

QUESTIONS LODGED PURSUANT TO STANDING ORDER NO.16 FOR REPLY AT THE MONTHLY MEETING OF DUBLIN CITY COUNCIL TO BE HELD ON MONDAY, 6th JANUARY 2020

Q.1 COUNCILLOR DERMOT LACEY

To ask the Chief Executive to confirm if he has been publishing Chief Executive Orders under the terms of Section 151 of the Local Government Act 2001 (as amended) and in what manner he has been doing so. If he has not been so publishing them in accordance with the Act to confirm what manner he intends doing so from now on.

CHIEF EXECUTIVE'S REPLY:

After discussion with the Protocol Committee in December it has been agreed that an index of monthly orders will be made available to Councillors from February 2020 (Excluding HR related orders) and that individual orders themselves will be made available to Councillors on request.

Q.2 COUNCILLOR CRÍONA NÍ DHÁLAIGH

To ask the Chief Executive when pay and display has been installed on a street what is the procedure to appeal the installation. How long before residents can ask for it to be rescinded or can this be done?

CHIEF EXECUTIVE'S REPLY:

When a pay and display scheme has been installed on a street there is a timeframe of 2 years before another ballot may be held to vote to either retain or rescind the scheme.

Q.3 COUNCILLOR MÍCHEÁL MAC DONNCHA

To ask the Chief Executive given the refusal of Hammerson to present their Dublin Central concept to the Lord Mayor's Forum, their refusal to grant access to 1916 buildings for survey, their threat of legal proceedings against members and their refusal to guarantee the protection of 1916 buildings at the request of the City Manager, if the on-street report compiled by James Kelly, Conservation Architect, will be made available to Councillors for consideration.

CHIEF EXECUTIVE'S REPLY:

In November 2015, Kelly & Cogan Architects were appointed by Dublin City Council, to undertake a conservation assessment and commenced their research and external survey work. An application was made to the owners for access to the sites. Their solicitors objected to the appointment of Kelly & Cogan Architects as they asserted that this firm advised and completed affidavits in High Court proceedings relating to the sites. The Law Agent advised that in these circumstances they should not be appointed by the Council to do the assessment of the structures.

In conclusion, the on-street report compiled by Kelly & Cogan is only a Draft Report dated 31 August 2016. It is incomplete, as the consultants were not allowed inspect any of the structures internally nor inspect within the site boundaries. The assessments and recommendations of the Draft Report can be considered to be preliminary only, pending further research, examination, internal inspection and explanation. No final report has been submitted, which can be presented to Councillors for formal consideration.

If the Councillor wishes to view the contents of the incomplete report, this can be arranged by contacting Maire Igoe at maire.igoe@dublincity.ie.

Q.4 COUNCILLOR DERMOT LACEY

To ask the Chief Executive if he can arrange for the old baths at Sandymount/Merrion Strand to be cleaned and repainted?

CHIEF EXECUTIVE'S REPLY:

Arrangements will be made for the removal of graffiti on the structures in question which were former Victorian baths. There is no merit in carrying out any other 'cleaning'.

Q.5 COUNCILLOR DERMOT LACEY

To ask the Chief Executive if he can confirm the planning status (i.e. protected or not) of:

- Roddy's Tram Sheds Sandymount, Dublin 4
- St. Johns Hall, Sandymount, Dublin 4

CHIEF EXECUTIVE'S REPLY:

In relation to Item 1, the former Dublin United Tramways depot (converted to offices), also known as Roddy's Tram Sheds, on Guilford Road is not on the City Council's Record of Protected Structures.

The former depot is zoned Objective 'Z2' "to protect and/or improve the amenities of residential conservation areas" in the City Development Plan and are, therefore, afforded some conservation protection under the provisions of Chapter 11, Section 11.1.5.4 Architectural Conservation Areas and Conservation Areas of the 2016-2022 Development Plan, including Policy CH4. The Z2 'Residential Conservation Area' Zoning Objective is considered by the Conservation Section to be adequate conservation protection for the area at present, pending an assessment of the special interest of the tram depot buildings at some time in the future.

In relation to Item 2, St. John's Hall. I understand that the hall referred to comprises a building situated on the south side of St. John's Court close to the junction with St. John's Road East. It is not on the City Council's Record of Protected Structures.

The hall and adjacent properties are zoned Objective 'Z2' "to protect and/or improve the amenities of residential conservation areas" in the City Development Plan and are, therefore, afforded some degree of conservation protection under the provisions of Chapter 11, Section 11.1.5.4 Architectural Conservation Areas and Conservation Areas of the 2016-2022 Development Plan, including Policy CH4. The Z2 'Residential Conservation Area' Zoning Objective is considered by the Conservation Section to be adequate conservation protection for the area at present, pending an assessment of the special interest of the tram depot buildings at some time in the future.

Q.6 COUNCILLOR CHRISTY BURKE

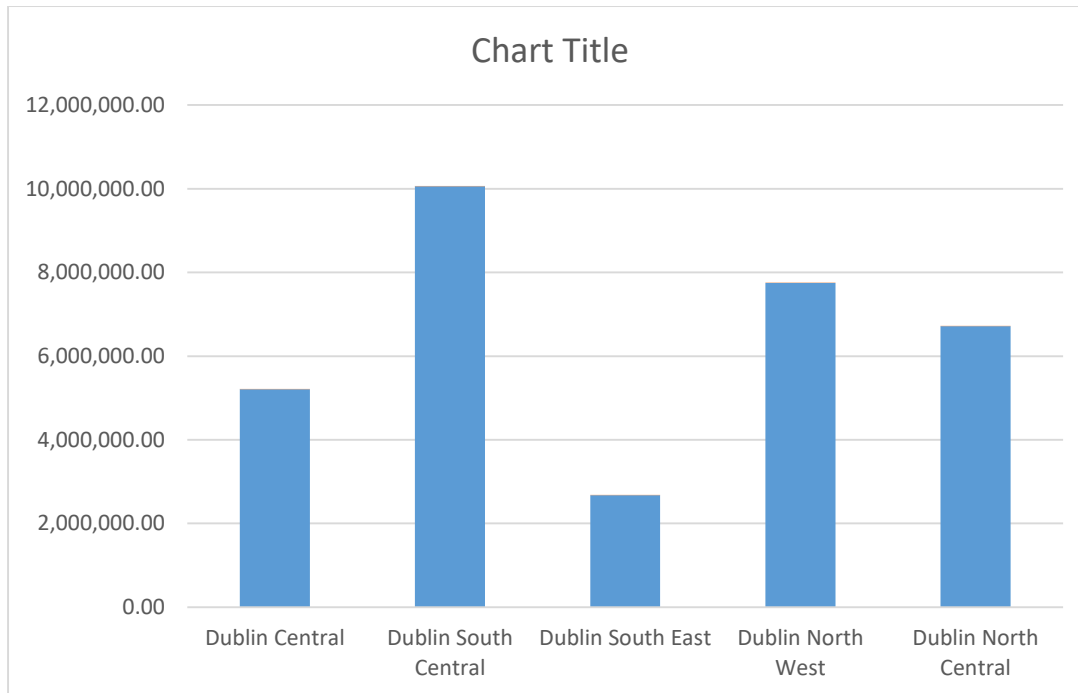
To ask the Chief Executive that Dublin City Council put in place a bench at Church Street East Wall as agreed by central area, to acknowledge the great work (**details supplied**) carried out in the area.

CHIEF EXECUTIVE'S REPLY:

The Area Office will arrange for the bench to be installed.

Q.7 COUNCILLOR CHRISTY BURKE

To ask the Chief Executive what is the current rent arrears owed to Dublin City Councils rents department.

CHIEF EXECUTIVE'S REPLY:**Distribution of Rent Arrears by Dublin City Council Areas- November 2019**

Administrative Area	Total Arrears Amount	No. of Tenancies
Dublin Central	5,212,003.71	2371
Dublin South Central	10,055,720.35	4544
Dublin South East	2,678,106	1773
Dublin North West	7,750,688.88	3796
Dublin North Central	6,717,671.70	2503
	32,414,190.64	14988

Q.8 COUNCILLOR CHRISTY BURKE

To ask the Chief Executive if Dublin City Council would replace the small window at (details supplied).

CHIEF EXECUTIVE'S REPLY:

The foreman called to this address and there was no-one home, he carried out an external inspection of the windows at the front of the house and didn't notice anything unusual. The house has recently undergone the wrap around insulation. He will call again next week for further inspection.

Q.9 COUNCILLOR CHRISTY BURKE

To ask the Chief Executive if Dublin City Council are continuing to employ apprentices in the Dublin area.

CHIEF EXECUTIVE'S REPLY:

There are currently 29 apprenticeships progressing through Dublin City Council's Junior Apprenticeship Programme. The number of employees undertaking the various apprenticeships is detailed below.

Apprenticeship	Number of Employees
Brick and Stone Laying	6
Carpentry	9
Plumbing	9
Electrical	5

3 of the 29 apprentices entered the programme by way of the Dublin Institute of Technology “Access to Apprenticeship” programme which is a 12 week programme which aims to support the transition of students (16-24 years old) from disadvantaged backgrounds into an apprenticeship scheme.

Q.10 COUNCILLOR NIAL RING

To ask the Chief Executive to detail the 19 Dublin City Council owned sites which are on the Vacant Site Register. Details should include address, size, length of time on register, levy applicable to each site, suitability of each site for development, current status regarding future use of each site.

CHIEF EXECUTIVE’S REPLY:

There are currently **17** (17/12/2019) Dublin City Council owned sites published on the Vacant Sites Register. Please see attached report in relation to these entries:

Q.11 COUNCILLOR NIAL RING

To ask the Chief Executive for an update on the Clontarf to City Centre Cycle Route, in particular relating to the increased costs identified which has resulted in the requirement for a new business case to be prepared and submitted to the department. Can the Chief Executive detail the background to the increased costs (and detail the cost involved from original estimate to current estimate) and if the business case has been prepared and submitted to the department yet. Also, to ask the Chief Executive if the scope of the project has changed materially and if this now needs further approval of members. Finally, can the Chief Executive confirm whether, or not, the change in traffic light sequencing at the Fairview/Malahide Road/Howth Road junctions has anything to do with the implementation of the cycle route as this change has caused traffic chaos in the area.

CHIEF EXECUTIVE’S REPLY:

In the Executive Summary of the Part 8 Planning Application Report (December 2016) prepared by the consultant appointed for the preliminary design stage, the construction cost of the Clontarf to City Centre Cycle Scheme was estimated at €7.35 million. As the overall cost was below €20 million, a detailed cost benefit was not required, in line with the Public Spending Code.

Part 8 approval was granted in October 2017, with conditions attached that required significant changes to the scheme design in order to achieve compliance. These revisions have resulted in significant improvements in the quality of the scheme, and include segregation of cyclists at bus stops, increased continuity of segregation along the entire route and protection of cyclists at junctions together with landscaping improvements.

The updated cost estimate took account of the following:

- 1) Compliance with the conditions of the Part 8 approval, which include cycle segregation and landscaping.

2) Collaboration with other service providers in order to minimise disruption to residents, businesses and commuters by combining different elements into a single project, in order to deliver value for money by ensuring that all works are carried out in one instance. It is normal practice in the delivery of significant transport infrastructure that Dublin City Council collaborates with other service providers. The current cost estimate includes refurbishment of cast iron water mains of sizes varying from 4" to 12" along the route corridor. This will necessitate the excavation of a trench on either side of the carriageway for a significant proportion of the corridor, as well as a number of road crossings. Many of the side roads have had their water mains renewed over the last 35 years. However, this could not be done on this corridor in part due to the traffic impact and the extensive road resurfacing that it would entail. The final extent of water services related works will be finalised and agreed with both the NTA and Irish Water.

Detailed design has since been developed further and works involved in the scheme now include:

- Upgrade and reconfiguration of existing signalised junctions
- Construction of new toucan crossings
- Installation of DCC CCTV Infrastructure
- Installation of DCC Public Lighting
- Pavement Construction
- High quality granite paving and kerbing
- Precast and in-situ concrete paving
- Demolition of existing retaining walls
- Retaining walls
- Drainage works including new surface-water collector sewers and green infrastructure
- Water-main upgrades
- Utility diversions
- Protection of existing utilities
- Pavement construction
- Soft landscaping, including several new trees
- Street furniture
- Road markings and traffic signs
- Works on, adjacent to and over live rail lines
- Works on or adjacent to the Royal Canal and Tolka River
- Works on and adjacent to live carriageways in a heavily trafficked urban area
- Works on, over and adjacent to underground cellars and basements
- Traffic management including traffic diversions.

This project scope goes beyond a simple provision of segregated cycle tracks. It is a major engineering undertaking that delivers improved pedestrian facilities and public realm enhancements, segregated cycle tracks, improved cycle facilities, optimised bus priority and junction upgrades, as well as providing multiple water main upgrades, and upgraded road drainage and green infrastructure water management solutions.

As a result of the increased scope and taking into account increasing construction costs, the total project costs have increased substantially since 2013. It is currently estimated that total project costs may increase to over €20 million. To put the increase in context, it is estimated that the cost of the additional works associated with water-main replacement and drainage works together would be in the region of €5-€7 million if carried out as a standalone project. Given that this route is one of the busiest transport corridors in Dublin City, it is prudent to include these works in the Cycle

Scheme Project, so that major traffic disruption along this corridor will not be required again for many years.

A draft business case that includes a Cost Benefit Analysis (CBA) is currently being finalised and will be submitted to the National Transport Authority in December 2019 for their consideration.

More accurate project cost estimates will be available following receipt of tenders, and project costs will be reviewed again at that stage.

The scope of the project has not changed materially since Part 8 approval was granted and so further approval of members is not required. The recent sequence change to the traffic signals at the Fairview/ Malahide Road junction did not have anything to do with the proposed Clontarf to City Centre scheme.

The reason for the change in traffic signal sequencing was to improve pedestrian safety. In the previous signal sequence the pedestrian crossings on the outbound side of the Malahide Road ran immediately after the right turn movement from Clontarf Road to Malahide Road. There were frequent reports of vehicles continuing through the light after it had turned red, proceeding through the pedestrian crossing after it had turned green.

In the new sequence the pedestrian crossing runs before the right turn movement which eliminates this potentially dangerous situation for pedestrians.

Q.12 COUNCILLOR NIAL RING

To ask the Chief Executive if DCC has the authority or power to make it a condition in the issue of a of Casual Traders Licence that the licence holder will not use single use plastics or, if not, can DCC examine ways in which traders can be incentivised to eliminate such usage.

CHIEF EXECUTIVE'S REPLY:

There is no specific provision in the Casual Trading bye-Laws in relation to introducing a condition regarding single use plastics. The Bye-laws are, however, due to be reviewed in 2020 and the introduction of such a condition and other Climate Action Plan objectives will be considered as part of that review. In the interim, in the recently issued Tender for the management and operation of the Temple Bar weekend markets, an award criteria was introduced to assess how Tenderers would have a positive effect in relation to the Climate Change Action Plan in relation to waste reduction/recycling. It is intended to introduce similar award criteria in future Tenders.

Q.13 COUNCILLOR NIAL RING

To ask the Chief Executive to detail the steps involved in the implementation of further 30km/h so that all residential areas will have such a speed limits as the common perception is that the implementation merely involves putting up signage, a perception which results in a lessening of the impact of and adherence to the speed limit itself.

CHIEF EXECUTIVE'S REPLY:

The proposed Special Speed limit Bye-Laws 2019 set out the expansion on the existing 30km/h speed limit zones in predominantly residential areas. These new Bye-Laws were adopted at the December 2019 Transportation SPC. The intention of Dublin City Council's Transportation Department is to roll out of 30km/h speed limits in all residential areas across the local authority as a whole during 2020.

From September 2019 Dublin City Council had a 30km/h Speed Limit awareness Radio Campaign and from early 2020, in line with roll out of signage installation, Dublin City Council will commence a substantial Social Media campaign.

Q.14 COUNCILLOR CHRIS ANDREWS

To ask the Chief Executive to arrange to have the back door handle which is falling off replaced or repaired at **(details supplied)**, and to fix the back bedroom window which doesn't close properly or open properly?

CHIEF EXECUTIVE'S REPLY:

The foreman has checked the back door handle and the windows and both are in working order. There are issues with the kitchen and hall door and both of these will be repaired in the New Year.

Q.15 COUNCILLOR CHRIS ANDREWS

To ask the Chief Executive to review the following housing maintenance issue: Can the resident at **(details supplied)** get a new front door as it is loose in the frame and very unsafe and also very draughty?

CHIEF EXECUTIVE'S REPLY:

Area Maintenance Officer informs us that upon inspection by his staff, the tenant **(detailed supplied)** and it will not be repaired or replaced by Dublin City Council.

