OCSC

O'CONNOR · SUTTON · CRONIN

MULTIDISCIPLINARY CONSULTING ENGINEERS

B1054: MOUNTGORRY LRD

MOBILITY MANAGEMENT PLAN

For

Bartra Propco 23 Limited

20 September 2024

NOTICE

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DOCUMENT CONTROL & HISTORY

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TABLE OF CONTENTS

APPENDICES

APPENDIX A **BUS CONNECTS LOCAL NETWORK PLAN**
APPENDIX B **GDA CYCLE NETWORK PLAN DUBLIN**

LIST OF FIGURES

1 INTRODUCTION

APPOINTMENT

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by Bartra Propco 23 Limited to carry out the design of the Civil Engineering services associated with the proposed residential development.

ADMINISTRATIVE JURISDICTION

The proposed development is located in the jurisdiction Fingal County Council Planning (FCC).

This assessment has given due consideration to the relevant guidelines including:

- Traffic & Transport Assessment Guidelines (2014) as published by the former National Roads Authority (NRA) now Transport Infrastructure Ireland (TII);
- Guidelines for Traffic Impact Assessment (1997) as published by the Chartered Institute of Highways & Transportation;
- Fingal Development Plan 2023 – 2029;
- Greater Dublin Area (GDA) Cycle Network Plan 2022; and
- National Transport Authority's Greater Dublin Area Transport Strategy 2022-2042.

STUDY AREA

The proposed development is located in Mountgorry, Swords, County Dublin, as illustrated in the map below.

The indicative location of the development can be seen in the figure overleaf.

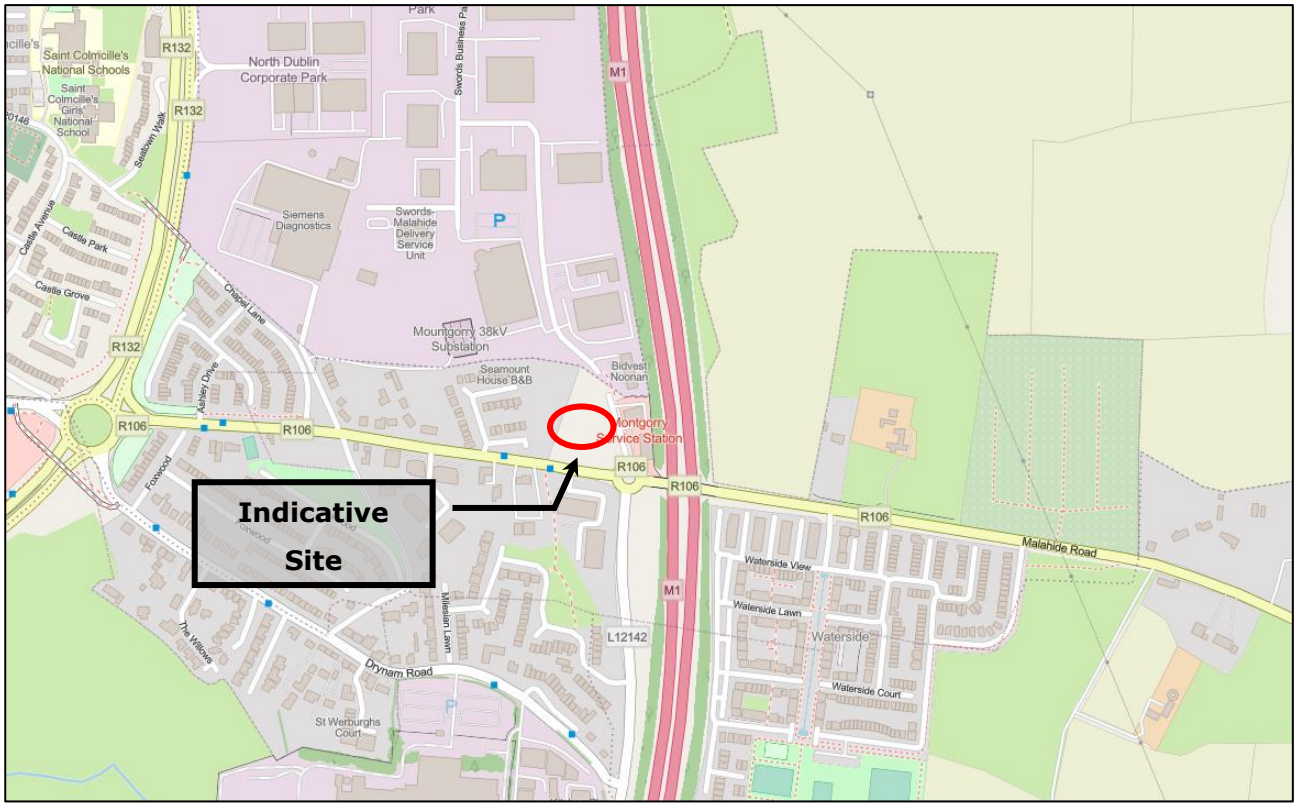


Figure 1: Indicative Location of Development

DEVELOPMENT DESCRIPTION

Bartra Propco 23 Limited intend to apply for permission for development for a Large-scale Residential Development (LRD) at this c. 0.8731 Ha site fronting the Swords to Malahide Road (R106), Mountgorry, Swords, Co. Dublin. The site is bounded to the west by open space, with Seamount View Housing Estate further beyond, to the south by the R106, to the east by an access road to the Applegreen Service Station and to the north by Swords Business Park.

The development's surface water drainage network shall discharge from the site into the existing manhole located along the access road to the east of the site. The development site area and drainage work areas will provide a total application site area of c. 0.8792 Ha.

The proposed development will principally consist of: the construction of 123 No. residential units (55 No. one bed apartments and 68 No. two bed apartments). The development will be provided in a courtyard block arrangement ranging in height from part 4 No. to part 5 No. storeys. The proposed development has a gross floor area of c. 10,291 sq m.

The proposed development will also provide: vehicular access from the access road to the east; 24 No. car parking spaces; bicycle parking spaces; motorcycle parking spaces; pedestrian/cycle entrances at the south-

west and north of the site, and along the western boundary connecting into the adjoining open space; a footpath and bicycle path around the south, east and north of the site perimeter and a shared cycle/pedestrian path along the western boundary; balconies and terraces facing all directions; hard and soft landscaping; boundary treatments; green roofs; lift overrun; PV panels; lighting; ESB substation; switchroom; plant; and all associated works above and below ground.

The site layout can be seen in the following figure.

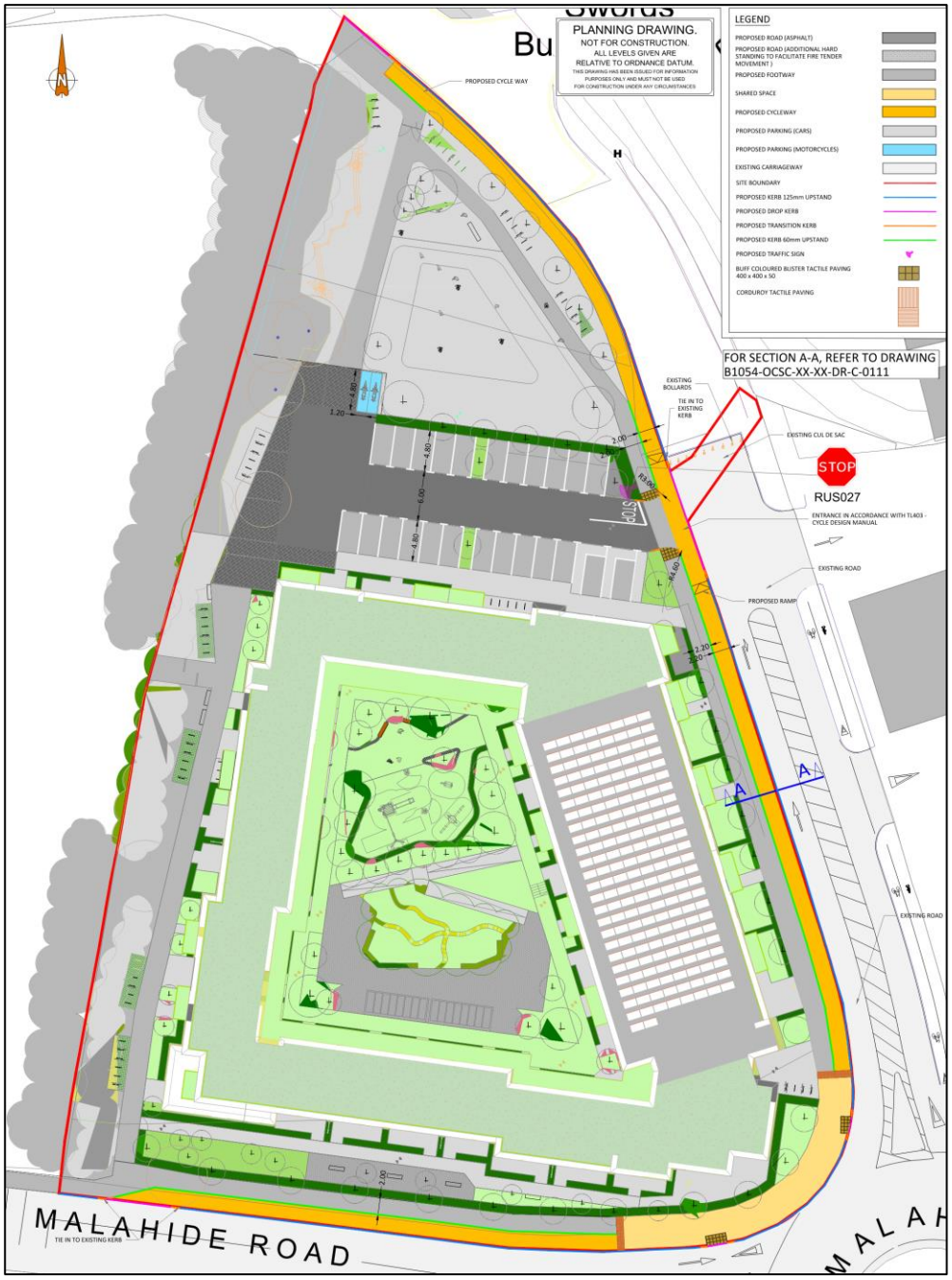


Figure 2: Site Layout (Refer to Dr No. B1054-OCSC-XX-XX-DR-C-0110)

2 CONTENT OF THE TRAVEL PLAN

There are generally considered to be two types of MMPs, dictated by the stage of development and whether or not the final occupants are known at the time of its development. Based on best practice, this MMP is intended to meet the following requirements:

- Provide a comprehensive outline of public transport services (existing and proposed) available;
- Prepare a conceptual plan indicating proposed links (footpaths, traffic routes) from the development to the public transport services;
- Provide the baseline travel patterns for residents at the development;
- Provide an outline of the various schemes that may be appropriate to facilitate a change in travel patterns; and

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 the modal shift.

