

**TECHNICAL DEPARTMENT COMMENT TRACKER - DESIGN TEAM RESPONSE**

<b>Project:</b>	Glover Court Estate Renewal Glover Court Estate, York Street, Dublin 2	<b>Date:</b>	07.11.2024	<b>Prepared by:</b>	DC/JM
<b>Job Reference:</b>	2302-GCD	<b>Revision Date:</b>	REV D - 24.07.2025	<b>Checked by:</b>	JM
		<b>Work Stage:</b>	Stage (ii)b		
<b>Topic</b>	<b>Sub Topic</b>	<b>DCC Technical Team Comment</b>	<b>Design Team Response</b>	<b>Input</b>	<b>Status</b>
<b>Archaeology, Conservation &amp; Heritage, Planning &amp; Property Development Department</b>					
<b>1.0 Archaeological Department</b>					
1.01	Archaeological Assessment	The Archaeological Assessment for the scheme to be updated with results of SI and detailed mitigation proposals at each design stage. Each iteration of the updated archaeological assessment report to be sent for comment to DCC Archaeology Section. The updated report(s) to be used by the project proposer and their consultants to determine the archaeological mitigation and inform the contract documentation.	Refer to IAC's updated report of 07.11.2024 (IAC, project consultant archaeologist).  IAC confirm – Each iteration of updated archaeological assessment report will issued to DCC Archaeology Section – As per agreed/ general process.  IAC advise that the results of the SI are included in the updated report and that a separate submission regarding the monitoring is therefore not required.  IAC are of the position because this is a refurbishment project risk of any archaeology impact is very low. IAC confirm all correct and regulatory procedures will continue to be followed.	IAC	CLOSED
1.01.1	Archaeological Assessment	DCC Archaeological Department - Further correspondence received 18.11.24:  Jessica, The Archaeology Section concurs with the responses as provided. Kind regards, Niall (DCC Archaeological Department)	Submission accepted - No action required.	IAC	CLOSED
<b>2.0 Conservation Department</b>					
2.01	Conservation Officer Report	The CO is supportive of the proposed residential redevelopment at this site which would provide much needed housing in the city.	Proposal accepted - No action required.	N/A	CLOSED
<b>3.0 Culture Recreation and Economic Services Department</b>					
3.01	City Parks	Comment from Leslie Moore DCC: Jessica, no objection to this proposal. There is nothing here for taking in charge by the Parks Service. You should ensure that the regulatory checks and inspections for the playground are carried out and the the grounds are properly maintained when the works are completed. Les	No action required at this time.	N/A	CLOSED
<b>4.0 Drainage Planning, Policy and Development Control</b>					
4.01	Water management strategy	Further information is necessary in relation to the proposed surface water management strategy and the following items should be addressed prior to planning application:	Noted, see below.	CSC	CLOSED
4.02	Manhole configuration	The Engineering Services Report states that surface water run-off from the development is to be limited however it is not clear how this is to be achieved; it is not stated in the Report. The manhole configuration should be reviewed at the downstream end end of the proposed surface water system taking into consideration specifications for last manhole and combined connection manhole details. Refer to the Greater Dublin Regional Code of Practice for Drainage Works.	Project consultant civil engineers, CS Consulting (CSC) confirm:  Runoff will be controlled via a flow control device. Manhole configuration will be in line with DCC requirements for discharge in to combined drainage - Refer also to CSC drawings submitted as part of this application.	CSC	CLOSED
4.03	Soil type	The Engineering Services Report should provide evidence for the soil type chosen in the assessment of run-off rates.	CSC confirm noted - Site Investigation/ Soil data awaited and will submit info. once received to DCC Drainage Dept. as per standard/ agreed practice.	CSC	CLOSED
4.04	Clarification on green, blue, and green-blue roofs	Clarity is also required in relation to the provision of green-blue roofs. The documents are inconsistent and while it is understood that this project involves the refurbishment of existing buildings, as it is considered a high profile project it is hoped that the new build elements could incorporate a green or blue roof if a green-blue roof element is not feasible. The Architectural Design Statement includes green roofs for the new build areas in the "Design Proposals" section and these are also shown on the architectural drawing "Proposed Roof Plan" (19 - GCD-DTA-00-RP-DR-A-PL1108). Section 5.04 of the Architectural Design Statement states: "Blue roof is proposed for new build extensions. The roof build-up on the existng structure will only provide insulation and waterproofing, with no blue roof provision". The Engineering Services Report refers to the provision of a green roof but only on the proposed bicycle storage unit and this is replicated in the drawing (D117-CSC-XX-XX-DR-C-0007) titled "Proposed SuDS Layout Green Roof, Blue Roof, etc.".	CSC confirm:  On the new build extensions we can accommodate green-blue roofs because we are building new foundations and new structure to take the loads. The strategy for the existing structures is to aim for net zero extra load. In order to achieve this on the Block 1 and be as close as possible on Block 2, we need to limit the weight of the new roof build-up. By not including green roof over the existing buildings, CSC believes it's possible to not do any strengthening works the super structure and limit the foundations strengthening to Block 2.  Refer to CSC's updated drawing (D117-CSC-XX-XX-DR-C-0007- Proposed SuDS Layout) confirming location of green-blue roofs.	CSC	CLOSED
4.05	Further consultation	Consultation with Drainage Planning is recommended pre-application.	CSC confirm, will consult with the Drainage Department before lodging the application.	CSC	CLOSED