Q.16 COUNCILLOR CRÍONA NÍ DHÁLAIGH

To ask the Chief Executive to inspect the public lighting at **(details supplied)** and can this area have the lighting unproved/upgraded.

CHIEF EXECUTIVE'S REPLY:

There is no Public Lighting improvement programme intended for here at the moment. However, we have investigated the existing lighting and will consider adding any necessary improvements for inclusion in a future public lighting programme of improvements, subject to finances being available. We will continue to carry out routine maintenance works on the existing lights and will replace existing lamps as required.

Q.17 COUNCILLOR MANNIX FLYNN

To ask the Chief Executive to issue a full report evaluating and reviewing the success rate of the social employment clause initiative in local building contracts in the past 5 years.

Particularly with regards to state funded or sites with state and local authority involvement i.e. housing construction sites, Grangegorman, Charlemont Street Development, Teresa's Gardens etc.

This review also to include what permanent jobs or permanent employment was achieved? What part-time work was achieved? What was the breakdown of local people involved?

What was the gender balance and the social economic balance?

CHIEF EXECUTIVE'S REPLY:

A reply will issue to the Councillor within 2 weeks of meeting.

Q.18 COUNCILLOR MANNIX FLYNN

To ask the Chief Executive to issue a full report with regards the intended closure of demolition of the Markiewicz pool. This report also to include, in the event of this pool's

demolition, for whatever reason, what alternative provisions for a swimming pool or other amenities have been made or are being planned for this area?

Also, what correspondence has DCC had with the NTA to date in relation to this issue of the Metro North?

CHIEF EXECUTIVE'S REPLY:

Discussion are on-going between the City Council and TII/NTA in relation to routing options for MetroLink.

The construction of MetroLink will be of major benefit to the city and especially to communities in the city centre. It will also increase the vitality of the city centre. The NTA/TII, in selecting the optimal alignment, is committed to minimising adverse impacts on communities and on residential properties as far as reasonably possible.

It is the City Council's understanding that alternative alignments that will avoid the need to demolish the building housing the Markievicz Leisure Centre and other Council owned properties in the area were considered. To date they have been rejected because they are considered not viable from an engineering perspective. It is our understanding that alternative route alignments are being re-examined.

If the building housing the Markievicz Leisure Centre has to be demolished, the NTA/TII has offered to construct an alternative Leisure Facility for the City Council in advance of construction on MetroLink, assuming a suitable site can be identified. We are currently seeking to identify such a site. However, it may be difficult to source a suitable site in the immediate area. Failing this, the TII/NTA has given a commitment to reinstate the Leisure Facility on its current site after the MetroLink works are complete.

If Council properties need to be demolished to facilitate the construction on MetroLink every effort will be made to rehouse the residents in the general area. The timing of this and the duration of the sterilisation on any Council sites will only be know when the route for MetroLink is finalised.

Q.19 COUNCILLOR MANNIX FLYNN

To ask the Chief Executive to instruct Dublin City Council's audit committee to carry out a full forensic examination of the financial arrangements that the Dublin Homeless Executive have with the Peter McVerry Trust in relation to the contracts of The Staircase building on Aungier Street and also the lease on the Avalon House, Whitefriar Place/Aungier Street?

CHIEF EXECUTIVE'S REPLY:

The functions of an Audit Committee are set out in the Local Government Reform Act 2014 and Audit Committees and their members are independent in the performance of their activities. It is important to ensure that Audit Committees maintain their independence and objectivity. Consequently, it would be inappropriate, for the Executive, to direct or influence the Audit Committee in any specific manner.

Q.20 COUNCILLOR MANNIX FLYNN

To ask the Chief Executive to issue a full report as to how many of Dublin City Council's social housing complexes and flats have designated disability parking bays? This report to include senior citizen complexes and also all approved housing bodies and charitable organisations that are providing services to Dublin City Council Homeless executive (i.e. Peter McVerry Trust, Focus Ireland, Simon Community, Iveagh Trust etc.).

CHIEF EXECUTIVE'S REPLY:

The Dublin Region Homeless Executive (DRHE) do not generally provide parking facilities for emergency accommodation service users. If as service user requires a designated disability parking bay the DRHE liaises with our service providers to arrange for the provision of same.

Dublin City Council has installed disabled parking spaces in the following complexes: Markievicz House, Islandbridge Court and Canon Mooney Gardens.

There is a requirement that 5% of car park spaces in housing developments are designated for disabled parking bays.

Dublin City Council is working towards increasing this to the required 5%.

List of disabled car parking spaces in **Kilbarrack Area** Senior Citizens Complexes.

Senior Citizens Court	No. Disabled Car Parking Spaces
Greendale Court	4
Newgrove Estate	0
Clanmaurice Court	4
Rosevale Court	1
Richmond Road	0. Note closed complex, no residents parking.
St Brigid's Court	0.
St Anne's Court	1
Raheny Court	2
St Gabriel's Court	0.
St Johns Court	0.
St Vincent's Court	0.
Thorndale Court	1
Clancarthy Court	0.

Darndale Office

Disability parking spaces in complexes under the control of the Darndale Office is 9 spaces.

This can be increased or decreased, as the need requires.

Domville Woods	1 space
Hampstead Court	2 spaces
Albert Collage Court	2 spaces
Cromcastle Court	3 spaces

AHB (Homeless Hub)

Castle Elms Court, Green Castle Road. 1 space.

North West Inner City

There is one disabled parking bay in Hardwick Street but a second bay will be installed shortly. There are no disabled parking bays in any other complexes.

Cabra/Glasnevin

Charleville Court is the only complex in the Cabra/Glasnevin area that has disability parking bays.

North East Inner City

There are designated Disability Parking Bays in the area. They are at 2 – 5 Ballybough Road, Wellesley Place and Brendan Behan Court.

Kimmage/Rathmines

Dublin City Council complexes in the Kimmage/Rathmines electoral area do not generally have designated disability parking bays. However, individual tenants may apply to have such bays installed where there is a medical need for such a facility. Some disability parking bays have also been installed as part of Precinct Improvement Schemes. Accordingly the following DCC complexes have designated disability parking bays:

- Lorcan O'Toole Court – 1 bay
- Grove Road Flats – 1 bay

The new Senior Citizens complex in Rafter's Lane, which is managed by Circle VHA also has one designated disability parking bay. There are no other complexes in the Kimmage/Rathmines area which are managed or owned by approved housing bodies which have such bays.

There are disability parking bays throughout the flat complexes situated in the South East Inner City and Pembroke electoral areas. Any resident/tenant who holds a disabled parking permit may apply for the installation of a disability parking space.

Q.21 COUNCILLOR TINA MACVEIGH

To ask the Chief Executive for a breakdown of how many homes Dublin City Council were able to build or acquire from the allocated sums from last year's budget? Could the council officials also indicate how much exactly was spent from the housing budget allocation if it was not all spent?

CHIEF EXECUTIVE'S REPLY:

The projected figure for Dublin City Council built/acquired homes in 2019 is 446. As the City Council does not receive a monetary budget for these delivery areas, an 'under/overspend' does not apply.

The only budget allocations are the approval amounts issued by the Department of Housing, Planning and Local Government for construction programmes from which the Housing Department claim as expenditure occurs.

Q.22 COUNCILLOR TINA MACVEIGH

To ask the Chief Executive how many homes does Dublin City Council project will be acquired for those on housing list based on the projected housing allocation budget for next year and whether the sums allocated are broken down into separate allocations for new build and acquisition?

CHIEF EXECUTIVE'S REPLY:

The projected delivery for homes in 2020, under our Housing Acquisition programme, is approx. 200, however the target numbers for 2020 have not yet been released.

The City Council does not receive a monetary budget for the delivery of housing under new build/acquisition other than the approval amounts issued by the Department of Housing, Planning and Local Government for construction programmes from which the Housing Department claim as expenditure occurs.

In terms of house purchase, the Housing Acquisitions Programme is set a nominal target for each year and as expenditure is incurred, it is recouped.

Q.23 COUNCILLOR NOELEEN REILLY

To ask the Chief Executive to repair the Rain Traps on the Poppintree Community Centre.

CHIEF EXECUTIVE'S REPLY:

The manager of the facility will investigate any works required for the rain water traps in Poppintree Sport and Community Centre and put in place a schedule of works.

Q.24 COUNCILLOR NOELEEN REILLY

To ask the Chief Executive for an update on the North City Depot.

CHIEF EXECUTIVE'S REPLY:

The process for procurement of a works contractor for the North City Operations Depot is ongoing with tenders due to be received in late January 2020. It is expected that construction will commence in late Q1 / early Q2 of 2020. The expected construction duration is 19 months after which office fit-out will be required before the Depot can become operational.

Q.25 COUNCILLOR NOELEEN REILLY

To ask the Chief Executive if some of the Ballymun Regeneration Funds can be used to hold a sports expo for children in the area where all local clubs are invited to attend.

CHIEF EXECUTIVE'S REPLY:

The Local Area Office fully recognises the positive role Sport and Active Recreation can have on the social, physical and mental health of all citizens. The proposal to hold an open day or fair for all stakeholders in Sport and Active Recreation in Ballymun has merit, and will be delivered by the Ballymun Area Office in partnership with our colleagues in the Dublin City Sport and Active Recreation Partnership.

Q.26 COUNCILLOR NOELEEN REILLY

To ask the Chief Executive what are the long term plans for parking and traffic around the Ballymun Shopping Centre Site.

CHIEF EXECUTIVE'S REPLY:

The long term plans for traffic management and parking associated with the redevelopment of the Ballymun shopping centre site will be guided by the policy and standards contained in the Dublin City Development Plan 2016 – 2022 (the Development Plan) and the Ballymun Local Area Plan (LAP) 2017. Development Plan and LAP policy seeks to encourage walking and cycling for short local journeys to shops/facilities and public transport stops. Figure 9 of the LAP (page 31) sets out the details for future streets in the area, including the creation of new connections to Main Street. The Council is engaged in ongoing discussions with Transport Infrastructure Ireland and the National Transport Authority in relation to a proposed underground Ballymun Metro link station and its interface with the site.

The detail as to future movement and parking requirements for the redevelopment of the Ballymun shopping centre site is dependent upon the scale and mix of uses proposed, subject to a planning application and will be assessed in the above context.

Q.27 COUNCILLOR LARRY O'TOOLE

To ask the Chief Executive to respond to this housing application query. This gentleman is in private accommodation at **(details supplied)**. His lease is up early 2020. When will DCC be in a position to offer him council accommodation?

CHIEF EXECUTIVE'S REPLY:

The above applicant is on the Housing List with an application date of 19/06/2013, the applicant holds the following positions on this list;

Area	Bedsizes	Position
Area B	1	534

Based on this position it may be a considerable time before the applicant is reached for an offer. It is not possible to indicate accurately the prospect of an offer for any applicant. The number of vacancies arising will be a determining factor in the length of time applicants could expect to be on the waiting list.

The applicant may be eligible for HAP which will provide him with financial assistance towards the cost of renting another property. Should the applicant wish to apply for the HAP scheme, he should present to the Allocations Section with current income details where a Housing Advisor can provide information and advice on the scheme.

It may also benefit the applicant to increase his areas of choice as it may increase his chance of being housed in a shorter timeframe. Housing Advisors are available (Monday – Friday 9.30am – 4pm) to discuss options with the applicant should she wish to amend his application to include additional areas of choice.

Q.28 COUNCILLOR LARRY O'TOOLE

To ask the Chief Executive to respond to this housing maintenance matter. Please indicate when the leaking roof (slates missing) at this property will be repaired at **(details supplied)**.

CHIEF EXECUTIVE'S REPLY:

The Foreman for the Area will get the leaking roof repaired before the end of the working week.

Q.29 COUNCILLOR LARRY O'TOOLE

To ask the Chief Executive to respond to this request. The occupier of the grocery/newsagent unit in **(details supplied)** is interested in buying out the lease of the premises. This family have served the local community for over forty years. Can this request be favourably considered?

CHIEF EXECUTIVE'S REPLY:

The lessee of the retail unit in question has made a formal application in relation to his lease and this is currently under consideration.

Q.30 COUNCILLOR LARRY O'TOOLE

To ask the Chief Executive to respond to this query at **(details supplied)**. These residential properties are zoned Z6 Commercial. Can you supply the zoning history of these properties, which although residential are zoned for commercial use.

CHIEF EXECUTIVE'S REPLY:

There are currently two houses on **(details supplied)** that are zoned Z6. These two houses have been zoned Z6 for at least the past 3 Development Plans. It is the intent that their zoning will be reviewed as part of the Development Plan review commencing in 2020 and that a more appropriate zoning policy will be recommended. The zoning objective does not constrain the use of these houses for their current purpose.

Q.31 COUNCILLOR ANTHONY CONNAGHAN

To ask the Chief Executive to provide a comprehensive report of Listed Buildings in the Dublin 11 area. Also, can a list be supplied of buildings which were put forward for listing but were refused and reasons for why they were refused.

CHIEF EXECUTIVE'S REPLY:

The City Council's Record of Protected Structures (RPS) is compiled alphabetically by street name only. However, the post code is recorded for each entry/structure on the RPS.

In relation to the first item, a schedule of protected structures in the Dublin 11 area will be prepared by the Conservation Section during the month of January 2020.

In relation to the second item, the Conservation Section have a list of more than 300 candidate additions to the RPS, that have been nominated over the years by Elected Representatives, residents groups and individuals across the city. These are currently being assessed for possible addition according to a methodology and prioritisation agreed with the Dublin City Planner, John O'Hara. This list will be examined for buildings/structures that have been nominated for addition in the Dublin 11 area and a schedule will be prepared in due course.

The details of both schedules will be sent directly to the Councillor at the end of January.

Q.32 COUNCILLOR ANTHONY CONNAGHAN

To ask the Chief Executive for an update on the Kildonan Lands development.

CHIEF EXECUTIVE'S REPLY:

A reply will issue to the Councillor within 2 weeks of meeting.

Q.33 COUNCILLOR SÉAMAS MCGRATTAN

To ask the Chief Executive to have **(details supplied)** swept on a regular basis due to problems associated with ongoing construction on the Road.

CHIEF EXECUTIVE'S REPLY:

Waste Management Services will ensure that **(details supplied)** is swept on a regular basis while the construction work is taking place there. We also will ensure that the construction company there play their part in keeping the area as clean as possible while they are working there.

Q.34 COUNCILLOR SÉAMAS MCGRATTAN

To ask the Chief Executive to arrange to have a shower fitted downstairs for the tenant in **(details supplied)**.

CHIEF EXECUTIVE'S REPLY:

This property is not a Dublin City Council property. Installing a shower in this property is not within Housing Maintenance remit

Q.35 COUNCILLOR SÉAMAS MCGRATTAN

To ask the Chief Executive to have the paths repaired on **(details supplied)**.

CHIEF EXECUTIVE'S REPLY:

Sections of the footpaths in both **(details supplied)** will be added to the 2020 Works Programme for repair.

Q.36 COUNCILLOR SÉAMAS MCGRATTAN

To ask the Chief Executive to arrange for new PVC windows to be fitted for the tenant in **(details supplied)**.

CHIEF EXECUTIVE'S REPLY:

The tenant of this property had approval for new windows throughout the property. However, when the staff from the Joinery Workshop called to fit the new double glazed wooden windows, the tenant refused them as they wanted PVC windows. Dublin City Council does not install PVC windows, so the job was cancelled.

Q.37 COUNCILLOR DERMOT LACEY

To ask the Chief Executive if he will request the relevant Officials to present the option of a trial two way cycle path along the Liffey Quays to the full City Council for a six-twelve month period in 2020 to enable a true understanding of the impact of such a scheme on the City.

CHIEF EXECUTIVE'S REPLY:

In March 2019, Dublin City Council (DCC) received the Emerging Preferred Design for the Liffey Cycle Route from the National Transport Authority. This was presented to a Special Transport SPC on April 3rd 2019. The Emerging Preferred Design underwent a non-statutory public consultation from May 2nd to June 6th 2019. The Non-Statutory Public Consultation Summary Report was published on the Dublin City Council website in December 2019.

Dublin City Council has a number of policy objectives relating to the Liffey corridor that span across a range of functional areas. The Environment and Transportation Department is currently engaged in extensive DCC inter-departmental consultation on the project. The project team is currently going through due diligence scoping the project, to ensure that objectives other than those relating to mobility are taken into account.

The project team is currently working on a number of these such as;

- Appropriate Assessment Screening Report and EIA Screening Report
- Mapping of existing material assets, including architectural, archaeological and flora
- Stakeholder identification and mapping
- Quay wall structural and bridge condition surveys
- Flooding and sustainable drainage

This information along with the comments received as part of the non-statutory public consultation will help frame a robust brief for an engineering service provider. The brief will be issued for tender in Q1 2020, with a design team being appointed in Q2 2020.

