

Carrickmines Shanganagh River Flood Relief Scheme

Site Specific Mitigation Plan: Lower Bride's Glen & N11

August 2026

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Table of Contents <i>(incl. Y/N)</i>	List of Tables <i>(incl. Y/N)</i>	List of Figures <i>(incl. Y/N)</i>	Pages of Text <i>(No.)</i>	Appendices <i>(No.)</i>
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Table of Contents

SECTION 1:	INTRODUCTION	1
1.1	General Construction Methodology	1
1.2	Protection of Adjacent Affected Properties	3
SECTION 2:	NOISE	4
2.1	Noise Mitigation Measures	4
2.2	Noise Monitoring and Compliance	4
SECTION 3:	ACCESS, TRAFFIC AND TRANSPORT	6
3.1	Site Arrangements	6
3.2	Traffic Management	6
3.3	Property Access	7
SECTION 4:	APPENDIX : DRAWINGS	9

List of Figures

Figure 1.1 Lower Bride's Glen Impacted Properties	1
Figure 3.1 Potential Compound E (Cherrywood Park) and site access routes	7
Figure 3.2 Site Access Through Cherrywood Cottage Gate	8

SECTION 1: Introduction

This Site Specific Mitigation Plan (SSMP) has been prepared in response to An Coimisiún Pleanála item 14(b) of the further information request for the Carrickmines Shanganagh River Flood Relief Scheme. This item requires the submission of a SSMP for Waterfall Cottage & Cherrywood Cottage, regarding construction noise, traffic management, property access, and measures to maintain the continues safe access of residents throughout the construction period.

Figure 1.1 below shows the location of both Waterfall Cottage & Cherrywood Cottage and indicates the proposed works forming part of the Carrickmines Shanganagh River Flood Relief Scheme (FRS) at Lower Bride's Glen. The flood defence works adjoining these properties at the Lower Bride's Glen will consist of c. 129 m of flood defence walls ranging from 1.15m to 2.95m on the canal side and from 1.15m to 1.48m on the landward side as illustrated by the red line in Figure 1.1. The walls are to be located along the North bank of Shanganagh River, within the curtilage of existing properties including a protected structure Waterfall Cottage (RPS Ref: 1770) and immediately upstream of the N11 dual carriageway. Works include demountable barriers and decorative railings.

A new 2.4m diameter overflow pipe c.53m long, including inlet and outlet structures will be installed beneath the Old Bray Road and N11 dual carriageway. Elements of the overflow works, including the proposed overflow inlet structure adjacent to a private property, are included within the scope of this SSMP.

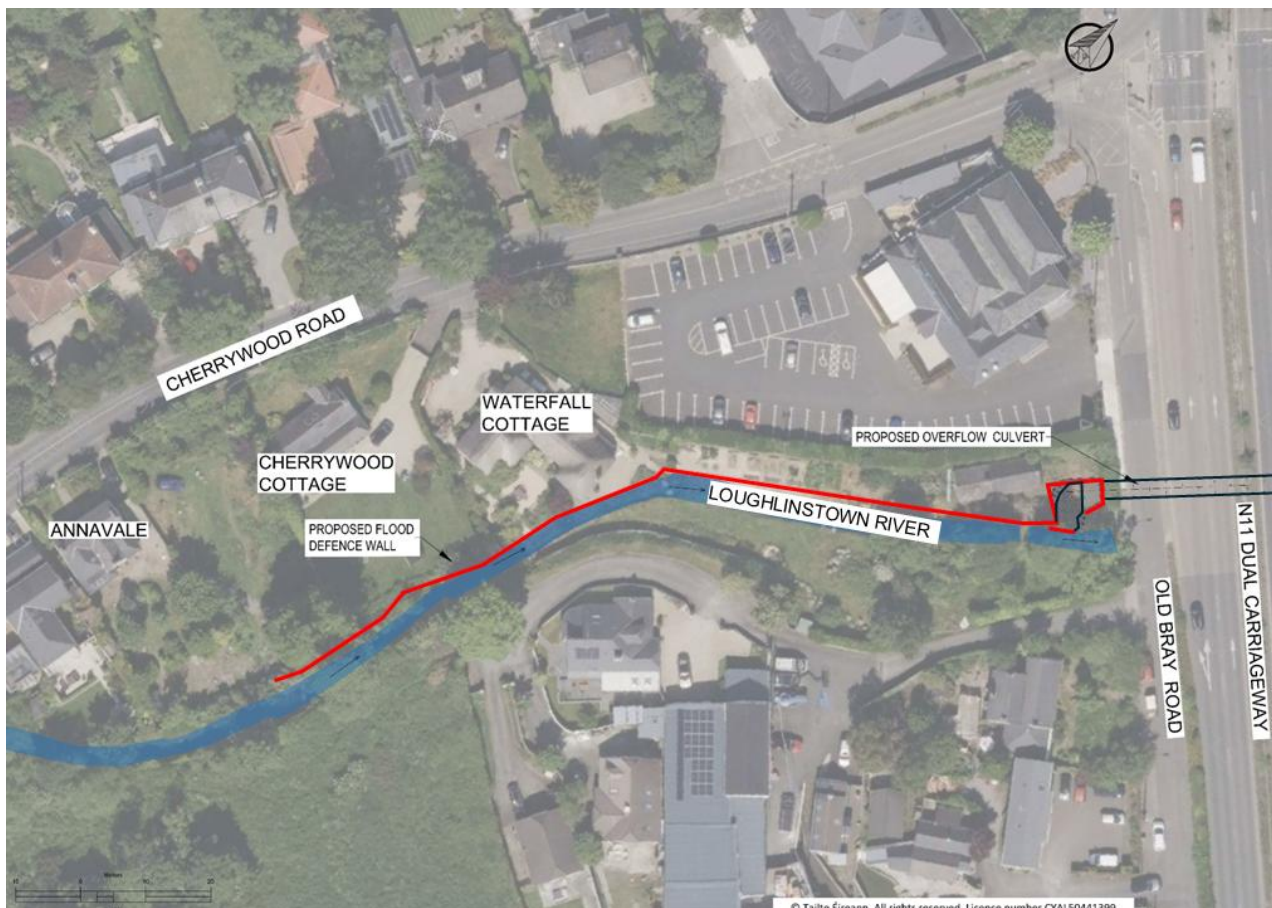


Figure 1.1 Lower Bride's Glen Impacted Properties

1.1 General Construction Methodology

1. A site compound will be established on the greenfield area adjoining the Loughlinstown River North at Bray Road (See Potential Site Compound E shown on drawing 20108-JBB-00-XX-DR-Z-02905 in the

- Appendices). The required materials and plant will be delivered to the scheduled works area in advance, once traffic management is established.
2. Existing vegetation, topsoil, boundary features and other obstructions within the footprint of the works will be removed where required. Features affected by the works will be carefully removed, stored where appropriate and reinstated following completion of construction.
 3. Construction methods will be selected to minimise disturbance to adjacent residential properties, with preference given to low noise and low vibration techniques where practicable.
 4. Temporary works, including excavation support and access arrangements will be designed as necessary to maintain the stability of surrounding ground and protect adjacent property boundaries throughout construction.

1.1.1 Construction of Overflow Inlet Structure

5. Following completion of the N11 overflow culvert beneath the Old Bray Road and N11 dual carriageway construction of the overflow inlet structure will commence.
6. Excavation work will be undertaken in a controlled manner to construct the overflow inlet structure, associated headwalls and any required channel works.
7. The overall inlet structure and associated headwalls will comprise reinforced concrete elements founded on suitable foundations in accordance with the detailed design. Foundation requirements will be determined following completion of detailed design and assessment of ground conditions.
8. Once the structural elements have been completed, the overflow inlet structure will be connected to the previously installed overflow culvert. Associated channel works, erosion protection measures and local drainage tie-ins will then be completed in accordance with detailed design.

