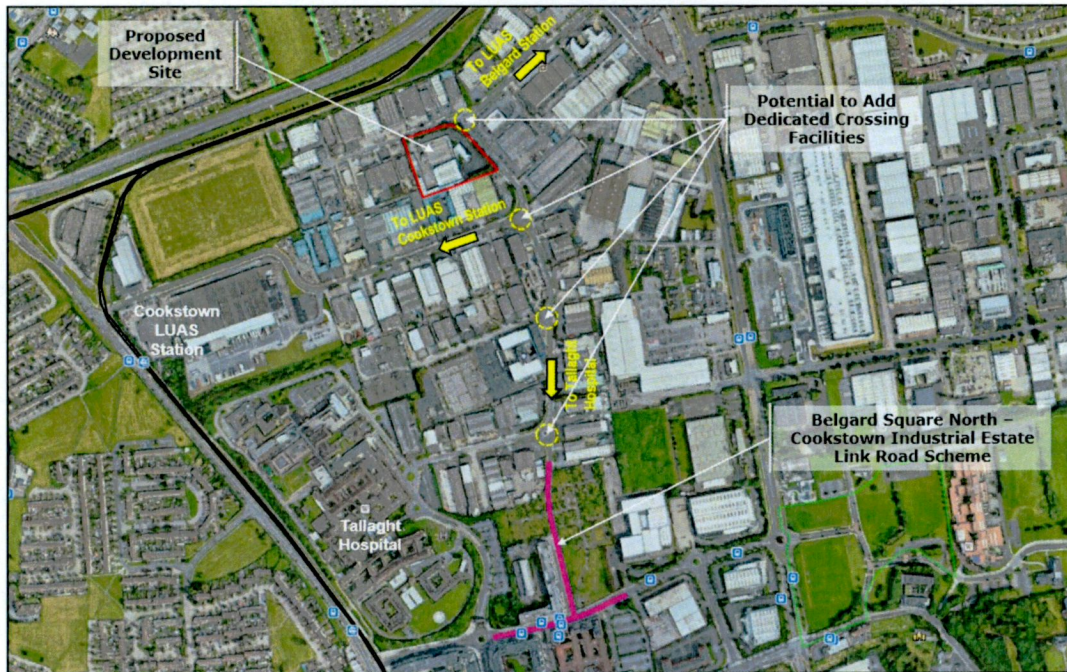


Figure 11: Potential Interim Pedestrian Facilities Upgrades

Please refer to the Transport Assessment & Parking Strategy Report, submitted under separate cover, for further detail on the above.

CYCLE

The Greater Dublin Area Cycle Network Plan sets out extensive proposals for future cycle network improvements, which are highlighted in the following extract from the associated mapping.

