

**SOUTH EAST AREA COMMITTEE
COISTE CHEANTAR AN OIRDHEISCIRT
MINUTES OF MEETING HELD ON 12th SEPTEMBER 2016
ORDUITHE A DEINEADH AN COISTE
12 MEÁN FÓMHAIR 2016**

664. Verbal update from Irish Rail on the City Centre Resignalling Project
Order: Noted.
665. Presentation on Planning Application No. 3467/16
Order: Noted.
666. Presentation on Planning Application No. 3605/16
Order: Noted. Five councillors requested that their objection to this planning application be noted and were advised that any recommendations or observations in relation to a planning application cannot be taken into account unless formally submitted in accordance with the provisions of the Planning and Development Regulations.
667. Minutes of the meeting held on 11th July 2016
Order: Agreed.
668. Questions to the Chief Executive
Order: Noted.
669. **Environment and Transportation Department Matters**
- i. Traffic Advisory Group Minutes of Meeting held on 23/08/2016
Order: Noted.
 - ii. Notification of initiation under Part 8 Planning and Development Regulations 2001 with reference to the proposed works at Drury Street Car Park.
Order: Agreed to initiate the Part 8 process.
 - iii. Report on Proposed Part 8 on proposed works in Clarendon Street / Clarendon Row.
Order: Agreed to initiate the Part 8 process.
670. **Culture, Recreation & Economic Services Department Matters**
- i. Report on Part 8 Planning Consultation to construct a new garden entrance pavilion at the rear of the Rutland Fountain, Merrion Square Park.
Order: Agreed to recommend to City Council. Cllr. Flynn wanted his dissention noted.
 - ii. Report on the Part 8 Planning Consultation to upgrade Kevin Street Library, Dublin 8, to comply with current building regulations in terms of universal access, fire escape and accessible WC provision.
Order: Agreed to recommend to City Council.
 - iii. Report on Proposal to Designate Portobello Harbour as a Market Location.
Order: Agreed to recommend that Portobello Harbour be included in a

list of proposed new locations, which Casual Trading Section will put out for internal discussion before going to the council's Markets and Trading in the Public Domain Committee.

- iv. Report re Proposed Parks Improvement Works at Herbert Park.
Order: Noted.
- v. Report on Tom Clarke Bridge Grant Scheme (East Link Grant Scheme).
Order: Agreed to recommend to City Council.

671. Planning and Property Development Department Matters

- i. Update on Part 8 Process for Metropole Units at Charlemont Street, Donnybrook Road, Pembroke Road & Shelbourne Road (Draft Chief Executive's Reports).
 - a) Pembroke Road
 - b) Shelbourne Road
 - c) Charlemont Street
 - d) Donnybrook Road

Order: Following discussions the South East Area Committee decided not to recommend these Part 8s to the City Council.

The meeting agreed the following emergency motion from Councillors Dermot Lacey, Mary Freehill, Patrick Costello and Claire Byrne:

"This committee rejects the proposals to erect four Metropole Advertising structures at Pembroke Road, Shelbourne Road, Charlemont Street and Donnybrook Road as being unsuitable for the areas proposed and / or inconsistent with the City Development Plan.

Bearing in mind the opposition of the area committee, the committee further requests the city council executive, if they wish to persist with this proposal, to refrain from placing it on the agenda of the city council under the Part 8 process and to pursue the matter through the normal planning process that will enable the independent An Bord Pleanála to adjudicate on the planning compliance and suitability of the applications.

The committee further agrees that this motion shall be included in the Breviate to be placed before the city council as part of the record of the meeting."

The meeting agreed the following emergency motion from Councillors Chris Andrews, Claire Byrne and Dermot Lacey:

"That this Committee agrees to write to the Minister for Transport, Shane Ross to demand that funding be made available for the maintenance of existing dublinbikes and for the expansion of the scheme."

- ii. Poolbeg SDZ West pre-draft consultation July / August 2016.
Order: Noted.
- iii. Planning Enforcement Quarterly Report.
Order: Noted.

672. South East Area Matters

i. Updates on the following:

- Community Development Section.
- Environmental Services Unit.
- Housing Projects and Local Area Improvements.
- Sport and Recreation Section.

Order: Noted.

ii. Proposal to name a development at Orwell Park, Rathgar, Dublin 6 as Orwell Park Gardens.

Order: Agreed.

Motions

673. Motion from Councillor Dermot Lacey

This Committee requests a response from the Manager on the issues submitted as part of this motion and set out below in relation to quads, jet ski and "drones" using Sandymount Strand.

There are new notices that have appeared in the car parks along Sandymount Strand and at the start to the walk that leads to the Irishtown Nature Reserve. They point out that the area is a Special Area of Conservation under the EU Habitats Directive and that it is also a Special Protection Area (SPA) under the EU Birds Directive (1979). However the notices also say that "The beach is also used by horse riders, quad bikers, jet skis, kyte (sic) fliers and outdoor fitness classes."

Given the area's special status, it is most inappropriate that quad bikers and jet skis should be permitted (if they actually are). In my opinion, no motorised vehicles (other than Dublin City Council) should be permitted on the strand; the notice should state as much. Given the fact that the area is an SPA, surely drones should also be banned?

Order: Report to Councillor.

674. Motion from Councillor Dermot Lacey

This Committee requests the Manager to install a Basketball Court in the plans for Herbert Park or in Beech Hill Park.

Order: Report to Councillor.

675. Motion from Councillor Dermot Lacey

To ask the Manager if she will consider the suggestions re cleaning of Camden Street as suggested in the note submitted with this motion.

It was suggested that I bring this to your attention so that you could make representations on behalf of residents living in Camden Street area to DCC Waste Management Division.

Due to the large numbers of people socialising in the Camden Street area, particularly late at night, it appears that some of the side streets have become urinals. The portable loo that was introduced into Camden Street was a disaster but if DCC Waste Management Division introduced a system of hosing down the sidewalks this might improve the situation.

Order: Report to Councillor.

676. Motion from Councillor Frank Kennedy

This Area Committee resolves to write to the Minister for Housing, Planning, Community and Local Government to request that powers be conferred upon the Inspector of the Street Furniture Unit to remove items placed on the public footpath which are deemed to cause a hazard to and/or block the mobility of limited mobility residents, in particular those who rely on the assistance of a carer and/or walking frame/wheelchair/similar device, in light of the serious problem of items such as garden furniture being placed on very narrow public footpaths which impede the access of limited mobility neighbours and which on occasion result in it being necessary for such persons to venture onto the public road and be exposed to the serious risk of an accident.

Order: Agreed.

677. Motion from Councillor Sonya Stapleton

That this Committee supports O'Callaghan's Hotel on Street Stephen's Green in their request for a parking permit to allow for one car at the front of their hotel.

Order: Agreed.

678. Motion from Councillor Sonya Stapleton

That this Committee calls on the Manager to organise a meeting with residents of O'Carroll Villas to discuss and find solution to problems with parking that the residents are faced with.

Order: Agreed.

679. Motion from Councillor Sonya Stapleton

That this committee asks the Manager to implement a plan for the gardens at the back of O'Carroll Villas flats. It is badly over grown with weeds / bushes and is an eyesore to residents.

Order: Agreed.

680. Motion from Councillor Mary Freehill

That funding is allocated to update the maintenance of Mount Argus Park, to provide for seating & review the use of railings. Furthermore to investigate the possibility of an opening from Sundrive Road to Lower Kimmage Road along the Poddle Valley to make way for a pedestrian way and also a cycleway. It is important that separate space be made available for pedestrians and cyclists, a design where both would have to compete for the same space would not work.

That the Parks Dept. report back on progress at February 2017 meeting.

Order: Moved by Cllr. Paddy McCartan. Report to Councillor.

681. Motion from Councillor Mary Freehill

At a meeting of the Lower Kimmage Road Residents and Harold's Cross Community Council on 23rd August in the city council the issue of pedestrian crossing was discussed. It was discovered that there was confusion with an application for corner of Aideen Avenue. This request is about the crossing at Priory Road and Mount Argus and it doesn't seem to be on the list despite several requests.

The issues are:

Timing has been changed for pedestrians; it now takes much longer for the light to respond to pedestrian request. At various times of the day Kimmage Road is either a semi static car park or a race track. Residents are concerned to find ways to slow down traffic. The Traffic Speed Camera doesn't seem to have much impact on speed levels. At the meeting residents asked that the Traffic Dept. consider ways of slowing down speeds by use of digitised signs, or speed triggers i.e. the faster traffic moves the more likely the pedestrian crossing light will be activated.

