



Unit D20, Nutgrove Office Park,  
Rathfarnham, Dublin 14, D14PF98  
T. 01 2051101 E. info@poga.ie W. poga.ie

RECEIVED: 15/09/2025

# Outline Construction and Environmental Management Plan

Barrysparks LRD Swords, Co Dublin

# Outline Construction and Environmental Management Plan

RECEIVED: 25/09/2025

## Barrysparks LRD Swords, Co Dublin

August 2025

### Notice

This document and its contents have been prepared and are intended solely for the commissioning client and the project named above.

POGA Consulting Engineers assumes no responsibility to any other party in respect of or arising out of or in connection with this document and / or its contents.

### Document History

JOB NUMBER: 23012			DOCUMENT REF: 23012_OCEMP_R1			
R1	LRD Stage 3	TS	CB	PM	PM	13.07.25
R0	Planning	TS	CB	PM	PM	12.06.25
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date

## Contents

1.0	INTRODUCTION & BACKGROUND.....	4
2.0	SCOPE.....	5
3.0	GENERAL SITE SET-UP .....	6
4.0	SITE SECURITY AND CONSTRUCTION .....	
4.1	SITE SET UP .....	7
4.2	SITE SECURITY.....	7
4.3	CONSTRUCTION.....	7
4.4	SURFACE WATER RUN-OFF.....	9
5.0	ENVIRONMENTAL MANAGEMENT.....	11
5.1	NOISE IMPACT ON SITE WORKERS & STAFF .....	11
5.2	NOISE IMPACT ON THE SURROUNDING ENVIRONMENT .....	12
5.3	VIBRATION .....	12
5.4	DUST CONTROL.....	13
5.5	ROAD CLEANING / WHEEL WASHING.....	15
5.6	ODOUR CONTROL & LIGHTING.....	16
5.7	ENERGY EFFICIENCY.....	17
5.8	TREES & TOPSOIL SCREENING .....	17
6.0	TRAFFIC MANAGEMENT .....	18
6.1	SITE ACCESS .....	18
6.2	SITE PARKING, COMPOUND & ACCESS CONTROL.....	19
6.3	SITE TRAFFIC .....	19
7.0	DEVELOPER COMMITMENT .....	16
8.0	APPENDIX.....	17
8.1	APPENDIX A - SITE SURFACE WATER TEMPORARY SETTLEMENT POND .....	17
8.2	APPENDIX B - SITE PLAN SHOWING SITE SET UP .....	18

RECEIVED: 15/09/2025

## 1.0 INTRODUCTION & BACKGROUND

This Outline Construction and Environmental Management Plan (OCEMP) has been prepared by POGA Consulting Engineers on behalf of Bovale Developments Unlimited Company for a residential development at Barrysparks, Swords, Co Dublin.

The subject site is approximately 6.0 Hectares in size and is located at Barrysparks, Swords, Co Dublin. The proposed development comprises a large-scale residential development (LRD) and creche in 4no. blocks (Blocks A to D) accessed from the R132 and the Holywell Distributor Road with basement and surface car, cycle parking, hard and soft landscaping in public realm and public open spaces within the development, water supply and foul water connections, surface water infrastructure, connections to public utilities, ESB substations, plant areas, roof mounted photovoltaic (PV) panels, building and directional signage and all associated site and development works. The development is described in full within the public notices.

This site is a Greenfield site, therefore there is no demolition and removal of existing buildings required, refer to figure 1.0 below for site location:



**Figure 1.0** – Site Location Map (Extract from google maps)

## 2.0 SCOPE

The construction management issues dealt with in this plan include noise and vibration, site traffic management, working hours, pollution control, dust control, road cleaning, compound / public health facilities and staff parking.

This OCEMP is a “live” document and should be updated and a developed as necessary as the scheme progresses. On receipt of a grant of permission, prior to the commencement of development, the appointed contractor(s) will update the OCEMP to comply with and implement any environmental mitigation and monitoring measures set out in the environmental assessments and any conditions imposed as part of the granted planning approval.

It is likely that the proposed development will be constructed over a 2-year period; however, market conditions and sales at the time will likely dictate the construction programme.

Road opening licence will be sought from Fingal County Council (FCC) where the works front onto or cross the existing public road network.

The report should be read in conjunction with other consultants’ reports and drawings.

### 3.0 GENERAL SITE SET-UP

No parking of construction related vehicles will be allowed on the adjoining road network. Adequate parking facilities will be made available within the Construction Compound for all site staff and workers during the construction.

No muck, dirt, debris or other material shall be deposited on the public road or verge by machinery or vehicles travelling to or from the site during the construction phase. The developer is to arrange for vehicles leaving the site to be kept clean and muck shifting shall be done in dry weather where possible.

The developer shall provide a condition survey of the public infrastructure that could be affected by construction activities on the site.

Controlled access to the site will be in the form off from the Holywell Distributor Road. These gates will be monitored by site personal, separate pedestrian gates will be provided. Roads will be monitored for muck, dust and debris and road sweepers will be used as appropriate.

