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## Owen Shinkwin

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**From:** Jeremy Ward <jeremy\_ward@corkcity.ie>  
**Sent:** 26 November 2013 10:38  
**To:** Owen Shinkwin  
**Subject:** Jacob's Island

Hi Owen

Council went with the new employment uses on Jacob's Island. The formal notification will probably be 16 December. We look forward to receiving your submission on the Proposed Amendments very much indeed.

Your submission to the draft plan has proved very helpful on Jacob's Island. Thanks. It was a very effective lobbying campaign, though.

Hope you are well.

Jeremy

**Jeremy Ward**

Senior Executive Planner

Planning Policy Section  
Strategic Planning and Economic Development Directorate  
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Cork City Council  
Comhairle Cathrach Chorcaí

**Owen Shinkwin**

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**From:** Jeremy Ward <jeremy\_ward@corkcity.ie>  
**Sent:** 04 February 2014 15:53  
**To:** Owen Shinkwin  
**Subject:** Car Parking (in the context of Mahon)

Hi Owen

Just looking at your comment on car parking. In practical terms:

1. What's the update on the metro parking standards;
2. The draft development plan makes no material progress in this direction (any wording you can offer – that'll be much appreciated)
3. Are you thinking we should reward "low carbon" corridors with more density?
4. Are you thinking conditioned temporary parking to be removed in x years?
5. Have Dublin done anything rad on this?

Just wondered.

**Jeremy Ward**

Senior Executive Planner

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**Owen Shinkwin**

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**From:** Tara Spain <tspain@nra.ie>  
**Sent:** 18 September 2013 17:05  
**To:** Owen Shinkwin  
**Subject:** Re: NTA submission on the Mahon Draft LAP  
**Attachments:** 20130918\_170003\_resized.jpg

Grass!

Sent from Samsung Mobile

----- Original message -----

From: Owen Shinkwin <[owen.shinkwin@nationaltransport.ie](mailto:owen.shinkwin@nationaltransport.ie)>  
Date: 17/09/2013 17:53 (GMT+00:00)  
To: Tara Spain <[tspain@nra.ie](mailto:tspain@nra.ie)>  
Subject: NTA submission on the Mahon Draft LAP

Tara,

For your information, see attached, the NTA's submission on the Mahon Draft LAP.

Regards,

Owen Shinkwin

Údarás Náisiúnta Iompair

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**Owen Shinkwin**

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**From:** David Clements  
**Sent:** 16 September 2013 11:11  
**To:** Owen Shinkwin  
**Subject:** FW: NTA submission on the Draft Mahon Local Area Plan 2013 Rev1  
**Attachments:** NTA submission on the Draft Mahon Local Area Plan 2013 Rev1.docx

**From:** Marian Wilson  
**Sent:** 06 September 2013 15:30  
**To:** David Clements  
**Cc:** Roy OConnor; Arlene Finn; John Keating  
**Subject:** FW: NTA submission on the Draft Mahon Local Area Plan 2013 Rev1

David,

I would like to make the following observations on the Mahon LAP:

- a. If the principle of locating significant employment and commercial / retail developments on the periphery of the city is to succeed, the increasingly non-radial pattern of demand for transport that these types of development will generate needs to be recognised and attractively catered for by other than car. The aspiration to meet the future transport needs of Mahon by the provision of high-quality bus transport on an East-West alignment, including the aspiration for that to evolve to BRT, is good but addresses only one niche need of the total likely to arise. There is no analysis presented of what the scale and pattern of the distribution of future demand for transport will be if development objectives are achieved. Without the totality of the picture, the plan may provide for only a proportion, and perhaps a small proportion, of the future demand. Since the balance will fall to car, congestion in the area will be desperate.
- b. Urban Design and Public Transport - With the entry / exit points for public transport serving the area set at both the Mahon Interchange and Skehard Road, efforts should concentrate on developing a legible bi-directional bus path through the LAP area to be used exclusively by all public transport route and service variants and shared with pedestrians and cyclists, and on continuing this path across the N40 / Mahon Interchange to reach the proposed additional residential area postulated for Jacob's Island. Given the challenges posed by this site's segregation from the main LAP area (by the N40 / Mahon Interchange) the LAP should demonstrate how the area is to be served by public transport and how an acceptable walking / cycling environment to facilitate local movement to the Mahon district centre can be achieved. Additional residential development of the Jacob's Island lands should not proceed in the absence of a plan to show how its demand for transport can be sustainably addressed. The bus path through the heart of the district centre and the employment centre should be easily accessible on foot to the main origins and destinations in the area and include measures which prioritise bus movements on sections shared with vehicular traffic, which permit good connectivity between services by the location of bus stops and waiting facilities, and which integrates with and supports pedestrian / cycle facilities. A high degree of pedestrian and cycle permeability throughout the plan area should be achieved along direct, safe and attractive alignments.
- c. Population to Employment Ratio - Proposing a balance of job / residents at 0.5:1 may not be appropriate within the Mahon context and may not necessarily be what is required for a balanced transportation system given the location of Mahon relative to the city and the likely BRT transport corridor. Also Mahon is likely to have a significantly less diverse range of employment opportunities than the wider city centre area and is unlikely to achieve a similar mode share to that of the city centre.