The nature of the appropriate statutory approval process will be dictated by the outcome of the above scoping exercises and the future timelines will be dependent on the statutory approval process required. Clarity on the delivery time will be made available in Q2 2020.

Following representations from a number of City Councillors, the Environment and Transportation Department shall prepare a report on the feasibility of introducing an interim cycle route along the Liffey quays prior to the full scheme being delivered. It is envisaged that this report will be presented to the Area Committees and City Council in Q2 2020. The implementation of an interim scheme would be subject to availability of resources.

Q.38 COUNCILLOR RAY MCADAM

To ask the Chief Executive to arrange for the untaxed and uninsured vehicles located on the laneway to the rear of **(details supplied)** removed at the earliest possible opportunity; and if he will make a statement on the matter?

CHIEF EXECUTIVE'S REPLY:

Our Abandoned Vehicles Officer will investigate the untaxed and uninsured vehicles located in the above mentioned laneway. Following this investigation, any vehicle deemed to be abandoned will be removed.

Q.39 COUNCILLOR RAY MCADAM

To ask the Chief Executive to urgently arrange for the replacement of a street sign along **(details supplied)** following its removal from a property on the street during recent renovation works; and if he will make a statement on the matter?

CHIEF EXECUTIVE'S REPLY:

This request has been added to the existing street name-plates contract.

Q.40 COUNCILLOR COLM O'ROURKE

To ask the Chief Executive that the traffic / parking on Crawford Avenue in Glasnevin specifically at both the start and at the end of the school day is investigated and a solution be put in place to prevent any serious incidents happening to children and other pedestrians on their way to and from the nearby school. Could the possibility of a one way system to operate at certain times of the day be investigated?

CHIEF EXECUTIVE'S REPLY:

Crawford Avenue is appropriately engineered with respect to designated parking areas and other areas in which it is illegal to park. These different areas include parking bays, double yellow lines and a school keep clear zone. No further engineering measures are recommended or are considered necessary. If the Cllr would like to request any specific amendments to the current layout, they are welcome to submit them at <https://www.dublincity.ie/traffic-service-request-councillor> and these can be considered.

In terms of the potential for creating a one-way street at this location, these type of traffic systems typically encourage traffic to flow at greater speeds to the detriment of vulnerable road users and if made in isolation, may make it less likely for children to travel to school in a sustainable manner in future. Further to this it would result in significant inconvenience to local residents and business who currently obey the rules of the road at this location. A one way street is therefore not recommended.

Congestion at school gates is an issue in many schools in the city. Often the issue can only be solved by reducing drop off/pick up by car rather than by infrastructural measures. An internal focus group, consisting of personnel from Road Safety, Sustainable Mobility & Projects Infrastructure and Communication & Promotion and the Transport Advisory Group, has been established to explore options in creating safer routes to school. The implementation of future measures is reliant on community buy-in for their success. All options chosen for trial and/or implementation will include a strong engagement strategy to maximise support at local level.

Q.41 COUNCILLOR COLM O'ROURKE

To ask the Chief Executive that public lighting be installed along the canal walkway from the Luas Stop at Broombridge to Rathborne. It is understood that the canal and its towpaths fall under the remit of Waterways Ireland but as part of the Royal Canal Cycleway project, public lighting will be provided along the Royal Canal from Ashtown Village to Phibsborough Village. Therefore is there an envisaged timeline as to when adequate lighting will be provided at this location?

CHIEF EXECUTIVE'S REPLY:

Public Lighting is proposed to be installed as part of the Royal Canal Phase 4 Cycle Scheme project from Phibsborough Road to Ashtown. Detailed design is currently being finalised. It is currently anticipated that the project will go to tender in early 2020 and construction will commence in autumn 2020. The total expected project duration is 12 months.

Q.42 COUNCILLOR COLM O'ROURKE

To ask the Chief Executive that while traffic calming measures from Ashtown roundabout to Ashtown Grove are being considered by the relevant engineers, that temporary signage be put in place for road-users (particularly at the Darling Estate side of the Navan Road) to remind them to slow down and to reduce their speed.

CHIEF EXECUTIVE'S REPLY:

The Area Engineer has reported that a 50km/h roundel will be recommended for inbound traffic at approx. 50 metres southeast of the Halfway house roundabout.

A 50km/h roundel will be recommended for outbound traffic at approx. 20 metres northwest of the junction with Ashtown grove.

Q.43 COUNCILLOR JOE COSTELLO

To ask the Chief Executive if he will compile a database of social support service facilities in each local electoral area in order to enable the implementation in the Sustainable Communities and Neighbourhoods Policy SN27 in the Dublin City Development Plan.

CHIEF EXECUTIVE'S REPLY:

Dublin City Council do not have social support service facilities in place. This question would be more relevant to the Department of Health, the HSE, the Department of Social Protection or Tusla.

Q.44 COUNCILLOR JOE COSTELLO

To ask the Chief Executive for an update on the status of the Liffey Cycle Route.

CHIEF EXECUTIVE'S REPLY:

In March 2019, Dublin City Council (DCC) received the Emerging Preferred Design for the Liffey Cycle Route from the National Transport Authority. This was presented to a Special Transport SPC on April 3rd 2019. The Emerging Preferred Design underwent a non-statutory public consultation from May 2nd to June 6th 2019. The Non-Statutory Public Consultation Summary Report was published on the Dublin City Council website in December 2019.

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This information along with the comments received as part of the non-statutory public consultation will help frame a robust brief for an engineering service provider. The brief will be issued for tender in Q1 2020, with a design team being appointed in Q2 2020.

The nature of the appropriate statutory approval process will be dictated by the outcome of the above scoping exercises and the future timelines will be dependent on the statutory approval process required. Clarity on the delivery time will be made available in Q2 2020.

Following representations from a number of City Councillors, the Environment and Transportation Department shall prepare a report on the feasibility of introducing an interim cycle route along the Liffey quays prior to the full scheme being delivered. It is envisaged that this report will be presented to the Area Committees and City Council in Q2 2020. The implementation of an interim scheme would be subject to availability of resources.

Q.45 COUNCILLOR JOE COSTELLO

To ask the Chief Executive if he will state the number of applications for planning permission for AirBnB self-contained units; the number of home-host registrations; the number of planning enforcement complaints received regarding AirBnB and the steps he is taking to ensure that all AirBnB operators register with the Council and are compliant with the regulations.

CHIEF EXECUTIVE'S REPLY:

1. The number of planning exemptions notified for short term lets since the regulations came into force is 240
2. The number of new planning permissions sought for term letting purposes and the number granted

15 x Change of use applications have been received to-date.
0 x Change of use planning permissions have been granted
3 x applications were withdrawn
2 x applications were invalidated
8 x Change of use planning applications have been refused.
2 x awaiting pending decision.

3. The number of planning retentions for short term letting purposes sought and granted since the new regulations came into force and;
4. How many planning enforcement actions are in train or have been taken to date?

Since 1st July 2019 190 investigations initiated and Warning Letters issued. 16 Enforcement Notices have been issued in respect of these cases. 1 Prosecution has been initiated to date.

The onus under the new Short Term Letting Regulations is with the operators of these properties, who consider that they fall within the exemptions to register with the Local Authorities. The Planning Enforcement Section (Short Term Letting Unit) will be fully resourced by the end of January 2020. A fully proactive approach will be taken by the Planning Enforcement Section (Short Term Letting Unit) in 2020 with a target of initiating up to 1000 investigations during the course of the year relating to Short Term Lettings

Q.46 COUNCILLOR JOE COSTELLO

To ask the Chief Executive if he will state the number of housing units that have been granted planning permission by An Bord Pleanála under the Strategic Housing Development scheme in the City Council area; the number that have commenced; the number that have been completed and the number that have not yet started construction.

CHIEF EXECUTIVE'S REPLY:

Please see attached detailed of Strategic Housing Development which were granted planning permission by An Bord Pleanála. There are 13 granted applications which give a total of 3,734 residential units. Four of the planning permissions, which have a total of 1,162 granted units have commenced. The remaining 9 planning permissions have not commenced, and these have a total of 2,572 granted units. As the dates of commencement are quite recent, we have no further information on how many units have been completed.

Q.47 COUNCILLOR VINCENT JACKSON

To ask the Chief Executive that Dublin City Council look at trying to sort out the ongoing problem with scramblers destroying the football pitches at Cherry Orchard Park next to Church of the Blessed Sacrament on Cherry Orchard Ave Dublin 10. Some of the trainers have told me it's becoming impossible to pay & train on the pitches because of the actions of a few who seem to do what they want with impunity.

CHIEF EXECUTIVE'S REPLY:

The Lord Mayor is establishing a working group to examine the issue of illegal use of scramblers and quad bikes in various areas of the city. An initial meeting was held on 19th December, with representatives from the citywide Joint Policing Committee, the Area Joint Policing Committees and an Garda Síochána. A further meeting will be scheduled in January. An inter-departmental group is also examining the issue at national level.

Q.48 COUNCILLOR VINCENT JACKSON

To ask the Chief Executive that Dublin City Council, Water Ways Ireland & An Garda Síochána use all their resources to address the horrendous ongoing practice of anti-social behaviour at the Grand Canal between the 6th lough / 5th Lough. I have seen at first hand serious anti-social behaviour here, I have asked if the CCTV that is in operation has ever being used to deter same without any satisfactory explanation. In the past week there has being a serious escalation with a number of people having bicycles stolen, personal position taken and some serious injuries. I am very worried someone will be killed if action is not taken to bring those responsible before the courts etc. I am pleading with DCC that this excellent resource is not destroyed by a tiny minority.

CHIEF EXECUTIVE'S REPLY:

The CCTV along the Grand Canal was installed some years ago in collaboration with South Dublin County Council and Waterways Ireland. The CCTV scheme is managed by South Dublin County Council. The CCTV in the City Council's administrative area

is monitored for the City Council by South Dublin County. This arrangement has been in place for several years and is used by An Garda Síochána to support the policing in the area. In recent weeks the CCTV infrastructure at Bluebell was targeted, severely vandalised by fire and put out of action. The City Council are currently in the process of repairing the CCTV and hope to have the system working again in the very near future. In addition, An Garda Síochána have agreed to put increased daily patrols along the canal in the Bluebell and Inchicore areas.

Q.49 COUNCILLOR VINCENT JACKSON

To ask the Chief Executive to take urgent action against the resident of **(details supplied)** for their failure to place domestic waste out for collection despite numerous requests from Dublin City Council and limited removal of waste the problem persists. Neighbours are very angry that we seem powerless to act, has Dublin City Council any sanction for anything against residents who for one reason or another don't care about the neighbours / community.

CHIEF EXECUTIVE'S REPLY:

The tenant has been spoken to previously. The tenant will be written to and asked to attend a breach of tenancy interview.

The householder has been requested in writing to provide evidence of a waste collection service to the Public Domain Officer in accordance with the Waste Management (Segregation, Storage and Presentation of Household and Commercial Waste) Bye-Laws 2018. There has not been any response to date. Further correspondence and enforcement will ensue.

Q.50 COUNCILLOR VINCENT JACKSON

To ask the Chief Executive to please explain what the process is if a resident, in say a community like Ballyfermot is unfortunate to have a manhole in their rear garden which is constantly blocked without any just cause, they are left to pay the cost, clean their garden and live in absolute filth from time to time. The problem is I have no control in what others put in these pipes but I am responsible if they are blocked. I am also asking at what stage it becomes a public health issue & at that stage what avenues are open to Dublin City Council.

I am asking DCC in the exceptional circumstances, a resident has this problem which they have paid a private contractor to sort out with success that DCC look favourably at their plight in this situation.

CHIEF EXECUTIVE'S REPLY:

This is best answered in two parts. The first part dealing with the separation of responsibilities between the private and public sewerage systems was answered on 20th November 2019 in response to an Emergency Motion to the South Central ACM (and copied below at the end of this reply). The second part of the answer, given below, deals with the functioning of the private drainage system which is the subject of *private* law between private properties/individuals.

In the absence of an agreement to the contrary, all houses or properties discharging to a private drain are jointly responsible for its maintenance in proportion to their share of the flow within the drain. This is set out in s43 (4) of the Water Services Act 2007 as amended. In domestic situations this normally means that responsibility for maintaining a private drain at any point is shared equally between each household whose sewage is flowing in the drain at that location. This 'shared' responsibility includes clearing blockages and repairing defects - on both the pipe and its chambers/manholes.

Responsibility does not rest solely with the individual property owner where the blockage or defect is located.

Unfortunately, it is often the case that only one person/property is initially affected by a blockage or defect and the other premises connected to the drain are unaware that a problem exists. Or, if aware, are ignorant of their 'shared' responsibility or are not motivated to act as they are not personally affected. The burden then often falls on just the person or persons initially affected to investigate, locate, and to resolve the problem. In many cases, recovering the share of the costs incurred from neighbours is very difficult and an additional source of stress. Situations where unlawful use or negligence are involved are even more difficult and stressful to resolve.

Various sections of the Water Services Act 2007 permit the relevant Water Services Authority to intervene and to act in cases such as these on the private sewerage system, e.g. to enter properties to carry out investigations, to issue enforcement notices, to carry out works directly and recover costs, and to prosecute for non-compliance with statutory duties. For foul and combined drains the relevant water services authority under the act is Irish Water and the powers are reserved solely to that body. In addition to the surface water sewerage system DCC Drainage Division maintains the public foul and combined sewers on behalf of Irish Water under a Service Level Agreement. DCC Drainage has no statutory authority or power to enter onto private property to investigate, issue notices, or to maintain or repair private foul or combined drains. In this regard, DCC Drainage has on occasion requested Irish Water to intervene in particularly difficult cases on the private sewerage system. However, to date Irish Water has decided not to intervene or use its statutory powers in those cases.

Returning to the issue of private foul/combined drains. In many parts of the city DCC Housing owns properties served by drains shared with private owners/properties. Where a tenant of DCC discharges illegal material to a drain then DCC has responsibility to act to address the problem. For these reasons DCC Housing provides a 'choke-car' service to assist its tenants in clearing blockages on private drains adversely affecting them. For clarity, ownership by DCC Housing of one or more of the houses served by a foul/combined drain does not make it a public sewer nor does it confer any of the statutory powers set out in the 2007 Water Services Act on Dublin City Council. Where the DCC Housing choke car clears a blockage affecting one of its tenants on a combined drain, it is legally entitled to seek recovery of its costs pro-rata from all of the owners/properties affected/benefitting from that service.

From the reasons outlined above, DCC Drainage will not be clearing blockages in private drains.

Response to Emergency Motion at South Central ACM of 20th November 2019

On 1st January 2014 statutory responsibility for water services (including drainage) transferred to Irish Water. The public foul sewers (normally located on the public road) are now in the charge of Irish Water but are maintained on its behalf by Dublin City Council's Drainage Section under a service level agreement [SLA].

Irish Water is responsible under statute for the public sewers in their charge only. The drain typically running along the back gardens of houses (collecting the sewage from each dwelling) is a 'private' combined drain and the legal responsibility of the households served by it - s43(4) of the Water Service Act 2007. Legally, this

responsibility extends all the way out to the point where the combined drain connects to the public sewer in the road

Repairs to private combined drains out in the public road can be extremely costly and can cause undue hardship to certain residents. Recognising this, and notwithstanding that it is not their legal responsibility, Irish Water has introduced a discretionary repair scheme for such cases. However, it is emphasised that this discretionary scheme only applies out in the public realm. The situation to the rear of properties remains as set out above, i.e. it is a private legal matter between the properties sharing the drain and their sole responsibility.

This shared arrangement for the collection of sewage from private houses developed for very practical reasons and is still the approach envisaged under current Building Regulations (see Technical Guidance Document H). However, it has long been recognised that this approach is not without significant draw-backs as articulated in the Emergency Motion.

In recognition of this the Water Services Act 2007 gave some powers to the relevant water services authority to act/intervene in respect of certain issues on private drains. The law in this area is somewhat unclear and a request was made by DCC Drainage at the end of last year for clarity on Irish Water's powers/functions and general policy approach to private drains on private property. In any event, such powers, if any, now rest with Irish Water - Dublin City Council has no role in this respect under the SLA.

Q.51 COUNCILLOR DEIRDRE CONROY

To ask the Chief Executive if the full residential road, known as Rathgar Road, can have a consultation made by the City Council Transport and Traffic Department in early 2020 to assess the need to reduce speed limit to 30km, in order to support safety for local residents, pedestrians, school access.