Requests have been made on numerous occasions about this space and to find that it wasn't even on the list is worrying therefore I propose that it be given priority for that reason.

The second issue is that many Lower Kimmage Road residents, due to clearway have to park on Westfield Road. There is an issue about lack of parking on Lower Kimmage Road shortage of spaces, refusal for off street parking and now that Westfield Road is due to get disc parking. So these residents could be left with no place to park and we certainly don't want residents to be forced to park on a clearway.

While I am aware that six months following implementation of disc parking that they will be in a position to apply for Westfield Road for that interim period this Committee agrees that they be assisted and ask the Traffic Dept. to please facilitate them.

Order: Agreed.

682. Motion from Councillor Patrick Costello

That this Committee agrees to install street lighting on Grosvenor Lane to facilitate the current houses there without lighting and the several houses that are planned for this lane.

Order: Report to Councillor.

683. Motion from Councillor Patrick Costello

That the Manager agrees to install a cycle lane on South Richmond Street that was recently removed.

Order: Agreed.

684. Motion from Councillor Mannix Flynn

Given the level of tourists and visitors to Dublin city and with particular numbers of visitors growing within the city centre and Sundays being an ideal day for visitors to visit the many city attractions, that this committee calls on Dublin City Council executive to reopen City Hall on Sundays so as the many thousands of visitors who frequent this area through the day and particularly on Sundays can visit and experience the full exhibition of the history of the city. City Hall is now very much paying for itself with regards its private functions, weddings, corporate events etc it is unacceptable that this magnificent offering to tourists is closed on a Sunday. I am calling for Dublin City Council to permanently open this building to visitors, the Irish public and the citizens of Dublin.

Order: Report to Councillor.

685. Motion from Councillor Mannix Flynn

Given the recent offer of a so-called gift of a Bloom Show Garden - Yi Garden (Friendship Garden) and the lack of any procedures and protocol around the receiving of such a gift, while also bearing in mind the issues surrounding the Norma Smurfit pavilion which is intended to be gifted to the city council, that this committee calls on Dublin City Council to initiate full protocols and procedures that are transparent, open and accountable and are subject to best practice governance in the first instance and that these gifts or offers of gifts or initiatives be brought before the proper committee i.e. the Protocol Committee, the Public Arts Committee, etc for consideration before any of these offers are accepted. Also with regards these matters that the public is made aware of these offers of gifts.

Order: Agreed.

686. Motion from Councillor Mannix Flynn

That this committee of South East Area requests Dublin City Council to initiate a full protocol and management system with regards to what flags are permitted to fly on Dublin City Council flagpoles. These flagpoles run the length and breadth of the River Liffey and also there are a number of them at Palace Street. In recent times, tattered, torn and faded flags advertising commercial events in the city have been flown for long periods of time on these poles. Upon inquiry, it was learned that there was no criteria established, no protocol or guideline in place with regards these banner advertising flags.

Order: Agreed.

687. Motion from Councillor Mannix Flynn

Considering the institutional abuse meted out to many children at St Joseph's Industrial School, Artane and the trauma that many continue to suffer, and, given the fact that the Artane Boys band was at the centre of promoting this institution, this committee calls on the Artane Band to consider renaming the band. For those of us who experienced years of violent inhumanity in these institutions at the hands of certain Christian Brothers with the knowing consent of the state and the congregations of Christian Brothers themselves, it adds insult to injury to be constantly reminded every time the Artane Band performs that this legacy is still promoted as if nothing has happened and nothing has changed.

As a mark of respect to those thousands throughout the world and in acknowledgement of the great wrongs that were committed at Artane Industrial School we request that this band be renamed.

Report: Motion withdrawn.

688. Motion from Councillor Mary Freehill

That the Traffic Dept. presents a traffic solution report on the challenges currently for cyclists and tour buses in Charlemont Place and Harcourt Terrace, my email of 14 July refers.

"There are a number of traffic management issues in this email and while I am very much aware of the back log, I do think this issue warrants urgent attention. I would greatly appreciate if the issues addressed in this email would be examined, as Ciaran points out this a temporary issue but will last for the next 2 years. If a temporary solution could be found that would be great. Any chance of the bollards being temporarily moved on Harcourt Terrace with an "access only" sign or whatever. I would greatly appreciate if you would let me know what action can and will be taken please.

From: Sent: 14 July 2016 18:00**To:** Cllr Mary Freehill **Subject:** Re: End of Term Report

Thanks for keeping us updated with these developments. I wanted to bring something to your attention as you might be able to help. Like hundreds of others I commute to work by bicycle and the Grand Canal cycleway has been a fantastic and very well used and appreciated enhancement for cycle commuters in the city. A new office building is nearing completion on Charlemont Place, and the construction traffic has had an inevitable negative impact on the use of the cycle way. I'm not complaining about this; as an architect myself, I know you can't make an omelette without breaking eggs. However, the presence of the Hilton Hotel means frequent bus traffic on the narrow cul-de-sac, and there are frequent infringements on the kerb of the cycleway, between the hotel traffic and the construction traffic. Another large building project has just begun on the next stretch of Charlemont Place, between Harcourt Terrace and Leeson Street Bridge. Currently, the only vehicular access is along the same stretch of Charlemont Place and it looks like, if nothing else is done, this congestion of Charlemont Place will continue for the next 1-2 years. There is an easy alternative for traffic to access the new site, which is to temporarily remove the barrier at the canal end of Harcourt Terrace, so that the new site can be accessed via Harcourt Terrace. I know the roads engineers will want to prevent Harcourt Terrace becoming a rat run again, but I'm sure there is some such solution which would reduce the danger to cyclists from traffic congestion for the duration of the new construction project."

Order: Report to Councillor.

- 689. Motion from Councillor Mary Freehill**
That the Manager presents a report on the progress and current position on residential disc parking application made by residents of Brighton Avenue, Rathgar earlier this year.
Order: Agreed.
- 690. Motion from Councillor Chris Andrews**
That this area committee opposes the proposed location of the Dublin Bikes / JCDecaux sign at the mall in donnybrook and propose that it would be placed further up the Stillorgan Road at the garage in Donnybrook or at the corner of Donnybrook Bus garage?
Order: Moved by Cllr. Patrick Costello. Report to Councillor.
- 691. Motion from Councillor Chris Andrews**
That the Manager outlines what progress has been made to put in place the play area for Ross Road and when does she think work will commence?
Order: Moved by Cllr. Patrick Costello. Report to Councillor.
- 692. Motion from Councillor Chris Andrews**
That the Manager puts in place a cleansing programme for the lanes in the new houses in Ringsend and outline the procedure residents need to take in order to put gates on the entrance to the lanes.
Order: Moved by Cllr. Patrick Costello. Report to Councillor.
- 693. Motion from Councillor Chris Andrews**
That the Manager arranges for the person with responsibility for the delivery of Astro pitches to meet with councillors and the committee from Beechill United to go through the criteria that need to be met to have an Astro pitch in Beechill Park.
Order: Moved by Cllr. Patrick Costello. Report to Councillor.
- 694. Motion from Councillor Dermot Lacey**
This committee requests the Manager to present a report to this committee on how existence of a Pub at number 5 Aston Quay can be deemed established use for number 4 Aston Quay and that no Planning Enforcement action was taken on foot of a legitimate complaint by residents.
Order: Report to Councillor.
- 695. Motion from Councillor Dermot Lacey**
That the Manager outlines what progress has been made to put in place the play area for Ross Road and when does she think work will commence.
Order: Report to Councillor.
- 696. Motion from Councillor Mary Freehill**
Considering the seriously dilapidated state of 201 Harold's Cross Road (17th cent. building) and the numerous attempts by the Derelicts Sites Department to get the owners to make the building safe and secure.
- Despite this effort the building is a serious blight on the village of Harold's Cross and a continuous safety threat for residents of neighbouring buildings. Squatters have lit fires in the building and neighbours are concerned for their safety.
- This committee therefore resolves that Dublin City Council put a lien on the property which would compensate them for the cost of refurbishment of the building.
Order: Moved by Cllr. Paddy McCartan. Report to Councillor.

697. Motion from Councillor Claire Byrne

That this area committee objects to the proposed sale of the Graving Docks in Grand Canal Dock, seeks to protect the Graving Docks as a local amenity, and asks the Area Manager to outline what options are available in order to protect them.

Order: Moved by Cllr. Patrick Costello. Report to Councillor.

698. Motion from Councillor Claire Byrne

That this area committee requests that the tree outside 52 Synge Street be replaced as a matter of urgency. The residents fought for years to have this tree planted, which was then damaged and subsequently died. I understand that the tree is due to be replaced in the 2017 tree planting programme however as this is only one tree it should be replaced sooner.