Moving forward from this, the plan will continue to be regularly updated based on experience gained from its implementation and operation.

3 EXISTING PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

The site is highly accessible by bus with the nearest stops located on Malahide Road c. 10-50m from the site boundary. These stops provide access to a variety of bus services including Go Ahead Routes 102/A/P/T and Swords Express Routes 506 & 507 with extensive additional routes accessible within a 10-minute walking distance, including Dublin Bus routes 42, 43 and 142, as set out in in the Traffic Assessment & Parking Strategy prepared by O'Connor Sutton Cronin. The site is also located less than 1km walk from the proposed MetroLink Swords Central Station on the R132, as per the image below.

Figure 3: Proposed MetroLink Location

BUS SERVICES

In terms of existing public transport infrastructure, there are a number of bus services operating in the local area, the majority of which serve stops immediately south of the development site on Malahide Road. Local routes of relevance include:

- No. 42d: DCU – Portmarnock (daily)
- No. 43: Talbot Street – Swords Business Park (approximate 15-60 min frequency)
- No. 102: Dublin Airport – Swords (approximate 30 minute frequency);
- No. 142: Poolbeg St. – Belarmine (peak hour service);
- No. 506: City Centre – Swords (Swords Express).
- No. 507: Swords – City Centre (Swords Express)

To put the public transport connectivity into context, the following figure of a travel time isochrone illustrates the connectivity of the site by displaying the distances a person using public transport may be able to commute, to and from the development site, relative to a 10, 20 and 30 minute travel times.

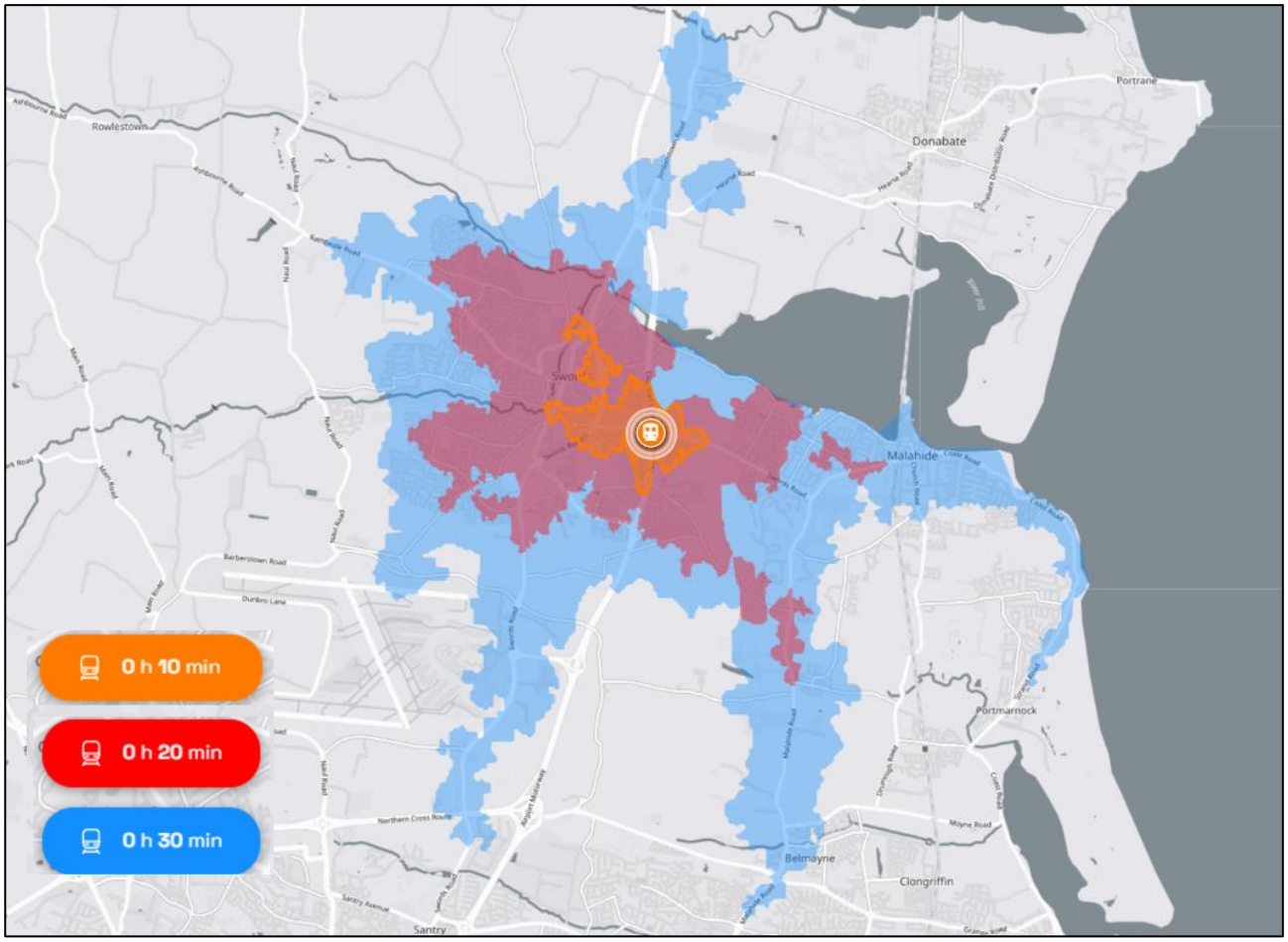


Figure 4: Public Transport Travel Time Isochrone (traveltime.com)

RAIL SERVICES

There are currently limited rail facilities in proximity to the development, however, there are notable improvements to the local transport network proposed, the most significant of which is the proposed MetroLink which will run to the east of the development site and will have a stop approximately 800m (10 minutes) walk away. This will be discussed further in this report.

PEDESTRIAN FACILITIES

Existing pedestrian walkways/footpaths are available along the access road, outside of the entrance to the development, on both sides of the road, as illustrated in the following figure.

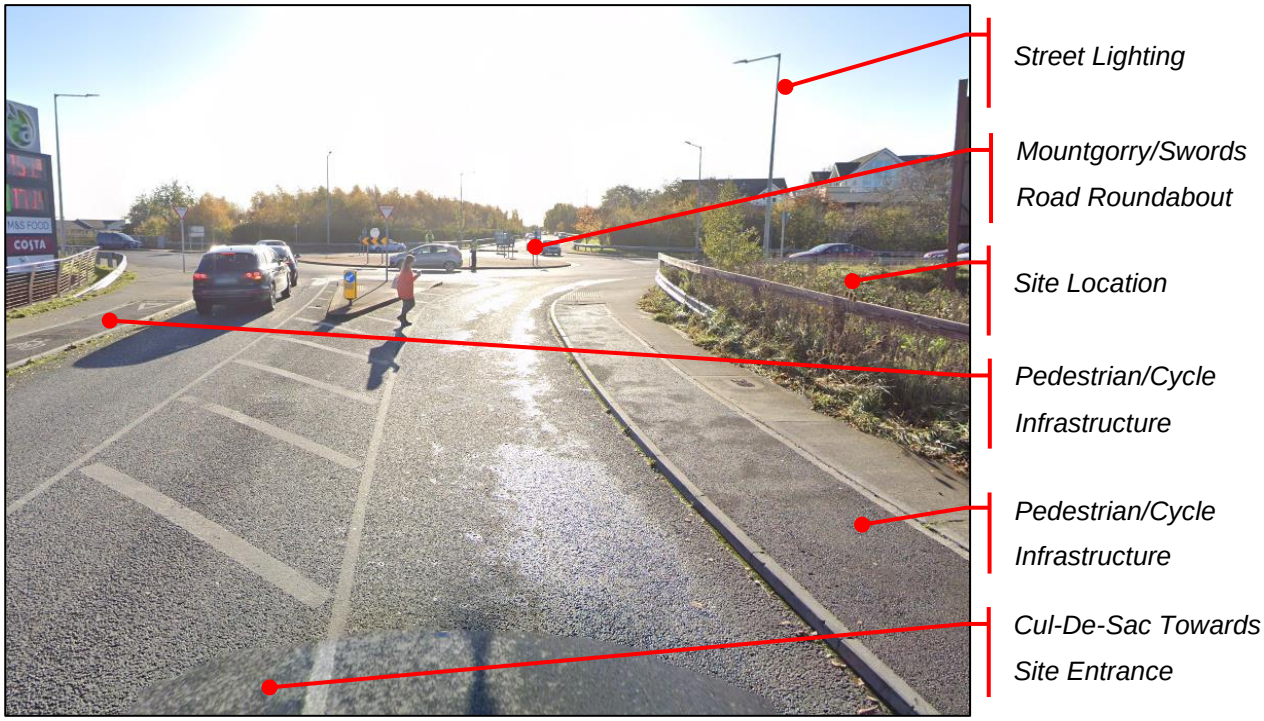


Figure 5: Existing Pedestrian Facilities – Access Road/Cul-De-Sac

These walkways then tie into pedestrian infrastructure along the Swords Road and Mountgorry Way. This infrastructure is also available on both sides of the Swords Road along its full length. An extract from Google Maps (below) illustrates these key pedestrian infrastructural features located along the Swords Road, providing pedestrian access to Swords Town Centre. The footpaths are well served by streetlights and adequate controlled and uncontrolled crossings, including several dropped kerb crossing opportunities across the roundabout.

Figure 6: Existing Pedestrian Facilities – Swords Road

Overall, the pedestrian infrastructure in the area is of good quality and provides a highly accessible and safe environment for pedestrian movement.

The following figure highlights a variety of additional key features within a close proximity to the site.