RECEIVED: 15/09/2025

## **4.0 SITE SECURITY AND CONSTRUCTION**

### **4.1 SITE SET UP**

#### **Tree and Vegetation Protection Measures**

Retained trees and hedgerows will be fenced and protected during the construction phase to ensure that they are not damaged during the works. Protective fencing will be erected in advance of any construction works commencing in order to prevent damage to these retained habitats during construction in accordance with BS 5837:2012. The fence to be clad in a green mesh to prevent dust and litter leaving the site that could damage to the hedge and allow fauna travel along the corridor. No ground clearance, earth moving, stock-piling or machinery movement will occur within these protected areas.

#### **Contractor Briefing**

All site contractors will be briefed regarding the biodiversity value of the boundary trees and vegetation to ensure that there are no accidental or unintentional actions conducted during the project construction that could lead to a reduction in water quality/damage to same. Such matters often arise through ignorance or by accident rather than as a result of an intentional action.

### **4.2 SITE SECURITY**

The site will be secured with a solid 2.4m high system fence erected around the site boundary. A secure site will ensure the construction works are contained within the site boundary and cause no disruption to any adjacent properties, traffic or passing pedestrians.

### **4.3 CONSTRUCTION**

The development consists of the construction of four multistorey apartment blocks with basement and surface car cycle parking, in total are 530 residential units and 1 creche,

The development will comprise of hard and soft landscaping, provision of public and communal open spaces, new internal roads and new boundary treatments.

RECEIVED: 15/09/2025

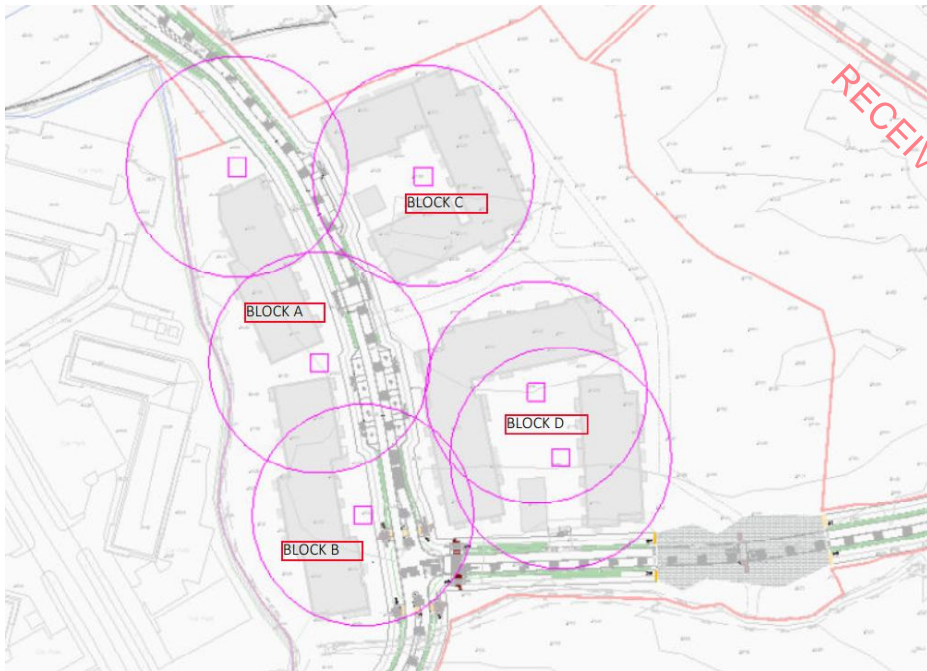
The topography of the site moderately slopes from East to West, with levels of approximately 24.9m AOD to west and 24.1 AOD to the east towards the stream. The FFL of development is generally at or above the existing ground levels; this will reduce the amount of material to be removed from the site.

It is proposed the residential development will be constructed from a mixture of concrete, blockwork, brickwork, timber frame and/or precast concrete. Modular off-site construction will be adopted where possible to help reduce onsite waste and the environmental impact of the scheme.

For the duration of the proposed building works the maximum working hours shall be 07:00 to 19:00 Monday to Friday (excluding bank holidays) and 08:00 to 14:00 Saturdays, subject to the restrictions imposed by the local authorities. No working will be allowed on Sundays and Public Holidays. Subject to the agreement of the Local Authority. Out of hours working may be required for the watermain and drainage connections and final junction/road upgrades.

The development will be constructed in a single phase and sequenced along the lines of Block D, C, B and A. Construction may take up to two years. The sequencing of blocks is indicative and subject to change depending on factors pertaining at time.

As part of the development, a total of six cranes will be erected on site to facilitate construction activities. The location and arrangement of these cranes are illustrated in figure 4.3 below:



**Figure 4.3** – Cranes Arrangement.

#### 4.4 SURFACE WATER RUN-OFF

The proposed development site contains two key existing water features: the Gaybrook Stream and an existing field ditch. The Gaybrook Stream originates in the Airside Business Park to the west and flows along the western boundary of the site. It continues towards the southern boundary, eventually crossing the site in a west-to-east direction. In addition, an existing field ditch also traverses the site from west to east.

The construction phase surface water strategy is designed to achieve the following objectives:

- Prevent sediment contamination and unfiltered surface water runoff;
- Minimise pollution risks from construction activities; and
- Maintain the existing/natural surface water flow regime across the site.