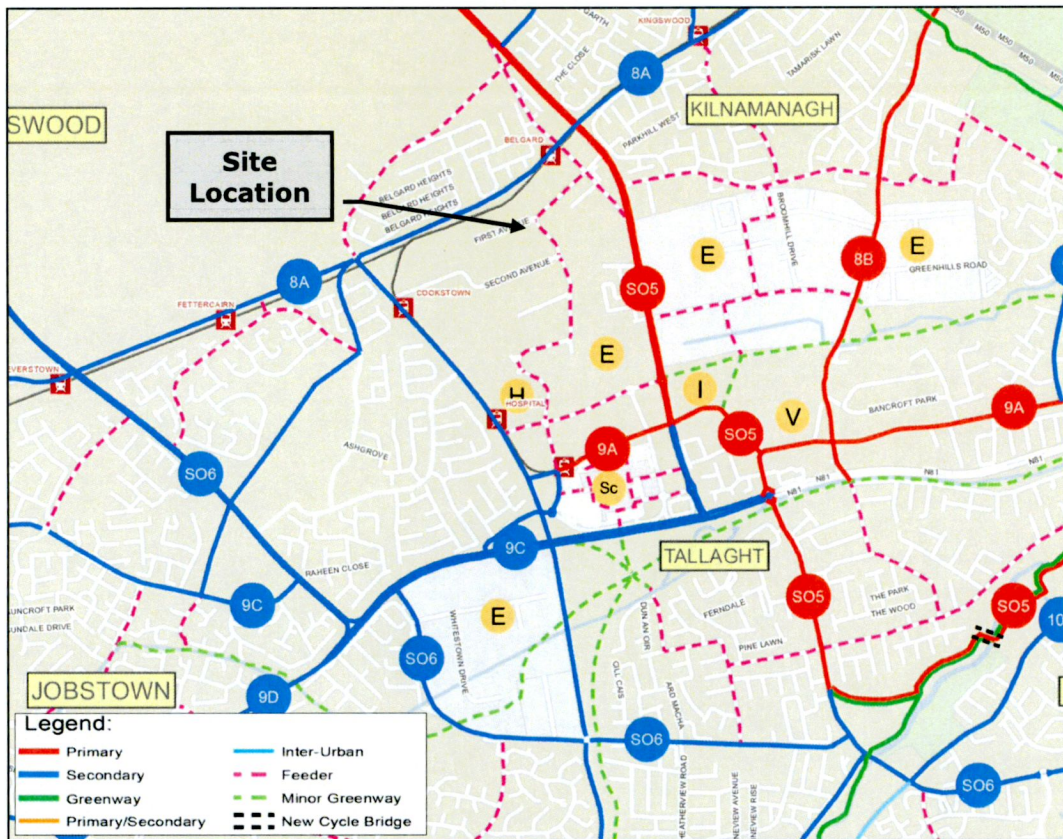


Figure 12: Proposed Cycle Network Map

The proposals include both primary and secondary routes in the vicinity, linked by a feeder route running along Cookstown Estate Road directly adjacent the development site. This is reflected by similar proposals in the Tallaght LAP 2020 as per the following extract.

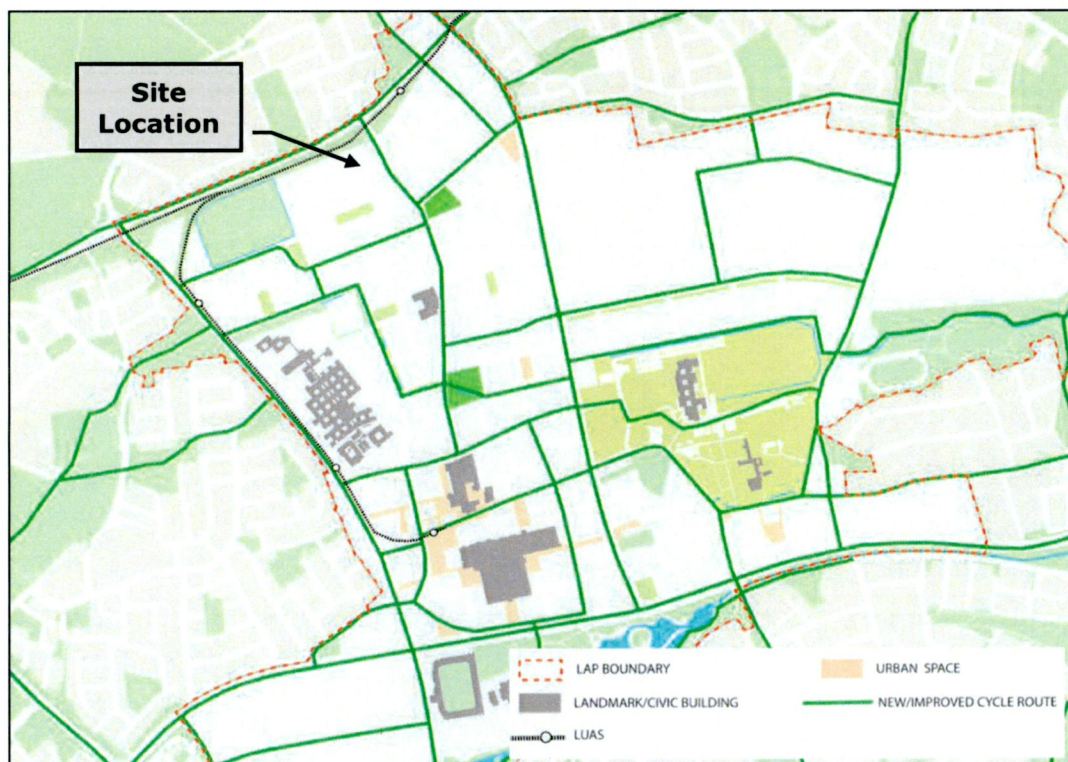


Figure 13: Tallaght LAP Cycle Network

South Dublin County Council have also recently received a grant of funding for a number of active travel projects in the Tallaght Area including a route from Tallaght to Knocklyon and another to Clondalkin which are to be progressed in the near future.