TECHNICAL DEPARTMENT COMMENT TRACKER - DESIGN TEAM RESPONSE

Project:	Glover Court Estate Renewal Glover Court Estate, York Street, Dublin 2	Date:	07.11.2024	Prepared by:	DC/JM
Job Reference:	2302-GCD	Revision Date:	REV D - 24.07.2025	Checked by:	JM
		Work Stage:	Stage (ii)b		
Topic	Sub Topic	DCC Technical Team Comment	Design Team Response	Input	Status
4.06	Further Con. - Updated SuDS Strategy July 2024	VE changes required by DHLGH (Jan2025) – Green/ sedum roof to bike store removed (part of VE design work Jan 2025 to Jul 2025).  Updated SuDS strategy, memo and related info. (CSC drawings and report) issued to DCC Drainage Divisions, 15.07.2025.  Niamh Fitzgerald/ DCC Drainage Division responded 23.07.2025 and requested further details.	JM/DTA issued Landscape design drawings and further explanation of revisions to Niamh Fitzgerald/ DCC Drainage Divisions 23.07.2025.  Meeting with Niamh Fitzgerald/ DCC Drainage Divisions 23.07.2025 – DTA, CSC and DCC Housing & Architects Division in attendance. SuDS strategy further discussed/ accepted – Agreed CSC would issue updated info. to DCC Drainage Division in accordance with meeting discussion.  CSC issued updated SuDS strategy information to DCC Drainage Divisions 24.07.2025 – Accepted by Niamh Fitzgerald/ DCC Drainage – Item closed.	CSC	CLOSED
<b>5.0</b>					
<b>Air Quality Monitoring &amp; Noise Control Unit</b>					
5.01	Air quality monitoring & noise control unit	A construction management plan should be written having regard to the Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition (below link). This plan should be included with the proposal. <a href="https://www.dublincity.ie/residential/environment/air-quality-monitoring-and-noise-control-unit/good-practice-guide-construction-and-demolition">https://www.dublincity.ie/residential/environment/air-quality-monitoring-and-noise-control-unit/good-practice-guide-construction-and-demolition</a>	CSC describes the strategy in the Outline Construction and Environmental Management Plan in sections 4.2 and 4.3. The Good Practice Guide is referenced in these paragraphs.	CSC	CLOSED
<b>6.0</b>					
<b>Transport Planning Division</b>					
<b>6.01</b>					
<b>Site Layout Plan and Public Realm</b>					
6.01.1	Proposed public realm changes	There are a number of public realm and landscaping changes proposed along York Street, Mercer Street, and Bow Lane. The existing yellow box, which fronts onto the the vehicular entrance on York Street will be removed and a proposed loading bay will be inserted. The pay and display parking that fronts the development along York Street appears to mostly be retained, however from drawing D117-CSC-XX-XX-DR-C-0004-Internal Road Layout and Sightlines, it is unclear if the proposed loading bay will result in a loss of pay and display spaces. The current number of pay and display spaces should be clearly denoted in plans if the proposed loading bay will encroach on the pay and display spaces. Alterations to the footpath along York Street to allow for bin collection areas are proposed. Clarity is needed for public realm changes along York Street.	CSC confirm:  All the pay and display parking slots will be retained. The existing vehicular entrance from York Street will be closed and in front of it a loading bay will be created. Refer to CSC's updated Internal Road Layout showing this detail: D117-CSC-XX-XX-DR-C-0004-Internal Road Layout and Sightlines.	CSC	CLOSED
6.01.2	Service Kiosks	On Mercer Street, the 4 no. kiosks, 3 no. to the south east of the development at the junction between York Street and Mercer Street, and 1 no. at the corner between Mercer Street and Bow Lane East, are to be relocated to proposed locations outside the new railings. The area pertaining to the Kiosks, 19.4m2 to the south east, and 8.8m2 to the north east, are both owned by Dublin City Council and are currently outside the folio ownership. During a pre-planning discussion, DCC Traffic ITS confirmed only one of the kiosks is operated by the Traffic Department. More clarity is needed from the proposing department on the ownership of the Kiosks.	The project consultant M&E engineers, Varming Consulting Engineers (VCE) have investigated the 4 no. kiosks on Mercer Street and have advised that: -2 no. are traffic signal kiosks (1 no. to York Street and 1 no. to Bow Lane) -The other 2 no. are EIR, located on the York Street corner  VCE have received agreement in principle with EIR for the relocation of their 2 no. kiosks, subject to financial agreement. VCE have advised that they have submitted a request to DCC for the relocation of the traffic signals kiosks and are awaiting formal response. VCE advise that they see no fundamental M&E issues with the relocation of the kiosks.  Please refer to DTA Architects updated 'Existing Site Plan - Site Boundary & Net Development Area' drawing (GCD-DTA-00-SP-DR-A-PL1003-A), the 4 no. kiosks and their use/ ownership are clearly identified.	DTA/ VCE	CLOSED
6.01.3	Proposed Bow Lane Road Layout	There are proposed amendments to Bow Lane East to allow for two way traffic. Despite the 2 no. temporary bollards erected on the road, preventing vehicular access along Bow Lane East, it is owned by Dublin City Council and is not a private road. The proposed changes include the the widening of the road from 3.77m to 5.50m. The 2 no. parking spaces along the south of the lane, as well as the existing lamp post are proposed to be removed. The width of the footpath along Bow Lane East is to be reduced to c. 1.9m to also accomadate the widened road. A new vehicular entrance is proposed along Bow Lane East, with a sliding gate. Clarity is required regarding any proposed changes to the road network and these will need to be agreed with relevant E&T Divisions.	Refer to CSC's updated Internal Road Layout and Sightlines drawing: D117-CSC-XX-XX-DR-C-0004-Internal Road Layout and Sightlines.  Note: -Bollards previously installed by the Marlin Hotel have since be removed, with road repaired, as of February 2024 (this followed instruction by DCC to the hotel requesting such). -Further dimensions and associated detail included in CSC road and footpath drawing as requested -All in accordance with DCC's construction guidance documentation.	CSC	CLOSED
6.01.4	Construction Standards for Roads and Street Works DCC	Servicing/loading arrangements and any works to public road, footpaths and kerbs, road alignment, shall be in accordance with the document Construction Standards for Roads and Street Works in Dublin City Council.	Noted and confirmed - CSC confirm all proposals are in accordance with DCC guidance document.	CSC	CLOSED
<b>6.02</b>					
<b>Car Parking</b>					
6.02.1	No. Car Parking Spaces	The application site is located within Zone 1 within Map J of the Dublin City Development Plan 2022-2028 (Development Plan). Based on Table 2 (Maximum Car Parking Standards for Various Land Uses) of the Development Plan, the maximum number of car spaces is 0.5 per dwelling (27 spaces). 9 no. designated resident car parking spaces , which include 1 no. accessible and 4 no. EV charging in the future. The 5 no. other spaces include ducting and/or cabling to permit electric charging in the future. This would establish a car parking ratio of 0.17no. spaces per apartment.	Proposal accepted - No action required.	N/A	CLOSED