Order: Moved by Cllr. Patrick Costello. Report to Councillor.

Chairperson

Dated 12th September 2016

Attendance

Members

Councillor P. McCartan (in the chair).

Councillors D. Lacey, S. Stapleton, K. Binchy, P. Costello, R. McGinley, C. Andrews, M. Freehill, P. Smyth, A. Feeney, C. O'Connor, F. Kennedy, C. Byrne and M. Flynn.

Officials

R. Kenny, Area Manager, South East Area Office.

F. Lambe, Assistant Area Manager, South East Area Office.

J. Wall, Staff Officer, South East Area Office.

F. O'Brien, Staff Officer, South East Area Office.

M. Ginnetty, Assistant Staff Officer, South East Area Office.

P. McCann, Administrative Officer, South East Area Office.

L. Johnson, Staff Officer, South East Area Office.

G. Geoghegan, Area Housing Manager, South East Area Office.

E. Martin, Area Housing Manager, South East Area Office.

C. Adamson, Environment & Transportation Department.

H. Smirnova, Senior Executive Engineer, Traffic Management and Control Section.

B. Hanney, Senior Executive Officer, Waste Management Services Division.

A. Morrissey, Temporary Clerical Officer, South East Area Office,

B. Swan, Brian Swan, Deputy City Architect, City Architect's Department.

A. Cassidy, Divisional Librarian, Parnell Square Cultural Quarter Section.

D. Scully, Senior Planner, Dublin Docklands Office.

L. Moore, City Parks Superintendant, Parks & Landscapes Services Division.

E. Sullivan, Planners – South Central Area Team.

E. Deane, Executive Planner, Drawing Office.

A. Dundon, Executive Engineer, Traffic Management and Control (Sustainable Transport Unit),

F. Worroll, Assistant Planning Enforcement Officer, Planning Enforcement Unit.

J. Keogan, Assistant Chief Executive, Planning, Property, Enterprise and Economic Development.

D. Masterson, Senior Executive Architect, City Architect's Department.

D. McClean, Senior Executive Architect, City Architects.

A. Kehoe, Graduate Architect, City Architects.
K. Skay, Senior Executive Architect, City Architects,
M. Rossiter, Executive Planner, Planning and Property Development Department.
M. Noonan, Executive Parks Superintendent, Parks & Landscaping Services Division.

Non-officials

B. Whelan, Iarnród Eireann.
R. Butterly, Iarnród Eireann.

Q.1 Councillor Ruairí McGinley

To ask the Manager remove the parking spaces on Pembroke Street Upper from Fitzwilliam Square South to Leeson Street Lower - left hand side to allow for safe cycling route - current situation dangerous for cyclists

Reply:

Pembroke Street Upper is not included on the National Transport Authority's (NTA) Greater Dublin Cycle Network Plan. The Cycle Network Plan includes the cycle schemes which Dublin City Council is dealing with at present.

It is understood that the NTA will be conducting a feasibility study on a proposed cycleway, located on-street inside parked vehicles ('parking protected' cycleway), from Fitzwilliam Place to Holles Street.

In light of the above, there are no proposals to remove parking along Pembroke Street Upper.

Q.2 Councillor Ruairí McGinley

To ask the Manager if there are any plans to change the road layout on Orwell Road, Rathgar as part of current housing development on road.

Reply:

Planning permission was granted by DCC (2186/09) and An Bord Pleanála on appeal (PLS 29S 234927) for a residential development at Marianella, 75 Orwell Road, Rathgar, Dublin 6.

Condition No. 5(d) of the planning permission states that all works to the public road shall be the subject of detailed agreement with the planning authority prior to the commencement of development. A compliance submission showing revised road markings was submitted by the applicant and this division issued a letter of compliance dated April 15th 2016. The proposed works on Orwell Road consist of road markings only and will be carried out by Dublin City Council at the expense of the developer. A drawing showing the agreed revised road markings is attached.

Q.3 Councillor Paddy Smyth

To ask the Manager to re-instate the 24hr cycle lane on Richmond Street South (Northbound) which has being replaced by a bus lane of limited hours?

Reply:

A northbound bus lane / cycle track exists on Richmond Street South for 83 metres approximately. A separate cycle track then continues northbound to the junction with Harrington Street / Harcourt Road. Both the bus lane / cycle track and the cycle track are time-plated 24 hours Monday to Sunday.

Q.4 Councillor Paddy Smyth

To ask the Manager to install dedicated cycle lanes (24 hours), or in the short term double yellow lines, on both sides of Orwell Road, from the junction of Zion Road to the Dodder, as parking on this stretch is causing potentially hazardous conflicts between cyclists and motorists.

Reply:

Orwell Road is designated as a secondary radial route in the Cycle Network Plan in the Dublin South West Sector, linking with Rathgar Avenue, Highfield Road and Terenure Road East. While the cycle network plan sets out proposals in respect of individual links between primary and secondary cycle routes, these proposals have only been developed at a strategic level. Accordingly, individual link proposals are subject to possible refinement and amendment as part of the planning and development process.

From a preliminary inspection, it appears that some sections of Orwell Road may be unsuitable for the installation of cycle lanes due to insufficient road width. The road widens south of Rostrevor Road creating more scope for cycle lanes. There is no proposal at present to provide cycle lanes on Orwell Road.

A request for double yellow lines on Orwell Road, from the junction of Zion Road to the Dodder, has been referred to the Traffic Advisory Group for examination and report. The councillor will be informed of the recommendation in due course.

Q.5 Councillor Ruairí McGinley

To ask the Manager to have the litter bin at 2 Terenure Road North emptied on a daily basis.

Reply:

The litter bin will be monitored and emptied when required.

Q.6 Councillor Ruairí McGinley

To ask the Manager to replace the street sign for Clareville Road at junction with Kenilworth Park – the sign is badly rusted.

Reply:

Road Maintenance inspected the sign at Clareville Road at the junction of Kenilworth Park. A new nameplate will be ordered and erected for this location.

Q.7 Councillor Ruairí McGinley

To ask the Manager to address items below in connection with park in Eaton Square:

- a) Very dangerous opening between big tree and the spiked top railing by the north side double gate entrance. Recently a small child was impaled on the railings while trying to squeeze through, the answer is to block off the opening in a manner sympathetic to the park and its surroundings.
- b) Move the double seat by this north side entrance to another park location to reduce the buildup of children with child minders running on to the nearby roadway, which generally has cars at the entrance blocking drivers' visibility.
- c) To have all the trees in the park cut back, which is long overdue?

Reply:

- a) The spikes have been removed from this small section of railing to eliminate this hazard.
- b) The location of the bench here is not considered to be a hazard for park users or children.

- c) Some pruning has been carried out in the square over the past few weeks. There is further work need however, including major tree surgery to the biggest tree in the square (the old Ash tree as per query a.). Work will be carried out before the end of October.

Q.8 Councillor Paddy Smyth

To ask the Manager to ensure that Parking Enforcement Clampers are visibly present on Rathdown Avenue / Rathdown Drive / Rathdown Park, Terenure during any large public events over the summer to ensure those in attendance are parked legally.

Reply:

Dublin City Council is aware of the particular difficulty with parking at these locations as a result of their proximity to Bushy Park. Dublin Street Parking Services, the City Council's parking enforcement contractor, were instructed to monitor the locations on an on-going basis from April onwards throughout the summer period and have taken enforcement action when necessary.

In addition to regular routine patrols of the area there have been in the region of 43 visits to the locations during the same time period many of which specifically monitored parking during events at the park, the majority of which have taken place on Saturday and Sunday.

In the period April to August enforcement of illegal parking has resulted in the clamping of 33 vehicles on the roads concerned.

Q.9 Councillor Paddy McCartan

To ask the Manager to arrange to have three abandoned cars (details supplied) at Fitzwilliam Quay, Ringsend removed.

Reply:

On 16th August 2016 removal notices were placed on all three cars and the situation was rechecked on 31st August 2016:

Details supplied 1 had been removed.

Details supplied 2 had been removed.

Details supplied 3 was still at location – arrangements were made to have it removed.

Q.10 Councillor Paddy McCartan

To ask the Manager to clarify the function and operations of a communal smart car for residents at a proposed development at the junction of Appian Way and Upper Leeson Street. Was this part of the planning permission and if so, could as much information as possible be provided in relation to the communal smart car?

