



**NOTIFICATION TO ATTEND MEETING OF THE TRAFFIC AND TRANSPORT SPC
TO BE HELD BY REMOTE VIDEO CONFERENCE VIA - MICROSOFT TEAMS
ON WEDNESDAY 1 DECEMBER 2021 AT 3.00 PM**

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AGENDA

WEDNESDAY 1 DECEMBER 2021

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	a Minutes of Walking and cycling Sub-Committee	9 - 12
2	Report on Parking on Footpaths - Dermot Stevenson - Parking Enforcement Officer.	13 - 14
3	Verbal report on College Green - Frank Lambe, Project Manager College Green.	
4	Speed Limit Review formation of working group. Brendan O'Brien, A/Executive Manager	
5	Formation of working group on Zebra Crossings. Brendan O'Brien A/Executive Manager	
6	Report on Motion from Tina MacVeigh regarding construction management. Brendan O'Brien A/Executive Manager.	15 - 18
7	Motion in the name of Cllr. Deirdre Conroy Chairperson of Public Transport Sub-Committee	
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Motion in the name of Councillor Deirdre Conroy, Chairperson of the Public Transportation Sub Committee to the Traffic & Transport SPC, requesting this committee writes to the NTA to bring forward and address a policy in support for a School Bus System for students within the Dublin Area.

There previously was a school bus system in place which was very successful in promoting the use of public transportation for the school-going younger generation but for various reasons this scheme was stopped. Currently in place of this scheme are private operators for specific routes providing a service for selected schools depending on the demand in the area. This privately operated school bus system is on the north side of the city but unfortunately we are not aware of such services on the south side. As the demand for secondary schools is becoming more oversubscribed, students often find themselves at a disadvantage in having to travel a significant distance for a place in a school that may not have private bus services operating from them. Also during school term, we can clearly see the impact of congestion and delays that the school run by private car has on the road network.

Although during the school run times, bus operators put on universal additional buses on routes to meet the increase in demand, but these services are discreet and buses can be already be quite full by the time they pass various schools. This does little to prompt the modal shift to encourage students to take the bus. If there was a dedicated bus service or a bus on the public route service for school going students only, we believe that this would raise a profile of public transportation services for students and provide a friendly and comfortable environment for children at this school-going age.

The purpose of this policy would be;

- To promote change to public transportation and to allow students to become accustomed to taking the bus.
- To reduce the unnecessary school car run as students would have an alternative
- To reduce traffic congestion and as a result reduce pollution and improve air quality
- In providing a dedicated school bus service, this raises the awareness of choice for parents in the use of public transportation and would encourage the right modal-shift.
- With the integrated ticketing system in place, the travel demand for students on the public routes would be known and this would assist in surveys to determine effective times and routes for dedicated school buses and encourage other students to avail of the service.

Although the remit of school bus services at a national level is with the Department of Education and provided via Bus Eireann, unfortunately there is no central system or scheme in place for the Dublin Area for school children.

But there are other agencies, and for the purposes presented above, that are in the best position to assist in supporting this policy. The NTA as the regulatory licensing authority or the PSO operators and commercial bus operators for the greater Dublin Area would be best placed and we welcome the opportunity to work with the NTA to develop and support the policy that would result in the school bus being the 1st choice for students.

- 8 Motion in the name of Cllr Maire Devine - Motion 361 referred to Traffic & Transport SPC from Special Council Meeting on 22-24th June 2021. P&D review

Special Council Meeting - 22-24 June 2021 re Pre-draft Dublin City Development Plan

Motion 361 Cllr Maire Devine

That the Development Plan will incorporate revised and updated guidelines vis a vis Pay and Display in residential areas. This will prioritise public consultation with affected local residents and businesses, it will be flexible and subject to change before the final map is agreed upon and implemented.

Planning Reason

Increase public consultation and involvement by citizens in shaping their area.

Chief Executive's Response

It is a reserved function of Dublin City Council Members to vote in amendments to the Parking Control By Laws 2019. This is not a matter for the Development Plan.

Chief Executive's Recommendation

Not agreed, as this motion raises issues that are outside of the scope of the function of Development Plans, as defined by the Planning and Development Act (as amended).

Council Meeting Decision

The report and recommendation of the Chief Executive was AGREED and MOTION to be sent to the Traffic & Transport SPC.