Figure 7: Indicative Site Layout & Context

Also, relevant to travel by foot are the variety of employment opportunities, commercial and leisure amenities within walking distance of the site. These are summarised as follows:

- The site is immediately bordered and in close proximity to considerable areas of employment in the extensively developed surrounding lands to the north, south, east and west which include a wide variety of commercial developments;
- The development site is located in close proximity to Swords Town. In particular, the Pavilions Shopping Centre, described on the Fingal County Council website as "north Dublin's premier shopping centre", is located approximately 850m (10-11 minutes) walk away and is;
- There is a creche located within a 5 minute walk from the development site.;
- There are primary and secondary schools in the vicinity located within a 15 minutes walk from the site;
- The area surrounding the Swords Town Centre also provides access to a variety of facilities which would typically be in demand for residents including a post office, cinema, gyms, churches, barbers and hair salons, credit union, pharmacies etc.

To put the above into context, the following figure of a walking travel time isochrone illustrates the connectivity of the site by displaying the distances a person may be able to walk, to and from the development site, relative to a 10, 20 and 30 minute travel times.

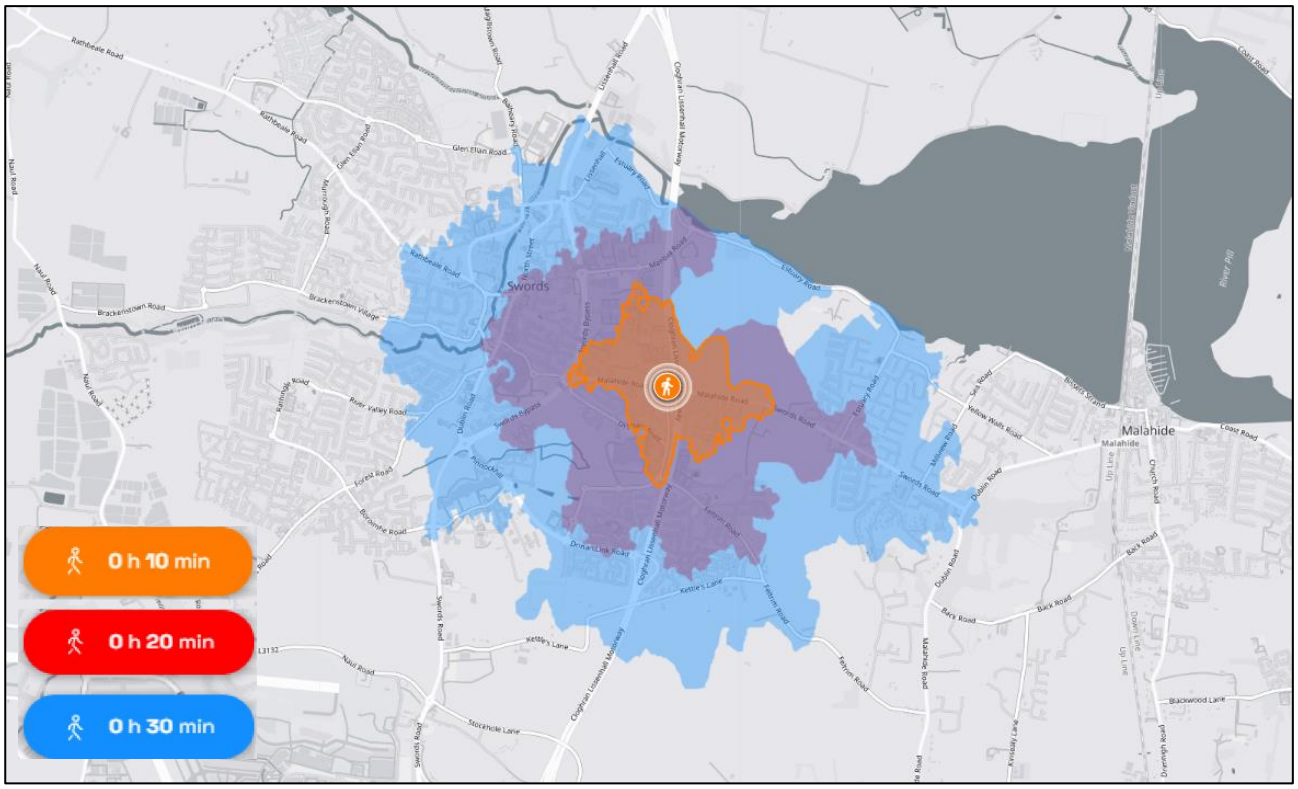


Figure 8: Walking Travel Time Isochrone (traveltime.com)

Further to the above pedestrian isochrones, the idea of a 15 minute city is worth highlighting, regarding the accessibility of this site. This concept is explored in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024). The publication describes the term as a way "to describe compact neighbourhoods with a range of local services and amenities and access to public transport all within a short walk or cycle of homes". The publication states that this should be "the overarching objective when planning for sustainable residential development and compact settlements". This concept helps reduce the need for unnecessary travel by private car by providing a large variety of amenities, within a close distance to each place of residence.

As explored above, this site is within a close proximity to numerous local services/amenities, which can be clearly seen in the following travel isochrone (15-minute walking distance from the development site).

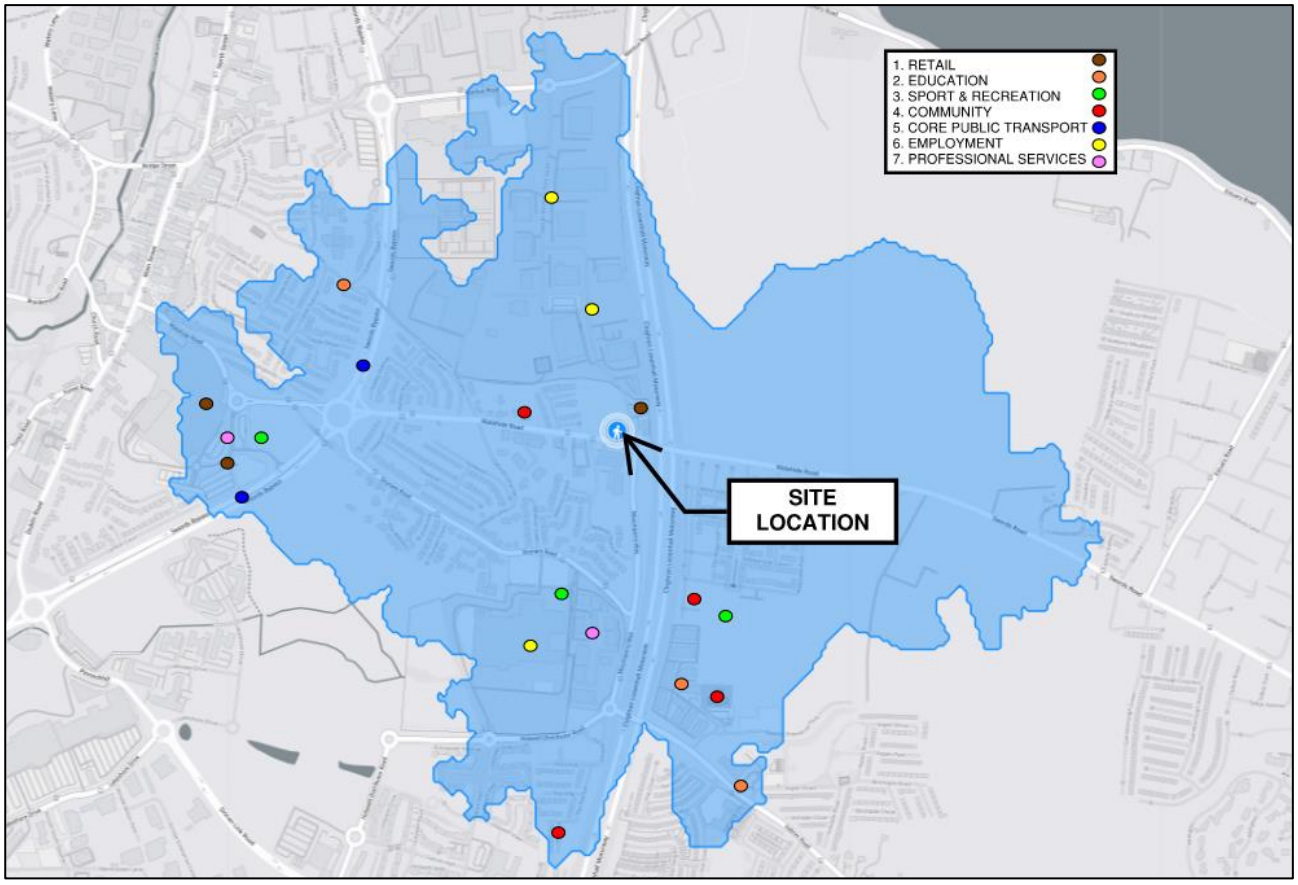


Figure 9: Amenities Within 15 Minute Walking Distance "15 Minute Cities" (traveltime.com)

CYCLE FACILITIES

In terms of cycling, there is cycle infrastructure available along the access road/cul-de-sac adjacent to the development location. The figure overleaf shows an extract from the *Greater Dublin Area Cycle Network Plan*, highlighting cycle infrastructure in the area of the development. As illustrated in the below plans, there is room for improvement in the surrounding lands, regarding cycle infrastructure. It is worth noting that the figure is an extract from the most recent "existing cycle records" published in 2013, therefore details may be out of date. To gain a better understanding of the surrounding cycle infrastructure, Section 4 highlights several key future proposed cycle lanes surrounding the site and adjacent lands. This will be further investigated later in the report.