1.1.2 Construction of Flood Defence Wall

9. Once the overflow culvert beneath the N11 dual carriageway has been constructed, the next phase of works will begin with the construction of the flood defence walls to protect Waterfall and Cherrywood Cottages. The existing ground conditions immediately adjoining these properties is unknown, thus the final methodology for constructing these flood defences will be determined once specific investigations have been undertaken at detailed design.
10. The existing masonry wall will be removed where required with the original stone to be reused and integrated as part of the proposed flood defences. The proposed defences will comprise a reinforced structural core designed to achieve the required flood protection level, with a finished height of the wall approximately 1.15m - 2.95m above canal bank bottom level.
11. The structural solution will comprise a reinforced concrete wall founded on appropriate foundations, which may include piled elements where required, to ensure stability in proximity to the river channel and underlying ground conditions. Given the proximity to the river channel and the potential of variable or soft ground conditions, deep foundations may be required to ensure structural stability and to mitigate risks of settlement, overturning or scour. These foundations may include bored piles however this is subject to detailed design.
12. Excavation will be undertaken in controlled sections to minimise disturbance and to maintain safe access arrangements for residents at all the time. Each section of the proposed flood defence wall will be excavated or bored to the required formation level /foundation depth. The final excavation depth is dependent on the depth of the suitable in-situ bearing stratum.
13. Once the flood defence wall is constructed, the proposed flood gates can be installed at the required location. The wall will be finished to match the existing stone with an architecturally designed railing where required which considers the character of the existing structure.
14. Following completion of works, all disturbed areas will be reinstated, including property boundaries, paved surfaces, landscaping and other property features affected by the construction activities. Lands utilised for accommodation works and features removed to accommodate the works will be reinstated to their original condition, including existing roads surfaces, walls, furniture and fences.
15. The Contractor will demobilise from the immediate works area and reinstate all areas affected by the accommodation and construction works, in accordance with the local authority and landowner's requirements.

The final construction methodology will be subject to the completion of detailed design and the contractor's preferred approach.

1.2 Protection of Adjacent Affected Properties

The proposed flood defence wall and the overflow structure will be constructed in close proximity to existing residential properties including Waterfall and Cherrywood Cottages. The final design and construction methodology will be developed to protect adjacent structures and minimising disturbance during construction.

As part of the detailed design process, foundation requirements, temporary works, excavation methods, settlement risks and any potential impacts on nearby structures will be assessed. Where required, modifications to the construction methodology will be implemented to ensure the stability and integrity of the adjacent buildings and property boundaries.

Preconstruction condition surveys shall be undertaken for properties that may be affected by the works. Appropriate monitoring measures, including settlement monitoring where considered necessary following detailed design, will be implemented during construction to verify that impacts remain within the acceptable limits.

During construction phase, all the activities will be planned to minimise vibration, noise and other nuisance effects. Any temporary works required to facilitate construction will be designed by qualified personnel and will be implemented in a manner that maintains the safety and stability of adjacent structures through the construction period.

SECTION 2: Noise

As identified in Chapter 6 of the EIAR, *it can be expected that the future operation of the proposed flood relief scheme will not have a significant noise impact*. However, construction activities will potentially result in short-term noise impact at the nearest sensitive receptors, including Waterfall Cottage and Cherrywood Cottage.

As detailed in the EIAR, a survey was carried out in accordance with ISO 1996 and determined the baseline noise in Cherrywood Park to be 74.1 dB L_{Aeq} , which is mainly due to the N11 traffic. *Based on the BS5228 'ABC' method*, the recommended noise threshold level for that background noise is 75 dB $L_{Aeq,12 Hr}$.

It is predicted that the construction work required at Lower Bride's Glen will, for a 1-hour worst case scenario, produce noise levels of 77dB $L_{Aeq,1 Hr}$ and 59dB $L_{Aeq,1 Hr}$ at distances of approx. 10 m and 50 m respectively from the works area.

Accordingly, the predicted worst-case 1-hour construction noise levels at work areas nearest to the residential properties may briefly be in slight excess of the recommended 75 dB $L_{Aeq,12 Hr}$ threshold (by approx. 2 dB). This comparison is intended to provide an indication of the magnitude of the worst case construction noise relative to the adopted BS 5228 assessment criterion. Any exceedance is expected to be temporary, localised and associated with specific short duration construction activities. Noise mitigation and corrective measures are discussed in Section 2.1 and 2.2 only.

2.1 Noise Mitigation Measures

Noise mitigation measures will follow general recommendations of BS5228 and will include the following:

1. A responsible and trained person shall be appointed to liaise with residents including keeping them informed of progress and planned work, dealing with complaints promptly. It is important to establish and maintain a good relationship with residents.
2. Site operatives will be trained to employ appropriate techniques to minimise site noise.
3. Construction works resulting in heightened noise shall be carried out in the absence of residents or at less sensitive periods of the day where possible.
4. A suitably designed screen or barrier with the optimal density and height and will be installed between the work area and residential buildings.
5. Working methods and equipment that emit minimal noise will be adopted as follows:
 - a. The use of precast walls instead of in-situ construction will be considered for sections of the wall.
 - b. The quietest available plant and equipment will be selected for each construction activity.
 - c. All plant fitted with effective silencers and maintained properly.
 - d. Using non-audible warning systems, i.e. cab-mounted CCTV or the use of banksmen and 'white noise' reversing alarms in place sirens.
 - e. Machines operated at low speeds and shut down when not in use.
 - f. Where possible, static plant will be enclosed by acoustic sheds or screens.
 - g. Noisy equipment positioned away from noise sensitive areas.

2.2 Noise Monitoring and Compliance

A programme of construction noise monitoring shall be implemented throughout the works. Monitoring locations will be selected with regards to Waterfall Cottage and Cherrywood Cottage. Noise monitoring shall be undertaken by suitability competent personnel in accordance with BS 5228 and other relevant guidance. Monitoring may comprise attended surveys and continuous noise monitoring (where necessary) during particularly sensitive stages of construction.

Monitoring results shall be reviewed regularly to assess compliance with the project noise criteria. Where monitoring identified elevated noise levels or where complaints are received, the Contractor shall investigate the cause, implement corrective actions and review working methods as necessary.

Potential corrective measures:

- Modification of construction methods;
- Additional acoustic screening;
- Relocation of plant or equipment;
- Rescheduling of particularly noisy activities;
- Regular communication with residents, including advance notice of noisy construction activities.

SECTION 3: Access, Traffic and Transport

3.1 Site Arrangements

3.1.1 Site Compound

The flood defence works at Lower Bride's Glen will utilise a site compound that will be established to the north of the residential area, Cherrywood Park, and to the southwest of Bray Road. The compound is shown in blue on Figure 3.1 and will provide welfare, equipment and waste storage facilities for Lower Bride's Glen and other nearby work sites.

3.1.2 Proposed Site Access Routes

The proposed works within the gardens of Cherrywood and Waterfall Cottage, marked as North Bank Works Area on Figure 3.1, will be accessed via the private residential entrance of Cherrywood Cottage. The South Bank Work Area, which is between Waterfall Cottage and Bray Road, will be accessed from Bray Road. Most of the traffic affecting Cherrywood and Waterfall Cottages will be generated between Site Compound E and the North Bank Work Area, as shown by access routes on Figure 3.1

3.2 Traffic Management

Construction traffic management will be designed to minimise the interaction between construction traffic and residents to ensure that all vehicle movements are controlled and supervised all times.

Construction traffic between the site compound and works area will utilise the local residential roads including Cherrywood Park, Cherrywood Road (R116) and Bray Road. Notices will be given to properties along these access routes in advance of works. Specific traffic management measures will be detailed by the contractor in the Construction Traffic Management Plan for agreement with the relevant authorities and client's representative prior to commencement of works.

Construction traffic volumes at the site will be combination of staff vehicles, light goods vehicles, heavy vehicles delivering plants (occasional), construction materials and removing excavated materials. Delivery frequencies will vary depending on the stage of construction. In general, it is expected traffic movements will be highest during mobilization period, excavation and concreting periods. Whenever possible, larger deliveries will be scheduled outside peak traffic periods.

Potential impacts on surrounding residents may include a temporary increase in traffic movements in the area, vehicle noise, delays associated with controlled construction vehicle access and temporary restrictions during specific delivery operations. These impacts will be minimised through advance notification, specifically timed deliveries, use of traffic marshals, controlled vehicle movements and ongoing liaison with the affected residents.

The following sections discuss the proposed access arrangements for the work areas.

3.2.1 North Bank (Cherrywood Cottage)

It is anticipated that construction traffic for the north bank work area will primarily travel a route from the Cherrywood Park compound through the gate at the northern end of the Cherrywood Park neighbourhood continuing onto Cherrywood Road and through the entranceway of Cherrywood Cottage to access the site. It is expected that this route will be used for both incoming and outgoing construction traffic with suitable signage deployed around the area to advise traffic as well as traffic marshals to control traffic and assist construction vehicles entering and exiting the site and compound as marked in Figure 3.1. Two-way traffic will be maintained along Cherrywood Road during construction.

3.2.2 South Bank (Bray Road)

It is anticipated that construction traffic for the south bank work area will primarily travel a route from the Cherrywood Park compound through an alleyway between properties (Best Drive & Croí Coffee) onto Bray Road, continuing through the Bray Rd. / Cherrywood Rd. junction onto the turnoff to Carrington House, turning off the road onto the south bank work area. It is expected that this route will be used for both incoming and outgoing construction traffic with suitable signage deployed around the area to notify traffic as well as traffic marshals to assist construction vehicles entering and exiting the site and compound as well as crossing the Bray Rd. / Cherrywood Rd. junction as marked in Figure 3.1.