CHIEF EXECUTIVE'S REPLY:

The Special Speed Limit Bye-Laws 2019 propose to expand the list of roads within the Dublin City Council area subject to a 30km/h speed limit. These bye-laws will provide the legislative basis on which to implement the fourth phase of the 30km/h speed limit programme. Our policy in relation to the identification of suitable roads for the lower speed limit has been developed with reference to the 'Guidelines for Setting and Managing Speed Limits in Ireland', issued by the Department of Transport, Tourism and Sport (DTTAS).

It advises that a 30km/h speed limit is appropriate for "housing estate roads and local residential roads with no strategic or distributor function". As it is considered that Rathgar Road has a strategic and distributor function, it is not included in this phase of the 30km/h speed limit programme.

It will not be possible to carry out a consultation in relation to one road only. It is intended to examine arterial routes as part of the next phase of the speed review project in 2020 and 2021.

Q.52 COUNCILLOR DEIRDRE CONROY

To ask the Chief Executive for the architectural design detail and materials of the proposed replacement of the Dublin Docklands Authority office on the north quayside, which is part of the proposed White Water Rafting development, [I also asked at the presentation made at Council meeting 2nd December but did not receive a response]. I also request full acknowledgement as to whether this funding is removed from housing, a question which is dominating my emails.

CHIEF EXECUTIVE'S REPLY:

The following is an extract from the Architects report that was submitted with the Part VIII planning set and is available to the public via the Councils planning portal (<http://www.dublincity.ie/swiftlg/apas/run/wphappcriteria.display>) using planning reference **3833/19**

Design of the Quayside Building

Existing Building:

The existing building (former DDDA HQ) was evaluated for adaptation and reuse as a wet environment facility. The current building comprises 983m² of single story mixed cellular and limited open plan office areas and two conference rooms. The building has an enclosed yard at the east and some off-street parking is provided there at present. Bringing the accommodation up to standard – even solely for office use – will be significant and the added requirements for wet room design with underfloor heating for drying and sluice down for rapid turnaround maintenance will pose an additional burden that the existing building would struggle to meet at a reasonable cost. In addition, the schedule of accommodation for the proposed dockside facilities and offices is greater than the current building floor area. The building has anti-vandal type fencing along the quay edge which offers a poor prospect for a prime civic location.

Water sports support facility:

The Quayside Building is modelled on maritime *barn-type* buildings, similar to those populating the Liffey quays in the past but interpreted in a modern way. The building will provide water sports support accommodation and offices for administration of the Centre and for the City Council.

The east building is separated by a sheltered courtyard from the west building. They opens to the quays and the splayed sides allow for views upstream and downstream. There is a small café and conference in the west building that has a dual role as a local area office and as a briefing and meeting space for the new Centre.

The east building provides accommodation for the water sports and DCC offices in one wing and there is a small cafe and conference space in the west building. The water sports accommodation includes foyer and reception/ticketing area, shop for wetsuit hire and equipment sales, visitor orientation area, changing rooms, showers & toilets, locker storage, training areas, staff facilities, plant room, Laundry and outdoor drying facilities and yard to support the range of dockside activities based at this location. These include new and existing visitor attractions, water tours and other water sports activities currently operating from here on the Liffey. Orientation will take place from the pontoons and once completed, kayakers and canoeists and river rafters can paddle in via the Liffey and transfer at the Entrance Lock.

Wet side / Changing:

The movement of people is carefully organized to allow for customer flow at arrival, wetsuit rental / kitting out, changing, orientation and then movement to the outside area for further instruction. A similar discipline governs the return circulation and drop off-of equipment by the kayakers and rafters. The flow of people is critical to the operation of the building. A number of visitors will enter the venue, both casual visitors who are not participating and could be family or friends and participants who book, pay, get their equipment, change, store their clothes and undertake the water sports activities on offer. It is crucial for this functionality to work that the design of the flow of people is correct and can pass through the building to undertake the activity with ease. They may also wish to join their friends and family (and other visitors) making secondary spend in the cafe or shop. Some areas of the building will be “wet” - with wet people

and wet equipment moving around and routes defined and finished out to suit wet areas for both outbound and inbound people from whitewater course activity. Routes take people to the initial equipment (wetsuit) issue then to changing and lockers and then onto second equipment (helmets, buoyancy aids etc.) then outside for briefing and activity. The return route must also work well for changing and return of equipment for drying and storage. Good design of this aspect is crucial to ensure functionality, safety and long term maintenance and cleaning are met. The changing rooms allow male and female changing and family changing. These can be converted to team or single sex use for competitions or other events where the mix of customers varies.

Equipment hire:

Users of the facility will be able to hire equipment on site for canoeing and rafting. This would typically include wetsuits, buoyancy aids, helmets, paddles in addition to kayaks and rafts. The hire facility is supported by point of service, drying area, laundry and small workshop area. Wetsuits are hung on storage racks at the covered outdoor area and can drip dry there. They are fully dried in the laundry. The wetsuits when returned are brought by management from the outdoor area to the wetsuit hire at reception by a route along the quayside. They are conveyed in wheeled laundry bins and rented out in small, medium, large sizes to the arriving guests.

Catering:

The centre has a public café in building west and a canteen in building east at mezzanine level that serves for meetings and debriefing area for the staff and first responders. Toilets for kitchen staff and storage is provided. Bins are stored in the outdoor area in secure enclosures and bin collection is at kerb-side.

Administration

The course will be run and managed by trained staff including raft guides, coaches, safety staff and a management team. The staff administration offices includes instructor changing rooms, staff welfare room, offices and storage.

Canoe club facilities

It is anticipated that a local club would be based at the Centre. They would make use of the function room and or café for meetings and will have access to boat storage facilities. The pontoons that are located in the river at present are currently providing secure storage for boats and canoes and this will be expanded to meet the needs of the WWRC. Club kayakers can be availed caged and racked storage on the pontoons.

First responders:

First responders will use the Wet Lecture area for training when in their wetsuits and the Fire Service Room / Canteen area on the mezzanine for non-wet suited events. Access for first responders is via the covered and secure outdoor area at the east end of Building East from where they will walk in groups to and from the Rescue Village.

Parking & Drop Off

The Quayside Building will provide support facilities for the development and the first responders. The existing car park will be removed. It is anticipated that visitors will come on foot. The majority of bookings will be scheduled in advance by appointment which is the system in operation in the UK at the white water courses there. Those arriving by coach or minibus will use the drop-off point provided at the east building when coming from the east along the quays and will use the pull-in space at the hotel for short stop for traffic coming from the west.

Servicing, Fire & Emergency Access

The servicing for the café and office canteen are via the area at the east end of the development as noted on the architect's drawings. Fire and emergency set down for the fire brigade tender associated with the fire rescue boat is noted on the architect's drawings.

Landscape and Hardscape Design:

The plaza between Georges Dock, CHQ and Custom House Quay will be repaved to reflect the existing dark granite paving to the frontage of CHQ and elsewhere at this location. This will extend across the plaza and over the roof of the service building creating a seamless but simple space of quality. Whilst vehicular access will be retained through this space, feature seating and decorative planters will create defensible areas, particularly to the frontage of CHQ. A new gathering space will result in this key focal point in Docklands with feature lighting to draw people in.

On the campshires south of Custom House Quay, functional areas of precast concrete slabs will be replaced by the material of the plaza described above, linking the plaza to the new service building on the quayside. Existing cobbled areas and established trees will be retained.

As a contemporary structure on the campshires, the new Quayside building will introduce a new aesthetic. Reflecting this, a contemporary feature ground concrete pavement pattern is proposed as a new setting – a simple durable quality material yet functional and referencing the industrial context as well as the distinctive new building. This material will run along the campshire, through the building and its small café area courtyard to the eastern part of the site.

These materials and their character are illustrated in the landscape architect's drawings and image sheets.

Materials & Finishes:

Quayside Building materials: (updated version since planning submitted based on design development work by Architects)

Lightweight steel portal frame structure with planed all over timber rafters. Steel members boxed in plywood and insulation when necessary to avoid thermal bridges. Insulated decked roof clad in rain screen cladding in feature metal to match the external walls as noted on the architect's drawings, above structure. Plywood finish over interior faces of external walls and between structural members of the roof.

Internal partitions made of in-situ feature concrete and blockwork walls to avoid mechanical damage. Wet rooms in tiling finishing. Internal joinery, doorsets, architraves & skirting's are steel or aluminium.

Ceilings throughout within internal rooms are composed by timber joists to allow access to the services, below fire rated ceilings where necessary as per fire certificate. Floor finish is feature polished concrete with under floor heating to wet areas and sluice down floors to wet rooms to assist rapid turnaround for drying and maintenance operations.

External walls are insulated timber frame set between steel portal frames and clad to match the roof rain screen cladding.

Aluminium windows to ensure the air tightness and insulation requirements as per Nzeb specifications. Rainwater goods and concealed gutters are metal to match rain screen cladding. Rain water pipes are integrated into rain screen cladding.

Project Funding

The facility will be funded by a combination of grants, development levies, Capital Reserves and City Council borrowing (if required). There may also be an opportunity to sell branding rights to the facility. To date we have preliminary indications that grants totalling €13m will be available to part fund the tourism and Swift Water Rescue Training Centre elements on the project. Sports capital funding will also be sought if planning approval is secured. Based on the experience of a similar facility in Cardiff the White Water Centre is expected to generate an operating surplus, which will cover the cost of loan repayments, if loan finance is required to meet a funding deficit.

The grant funding that has been identified for this project is not transferrable to other Housing related projects. Development levies that will be used will Docklands specific levies that can be used for Community Facilities & Amenities only. The €13m grant funding relates specifically Tourism and Swift Water Rescue elements of this project and again are not transferable to Housing projects. Capital Reserves originate from the sale of Council sites, Car Park income and Commercial property income. In the current capital programme no capital reserves are assigned to Housing related projects.

The following is a breakdown of each	
Development Levies	€4.9m
Capital reserve	€4.0m
Grants*	<u>€13.0m</u>
Total	€21.9m

***In respect of Tourism & SWR elements**

Q.53 COUNCILLOR DEIRDRE CONROY

To ask the Chief Executive how many vacancies in the City Fire Brigade are expected to be filled from the current competition and how long will the panel last?

This question is on behalf of a local resident (**details supplied**) whose family member has requested this information after they had an interview with Dublin Fire Brigade service.

CHIEF EXECUTIVE'S REPLY:

The firefighter competition was advertised in September 2019 through the Public Appointments Service (PAS).

The Human Resources Department has now invited candidates forward to the interview stage. It is expected that these interviews will commence in mid- January and will last a number of weeks.

Subsequently, a panel will be formed to meet both current and future vacancies arising with Dublin Local Authority Fire and Emergency Service. This panel will be valid for three years from the date of formation.

Placement on this panel is no guarantee that a position will be offered. Offers will only be issued as vacancies arise within the Dublin Local Authority FES.

Q.54 COUNCILLOR ANTHONY CONNAGHAN

To ask the Chief Executive if he will provide a comprehensive report on the proposed Library relocation in Finglas. This Project has been in the pipeline for several years now and I am wondering where it is currently at.

Q.55 COUNCILLOR ANTHONY CONNAGHAN

To ask the Chief Executive for an update on the proposed All-weather facility in Tolka Valley Park and can a timeline for construction be given.

CHIEF EXECUTIVE'S REPLY:

Negotiations with local clubs to form a management entity are ongoing. It is proposed to bring the facility to planning in 2020 and to construction in 2021 providing a robust agreement can be reached with local clubs and funding can be secured.

Q.56 COUNCILLOR REBECCA MOYNIHAN

To ask the Chief Executive to install additional lighting along Dufferin Ave and Wolseley Street. Please find attached pictures of the lighting along here, which is not sufficient for this area and if it be added to the programme of works.

CHIEF EXECUTIVE'S REPLY:

There is no public lighting improvement programme for 2020, however the installation of an additional lighting standard on Wolseley Street will be considered as part of a future programme, subject to finances available. The existing lighting on Dufferin Avenue and Wolseley Street will also be upgraded to LED lighting as part of a future project.

The light out on Pole no.1 Wolseley Street was repaired on 17/12/19.

Q.57 COUNCILLOR REBECCA MOYNIHAN

To ask the Chief Executive to improve the lighting along St Anne's road. This road only has one light, is not sufficiently lit for an urban area and does needs additional lighting. To ask that it be included in the programme of works for 2020.

CHIEF EXECUTIVE'S REPLY:

There are three lights on Saint Anne's Road South. They were inspected on 18/11/2019 when light 3 was returned as out. This was repaired on 20/11/2019. The lights were inspected again on 11/12/2019 and all lights are currently operational.

There is no public lighting minor works improvements programme for 2020. However, the lighting on Saint Anne's Road South will be changed to LED as part of a future project, subject to available finances.

We will continue to carry out routine maintenance works on the existing lights and will replace existing lamps as required.

Q.58 COUNCILLOR MARIE SHERLOCK

To ask the Chief Executive if he will arrange for a series of actions to improve the safety for pedestrians, cyclists and cars on Monck Place and Avondale Road in Dublin 7 to include the following; (i) road resurfacing to remedy a series of serious potholes, (ii) speed detection monitor as a traffic calming measure and (iii) installation of appropriate signage to alert drivers of a DublinBike scheme station.

CHIEF EXECUTIVE'S REPLY:

- (i) These two roads will not feature on the 2020 Works Programme, but will be considered for inclusion in the 2021 Works Programme. In the meantime a number of localised defects will be repaired over the next few weeks.
- (ii) The Transport Advisory Group have no plans to introduce a speed detection monitor at this location. Monck Place and Avondale Road are included in the 30km/h speed zone and have appropriate signage in place advising motorists

that they are entering a slow zone, residential area and to expect children. There is a ramp at both entrances and a ramp at the mid-point of each straight. In view of this, no additional traffic calming measures are recommended at this time.

- (iii) Dublin City Council acknowledges that it is good practice to provide warning signs. In an urban environment with the large number of informational, directional and warning signs it is important to manage the number of signs erected to help maintain their effectiveness. The appropriate hatch road markings and RUS002 keep right arrow are in advance of Dublin City Bike Stand and within the 30km/hr Slow Zone residential street of Avondale Road. Further signage is not recommended within the Monck Road, as this would lead to a proliferation of signage.

Q.59 COUNCILLOR MARIE SHERLOCK

To ask the Chief Executive what specific funding, if any, has been allocated to date to ensure compliance with existing 30kpm zones across the city.

CHIEF EXECUTIVE'S REPLY:

The Environment & Transportation Department ensures that both national and local road safety initiatives are implemented so as to maintain Dublin as one of the safest cities in Europe. This includes the objective of improving road user behaviour and reducing road collisions in the City Council area.

The vast majority of road collisions can be directly or indirectly attributed to inappropriate road user behaviour and human error. In a small proportion of cases the road environment is a contributing factor. Dublin City Council's main role is to provide engineering measures in the form of traffic calming and clear signage and road markings can offer an effective way of reducing the number and severity of collisions by reducing vehicle speeds and by reducing the scope for inappropriate road user behaviour. To date significant funding was already allocated for these capital projects. Education is another pillar of Dublin City Council's three central pillars of road safety strategy (2013 to 2020), along with engineering and enforcement. Dublin City Council is raising awareness of road safety by imparting knowledge and developing an understanding of the risks with a view to changing attitudes and behaviour at individual, community and organisational levels.

In relation to recent expansion of 30km/h Special Speed Limit zones Dublin City Council to date allocated more than € 200,000 for education, training and encouragement.

We are determined to educate all road users in the proper and safe use of roads in order to encourage change in user attitudes and behaviour and to develop an awareness of the need for improvement in road safety.

To date we have provided VMS Signs and Radio Stations campaigns to keep awareness of the 30km/h initiative and encouraging motorists to comply with the limit in the areas where it applies. There are also frequent collaborations with the Road Safety Authority on speed and accident campaigns which again promote the 30km/h speed limit as well as speed limits in general. Dublin City Council with the support of the Road Safety Authority ran a campaign called 'Welcome to D30' in 2018. The City Council created a suite of visual assets and radio ads to support all campaigns, which were used on our Big Belly Bins and our Free Media Advertising Space on a number of bus shelters.

In 2020 we also plan to run a similar campaign on Dublin City Council Social Media platforms - the aim of the campaign is to raise awareness among drivers regarding the 30km/h speed limits there are in place across the city and also to highlight the quality of life benefits for communities living in a 30km Slow zone area of the city.

The primary responsibility for enforcement of road traffic legislation rests with An Garda Síochána.

Q.60 COUNCILLOR MARIE SHERLOCK

To ask the Chief Executive to specify the actions that have been taken to date and their location to ensure compliance with existing 30kph zones in terms of painted road signage and speed detection monitors.