**TECHNICAL DEPARTMENT COMMENT TRACKER - DESIGN TEAM RESPONSE**

Project:	Glover Court Estate Renewal Glover Court Estate, York Street, Dublin 2	Date:	07.11.2024	Prepared by:	DC/JM
Job Reference:	2302-GCD	Revision Date:	REV D - 24.07.2025	Checked by:	JM
		Work Stage:	Stage (ii)b		
Topic	Sub Topic	DCC Technical Team Comment	Design Team Response	Input	Status
6.02.1 Cont.		The submitted Mobility Management Plan (MMP), which is duly noted, sets out the site's access to a range of high frequency public and active transport modes from the site. Regarding public transport, the site is accessible to the LUAS network via St. Stephen's Green, which is within a 5 minute walk from the site, Dublin Bus services Aungier St., which is a 5 minute walk and, DART/Commuter rail services via Tara St., which is within a 15 minute walk. Regarding Active Travel, the area surrounding the site is highly permeable for pedestrian access and is in proximity to Dublin Bikes, with a Dublin Bikes station of 40 spaces located opposite the site on York Street and Bleeper Bikes are also within close proximity. Car share locations are identified in the plan within close proximity of the site. Given the rationale presented in the MMP, the proposed 9 no. residential car parking spaces is considered acceptable.	Proposal accepted - No action required.	N/A	CLOSED
6.02.2	Car parking management strategy	The 9 no. parking spaces are not proposed to be assigned to individual apartment units but will be leased to residents on the basis of availability and need, in part by means of a permit/lottery system, in order to optimise the use of the parking spaces. The duration of leases shall be for a minimum of 1 month and a maximum of 12 months, after which the leases can be renewed at the discretion of the Management Company and their agents, and subject to availability and demand, and strictly in accordance with the rules of the Car parking Management Strategy.	Proposal accepted - No action required.	N/A	CLOSED
6.02.3	Accessible Car Parking	The proposed 1 no. accessible car parking space is compliant with the requirement outlined in Section 4.2 of Appendix 5 of the Dublin City Development Plan 2022-2028, which states that at least 5% of the total number of spaces, with a minimum provision of one space, should be accessible car parking.	Proposal accepted - No action required.	N/A	CLOSED
<b>6.03</b>					
		<b>Cycle Parking</b>			
6.03.1	Cycle Parking Numbers	For cycle parking, Table 1 of Appendix 5 of the Development Plan sets out the minimum cycle parking for apartments of 1 long stay space per bedroom and 1 short stay/visitor space per 2 no. units; this equates to a minimum requirement of 126 no. spaces, 99 no. long stay spaces and 27 no. visitor spaces. The proposed provision of the bicycle parking, according to Table 9 in Section 5.5 of the Mobility Management Plan is 115 no spaces, 99 no. spaces for long stay and 16 no. short-term cycle spaces, including 6 no. Sheffield stands and 2 no. Cargo Bike stands. The proposed short term bicycle parking provision is considered acceptable given the site's central / accessible location and the availability of publicly accessible cycle parking and bike share facilities in the immediate vicinity.	The proposal provides for: 99 no. long stay bicycle parking spaces (within a secure store) and 14 no. short-term/ visitor bicycle parking (6 no. Sheffield and 2no. cargo stands).  DCC Architects advised on 04.11.2024, proposal accepted by DCC Transport Dept. (Gareth Hyland) due to communal amenity space limitations and project not being viable if unit/s lost in lieu of bike storage. Refer to 6.03.2 below for further justification.  Proposal accepted - No action required.	N/A	CLOSED
6.03.2	Inconsistencies in drawing and reports	There is discrepancy across the reports and drawings about the quantum of bicycle parking being provided. Table 9 in Section 5.5 of the Mobility Management Plan states there will be 115 no spaces, 99 no. spaces for long stay and 16 no. short-term cycle spaces, including 6 no. Sheffield stands and 2 no. Cargo Bike stands. Section 6.2 of the Traffic and Transport Statement states there will be 132 no. bicycle spaces provided with 116no. Bicycle spaces within an enclosed shelter, 14 no. Short-term cycle spaces on 6 no. Sheffield stands, and 2 no. Cargo Bike stands.	This is an inner city site with communal amenity space limitations. The proposed 53 no. dwelling development equates to a total requirement of 336 m2. The provision provided for in the central garden/ courtyard is 295 m2. It is noted that this small shortfall is acceptable (small relaxation available) under the DCC development plan where sites are under 0.25 hectares (submitted application site 0.22 Ha). Therefore any further increase in the bicycle pavilion area will negatively impact this amenity. Furthermore any loss of dwelling numbers in lieu of bicycle storage could potentially affect the viability of the project.  The bicycle storage pavilion accommodates 99 no. bicycles (99 no. minimum required per the DCC Development Plan based on bedroom space). The space provides for a variety of racking types with some additional left-over space for buggy and/or scooter storage.  14 no. visitor bicycle parking spaces are provided to the Bow Lane boundary, consisting of: 12 no. standard visitor bike parking and 2no. cargo visitor bike spaces.  Refer to DTA updated bicycle storage pavilion drawing for details (and DTA design report pages 18 and 19): GCD-DTA-BS-00-DR-A-PL4210 - BICYCLE STORE DETAILS.  Note, the DTA Bicycle Store drawing confirm: - 40 no. double stack spaces (north side) with Gas assist and EV charging - 42 no. double stack spaces (south side) with Gas assist and EV charging - 17 no. vertical stack spaces (east side) - 3.4 m2 storage space for buggies and scooters.  Finally, CSC's updated reports have been amended to remove any discrepancy and align with DTA Architects information.	DTA / CSC	CLOSED