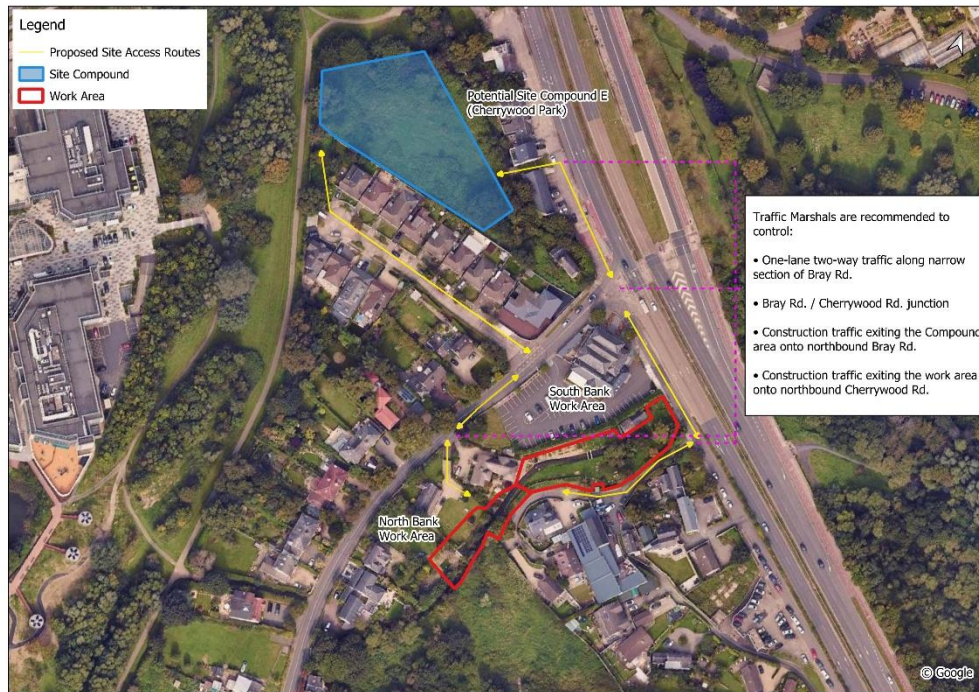


Figure 3.1 Potential Compound E (Cherrywood Park) and site access routes

Construction traffic movements will be planned and coordinated to minimise disruption to residents and to ensure safe operation within constrained access areas. All traffic management measures will be implemented in accordance with the Buildability Report for the Lower Bride's Glen and N11 Works.

3.2.3 Property Access

The proposed access to the north bank work area is expected to be via the private residential entrance of Cherrywood Cottage, as shown by the yellow arrow in . The work area spanning across the garden space of the three properties will be established and hoarded as represented by the red line in Figure 3.2, with one access gate. The key objective with regards to access is to separate, control and coordinate movements so that residents retain safe, reliable access while construction traffic operates without conflict.

The following measures are proposed.

1. Residents shall always have priority of access, without exception. Construction traffic movements shall be minimized, pre-planned and actively supervised. No uncontrolled or unattended vehicle movements are permitted.
2. Two dedicated gate marshals / banksmen shall be appointed – one positioned outside the entrance to Cherrywood cottage and Waterfall cottage, and another positioned at the construction site gate within the work area.
 - a. The gate marshals shall:
 - i. Control opening and closing of the gate.
 - ii. Stop construction traffic when residents are accessing or exiting; and
 - iii. Communicate directly with residents if required.

- b. There will be radio or phone communication between drivers and gate marshals, and no vehicle should enter unless the route is confirmed clear.
 - c. The gate marshals shall be trained in emergency response procedures and ensure that the gate can be immediately open for emergency vehicles.
3. Construction vehicle access shall be restricted to time windows agreed with the residents. Residents will be guaranteed unrestricted access during agreed priority periods. Large or abnormal deliveries shall be pre-notified to residents.
4. A single point of contact shall be nominated by the Contractor. Residents shall be provided with weekly look-ahead programmes and advance notification of high-traffic activities. Any access concerns raised shall be logged and addressed immediately.
5. All access movements and incidents will be logged and risks reviewed regularly. If any unsafe access conditions arise, works will be stopped immediately.
6. Prior to commencement of the works, pre construction condition survey will be undertaken along all construction an access routes, including existing driveways, entrances, boundary walls, gates, paved areas and any other infrastructure that may be affected by construction activities.
7. Post construction surveys shall be carried out upon completion of the works to assess any impacts attributable to the construction activities. Any damages arising from the works shall be repaired and all affected areas reinstated to their original condition, or as otherwise agreed with the relevant property owners.



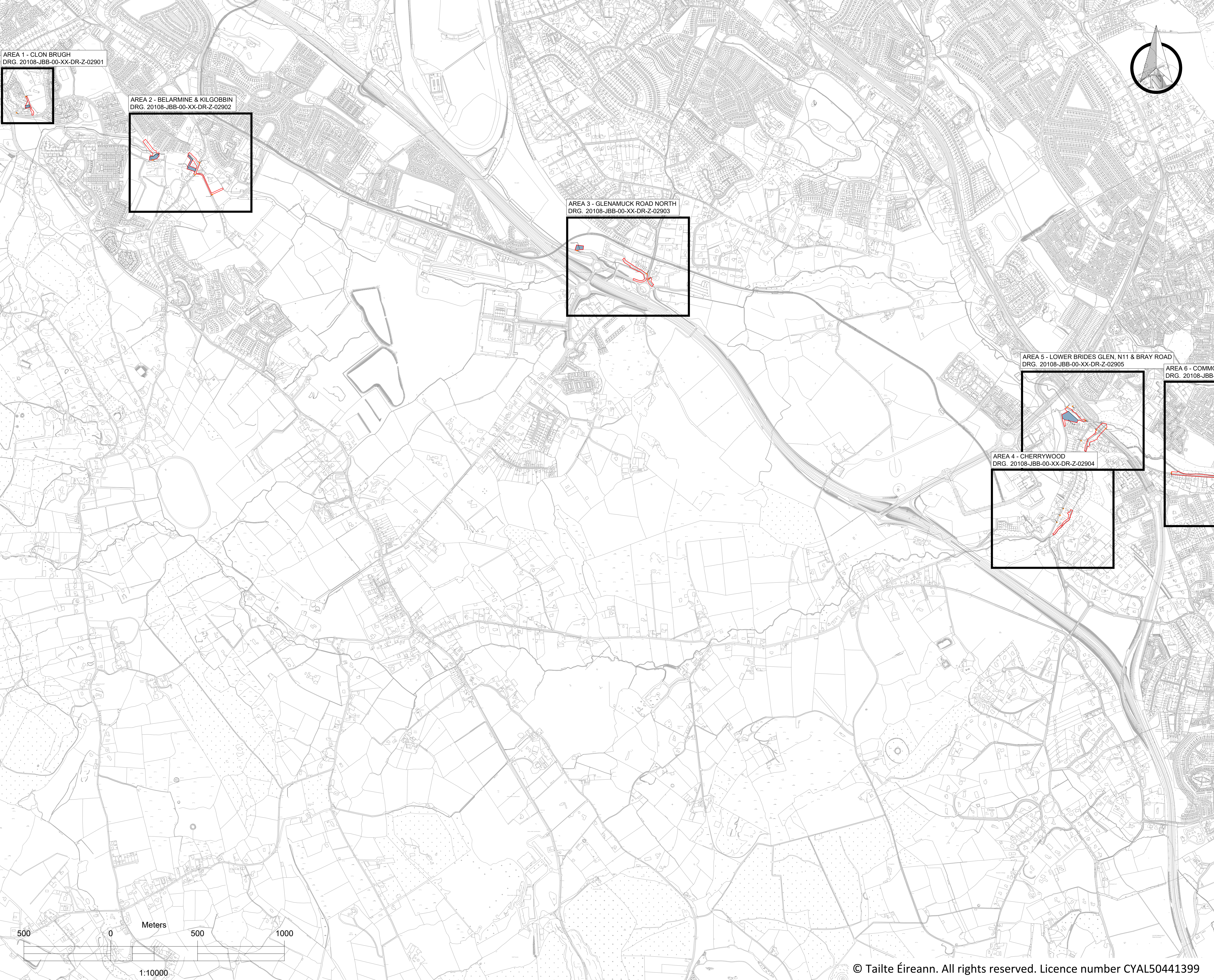
Figure 3.2 Site Access Through Cherrywood Cottage Gate

The above measures will ensure that residents retain safe, reliable and prioritised access to their properties throughout the construction period.