To support these objectives, the following surface water management measures will be implemented:

- Surface water runoff from the construction areas will be directed to a settlement pond/tank prior to discharge.

- The settlement pond is designed to allow for the settlement of suspended solids and the reduction of potential pollutants.
- Treated surface water will then be discharged via the existing field ditch, which will serve as the designated surface water outfall.
- The location of the settlement pond and the outfall route via the ditch are illustrated in Appendix A.

A weekly monitoring regime will be implemented to assess the effectiveness of the surface water management measures. Maintenance will be conducted as required based on the results of these inspections. Responsibilities for ongoing monitoring and maintenance will be assigned to the site environmental manager or designated contractor.

The discharge point and volumes will be agreed with FCC.

## 5.0 ENVIRONMENTAL MANAGEMENT

### 5.1 NOISE IMPACT ON SITE WORKERS & STAFF

The developers are responsible for dangers associated with high noise levels and the impact of the noise levels on the construction workers and site staff.

During the construction works the Contactor shall comply with:

- BS 5228: 2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites, Part 1 and Part 2. 1
- Guidelines for the Treatment of Noise and Vibration in National Road Schemes (NRS, Revision 1, 2004)
- Safety, Health and Welfare at Work (General Application) Regulations 2007, Part 5, Noise and Vibration.

It is not foreseen that any excessively noisy activities will be carried out over the entire construction duration. However, due to the nature of the construction, exposure to noise levels in excess of 80 dBA (Safe Working Limit) can sometimes occur. The Developer will carry out a noise assessment in relation to each element of the proposed works at construction stage and control measure will be implemented, these control measures shall include the following:

- The site management team shall assess risk arising from noise prior to each construction activity taking place and describe the action needed to be done. The purpose of this is to minimise the exposure of all workers and site staff to excessive noise levels.
- The site management team shall ensure the proposed control measures are put in place and that their effectiveness and suitability is evaluated on regular a basis.
- The site management team will look at the method of works and selected constructed techniques that will make the work quitter, an example would be using off site construction.
- If the noise exposure surpasses 80 dBA  $L_{EX,8}$ , 135 dB peak, then hearing protection is mandatory.
- If it is likely that the noise exposure surpasses 85 dBA  $L_{EX,8}$ , 137 dB peak, then hearing protection is mandatory.

- Avoid unnecessary revving of engines and switch off equipment, generators, etc. when not required.
- Minimise drop height of materials.
- Start-up plant sequentially rather than all together and use silencers where possible.
- Make sure all workers use hearing protection where it is mandatory to do so.

RECEIVED: 15/09/2025

## 5.2 NOISE IMPACT ON THE SURROUNDING ENVIRONMENT

### Construction Phase

Overall acceptable levels of Construction noise for large construction projects are set out in the Transport Infrastructure Ireland (TII) publication Guidelines for the Treatment of Noise and Vibrations in National Road Schemes. The levels should not be exceeded at noise sensitive locations during the construction phase of the development. Table 6.1 below sets out these levels.

Days and Times	Noise Levels (dB re. 2x10 <sup>-5</sup> Pa)	
	L <sub>Aeq</sub> (1hr)	L <sub>Amax</sub>
Monday to Friday 07:00 to 19:00hrs	70	80
Monday to Friday 19:00 to 22:00hrs	60*	65*
Saturdays 08:00 to 16:30hrs	65	75
Sundays & Bank Holidays 08:00 to 16:30hrs	60*	65*

Table 6.1 Maximum Permissible noise levels at the façade of dwelling during construction

*Note \** Construction activity at these times, other than that required for emergency works, will normally require the explicit permission

## 5.3 VIBRATION

Vibration limits to be applied for the construction works are those specified in Transport Infrastructure Ireland (TII) publication Guidelines for the Treatment of Noise and Vibrations in National Road Schemes. These limits are outlined below:

Allowable Vibration (in terms of peak particle velocity) at the closest part of sensitive property to the source of vibration, at a frequency of:

Less than 11HZ	11 to 50 HZ	50 to 110 HZ (and above)
	3mm/s	3 to 8mm/s
		8 to 11mm/s

All works on site shall comply with BS 5228 2009 which gives detailed guidance on the control of noise and vibration from construction activities.

RECEIVED: 7/3/09/2025

## 5.4 DUST CONTROL

The greatest potential impact on air quality during the construction phase of the proposed development is from construction dust emissions and the possibility for nuisance dust. The proposed development is moderate in scale and thus the potential for dust soiling 50m from the source is possible. Table 6.4 contains an extract from the TII, Guidelines for the Treatment of Air quality During the Planning and Construction of National Road Schemes (2011).

Assessment Criteria for the Impact of Dust Emissions from Construction Activities, with Standard Mitigation in Place

Source		Potential Distance for Significant Effects (Distance from source)		
Scale	Description	Soiling	PM <sub>10</sub> a	Vegetation effects
Major	Large construction sites, with high use of haul routes	100 m	25 m	25 m
Moderate	Moderate sized construction sites, with moderate use of haul routes	50 m	15 m	15 m
Minor	Minor construction sites, with limited use of haul routes	25 m	10 m	10 m

<sup>a</sup> Significance based on the 2005 standard, which allows 35 daily exceedences/year of 50 µg/m<sup>3</sup>

Table 6.4 - TII Assessment criterial for the impact of Dust Emissions from construction activities.