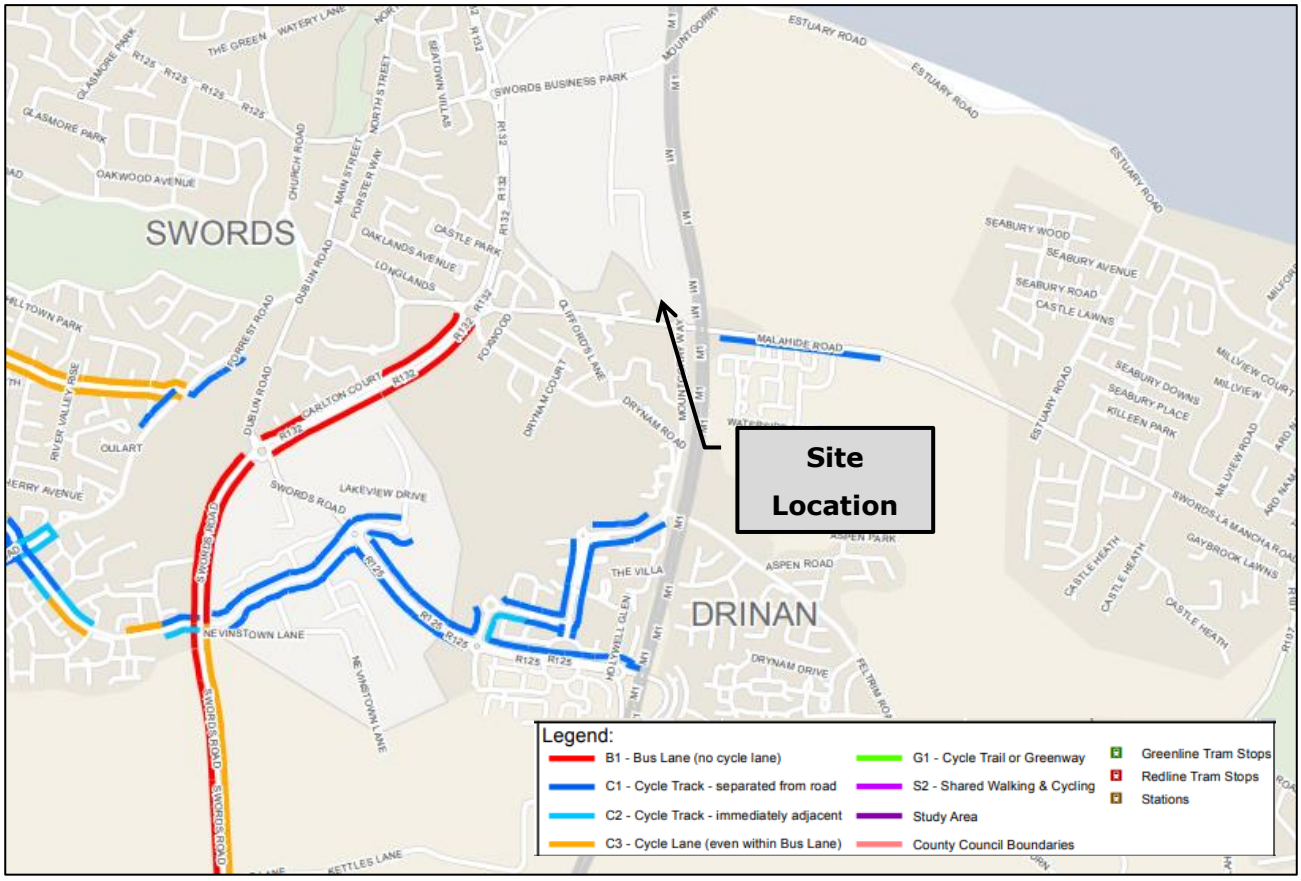


Figure 10: Cycling Infrastructure (Greater Dublin Area Cycle Network Plan)

To put the above into context, the following figure of a cycle travel time isochrone illustrates the connectivity of the site by displaying the distances a person may be able to cycle, to and from the development site, relative to a 10, 20 and 30 minute travel times.

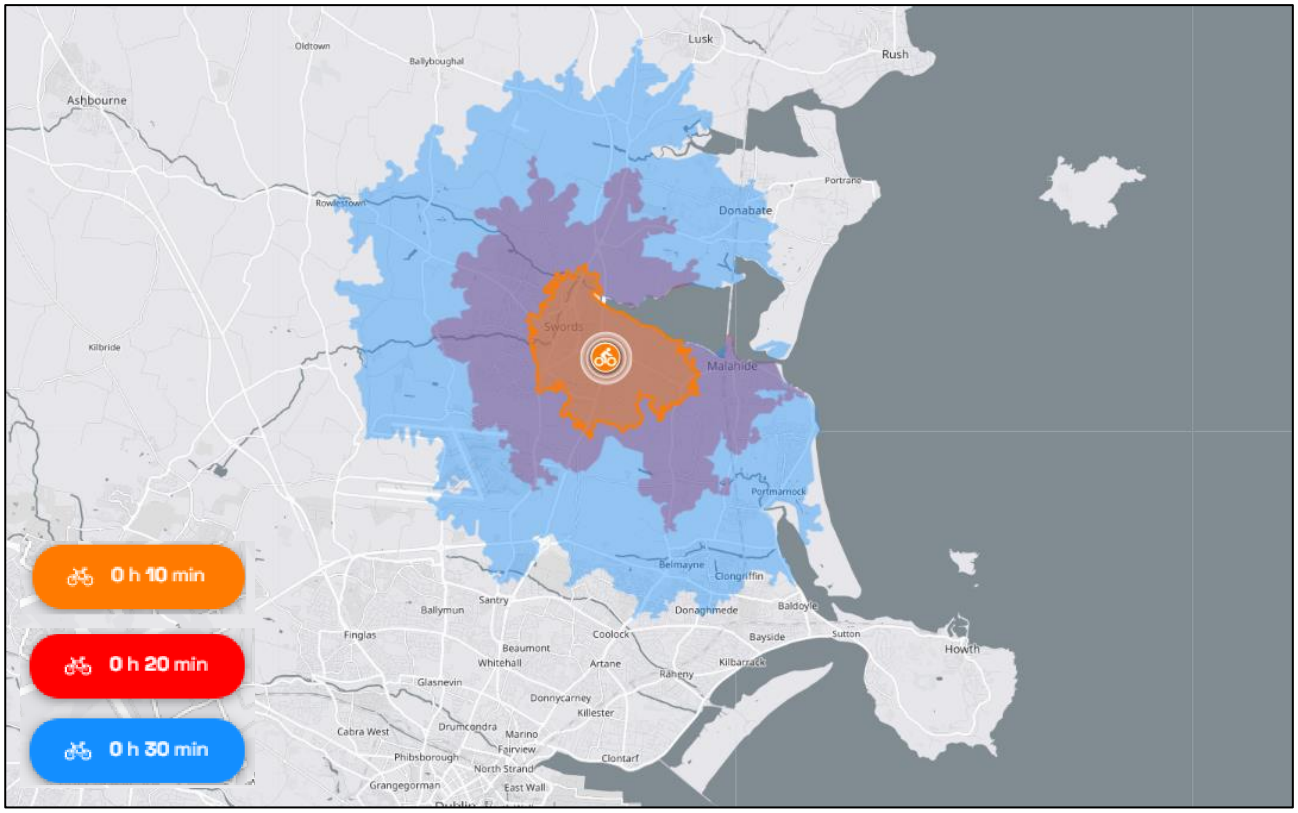


Figure 11: Cycle Travel Time Isochrone (traveltime.com)

4 FUTURE PUBLIC TRANSPORT, CYCLE & PEDESTRIAN FACILITIES

The following schemes, which will improve the infrastructure in the area of the development, have been identified:

- BusConnects;
- Metrolink;
- Greater Dublin Area Transport Strategy (2022 – 2042); and
- The Greater Dublin Area Cycle Network Plan.

BUSCONNECTS

BusConnects aims to overhaul the current bus system in the Dublin region by building a network of next-generation bus corridors on the busiest routes to make bus journeys faster, more predictable, and more reliable. It will see a revision to the overall network to increase efficiency and quality of service. An extract of the latest network plan in the area of the development is shown overleaf.

Relative to the development site, the proposed Route 21 will operate in the closest proximity to the development site and provide direct access to locations such as Swords, Kinsealy, and the City Centre. The estimated frequency of Routes 21 will be every 30-60 minutes.

In addition, the site is also connected numerous Peak Time Routes, including the X76, X77 and the X83, serving routes to Skerries, UCD, City Centre and Donabate. Furthermore, there is also a proposed Local Route, the L81, providing routes to the Airport through a 20-30 minute frequency service.

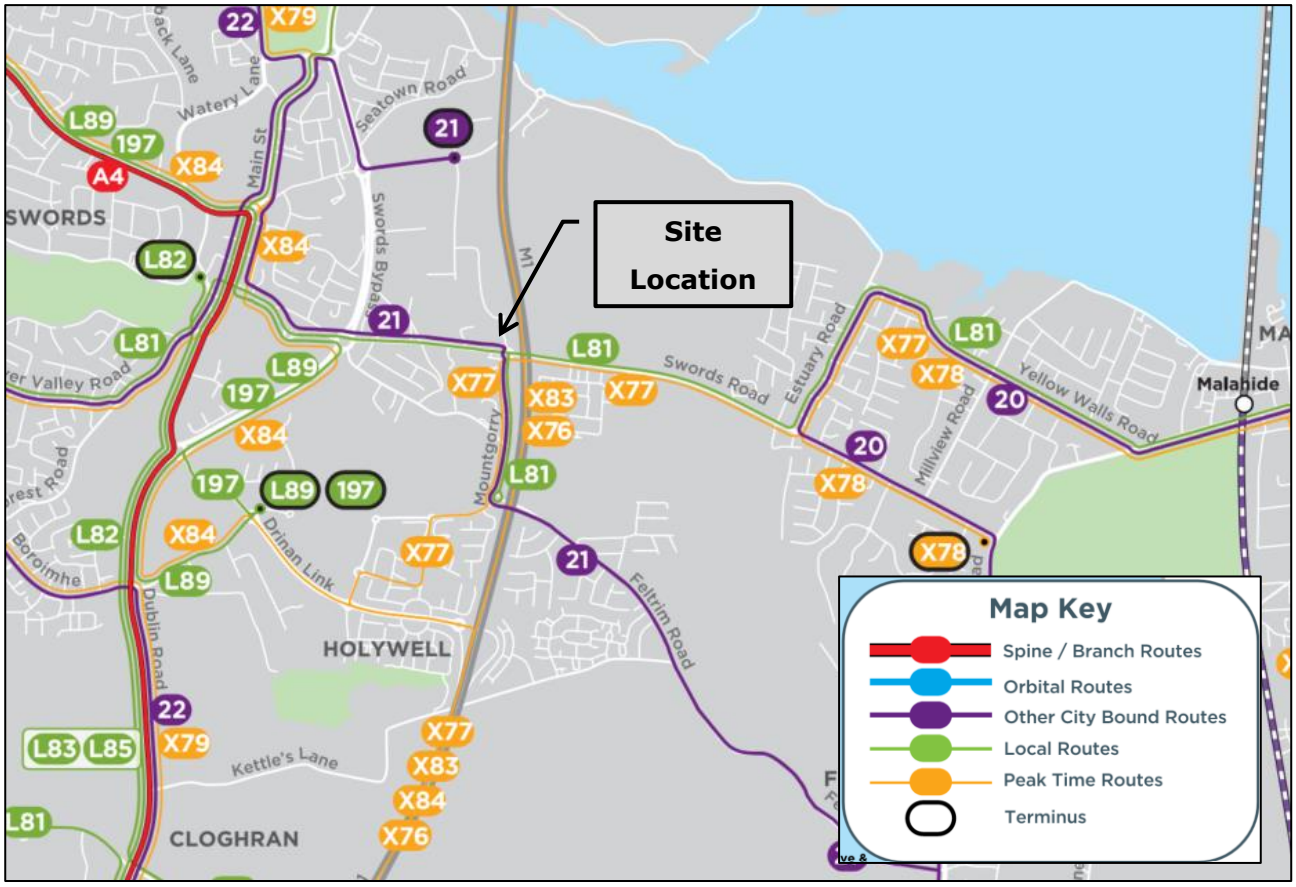


Figure 12: Proposed BusConnects Infrastructure (Source: busconnects.ie)

METROLINK

As previously stated, the site is located in close proximity to the planned MetroLink which runs immediately to the east of the development site and will have a stop approximately 800m (10 minutes) walk away.