- 9 Motion in the name of Cllr. Tara Deacy - Motion 769 referred to Traffic & Transport SPC from Special Council Meeting 22-24th June.

Special Council Meeting - 22-24 June 2021 re Pre-draft Dublin City Development Plan

Motion 769 Cllr Tara Deacy

Parks / Playgrounds

PARKS

That DCC provide picnic benches, and appropriate seating for all residents with all levels of ability, that a particular focus be given to parks with little or no amenities in place at present.

In communities with scarce green space that pocket parks, pocket forests and micro parks be put in place through community engagement and to ensure ownership by the local community.

PLAYGROUNDS

This Council must prioritise the provision of playgrounds and we are

particularly anxious to provide side by side play opportunities for people with disabilities.

Playgrounds should be seen as not only an investment in children but as a great way to bring communities together, foster social interaction and provide a focal point for parents and grandparents. We want to see greater provision of playgrounds across the city. We are conscious that the positioning of playgrounds in local communities is an important factor for consideration in order to promote community buy-in, to reduce the risk of vandalism and to minimise anti-social activity. Public consultation will be a vital part of every playground proposal.

We must also ensure DCC provide and update accessible playgrounds for the citizens of our city to include amenities for all children, to pay particular attention to amenities for children with various abilities, to include communications boards for children, alongside wheelchair friendly pieces.

To provide a level of shelter in our playgrounds as seen in other European countries (see attached example) in light of the Irish climate.

To remove 'Kissing Gates' throughout the city and replace with a more secure, accessible entrance for all.

Planning Reason

Covid has shown us the importance of our parks/green spaces/playgrounds and what a wonderful amenity they are for us all. It has also shown the gaps in many of our parks and how we can improve them for everyone with varying abilities.

Chief Executive's Response

It is recognised that the location and size of open space around the City is not consistent and deficits have been identified in respect of the provision of flagship parks and open space provision in certain communities across a number of areas particularly the City Centre between the canals. The Draft Plan will build upon the policies and objectives in the current Plan to protect and improve existing parks and open spaces and continue with the existing programme to develop new green and open spaces in the appropriate areas as the opportunity arises in conjunction with protecting the natural environment.

Similarly, the Draft Plan will continue to support the provision of play facilities and amenities within existing and future open space areas. It is recognised that the City's parks provide a key service to the community whether that is informal recreation such as walking or more formal activities such as organised sports. Dublin City Council's Parks Strategy 2019 – 2022 takes into consideration the accessibility, quality, quantity and distribution of parks and facilities within the City. The Parks Strategy will be supported in the forthcoming plan.

The Chief Executives Report set out a number of recommendations in relation to parks and recreation (Page 130) including to continue to support the approved Dublin City Play Strategy Play Plan and the Dublin City Sport and Wellbeing Strategy and future versions of these strategies. Policies will be set out in the Draft Plan regarding play facilities, including accessible play.

Chief Executive's Recommendation

Agree to include policy as per Chief Executive's report.

To include policy to support the provision of accessible play infrastructure and facilities in the city.

Council Meeting Decision

The report and recommendation of the Chief Executive was AGREED and that the Draft Plan will include a policy to reduce kissing gates where feasible in the city. **MOTION to be referred to the Traffic & Transport SPC.**



MINUTES OF THE TRAFFIC and Transport SPC MEETING

HELD ON WEDNESDAY 10 November 2021 AT 2 P.M.

- 1 NTA briefing on the Greater Dublin Area Transportation Strategy - National Transport Authority.

Hugh Creegan and David Clements from National Transport Authority (NTA) gave a briefing on the Greater Dublin Area Transport Strategy 2022 – 2042 and replied to questions raised by Members. A copy of the presentation was circulated to all members and the equality impact assessment was updated on the NTA website as requested by Members also.

Noted

- 2 Minutes from Traffic & Transport SPC meeting 08th September 2021

Agreed.

- a Minutes of Walking and Cycling Sub-Committee 24th May 2021
Agreed.
- b Minutes of Public Transport Sub-Committee Meeting held on Thursday 17th June 2021
Agreed.

- 3 Proposal for an additional SPC meeting Wednesday 01st December 2021 at 3 p.m. to be agreed by members - Cllr. Christy Burke.

Agreed.

- 4 Report on the public consultation for the Draft Dublin City Council Parking Control Bye-Laws 2020.