The critical values are concentrating on particles of dust which are less than 10 microns (PM10) and less than 2.5 microns (PM2.5). The EU ambient air quality standard sets out ambient air quality limit values for PM<sub>10</sub> and PM<sub>2.5</sub> values and these limits are noted below in Table 6.5.

**Table 4.1 Air quality standards for the protection of health, as given in the EU Ambient Air Quality Directives**

Pollutant	Averaging period	Legal nature and concentration	Comments
PM <sub>10</sub>	1 day	Limit value: 50 µg/m <sup>3</sup>	Not to be exceeded on more than 35 days per year
	Calendar year	Limit value: 40 µg/m <sup>3</sup>	
PM <sub>2.5</sub>	Calendar year	Limit value: 25 µg/m <sup>3</sup>	Average Exposure Indicator (AEI) (*) in 2015 (2013-2015 average)
		Exposure concentration obligation: 20 µg/m <sup>3</sup>	
		National Exposure reduction target: 0-20 % reduction in exposure	

Table 6.5 – From EU report “Air quality in Europe – 2017 Report”

Construction dust tends to be deposited within 200m of a construction site, but the majority of the deposition occurs within the first 50m. The only receptors site within close proximity to the site is the existing housing constructed as part of phase 1. In order to minimise dust emissions through construction, a series of mitigation measures are proposed below.

Measures to control dust will include:

- Hard surface roads should be swept to remove mud and aggregate materials from their surface while any un-surfaced roads will be restricted to essential site traffic.
- Furthermore, any road that has the potential to give rise to fugitive dust must be regularly watered, as appropriate, during dry and windy conditions.
- Vehicles exiting the site shall make use of a wheel wash facility, prior to entering onto public roads. Refer to section 6.5 of this report for details.
- Vehicles using site roads will have their speed restricted, and this speed restriction will be compulsory for all site traffic. On any un-surfaced site road, this will be 10 kph, and on hard surfaced roads it will be 15kph.
- Vehicles delivering material with dust potential (soil, aggregates) will be enclosed or covered with tarpaulin at all times to restrict the escape of dust.
- Public roads outside the site will be regularly inspected for cleanliness and cleaned as necessary. Refer to section 6.5 of this report for details.
- Wind breaks and barriers to be provided on sensitive receptors sites such as the boundary with the neighbouring housing to the west.
- Gravel will be provided at site exit points to remove caked on dirt from tyres and tracks.
- No on-site burning of material will be permitted.
- Material handling systems and site stockpiling of materials will be located in sheltered areas to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods. Covering stockpile material may also be required.
- During movement of materials both on and off-site, trucks will be stringently covered with tarpaulin at all times. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions.

Provided the dust minimisation measures outlined are followed, in our opinion the air quality impacts during the construction phase will not be significant.

At all times, these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust would be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.

All works carried out as part of these infrastructure works will comply with all Statutory Legislation including the Local Government (Water Pollution) acts, 1977 and 1990 and the developer will co-operate in full with the Environmental Section of FCC.

All surface water runoff used as part of the site dust suppression activities will be managed by collecting such runoff in settlement tank. Only clean water taken from the top of the settlement tank, after passing through a series of baffles, and allowing for sufficient time for the sediments to drop to the bottom of the tank, will be allowed discharge to the public piped network.

## 5.5 ROAD CLEANING / WHEEL WASHING

On this site, the main source of any potential environmental problem will be the visibility of debris or dust on public roads. Wheel washing will be implemented, and road sweeping will be carried out as required. Power washing of wheels will be carried out as required.



Figure 5.5 – Example of wheel washing of truck as it leaves site

Discharge from any vehicle wheel wash areas is to be directed to on-site settlement area, debris and sediment captured by vehicle wheel washes are to be disposed off-site at a licensed facility.

Provision will be made for the cleaning of all access routes to and from the site during the course of the works, particularly Holywell Distributor Road within 500m of the site access. Road cleaning can be adjusted as necessary to take account of highly intensive phases of the works and in particular during the “Earth Shifting” phase of the project (i.e. foundation and basement construction) is being carried out. This will be carried out using a mechanical road sweeper, an example of which is shown in Figure 5.4 below.



Figure 5.4 – Typical Road Sweeper

Truck loads per day off site will be kept at a minimum. Where possible, trucks will be unutilised to on both legs of their visit, i.e. delivering construction materials to site such as stone, and removing demolition waste for recycling.

Deliveries to site will be managed such that they arrive during off peak hours. Special consideration will be given to minimise disruption to surrounding residential roads and avoiding school start and finish times.

## 5.6 ODOUR CONTROL & LIGHTING

A power supply is readily available from ESB Networks to power both the compound and the construction site to avoid the use of diesel generators to prevent noise and odour pollution. Temporary site lighting will be installed to provide safe and well lighted walkways around the site compound and task lighting to the construction site.