Thus, there are extensive proposals for significant improvements to the public transport, pedestrian and cycle infrastructure locally which will help facilitate a positive modal share towards sustainable modes of travel at the proposed development.

5. OBJECTIVES OF THE TRAVEL PLAN

The objectives of this MMP are as follows:

- to reduce the dependence on the private car as a means of travel for commuters;
- to discourage the use of the private car in those circumstances where car use does occur;
- to increase and facilitate the number of people choosing to walk, cycle or travel by public transport to/from the development;
- to meet, if not exceed, the 10% target modal split for cycling as set out in the National Cycle Policy Framework which can be achieved through the incorporation of cycle-friendly principles in all national, regional, local and sub-local plans;
- to work closely with the Local Authority, the National Transport Authority, Irish Rail, Dublin Bus, Transport Infrastructure Ireland and Bus Éireann in a partnership model to promote an increased uptake in public transport.

In order to achieve the foregoing objectives, the targets set out hereunder are proposed in specific key areas. These targets are based on current information pertaining to existing and proposed infrastructural investment locally. The targets are intended to be preliminary only and will be refined in the light of ongoing experience gained from the implementation of this plan.

PARKING PROVISION

It is an objective of this plan to persist in limiting the level of car parking available on-site. Hence, more focus will be given to the promotion of utilising more sustainable modes of transport in and around the vicinity of the site.

BUS

It is an objective of this plan to increase awareness of these services and encourage their use as a viable and convenient alternative to private car travel where possible. It is also an objective to inform all those concerned about any changes to these services and any new services that come on line.

RAIL

The nearby LUAS service provides direct access to a number of residential and commercial areas in Dublin, through the LUAS Red Line. There are further rail services at Connolly and Heuston Station (via the Luas) which provide a direct link to the overall transport network for Dublin and the rest of the country.

It is an objective of this plan to increase awareness of existing and future services and encourage their use as a viable, convenient alternative to travel by private car wherever possible. It is also an objective to inform all those concerned about any changes to these services and any new services that come on line.

CYCLING/ WALKING

It is an objective of this plan to promote cycling/walking as viable means of transport and to facilitate their use wherever possible. It is proposed that cycle parking for use by workers be located throughout the development. It is an objective of this MMP to monitor and increase the supply of cycle parking should there be demand, as reasonably practicable.

MODAL SPLIT

Taking into account the proposed parking provision and the high level of public transport, cycle & pedestrian infrastructure locally, the following

preliminary modal split targets for the operational stage have been established.

Mode	Modal Share
On Foot	17.5%
Bicycle	17.5%
Public Transport	45%
Car Driver	15%
Car Passenger	5%

Table 5: Preliminary Target Modal Splits

It is noted that once the development is occupied, it is proposed to carry out detailed travel surveys after 6 months in order to establish a more detailed picture of travel patterns at the site. This information will then be used to update the above targets accordingly.

These target modal splits will take into account the types of development proposed here and the high level of public transport, cycle & pedestrian infrastructure locally.

6. SPECIFIC MEASURES

In order to achieve the objectives and modal split targets set out in *Section 5*, a number of specific measures are proposed to be put in place.

Primarily it is intended that the development will take guidance from the Smarter Travel Workplaces programme. This programme assists companies in encouraging travel by means other than by car through various schemes and plans. More information on this programme can be found at www.smartertravelworkplaces.ie and www.nationaltransport.ie.

MANAGEMENT AND CO-ORDINATION

A Mobility Manager/Travel Co-ordinator will be appointed at the development. The duties of the Mobility Manager will include inter alia:

- Conducting surveys at regular intervals once the development is completed and operational. These surveys will provide detailed and up-to-date information on staff's travel habits which can be used to develop new strategies that encourage travel by alternate modes;
- Implementation of various schemes/plans aimed at encouraging the uptake of more sustainable means of travel;
- Acting as an information point for staff and management;
- Negotiating with public transport companies and other service providers;
- Setting up and administering registers for particular measures such as taxis if the need arises;
- Branding of the plan;
- Ongoing promotion and marketing of the plan through various mediums;
- Communication from initial contact with potential staff about transport options and lack of car parking available on site;
- Evaluation and adaptation of the plan in the light of experience.

BUS USE

The Mobility Manager for each stage will encourage and facilitate the use of the numerous existing bus facilities operating in the local area and any future services that may come on-stream.