Dermot Stevenson the Parking Enforcement Officer answered Members questions on the report on public consultation for the Draft Dublin City Council Parking Control Bye-Laws 2020. Members recommended the report go forward to next City Council meeting for adoption.

Noted.

- 5 Proposed changes to Parking Enforcement Policy - Residential Pay & Display Ballots

Dermot Stevenson Parking Enforcement Officer answered Members question on the report on proposed changes to Parking Enforcement Policy relating to residential Pay & Display Ballots.

Noted. Report to go to next City Council meeting.

- 6 Report on South Quay Contra Flow proposal Motion submitted by Cllr. Jane Horgan Jones deferred from last month's SPC meeting. Maggie O'Donnell, Senior Transportation Officer.

Cllr. Jane Horgan Jones requested the report be noted and thanked Maggie O'Donnell for the comprehensive report.

Noted.

- 7 AOB

- 8 Motion 361 referred to Traffic & Transport SPC from Special Council Meeting on 22-24th June 2021. P&D review

Members agreed to defer this Motion to next meeting.

- 9 Motion 769 referred to Traffic & Transport SPC from Special Council Meeting 22-24 June 2021 re pre-draft Dublin City Development Plan.

Members agreed to defer this motion to next meeting.

Councillor Christy Burke

Chairperson

Wednesday 10 November 2021

ATTENDANCE:

SPC Members:

Chair Cllr. Christy Burke, Cllr Deirdre Conroy; Cllr. Mannix Flynn, Cllr. Anne Feeney, Cllr Keith Connolly; Cllr Caroline Conroy; Cllr Janet Horner; Cllr Daniel Céitinn, Cllr. Carolyn Moore. Cllr. Jane Horgan Jones.

Mr Martin Hoey, Public Participation Network; Mr Colm Ryder, Dublin Cycling Campaign; Mr Keith Gavin, Irish Parking Association; Mr. Gary Kearney Public Participation Network, Richard Guiney Dublin Town, Fergus Sharpe Dublin Chamber of Commerce.

Apologies:

Cllr. Paddy McCartan, Cllr. Larry O'Toole.

Dublin City Council Staff:

Brendan O'Brien, Head of Technical Services , Maggie O'Donnell, Senior Transportation Officer, John Flanagan City Engineer, Patricia Reidy, Dermot Stevenson Parking Enforcement Officer, Acting Senior Engineer, Bernard Lester, Senior Engineer, Antonia Martin, Administrative Officer, Sustainable Mobility & Projects, Deirdre Kelly, Walking & Cycling Officer, Mobility & Projects, Martina Halpin Senior Staff Officer; Mary Boyle, Staff Officer; Mr Michael Mann, Staff Officer; Mr Fergal McKay, Assistant Staff Officer.

Non-Members:

Lord Mayor Alison Gilliland, Cllr. Donna Cooney, Hugh Creegan National Transport Authority (NTA), David Clements NTA

Minutes Cycling and Walking Sub-Committee

(Sub-Committee of the Traffic & Transportation Strategic Policy Committee)

Date: 7th October, 2021

Time: 11.30 a.m.

Venue: MS Teams Online Meeting

Attendees:

Members: Cllr Janet Horner (JH), Cllr Carolyn Moore, Gary Kearney (GK), Colm Ryder (CR), Fergus Sharpe (FS), Cllr Larry O'Toole (LOT), Cllr Mannix Flynn (MF), Cllr Keith Connolly, Mary Tallant (MT), Naomi Oldenburg (NO), Cllr Caroline Conroy (CC)

DCC Officials: Antonia Martin (AM), Patricia Reidy (PR), Brendan O'Brien (BOB)

Apologies: Jane Hackett (JHackett), Inspector Peter Woods (PW), Michael Aherne (MA)

Minutes by: Antonia Martin

ITEM	<u>Summary</u>	ACTION BY	TIMELINE
1. Minutes of previous meeting held 24-05-20	➤ Minutes agreed		
2. Updates from previous minutes	➤ AM to follow up with AGS regarding Safer Roads for Dublin campaign.	AM	ASAP
3. Presentation on Cycle Route	Presentation circulated to members in advance of meeting and delivered to committee by Colm Ryder.		