The proposed access arrangements have been considered from both an operational and emergency access perspective. Access routes have been selected to provide safe and practical access for construction activities while maintaining access for residents at all times. Gate marshals will ensure that construction vehicles do not obstruct access to the properties and that emergency vehicles can gain immediate access if required. Construction traffic movements will be stopped and access routes cleared without delay in the event of an emergency.

APPENDIX: Drawings

Drawing No.	Drawing Title
<u>Site Location:</u> 20108-JBB-00-XX-DR-Z-02900 20108-JBB-00-XX-DR-Z-02905 20108-JBB-00-XX-DR-Z-02906	Site Location Map Key Plan Area 5 lower Bride's Glen N11 & Bray Road Area 6 Commons Road & Bayview
<u>Lower Bride's Glen</u> 20108-JBB-00-XX-DR-Z-02930 20108-JBB-00-XX-DR-Z-02932 20108-JBB-00-XX-DR-Z-02994	Lower Bride's Glen & N11 Overflow Proposed Site Layout Lower Bride's Glen & N11 Overflow Proposed Sections Lower Bride's Glen & N11 Overflow Key Properties
<u>Site Access Route</u> 20108-JBB-00-XX-DR-Z-02995	Lower Bride's Glen Site Access Routes



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LEGEND

- EXTENT OF PART X PLANNING APPLICATION
- SITE COMPOUND
- SITE NOTICE LOCATION

C01	A1	ISSUE FOR PLANNING	LA	ED	13-12-24
Rev.	Suit.	Description	Drawn	Ch'kd	Date

Client



Clients Representative:



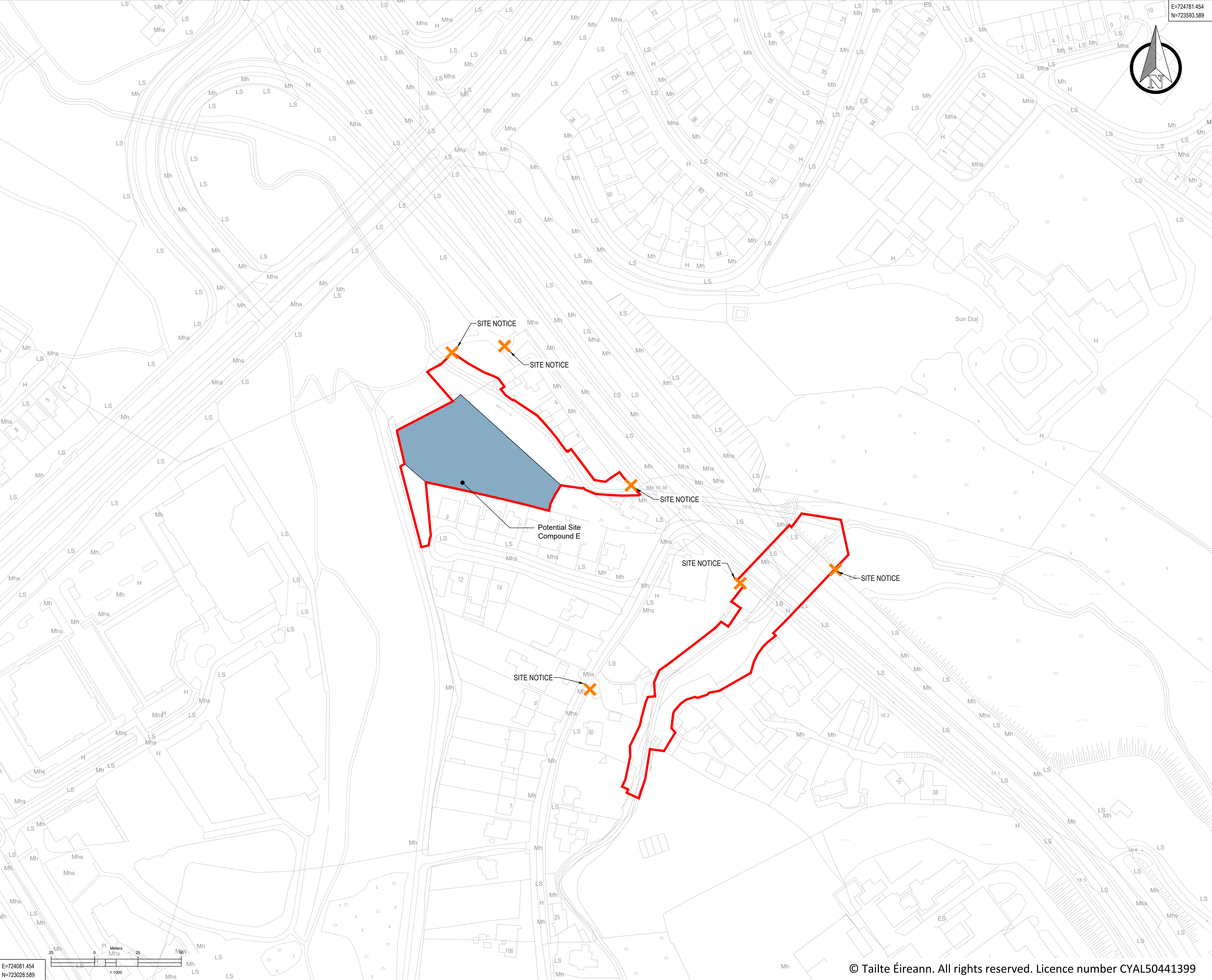
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Project
**CARRICKMINES SHANGANAGH RIVER
FLOOD RELIEF SCHEME**

Drawing Title
**SITE LOCATION MAPS
KEY PLAN**

Drawn by :	LA	Date :	15-10-2024
Checked by :	ED	Date :	13-12-2024
Approved by :	RK	Date :	13-12-2024
Internal Project REF :	Egis: 20108	JBA: 20240059	
Scales :	1:10000		
Stage :	PLANNING		
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Suitability Code	A1		



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- SITE COMPOUND
- X SITE NOTICE LOCATION

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FLOOD RELIEF SCHEME**

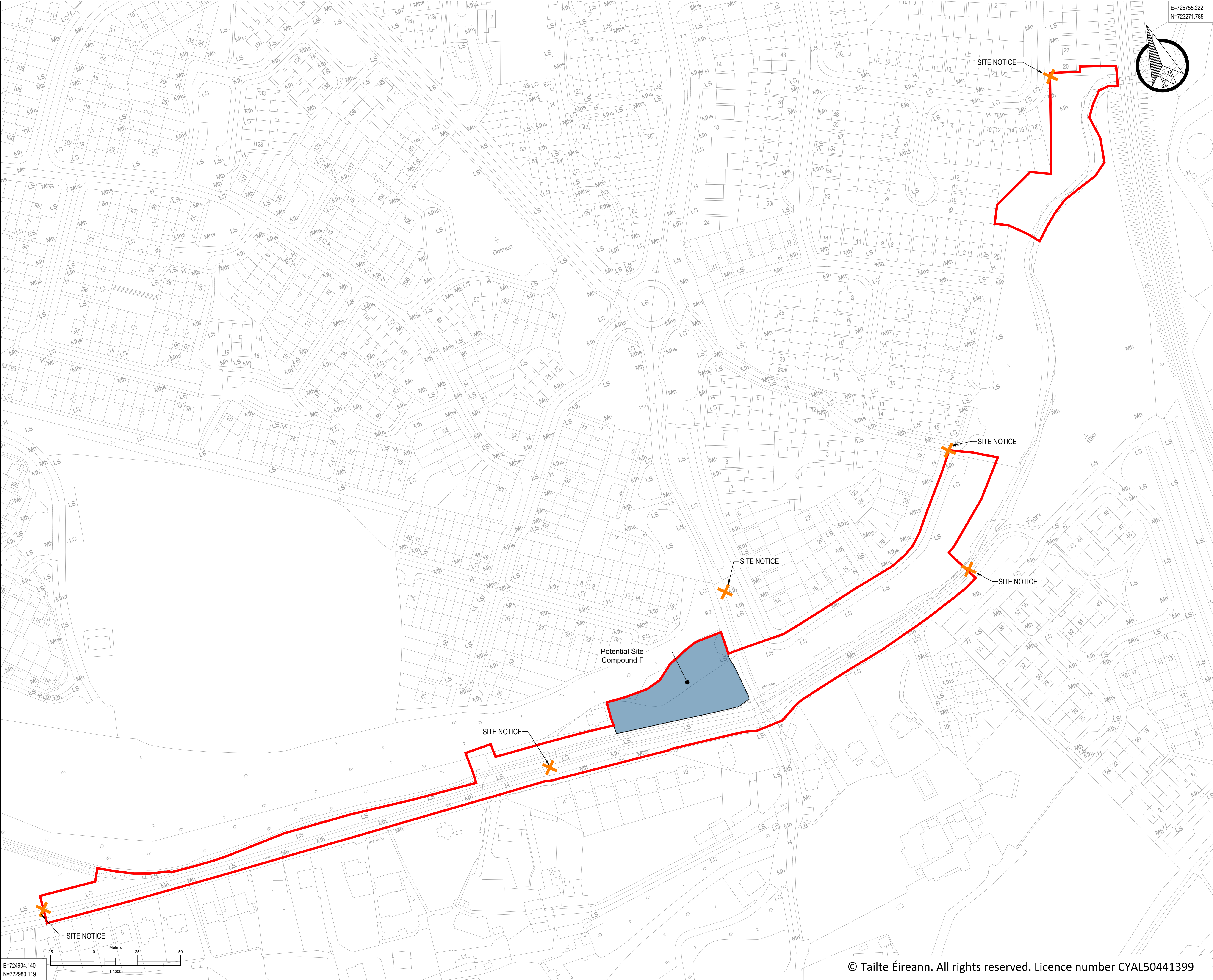
Drawing Title
**SITE LOCATION MAPS
AREA 5 - LOWER BRIDES GLEN,
N11 & BRAY ROAD**