**TECHNICAL DEPARTMENT COMMENT TRACKER - DESIGN TEAM RESPONSE**

Project:	Glover Court Estate Renewal Glover Court Estate, York Street, Dublin 2	Date:	07.11.2024	Prepared by:	DC/JM
Job Reference:	2302-GCD	Revision Date:	REV D - 24.07.2025	Checked by:	JM
		Work Stage:	Stage (ii)b		
Topic	Sub Topic	DCC Technical Team Comment	Design Team Response	Input	Status
6.03.3	Inconsistencies in drawing and reports	The Proposed Site Plan drawings show that the 6 no. Sheffield bicycle stands will provide access for 12 no. visitor bicycle parking spaces. There needs to be consistency across all reports and drawings about the quantum of bicycle parking provided, and it should be clearly demonstrated on all the drawings where all types of bicycle parking, i.e. short-term, long-term, cargo bikes, is proposed to be located.	Noted, refer to above note (6.03.2) - All info. updated and aligned	DTA/ CSC	CLOSED
6.03.4	Variation on spaces	According to the drawings, the provision of long-term bicycle parking is to be provided primarily as 82 no. two-tier cycle racks and 17 no. vertical spaces. As per the NTA Cycle Design Manual (p.178) "some users will find it difficult to lift their bike from the floor onto the tray of the upper tier". In some instances, two tier racks are of low quality whereby the lifting mechanism is difficult to use, and they do not facilitate bicycle frames being locked as well as wheels. The lower tiers are not always suitable for larger bicycles or bicycles with baskets etc. due to the spacing. For these reasons, a proportion of long stay parking should be provided as Sheffield stands; or alternatively a proportion of the lower tier of the two-tier racks could be provided with wider spacing/ as Sheffield Stands. Gas assisted mechanisms should be considered for the loading of bikes onto the upper levels.	Noted, refer to above note (6.03.2) - All info. updated and aligned	DTA/ CSC	CLOSED
6.03.5	Spacing in front of racks	Section 6.5.2 of the NTA Cycle Design Manual gives direction and layout dimensions regarding Two-Tier Stands. The access aisle width should ideally be 2.0-2.5m depending on the stand pivot. According to measurements from drawing GCD-DTA-00-SP-DR-A-PL 1100 - PROPOSED SITE PLAN, the space between the two cycle racks is c.1.6m. This parking proposed therefore appears constrained within the bike store. The design of the bike store should be re-examined to ensure all spaces can be utilised within the store.	Noted, refer to above note (6.03.2) - All info. updated and aligned.  Further note, due to shortage of communal outdoor space the bicycle store is working as efficiently as possible. DTA are proposing a double stacked system for the majority of the bike parking. 1.7m has been provided on aisle between the two racks. Supplier dimension for this space is minimum 1500mm so what is provided is satisfactory as per manufactures specification. Proposed double stack system has been checked and is available with at least 2 suppliers with 1700mm meeting specification of dimension of aisle. Vertical stack requires 1500mm in front which is as per current layout.	DTA/ CSC	CLOSED
6.03.6	Accessible cycle parking	Section 6.3 of the NTA Cycle Design Manual (p.173) states that "A proportion of the cycle parking (typically 1 space per 20 spaces or 5%) should be provided for larger non-standard cycles so that they can be used by disabled people with adapted cycles". The 2 no. cargo bike parking spaces proposed are deemed acceptable by the division due to the scale of the development, and the anticipated traffic from the proposed development.	The proposal provides for: 99 no. long stay bicycle parking spaces (within a secure store) and 14 no. short-term/ visitor bicycle parking (6 no. Sheffield and 2no. cargo stands).  DCC Architects advised on 04.11.2024, proposal accepted by DCC Transport Dept. (Gareth Hyland) due to communal amenity space limitations and project not being viable if unit/s lost in lieu of bike storage. Refer to 6.03.2 below for further justification.  Proposal accepted - No action required.	N/A	CLOSED
6.03.7	EV charging for bicycle parking	A more detailed cycle parking layout plan should be provided which clearly demonstrates the quantum as well as ease of access and use; the revised layout should consider access routes, doors, aisle widths, types of stands and space allocated. The drawings should clearly demonstrate that all the relevant critical dimensions of the Cycle Design Manual are achieved. Chapter 6 of the NTA Cycle Design Manual, Appendix 5 of the Dublin City Development Plan and the Dublin Cycling Campaign, Bike Parking Infrastructure Guidance should be considered. Charging facilities for e-bikes should be provided.	Noted, refer to above note (6.03.2) - All info. updated and aligned.  Refer to DTA updated bicycle storage pavilion drawing for details: GCD-DTA-BS-00-DR-A-PL4210 - BICYCLE STORE DETAILS. Note EVcharging now incorporated with gas assist lift system.  Furthermore, CSC reports have be updated to align with DTA Architects info.	DTA/ CSC	CLOSED
6.03.8		Quality cycle parking must be provided, as discussed above:			
6.03.8 Cont.		1.As discussed two tier cycle parking is not suitable for all users or for heavier bikes, and the lower tier of two-tier racks (at the proposed spacing between stands of c. 1.6m) are not suitable for parking of bikes with baskets or child seats etc. For these reasons a proportion of long stay parking should be provided as Sheffield stands; or alternatively a proportion of the lower tier of the two-tier racks could be provided with wider spacing/ as Sheffield Stands.  2.Details of proposed cycle parking stands, and operational/maintenance requirements should be provided. Sufficient space should be provided for ease of access and use. Chapter 6 of the NTA Cycle Design Manual provide recommended spacing and aisle width. The Dublin Cycling Campaign, Bike Parking Infrastructure Guidance also provides recommendations for the provision of quality cycle parking and should be considered.	Noted, refer to above note (6.03.2) - All info. updated and aligned.	DTA/ CSC	CLOSED
7.0		<b>Outline Construction and Environmental Management Plan</b>			