Assessment Checklist (CRAC)	<p>Points & Actions from Q&A:</p> <ul style="list-style-type: none"> ➤ CR to liaise with NDA to get feedback on CRAC. ➤ FS to circulate to Dublin Chamber members when ready to do so. CR to advise. ➤ Functionality to pinpoint location of issue mid-route to be built into tool if possible. ➤ CR to address GDPR responsibility with data collected. A statement to the use and holding of data may be included to address this. ➤ Sub-Committee members to advise CR if they are willing to participate in a trial audit using the CRAC tool. ➤ Sub-Committee to bring proposal to the Traffic & Transportation SPC that data and requests received by DCC via audit tools - namely CRAC, NTA and Green-Schools Walkability Audit Tools and Make Way Day Survey Data – are assigned responsibility within an appropriate section of DCC and protocols on how they will be prioritized and addressed to be put in place. 	CR	ASAP
4. Presentation on Active Travel Communication & Promotion updates including Walking & Cycling Action Plan.	<p>Presentation delivered to committee by Antonia Martin.</p> <p>Points & Actions from Q&A:</p> <ul style="list-style-type: none"> ➤ Presentation to be circulated to members. ➤ Need to ensure the Walking & Cycling Action Plan is linked to the City Development Plan. ➤ Final workshop with Advisory Group scheduled from October 22nd. A report will be generated and circulated following this workshop. 	AM AM	ASAP ASAP
5. Update on Covid Mobility Intervention Programme	<p>Update on Covid Mobility Measures by Brendan O'Brien.</p> <p>Points & Actions from Q&A:</p> <ul style="list-style-type: none"> ➤ A number of projects are going to construction in the next few months. ➤ There has been no increase in walking & cycling staff in DCC since the funding announcement. ➤ Engineers in the Covid Mobility Team have significantly reduced (from 14 to 4) since TAG was re-instated. 		

	<ul style="list-style-type: none"> ➤ The position of Director of Active Travel - with responsibility for the delivery of major Cycling Infrastructure Projects over the next 5 years - has just been advertised. In addition, offers have been made to successful candidates for other roles and we have applied to the Department for approval of other positions under this funding stream. When new staff are in situ, it will allow for projects to be progressed further. ➤ Staff from the Covid Mobility Team will potentially be re-assigned to the new Active Travel Programme Division when it is established or to the Traffic Division. Details of the new structure will be brought to the Traffic & Transportation SPC. ➤ An Organogram of staff will be made available when the Active Travel Programme is established. ➤ All interventions rolled out as part of the Covid Mobility Programme were made as accessible as possible. Any blockages to footpaths as a result of street furniture should be brought to the attention of the Street Furniture Unit (streetfurniturecomplaints@dublincity.ie). ➤ Outdoor dining interventions will remain until the New Year as it is possible restrictions will be re-introduced. ➤ It is expected that mapping of existing cycle facilities carried out by the NTA will be published with the Bike Life report in April 2022. DCC are undertaking in-house mapping of both existing and upcoming cycle facilities. ➤ Ongoing maintenance is being built into the Covid Mobility Interventions. ➤ Footpath improvements can be funding through the NTA Walking & Cycling Programme but footpath maintenance is funded through the East Link Toll Bridge. ➤ School zone work to continue. Behavioural change piece is key here. Resourcing that work is being given high priority. ➤ New Fixed Penalty Parking Fines have only be operational since June so the amount of data available is limited. 		
6. AOB	<ul style="list-style-type: none"> ➤ Naomi Oldenburg to represent the NDA on the committee when Mary Tallant for when Mary goes on maternity leave. 		

	➤ New agenda item to be added from next meeting: Quick round the table to give members opportunity to share information		
7. Suggested Agenda Items for next meeting	<ul style="list-style-type: none"> ➤ Members Information Sharing ➤ Update on planned infrastructure ➤ Update on Walking & Cycling Action Plan 		
8. Next meeting date	➤ 11.30am, November 22 nd , 2021. MS Teams	AM to send invite	

Proposed revision to Parking Enforcement Policy Guidance – Footpath Parking

Dermot Stevenson

Parking Enforcement Officer

Report to Transportation SPC September xx meeting.

Introduction

The main objective of the Parking Enforcement Division is to ensure the safe and free movement of people, through, in, and around the city, and the adjoining suburban areas. No matter which mode of transport is chosen by the person to complete their journey it is our brief to ensure that the roads, cycle tracks, bus lanes, and footpaths remain obstruction free and safe for all people and abilities to use.