- d. Demand Management Measures - Parking demand management measures will be critical to increasing public transport mode share and management measures / interventions should be seen to directly correspond to any incremental public transport service improvements
- e. Schemes to promote alternative forms of tenure of new residential development should be included, to maximise the potential that people will live and work and shop in Mahon, thereby reducing the overall demand for travel and increasing sustainability.

With respect to the draft letter I attach a tracked changes version with some additional suggestions to the text.

One point in the letter confuses me - that the Authority supports the proposed to re-designate former retail sites to be re-developed as non-retail commercial. Residential I understand, but I thought we supported the centrality argument of placing destinations at the centre i.e. in Cork City where public transport becomes a more viable mode choice?

Lastly, and I know this comment will be unwelcome given the fragmentation of land use planning in Cork due to 2 Planning Authorities, Douglas Village is pursuing a publicly funded strategy to reverse poor occupancy levels of retail and commercial uses in the Village. So both Douglas and Mahon in broadly the same quadrant of Cork are vying for the same market, and they can't both be successful, especially in the fragile economic environment likely to continue for a while. It's up to the Authority however to point this out, since we may be funding each or both teams in their eventual pursuit of measures to implement strategies with interdependencies.

Hope this helps

Regards,

Marian

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**Marian Wilson**

## Head of Transport Services Planning Division

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**From:** David Clements

**Sent:** 03 September 2013 16:54

**To:** Roy OConnor; Marian Wilson; Arlene Finn

**Subject:** NTA submission on the Draft Mahon Local Area Plan 2013 Rev1

Hi all,

Please find attached our first go at a submission on the Draft Mahon LAP. If you have any comments, please respond by Monday 9<sup>th</sup> September.

Local Area Plan is [here](#)

Thanks,  
David

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Mr Pat Ledwidge,  
Director of Services  
Strategic Planning and Economic Development Directorate,  
Cork City Council,  
City Hall,  
Cork

16<sup>th</sup> September 2013

**RE: National Transport Authority's submission on the Draft Mahon Local Area Plan 2013**

Dear Mr Ledwidge,

The National Transport Authority has the following comments to make on the Draft Mahon Local Area Plan.

**Overall View of the Draft LAP**

The Authority supports the overall thrust of the Draft LAP on the basis that it seeks to accommodate substantial further population and employment growth within the boundaries of the City, on the basis of the following:

- ~~The~~ Consolidation to reverse of the currently disconnected development patterns;
- Measures to reduce the severance effect associated with disconnected development and to improve local connectivity between residential, employment and local services through the development of walking and cycling networks and improved accessibility to public transport services;
- Improved public transport service levels into the LAP area and more ~~in~~extensive bus network coverage within the LAP area; and
- The targeted use of transport demand management measures to reduce the car mode share from its current high levels in the area incorporating site-specific and area-based mobility management, parking management, delivery of attractive and effective public transport, and the application of appropriately restrictive car parking standards.

In regards to the proposed hierarchy of retail centres, the Authority would also support the LAP's proposal to limit further retail floorspace growth at the existing District Centre (Mahon Point), whilst at the same time, seeking to achieve a more consolidated urban form, improved public realm and



better local accessibility within this area on the basis of a broader mix of land uses, including residential and non-retail commercial (?). The Authority also supports the development and/or consolidation of a number of neighbourhood centres, which would improve accessibility to a broader range of services at a more localised level.