## 5.7 ENERGY EFFICIENCY

Energy efficiency simply means using less energy to perform the same task – that is, eliminating energy waste. Energy efficiency brings a variety of benefits: reducing greenhouse gas emissions, reducing demand for energy imports, and lowering costs of construction, this will be achieved by: -

- Electrical equipment will be switched off when not in use.
- Non-essential lighting will also be turned off when not in use
- Office equipment to be switched off nightly and at weekends
- All electrical equipment to be kept in good order by a qualified electrician.
- Ensure that water is not wasted; taps will be turned off, leaks repaired
- All plant and machinery turned off when not in use to conserve fuel
- plant such as generators, lighting towers not to be used unnecessarily

## 5.8 TREES & TOPSOIL SCREENING

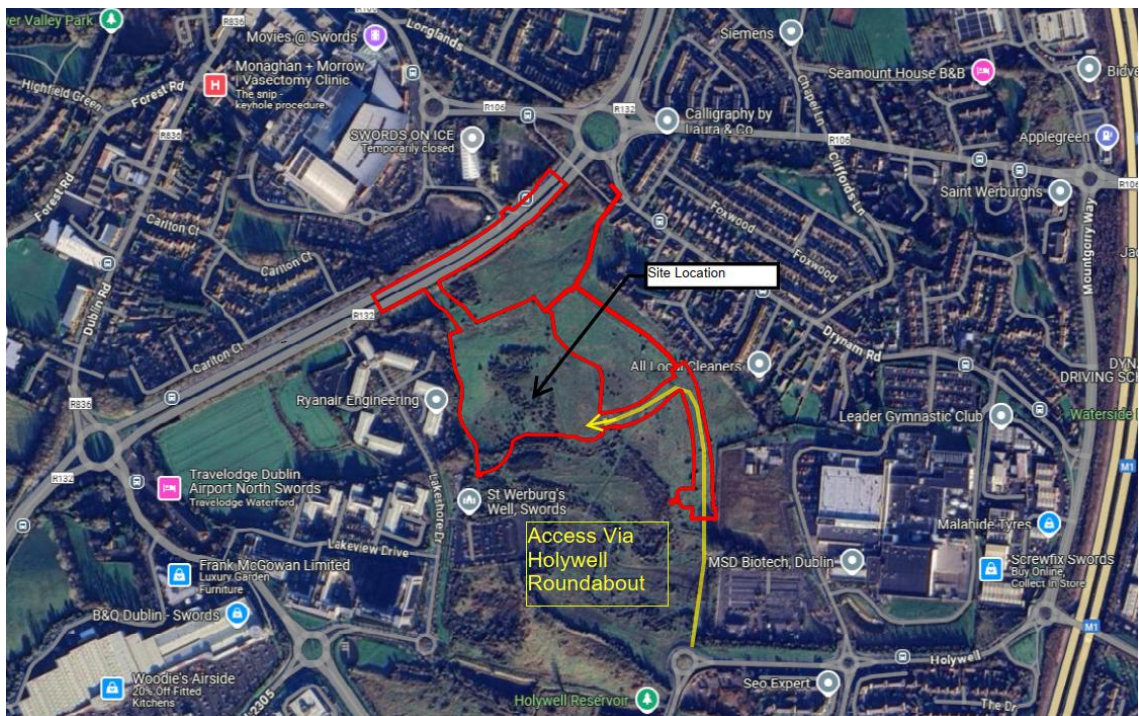
Please refer to landscape Architects drawings for any tree protection locations and protection details and Section 4.1 above. All topsoil used for landscape works will be recovered for the site where possible. Any imported topsoil will be screened for invasive species and sourced from reputable landscape suppliers.

## 6.0 TRAFFIC MANAGEMENT

The traffic management plan for the site will be coordinated with FCC in advance of commencement on site and the provisions of this plan including erection of signage on public roads will be agreed with the Council. The traffic management plan shall be updated appropriately to ensure coordinated and effective traffic management practices and arrangements are in place throughout the construction period.

### 6.1 SITE ACCESS

External to the site, traffic will include construction workers travelling to site and materials deliveries which will include small delivery vans, large rigid trucks, articulated trucks and trailers, and concrete trucks. Excavated material will be removed off site during the first few months of the project as bulk excavation.



**Figure 6.1** – Site access plan

The Developer will organise deliveries to minimise congestion on public roads by avoiding peak traffic periods where possible. During particularly busy periods such as during concrete pours, trucks will be queued up inside the site.

Deliveries will be on a “just in time” basis and this system will be strictly controlled between our Site Supervisors and our Purchasing Manager who will organise the deliveries. The Site Supervisors with contact details for suppliers who will make contact

to ensure drivers are made aware of the site location and the correct route to site in accordance with this plan.

All deliveries and the removal of material will access the site via this route from Holywell Distributor Road. Deliveries and the removal of material off site will avoid peak traffic hours where possible (8.00am-9.00am and 4.30pm-5.30pm).

RECEIVED: 15/09/2025

## **6.2 SITE PARKING, COMPOUND & ACCESS CONTROL**

Controlled access to the site, in the form of gates will be monitored by site personnel. These will be locked and secured to prevent unauthorised access during periods when these are not monitored by site personnel. (E.g. outside working hours). CCTV will also be used for periods outside working hours to prevent unauthorised site access.