**TECHNICAL DEPARTMENT COMMENT TRACKER - DESIGN TEAM RESPONSE**

Project:	Glover Court Estate Renewal Glover Court Estate, York Street, Dublin 2	Date:	07.11.2024	Prepared by:	DC/JM
Job Reference:	2302-GCD	Revision Date:	REV D - 24.07.2025	Checked by:	JM
		Work Stage:	Stage (ii)b		
Topic	Sub Topic	DCC Technical Team Comment	Design Team Response	Input	Status
7.01		An Outline Construction & Environmental Management Plan has been submitted and its contents noted. The contents of the plans relating to traffic are noted. Vehicular access is anticipated via York Street and Mercer Street, which the plan states provide easy access to the N11. Access is also anticipated via Bow Lane East when the southern part is built. Access via Bow Lane East should be limited until the road is widened. Information is needed regarding the impact of construction on the pay and display parking along York Street.  It is noted that no car parking provision is likely for construction personnel during construction. The provision of onsite cycle parking and lockers, and the encouragement of construction personnel using public transport is welcome. Mobility management measures for construction staff should also be outlined.	CSC confirm: All the pay and display parking slots will be retained during construction work and are not impacted – All parking in accordance with CSC's updated Internal Road Layout showing this detail: D117-CSC-XX-XX-DR-C-0004-Internal Road Layout and Sightlines.  Refer to CSC's updated Outline Construction and Environmental Management Plan Report – The mobility of construction staff is outlined in Sections 6.3, 6.4, and 6.5 of the OCEMP report.	CSC	CLOSED
7.02		<b>Service and Operation Management Plan</b> The collection of waste generated by the proposed development shall be conducted within an enclosed bin storage facility and collected along York Street. Section 4.0 states that bins will be collected along York Street, as is done currently. Regarding deliveries, the statement says that all incoming and outgoing servicing operations, including deliveries for all units shall be conducted at the proposed loading bay along York Street. The auto tracking in drawing D117-CSC-XX-XX-DR-C-0005-Swept Path Analysis is noted and acceptable. There is no over sale of the footpath.	Proposal accepted - No action required.	N/A	CLOSED
<b>8.0</b>		<b>Public Lighting &amp; Electrical Services Division</b>			
		<b>Preconstruction - General Arrangement (Paths, Roads, driveways, car parking spaces etc, house layout etc.)</b>			
8.01		Provide drawing/s showing areas to be maintained privately or to be take in charge.	Refer to DTA Architects Proposed Taking In Charge Site Plan drawing (Dr. No. PL1110) for clarification regarding responsible for external areas.  The project consultant M&E engineers, Varming Consulting Engineers (VCE) have confirmed that the proposed lighting to the central communal garden and parking area are in compliance with the DCC Public Lighting Specification.  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – confirmed received, accepted and item closed.	VCE	CLOSED
8.02		Provide 1:10,000 scaled drawing.	DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – confirmed received, accepted and item closed.	VCE	CLOSED
		<b>Lighting Design Calculation</b>			
8.03		Further note from DCC Public Lighting & Electrical Services Division, 18.11.2024:  The lighting design must comply with the following Lighting Class:  Residential Roads: -P3 Lighting Class -P4 Lighting Class  Main Roads, Access Roads, Distributor Roads: -P3 Lighting Class -P4 Lighting Class  Car Parks as per I.S. EN 13201: -Light Traffic Areas (Shops, terraced and apartment houses)	Please refer to updated M&E (Varming) drawings and report (issued 27.11.2024):-23681 -VCE -XX-XX-RP-ME-001 (M&E Design Report) - 23681-VCE-XX-XX-DR-E-1002 (Proposed Site Lighting Services) - 23681-VCE-XX-XX-RP-E-0002 (Public Lighting Report) -23681-VCE-XX-XX-RP-E-0004 (Roadway Lighting Report). Varming M&E note :-Road Lighting - P4 Lighting Class- Courtyard/carpark - Light Traffic Areas ( Shops, terraced and Apartment Houses).  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – confirmed received/ accepted and item closed.	VCE	CLOSED
8.04		Further note from DCC Public Lighting & Electrical Services Division, 18.11.2024:  Lighting Calculation Results from Lighting Reality with: -Illuminance Plot with Calculation Grid Density (1m x 1m Grid) -Average and Minimum illuminance levels stated -Mounting Height, Setback of Columns, tilt, Maintenance Factor used in calculations.	Please refer to updated M&E (Varming) drawings and report (issued 13.12.2024): -23681 -VCE -XX-XX-RP-ME-001 (M&E Design Report) -23681-VCE-XX-XX-DR-E-1002 (Proposed Site Lighting Services) -23681-VCE-XX-XX-RP-E-0002 (Public Lighting Report) -23681-VCE-XX-XX-RP-E-0004 (Roadway Lighting Report)  Location of proposed lighting columns and trees have been adjusted to ensure no clashes/ adequate clearance.  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – confirmed received, accepted and item closed.	VCE	CLOSED
		<b>Luminaire and Accessories Details</b>			
8.05		Provide Form 1 for each type of proposed luminaries.  -The Color correlated temperature for the light fitting to be 4000K/3000K -The photometric files for the lanterns will need to be issued.	Please refer to updated M&E (Varming) drawings and report (issued 13.12.2024).  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – confirmed received, accepted and item closed.	VCE	CLOSED

**TECHNICAL DEPARTMENT COMMENT TRACKER - DESIGN TEAM RESPONSE**

Project:	Glover Court Estate Renewal Glover Court Estate, York Street, Dublin 2	Date:	07.11.2024	Prepared by:	DC/JM
Job Reference:	2302-GCD	Revision Date:	REV D - 24.07.2025	Checked by:	JM
		Work Stage:	Stage (ii)b		
Topic	Sub Topic	DCC Technical Team Comment	Design Team Response	Input	Status
8.06		Incorporate Existing Lighting to the lighting Scheme:  -Any relocations of existing public lighting that are required to be with the written approval of Public Lighting Services.	VCE advise, please refer to updated M&E (Varming) drawings and report (issued 13.12.2024). Calculations for existing and replacement public lighting on public street provided.  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – confirmed received, accepted and item closed.	VCE	CLOSED
8.07		Provide details of lighting Controls: -All Light fitting to be DALI enabled and compatible with Telensa Central Management System -They must be capable of being dimmed, either pre-programmed or from a CMS system. The pre-programmed dimming regime to be 75% of the CLO value between midnight and 6am.	VCE note: All luminaires proposed are DALI and are compatible with Telensa Central Management, as indicated on the Form 1 for each luminaire.  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – confirmed received, accepted and item closed.	VCE	CLOSED
8.08		Positioning of Lanterns: Lighting column should be located between Trees. 10m clearance needed from tree trunk.	VCE note: Location of proposed lighting columns and trees have been adjusted to ensure no clashes/ adequate clearance – Refer to note above and associated revised drawings.  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – confirmed received, accepted and item closed.	VCE	CLOSED
8.09		Provide lighting Column/Bracket Details: Drawings / details of columns and brackets being provided including details of manufacturer etc. Column Datasheet must be populated and signed for each lantern type.	VCE note: To be submitted during detailed design stage.  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – Note accepted/ agreed, to be provided at detailed design stage - item closed at present.	VCE	CLOSED
8.10		Provide Accessibility details for lighting column maintenance -All light column should be accessible for maintenance using truck mounted hoist -Places where the truck mounted hoist cannot access, hinged columns to be provided.	VCE note: Hinged Columns shall be used, so that access for maintenance is available.  VCE note: To be submitted during detailed design stage.  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – Note accepted/ agreed, to be provided at detailed design stage - item closed at present.	VCE	CLOSED
8.11		Provide Public lighting Ducting details: -100mm red HDPE Duct, 5mm thick, stamped public lighting.	VCE note: HDP ducts shall be provided per DCC specification.  VCE note: To be submitted during detailed design stage.  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – Note accepted/ agreed, to be provided at detailed design stage - item closed at present.	VCE	CLOSED
8.12		Provide Public lighting Chamber details: -Where ducts converge at a Tee they should terminate in a JB1 chamber -Where ducts cross the road a JB1 chamber should, ideally, be installed at both sides of the road crossing -Ducts should be under the paths where there are paths.	VCE note: Schematics shall be provided as part of design development, to DCC standard specifications, further confirmation at later stage – detailed design stage.  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – Note accepted/ agreed, to be provided at detailed design stage - item closed at present.	VCE	CLOSED
8.13		Provide Circuit Schematics for public lighting mini/section pillar -Not more than 6 lights on anyone circuit -Not more than 4 circuits shall be taken from any one public lighting section pillar.	VCE note: Schematics shall be provided as part of design development, to DCC standard specifications, further confirmation at later stage – detailed design stage.  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – Note accepted/ agreed, to be provided at detailed design stage - item closed at present.	VCE	CLOSED
8.14		Provide Cable details for lighting circuits: -Cable size shall not be less than 3 x 6sq PVC/SWA/PVC with integral earth -The size of the cable shall be adequate to limit to 4% voltage drop (no more than 9.2 volts) from the ESB Networks supply point.	VCE note: Cabling shall be in accordance to DCC standard specification for electrical cabling, further confirmation at later stage – detailed design stage.  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – Note accepted/ agreed, to be provided at detailed design stage - item closed at present.	VCE	CLOSED
8.15		Provide Details of Electrical supplies: -The electrical installation within the development must comply with The National Wiring Rules -The DCC Electrical Services Division to be contacted at detailed design stage for electrical layouts for housing and community buildings, supply points, any other requirements. The full electrical specification and full detailed designs and drawings must be submitted to DCC Electrical Services for review and approval before being issued to tender -The electrical requirements and electrical layouts must be designed by an electrical engineer -An electrical contractor is required to install the electrical services within the buildings. The contractor must be registered with Safe Electric.	VCE note: Electrical design details to be provided as part of design development, in accordance to DCC standards further confirmation at later stage – detailed design stage.  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 – Note accepted/ agreed, to be provided at detailed design stage - item closed at present.	VCE	CLOSED