Drawn by :	LA	Date :	15-10-2024
Checked by :	ED	Date :	13-12-2024
Approved by :	RK	Date :	13-12-2024
Internal Project REF : Egis: 20108 JBA: 2020a0059			

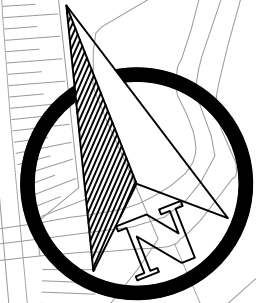
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Stage :	PLANNING
Drawing No.	20108-JBB-00-XX-DR-Z-02905
Revision	C01
Suitability Code	A1

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— EXTENT OF PART X PLANNING APPLICATION

■ SITE COMPOUND

✕ SITE NOTICE LOCATION

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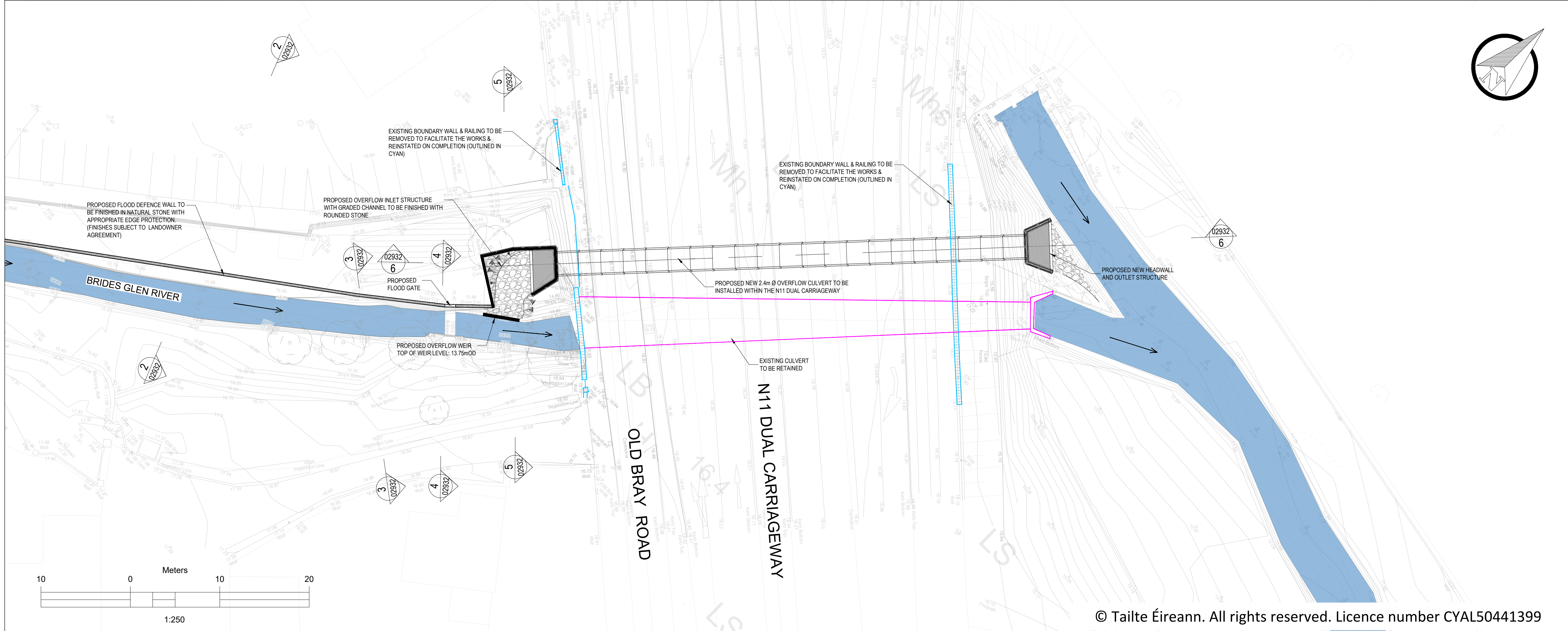
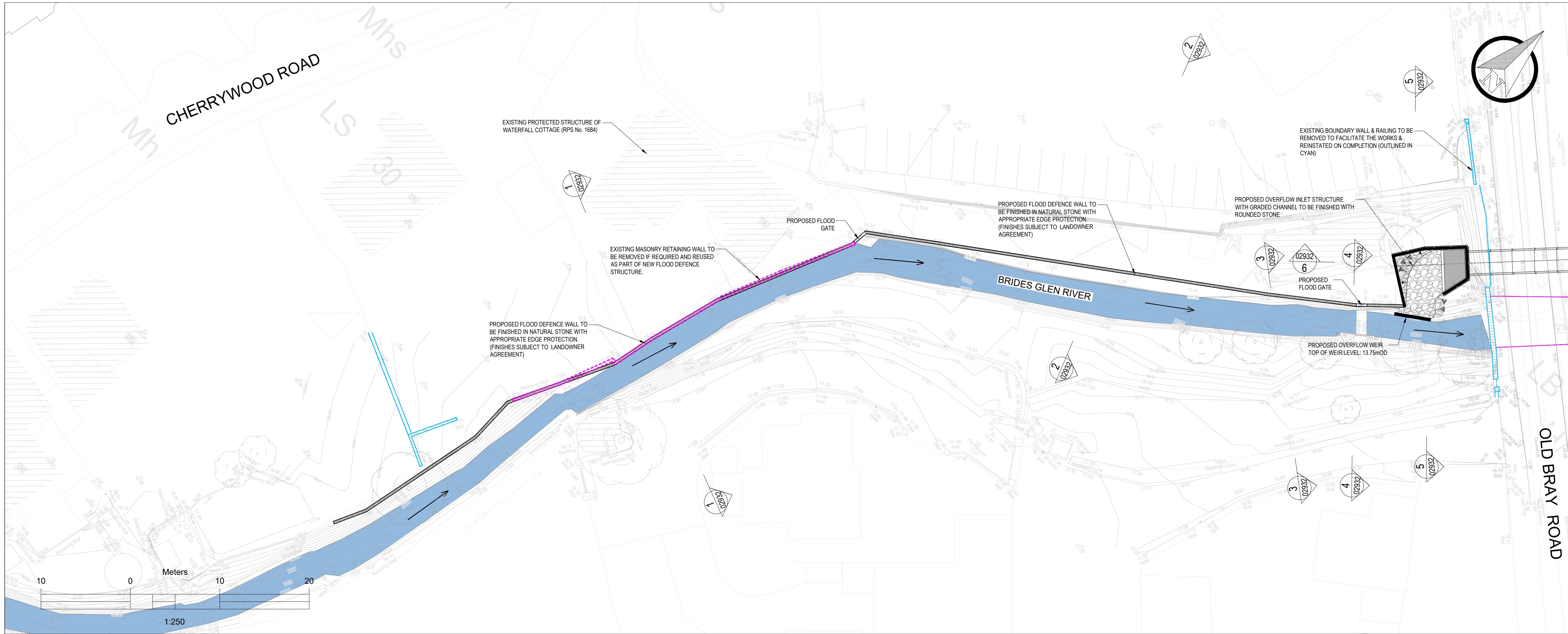
Drawing Title
**SITE LOCATION MAPS
AREA 6 - COMMONS ROAD & BAYVIEW**

Drawn by :	LA	Date :	15-10-2024
Checked by :	ED	Date :	13-12-2024
Approved by :	RK	Date :	13-12-2024
Internal Project REF :	Egis: 20108 JBA: 2020s0059		

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LEGEND:

- PROPOSED NEW FLOOD DEFENCE
WALL TO BE FINISHED IN STONE
- EXISTING WALL TO
BE RETAINED
- EXISTING WALL TO BE
REMOVED

Rev	Suit	Description	Drawn	Chkd	Date
C01	A1	ISSUE FOR PLANNING	MH	ED	20.02.25

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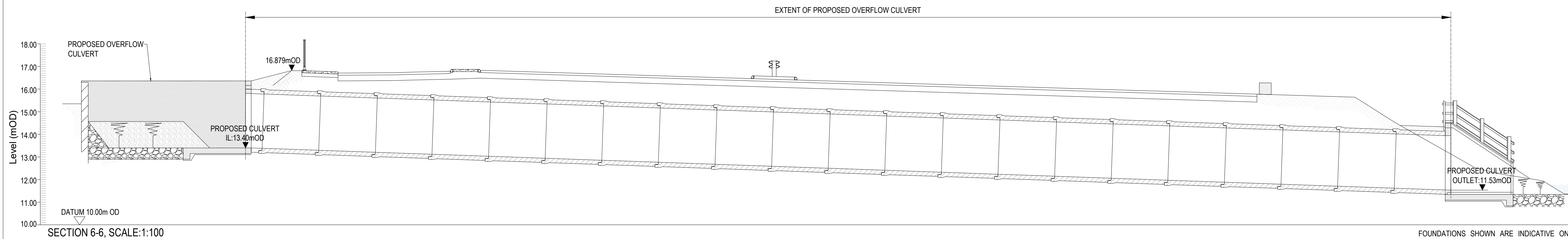
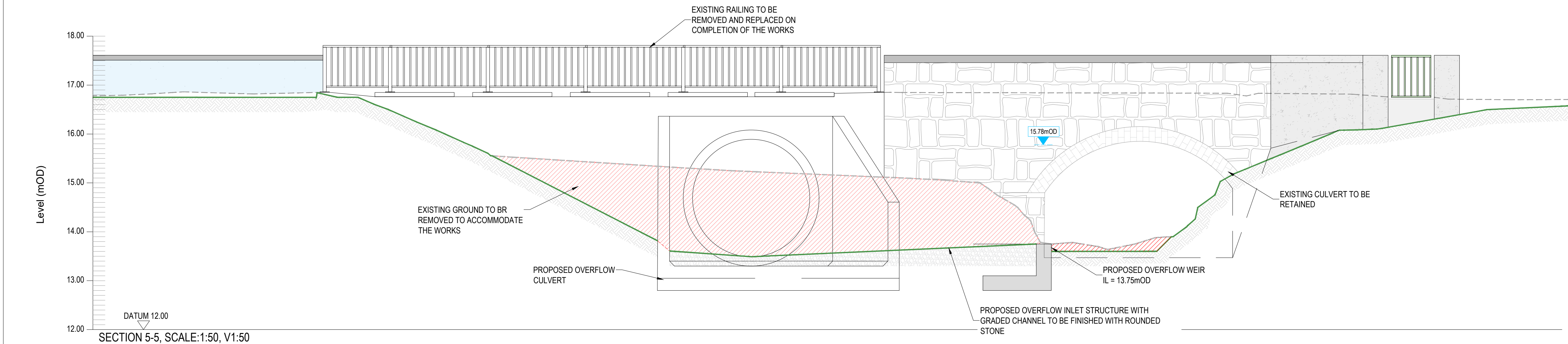
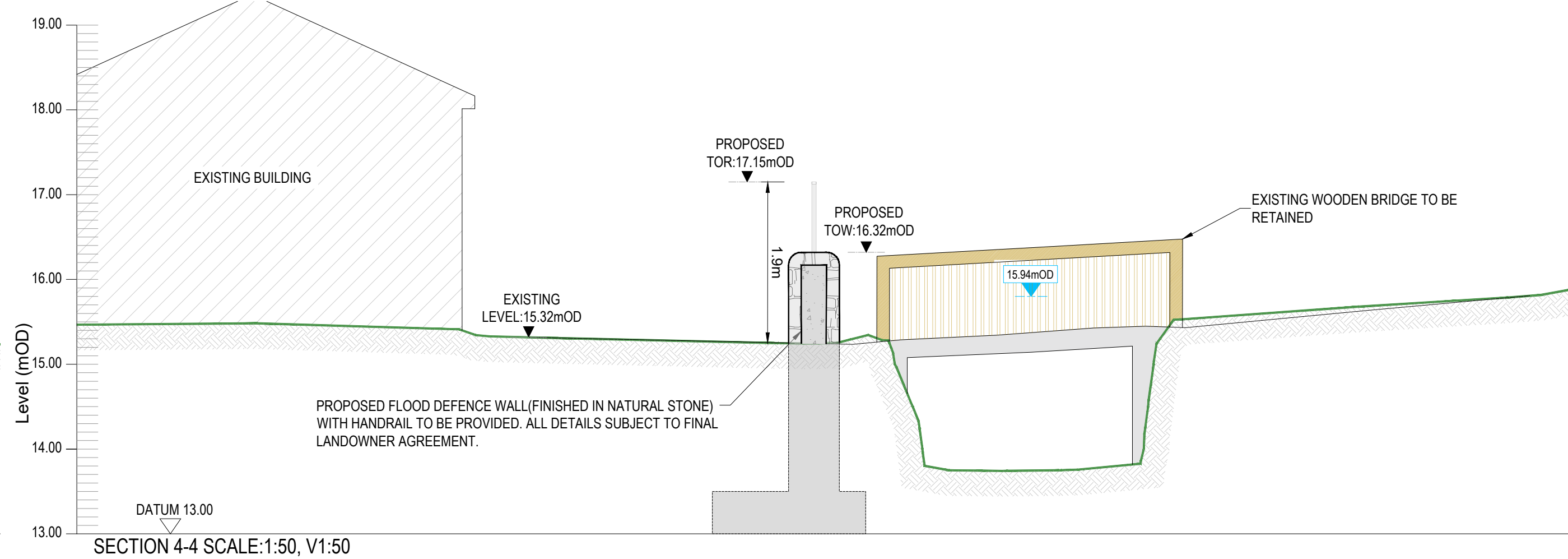
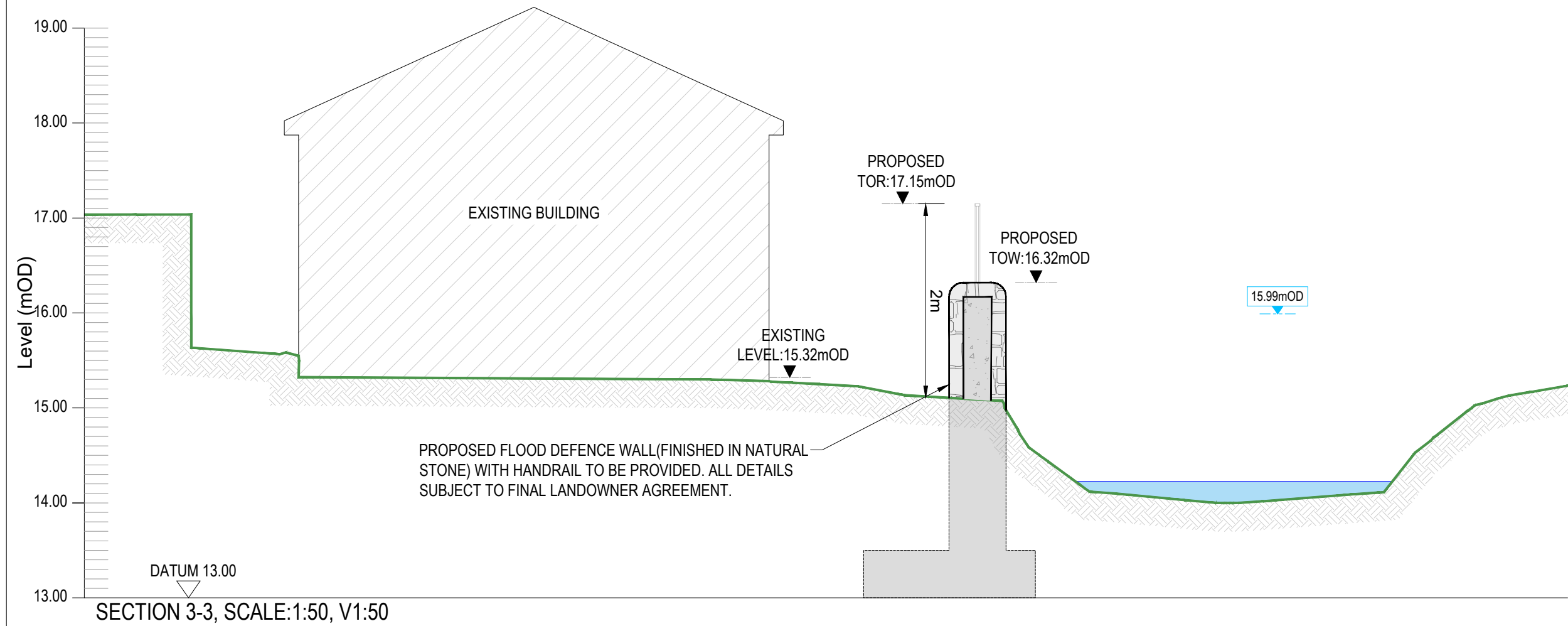
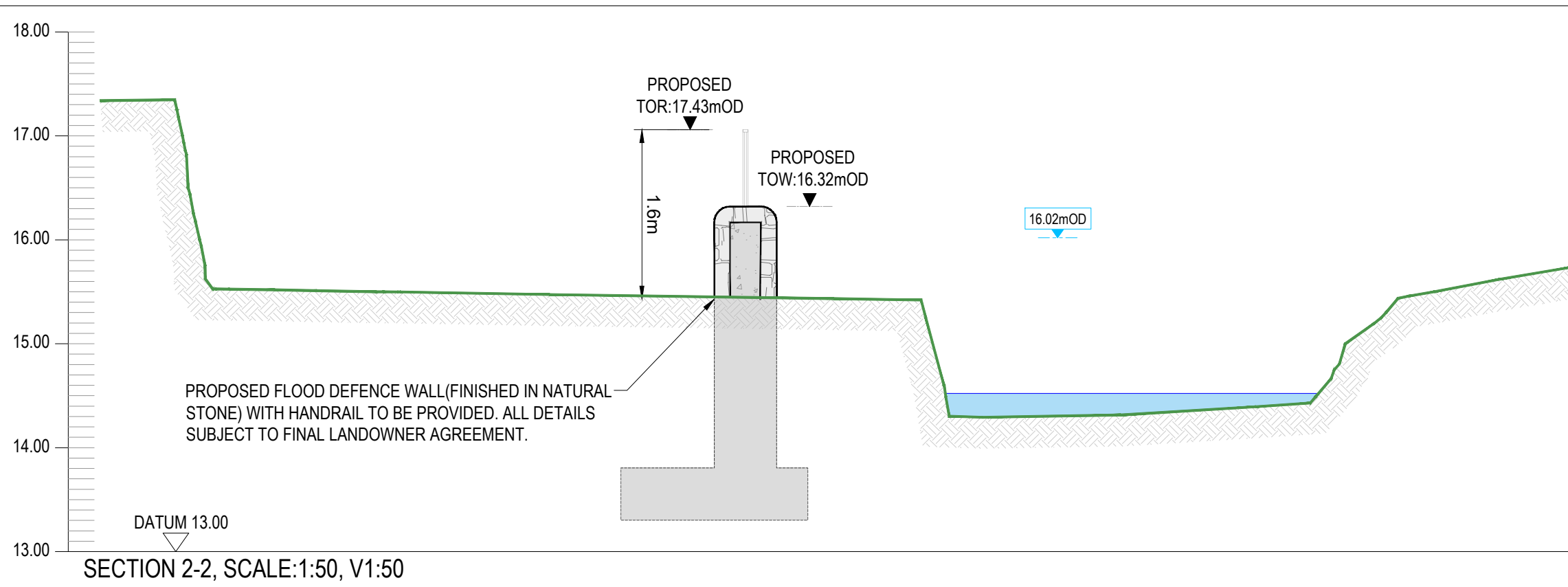
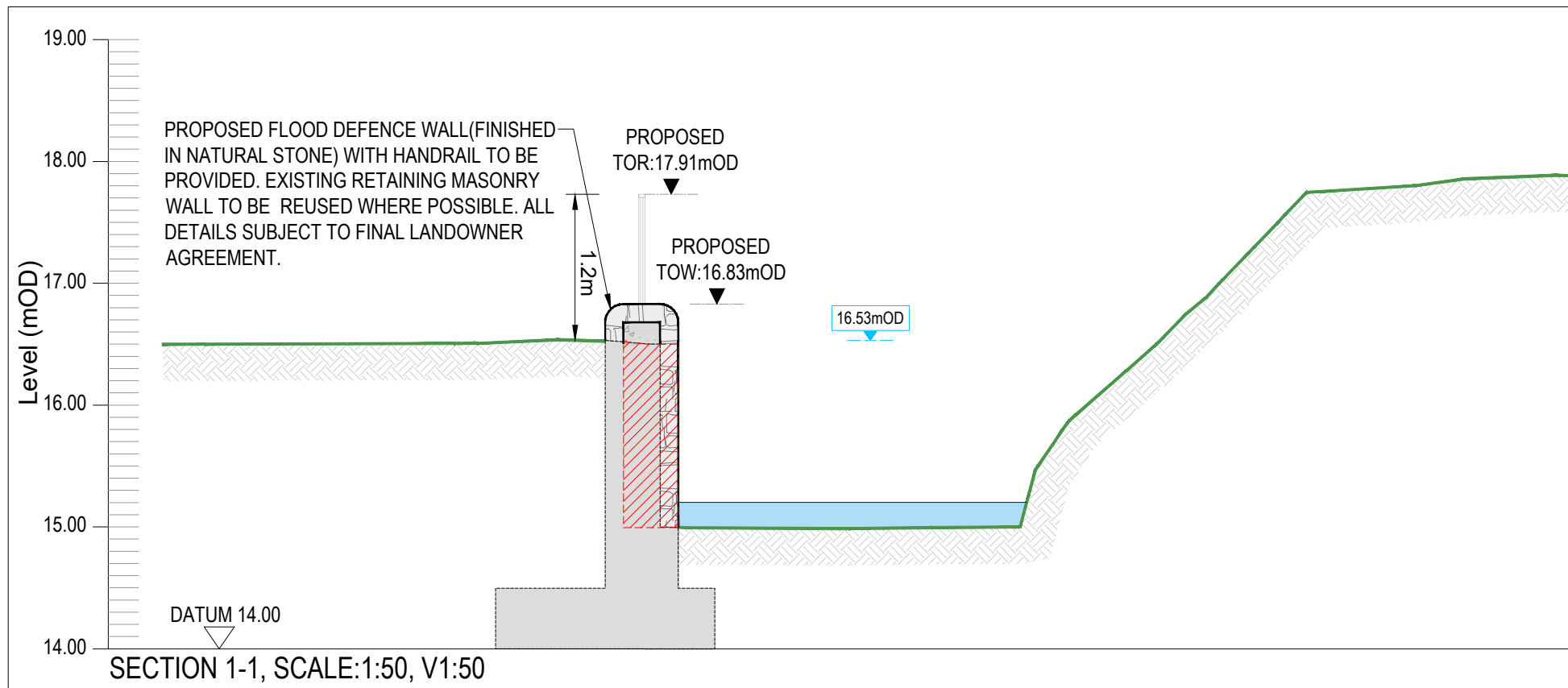
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Project
CARRICKMINES SHANGANAGH RIVER
FLOOD RELIEF SCHEME