MetroLink is a proposed high-capacity, high-frequency, modern and efficient metro railway, with 16 new planned stations running from Swords to Charlemont, subject to planning/change. The alignment will link Dublin Airport, Irish Rail, DART, Dublin Bus and Luas services and create a fully integrated public transport network for the Greater Dublin Area (GDA), with key stops including Dublin City Centre, Ballymun, the Mater Hospital, the Rotunda Hospital, Dublin City University and Trinity College Dublin. It will also link with other major rail infrastructure including the Luas Red and Green Lines.

The proposed MetroLink is expected to have a peak operational frequency of every 3 minutes which can increase to every 90 seconds in the future if required. The carrying capacity is expected to be up to 20,000 passengers per hour in each direction with an overall journey time of approximately 25 minutes. This will be a notable benefit to the development site given its proximity, if granted planning permission.

The figure below shows the indicative location of the development in terms of the planned infrastructure.

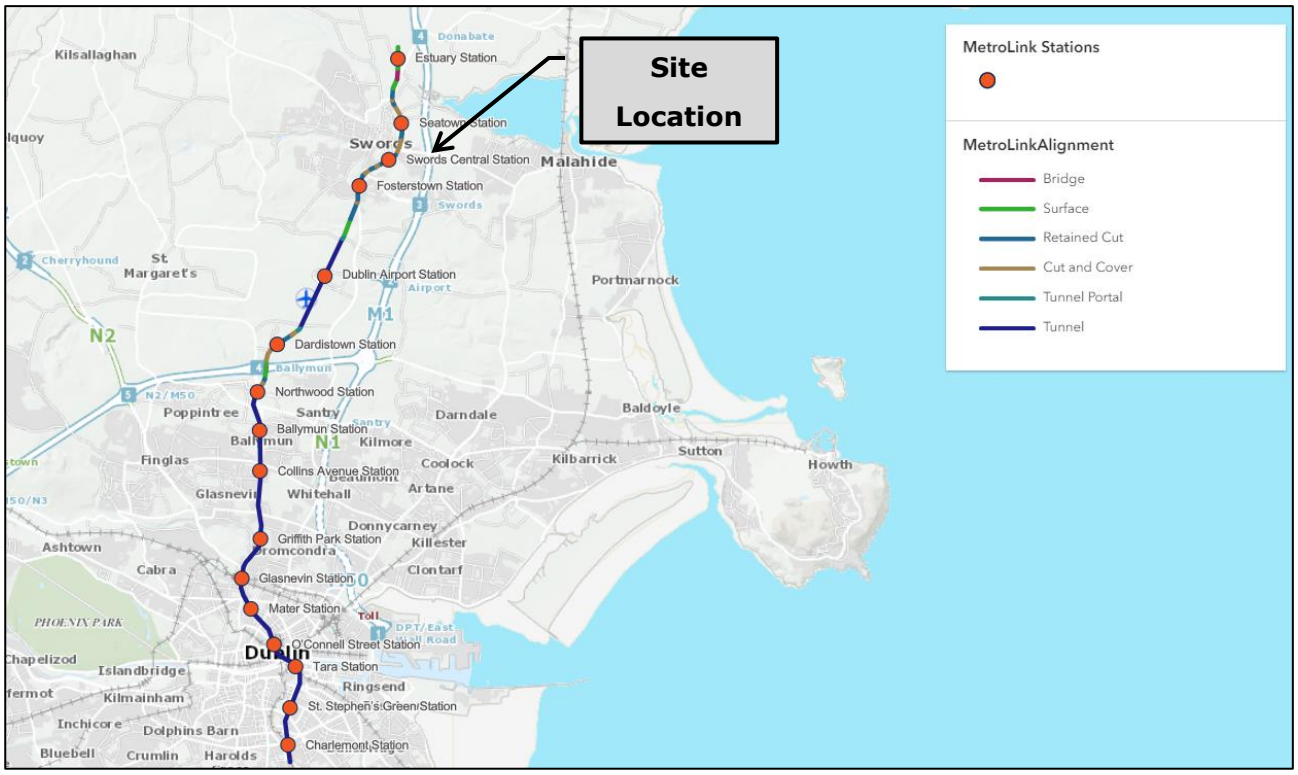


Figure 13: Metrolink Map (metrolink.ie)

GREATER DUBLIN AREA TRANSPORT STRATEGY (2022-2042)

This strategic planning document was published by the NTA and is a revision of the plan that was adopted by the Government in October 2016. It sets out several additional proposals which would significantly improve the public transport infrastructure across Dublin.

The New Metro North Light Rail line will provide a high-speed, high-capacity, high-frequency public transport link from the city centre to Dublin Airport and Swords. As previously stated, the site is within close proximity to Swords Station, which is located adjacent to the R132 and will be an integral part of the proposed R132 Connectivity Project which will link the Pavilions Shopping Centre to the east of the R132. A pedestrian crossing is now proposed which will provide a connection to the shopping centre, bus stops and Swords town centre.

GREATER DUBLIN AREA CYCLE NETWORK PLAN

Published by the National Transport Authority (NTA) in December 2022, this cycle network plan sets out several additional cycle route proposals which focus on the improvement and extension of the cycle network across Dublin. The proposals for the local area are shown below.

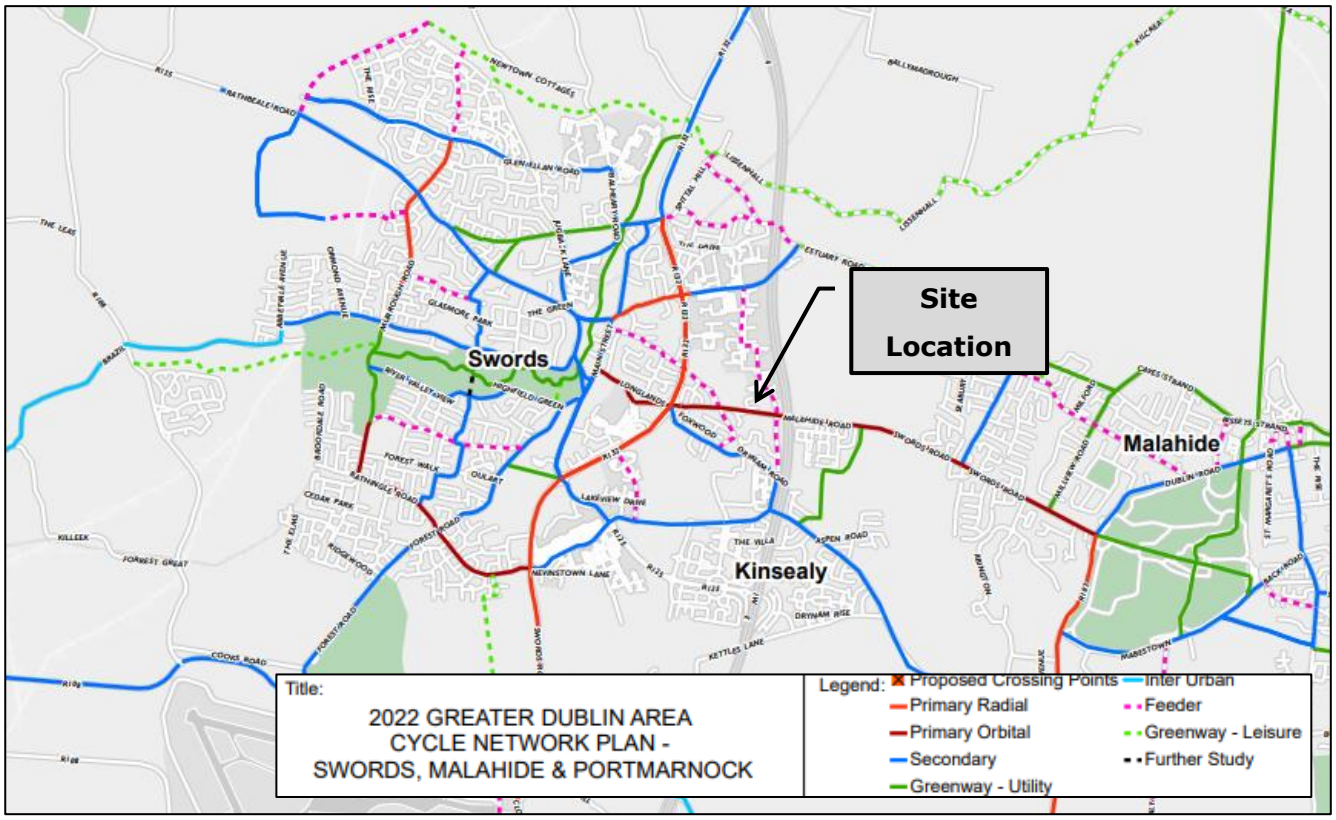


Figure 14: Proposed Future GDA Cycle Network

As illustrated above, there are a variety of planned cycle infrastructure upgrades for the surrounding area of the proposed development. A planned feeder route along the road adjacent to the development site and a primary orbital route along the Swords Road, will further increase the connectivity of the development site by connecting this area to the wider cycle network plan.