Reply:

The smart car space is proposed as part of the planning application and dedicated space for it was indicated on the planning application drawings on the basement plan layout. It is proposed that the smart car will be used by all residents of the proposed apartment scheme. It will be a communal car and its usage will be managed by the management company of the development. It is considered that the smart car will assist in the promotion of sustainable transportation objectives and will be used by residents for short hop journeys and trips thus negating the requirement to own a car. In this regard it will operate in a similar manner to the Go car system albeit managed on a private basis.

Q.11 Councillor Paddy McCartan

To ask the Manager to clarify whether any alteration to the traffic sequencing has been made at the Merrion Road, Ballsbridge junction with Shelbourne Road. There has been a tailback affecting traffic from Anglesea Road joining Merrion Road to take the right turn at Shelbourne Road.

Reply:

No changes have been made to traffic light signalling or sequencing at either junction involved in this query (i.e. Anglesea Road / Merrion Road or Merrion Road / Shelbourne Road).

Both these junctions are controlled by Dublin City Council's traffic signal management system, SCATS, which is an adaptive system automatically adapting traffic signal sequences to current traffic demands.

We will, however, review the situation regarding reported traffic congestion with a view to optimising traffic signal sequencing at this location.

Q.12 Councillor Paddy McCartan

To ask the Manager if the 5-axle truck ban could be extended to include Haddington Road Upper. A bottleneck situation has developed at the junction with Northumberland Road. Trucks should turn right heading away from the City Centre, but instead break the cordon and carry on down Haddington Road Lower, which has the ban in place.

Reply:

The Head of Technical Services has advised that there are no plans at present to alter the HGV cordon area. Travelling in a westerly direction from South Lotts Road to Haddington Road, the cordon ends at the Haddington Road, Northumberland Road, Mount Street junction. Enforcement of the cordon is a matter for Gardaí.

Q.13 Councillor Paddy McCartan

To ask the Manager why do Covanta not have a landscaping plan in place for the Poolbeg Incinerator? Why do the mock-ups of the building have soft furnishings included without having said plan in place? Was planning approval conditional on having a landscaping plan? How much of the project's budget has been set aside for landscaping? At what stage will landscaping begin?

Reply:

The planning application noted the following in relation to the landscape and visual impact and the screening of the facility - 'The development cannot be screened so it will undoubtedly be visually prominent from many areas. However, in mitigation the design proposes a main building of significant architectural merit in its own right. In this way the building is clearly a new departure in terms of recent development on the peninsula and in conjunction with the provisions of the Poolbeg Masterplan will set the trend for the rejuvenation of the architectural quality of the industrial elements on the peninsula.

The landmark building will utilise the latest technologies in modern materials and will be amongst the forerunner for the latest and most advanced buildings within its field'

The planning application further set out that material excavated at the site would be retained and reused on site to minimise the environmental impact of the construction phase.

Planning Permission for the facility was granted by An Bord Pleanála in November 2007 and condition 5 (b) set out the following requirement in relation to the Dublin Waste to Energy landscaping plan:

5. (b) A detailed landscaping scheme for the site of the proposed development, including Shellybanks Road, shall be prepared by a qualified landscape architect. The landscaping scheme shall include details of all site boundary fencing. The landscaping scheme shall be made available for public inspection at the offices of the local authority (including an office in the Ringsend / Poolbeg area) and shall be implemented on completion of construction works.

The landscaping plan will be finalised following the completion of the site ground works, which will determine the volume of material excavated that is to be reused on site. The site ground works are scheduled to be completed by the end of September 2016 and it is currently anticipated that the plan will be available for public inspection in November 2016.

Q.14 Councillor Paddy McCartan

To ask the Manager to have the pavements in the vicinity of O'Brien's Pub on Sussex Terrace, Dublin 4 examined. Pavement slabs have loosened causing potential risk to pedestrians. Cement has come apart and there are gaps between the paving stones.

Reply:

Road Maintenance inspected the footpath at the above location and taken note of defects. These have been added to our works programme and will be given to a crew to repair when one becomes available in the neighbouring area.

Q.15 Councillor Paddy McCartan

To ask the Manager to respond to each individual item raised in the maintenance plan by residents of the Pumhouse, Londonbridge Road, Dublin 4.

Maintenance Plan for the Pump House

Water Issues

Taps:

We have a strong residential gardening project at the Pump House both at the front and rear of the complex. Since we moved here eight years ago, we have accessed water taps from two residents on the ground floor both of whom are disabled and in wheelchairs. This is our only source of water for watering our plants and is a terrible inconvenience for these two residents.

We have requested taps on many occasions from DCC to no avail and would like taps for both the front and back of the complex.

Water Butts:

Water Butts were purchased from DCC approximately 3 years ago, we were very interested in creating an environmental scheme for the Pump House but because our down-pipes are made of metal rather than plastic, we were refused permission to attach the butts to the pipes.

St. Andrew's Community Centre, a local centre built during the Victorian era which also has metal down-pipes has successfully attached many butts for the retrieval of rain water without any damage and their appearance has not taken away from the look of their building.

Heating and Exterior Draft Problems

The Pump House was constructed with two distinct elements, the renovation of an existing pump house and the addition of two modern extensions.

The older part of the complex has had heating and draft problems since we have moved in, some attempts have been made to correct these issues but because the source of the problem has not been dealt with comprehensively, residents have been facing both high gas bills for their heating and very cold apartments during the long winter season.

The source of these drafts are holes or gaps under the fascia boards just under the roof – these gaps are between the old and new layers of the building (the re-pointed old stonework and the new roof), allowing for drafts to flow into flats both at the front and rear of this part of the complex. There is also an unfinished appearance to these areas.

There has also been a problem with the setting of some of our heating systems. During the summer months, when some flats are setting the heating system to hot water only, the radiators automatically come on too.

Unused land adjacent to the Pump House

This piece of land has been eyesore for many years. We understand that a meeting was held to discuss future plans for this space a few months ago. Many of us were unaware or unavailable to attend this meeting.

Decisions about it may cause division amongst residents from our complex if it becomes a seated space for example, allowing for possible congregation of the disadvantaged from the area. We would like to be involved in any discussions and in overcoming any concerns that residents may have in a sensitive and inclusive way.

Parking

Parking has been an on-going issue for the complex - an area outside our perimeter wall with signage was designated for residents and visitors. Some signs have been ripped off the outside of the exterior walls. We are requesting that they be replaced and some kind of demarcation – lines on the road to delineate proper exterior parking for our complex.

General Cleaning and Maintenance of the Building

To improve the maintenance of the building, we think a list of tasks would be helpful for any maintenance crews.

- A daily sweep of the courtyard and rear of the building.
- A weekly wash down of the bin area and the large bins themselves and the central courtyard, (helped by the installation of taps back and front).
- Bike Shed - the removal of 3 unused bikes and a power-hosing of the area and in particular the roof of the bike shed which is covered in green scum.
- Bins – this has been an on-going issue over the last year, the lid of a large green recycling bin fell off during its unloading into the recycling lorry. This has meant its contents get scattered all over the complex. Also because a number of locals dump their normal waste into these recycling bins, we have both kinds of waste scattering into the car park and courtyard. This has become a health issue. We have tried to keep it clean especially at weekends but recently this has deteriorated to the presence of rats.

- As our 2 recycling bins fill up by Friday evening, we would like to request another recycling bin.

We have talked about a solution to this problem – we have a designated walled area for our waste bins, if we retain the 3 waste bins and move the 3 recycling bins into this walled area, securing them away from the open space where they are located at present, so we could have 3 waste bins and 3 recycling bins in this safe area, making it more difficult for locals to dump. There is room for 6 bins and residents are committed to recycling their waste.

Annual cleaning of the exterior of the building:

- We have recently had the central courtyard power-hosed and it looks so much better and brighter and enhances the flowers and plants. The rear of the building needs to be done.
- We would like to request a power-hosing be done every spring before we start our gardening project.

Reply:

The issues raised in this question have been investigated and the following is the position:

1. Outdoor water taps: The installation of outdoor water taps is not feasible as DCC do not endorse the use of potable water for watering plants. All water usage must be metered and Housing Maintenance does not have resources to facilitate the installation or maintenance of taps and meters in perpetuity for public use at this housing complexes.
2. Water butts: We will investigate the feasibility of adapting water butts to the existing cast iron gutter down pipes at this location.
3. Heating and Draughts: Any issues with the heating systems need to be logged directly on an individual basis with the domestic heating section, Housing Maintenance, and will consequently be responded to and investigated accordingly.

The roof of this complex was replaced within the past two years and insulated to current building standards. If a specific dwelling is identified any repair issue will be investigated.