Drawing Title
LOWER BRIDES GLEN & N11 OVERFLOW
PROPOSED SITE LAYOUT

Drawn by :	MH	Date :	03.10.2024
Checked by :	ED	Date :	20.02.2025
Approved by :	RK	Date :	20.02.2025
Internal Project REF :	Egis: 20108	JBA: 2020s0059	
Scales :	AS SHOWN		
Stage :	PLANNING		
Drawing No.:	20108-JBB-00-XX-DR-Z-02930	Revision	C01
		Suitability Code	A1



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NOTES

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LEGEND:

- PROPOSED CONCRETE FLOOD
DEFENCE WALL
- PROPOSED FLOOD DEFENCE WALL TO
BE FINISHED IN STONE (REUSED IF
APPROPRIATE)
- EXISTING WALL/STRUCTURE TO BE
REMOVED
- XX.XXmOD
EXPECTED 1% AEP WATER LEVEL FOR
PRESENT DAY SCENARIO
- XX.XXmOD
EXPECTED 1% AEP WATER LEVEL FOR
HIGH END FUTURE SCENARIO

ABBREVIATIONS

TOW	TOP OF WALL
TOR	TOP OF RAIL
TOF	TOP OF FENCE
HEFS	HIGH END FUTURE SCENARIO
AEP	ANNUAL EXCEEDANCE PROBABILITY
OD	ORDNANCE DATUM

CD1	A1	ISSUE FOR PLANNING	MH	ED	20.02.25
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Project