**TECHNICAL DEPARTMENT COMMENT TRACKER - DESIGN TEAM RESPONSE**

<b>Project:</b>	Glover Court Estate Renewal Glover Court Estate, York Street, Dublin 2	<b>Date:</b>	07.11.2024	<b>Prepared by:</b>	DC/JM
<b>Job Reference:</b>	2302-GCD	<b>Revision Date:</b>	REV D - 24.07.2025	<b>Checked by:</b>	JM
		<b>Work Stage:</b>	Stage (ii)b		
<b>Topic</b>	<b>Sub Topic</b>	<b>DCC Technical Team Comment</b>	<b>Design Team Response</b>	<b>Input</b>	<b>Status</b>
8.16		Supply Applications: -Dublin City Council Public Lighting Services will make the application to ESB Networks for the new supply connection for any public lighting that will be taken in charge, following approval of the public lighting scheme.	VCE note: Metered supply for public lighting will be on landlord ESB supply.  DCC Lighting response (Aswathy Mohan DCC) of 16.12.2024 confirmed note – item closed at present.	VCE	CLOSED
8.17		DCC Lighting response/ note (Aswathy Mohan DCC) of 16.12.2024:  As Constructed Documentation -A copy of all O&M details relating to the public lighting installation must also be provided to Public Lighting Services directly.	VCE: Agree, copy of all O&M details relating to the public lighting installation will be provided to Public Lighting Services directly – At later stage.  Item closed at present.	VCE	CLOSED
8.18		Transfer of Warranties: -Details of how the warranties of the equipment used transfer to DCC following completion of the defects liability period are required.	VCE: Noted/ agree, to be provide at later stage.  Item closed at present.	VCE	CLOSED
<b>9.0</b>					
<b>Traffic Divisions</b>					
<b>9.01</b>					
<b>ITS-SCATS Core</b>					
		No Traffic signal changes - no comment.	No action required.	N/A	CLOSED
<b>10.0</b>					
<b>Bus Priority Comments</b>					
<b>10.01</b>					
		No comments received.	No action required.	N/A	CLOSED
<b>11.0</b>					
<b>Transport Advisory Group (Tag)</b>					
11.01		<ul style="list-style-type: none"> <li>•Make sure new footpath on the north side of Glover Court has a minimum width of 1.8m.</li> <li>•It would be wise to have clearly defined road marking for the car spaces within the complex and appropriate no parking signage in other areas.</li> <li>•To improve pedestrian access to the site, dished tactile crossing should be put on the north-side of Bow lane East outside Beaux lane House.</li> <li>•Install tactile dishing at the junction of York St and Mercer St lower, this will greatly enhance walkability of the area.</li> <li>•This will improve pedestrian safety for people with disabilities and pedestrians entering and exiting Glover Court. This will great enhance the area.</li> </ul>	Refer to CSC updated drawings (issue of 27.11.2024): D117-CSC-XX-XX-DR-C-0004-Internal Road Layout and Sightlines D117-CSC-XX-XX-DR-C-0005-Swept Path Analysis D117-CSC-XX-XX-DR-C-0006-Road Details  CSC advise: -All proposed new footpath are 1.8m min. or greater -Clearly defined road markings for cars spaces and no parking signs where necessary will be provided -Further dished tactile crossings are now provided to Bow Lane East, outside Beaux Lane House, York Street and Mercer Street Lower -Safe pass from all new dished/ crossing points are provided  As of updated issue of 27.11.2024 - Red Line boundary further updated to include Beaux Lane House, providing additional dished tactile crossings point per DCC TAG request.  Finally, refer to DTA Architects Ground Floor Plan and BSLA Landscape Architects Site Plan for clear identification of proposed internal complex car parking road markings. Further details can be submitted to DCC at later stage (detailed design stage).  See DTA Drawing: 11 - GCD-DTA-00-SP-DR-A-PL1100 - PROPOSED SITE PLAN  See BSLA Drawing: DN2316-01A-GCD-BSLA-Masterplan	CSC	CLOSED
11.01 Cont.		Photos provided in report: Image: Bow Lane East Image: York Street.	See note above - Refer to CSC's drawings, all requested dished tactile crossing points included.	CSC	CLOSED
<b>12.0</b>					
<b>Waste Enforcement and Waste Regulation</b>					
12.01		Prior to the commencement of any works, a Construction and Demolition Waste Management Plan must be furnished to and approved by Dublin City Council having regard to Circular WPR 07 /06 - Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects - published by the DECLG, July 2006.  In the event that hazardous soil, or historically deposited waste is encountered during the construction phase, the contractor must notify Dublin City Council and provide a Hazardous/Contaminated Soil Management Plan, to include estimated tonnages, description of location, any relevant mitigation, destination for disposal/treatment, in addition to information on the authorised waste collector(s).  Prior to the commencement of any storage of waste on-site, the applicant must consult with the Waste Regulation Unit of Dublin City Council.  Monthly reports regarding the management of the waste during works, must be forwarded electronically to the Waste Regulation Unit of Dublin	CSC Advise: Appointed Contractor who will prepare Construction and Demolition Waste Management Plan and will consult with Waste Regulation Unit of Dublin City Council prior to commencement of works.  For later stage.	Appointed Contractor	CLOSED