CHIEF EXECUTIVE'S REPLY:

The roll-out of the 30 Km/h Special Speed Zones to residential areas in the DCC jurisdiction is not yet complete. It is proposed to have this project completed by October 2020.

There are 22 fixed "speed detection monitors" already deployed in the DCC area at present. There are plans to deploy more subject to budgetary considerations.

There are 70 speed limit roundels painted on roads in different areas of Dublin to date.

All recommended painted road signage will be installed in conjunction with the project roll-out schedule of the 30Km/h in 2020.

Q.61 COUNCILLOR MARIE SHERLOCK

To ask the Chief Executive for an update on the planned roll out of the Liffey cycle scheme and for a revised schedule for completion of works.

CHIEF EXECUTIVE'S REPLY:

In March 2019, Dublin City Council (DCC) received the Emerging Preferred Design for the Liffey Cycle Route from the National Transport Authority. This was presented to a Special Transport SPC on April 3rd 2019. The Emerging Preferred Design underwent a non-statutory public consultation from May 2nd to June 6th 2019. The Non-Statutory Public Consultation Summary Report was published on the Dublin City Council website in December 2019.

Dublin City Council has a number of policy objectives relating to the Liffey corridor that span across a range of functional areas. The Environment and Transportation Department is currently engaged in extensive DCC inter-departmental consultation on the project. The project team is currently going through due diligence scoping the project, to ensure that objectives other than those relating to mobility are taken into account.

The project team is currently working on a number of these such as;

- Appropriate Assessment Screening Report and EIA Screening Report
- Mapping of existing material assets, including architectural, archaeological and flora
- Stakeholder identification and mapping
- Quay wall structural and bridge condition surveys
- Flooding and sustainable drainage

This information along with the comments received as part of the non-statutory public consultation will help frame a robust brief for an engineering service provider. The brief will be issued for tender in Q1 2020, with a design team being appointed in Q2 2020.

The nature of the appropriate statutory approval process will be dictated by the outcome of the above scoping exercises and the future timelines will be dependent on the statutory approval process required. Clarity on the delivery time will be made available in Q2 2020.

Following representations from a number of City Councillors, the Environment and Transportation Department shall prepare a report on the feasibility of introducing an interim cycle route along the Liffey quays prior to the full scheme being delivered. It is envisaged that this report will be presented to the Area Committees and City Council in Q2 2020. The implementation of an interim scheme would be subject to availability of resources.

Q.62 COUNCILLOR CRÍONA NÍ DHÁLAIGH

To ask the Chief Executive what plans of (if any) are there to set up a panel to employ more Irish speakers in DCC such as why the government have done in the Civil Service.

CHIEF EXECUTIVE'S REPLY:

Dublin City Council is committed to holding a competition for Clerical Officers who are fluent in the Irish language by the end of the second quarter of 2020. This will greatly enhance our ability to provide services through Irish to our customers and members of the public who wish to avail of this service. The Council already has over 60 members of staff who are available to assist those who wish to conduct their business through Irish. Our Irish Development Unit also continues to use the services of Gaelchultúr to provide Irish classes at various levels to our employees. In addition, the employment of Clerical Officers with fluency in Irish will hopefully encourage further use of our native language among staff members in the workplace.

Q.63 COUNCILLOR CRÍONA NÍ DHÁLAIGH

To ask the Chief Executive to give an update on Progress and timeframe for the Marrowbone Lane depot.

CHIEF EXECUTIVE'S REPLY:

Variation No. 6 of the Dublin City Development Plan 2016-2022, adopted by the City Council on 4th February 2019, includes for consolidation and reduction in area of the existing City Council depot at Marrowbone Lane. Plans for the redevelopment of the Marrowbone Lane depot lands are to be progressed during 2020 when the North City Operations Depot construction work is underway.

The Marrowbone Lane lands themselves will begin to come available once the North City Operations Depot (NCOD) at Ballymun becomes operational in 2022, at which stage public lighting services will relocate to NCOD from their current depot at Marrowbone Lane.

Q.64 COUNCILLOR SOPHIE NICOULLAUD

To ask the Chief Executive what will be the funding allocated to the refurbishment of Ballyfermot Civic Centre and the funding allocated for the improvement of the park adjacent to the civic centre? And where funding will come from?

CHIEF EXECUTIVE'S REPLY:

To date Parks and Landscape Services have spoken with over 50 community members to get their ideas on what a People's Park for Ballyfermot should be. These conversations have supported the development of initial sketches ideas that will be presented for discussion at the next engagement event on January 16th at the Ballyfermot Civic Centre.

Following consultation in Q1 of 2020 on the design development, an outline plan will be finalised so that a clear program and budget for implementation is clarified.

The funding for the Ballyfermot Civic Centre Park, named The Ballyfermot People's Park has been accounted for in the 2020 – 22 Parks capital program.

€600,000 has been set aside in the Capital Budget for the refurbishment of Ballyfermot Civic Centre.

Q.65 COUNCILLOR SOPHIE NICOULLAUD

To ask the Chief Executive what is the envisaged capital to implement future management plans for the running of the Ballyfermot Civic Centre to cover future hiring of a building manager, a director etc.? And/or, how much will be allocated for the running of the Ballyfermot Civic Centre annually?

CHIEF EXECUTIVE'S REPLY:

A Service Level Agreement and an agreement for appointment of a Management Agent already exists since 2018 between Dublin City Council and Ballyfermot Community Civic Centre Social Enterprise Ltd. The Service Level Agreement covers the provision of four core service supports namely:

1. Provision of Building management and general administration
2. Provision of Welcome/Reception Services and general maintenance
3. Provision of Café/catering service
4. Provision of marketing, promotion and development service.

Financial support and payment for these services augment the grant support for wages already provided by Pobail.

To strengthen and develop the business capacity of BCCCSE Ltd., DCC provide grant support for a limited period not exceeding the duration of the SLA of three years as follows:

Year 1 60K
Year 2 40K
Year 3 30K

As landlord, DCC will make the necessary provision for major capital works and renovation and will establish a sinking fund for the Centre.

DCC also provides an annual sum of 22K towards the general day-to-day maintenance of the building.

In light of the recent changes to the management structures of the Ballyfermot Civic Centre, it is likely that these agreements may be reviewed in 2020.

Q.66 COUNCILLOR SOPHIE NICOULLAUD

To ask the Chief Executive to update me on proposals to provide composting facilities in Dublin City Council and privately-controlled apartments, and to make a statement on the matter. I understand that a template for a Bye-law on Waste Presentation is being prepared by the three Regional Waste Management Offices with a view to standardising such by-laws across the State, and the template will contain specific provisions for multi-user buildings.

CHIEF EXECUTIVE'S REPLY:

It is a condition of the waste collection permit issued by the National Waste Collection Permits Office to the authorised waste collectors that they must provide an organic waste collection option to their customers in accordance with regulatory requirements set out in the European Union (Household Food Waste and Bio Waste) Regulations 2015.

The issue of ensuring that there is the provision of an organic waste stream collection by authorised waste collectors carrying out kerbside collections in the Dublin City area has been investigated by the Waste Enforcement Unit in 2019.

Ensuring the availability of organic collections and increasing the availability of these collections remain a priority area of focus nationally for waste enforcement activities.

In 2019 a project was introduced to Dublin City Council Housing Complexes, focusing initially on the South East Area, and this has seen the successful introduction of green and brown bins to complexes. Residents have also had the opportunity to attend a recycling workshop at a nearby location to provide awareness on the correct usage of the three bin system. A final report is currently being compiled on the outcomes of the project.

The Eastern Midland Waste Region also rolled out a specific project in 2019 introducing organic bins to a large apartment complex. This project was successful in delivering increased quantities of correctly segregated organic waste during the period of the project.

Standardised waste bye laws based on a template devised by the regional waste offices have been introduced in 2019 across many local authorities including Dublin City Council. These Bye Laws do contain specific provisions for multi user buildings and these are set out below for information.

2.9. Provisions affecting Multi-user Buildings, Apartment Blocks, etc.

A management company, or another person if there is no such company, who exercises control and supervision of residential and/or commercial activities in multi-unit developments, mixed-use developments, flats or apartment blocks, combined living/working spaces or other similar complexes shall ensure that:

- (a) Separate receptacles of adequate size and number are provided for the proper segregation, storage and collection of recyclable household kerbside waste and residual household kerbside waste
- (b) Additional receptacles are provided for the segregation, storage and collection of food waste where this practice is a requirement of the national legislation on food waste,
- (c) The receptacles referred to in paragraphs (a) and (b) are located both within any individual apartment and at the place where waste is stored prior to its collection,

- (d) Any place where waste is to be stored prior to collection is secure, accessible at all times by tenants and other occupiers and is not accessible by any other person other than an authorised waste collector,
- (e) Written information is provided to each tenant or other occupier about the arrangements for waste separation, segregation, storage and presentation prior to collection,
- (f) An authorised waste collector is engaged to service the receptacles referred to in this section of these bye-laws, with documentary evidence, such as receipts, statements or other proof of payment, demonstrating the existence of this engagement being retained for a period of no less than two years. Such evidence shall be presented to an authorised person within a time specified in a written request from either that person or from another authorised person employed by Dublin City Council,
- (g) Receptacles for kerbside waste are presented for collection on the designated waste collection day,
- (h) Adequate access and egress onto and from the premises by waste collection vehicles is maintained.

Q.67 COUNCILLOR SOPHIE NICOLLAUD

To ask the Chief Executive to allocate the land between Labra Park and the canal to the Travellers community in Labra Park (Ballyfermot-Bluebell) for their equine needs.

CHIEF EXECUTIVE'S REPLY:

Dublin City Council has agreed to working in conjunction with the Labre Park Horse Association to assess the potential for land usage on the above mentioned site.

However, there are a number of factors which must be taken into consideration in relation to this land:

A feasibility study and site services survey is required as there may be service lines such as Bord Gais, Eircom or other phone communications network cables, drain, waste and/or foul water pipes etc. located underground which may hinder any planned development.

It is highly likely that the lands are contaminated due to the constant dumping over the years and may contain levels of contamination that necessitate the removal of layers of soil in order to mitigate any possible exposure during proposed development stages. An Invasive Species survey must also form part of any study to ensure that any hazardous species found are dealt with according to best environmental practices and guidelines.

In order to ensure that a complete suite of studies and surveys are conducted, Dublin City Council has retained the services of company of consultant engineers to act as Project Supervisor for the Design Process (PSDP), for Feasibility Stage for Project "Lands Adjacent to Labre Park-Feasibility Study" and for the Design Stage "Kilemore Road-Boundary Fence" as agreed with members of the Labre Park Horse Association. This work is due to start in early 2020.

No allocation of land will be considered until this process is completed.

Q.68 COUNCILLOR MICHAEL PIDGEON

To ask the Chief Executive to give me an update on the vacant site (VS 0018) on Watling Street and Bonham Street (junction), Dublin 8.

CHIEF EXECUTIVE'S REPLY:

The site at the Corner of Watling Street and Bonham Street (VS-0019) was published on the Vacant Sites Register on 10th May 2017 in line with criteria outlined in the Urban

Regeneration & Housing Act, 2015 (as amended) ("the Act"). A Demand for payment of Vacant Site Levy for 2018 was served on The Digital Hub Development Agency (the owners of this site) on 12th February 2019 for the amount of €97,500, which was paid in full. A recent search on the City Council's APAS system has found no live 'Grant of Permission' for this site. Should this site remain vacant on 1st January 2020 a Demand for payment of Vacant Site Levy for 2019, calculated at 7% of the sites market value will be served on the owners of this site.

Q.69 COUNCILLOR RACHEAL BATTEN

To ask the Chief Executive if serious attention can be given by Dublin City Council, including the Parks and Landscape Services Division, to the public open spaces on either side of **(details supplied)**? Given that the public light at this location is vandalised regularly, can it be relocated? Can litter dumped at this location, including broken mirrors, empty cans, broken bottles, shopping trolleys and paper, be removed now and on a routine basis? Can the weeds at this location be removed manually on a regular basis? Can the damage done to these greens by fires be repaired? Can litter bins be put back on these public open spaces?

CHIEF EXECUTIVE'S REPLY:

The Parks Service regularly clean this area after illegal dumping and fire setting.

It is proposed that the area be railed off and wildflowers sown.

Bins were removed as they were constantly abused with domestic waste and dumping it is not proposed to reinstall bins here.

The street lighting column / light in question provides lighting on the curved ramped pedestrian bridge and relocating would mean reducing the light levels on parts of the curved ramp which isn't desirable so relocating it isn't an option. A commitment was given about a month ago to leave the light alone for a few weeks and then go back to it just before Christmas and get the supply to the light restored. However any further vandalism on the light will mean it will be left unrepaired for a number of months as this repeated vandalism is a drain on resources.

Q.70 COUNCILLOR RACHEAL BATTEN

To ask the Chief Executive if he will arrange to repair the foot path outside **(details supplied)** as they are in a state of poor repair.

CHIEF EXECUTIVE'S REPLY:

Road Maintenance Services will inspect these locations and if required, a repair will be scheduled.

Q.71 COUNCILLOR RACHEAL BATTEN

To ask the Chief Executive why there is no Roofer in direct employment of Dublin City Council in North Central Area, taking into consideration the volume of older council owned properties.

CHIEF EXECUTIVE'S REPLY:

This question was answered at the North Central Area Committee Meeting of 9th December as follows:

"There is currently one roofer employed by Dublin City Council in the North Central Area".

From Jan 1st 2019 roofing repairs logged in North Central as follows:

Roofing Repairs Completed		
Completed		
Yes	No	Grand Total
128	247	375

Q.72 COUNCILLOR RAY MCADAM

To ask the Chief Executive to facilitate a ballot of householders along **(details supplied)** for their consideration of a Permit Parking and Pay & Display scheme be introduced; in responding the Chief Executive should note that there are incredibly few persons on the electoral register on that particular stretch of the road; and if he will make a statement on the matter?

CHIEF EXECUTIVE'S REPLY:

Dublin City Council will proceed with the preparation of a Pay and Display and Permit Parking Scheme and subsequent ballot of residents where it is first established that there is a demonstrable and clear desire in favour of a Scheme and in accordance with the criteria below. This may take the form of a number of written requests or a signed petition from residents of the road. Please note, therefore, that on receipt of written supporting evidence from other residents of the road, the request for a Parking Scheme will be referred to the Traffic Advisory Group for examination and report. On referral to the Traffic Advisory Group, the request will be examined in accordance with the following guidelines: Suitability of the road for a Pay and Display and Permit Parking Scheme. That the road is mainly residential where in excess of 80% of available on-street parking is normally occupied on inspection during business hours. A proposed Parking Scheme would be subject to a plebiscite of the residents concerned listed on the Register of Electors. The road must have a minimum width of 6.5 metres for two-sided parking and a minimum width of 4.6 metres for one-sided parking to allow access for emergency services and refuse collection. Please note that these are minimum dimensions which only provide for one lane of traffic and are only suitable for roads with low traffic volumes. It is important to note that a Parking Scheme cannot be recommended on a road where the minimum width is less than 4.6 metres. Where a road is wide enough for a Scheme with one-sided parking only, double yellow lines will be required on the opposite side of the road. As a result, there may be a reduction in the number of parking spaces currently available to residents. In summary, in order to introduce Pay and Display and Permit Parking, it will be necessary for written supporting evidence by way of a petition from residents of the road, giving names and addresses, indicating their clear support for such a scheme. This petition should be signed by at least 25% of the households concerned.

Q.73 COUNCILLOR RAY MCADAM

To ask the Chief Executive to consider **(details supplied)** as an effort to help address the rat-running and the volume of speeding vehicles across the area; and if he will make a statement on the matter?

CHIEF EXECUTIVE'S REPLY:

The ranking in the order of implementation for a Neighbourhood Transport Scheme for the four residential areas **(details supplied 1)** that were shortlisted at the 30th Oct Neighbourhood Transport Scheme Workshop will be presented to the elected members in the coming days. It is anticipated that **(details supplied 2)** will be ranked highly and will proceed to Phase 3 in which a Neighbourhood Transport Scheme will be developed in Q1 2020 and likely implemented in Q1/Q2 2020.

The goal of a Neighbourhood Transport Scheme is to provide more walkable and calmer streets where the priority is given to pedestrians, cyclists and public transport. Measures that can meet the objectives of the scheme, such as closing the bridge over **(details supplied 3)**, will be considered for implementation during Phase 3.

I trust this information is satisfactory but should you have any further questions please do not hesitate to contact me.