Timetables and information on routes, ticket prices etc. will be kept on hand at all times and made available to staff. The Mobility Manager will also promote and distribute information on any special tickets available such as tax-saver tickets, integrated ticket systems etc. on an ongoing basis. All information will be updated on a regular basis, with staff being informed of any changes/disruptions to services.

The Mobility Manager will also keep in contact with all bus service providers working in the area with the aim of improving/creating new services locally where possible. Furthermore, the possibility of having local service providers set up on-site at various times in order to promote their services and any special offers available will also be investigated.

RAIL USE

The Mobility Manager for each stage will keep information on hand at all times regarding ticket prices, frequency of services, routes etc. for all existing services. Again, information on any ticket offers such as tax-saver tickets, integrated ticket systems etc. will be made available and promoted on an ongoing basis. All information will continue to be updated regularly, with all those concerned being informed of any changes/disruptions to services or any new services which may come on line.

As with the other public transport services, the Mobility Manager will keep in contact with all rail service providers working in the area with the aim of improving/promoting these services where possible. The possibility of having these local service providers set up on-site at various times in order to promote their services and any special offers available will also be investigated.

CYCLE/PEDESTRIAN FACILITIES

The site Mobility Manager will continue to promote cycling through various schemes and promotions which may include:

- 'Bike to Work Week';
- cycle safety training;
- site visits from trained mechanics to check/repair bikes;
- Negotiating discounts on bikes and accessories from various stores;
- on-site pool bike scheme;
- provision of high visibility vests.

The Mobility Manager will also investigate the possibility of setting up a 'buddy' cycle database, where people choosing to begin cycling to and from work can get in touch and travel with more experienced cyclists with the aim of increasing confidence and safety. Further schemes such as the Cycle to Work Scheme will also be continually promoted at the development.

In addition to the large number of cycle parking spaces provided at the proposed development, potential provision of alternative types of cycle parking such as cargo bicycle spaces will be investigated in line with demand and subject to viability, to encourage shopping or travel with bulkier loads is possible without the requirement to travel by private car.

Similarly, the provision of charging spaces for electric bicycles and scooters will also be investigated in line with demand subject to viability. Electric bicycles and scooters will make traveling longer distances to work/shops possible and convenient for staff at the proposed development without the need for private cars.

The Mobility Manager will also advise workers and keep them updated on the existing bike rental schemes operating in the area, such as BleeperBikes and Moby Bikes, and any new services that may become available.

CAR PARKING PROVISION

Car parking for workers will be restricted on site in order to promote sustainable modes of transport. The number of parking spaces is restricted to 17 no. spaces for the transitional care facility in line with the Development Plan standards.

USE OF TECHNOLOGY

Recent advancements in technology present a number of additional opportunities in relation to encouraging positive modal shift. As part of this MMP, workers at the completed development will be informed of a variety of potentially useful tools including the following:

- *The NTA Journey Planner* – Available on the NTA website and as a downloadable app, the journey planner provides a comprehensive list of travel options available from any origin/destination point in the country. Most notably, this is not limited to a single mode of travel and includes routes which consider multiple modes and multiple public transport services while also providing details such as journey times and distances for each option;
- *Public Transport Providers* – Each of the major public transport providers, including Dublin Bus, Bus Éireann and Irish Rail, now have their own dedicated app that can be downloaded to a smartphone and/or tablet. These contain detailed information on all services offered including timetables and also allow for real time up-dates on changes or disruptions to services;
- *RealTime Ireland* – An application available for download to smartphones and tablets, this app provides real time arrival and departure listings for a range of public transport options from major rail stations to individual bus stops. This app also links with the aforementioned NTA Journey Planner to provide a comprehensive travel planning tool.

The above are just a few examples of the services available which would be of significant use in promoting more sustainable means of transport. The

availability of such services will be promoted amongst staff on a regular basis and information on any new services that become available will also be provided.

BUDGET

It is envisioned that the duties of the Mobility Manager will be incorporated into the duties of the Management Team.

With regard to the hard measures proposed, including the provision of cycle parking, these will be included as part of the construction costs for the development. Maintenance of these facilities will also come under the general maintenance budget and are not expected to involve significant cost.

In relation to soft measures, a major aspect will be the provision of information, the majority of which can be distributed digitally while also being provided on general bulletin boards within the communal areas. Outside of this, the Management Company will be committed to ensuring that adequate funding is available to carry out the measures outlined in this MMP and any others that may be identified as the plan evolves in light of experience.

SUMMARY

Overall, the location of the proposed development, along with the measures considered, will aim to ensure that travel by public transport, by bike or by foot is a preferred alternative to travel by private car for staff.