Whilst supportive of the above objectives, there are a number of issues on which greater clarity is required at this stage:

### **Residential and Employment Development**

On examination of the tables in Sections 3 and 5 of the Draft LAP (Tables 3.2, 3.3., 5.1, 5.2 and the 'Tranches / Phasing Objectives presented on p.93), various figures for Tranches 1a, 1b and 2, have been presented in relation to employment floorspace, employment totals, population totals and timeframes. Some of the totals appear to be inconsistent and there is reference to different baselines. These tables would benefit from some clarification, particularly in relation to the absence of sub-tranches 1a and 1b from section 3 and the use of the CASP 2006 baseline in section 3 only.

### **High Quality Bus Routes**

The development of a high quality east-west bus corridor serving Mahon is supported by the Authority. The precise alignment of this route is not yet known and will be subject to further assessment in the future. For this reason, the routings and infrastructure proposals shown in Figure 3.7 and listed in Table 3.7 are premature pending the completion of the joint Cork City Council / NTA network study. The Authority recommends that Objective T04 is amended to reflect this, and that the title of Table 3.7 is amended to "Potential Public transport measures".

### **The Location & Phasing of Development and BRT**

It is recommended that an objective which states that the phasing, density and location of development is clearly linked to the provision of public transport, is included in the plan. This relates to public transport route alignments, stops ~~nodes~~ and service levels which will emerge from the abovementioned network study, and proximity to/centrality within the district centre. Given the overriding importance attributed to BRT and high quality public transport services, the concentration and density of development within its local walking catchment will have an important bearing on the ability to deliver the public transport service levels envisaged. (Do not understand this point?)

### **The Population to Employment Ratio Rationale**

Reference is made in the Draft LAP to "best practice" suggesting that "as a guideline, the number of jobs/residents should not exceed 0.5:1 within any suburban centre planning area", the implication being that "new employment development should be accompanied by new residential development of an appropriate quantity to ensure that the uses remain broadly in balance and if they aren't then they are supported by appropriate transport measures". The rationale behind this requires further clarity. While there may be examples of a 0.5:1 ratio applying elsewhere, it is unclear whether this constitutes "best practice". It implies that the job/labour force ratio would be 1:1 which would not normally be achievable or appropriate in a suburban location at the edge of a city.

It is noted, however, that Mahon is one of two suburban key development areas within the City Council area and as such, it is a matter of policy for the local authority to determine what implications this has for the ratio of population to employment under the LAP's preferred land use

option and how this is arrived over time, taking the City Centre, other development areas and the necessary distribution and scale of development required to deliver BRT, into consideration.

Clarity between the various tables in the plan would also be welcome as the exact area to which each figure applies is unclear – whether Mahon constitutes the plan area or the 3 EDs should be clarified and be consistent for all figures expressed in the plan.

## **Transport Demand Management Measures**

### **Parking**

In general, the application of maximum car parking standards at the local level should be determined on the basis of a combination of factors, all of which can be related to public transport accessibility, density gradient (which should itself be related to public transport accessibility) and centrality within the District Centre.

Where development is occurring on a phased basis, provision for the incremental reduction in the overall level of parking over time should be considered. This could also be linked to the area-wide mobility management plan approach, proposed in the Draft LAP. This would enable an appropriate level of parking to be provided corresponding to the public transport service level achievable at a particular point in time, whilst at the same time, supporting the basis for higher density, more public transport focused development over time.

As things stand, the least restrictive Zone 3 parking standards apply across the entire LAP area and there is currently no basis or criteria specified in the City Development Plan for how anything other than the maximum stated value could be applied. It is understood that the City and County Councils are currently seeking to develop a single set of maximum standards across the Metropolitan Area and a common approach to their application.

As such, the Authority recommends that the plan incorporates an objective which states that parking provision in Mahon will comply with standards and policies which emerge from the work being undertaken jointly by the two local authorities as part of the ongoing implementation of CASP.

### **Car Parking Measures (p.84 of the Draft LAP)**

Further explanation is required on how the measures as outlined could be implemented over time, particularly in regard to area-based parking caps. In addition, the first measure appears to be incomplete.