The compound shall be constructed using a clean permeable stone finish. Site accommodation to be provided will include suitable-washing / dry room facilities for construction staff, sanitary facilities, office accommodation etc. Refer to Appendix B for proposed location.

The compound will contain an area containment of all construction-related fuel and oils, it is proposed to use specially banded HDPE tanks for all fuel stored on site.

On completion of the works all construction materials, debris, temporary hardstanding's, etc. from the Site Compound will be removed off site and the site compound area reinstated in full.

## **6.3 SITE TRAFFIC**

To avoid unnecessary traffic, during the site clearance works, all excavated suitable material will be reused for construction and filling where possible and appropriate. Any unsuitable material will be put in the appropriate waste stream and sent for recycling or disposed of off-site as outlined in Section 6.0.

Construction vehicle movements will be minimised through; -

- Consolidation of delivery loads to/from the site and managing larger deliveries to occur outside peak periods,
- Use of precast/prefabricated materials where feasible,
- Adequate storage space on site,
- A strategy to minimise construction material quantities.

Deliveries and the removal of material off site will avoid peak traffic hours where possible (8.00am-9.00am and 4.30pm-5.30pm) to minimise disruption to the local residences and schools.

Construction traffic will consist of the following categories:

- Private vehicles owned and driven by site construction and supervisory staff.
- Excavation plant and dumper trucks involved in the construction and site development works and materials delivery vehicles.
- Vehicle movements will vary depending on the phase on site, with an estimated 30-40 HGV trips per day during peak construction (including deliveries and removals).
- Up to 300-400 construction works may be present on-site during peak activity.

RECEIVED: 15/09/2025

## 7.0 DEVELOPER COMMITMENT

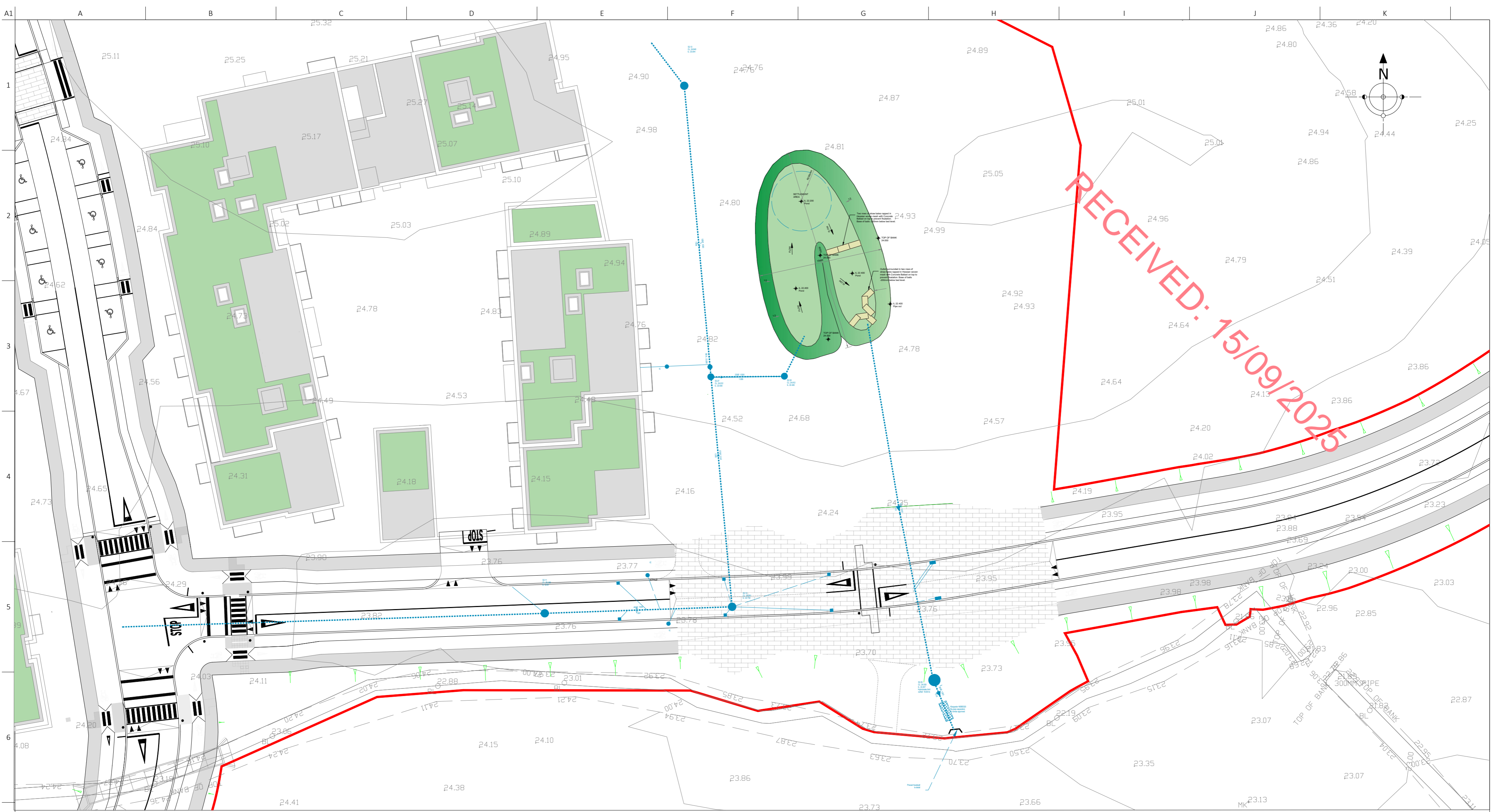
Bovale Developments Unlimited Company pledge to do our utmost to implement the contents of this plan.