4. In relation to: Unused land adjacent to the Pump House, Bath Avenue and District Residents' Association (BADRA) approached the South East Area Office in 2015 regarding the potential use of this site for a community gardening project. This land is in the ownership of the Drainage Division of Dublin City Council who were agreeable in principle to such a use provided continued access was provided to Dublin City Council services on the site and subject to standard licence agreement. However, BADRA did not pursue the matter any further and the site remains locked as was. This proposal was raised briefly by BADRA and subsequently dropped and therefore no meetings took place between South East Area Office staff and residents in relation to the proposal.
5. The only designated parking area for the Pumphouse is within the grounds of the scheme. The area outside the perimeter is a public road and any request for parking designations need to be referred to TAG.

6. General cleaning and maintenance of building: A daily sweep of the courtyard and rear of building is currently taking place. The bin area in question has been washed down and will continue to be monitored.
Investigations are ongoing to determine the owner of the bikes and they will be removed if no owner identified.
The roof of the Bike shed has been power-washed. Another Green Bin has been ordered for the location
The Bins will now all be stored at the walled area and the lid of the Recycling bin will be fixed in the coming week.
A Power-wash of the general area will be organised for the spring.

Q.16 Councillor Paddy McCartan

To ask the Manager to have damaged benches either repaired or replaced on Sandymount promenade, Strand Road. There are broken and warped laths on many of the benches and others need painting also.

Reply:

The benches along Sandymount Promenade have been repaired.

Q.17 Councillor Paddy McCartan

To ask the Manager to deal with the following parking issue as it affects the resident at this address on Nutley Road.

Reply:

The Traffic Advisory Group at its meeting of 23rd August 2016, recommended to rescind the Pay and Display and Permit Parking on the southwest side of *details supplied, opposite No. 7, from the north western boundary of the driveway entrance to property No. 6, for a distance of 11 metres to the south eastern boundary of the driveway entrance to property No. 8.

This measure is being submitted to the September 2016 meeting of the South East Area Committee for noting as part of the Traffic Advisory Group Minutes. Implementation of the measure will be subject to the completion of the statutory consultation process with the Gardaí.

Q.18 Councillor Paddy McCartan

To ask the Manager to address the following safety issue at Newbridge Avenue, Sandymount. Residents are shocked by driver behaviour on the avenue. Given its narrowness only one car can drive up or down the road, which is becoming a rat run for morning and evening commuters. Cars are constantly mounting the footpath. Residents who remonstrate with drivers are met with anger and abuse. This safety issue could be solved by the installation of bollards or a row of trees.

Reply:

During a number of site visits no adverse problems were observed with regards to driver behaviour. Newbridge Avenue is traffic calmed with the provision of 4 no. speed ramps and on street parking. The road is included in the proposed 30 km/h Phase 2 of the current Dublin City Council Speed Limit review.

The installation of bollards is not recommended along the footpath as it is illegal to drive on the footpath. It is important in urban areas to preserve the available footpath widths for pedestrians and vulnerable road users. The installation of bollards reduces the effective width considerably and can create significant obstacles for the visually impaired.

Drivers' performing illegal manoeuvres is a matter for the Gardaí for enforcement under the Law. The matter has been highlighted to the Gardaí at the August Traffic Advisory Group meeting.

Q.19 Councillor Frank Kennedy

In circumstances where the Tea Rooms at Herbert Park was closed to the public for a private function for part of Friday 19 August, to ask the Manager:

- a) To what extent does the agreement between the council and the concessionaire permit private functions to take place on the Tea Rooms premises;
- b) What is the reasoning behind allowing the Tea Rooms to be used for private functions;
- c) Under the agreement can the council require, given that there are multiple spaces on site, that a part of Tea Rooms must always be retained for public access even when a private function is being held on site; and
- d) When is the agreement due to be renegotiated?

Reply:

Following an open tender process, Lolly & Cooks Limited have been granted a licence to operate a concession for the café in Herbert Park. In order to facilitate the opening of the café, their licence was granted for a period of six months commencing on the 20th May, 2016. This licence was granted pending the completion of the statutory disposal procedure, which is being brought to the City Council for their approval at its meeting on the 5th September 2016.

Clause 12 of the licence stipulates that "The licensee undertakes to use the Café only for the purpose stipulated. It will operate the Café during agreed opening hours and ensure that there is sufficient trained staff on duty to provide a quality service at all times. The Licensee shall ensure that the highest standards of customer services are provided to the clientele of the Café".

We have been in contact with the café operator in relation to this matter and are arranging to meet with them in the near future to discuss the terms of their licence.

Attached is a copy of the S183 outlining terms and conditions which was approved by the Area Committee Meeting in July 2016 and City Council Meeting of 5th September (see handout).

These terms were negotiated and agreed by the Culture Recreation and Amenity Department and the Concessionaire directly.

Q.20 Councillor Dermot Lacey

To ask the Manager if she will respond positively to the issues regarding street furniture on Baggot Street as detailed in the letter attached to this question.

Reply:

These observations have been forwarded to the relevant departments; however no objections or observations were submitted within the five weeks allocated for Street Furniture Licence applications.

Q.21 Councillor Dermot Lacey

To ask the Manager if she will arrange for this dangerous pothole at the top of Harmony Avenue (outside number 30) to be repaired as soon as possible.

Reply:

Road Maintenance inspected the carriageway at Harmony Avenue. This has been given to a crew to fill.

Q.22 Councillor Dermot Lacey

To ask the Manager if she will arrange to have the footpaths at this location on Arranmore Road repaired as soon as possible and an examination of the remainder of footpaths on that road examined and repaired as appropriate. Further details submitted for information purposes.

Reply:

Road Maintenance inspected the footpath at the above address on Arranmore Road. Repair work at this location and others required on the same road have been added to our works programme and will be carried out when a crew become available in the neighbouring area.

Q.23 Councillor Dermot Lacey

To ask the Chief Executive if he could arrange to have the railings around Neagh Road Park painted.

Reply:

A master plan for Neagh Road Park was drawn up in collaboration with residents in 2009. Since this time there have been concerted efforts to work to this plan as funding becomes available. A large area was grassed and a new playground was installed over the past few years. The plan advocated the removal of the old railing, as it is in serious disrepair. A new boundary, using low plinth walls and planting beds, would take its place. Under these circumstances the refurbishment and painting of the railings has not been carried out. At present there is no funding allocated to this project, so there are no immediate plans to remove the railing or to carry out other major work. If funding is sourced at a later date then further consultation with residents about the realisation of this plan can be undertaken.

Q.24 Councillor Frank Kennedy

To ask the Area Manager, having regard to the fact that No. 7 Nutley Road is the only house of the surrounding properties with a designated parking spot immediately across the road from its driveway, and the fact that this creates very significant difficulties for access for emergency and delivery vehicles, to address this problem by removing the parking bay or coming up with a solution which resolves the resident's access difficulties.

Reply:

The Traffic Advisory Group at its meeting of 23rd August 2016, recommended to rescind the Pay and Display and Permit Parking on the southwest side of Nutley Road, opposite No. 7, from the north western boundary of the driveway entrance to property No. 6, for a distance of 11 metres to the south eastern boundary of the driveway entrance to property No. 8.

This measure is being submitted to the September 2016 meeting of the South East Area Committee for noting as part of the Traffic Advisory Group Minutes. Implementation of the measure will be subject to the completion of the statutory consultation process with the Gardaí.

Q.25 Councillor Frank Kennedy

In respect of the very long-running and unresolved issue of the bells at St Bartholomew's, Clyde Road, ringing through the night, to ask the City Council to

proceed with a full investigation of the complaints of the local residents and to take whatever action is deemed appropriate on foot thereof unless the Select Vestry agree to meet Gillett & Johnston representatives (the original manufacturer of the bell) and to permit them to demonstrate its night silencer technology at St Bartholomew's. This is an entirely reasonable request. Gillett & Johnston are experienced at resolving similar problems of this nature at other churches and particularly suited to assisting in this situation as the original manufacturers of the bell.

Reply:

Dublin City Council has carried out extensive investigations of this issue over a prolonged period in an effort to resolve matters to the mutual satisfaction of all parties.

In August 2016, the legal representatives of St. Bartholomew's Church wrote to Dublin City Council to the effect that they have approached a number of different clock companies and that none of the companies have put forward a proposal for works to the church clock which address the question to the satisfaction of the church authorities about reliability or the risk of long term damage to the mechanism.

Dublin City Council does not have the legal authority to compel St. Bartholomew's to meet with the specifically above named company or any other company, and is not in a position to judge on their suitability to carry out works.