### **The National Road Network**

Demand management of the strategic road network, in this case the N40, is another important area of transport demand management which is likely to have a major bearing on both the feasibility of providing for a substantial increase in public transport services and the relative attractiveness of the Mahon area as a location for further commercial development, as compared to more central locations within the City. Whilst these are matters which go beyond the scope of any one local area plan and will need to be dealt with at a more strategic level, the impact of development-generated traffic at the Mahon Interchange will nonetheless need to be managed so as to minimise its impact on non-local, strategic traffic and to encourage the use of public transport and other non-car modes of transport.

For this reason, any N40 junction-specific traffic management measures proposed in the LAP would in themselves, represent an overly limited approach to managing the impact of development-generated traffic from the Mahon LAP area, on the N40 and is likely to be limited in its impact. A corridor-based approach to the management of traffic using the N40 and other national roads within the Metropolitan Area would more likely deliver on the progressive shift from car to non-car modes in the Mahon area, which underpins the scale and density of development proposed and would likely contribute to greater development consolidation over time within areas that are most serviceable by public transport.

### **Development Proposals for Jacobs Island Lands**

The Authority would not support any significant further development occurring to the south of the N40 interchange. The overriding consideration and constraints that should pertain to significant further development in this area can be summarised as follows:

- Its physical separation from Mahon by the N40 Mahon Interchange and the resultant local trips which would be loaded onto the interchange;
- The challenges of delivering a level of public transport service and network accessibility which counterbalances the competitive advantage which its location adjacent to the N40 affords to car mode, for non-local trips;
- The challenges in delivering a walking and cycling environment in the vicinity of the interchange, which delivers a competitive advantage to walking cycling for local trip making to areas, north of the interchange;
- In general, the need to consolidate future development in areas which can provide the greatest support for higher levels of public transport service in Mahon and around a the district centre core.

### **Reference to Current NTA Guidance in the LAP**

It is recommended that reference is made, in the appropriate sections, to NTA guidance as follows:

- Achieving Effective Workplace Travel Plans – A Guide for Local Authorities;
- Workplace Travel Plans – A Guide for Implementers; and
- National Cycle Manual.

Other Guidelines of particular relevance to the LAP area, worth of referencing would include the DECLG's *Spatial Planning and National Roads*, particularly in regard to the evidence-based approach outlined in Section 2.4 and Section 2.13 (land use and transport planning checklist) .

### **Transport Infrastructure Details**

As referred to above, the Authority is currently working with Cork City Council on the development of a walking, cycling and public transport network for the Mahon corridor, with the primary objective of linking Mahon to the city centre by a frequent, reliable and competitive bus service. From this work, it is likely that a suite of infrastructural measures will emerge, whose development will be prioritised on the basis of their likely potential positive contribution to the above objective.

In view of this, the Authority recommends that section 5.2.1 and Tables 5.3a and 5.3b are amended to reflect the fact that decisions on precise investments have yet to be made. The proposals contained within these tables should therefore be presented as potential projects only. Moreover, specific estimated costs should be removed.

I trust that the views of the Authority will be taken into consideration in the finalisation of the Mahon Local Area Plan.

Yours sincerely,

---

**Hugh Creegan**  
***Director of Transport Investment and Taxi Regulation***

# Draft Minute

**Cork City Council**  
Comhairle Cathrach Chorchai  
City Hall  
Cork



Planning Policy Section  
Planning + Development Directorate

<b>Project:</b>	<b>Mahon Local Area Plan 2011</b>	
<b>Meeting purpose:</b>	<b>Strategic Transport + Traffic Assessment</b>	
<b>Author:</b>	<b>Jeremy Ward</b>	
<b>Date of Meeting:</b>	<b>Friday 17 June 2011 @ 12pm</b>	
<b>Meeting Venue:</b>	<b>Room 1.1, City Hall, Cork</b>	
<b>Note of meeting prepared:</b>	<b>Wednesday 13 July 2011 by Jeremy Ward [v1.2 4.00pm]</b>	
<b>Attendees</b>	<b>Cork City Council</b> <u>Planning + Development</u> Ann Bogan, Erin O'Brien [part], Jeremy Ward <u>Roads + Transportation</u> Elizabeth Kidney + John Gibson <b>Apologies</b> Noel Tummon	<b>NTA</b> David Clements, Mick MacAree, Owen Shinkwin <b>NRA</b> Paul Moran, Richard Bowen Tara Spain