In addition to the proposed cycle network plan, the site has specific provisions to introduce a cycle lane connecting the site into lands to the north of the site, as per the layout below.

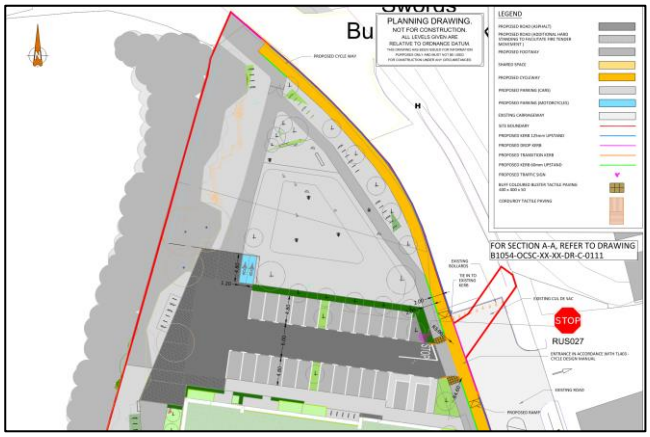


Figure 15: Northern Section of Proposed Cycle Track

Furthermore, the local access road to the east currently forms a cul-de-sac which facilitates access to the adjacent filling station only at present, though it is expected that the long-term proposal by Fingal County Council is to link this road through to the Business Park to the North. However, it is understood that these lands are privately owned resulting in no connection at this current time. This road also includes an entrance into the subject site.

The proposed site layout has made accommodations for cycle and pedestrian routes to tie into the road located north of the site. This area of land houses a variety of employment opportunities for local residents. An indicative summary of this piece of internal connectivity can be seen in the figure below. For a more detailed drawing, refer to Dr No. B1054-OCSC-XX-XX-DR-C-0110.

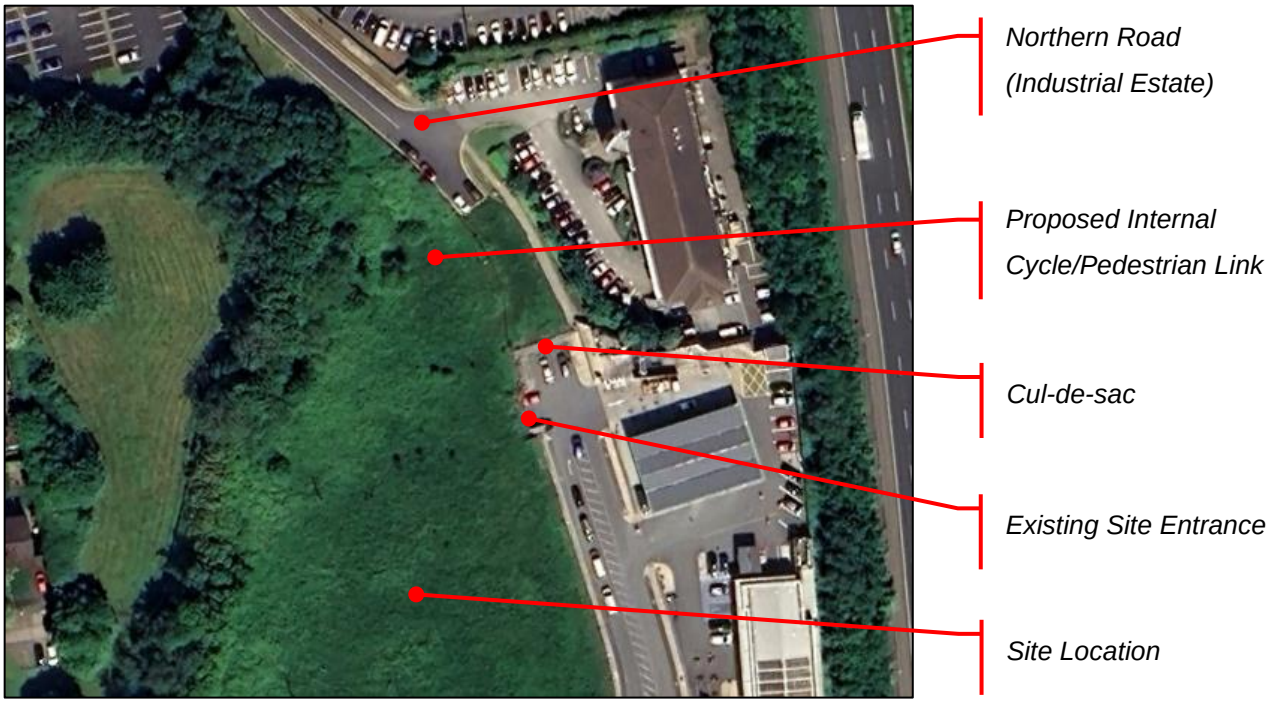


Figure 16: Existing Site Access

5 OBJECTIVES OF THE TRAVEL PLAN

The primary goal of this MMP is to both facilitate and encourage a positive modal shift towards more sustainable modes of transport. With this in mind, the principal objectives of this MMP are as follows:

- to **reduce** the dependence on the private car as a means of travel;
- 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; and
- to work with FCC, the National Transport Authority (NTA), and all relevant to identify, fund and implement measures that will support the transition to low-carbon modes of travel.

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 light of ongoing experience gained from the implementation of this plan.

CAR PARKING PROVISION

Taking the above into consideration, it is an objective of this plan to limit the provision of parking to so as not to act as an incentive for car use while also taking into consideration the need for car storage spaces to prevent overspill into the surrounding area.

With regard to car parking, it is proposed to provide a total of 24 no. car parking spaces to serve the development as per the following:

- 14 Standard Car Spaces;
- 2 Go car in total;
- 6 EV spaces;
- 2 Disable parking.

CAR TRAVEL & OCCUPANCY

It is an objective of this plan to minimise the number of people using private cars, particularly during peak commuting hours, and in cases where it does occur, to increase the number people travelling as passengers.

BUS

There are currently a variety of bus routes serving stops within a 500m (5 minute) walk of the development site. 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 during both the construction and operational stages. It is also an objective to inform about any changes to these services and any new services that come on line.

RAIL

Even though there are no rail facilities close by it is an objective of this plan to highlight the importance of the proposed Metrolink station nearby providing direct access to Dublin City Centre and several key employment areas. It is an objective of this plan to increase awareness of the future services and encourage their use as a viable, convenient alternative to travel by private car wherever possible during both the construction and operational stages. It is also an objective to inform about any changes to these services and any new services that come on line.

CYCLING/ WALKING

The proposed development site is currently served by cycle infrastructure along the access road/cul-de-sac adjacent to the development location and pedestrian infrastructure in the surrounding roads, with significant improvements also planned for the future. It is an objective of this plan to promote cycling/walking as viable means of transport and to facilitate their use wherever possible during both the construction and operational stages.

MODAL SPLIT

To put the above into context, Census travel data has been retrieved from the Central Statistics Office (CSO) from the Swords-Seatown electoral division. Two separate data sets were used for this analysis, people travelling to work and people travelling to school/college/childcare. The following three figures outline the percentage of modal split for each set and the combined modal split.

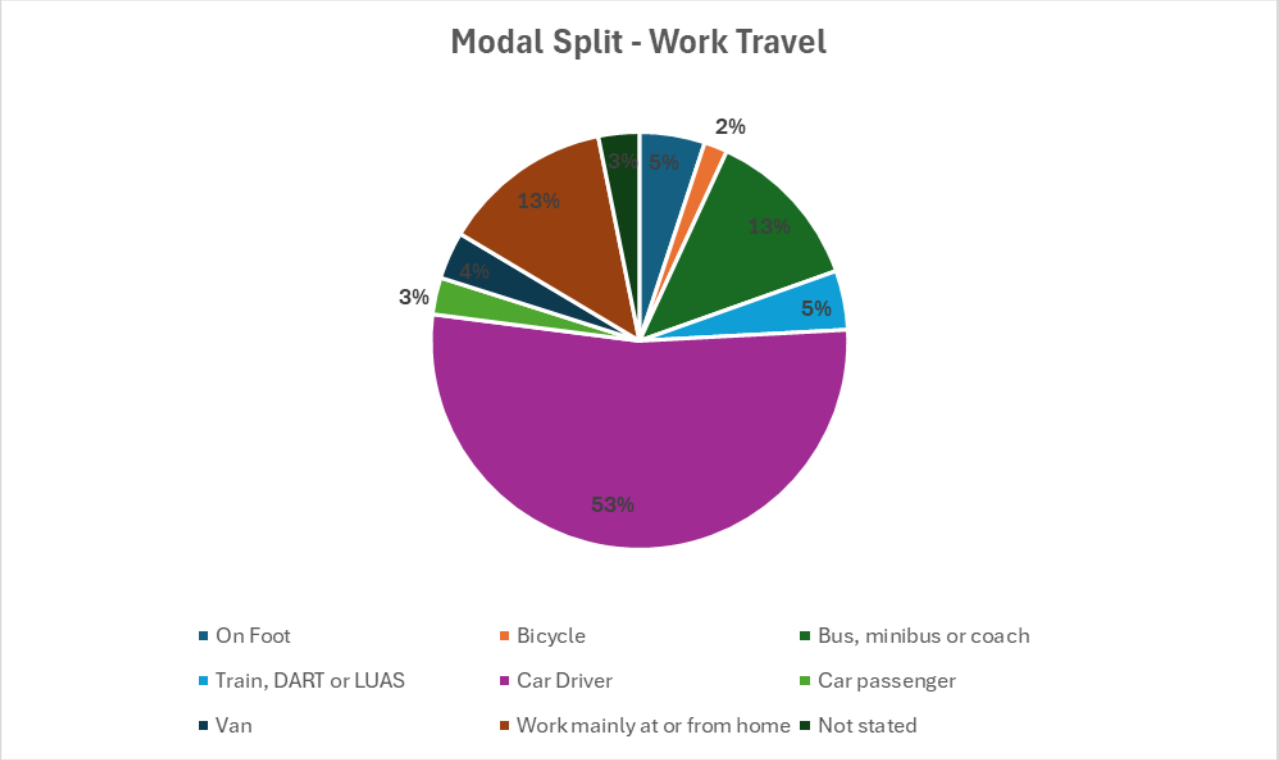


Figure 17: Swords-Seatown Electoral Division Modal Split - Travel to Work (CSO, 2022)