The advice from the Dublin City Council Law Agent in respect of this matter is that if enforcement proceedings were taken, while Dublin City Council could present evidence of the noise from the clock mechanism, it would not be in a position to challenge the assertion that works to silence the bells at specific times might cause damage to the clock which is an integral part of a Protected Structure.

The Law Agent has also advised that in the absence of technical expertise to challenge such assertions, Dublin City Council would face difficulties in obtaining a Court Order, as it is necessary in making an application to the District Court for such an Order to set out the details of the remedial measures to be taken.

There are other challenges identified by the Law Agent relating to the provisions to good defences under the Environmental Protection Agency Act 1992 and more specifically in relation to the church authorities responsibilities under the Planning and Development Act 2000 in respect of works to protected structures.

For all the foregoing reasons it is not envisaged that Dublin City Council can pursue this matter through enforcement proceedings, but will continue to encourage the resolution of this matter by the respective parties.

As has been indicated in previous reports on this matter, any person may apply to the District Court to seek an Order under Section 108 of the Environmental Protection Agency Act 1992 to have noise reduced, limited or prevented.

Q.26 Councillor Frank Kennedy

To ask the Area Manager, having regard to the contents of the letter from details supplied dated 20 July 2016 (attached), to:

- (a) Ask the Manager to address the three issues raised in this letter and to implement the proposed solutions; and

- (b) Ask the Manager for an update as to when a response to TAG Ref Item 18218 made on 17 May 2015 (which concerns the same location) can be expected, and to integrate into this request the issues raised in the letter dated 20 July 2016?

Reply:

It is an offence to obstruct the entrance to a premises and the absence of road markings does not prevent appropriate enforcement action by the council's parking enforcement contractor, Dublin Street Parking Services. Instances of illegal parking such as obstruction or "double parking" should be notified to Dublin Street Parking Services, tel. 6022 500, who will take enforcement action where necessary. Dublin Street Parking Services will also be instructed to monitor the location for illegal parking.

The location of the Pay and Display and Permit Parking signage will be examined and alterations made where necessary.

- (a) The Area Traffic Engineer has made recommendations in relation to the double yellow lines and the extension of the Pay and Display and Permit Parking Scheme at this location on Sussex Terrace. Both recommendations are listed on the Traffic Advisory Group Agenda for the 27th September 2016, meeting.

The issue of bollards being placed on the public road has been referred for examination and appropriate action as necessary.

- (b) In relation to SR18218, the recommendations referred to in part (a) above apply.

Q.27 Councillor Frank Kennedy

On 26 July 2016 an individual *details supplied parked his car on Kevin Street past the double yellow lines on the broken white line of a cycle lane. There was a sign which says no parking between 7am until 7pm which suggests that parking is permitted outside these times (please see photos attached). The individual returned to find that his car was clamped at 22.14pm. The person who de-clamped the car agreed that given the signage the clamping was wrong. On 27 July 2016 the individual phoned the number on the clamping leaflet. He was told by the person he spoke to that that person did not know why the parking sign was there but that it was impermissible to park at that location because it was a mandatory cycle lane. The individual replied that a mandatory cycle lane is indicated with a straight white line, while a non-mandatory cycle lane is indicated by a broken white line, which the individual assumed he could park in after 7pm, because the sign said no parking between 7am until 7pm. Having regard to this situation, to ask the Area Manager:

To clarify the position in respect of parking at this site;

- A. If it is not permissible to park at this site to remove the sign, or to clarify the precise meaning of the sign, as it is misleading and will cause many people to believe that they are parking legally; and
B. If the individual is correct that he can park here and ought not to have been clamped to confirm this in writing so that he can pursue a refund.

Reply:

(a) & (b) The Clearway signage at this location indicates the times when both stopping and parking is prohibited. The cycle track is non-mandatory and is in operation on a 24 hour basis. Outside of the clearway hours a driver may therefore stop on the cycle track for a maximum of 30 minutes only for the purpose of loading or unloading. Parking is not permitted at any time.

(c) As the motorist (details supplied) was not loading or unloading he was illegally parked. The City Council provides a two stage appeals process which can be availed of by the motorist. Initial appeal can be made in writing directly to Dublin Street Parking Services at P.O. Box 9965 or info@dsps.ie

Q.28 Councillor Frank Kennedy

To ask the Area Manager to ensure, following the assurance contained in the response provided to my Q.18 below at the SEAC December 2015, that the litter bin at issue on Grantham Street is collected on the same collection cycle (which includes weekend collections) as the two adjacent street bins on either side of the junction on Camden Street. This did occur for a time but it has not been done on a consistent basis.

Q.18 Councillor Frank Kennedy

To ask the Area Manager to place the litter bin on Grantham Street on the same collection cycle (which includes weekend collections) as two adjacent street bins on either side of the junction on Camden Street. These bins are within yards of the bin on Grantham Street. The bin on Grantham Street is often completely stuffed, especially at weekend. Please see four photos attached.

Reply:

Waste Management Services will ensure that the litter bin on Grantham Street is on the same collection cycle (which includes Weekend collections) as the two adjacent street bins on either side of the junction on Camden Street.

Q.29 Councillor Frank Kennedy

To ask the Area Manager what is the current usage or intended usage of the site at the car park at back of Kiely's and on the rear of Donnybrook Road, Pembroke Cottages which used to be a council depot and which now appears to be lying empty, and, if there is no intended usage, to consider making it available for use as a men's shed project?

Reply:

The matter is being investigated and a reply will issue to the councillor in due course.

Q.30 Councillor Frank Kennedy

To ask the Area Manager to clarify whether it is intended at any stage to place advertising on the belly bins in Donnybrook. Adverts on the belly bins in Dalkey have done damage to Dalkey's heritage character. Can the Area Manager confirm that this will not be repeated with belly bins in the South East Area?

Reply:

The Big Belly bins in the South East Area have been installed on a trial basis only and there is no proposal for advertising on the bins as part of this trial.

Q.31 Councillor Frank Kennedy

To ask the Area Manager to arrange for the painting of the railings at Neagh Road Park which are in a bad state of disrepair and need to be painted (please see photos attached).

Reply:

A master plan for Neagh Road Park was drawn up in collaboration with residents in 2009. Since this time there have been concerted efforts to work to this plan as

funding becomes available. A large area was grassed and a new playground was installed over the past few years. The plan advocated the removal of the old railing, as it is in serious disrepair. A new boundary, using low plinth walls and planting beds, would take its place. Under these circumstances the refurbishment and painting of the railings has not been carried out. At present there is no funding allocated to this project, so there are no immediate plans to remove the railing or to carry out other major work. If funding is sourced at a later date then further consultation with residents about the realisation of this plan can be undertaken.

Q.32 Councillor Frank Kennedy

To ask the Area Manager to clarify whether (a) Dublin City Council has any interest or control in the lane which runs between the back of the houses on the northern side of Eglinton Road and the Donnybrook Manor estate, and, (b) in particular, whether the council can require that overgrown leylandii at the back of a property which is severely impacting on the light of the resident of *details supplied can be trimmed back to a reasonable level?

Reply:

This lane is not in charge of Dublin City Council.

This laneway is not in the ownership of Dublin City Council. The Derelict Sites Section does not have any involvement on this matter.

Q.33 Councillor Kieran Binchy

To ask the Manager for an explanation for why the cul de sac sign at the entrance to Wilfield Road, Sandymount was replaced.

Reply:

The Assistant Traffic Officer has advised that the old cul de sac sign had been erected on a public lighting pole and was not visible from the main road. The new pole was installed to facilitate the new sign as we are no longer permitted to erect signs on public lighting poles. In addition, we are no longer permitted to erect signs in English only. The new sign has symbols and no text.

Q.34 Councillor Kieran Binchy

To ask the Manager to list each of the current planning permissions in the South East Area for the Docklands SDZ, with reference numbers, and to list any variations to each, marking in particular any variations to working hours.

Reply:

Please see attached spreadsheet listing all recent planning permissions or current applications for the South East area for the North Lotts and Grand Canal Dock SDZ. There has been only one application for a variation to the Hours of Work, DSDZ2546/15 – site bounded by Sir John Rogerson's Quay and Brittain Quay.