Item	Points	Actions
<b>Introduction</b>	<p>AB opened the meeting and stated that the purpose of the meeting was to give the NTA and the NRA an update on the Mahon Local Area Plan 2011.</p> <p>AB gave a brief overview of the Core Strategy for the city. The NRA outlined their investment strategy for Cork in relation to the Core Strategy.</p> <p>There was a lengthy discussion about the role of the national roads network and the need to strike a balance between strategic role and local distributor role within urban areas. The N25 has 11 junctions on a 14 kilometres stretch, which means that it has a very strong local distributor role.</p> <p>The NRA stated that their aim is to see "freeflow" traffic on the national road network to serve the strategic needs of the region. The NRA considers that freeflow [or near freeflow] is essential to serve the needs of the Ringaskiddy employment node. There was a discussion about the importance of Cork City in relation to the road network.</p>	
<b>Mahon LAP</b>	<p>The City Council gave a brief overview of the four Mahon development options and the related transport and traffic issues, and the approach being taken in the strategic assessment. The following points were discussed:</p> <ul style="list-style-type: none"> <li>The NRA is particularly concerned that the Jack Lynch tunnel is "at capacity". This is defined by daily volume of cars using the N25. There was a discussion about whether confined periods of congestion constitute a real problem within an urban area;</li> </ul>	

Item	Points	Actions
<b>Mahon LAP [contd.]</b>	<ul style="list-style-type: none"> <li>• The NRA expressed concern at the volume of traffic using the N25 to get to Mahon Point [from Glanmire / Riverstown / Carrigtwohill].</li> <li>• The NTA indicated that from their experience in Dublin they could provide guidance on the appropriate balance between employment / residential uses from a variety of examples with different characteristics [e.g. a one-third employment : two-thirds residential]. The size of the planning unit and location in relation to the transportation system will therefore make a difference to how many jobs are appropriate;</li> <li>• The NTA strongly recommend that the City Council employ area-based parking strategies, rather than site-specific parking strategies.</li> </ul>	NTA to provide ratio guidance
<b>Mahon Point Shopping Centre / demand management</b>	<p>There was a lengthy discussion about the traffic and transportation issues pertaining to Mahon Point Shopping Centre, and the challenges that it poses to the National and Local Road Network and wider accessibility.</p> <p>Issues discussed included:</p> <ul style="list-style-type: none"> <li>• Volume of traffic using N25 to get to Mahon Point [this is the main problem at Mahon];</li> <li>• The need for a range of measures to assist access to Mahon and MPSC;</li> <li>• Demand Management Tools employed at Liffey Valley Shopping Centre via condition at South Dublin CoCo;</li> <li>• Demand management tools employed at Blanchardstown Shopping Centre via condition at Fingal County Council;</li> <li>• Demand Management relating to Mahon Point, such as:               <ul style="list-style-type: none"> <li>○ N25 road pricing, including negative impacts on Cork City Centre and local road network; and</li> <li>○ Regulations to allow local authorities to impose car parking charges on private car parks;</li> </ul> </li> <li>• Bus-based park and ride from north side of tunnel [e.g. from Dunkettle];</li> </ul> <p>The NTA suggested that we also look at the transportation and traffic strategy for Cherrywood [Carrickmines] in Dublin.</p> <p>The NTA also suggested that we should consider examples of relevant places to develop reasonable assumptions for modal split / trip generation, trip distributions to develop a clear understanding of the issues involved.</p> <p>There was a brief discussion about funding of infrastructure.</p>	

<b>Conclusions</b>	<ul style="list-style-type: none"> <li>• NTA agreed to provide a guidance note to Cork City Council on an what they consider to be an appropriate approach to the Mahon Strategic Modelling [Transport and Traffic];</li> <li>• All parties look forward to working together on this and other strategic projects of significance.</li> </ul> <p>AB thanked the NTA and NRA for coming to Cork to discuss Mahon and for their helpfulness and willingness to engage on the future of Mahon.</p>	NTA to provide
<b>AOB</b>	None.	
<b>DONM</b>	None defined.	

Jeremy Ward, SEP / 13 July 2011