Q.74 COUNCILLOR COLM O'ROURKE

To ask the Chief Executive to address the ongoing deterioration of Annamoe Parade in Cabra and to ensure a number of measures are implemented including: A "Love the Lanes" project similar to what was introduced in the North Central Area; the walls to be painted; resurface the ground where fires have burned; erect warning signage/cameras; replace the signs warning against illegal dumping as they are damaged; a long-term plan to look to greening the alleyway in order to improve the public realm and make the area safer; DCC to engage with Technological University Dublin to improve this public realm that is in their immediate surrounds to provide a solution as a collaborative project and arrange weekly cleaning of Annamoe Parade.

CHIEF EXECUTIVE'S REPLY:

The request from Councillor O'Rourke will be forwarded to the Assistant Community Development Officer for the Cabra/Glasnevin Area. The boundary walls on the lane are private property and will require the permission of the owners to have them painted. The project will require considerable community involvement to ensure the effort is maintained into the future. Funding will be required to carry out resurfacing and painting. The warning signage will be replaced.

Q.75 COUNCILLOR KEITH CONNOLLY

To ask the Chief Executive to investigate the possibility of installing a national flag outside each Dublin Fire Brigade station throughout the city. This is common practice in other national and local authority buildings.

CHIEF EXECUTIVE'S REPLY:

Dublin Fire Brigade is addressing this possibility by, initially, carrying out a cost analysis of installation and also by examining the protocols attached to having the Irish flag flying outside its stations.

Q.76 COUNCILLOR KEITH CONNOLLY

To ask the Chief Executive to assist in obtaining dressing room facilities in **(details supplied)**. The club are at risk of not being allowed play at their home ground due to not having changing rooms.

CHIEF EXECUTIVE'S REPLY:

This club currently does not have an allocation of a publicly-owned pitch. The club should contact the Parks Service if an allocation is required for 2020.

Q.77 COUNCILLOR KEITH CONNOLLY

To ask the Chief Executive to provide an update on the redevelopment of Kildonan Park with a timeline of any proposed works.

CHIEF EXECUTIVE'S REPLY:

A reply will issue to the Councillor within 2 weeks of meeting.

Q.78 COUNCILLOR KEITH CONNOLLY

To ask the Chief Executive to investigate the possibility of a biodiversity garden/woodlands in Northway Park. The Residents Association have outlined the benefits of this proposal below:

1. Reduce the level of noise pollution from the m50 and N2 also the industrial noise problems we have
2. Reduce the amount of air pollution from the m50 and the N2 and the dust from Huntstown Quarry
3. Save on maintenance in long run
4. The reintroduction of more native plant and wild life

CHIEF EXECUTIVE'S REPLY:

Native tree planting was introduced along the N2 in recent years and is establishing well. While there is scope for some additional tree planting at this location and along the boundary with the industrial lands to the north, the existing football pitch would preclude the establishment of a garden or a woodland between the open space and the N2.

While the tree planting programme for 2020 was set some months ago will have some native tree planting carried out in the coming planting season.

Q.79 COUNCILLOR DONNA COONEY

To ask the Chief Executive in regard to the proposed Liffey Cycle Route, and noting the delays in commencing construction, could the Chief Executive outline what additional resources in terms of staffing or finance would be required in order to deliver the project within a two year period.

CHIEF EXECUTIVE'S REPLY:

In March 2019, Dublin City Council (DCC) received the Emerging Preferred Design for the Liffey Cycle Route from the National Transport Authority. This was presented to a Special Transport SPC on April 3rd 2019. The Emerging Preferred Design underwent a non-statutory public consultation from May 2nd to June 6th 2019. The Non-Statutory Public Consultation Summary Report was published on the Dublin City Council website in December 2019.

Dublin City Council has a number of policy objectives relating to the Liffey corridor that span across a range of functional areas. The Environment and Transportation Department is currently engaged in extensive DCC inter-departmental consultation on the project. The project team is currently going through due diligence scoping the project, to ensure that objectives other than those relating to mobility are taken into account.

The project team is currently working on a number of these such as;

- Appropriate Assessment Screening Report and EIA Screening Report
- Mapping of existing material assets, including architectural, archaeological and flora
- Stakeholder identification and mapping
- Quay wall structural and bridge condition surveys
- Flooding and sustainable drainage

This information along with the comments received as part of the non-statutory public consultation will help frame a robust brief for an engineering service provider. The brief will be issued for tender in Q1 2020, with a design team being appointed in Q2 2020.

The nature of the appropriate statutory approval process will be dictated by the outcome of the above scoping exercises and the future timelines will be dependent on the statutory approval process required. Clarity on the delivery time will be made available in Q2 2020.

Following representations from a number of City Councillors, the Environment and Transportation Department shall prepare a report on the feasibility of introducing an interim cycle route along the Liffey quays prior to the full scheme being delivered. It is envisaged that this report will be presented to the Area Committees and City Council in Q2 2020. The implementation of an interim scheme would be subject to availability of resources.

Q.80 COUNCILLOR DONNA COONEY

To ask the Chief Executive to support a temporary trial two way cycleway on the north quays in the interim due to the delay in the commencing of the Liffey Cycle Route.

CHIEF EXECUTIVE'S REPLY:

In March 2019, Dublin City Council (DCC) received the Emerging Preferred Design for the Liffey Cycle Route from the National Transport Authority. This was presented to a Special Transport SPC on April 3rd 2019. The Emerging Preferred Design underwent a non-statutory public consultation from May 2nd to June 6th 2019. The Non-Statutory Public Consultation Summary Report was published on the Dublin City Council website in December 2019.

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in Q2 2020. The implementation of an interim scheme would be subject to availability of resources.

Q.81 COUNCILLOR DONNA COONEY

To ask the Chief Executive could a public art advisory group look at permits/license or other means to enable the retaining of temporary urban street art as part of modern urban culture.

CHIEF EXECUTIVE'S REPLY:

The Public Realm Officer deals with Licences and Planning issues for Street art and is in close communication with the Arts Office and has formed a Street Art Working Group with the Arts Office and representatives of Street Artists. Understanding of the Planning process is improving among Street Artists and retention is dealt with at application stage. The Arts Advisory Group is consulted by the Public Art Officer as to the quality of the applications made to Public Realm by Street Artists but as retention is a Planning matter it has to be dealt with by Planning/Public Realm.

Q.82 COUNCILLOR DONNA COONEY

To ask the Chief Executive to inform the councillor of bathing waters risks and clean river catchment management plans and if bathing designated areas like Merrion strand are at risk of losing their status due to sewage leaked contamination from faulty pipes which enters tributary rivers. This has led to repeated bathing restrictions over five years and what plans are in place to protect our waterways and marine bathing areas.

CHIEF EXECUTIVE'S REPLY:

Bathing Waters: Dublin City Council has met with the EPA, HSE and DHPLG a number of times in 2019, as a result of the fact that both Merrion and Sandymount Strands were identified as having "poor" status in 2018 which, in turn, resulted in both beaches being closed to bathing for the entire bathing season of 2019.

Arising from these discussions, and in recognition of the fact that streams discharging onto these beaches originate in Dun Laoghaire Rathdown's administrative area, DCC has appointed a full time Senior Engineer to lead a joint Task Force comprising of officials from both Local Authorities, along with Irish Water and the Department of Planning, Housing and Local Government, with the sole purpose of addressing the causes of these failures.

This Task Force is working through an agreed programme of actions and looks forward to resolving many of the sources of pollution which have led to problems with bathing water quality over recent years at these two locations.

DCC notes that Merrion Strand has been designated as being "poor" status for four successive years up to and including 2018 and there is a high risk that it will be designated "poor" again for 2019. Should this occur, a permanent prohibition on bathing at Merrion will be put in place from 2020, in accordance with section 14 of the Bathing Water Quality Regulations, 2008.

The necessary work to address the root cause of these problems will continue to be carried out by the two LAs under the direction of the Task Force and water quality at Merrion Strand will continue to be monitored.

Water Bodies – while the particular issues relating to the above referenced bathing waters are largely associated with two streams – the Elm Park and Trimblestown Streams – and these will be addressed by the above referenced Task Force, DCC is responsible, under the Water Framework Directive, for a large number of other water bodies.

DCC is continuing to work, in association with the DHPLG and the EPA and with regional and national bodies such as LAWPRO to restore as many waterbodies as possible to “good” status as quickly as possible, subject to the availability of the necessary resources.

Q.83 COUNCILLOR JOHN LYONS

To ask the Chief Executive for a report on the staffing levels within the planning section of Dublin City Council, information on the levels for the years 2014-2019 in particular.

CHIEF EXECUTIVE’S REPLY:

Planning comprises of the following sections:

Administration/Contributions, Archaeology/Conservation/Heritage, Building Control, Development Management, Drawing Office, Enforcement/Short Term Lettings, Forward Planning and Registry/Decisions.

In 2014 there were 137 staff while at the end of 2019 there were 171 staff in Planning.

Q.84 COUNCILLOR JOHN LYONS

To ask the Chief Executive for the number of SHD presentations the planning staff have prepared and presented since the introduction of the SHD legislation.

CHIEF EXECUTIVE’S REPLY:

Staff in the Planning & Property Development Department have prepared and presented 31 SHD presentations since the introduction of SHD legislation.

Q.85 COUNCILLOR PATRICK COSTELLO

To ask the Chief Executive to set out in tabular form the duration for accessing emergency accommodation for families accommodated at the end of December and the same information for those families in ‘own door’ accommodation.

CHIEF EXECUTIVE’S REPLY:

The table below details the most recent data showing the duration spent in emergency accommodation by all families in emergency accommodation on October 31st 2019.

Table 1.

Duration in EA	Total Families	Total Adults	Number Dependents
24+ months	187	272	432
18-24months	133	193	336
12-18 months	185	265	450
6-12 months	269	392	614
6 months or less	466	678	891
Total	1,240	1,800	2,723

There were approximately 202 families residing in ‘Own Door’ accommodation across the Dublin region in November 2019. Information to determine the length of stay of every family residing in ‘Own Door’ accommodation is not readily available.

The DRHE is currently finalising the homelessness statistics for December 2019 and will forward this data as soon as it is available.

Q.86 COUNCILLOR PATRICK COSTELLO

To ask the Chief Executive to begin a trial cycle route on the north quays as soon as possible.

CHIEF EXECUTIVE'S REPLY:

In March 2019, Dublin City Council (DCC) received the Emerging Preferred Design for the Liffey Cycle Route from the National Transport Authority. This was presented to a Special Transport SPC on April 3rd 2019. The Emerging Preferred Design underwent a non-statutory public consultation from May 2nd to June 6th 2019. The Non-Statutory Public Consultation Summary Report was published on the Dublin City Council website in December 2019.

Dublin City Council has a number of policy objectives relating to the Liffey corridor that span across a range of functional areas. The Environment and Transportation Department is currently engaged in extensive DCC inter-departmental consultation on the project. The project team is currently going through due diligence scoping the project, to ensure that objectives other than those relating to mobility are taken into account.

The project team is currently working on a number of these such as;

- Appropriate Assessment Screening Report and EIA Screening Report
- Mapping of existing material assets, including architectural, archaeological and flora
- Stakeholder identification and mapping
- Quay wall structural and bridge condition surveys
- Flooding and sustainable drainage

This information along with the comments received as part of the non-statutory public consultation will help frame a robust brief for an engineering service provider. The brief will be issued for tender in Q1 2020, with a design team being appointed in Q2 2020.

The nature of the appropriate statutory approval process will be dictated by the outcome of the above scoping exercises and the future timelines will be dependent on the statutory approval process required. Clarity on the delivery time will be made available in Q2 2020.

Following representations from a number of City Councillors, the Environment and Transportation Department shall prepare a report on the feasibility of introducing an interim cycle route along the Liffey quays prior to the full scheme being delivered. It is envisaged that this report will be presented to the Area Committees and City Council in Q2 2020. The implementation of an interim scheme would be subject to availability of resources.

Q.87 COUNCILLOR PATRICK COSTELLO

To ask the Chief Executive to provide details of parking enforcement actions in Dublin city for each month of 2019, giving details of postcode and the parking offence.

CHIEF EXECUTIVE'S REPLY:

This information will be supplied to Councillor Costello when the information can be determined early in 2020. However, it is not possible to get details per post code but details per month and parking offences for 2019 can be supplied once 2019 is completed.

Q.88 COUNCILLOR ALISON GILLILAND

To ask the Chief Executive Following on from the response to Q 3 November 2019 could you provide a detailed over view of the most frequent type of claims under each of the three categories and could you outline the follow-up protocol with regard to tree trip claims i.e. is the offending tree trip immediately repaired to prevent further trips and associated claims.

CHIEF EXECUTIVE'S REPLY:

The gathering and collating of the information is on-going and a detailed response will issue before the February Council meeting.

Q.89 COUNCILLOR ALISON GILLILAND

To ask the Chief Executive to make a request to ESB to put a sticker on their charging infrastructure advising EV owners that they need to pay for the use of the parking bay while charging their vehicles. Such signage would prevent clamping of vehicles that do not realise they is a payment associated with the charging point/bay and would not contravene DCC's signage policy as detailed in the response to Q2 at the November DCC meeting.

CHIEF EXECUTIVE'S REPLY:

A request will be made to the ESB asking them to make their customers aware that when parked at an EV bay that the customers are required to pay the relevant parking charge for that area, if applicable.

Q.90 COUNCILLOR ALISON GILLILAND

To ask the Chief Executive to seek funding from the NTA to proceed with the design and building of the Santry Green Way as per DCC Development Plan.

CHIEF EXECUTIVE'S REPLY:

Dublin City Council is currently working on two projects relating to the Santry River.

One is a URDF funded project to restore the Santry River to "good status" as required under the Water Framework Directive. A primary output of this project is the re-naturalisation of the river, where feasible, in order to restore the ecology and biodiversity of the river channel, riparian zone and immediate surroundings. It is intended to procure consultants for the planning and statutory approval stages of this project in Q1 2020.

Subject to the necessary approvals and funding, it is hoped to integrate this approach with the design of the second project – the Santry River Greenway.

In that regard, DCC will arrange to meet with the National Transport Authority early in 2020 to discuss how best to advance the Santry Greenway Project.

Q.91 COUNCILLOR ALISON GILLILAND

To ask the Chief Executive to provide an update on the increases in directly employed staffing numbers in all departments across DCC over the last 3 years.

CHIEF EXECUTIVE'S REPLY:

Staff are allocated in accordance to business needs across the organisation. These needs are reflected in ongoing changes to both structures and functions within the City Council and, for this reason, it is not viable to provide a comparative, at departmental level, between 2016 and the present day.

However, below are details on staffing numbers as returned to the Department of Environment, Heritage and Local Government for December 2016 and to the Department of Housing, Planning and Local Government for October 2019. This demonstrates an increase of over five percent in staffing numbers over that time period.

Employee Number – 31st December 2016	
Category	Number
Managerial	40
Clerical/Administrative	1,749
Professional	440
Outdoor	2,341
Fulltime Firefighters	921
Total	5,491

Staffing numbers as returned to the Department of Environment, Community and Local Government December 2016

Employee Number – 31st October 2019	
Category	Number
Managerial	31
Clerical/Administrative	1,849
Professional	564
Outdoor	2,428
Fulltime Firefighters	913
Total	5,785

Staffing numbers as returned to the Department of Housing, Planning and Local Government October 2019

Q.92 COUNCILLOR HAZEL CHU

To ask the Chief Executive in light of the recent green light for the White Water Rafting facility on the possibility of a commitment for a city beach in or near the local vicinity to benefit the local community and wider public?

CHIEF EXECUTIVE'S REPLY:

Dublin is unique in that while many European cities have to construct 'beach' amenities, Dublin City has a 5km beach only 7km from the city centre. This is an

established traditional bathing area for the public and there are other points of access for sea bathing from Clontarf promenade, North Bull wall and Merrion Strand.

The City Council has recently appointed a consultant to undertake a feasibility review of the potential to develop a heated outdoor swimming pool complex in Dublin City Centre. Once the report is complete the findings can be shared with the elected members.

Q.93 COUNCILLOR HAZEL CHU

To ask the Chief Executive if we could investigate initiating a change of legislation to reduce the area size of properties listed on the vacant property list. This would provide us with a bigger list of property to assess housing potential of the city better.

CHIEF EXECUTIVE'S REPLY:

Any amendment to Legislation is a matter for Central Government.

The Councillor may wish to bring this matter to the attention of the Planning Strategic Policy Committee (SPC), where the members may put forward a motion in this regard.

Q.94 COUNCILLOR HAZEL CHU

To ask the Chief Executive to look at available green spaces beside schools to make them available for playground purposes, Shellybanks NS in Sandymount would be a prime example. And in the case/area where there isn't if the local road could be closed during school areas to facilitate play.