Continually the most frequent request to Dublin City Council and Dublin Street Parking Services is to address the issue of footpath parking. For as much roadway as we manage we also have an approximate similar amount of footpath and while there are many legislation pieces around parking prohibitions which can be called upon to govern the roads there is only one which references footpaths, that is section 36 (2)(i), (S.I 182/1997 Road Traffic (Traffic and Parking Regulations) 1997, where it states that it is illegal to park on a footway, grass margin, or median strip.

To be fully compliant with the law any vehicle which parks or comes to a stop on a footway can be subject to enforcement. The issue though which arises is where best to concentrate the limited resources which DCC and its contractor DSPS have available to them such that the maximum impact on unsafe parking can be achieved.

Dublin has many locations within it where the existing street scape does not provide space for parking and in some cases in residential areas there is very limited or no off street parking. At the May 25th 2021 Transportation SPC meeting and subsequent Full Council Meeting, it was decided to offer guidance on footpath parking outside the canal areas, where Dublin City Council wouldn't enforce a vehicle parked on a footpath, if a 2.5m space could be maintained to allow pedestrians safely pass. Further to this guidance being offered a number of issues have arisen. Where on certain roads, residents of the road need to park on the footpath (leaving less than 2.5m) as they have limited or no off-street parking, and, to park legally on the road would cause significant obstruction. This has caused some concern as to what Dublin City Council and DSPS will do in these cases. In providing practical examples some roads which fall into this category are;

Coulston Avenue – Dublin 6

Templemore Avenue – Dublin 6

Beaver Row – Dublin 4

Clancarthy Road – Dublin 5

This is not an exhaustive list

Proposed methodologies for enforcement

Where Dublin City Council see the need to provide further guidance and policy, is around footpath parking in residential areas where road and footpath widths can't accommodate the 2.5m spacing, as outlined above, the options we see available to address these situations are as follows;

1. Enforce the vehicle(s) using Clamping, Towing or Fining. It should be noted that these options are always available and also AGS may also enforce.
2. Permit the vehicles to continue park on the footpath, however this may cause obstructions for the visually impaired, vulnerable road users and wheelchair users.
3. Assess if road may be suitable for an alternative option such as a one-way system, allowing parking on one side of the road, or a residential parking scheme etc...(This would require the assistance of the Traffic Advisory Group)

The real issue is that there is clear legislation stating that parking on footpaths is illegal and the City Council is not able to ignore this legislation and therefore when considering enforcement we cannot simply ignore breaches of parking regulations. In many cases we receive requests from residents and users of footpath space, where they are unable to use the footpath safely, to take enforcement action and again we cannot ignore these requests. We are also well aware that this approach can be very contentious with residents and elected members.

Therefore, we are seeking further guidance and discussion with SPC members and the elected members on what type of enforcement options they would wish to see from Dublin City Council, and its appointed contractor, in residential areas where the 2.5 m spacing cannot be respected.

Dermot Stevenson – Parking Enforcement Officer Dated 24 day of November 2021

Report on Motion from Councillor Tina MacVeigh regarding construction sites.

Brendan O'Brien November 2021

Motion in the name of Councillor Tina MacVeigh (Mot. 85, agreed at South Central Area Committee to refer to Traffic and Transport SPC) Given the extent of development ongoing and planned in the South West Inner City, this Area Committee agrees that area wide Construction Traffic Management Protocols be put in place as a matter of urgency so as to attempt some level of coordination that might mitigate the impact on our residential communities and our roads. Further, this Area Committee agrees that these protocols should be developed with a view to expanding them across the city. This matter to be referred to the Transport SPC.

This motion was discussed both internally and with the planning department and as part of the draft development plan there is a section detailing how construction is to be managed. The draft development plan is now out to consultation so members are free to propose amendments specifically in this area.

Our roadworks control unit is the section with responsibility to administer permits and applications for construction sites in addition our area engineers and traffic engineers engage with contractors re their traffic management plans during construction. We will continue to liaise with all contractors however with the quantity and size of proposed and on site developments we will be bringing forward revision to our permitting system and the HGV permit system to the SPC next year.

We are also be looking to increase staff resources in this area to allow for better oversight of construction sites especially where multiple ones are in in close proximity.