**TECHNICAL DEPARTMENT COMMENT TRACKER - DESIGN TEAM RESPONSE**

Project:	Glover Court Estate Renewal Glover Court Estate, York Street, Dublin 2	Date:	07.11.2024	Prepared by:	DC/JM
Job Reference:	2302-GCD	Revision Date:	REV D - 24.07.2025	Checked by:	JM
		Work Stage:	Stage (ii)b		
Topic	Sub Topic	DCC Technical Team Comment	Design Team Response	Input	Status
12.01 Cont.		<p>The works must comply with the following:</p> <ul style="list-style-type: none"> <li>i)Waste Management Act 1996, as amended.</li> <li>ii)Dublin City Council Waste Bye-Laws 2013 (Bye-Laws for the storage, presentation and collection of Household and Commercial waste) or any revision thereof.</li> <li>iii)Eastern &amp; Midlands Regional Waste Management Plan 2015-2021.</li> <li>iv)Best Practice Guidelines on the Preparation of Waste Management Plans for the Construction and Demolition Projects - DECLG 2006.</li> <li>v)Waste Management (Hazardous Waste) (Amendment) Regulations S.I. No 73/2000 vi)</li> <li>vi)National Hazardous Waste Management Plan 2014-2020 vii)</li> <li>vii)Article 27 of the European (Waste Directive) Regulations S.I. No 126 of 2011 viii)</li> <li>viii)Any other relevant Waste Management related regulations ix)</li> <li>ix)Dublin City Development Plan (Current Version)</li> </ul> <p>C672 Waste (Standards for Commercial/Industrial Developments).</p>	<p>CSC Advise: Noted and agreed – Refer also to note above (Re. Appointed Contractor) and CSC’s associated reports."</p>	CSC/ MC	CLOSED
12.01 Cont.		<p>The requirements set out in the Bye-Laws for the Storage, Presentation and Collection of Household and Commercial Waste, 2013 or any revision thereof must be adhered to and, in particular, the requirement to segregate waste into separate fractions to facilitate the collection of dry recyclables, organic kitchen/garden waste and residual waste in line with Waste Management (Food Waste) Regulations 2009 (S.I. 508/2009), and the Waste Management (Food Waste) Amendment Regulations S.I. 191 of 2015, and the Eastern - Midlands Region Waste Management Plan 2015-2021.</p> <p>The following are also requirements:</p>	<p>CSC Advise: Noted and agreed – Refer also to note above (Re. Appointed Contractor) and CSC’s associated reports.</p>	CSC/ MC	CLOSED
12.01 Cont.		<ul style="list-style-type: none"> <li>i)Receptacles that are designed for reuse, with the exception of in specific areas designated by a local authority as being only suitable for the collection of non-reusable receptacles such as bags, ideally of 1, 1 OOL capacity, must be used.</li> <li>ii)Adequate storage space for a minimum of 1 No. 1,100 Litre receptacle.</li> <li>iii)Sufficient space must be provided to accommodate the separate collection of dry recyclables and organic food/garden waste.</li> <li>iv)Adequate space and height for a standard Refuse Collection Vehicle (RCV) to access site.</li> <li>v)Sufficient access and egress must be provided to enable receptacles to be moved easily from the storage area to an appropriate collection point on the public street nearby.</li> <li>vi)Receptacle storage areas must not be visible from or on a public street.</li> <li>vii)The receptacle storage areas should be designed so that each receptacle within the storage area is accessible to occupants/employees of the development (including people with disabilities)</li> <li>viii)Suitable wastewater drainage points should be installed in the receptacle storage area for cleaning and disinfecting purposes</li> <li>ix)Waste storage areas should not present any safety risks to users and should be well-lit</li> <li>x)Adequate ventilation of waste storage areas so as to minimise odours and potential nuisance from vermin/flies.</li> </ul>	<p>CSC Advise: Noted and agreed – Refer also to note above (Re. Appointed Contractor) and CSC’s associated reports.</p>	CSC/ MC	CLOSED
<b>13.0</b>		<b>Technical Services Division</b>			
13.01		<p>In addition to the POU project, the Technical Support Division has also been managing the implementation of Round 4 of the Environmental Noise Regulations including the preparation of a Noise Action Plan which was finalised in July 2024. As part of the preparation of the Noise Action Plan a number of Most Important Area (MIAs) and Priority Important Areas (PIAs) have been identified which identify areas of higher environmental noise exposure relating to road, rail and industry noise.</p> <p>For Dublin City two hundred and seventy seven MIAs have been identified in accordance with the EPA guidance. Of these eleven PIAs have been identified which relate to the top eleven MIAs ranks by population exposure to environmental noise within the area of each MIA.</p> <p>The project team have reviewed the location of the proposed development at Glovers Court with respect to these PIAs and MIAs and note as follows;</p>	<p>Noted and as agreed in subsequent clarification note of 24.11.2024 from DCC Technical Services Division (see below), this will be outlined/ developed at detailed design stage.</p> <p>Furthermore, it is worth noting, although this is a retrofit project the proposal provides for:</p> <ul style="list-style-type: none"> <li>-A new external façade/ building envelope throughout</li> <li>-To be constructed to current building regulations standards or better</li> <li>-Will include high performance glazing, insulation and materiality to achieve high thermal and acoustic performance</li> <li>-The external frame accommodating private balconies and planting to the two main street frontages (York St and Mercer St) acts a buffer zone/ screen to the street, and should assist with noise reduction.</li> </ul>	DTA	CLOSED
13.01 Cont.		<ol style="list-style-type: none"> <li>1. The site is located adjacent to a number of MIAs please see attached figure.</li> <li>2. The site is located adjacent to PIA 6 (210m).</li> </ol>	Noted, as per above	DTA	CLOSED