CHIEF EXECUTIVE'S REPLY:

Sandymount is not deficient with regard to play facilities as there are three significant parks as well as Sandymount strand in this neighbourhood where a new large playground was recently installed and Ringsend Park which includes two play areas.

Shellybanks Educate Together Primary School was involved in the consultation process for the new playground in Sandymount at Sean Moore Park. DCC Play Development Officer will be available to work with Shellybanks Educate Together Primary School in supporting them to develop design plans to improve and increase play opportunities in their school yard.

Q.95 COUNCILLOR HAZEL CHU

To ask the Chief Executive on a realistic projection of when the Liffey Cycle Route would be completed, it was adopted in the Dublin City Development Plan 2011-2017 with the promise that a continuous and segregated cycle route would be built within the time of the plan. Last week it was mooted that it would now be 2024. What are the hold ups to the delivery of the project? And while the project continues can the manager and council implement a continuous two-way cycle path on the quays to at least trial it for 8-12 months. What would be the cost of doing? Also can manager share results of recent traffic surveys on Quays?

CHIEF EXECUTIVE'S REPLY:

In March 2019, Dublin City Council (DCC) received the Emerging Preferred Design for the Liffey Cycle Route from the National Transport Authority. This was presented to a Special Transport SPC on April 3rd 2019. The Emerging Preferred Design underwent a non-statutory public consultation from May 2nd to June 6th 2019. The Non-Statutory Public Consultation Summary Report was published on the Dublin City Council website in December 2019.

Dublin City Council has a number of policy objectives relating to the Liffey corridor that span across a range of functional areas. The Environment and Transportation Department is currently engaged in extensive DCC inter-departmental consultation on the project. The project team is currently going through due diligence scoping the project, to ensure that objectives other than those relating to mobility are taken into account.

The project team is currently working on a number of these such as;

- Appropriate Assessment Screening Report and EIA Screening Report
- Mapping of existing material assets, including architectural, archaeological and flora
- Stakeholder identification and mapping
- Quay wall structural and bridge condition surveys
- Flooding and sustainable drainage

This information along with the comments received as part of the non-statutory public consultation will help frame a robust brief for an engineering service provider. The brief will be issued for tender in Q1 2020, with a design team being appointed in Q2 2020.

The nature of the appropriate statutory approval process will be dictated by the outcome of the above scoping exercises and the future timelines will be dependent on the statutory approval process required. Clarity on the delivery time will be made available in Q2 2020.

Following representations from a number of City Councillors, the Environment and Transportation Department shall prepare a report on the feasibility of introducing an interim cycle route along the Liffey quays prior to the full scheme being delivered. It is envisaged that this report will be presented to the Area Committees and City Council in Q2 2020. The implementation of an interim scheme would be subject to availability of resources.

Q.96 COUNCILLOR JANICE BOYLAN

To ask the Chief Executive to look at the lights on the North Circular Road, Dublin 7 at the junction of Drumalee. The one to turn right on to Blackhorse Avenue. As there is a filter light there that doesn't seem to be working effectively, especially for the buses that need to turn there. I believe it has only worked 2 days since it was put up 5 months ago.

CHIEF EXECUTIVE'S REPLY:

The right turn filter signal from NCR to Blackhorse Ave was installed in the autumn of 2019. The signals were reprogrammed to operate this new signal on 02.10.2019.

This right turn filter signal is operated by our Bus Priority system for outbound No.37 Buses in the pm peak only.

The signal does not, currently, operate outside of the PM peak as it would negatively impact on journey times of inbound No46A buses on the NCR.

The junction is monitored by our Bus Priority section, along with Dublin Bus, and consideration will be given to extending operation of the filter signal should the need arise.

Q.97 COUNCILLOR JANICE BOYLAN

To ask the Chief Executive to implement a standard payment for tenants who get paid every 2 weeks. This system is in place for employees but not on offer to tenants. This has resulted in some tenants falling into arrears when they don't want to fall into arrears.

CHIEF EXECUTIVE'S REPLY:

Dublin City Council's Housing Rent Section engage with all tenants who may have difficulties in paying their rent due to being paid either weekly, fortnightly, or monthly. The current system operating is a weekly charge. Dublin City Council tenants are offered a range of user-friendly payment options such as:

- Direct Debit
- Household Budget
- Bill Pay
- On-Line Internet Payments
- By Phone
- Dublin City Council Customer Services Cash Desk
- Wages/Salary deductions

The Housing Rents Department is continuously looking at ways in which we can improve and facilitate our tenants to pay their rent on time.

The Local Government Efficiency Review Group made a recommendation in 2010 that "Social Housing Rents due to Local Authorities should be deducted directly from Social Welfare Payments". The Housing (Miscellaneous Provisions) Act 2014 contains a section which would give Local Authorities the power to authorise this and also to collect rent arrears- however to date Section 53 of this Act has not been commenced.

Q.98 COUNCILLOR DAITHÍ DOOLAN

To ask the Chief Executive to take immediate action to tackle the traffic congestion on Kilworth Road and to outline a timeframe for this action?

CHIEF EXECUTIVE'S REPLY:

The Area Engineer has reported that having assessed Kilworth Road, no adverse traffic congestion was noted at the time of assessment. If the Councillor wishes to supply more details in relation to the area of the road most affected and the time of day that the congestion occurs, please go to <https://www.dublincity.ie/traffic-service-request-councillor>.

The Area Engineer can then re-assess the area based on further details supplied.

Q.99 COUNCILLOR DAITHÍ DOOLAN

To ask the Chief Executive in light of the serious anti-social behaviour, including physical assault, on cyclists, delivery staff and pedestrians, to ask DCC to organise a meeting with Gardaí and other stakeholders to discuss a plan of action to make the Grand Canal a safer place for everyone to visit and enjoy?

CHIEF EXECUTIVE'S REPLY:

As this is chiefly a Garda matter, the issues arising from the anti-social behaviour at the Grand Canal will be discussed at the next meeting of the J.P.C. scheduled for Monday 27th January, 2020.

Q.100 COUNCILLOR DAITHÍ DOOLAN

To ask the Chief Executive how many households are waiting for extensions based on overcrowding & disability needs, break down per area and what funding is needed to complete this back log?

CHIEF EXECUTIVE'S REPLY:

In 2019, 14 extensions were provided for disability/accessibility purposes to the end of November. This has increased from approximately 10 per annum in previous years. Extensions for overcrowding purposes were not provided for several years but this programme recommenced in late 2018 with an objective of providing four overcrowding extensions per annum. Four overcrowding extensions are currently being constructed.

Extensions meet particular needs and require architectural and design input and it is not very useful to identify an average cost in this instance. The provision of extensions must be met within budgetary resources and this is currently €1 million per annum. The following figures show the number of applications currently received for extensions for disability/accessibility and overcrowding. Not all applications will be approved:

- Central: 16
- North Central: 26
- North West: 49
- South Central: 137
- South East: 3

Q.101 COUNCILLOR DAITHÍ DOOLAN

To ask the Chief Executive to investigate the installation of public bins & resurfacing the roads in Camac Park?

CHIEF EXECUTIVE'S REPLY:

As Camac Park is a residential area with no significant litter generators, it is not recommended to install litter bins there. However we will monitor litter levels at this location to see if there are any specific litter issues there, we have Camac Park cleaned on a fortnightly basis and we will continue to do all we can to keep this area as clean as possible.

Road Maintenance visited Camac Park last year and organised temporary repairs to be carried out in the carriageway. We have carried out the repair of 5No. speed ramps this week. At present, no drainage line currently exists in this development and upon examination an estimate from water services is coming in at over 60K to install this line. Road Maintenance are of the opinion that it makes no sense to resurface a road that will have to be dug up to install drainage and gullies. This really should be a matter for the Area Office to drive, i.e. secure funding and arrange the design and construction for this development.

Q.102 COUNCILLOR DECLAN FLANAGAN

To ask the Chief Executive can he confirm how many active building projects of 100 or more units are being built in the city currently, can I have a breakdown of same.

CHIEF EXECUTIVE'S REPLY:

Under the CALF (Capital Advance Leasing Facility) funding programme Fold Ireland are building 103 homes on Armagh Road, Crumlin.

With regard to Dublin City Council-led building projects, there are currently none on-site containing more than 100 units, although there are a number at preliminary planning/design stages. Details of same are contained in the monthly Housing Supply Report.

Q.103 COUNCILLOR DECLAN FLANAGAN

To ask the Chief Executive if there are plans for more bicycles to be rolled out for use in the city in the short term.

CHIEF EXECUTIVE'S REPLY:

Any further growth of the Just Eat Dublin bikes scheme in the city is dependent on the identification of additional sustainable funding for capital and operational costs. This work is ongoing and is in addition to measures to finance the existing bike scheme in its current format. A further factor that must be considered is the impact of 'dockless' bike hire schemes on the Just Eat Dublin bikes business and operational model. There is therefore no definite timeline in place for the delivery of more bicycles in the short term. The scheme has one exclusive sponsor (Just Eat) in order to maximise the revenue achievable. This sponsorship offsets a proportion of current annual operational costs but would not have sufficient quantum to enable a further station extension. The City Council is also mindful of how to integrate the proposed Bus Connects Scheme with any enhanced cycle rollout.

Q.104 COUNCILLOR DECLAN FLANAGAN

To ask the Chief Executive to confirm what is the update on the proposed sewage waste water plant for Clonsaugh.

CHIEF EXECUTIVE'S REPLY:

The project referred to in the question is an Irish Water project with the site of the proposed waste water treatment plant located in the Fingal administrative area. As such, Dublin City Council is not in a position to issue an update. I would refer the councillor to the IW Project website at <https://www.water.ie/projects-plans/greater-dublin/> and to the Irish Water phone number and e-mail address dedicated to questions from elected representatives.

Q.105 COUNCILLOR PATRICK COSTELLO

To ask the Chief Executive given the lack of information in the community on the Poddle flood alleviation scheme at present, what steps he will take to ensure full community engagement even at this late stage, and will he commit to delivering information on the project to every home in the local area of the scheme, including a copy of the scheme, a copy of the environmental impact assessment and information on how residents can submit observations.

CHIEF EXECUTIVE'S REPLY:

Even though there has been a very large amount of public consultation as well as individual consultations to date both in DCC and SDCC; since it was agreed at the South East Area Committee meeting on Monday 6th December last; DCC and SDCC will have further meetings with local residents groups during the Part X public consultation period in January and February 2020. There is also a further non-statutory public information session scheduled on Thursday 19th December in the Mount Argus Community Centre.

Letters and maps have also been issued to over 100 properties within the DCC and SDCC areas directly or indirectly affected by the scheme. These included residents in Ravensdale Park, Poddle Park and St Martins Drive/Park.

It is impractical to issue a copy of the scheme and EIAR to every home within the area as this would run to several million pages, however a copy of these will be available, once finalised, on the Project web-site www.poddleFAS.ie. Leaflets informing the public of the proposed Part X scheme will be delivered to all buildings within 100m of the scheme and those large numbers of buildings previously flooded by the Poddle in

the DCC area; from the Kimmage Road to the Grand Canal. There will also be newspaper adverts and site signage as required by the legislation at the proposed works locations to further inform the public of this very urgent proposed scheme.

As already outlined at the South East Area Meeting all trees removed will be replaced by double the number. Nine trees are proposed to be removed in Ravensdale Park.

Q.106 COUNCILLOR NEASA HOURIGAN

To ask the Chief Executive to clarify whether the Fruit, Vegetable and Flower market is subject to a market right and can he clarify the extent of this area, and provide me with a copy of the current bye-laws and state whether he intends to make further bye-laws using the Casual Trading Act 1995.

CHIEF EXECUTIVE'S REPLY:

The current Casual Trading Bye-Laws are due for review in 2020 and will go out to public consultation as part of this process. The current bye-laws can be viewed on DCC's website, see link below:

<http://www.dublincity.ie/main-menu-services-recreation-culture-casual-trading-licence/casual-trading-bye-laws-2013>.

The Fruit and Vegetable Market was established under the 1878 Public Health Act section 43 applies) and operated under byelaws until they were repealed by the Local Government Act which came into effect in 1997. Since no new Traders came into the Market subsequent to that all traders were covered by the terms and conditions of those byelaws until they left the building. As per the above Casual Trading Act does not apply in this instance and never did. Since the building will continue to operate as a Market in line with Part 8 Planning permission granted 2014 the issue of market right does not arise.

Q.107 COUNCILLOR NEASA HOURIGAN

To ask the Chief Executive to clarify, in conjunction with our insurers, what the proposed 'uplift' in Dublin City Council insurance annual outlay will be due to the inclusion of the White Water Rafting scheme in our coverage and if this sum is not currently available could the insurers advise of a typical percentage increase for such a proposal.

CHIEF EXECUTIVE'S REPLY:

Until the details are clear it won't be possible to ascertain the insurance consequences if any for Dublin City Council. Further enquiries are being made with Irish Public Bodies, insurers for Dublin City Council.

Q.108 COUNCILLOR NEASA HOURIGAN

To ask the Chief Executive to clarify the terms under which the development levies in the central ward have been allocated to the white water rafting project and whether non-completion of the project will incur a refund to the developer.

CHIEF EXECUTIVE'S REPLY:

The Planning & Development Act, 2000, as amended, enables a Planning Authority, when granting permission under Section 34 of the Act, to attach conditions requiring the payment of a contribution in respect of public infrastructure and facilities benefitting the development of the administrative area of the Planning Authority. This relates to public infrastructure and facilities that are provided, by or on behalf of the Local Authority.

The Capital Programme 2020-2022 has an estimated value of €2.647 billion Euro. The proposed funding of the programme includes €0.193 billion in development contributions.

The Capital Programme covers a wide variety of projects across the eight programme groups and the five administrative areas.

In the event of any capital project not proceeding to which development contributions have been allocated then the contributions will be allocated to another capital project.

Q.109 COUNCILLOR PATRICIA ROE

To ask the Chief Executive to direct that immediate steps be taken to address the roof maintenance issue on Sycamore Building, Sycamore St., Temple Bar. For the past three years there has been a leak in the roof of the building that flows through the ceiling of the second floor into the lobby of Fringe LAB. The leak has caused ceiling plaster to fall off and the resultant pooling water needs daily attention from staff. Requests from the Board and staff of the Fringe Festival, throughout 2019, to address this escalating issue have been ignored by Temple Bar Cultural Trust.

CHIEF EXECUTIVE'S REPLY:

The leak on this particular roof has been the subject of numerous repairs in recent years and were to form part of capital works earmarked for Sycamore Building, which have been delayed. It should be noted that this type of roofing does not patch or repair well as a number of patches have already been applied to the roof.

We are proposing to remove a substantial area of the roof covering and replace it entirely. Temple Bar Cultural Trust (TBCT) has tendered for this job in addition to repairs in two other TBCT cultural buildings in the locale where roof issues have also been identified. The aim being that a more substantial and lasting job will be carried out.

It has been agreed with the nominated contractor that the roof repairs in Sycamore Building will take precedence and we are hopeful that works may commence in January.

Q.110 COUNCILLOR PATRICIA ROE

To ask the Chief Executive if he can give an update on proposed development of Cuilin House, Hampstead Park, Ballymun Road, Dublin 9, following on from the report commissioned in conjunction with DCU and a time line for the renovation plans if any.

CHIEF EXECUTIVE'S REPLY:

There is no progress to report on this project at this time. A report will be brought to the Area Committee in Q2 2020.

Q.111 COUNCILLOR JOHN LYONS

To ask the Chief Executive for a report on the number and category of housing maintenance staff currently employed by DCC, how current levels compare to the years 2014-2018, and the average turnaround time for a maintenance request to be fulfilled.

CHIEF EXECUTIVE'S REPLY:

A reply will issue to the Councillor within 2 weeks of meeting.

Q.112 COUNCILLOR JOHN LYONS

To ask the Chief Executive for all 2019 correspondence and communication between DCC officials and Kennedy Wilson regarding the proposed Parnell Square Cultural Quarter.

CHIEF EXECUTIVE'S REPLY:

This information is being gathered from various Departments and a detailed response will be issued to the Councillor before the next meeting.

Q.113 COUNCILLOR JANET HORNER

To ask the Chief Executive whether consideration has been given to maintaining cycling access between Nassau Street and Suffolk Street as part of the proposed upgrading works in order to allow people cycling between Nassau Street and College Green a safe route away from the LUAS tracks?

CHIEF EXECUTIVE'S REPLY:

Currently Suffolk Street is a pedestrianised zone apart from goods deliveries between 6am and 11am, the same as Grafton Street.