Re: Question 34

App No	Location
DSDZ3197/16	Former Kilsaran Concrete Site, 5 Hanover Quay, Dublin 2
DSDZ3177/16	Portview House, Corner of York Street and Thorncastle Street, Ringsend, Dublin 4
DSDZ3111/16	76, Sir John Rogerson's Quay, Dublin 2
DSDZ2608/16	20-24, Sir John Rogerson's Quay (A Protected Structure), 25-27 Sir John Rogerson's Quay, 1-5 & 12-13 Lime Street, Lime Crt & at Hanover St E, Dublin 2
DSDZ2609/16	20-24, Sir John Rogerson's Quay (A Protected Structure), 25-27 Sir John Rogerson's Quay, 1-5 & 12-13 Lime Street, Lime Crt & at Hanover St E, Dublin 2
DSDZ2607/16	20-24, Sir John Rogerson's Quay (A Protected Structure), 25-27 Sir John Rogerson's Quay, 1-5 & 12-13 Lime Street, Lime Crt & at Hanover St E, Dublin 2
DSDZ2457/16	The An Post Depot, Cardiff Lane and Hanover Street East, Dublin 2
DSDZ2724/16	7 Hanover Quay, Dublin 2.
DSDZ2740/16	4-5, Grand Canal Square, Dublin 2
DSDZ2663/16	C. 0.38 hectares at, Green Street East and, Benson Street, Dublin 2.
DSDZ2025/16	Former Kilsaran Concrete Site, 5 Hanover Quay, Dublin 2
DSDZ4259/15	Butler's Court, Benson Street, Dublin 2 (LAW)
DSDZ4345/15	Sir John Rogerson's Quay, Dublin 2
DSDZ3942/14	Grand Mill Quay - Mill no. 1 (38-40 Barrow Street rear of), Grand Canal Dock, Dublin 4
DSDZ3777/15	8, Hanover Quay, (Former Durabond House building), Hanover Quay, Dublin 2
DSDZ3879/14	Unit H2, South Dock House, Hanover Quay, Dublin 2
DSDZ3749/15	Waterways House, Grand Canal Quay, Dublin 2
DSDZ4161/15	Sir John Rogerson's Quay and Britain Quay, Dublin 2
DSDZ4131/15	Former Kilsaran Concrete Site, 5 Hanover Quay, Dublin 2
DSDZ4158/15	6-8, Hanover Quay, Grand Canal Dock, Dublin 2
DSDZ2622/15	Unit 23, Forbes Quay, Grand Canal Dock, Dublin 2
DSDZ3775/15	30-32, Sir John Rogerson's Quay, Dublin 2
DSDZ2546/15	Sir John Rogerson's Quay, site is bounded by Sir John Rogerson's Quay to the north, State St Bank bldg & Benson St, Green St, East & Britain Quay Dublin 2
DSDZ3475/15	Site at c.0.84 hectares at Sir Rogerson's Quay, Benson Street (State Street Building) Britain Quay and Green Street East, Dublin 2
DSDZ3410/15	76, Sir John Rogerson's Quay, Dublin 2
DSDZ3382/15	Sir Rogerson's Quay, Britain Quay and Green Street East, Dublin 2
DSDZ2790/15	81B, Sir John Rogerson's Quay, Dublin 2
DSDZ3796/14	Bolands Mills, Ringsend Road/Barrow Street, Grand Canal Dock, Dublin 4
DSDZ2521/15	Waterways Ireland Visitors Centre, Grand Canal Quay, Dublin 2
DSDZ2093/15	Grand Canal Square, Dublin 2
DSDZ3866/14	Former Kilsaran Concrete site, 5, Hanover Quay, Dublin 2
DSDZ3865/14	Former Kilsaran Concrete site, 5, Hanover Quay, Dublin 2
DSDZ2072/15	81B, Sir John Rogerson's Quay, Dublin 2
DSDZ3864/14	76, Sir John Rogerson's Quay, Dublin 2
DSDZ2052/15	Grand Mill Quay, Block no. 2, (38-40 Barrow Street), Grand Canal Dock, Dublin 4
DSDZ3560/14	Bloodstone Bld (Block C) at the Riverside IV development, Sir John Rogerson's Quay, Bloodstone Rd & Horse Fair, Dublin 2
DSDZ3371/14	Unit 11, The Anchorage, Charlotte Quay, Dublin 4
DSDZ3096/14	Central Quay Building (Block B), at Riverside IV development, with frontage to Blood Stoney Road and Horse Fair, Dublin 2.
DSDZ3097/14	The Bloodstone Bld (Block C), at the Riverside IV development, with frontage to Sir John Rogerson's Quay, Blood Stoney Rd & Horse Fair Dublin 2.
DSDZ3042/14	28/29, Sir John Rogerson's Quay, Dublin 2
DSDZ3528/16	81B, Sir John Rogerson's Quay, Dublin 2
DSDZ3356/16	Ground Floor Offices, Longboat Quay, 56 Sir John Rogerson's Quay, Dublin 2.

Q.35 Councillor Kieran Binchy

To ask the Manager to ensure that no variations to conditions on working times in the Docklands SDZ area are granted unless the planners have taken into account the views of the local community, and to have Paul Clegg attend the next South East Area meeting to discuss same.

Reply:

In order to safeguard the amenities of existing residential occupiers, a condition controlling 'Hours of Work' is included in all grants of planning permission for building works. However, it must be acknowledged that in certain limited circumstances, it may be necessary to carry out certain works outside the permitted hours either for health and safety reasons or to facilitate large concrete pours which cannot be completed within the course of the standard working day. In either event, deviations from these times will only be allowed in exceptional circumstances and subject to the written approval of the City Council and subject to conditions. Planning Enforcement together with other relevant sections of the City Council including the Air and Noise Monitoring Unit monitor such works to ensure compliance. There is no provision for third parties input into the determination of compliance conditions.

Q.36 Councillor Kieran Binchy

To ask the Manager to set out what progress has been made on the Chocolate Park in the Docklands area, and to clarify whether it will be completed before, at the same time or after the adjoining developments.

Reply:

The development of Chocolate Park, due to its particular circumstances, is tied to the progression of the development site that covers just under one half of the park. This site has permission; (DSDZ3864/14) for redevelopment for their half of the park, apartments and offices. The developer has refined this scheme, to increase its efficiency and viability through a recent redesign, which was granted permission on the 8th of August 2016 under permission DSDZ3111/16. The developer has indicated that, subject to market conditions, that they hope to progress to construction on this site within the next 6 months.

Whilst the detail of the of implementation of the Dublin City Council owned half of the park has yet to be finalised; the development of the Dublin City Council owned and the developer owned part of the park lands will take place in tandem with the office and apartment development, as it will require ground decontamination and underground construction and will be finished within the same timeframe as the development.

Q.37 Councillor Kieran Binchy

To ask the Manager for an update on the Campshire flood defence works, including the estimated completion date, and the Sandymount flood defence consultations.

Reply:

The South Campshires is progressing well with substantial completion programmed for Q1 - Q2 of 2017. George's Quay is programmed to be re-opened next month with tree planting and pedestrian bench installation later in localised locations.

The three Sandymount pre-planning public consultations went well with around 80 people at the events and a further dozen or so seeking information afterwards. It is planned to go for Part VIII planning permission later this year for the promenade section.

Q.38 Councillor Kieran Binchy

To ask the Manager for an update on the Dodder flood protection works.

Reply:

Despite a very large number of setbacks; involving very poor ground conditions, floods on the river, stopping for exam periods, very poor existing wall construction, and many local issues, it is programmed to complete the section to Ballsbridge by the end of this year.

The programme for completion of the section from Ballsbridge to Donnybrook is Q2 2017 with sections 1-17 Anglesea road, Somerset and Dunluce, Merrion Cricket club, Hazeldene, Licensed Vintners and most of Anglesea Lane all programmed to be substantially completed this year.

The section from Donnybrook to Smurfit Weirs is programmed to be completed in Q4 2017.

There are some sections such as the RDS wall which requires new planning permission and are thus currently not on the programme.

Q.39 Councillor Kieran Binchy

To ask the Manager for an update on the Markievicz Leisure Centre, including the estimated re-opening date and a summary of the ongoing communications with members.

Reply:

Works in Markievicz Sports & Fitness Centre are still ongoing and unfortunately the centre remains closed and will not reopen this month. This is due to the intensive and specialist works that were required to address the structural issue concerned. We are very aware of the frustration caused by this to members, public and staff and we apologise for the inconvenience caused, however we hope that we will be in a position over the coming weeks to announce an opening date for the centre.

Q.40 Councillor Kieran Binchy

To ask the Manager if the Well Woman Centre's clinic at 67 Pembroke Road, Ballsbridge, is subject to commercial rates, and if so what is the rationale for same.