CARRICKMINES SHANGANAGH RIVER
FLOOD RELIEF SCHEME

Drawing Title

LOWER BRIDES GLEN & N11 OVERFLOW
PROPOSED SECTIONS

Drawn by :	MH	Date :	03.10.2024
Checked by :	ED	Date :	20.02.2025
Approved by :	RK	Date :	20.02.2025
Internal Project REF :	Egis: 20108	JBA: 2020s0059	

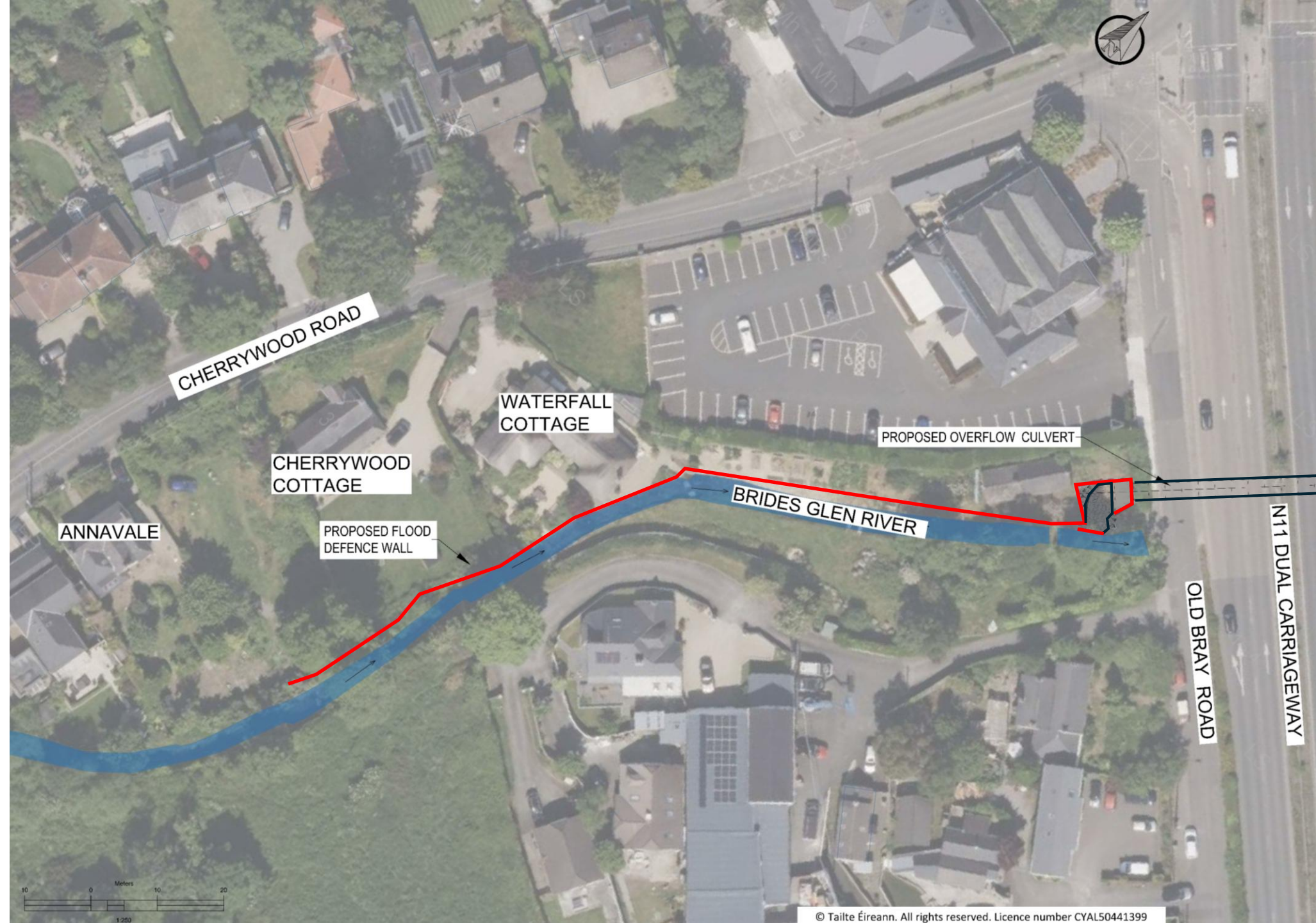
Scales :

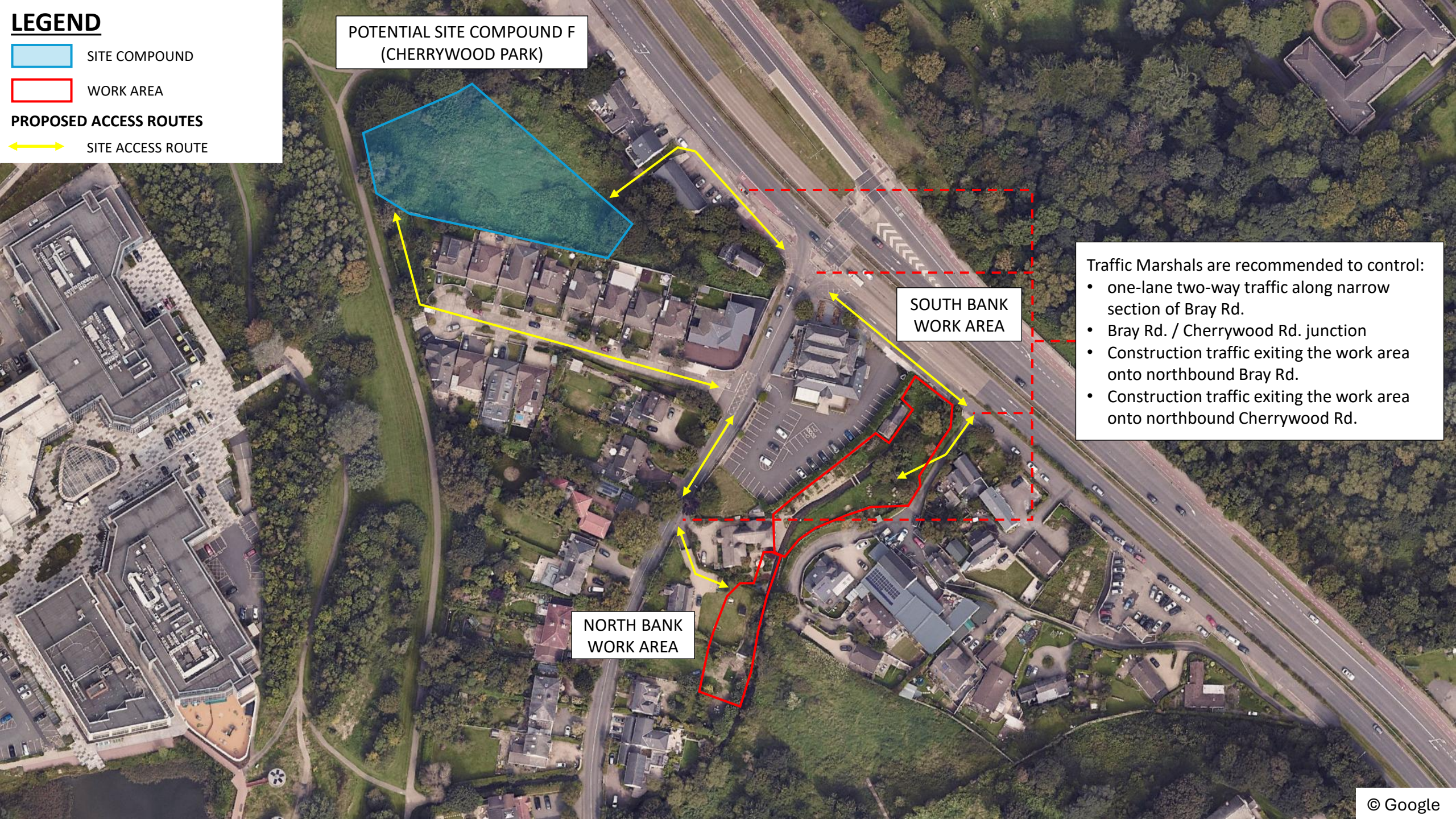
AS SHOWN

Stage :

PLANNING

Drawing No. :	Revision	Suitability Code
20108-JBB-00-XX-DR-Z-02932	C01	A1





LEGEND

 SITE COMPOUND

 WORK AREA

PROPOSED ACCESS ROUTES

 SITE ACCESS ROUTE

POTENTIAL SITE COMPOUND F
(CHERRYWOOD PARK)

SOUTH BANK
WORK AREA

NORTH BANK
WORK AREA

Traffic Marshals are recommended to control:

- one-lane two-way traffic along narrow section of Bray Rd.
- Bray Rd. / Cherrywood Rd. junction
- Construction traffic exiting the work area onto northbound Bray Rd.
- Construction traffic exiting the work area onto northbound Cherrywood Rd.