**TECHNICAL DEPARTMENT COMMENT TRACKER - DESIGN TEAM RESPONSE**

Project:	Glover Court Estate Renewal Glover Court Estate, York Street, Dublin 2	Date:	07.11.2024	Prepared by:	DC/JM
Job Reference:	2302-GCD	Revision Date:	REV D - 24.07.2025	Checked by:	JM
		Work Stage:	Stage (ii)b		
Topic	Sub Topic	DCC Technical Team Comment	Design Team Response	Input	Status
13.01 Cont.		<p>As part of the implementation of the Noise Action Plan these eleven PIAs will be evaluated to consider how environmental noise may be mitigated through a range of measures, but at this time MIAs are not being evaluated. However, we would like to inform the project team for this Glovers Court development of the completed Noise Action Plan and the areas identified such that they may wish to consider the aspect of noise further at the design stage and in line with the City Development Plan Policy on noise management.</p> <p>In particular consideration could be given to apartment and site layout including consideration of green landscaping and sound insulation, if appropriate. For information, a copy of the Strategic Noise Maps which were prepared for this project and the finalised Noise Action Plan can be viewed on the Air Quality Monitoring and Noise Control section of the Dublin City Council website at the link below.</p> <p><a href="https://www.dublincity.ie/residential/environment/role-air-quality-monitoring-and-noise-control-unit/dublin-city-noise-maps">https://www.dublincity.ie/residential/environment/role-air-quality-monitoring-and-noise-control-unit/dublin-city-noise-maps</a></p> <p>Should you or the design team wish to discuss any aspect of the Noise Action Plan, or the areas identified, the Noise Control Unit and/or the Technical Support Unit will be happy to discuss.</p>	Noted, as per above	DTA	CLOSED
13.01 Cont.		<p>The comments set out in the report were provided by way of information to inform you that the site is located close to areas that have been identified within the Noise Action Plan as being exposed to higher levels of environmental noise from road traffic. These areas relate to external noise levels and do not take issues like insulation etc into consideration. The information is provided to make you aware of this and so that you may consider noise aspects at the detail design stage as you note below.</p> <p>We note your comments about it being a retrofit and the constraints from being an existing site. Sound insulation could be considered at the detailed design stage and we believe that is covered under the Building Regs and the use of appropriate Sound Reduction Index to protect occupiers from external noise.</p> <p>Should insulation be incorporated within any new or retrofitted development, we would welcome you sharing the details with us at the design stage so that we can consider this at the next round of the Environmental Noise Regulations and within the next Noise Action Plan.</p> <p>In addition with respect to noise reduction externally the use of green spaces (that will provide absorption) and installing barriers (that will provide attenuation) should be considered where possible. More information on this can be provided if needed.</p> <p>In respect of whether we need a formal response, I think it is sufficient that you acknowledge the comments and state that noise will be considered at the detailed design stage.</p>	Noted, as per above	DTA	CLOSED

**TECHNICAL DEPARTMENT COMMENT TRACKER - DESIGN TEAM RESPONSE**

Project:	Glover Court Estate Renewal Glover Court Estate, York Street, Dublin 2	Date:	07.11.2024	Prepared by:	DC/JM
Job Reference:	2302-GCD	Revision Date:	REV D - 24.07.2025	Checked by:	JM
		Work Stage:	Stage (ii)b		
Topic	Sub Topic	DCC Technical Team Comment	Design Team Response	Input	Status
13.01 Cont.		<p>Further response/ clarification provided by DCC Technical Services Division (Owen McManus and Paul Rutherford, DCC) 24.10.2024:</p> <p>The comments set out in the report were provided by way of information to inform you that the site is located close to areas that have been identified within the Noise Action Plan as being exposed to higher levels of environmental noise from road traffic. These areas relate to external noise levels and do not take issues like insulation etc into consideration. The information is provided to make you aware of this and so that you may consider noise aspects at the detail design stage as you note below.</p> <p>We note your comments about it being a retrofit and the constraints from being an existing site. Sound insulation could be considered at the detailed design stage and we believe that is covered under the Building Regs and the use of appropriate Sound Reduction Index to protect occupiers from external noise. Should insulation be incorporated within any new or retrofitted development, we would welcome you sharing the details with us at the design stage so that we can consider this at the next round of the Environmental Noise Regulations and within the next Noise Action Plan.</p> <p>In addition with respect to noise reduction externally the use of green spaces (that will provide absorption) and installing barriers (that will provide attenuation) should be considered where possible. More information on this can be provided if needed.</p> <p>In respect of whether we need a formal response, I think it is sufficient that you acknowledge the comments and state that noise will be considered at the detailed design stage.</p> <p>We are happy to discuss further and share any information we have</p>	Noted, agreed - Refer to note above.	DTA	CLOSED
<b>14.0</b>					
<b>Roads Maintenance Services</b>					
14.01		Any works to be carried out on the public road or roads that are to transfer into our charge shall be carried out in accordance with the Construction Standards for Roads and Street. Any works that impact on the public road, including the footpaths, shall be carried out under a Road Opening License.	Noted - CSC Confirm any impacting works will be carried out under a Road Opening Licence.	CSC	CLOSED
<b>15.0</b>					
<b>No Report</b>					
15.01		<p>No response has been received to date from the following divisions:</p> <ul style="list-style-type: none"> <li>• Active Travel Programme Office</li> <li>• Dublin District Heating Project Team</li> </ul>	<p>No action required.</p> <p>It is noted, DTA Architects and Varming Consulting M&amp;E Engineers (VCE), had a meeting with Stephen Cull (DCC District Heating Lead) on 01.03.2024. Subsequent to this, DTA Architects with input from Varming Consulting and DCC QS Department made a recommendation to DCC outlining the most compatible Low Carbon Heating System Approach for Glover Court. This report outlined District Heating vs Individual Heating, issued to DCC 24.04.24. It is noted, the DCC District Heating Engineer lead reviewed the IDT heating proposal document and had no objection to the conclusions, per email correspondence of 10.05.2024.</p>	N/A	CLOSED