RECEIVED: 15/09/2025

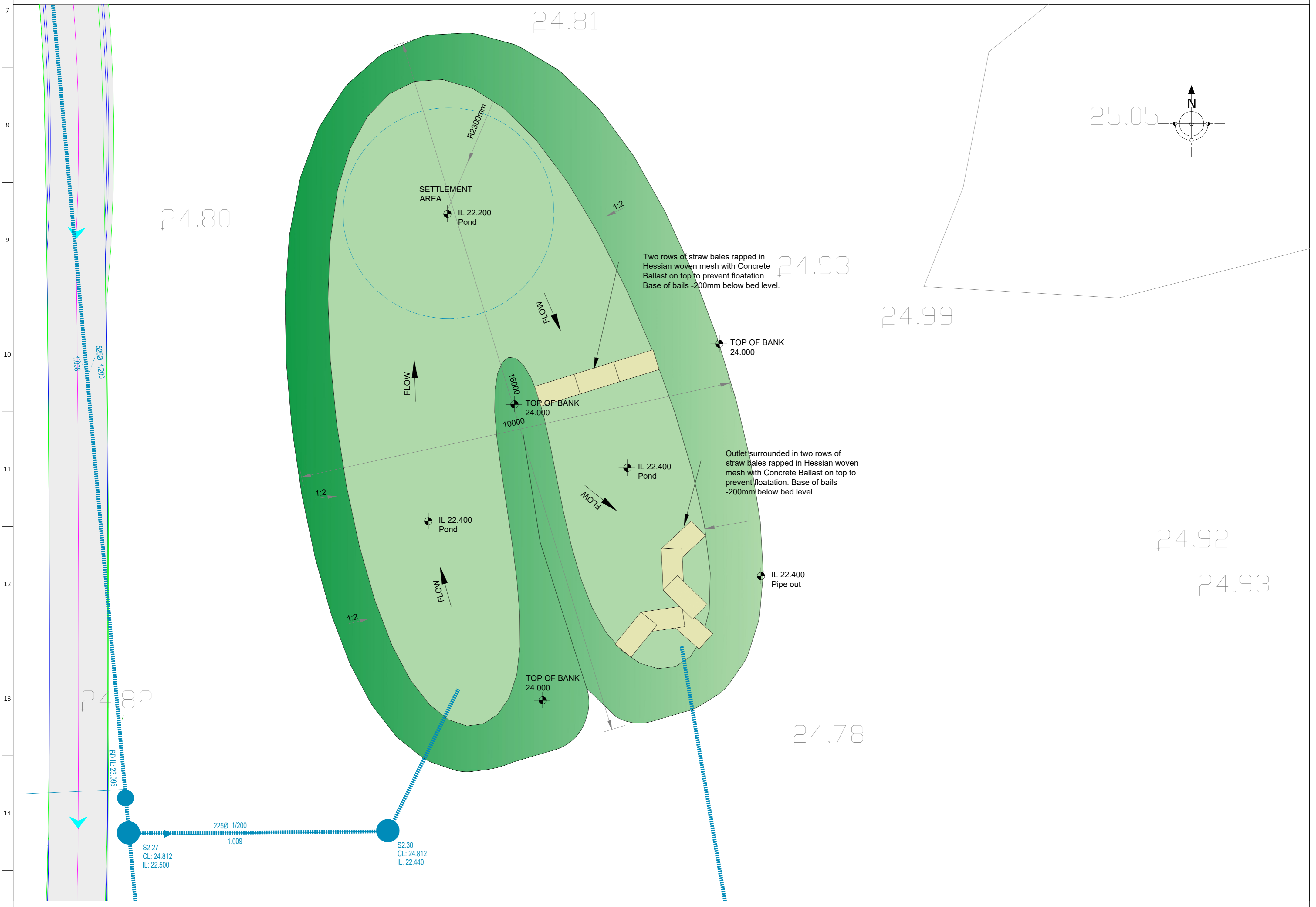
## 8.0 APPENDIX

RECEIVED: 15/09/2025

### 8.1 APPENDIX A - SITE SURFACE WATER TEMPORARY SETTLEMENT POND



LOCATION PLAN POND  
SCALE 1:500



PLAN OF SETTLEMENT POND  
SCALE 1:100

Ordnance Survey Ireland Licence No. CYAL50427735  
© Ordnance Survey Ireland / Government of Ireland  
© This drawing is Copyright and must only be used for the project named

Rev.	Date	Description	By

Project Title <b>BARRYS PARKS LRD</b>			
Architect <b>MCORM ARCHITECTURE</b>			
Date	By	Checked	Scale @ A1
JAN 2025	TS	PM	AS SHOWN