7. PHASING & MONITORING

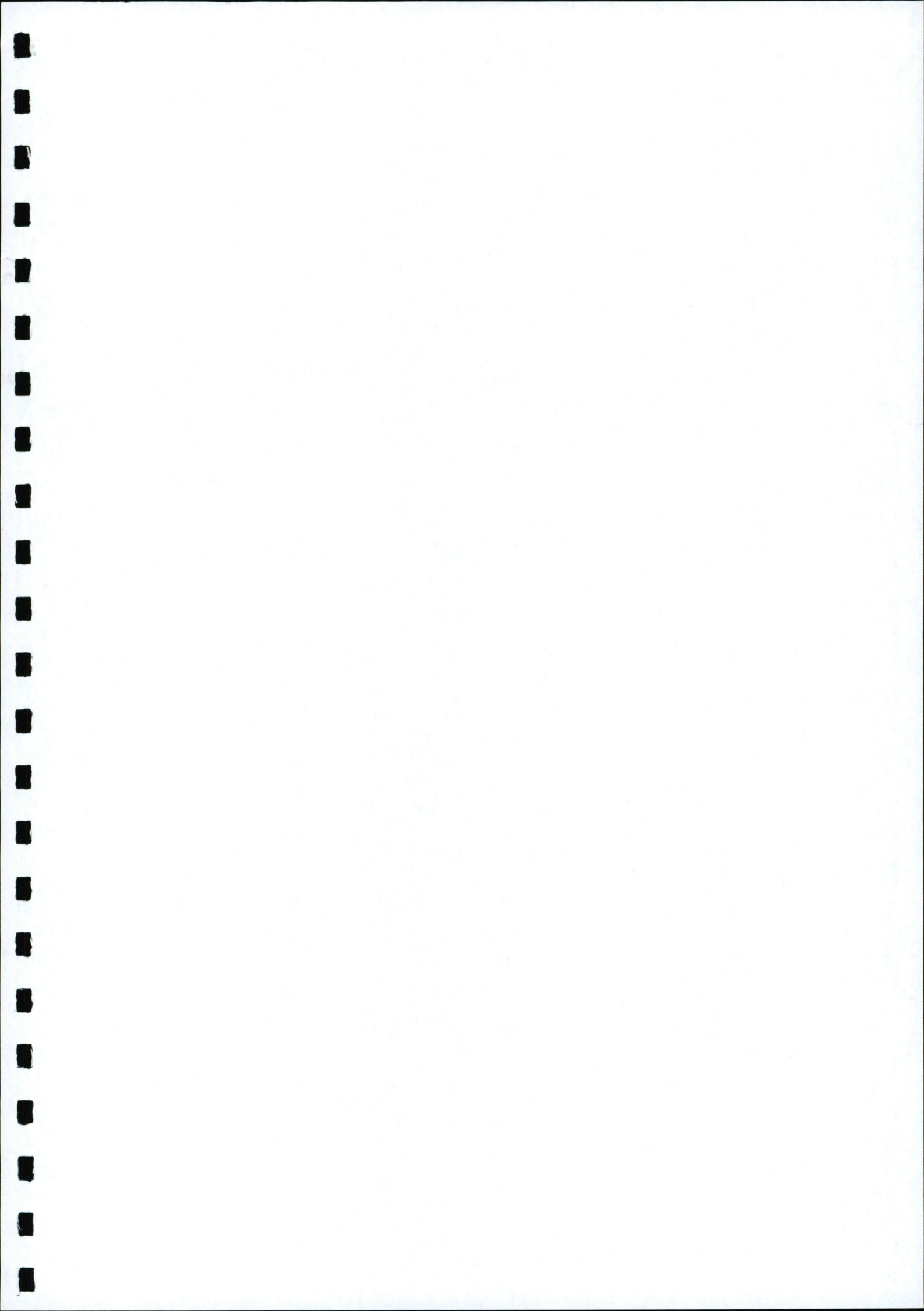
A critical part of any MMP is ongoing monitoring. It is proposed that an initial evaluation of the operation of the plan will take place 6 months into its operation. The plan will be appropriately adjusted at that stage based on the results.

The MMP will be monitored and regularly reviewed on a minimum yearly basis with regular travel surveys being carried out. In particular the demand for cycle parking at the site will be closely monitored with a view to increasing the amount as required. In general, the overall plan will be refined based on experience and consultations with the respective stakeholders.

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