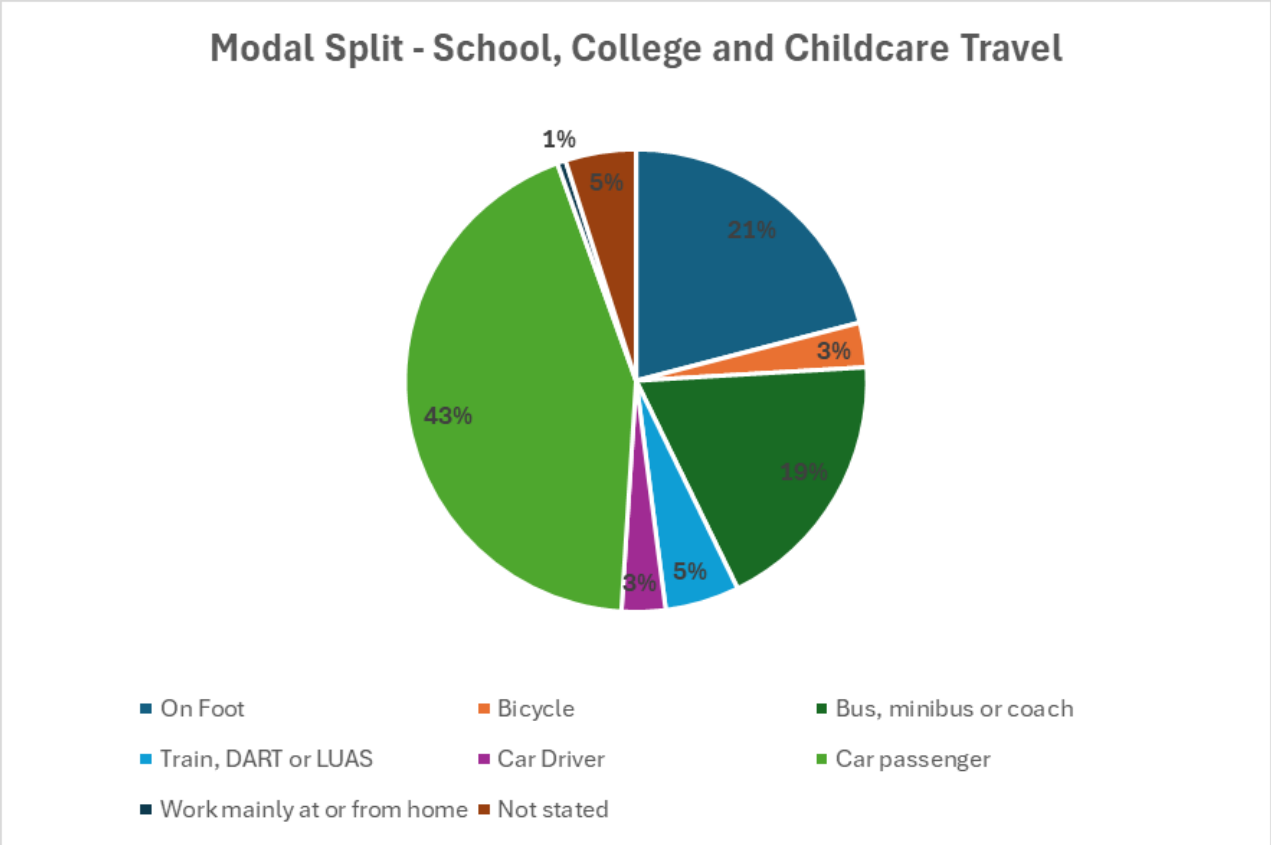


Figure 18: Swords-Seatown Electoral Division Modal Split - Travel to School, College, Childcare (CSO, 2022)

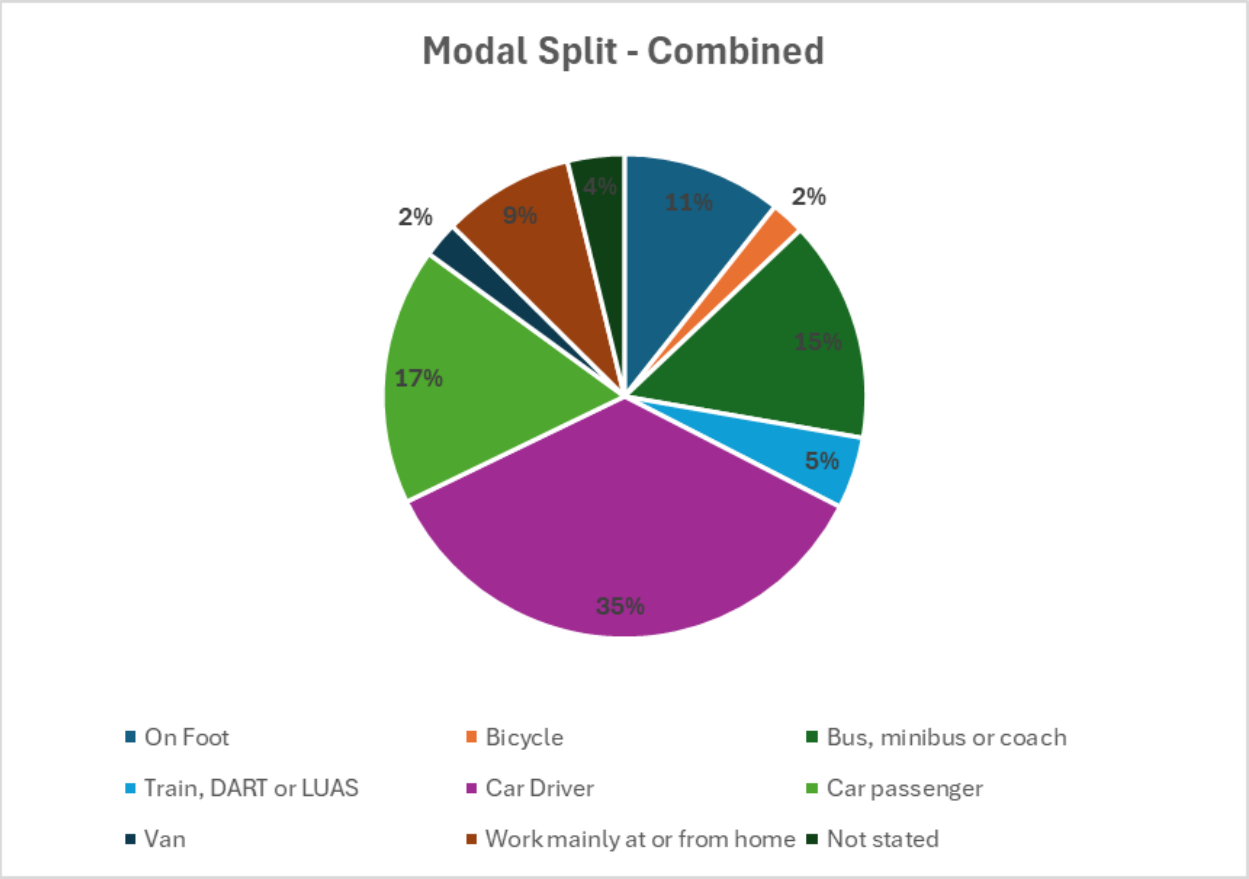


Figure 19: Swords-Seatown Electoral Division Modal Split – Combined Travel (CSO, 2022)

It is noted that once the development is fully occupied, it is proposed to carry out detailed travel surveys in order to establish a more accurate picture of travel patterns at the site. This information will then be used to update the above graphs accordingly. It is envisaged that within 6 months of opening of the development, following a survey of the occupiers, the existing modal split of the development will be established and at this stage, it will be possible to set out a target modal split.

6 SPECIFIC MEASURES

To achieve the objectives and modal split targets set out in Section 5, several specific measures are proposed to be put in place.

MANAGEMENT & COORDINATION

A Mobility Manager/Travel Coordinator will be appointed at the development by the management company. It is envisaged that the management company will oversee the implementation of the Mobility Management Pan including the Mobility Manager and can update the plan regularly following feedback from residents, once occupied.

The duties of the Mobility Manager will include inter alia:

- Ensure a timely roll out of proposed measures;
- Oversee the development and implementation of the MMP;
- Design and implement effective marketing and awareness raising campaigns;
- Provide a point of contact for travel information;
- Liaise with external organisations;
- Coordinate the monitoring programme of the MMP.

CAR SHARING

The Mobility Manager will ensure that car-sharing would be promoted throughout via schemes such as encouraging the use of existing car-sharing services, an action that forms part of the Smarter Travel Workplaces programme. Even though the proposed development is for residential purposes, it is still important to reference the Smarter Travel Workplaces programme, as many of the residents will be attending different places of work/employment. The residents will be able to avail of this service to get in contact with other people who are travelling to and from similar destinations to share the costs and increase the number of people travelling as passengers.

BUS USAGE

The appointed Mobility Manager will encourage and facilitate the use of the numerous existing bus facilities operating in the local area and any future services.

Timetables and information on routes, ticket prices etc. will be kept on hand at all times for residents. The appointed 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 regularly for residents.

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

PROPOSED METROLINK USE

As the proposed MetroLink is a future planned alternative transportation opportunity for residents, the Mobility Manager will take responsibility for communicating recent changes and updates on the proposed MetroLink to residents. The mobility manager will share information on the project timeline, key deliverables/dates, and progress on planning/construction. This may require additional liaising with local authorities and other relevant governing bodies.

This position will be reviewed post proposed opening of the MetroLink and the responsibility of the Mobility Manager may change, to include activities such as:

- Providing information to residents on any ticket offers such as tax-saver tickets, integrated ticket systems etc;
- Update all information regularly;
- Inform residents of any changes/disruptions to the service or any new service which may come on line;
- Keep in contact with the service provider with the aim of improving/promoting the service where possible;
- The possibility of having a member of the proposed MetroLink representative team 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:

- Cycle safety training;
- 'Bike to Work' awareness;
- Use of the proposed bike repair unit at the site to check/repair and employee's bikes;
- Discounts on bikes and accessories from various stores;
- Provision of high visibility vests.