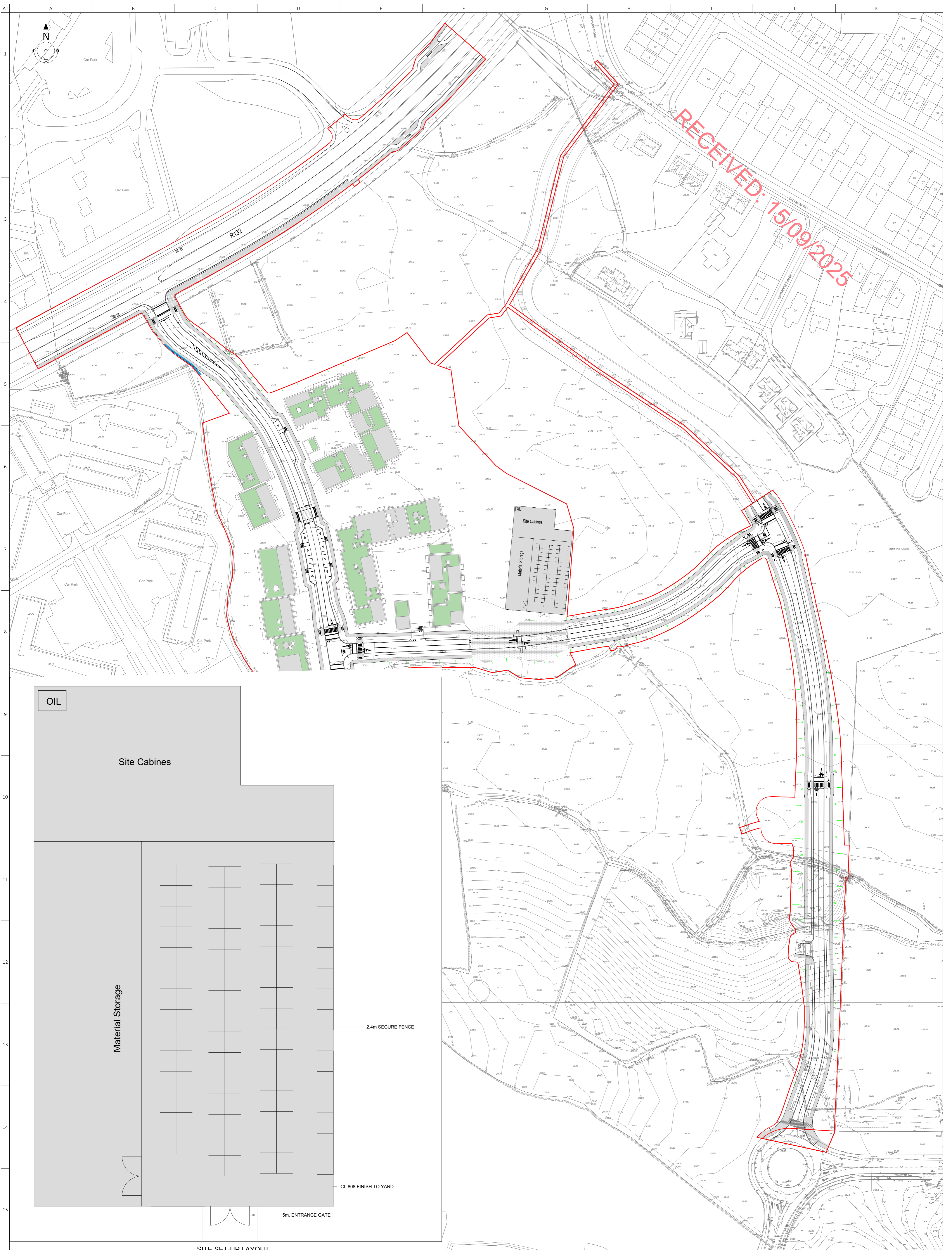
Drawing Title <b>SETTLEMENT POND</b>		
Drawing Status <b>PLANNING</b>		
Job No.	Drawing No.	Issue
23012	181	P0

**POGa**  
CONSULTING ENGINEERS  
STRUCTURAL + CIVIL

Unit D20, Nutgrove Office Park  
Rathfarnham  
Dublin 14  
D14 PF98  
Tel +353 (0)1 205 1101  
www.poga.ie

RECEIVED: 15/09/2025

## 8.2 APPENDIX B - SITE PLAN SHOWING SITE SET UP



SITE SET-UP LAYOUT  
1:1000

Ordnance Survey Ireland Licence No. CYAL50427735  
© Ordnance Survey Ireland / Government of Ireland  
© This drawing is Copyright and must only be used for the project named

Rev.	Date	Description	By

Project Title <b>BARRYS PARKS LRD</b>			
Architect <b>MCORM ARCHITECTURE</b>			
Date	By	Checked	Scale @ A1
JAN 2025	TS	PM	1:1000

Drawing Title <b>SITE SET-UP</b>			
Drawing Status <b>PLANNING</b>			
Job No.	Drawing No.	Issue	
23012	180	P0	

**POGa**  
CONSULTING ENGINEERS  
STRUCTURAL + CIVIL

Unit D20, Nutgrove Office Park  
Rathfarnham  
Dublin 14  
D14 PF98  
Tel +353 (0)1 205 1101  
www.poga.ie

RECEIVED: 15/09/2025

**The End**