In terms of the current movements on the street, a recent count showed that between 7am and 7pm almost 22,000 pedestrians and almost 800 cyclists used the street. Notwithstanding this result, cycling access will be considered as part of the design of a permanent scheme for the street. This design is currently being progressed and proposals will be brought for consultation in 2020.

Q.114 COUNCILLOR JANET HORNER

To ask the Chief Executive to give details of all sites added to the Derelict Sites Register since July 2018?

CHIEF EXECUTIVE'S REPLY:

Listed below are the sites which were entered on the Derelict Sites Register since July, 2018:

Address of Site	Date of Entry on Register
414 North Circular Road, D. 7	13 th July, 2018
24-25 Prussia Street, D. 7	10 th July, 2018
4 Shangan Gardens, Ballymun, D. 11	5 th July, 2018
146 Harolds Cross Road, D. 6	2 nd August, 2018
66 Terenure Road West, D. 6	13 th August, 2018
73 Cabra, Park, D. 7	23 rd November, 2018
1-3 Thomas Court, D. 8	28 th November, 2018
Barry Avenue/Casement Road site at, D.11	4 th January, 2019
14 Sullivan Street, D. 7	5 th March, 2019
118 Cork Street, D. 8	19 th March, 2019
5 Mulberry Cottages, D. 20	10 th April, 2019
6 Mulberry Cottages, D. 20	10 th April, 2019
23 Dolphins Barn Street, D. 8	3 rd April, 2019
6 Leeson Street Lower, D. 2	16 th April, 2019
11 Annamoe Terrace, D. 7	11 th April, 2019

7/8 Terrace Place, D. 1	14 th June, 2019
162 – 165 James Street, D 8	17 th June, 2019
4 Annesley Place, D 3	24 th July, 2019
22 Porobello Road, D. 8	8 th July, 2019
74 North Circular Road, D. 7	21 st August, 2019
10-13 Conyngham Road, D. 8	7 th August, 2019
Raheen Drive, site adj to No. 1, D.10	21 st August, 2019
17 Russel Avenue, Drumcondra, D.3	26 th August, 2019

Q.115 COUNCILLOR JANET HORNER

To ask the Chief Executive to review delivery policies in the city and to identify ways to reduce emissions and increase enforcement, including the options for zero-emissions last-mile deliveries?

CHIEF EXECUTIVE'S REPLY:

A large number of delivery companies have recently adopted electric vehicle, cargo bike and walker solutions to last mile delivery. The council continues to encourage this trend through a number of initiatives including, the development of micro distribution hubs; encouraging the use of cargo bikes; improving the cycling infrastructure throughout the City; and piloting smart loading bays, with the co-operation of the Parking Enforcement section, to help reduce deliveries congestion.

Dublin Street Parking Services continue to monitor and enforce commercial vehicles delivering in and around the city. Parking Enforcement are working closely with the City Centre Transportation Projects team in trialling some new delivery strategies.

Q.116 COUNCILLOR JANET HORNER

To ask the Chief Executive to review the enforcement of regulations for building works in the city to ensure pedestrian safety is given utmost priority - and particularly in busy areas with pedestrian crossings e.g. junction between Capel Street and Grattan Bridge.

CHIEF EXECUTIVE'S REPLY:

DCC Roadworks Control Unit, in line with Directives, process permits for road works under Roads & Traffic Acts and also hoarding & scaffold licences under Section 254 of Planning & Development Act, 2000. Permits & licences are issued on condition that vulnerable road users are properly catered for especially at high risk locations like pedestrian crossings. If a contractor fails to comply then he/she is directed to take immediate action to address the problem otherwise permits & licences will be revoked. Regarding the example cited, a Roadworks Control Inspector has visited the site to review pedestrian safety and confirmed the situation to be satisfactory.

Q.117 COUNCILLOR JAMES GEOGHEGAN

To ask the Chief Executive if he could detail the first date when Dublin City Council agreed to pay the rent for 21 Aungier Street; if he could detail what form this agreement took and the duration of that agreement; if he could detail to whom or what named entity that rent is paid as part of said agreement; if he could detail by reference to the specific division and sub code of the Revenue budget from where these monies are paid; if he could detail the total amount of monies paid each month to date and the total amounts due to be paid for the duration of the agreement and if he could confirm what purpose has been served or benefit gained through the payment of this rent from Dublin City Council.

CHIEF EXECUTIVE'S REPLY:

The Staircase, 21 Aungier Street, Dublin 2 was leased by the Peter McVerry Trust (PMVT) in late 2016 to provide between 20 and 25 beds for emergency accommodation for vulnerable adults with the support of the Dublin Region Homeless Executive (DRHE). The property had been used previously to accommodate vulnerable adults.

The building required work and as some elements within the building had been on the National Monuments Register prior to 2007, it was of interest from a historical, conservation and protected structure perspective. The lease cost on the property amounts to €16,250.00 per month and €373,750 has been paid to date by the DRHE to PMVT. The DRHE recoup this funding from the Department of Housing, Planning and Local Government under Section 10 of the 1988 Housing Act. The DRHE is not in a position to disclose the identity of the lessor/landlord of the property as the lease is held by the PMVT.

There was considerable opposition to the proposed use of the building as a homeless emergency accommodation facility and following an extended period of discussions with interested parties and public representatives agreement was reached in early 2017 to not proceed with the proposal and to work to dispose of the lease as soon as it was practical to do so, for use of the building for an alternative purpose.

Disposal of the lease to an alternative party is at an advanced stage and it is anticipated that the commitment to this property will cease in 2020.

Q.118 COUNCILLOR JAMES GEOGHEGAN

To ask the Chief Executive if he could detail with precision the names of any or all granting authorities that Dublin City council according to the memo prepared for councillors on 2nd of December 2019 has received preliminary indications would make available €13 million to part fund the tourism and Swift Water Rescue Training Centre elements of the proposed White-Water Centre; if he could break down the specific costs by reference to each of the following items listed in slide 16 of the area managers presentation, design team fee's, two new buildings, VAT, contingency (public spending code), water treatment plant, flood defence measures; if he could detail with precision what is meant by contingency (public spending code, further explain the two new buildings, water treatment plant and flood defence measures references; if he could detail with precision in respect of slide 17 from where the €4 million capital reserve originated from; if he could detail with precision in respect of slide 17 whether the €4.9 million development levies shall be generated from Docklands Specific Levies or Class 3 Levies as previously indicated.

CHIEF EXECUTIVE'S REPLY:

As stated at the Council meeting on 2nd December the City Council has not received formal confirmation of grant funding from any granting authorities, so to provide names at this point would pre-empt the application process. Now that approval for the project has been received from the City Council formal grant applications will be submitted to the relevant agencies. As per the presentation and the memo circulated to Members the grants sought will be in respect of the Tourism, Sports and Swift Water Rescue elements of the facility.

The detailed breakdown of fees and the specific provisions made by the Project Team for the individual elements of the project are considered commercially sensitive and cannot be released at this time. The overall total of €22.8m now includes all of the previous exclusions as set out in slide 13 plus the provision of a Water Treatment Plant and Flood Defence measures. It is a requirement of the Public Spending Code

(General Conditions of Sanction for Multi Annual Capital Envelopes) A-03 - Section (d)
Project contingency as follows:

“In making provision for each project, account should be taken not just of the contract price but limited provision should also be made for likely price increases for inflation for projects with a construction duration of more than 3 years, and unforeseeable variations that might arise during project construction. In this respect, the project contingency shall have regard to the extent of risk that is retained by the contracting authority having undertaken adequate risk analysis prior to tender.”

Of the overall project total, €1.5m of Design Development/Project Contingency is built into the individual elements of the project, i.e. Ground Works/Demolition, Course Construction, Quayside Buildings construction.

Capital Reserves originate from the sale of Council sites, Car Park income and Commercial property income.

The Development levies that will be utilised for this project will be Section 25 Levies that relate specifically to the Docklands and commitments have been made that they will be used locally.

Q.119 COUNCILLOR JAMES GEOGHEGAN

To ask the Chief Executive if he could detail whether any item of revenue expenditure contained in revenue budgets in the last 10 years has been funded by development levies and if so, if those expenditure items and the nominal amount of those levies used for revenue expenditure could be set out in tabular form; if he could detail in tabular form all projects which have been part funded by Docklands Specific Levies and the amount of the levies spent.

CHIEF EXECUTIVE'S REPLY:

Development levies are not used to fund revenue expenditure and have not financed any element of revenue expenditure in the last 10 years. Development levies finance the provision of capital infrastructure and are a funding source as outlined in the 3 year capital programme which is presented to the City Council each year.

No item of revenue expenditure contained in revenue budgets in the last 10 years has been funded by development levies. The table below sets out projects funded by Dockland levies.

<u>Project funded by Dockland Levies</u>	<u>Amount of funding</u>
BRITAIN QUAY INFRASTRUCTURE	423,791.90
BRITAIN QUAY INFRASTRUCTURE	1,339,248.00
Cardiff lane drainage works	119,798.00
CHOCOLATE PARK DOCKLANDS	19,225.50
DOCKLANDS PUBLIC REALM	298,126.01
DUBLIN DKLND S DRNGE C'MENT STUDY	67,836.07
DUBLIN DOCKLANDS WAYFINDING SCHEME	53,038.20
MACKEN ST BRIDGE	6,125,000.00
MACKEN ST BRIDGE	742,825.00
NDSS CONTRACT 1 SPENCER DOCK PUMPING STATION	560,070.00
NDSS CONTRACT 1 SPENCER DOCK PUMPING STATION	2,876,136.84
NDSS CONTRACT 2 RISING MAINS	107,304.00
NDSS CONTRACT 2 RISING MAINS	421,366.00
NDSS CONTRACT 2 RISING MAINS	196,525.00
NDSS CONTRACT 3 LIFFEY SERVICES INSTALLATION CONTRACT	528,671.00
NDSS CONTRACT 3 LIFFEY SERVICES INSTALLATION CONTRACT	131,267.00
Totals	14,010,228.52

Q.120 COUNCILLOR MÍCHEÁL MAC DONNCHA

To ask the Chief Executive the current position regarding the proposed neighbourhood/community centre for Kilbarrack; including the funding previously allocated and the progress if any made to advance this project.

CHIEF EXECUTIVE'S REPLY:

Tenders for Architectural Consultants were sought in 2019. Based on the 'Brief' and the price increase in the construction industry, the cost of the project significantly increased beyond budget. This necessitated the Project Team meeting again with DCC Architects and Quantity Surveyors to revise the feasibility and costings.

It is proposed to carry out a Cost Benefit Analysis and a further Needs Analysis of this project in Q1 2020.

Q.121 COUNCILLOR MÍCHEÁL MAC DONNCHA

To ask the Chief Executive if a full inspection and assessment will be made and necessary repairs recommended and assisted financially for Kilbarrack Community Hall, especially given the inconvenience caused by the state of the building to the tenants KCCP.

CHIEF EXECUTIVE'S REPLY:

By Lease dated 17th November 1975, a plot of ground at what was then known as Thornville Road, Kilbarrack, Dublin 5 was demised by DCC to Kilbarrack and District Community Association (KADCA) for a term of 99 years from 13th November 1975 on a full repair and insuring basis.

Property Management Section will arrange with the City Architect's Building Inspectors to carry out full inspection and assessment of the premises and prepare a Schedule of Remedial Works to be carried out.

Q.122 COUNCILLOR NAOISE Ó'MUIRÍ

To ask the Chief Executive to request that the Planning Enforcement section investigate the situation regarding (a) overspill of construction dust/dirt and (b) timing of truck movements in relation to the Cairns site on Griffith Avenue as set out in the email below (**details supplied**). The problem is particularly acute during wet weather as dirty water from the onsite wheel-washing facility is running straight out onto Griffith Avenue.

CHIEF EXECUTIVE'S REPLY:

The issues relating to dirt on the roads in respect of this site will be fully investigated and acted on by the Planning Enforcement Section.

The hours of work approved by An Bord Pleanála in respect of this site, which would include trucks in and out of site is as follows

"Site development and building works shall be carried out only between 0800 to 1900 hours Mondays to Fridays inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority."

Waste Management Services will speak to the site manager again to ensure that they have the requisite road sweeping machine for cleaning the dirt dragged on to the roads by their lorries. We also will have extra cleaning done there by ourselves to help the situation.

Q.123 COUNCILLOR NAOISE Ó'MUIRÍ

To ask the Chief Executive to organise for the installation of a barrier/mechanism to prevent animals and young children from running straight out of the two main exits from Croydon Park (Marino top circle) and onto a busy roadway?

CHIEF EXECUTIVE'S REPLY:

The request for the installation of a barrier/mechanism at the above location is listed on the Transport Advisory Group agenda for examination and report by the Area Traffic Engineer under Enquiry No: 7013056

The Councillor will receive the final recommendation of the Transport Advisory Group in due course.

Q.124 COUNCILLOR NAOISE Ó'MUIRÍ

To ask the Chief Executive to request that the Planning Enforcement section urgently investigate the situation regarding the removal of trees at Grosvenor Court as set out in the email below to the CEO (**details supplied**).

CHIEF EXECUTIVE'S REPLY:

The issues raised are under the investigation of the Planning Enforcement Section. A Warning Letter under Section 152 of the Planning and Development Act 2000 (as amended) is being served on the developer requiring compliance with Condition 5 and Condition 21 of planning application no. 2038/18.

Condition 5 states "A comprehensive boundary treatment and landscaping plan shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. The plan which shall be designed by a landscaping professional shall include the following:

- (a) Details of all proposed hard surface finishes including samples of proposed paving slabs, materials for footpaths, kerbing and road surfaces within the development.
- (b) Details of the location, number, type and spacing of all species proposed.
- (c) Details of any street furniture including bollards, lighting fixtures and seating.
- (d) Details of proposed boundary treatment at the perimeter of the site, including heights, materials and finishes.
- (e) Play space shall be in accordance with the requirements of the planning authority.
- (f) The boundary treatment and landscaping shall be carried out in accordance with agreed scheme. The approved scheme shall be completed prior to the making available by the developer for occupation of any of the proposed units.

Reason: In the interests of visual and residential amenity.

Condition 21 states " Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company or such other security as may be accepted in writing with the planning authority, to secure the replacement of any trees within the public realm damaged or removed in connection with the development, coupled with an agreement empowering the planning authority to apply such security or part thereof to secure the replacement of any trees within the public realm. The form and amount of security shall be as agreed

between the planning authority and the developer or, in default of agreement, shall be referred to An Bord Pleanála for determination.

Reason: To ensure the satisfactory reinstatement of trees within the public realm which are damaged or removed arising from the proposed development.

Q.125 COUNCILLOR NAOISE Ó'MUIRÍ

To ask the Chief Executive to organise for dishing to be installed at the Vernon Rise end of the footpath that connects Vernon Rise to the new pedestrian lights on Sybill Hill at the entrance to St Anne's Park to facilitate wheelchair access.

CHIEF EXECUTIVE'S REPLY:

The request for the installation of a barrier/mechanism at the above location is listed on the Transport Advisory Group agenda for examination and report by the Area Traffic Engineer under Enquiry No: 7013056

The Councillor will receive the final recommendation of the Transport Advisory Group in due course.

Q.126 COUNCILLOR DEIRDRE HENEY

To ask the Chief Executive to please refer to the two trees at **(details supplied)** and say if he can arrange to have same pruned.

CHIEF EXECUTIVE'S REPLY:

The locus was inspected and 2 trees were identified in significant decline which will be removed as soon as local schedules allow. No other tree works were deemed necessary.

Q.127 COUNCILLOR DEIRDRE HENEY

To ask the Chief Executive to please refer to **(details supplied)** and say if the Council can assist in the provision of a welcome sign/stone there.

CHIEF EXECUTIVE'S REPLY:

The entrance stone /sign was paid for and sourced by local Residents of **(details supplied 1)**.

The Residents of **(details supplied 2)** can look into purchasing one for their estate and the area office might be able to help with installation costs if a budget is available.

Q.128 COUNCILLOR DEIRDRE HENEY

To ask the Chief Executive to please refer to traffic lights at **(details supplied)** and say if he can examine same in light of an observation from my constituent who states that the traffic lights are incorrectly positioned for traffic turning left from details attached going towards town.

CHIEF EXECUTIVE'S REPLY:

The Traffic Officer has responded that a safety evaluation inspection of the operation and positioning of the traffic signals at this location will be undertaken in the next two weeks. A report will then be forwarded detailing the outcome of this evaluation.

Q.129 COUNCILLOR DEIRDRE HENEY

To ask the Chief Executive to please refer to trees in estate at **(details supplied)** and say if he can arrange that the trees be trimmed/pruned.

CHIEF EXECUTIVE'S REPLY:

The trees have been inspected and were found to be in an acceptable condition with no works required or recommended at this time.