The Mobility Manager will also investigate the possibility of setting up a 'buddy' cycle database, where people who chose 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.

The potential for a bike rental scheme to be set up on-site will be investigated which will further complement the aforementioned proposed cycle repair facility on the site. Examples of successful schemes include BleeperBikes which uses existing publicly accessible cycle parking to facilitate access to cycling without the need to own a bicycle.

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, residents at the completed development will be informed of a variety of potentially useful tools including the following:

- The TFI Journey Planner – Available on the TFI 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;
- TFI Live App – TFI has its own app that can be used to access live departure information and plan journeys across TFI buses, trains and trams. The key features of this app include:
  - Access real-time departure information for Bus Éireann, Dublin Bus, Go Ahead Ireland, Luas and Iarnród Éireann Irish Rail services
  - Select your origin and destination to find the best route for your journey
  - Search for timetables and maps
  - Save your favourite journeys, departures and timetables
- Transit – Transit is an app that encompasses all public transport in Ireland, including Dublin Bus, Luas, Irish Rail, DART, GoAhead, Bus Éireann, Dublinbikes, TFI and more.

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 residents on a regular basis and information on any new services that become available will also be provided.
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 employees on a regular basis and information on any new services that become available will also be provided.

SUMMARY

The design of the development, its highly accessible location, proximity to residential areas and local amenities predisposes it to a low base level of car usage. The objectives and measures set out in this plan will allow this

development objective to be achieved and further facilitate travel by public transport, by bike or by foot as a preferred alternative to travel by private car for the vast majority of residents.

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 to increase the amount as required. In general, the overall plan will be refined based on experience and consultations with the respective stakeholders.

8 VERIFICATION

This report was compiled and verified by:

Ciarán O Meachair BEng (Hons), CEng, MistructE

Associate

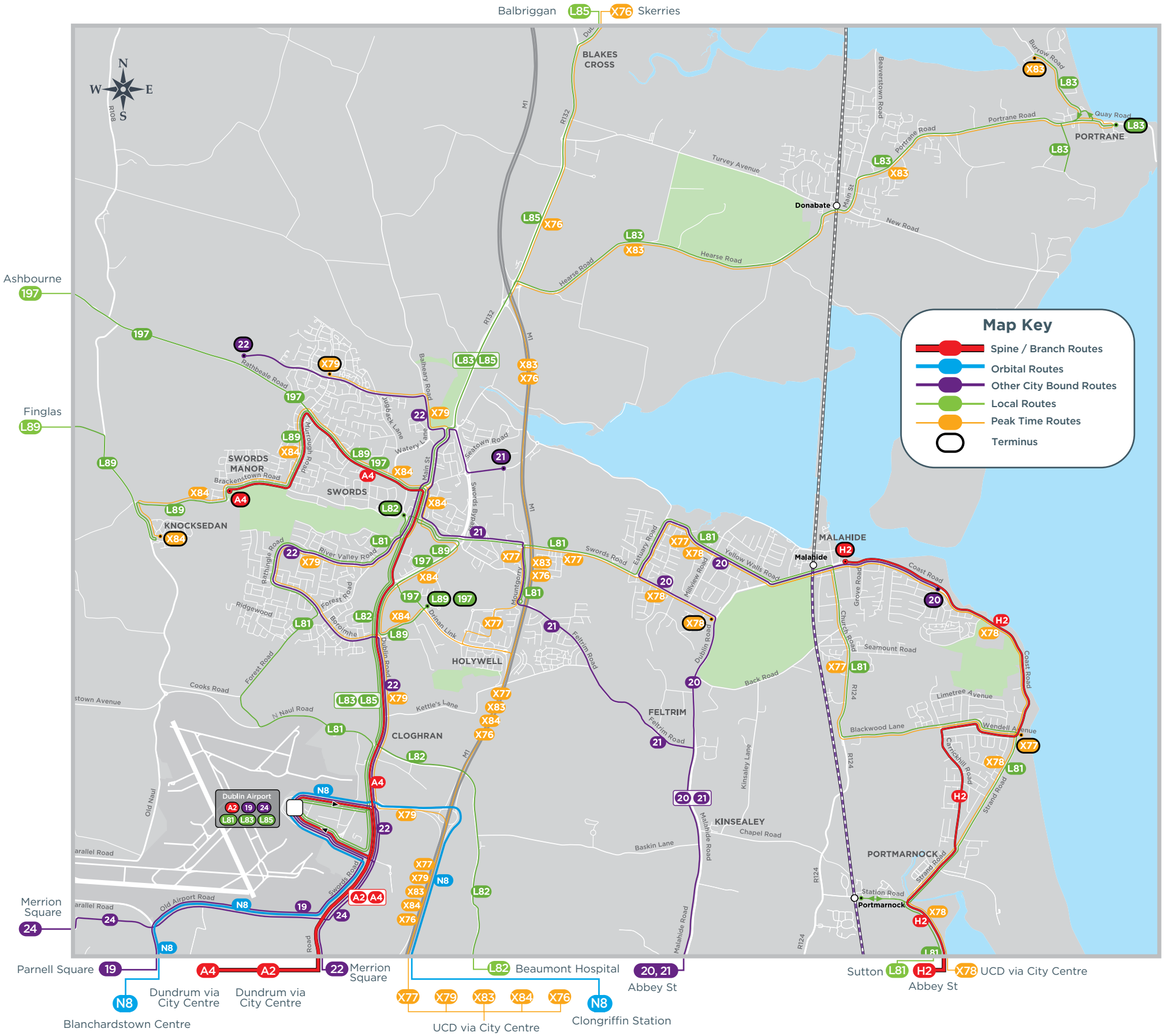
O'Connor Sutton Cronin & Associates

Appendix A BUS CONNECTS LOCAL NETWORK PLAN

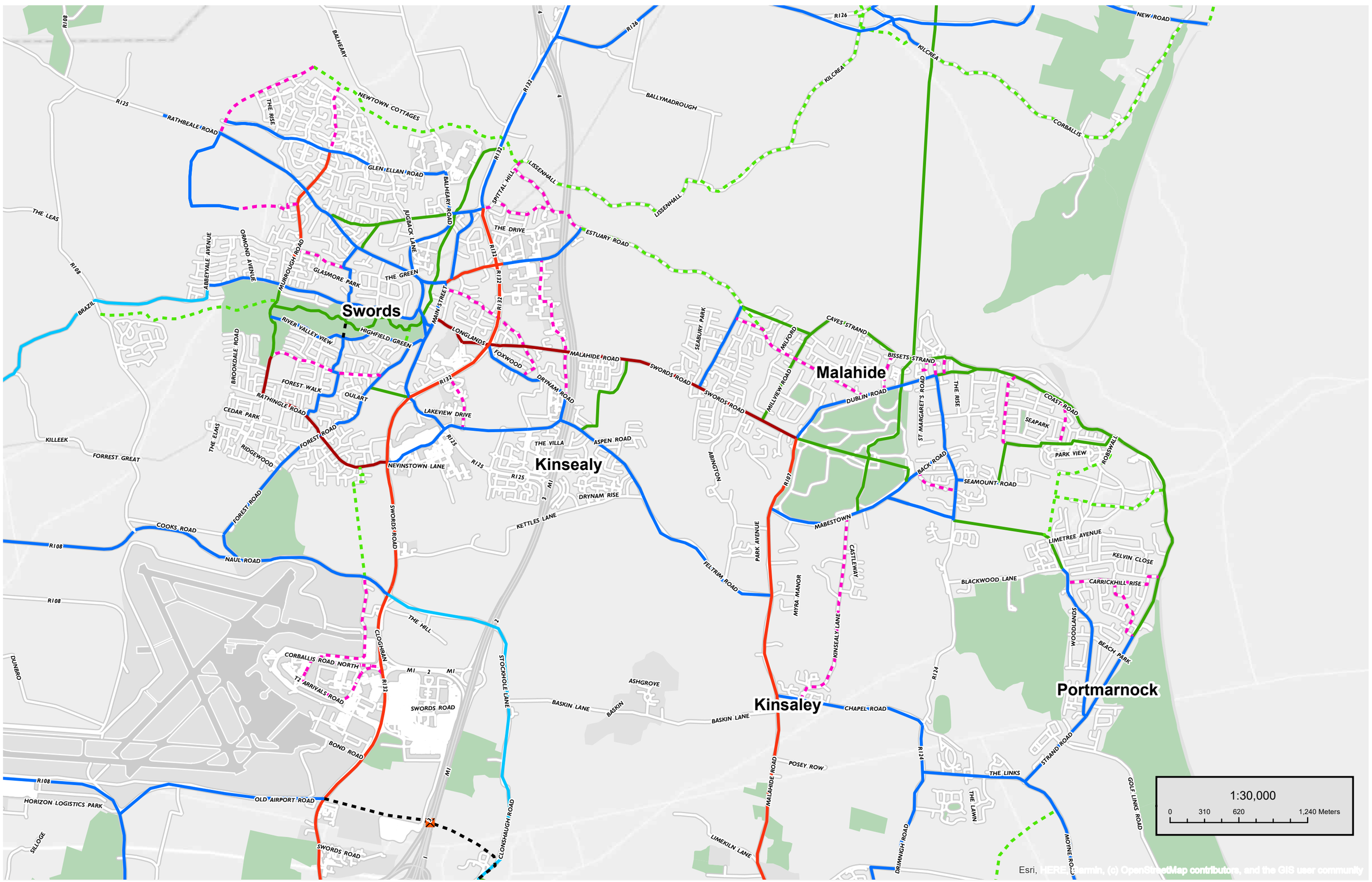
Your local area map

How BusConnects gets you where you want to go.

• Donabate • Garristown • Rolestown • Swords



Appendix B GDA CYCLE NETWORK PLAN DUBLIN



Project:	Title:	Legend:	
2022 GREATER DUBLIN AREA CYCLE NETWORK PLAN	2022 GREATER DUBLIN AREA CYCLE NETWORK PLAN - SWORDS, MALAHIDE & PORTMARNOCK	Proposed Crossing Points	Inter Urban
		Primary Radial	Feeder
		Primary Orbital	Greenway - Leisure
		Secondary	Further Study
		Greenway - Utility	

NTA Údarás Náisiúnta Iompair National Transport Authority

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