Extract from draft development plan regarding Construction management.

15.18 Environmental Management

15.18.1 Construction Management

All developments comprising 30 or more housing units and commercial developments (as well as institutional, educational, health and other public facilities) in excess of 1,000 sq. m. should be accompanied by a preliminary construction management plan. In the event of a grant of permission, and on appointment of a contractor, a final construction management plan will be required to be agreed with the Planning Authority.

Demolition/renovation/refurbishment projects generating in excess of 100 cubic metres in volume of Construction and Demolition (C&D) waste; and Civil engineering projects which generate in excess of 500 cubic metres of waste materials used for development works on the site should also be accompanied by Construction Management Plans.

The construction management plan shall set out the details of the on-site operations including traffic management (site access, deliveries and maintenance and staff parking), waste management, environmental impacts such as noise, air quality, vibrations and any other relevant detail associated with the development. Where appropriate, excavated material from development sites is to be reused on the subject site.

The construction management plan should set out a clear timeline for the development, and details of the relevant on site contact for liaison with surrounding residents and businesses. The plan should consider the potential cumulative impacts of any adjacent development project under construction or planned for construction within the timeframe of the project, and set out appropriate mitigation measures to manage such cumulative impacts. In reviewing construction management plans, the planning authority will have regard to the following:

- Hours of operation.
- Construction/phasing programme.
- Community Liaison Strategy
- Traffic Management Plan including employee parking and movements.
- Noise, Vibration, Air Quality and Dust Monitoring and Mitigation Measures.
- Cumulative impacts.
- Details of any construction lighting including appropriate mitigation measures for lighting specifically designed to minimise impacts to biodiversity, including bats.
- The management of construction and demolition waste included as part of a Construction and Demolition Waste Management Plan
- Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained (such bunds shall be roofed to exclude rainwater).
- A water and sediment management plan, providing for means to ensure that surface water runoff is controlled such that no silt or other pollutants enter local water courses or drains.
- Details of a water quality monitoring and sampling plan.
- Measures adopted during construction to prevent the spread of invasive species (such as Japanese Knotweed).

15.18.1.1 Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) is a key document that aims to reduce possible impacts which may occur during the construction period of a proposed development.

An applicant/developer is responsible for ensuring construction activities are managed in accordance with the CTMP.

Objectives and measures should be included for the management, design and construction of the proposed development to control the traffic impacts of construction insofar as it may affect the environment, local residents and the public in the vicinity of the construction works.

Where demolition is taking place on site prior to the commencement of construction, a separate demolition construction traffic management plan is required.

A Preliminary Construction Traffic Management Plan may be required during the Development Management process to ensure the feasibility of construction on constrained or restricted sites. Cumulative impacts with adjacent development sites should also be considered.

A CTMP is subject to ongoing reviews of construction traffic management and liaison by the contractor/developer with Dublin City Council's Roadworks Control Section throughout the period of construction. Where multiple sites are within close proximity of each other and residential housing, developers may be required to coordinate and update their CTMP in consultation with DCC and with adjoining landowners; and also participate in a traffic and construction management group coordinated by DCC. The contractor/developer shall apply for all necessary licenses and permits where required.

15.18.1.2 Considered Construction

Considered Construction seeks to improve the image of the construction industry which requires registered contractors to commit to care about appearance, respect the community, protect the environment, secure everyone's safety and value their workforce.

Dublin City Council will support the provision of considered construction in all planning applications. Commitment to the scheme should be identified as part of the Construction Management Plan submitted with planning applications.

15.18.1.3 Phasing

Dublin City Council may also require developers to submit a phasing and implementation programme for large developments including commercial development in excess of 5,000 sq. m. and residential schemes in excess of 100 units, to ensure a co-ordinated approach to the construction of the development.

A phasing proposal should be included within the construction management plan submitted with applications for agreement with the planning authority.

15.18.1.4 Hours of Operation

On sites where noise generated by construction would seriously affect residential amenity, the site and building works must be carried out between 0700 and 1800 hours Monday to

Friday only, and between 0800 and 1400 hours on Saturdays only. No works shall be carried out on Sundays or bank holidays.

However, deviation from these times may be permitted in exceptional circumstances, where prior written approval has been received from Dublin City Council. Such approval may be given subject to conditions pertaining to the particular circumstances being set by Dublin City Council.