Reply:

The Well Woman Centre at 67 Pembroke Road, Ballsbridge is subject to commercial rates. Commercial rates are based on the valuation of the relevant property determined by the Valuation Office which is an independent statutory body. Dublin City Council has no function in the determination of valuations.

The matter should be referred to the Valuation Office should the Well Woman Centre wish to seek a determination of eligibility for exemption.

Q.41 Councillor Ruairí McGinley

To ask the Manager to advise who owns the lane at (details supplied)

Reply:

The City Council owns a long term lease of the laneway for 900 years from 1/01/1901.

Q.42 Councillor Paddy Smyth

To ask the Manager to contact Dublin Bus requesting an increase in capacity on the 16 bus route into the city centre via Terenure

The current bus service has changed recently meaning it is near on impossible to get a 16 bus between 8.00 and 8.30am on Terenure Road West / Harold's Cross Road due to overcapacity.

Reply:

This matter has been referred to Dublin Bus for attention and any necessary action, with a request to reply directly to the councillor in this regard.

Q.43 Councillor Paddy Smyth

To ask the Manager to see that the railings on Neagh Road Park are repainted and, where necessary, repaired. They have been in a state of considerable disrepair for some time.

Reply:

A master plan for Neagh Road Park was drawn up in collaboration with residents in 2009. Since this time there have been concerted efforts to work to this plan as funding becomes available. A large area was grassed and a new playground was installed over the past few years. The plan advocated the removal of the old railing, as it is in serious disrepair. A new boundary, using low plinth walls and planting beds, would take its place. Under these circumstances the refurbishment and painting of the railings has not been carried out. At present there is no funding allocated to this project, so there are no immediate plans to remove the railing or to carry out other major work. If funding is sourced at a later date then further consultation with residents about the realisation of this plan can be undertaken.

Q.44 Councillor Sonya Stapleton

To ask the Manager to have leaking toilet fixed at *details supplied.

Reply:

The Area Maintenance Officer reports that this repair has been completed.

Q.45 Councillor Sonya Stapleton

To ask the Manager to confirm the owner of the island at the back of O'Carroll Villas flats on Montague Lane the area would be welcomed by residents and employees in the area that are in need of parking. Unfortunately it is not permit or paid parking metered at present and some cars and vans are left for many days / weeks. Approximately four parking spaces available.

Reply:

The Traffic Department is unaware of the ownership of the area referred to; however the location is not suitable for parking. Under the Road Traffic (Traffic & Parking) Regulations 1997, it is an offence to park on a footway, a grass margin or a median strip. Illegal parking should be reported to Dublin Street Parking Services, tel.: 6022 500 or to the Gardaí for enforcement.

Montague Lane currently has a Pay & Display and Permit parking scheme with 16 spaces. Only five residential parking permits have been issued for Montague Lane.

Q.46 Councillor Sonya Stapleton

To ask the Manager if Dublin City Council can provide a grant to Care after Prison to buy and maintain plants, materials, seed etc. They are doing a fantastic job in the

garden at O'Carroll Villas; however they have been funding materials from their own pocket.

Reply:

The Community Grant Scheme will be launched in October and should the Care after Prison wish to apply for assistance, the Community Team would be disposed towards giving a small grant to assist with the purchase of planting material through this process.

Q.47 Councillor Patrick Costello

To ask the Manager to provide details of the plans to keep gullies clear and free from fallen leaves over the coming months.

Reply:

Waste Management Services operate a leaves removal programme during the autumn and winter months. Priority is given to tree-lined streets with heavy pedestrian use and areas particularly prone to flooding.

Q.48 Councillor Paddy Smyth

To ask the Manager to clarify what is meant (in the College Green Traffic Management Measures p.10) by "additional bus priority measures" on Burgh Quay.

Reply:

Dublin City Centre Transport Study identified a number of traffic measures for the city centre, in particular on Burgh Quay; it is proposed to have a double bus lane with additional bus priority measures.

The double bus lane, in itself is a bus priority measure, as buses will stop 'off line' for passengers to embark and disembark. A second bus priority measure will involve an analysis of the bus routes travelling on Burgh Quay using DPTIM, a bus priority tool. DPTIM identifies buses using AVL technology and subsequently gives the buses priority at the traffic signals. This will have to complement the competing demands of buses and Luas travelling in a north-south direction.

The College Green report references this project in order to show the enhanced bus priority measures which it is proposed to introduce in the city centre and which any buses diverted from College Green will be able to take advantage of.

Q.49 Councillor Paddy Smyth

To ask the Manager to seek alternative parking arrangements for the coaches that are currently using Burgh Quay. The current arrangement is causing unnecessary pollution (as the buses leave their engines running while parked) and congestion.

Reply:

At this location, between Hawkins Street and Corn Exchange Place, there are three lanes of vehicular traffic (carrying approximately 15,000 vehicles per day) and a lay-by that accommodates a bus stop for commuter bus services. At present two commuter / regional bus services have a permission to use the bus stop on Burgh Quay outside 6 Corn Exchange Building. Both these services have permission only to stop at this location for the purposes of boarding and alighting of passengers. They do not have permission to set down (park) at this location.

This bus stop has been in place for a number of years and has been assessed to be a suitable location for a bus stop in terms of traffic safety. This includes an assessment of the footpath width. However, the footpath width is insufficient to

facilitate the installation of a bus shelter adjacent to the bus stop. It is accepted that members of the public and / or bus passengers awaiting their service may sit on the steps or private landings along Burgh Quay as there is not an obvious private boundary segregation in place outside some buildings. It is also accepted that on occasion during peak hours this stop can be busy.

In line with Dublin City Council's Corporate Plan and its objectives therein, the council will continue to place the pedestrian at the highest level of priority in transportation planning followed by cycling, public transport, goods and other vehicles. Essentially, it is necessary to optimise the public street space for the prioritisation of pedestrians and public transport, which includes the busy city centre location at Burgh Quay.

At present, the Environment and Transportation Department has no proposal to alter the ongoing function of the lay-by at this location. The activities of commuter buses at this location will continue to be monitored to ensure that they are abiding with the permissions and licenses under which they operate.

Tail pipe and sound emissions are an inherent consequence of operating a bus fleet. The buses are licensed to pick up and set down passengers at this location. If they are overstaying in contravention of their licence condition, with the subsequent running of their engines, it is a matter for enforcement of the license conditions. To request the turning off of engines while picking up or dropping off passengers might only encourage a longer stay by buses at this location, contrary to their existing permission for the boarding and alighting of passengers only. These issues fall outside the remit of the Air Pollution Act 1987 and the Environmental Protection Act 1992.

Q.50 Councillor Paddy Smyth

To ask the Manager to install a surveillance traffic camera at the bollards on Corrib Road to deter this permeability being used as a short cut from Terenure to Kimmage by motorcyclists. This has become a significant problem since the kerb at these bollards was lowered to allow cyclists to cycle through.

Reply:

Dublin City Council does not install surveillance cameras. Under the Road Traffic Act "A person shall not drive a vehicle in a public place without due care and attention". Dangerous manoeuvres are a matter for the Gardaí.

Q.51 Councillor Paddy Smyth

How many houses on Frankfort Avenue, from the junction with Garville Road to the junction with Vernon Grove, have permits for residential parking? What is the total number of permits for this section of the road?

Reply:

On the section of Frankfort Avenue from house numbers 21 - 42 and 45 - 65 residents of 35 of the dwellings have availed of permits with 50 permits in total issued to the residents.

Q.52 Councillor Paddy Smyth

How many residential parking permits are currently in use on Garville Road?

Reply:

Thirty one permits have been issued to residents for use on Garville Road.

Q.53 Councillor Mannix Flynn

Can the Manager compile a full report as to the cost of providing a free phone service for the emergency homeless service helpline in the South East Area? This report to include the number of staff who are employed to man the phone lines. Who is overall responsible for the administration and the effective management and running of this service? How many individuals were facilitated with accommodation through this service? What was the breakdown of the entire cost of the service? Was the service ever put out for tendering? Was it subject to a public procurement process? What were the hours that the actual phone line was manned? What were the duration times for clients who were kept on hold? Further, what were the locations where most of these phone calls came from? What public phone boxes were used? What was the mobile phone usage to this service? Also, could you supply me with a full copy of any recent evaluations of this service?

Reply:

Due to the detailed nature of the above request it will take some time to gather this information. We will revert to the councillor with two weeks.

Q.54 Councillor Mannix Flynn

Can the Area Manager initiate a meeting with the Merchants Quay project with regards the continuous issues of anti-social behaviour associated with Merchants Quay project and its service users?

The agenda for this meeting should be solely to concentrate on solutions to the many issues that are now prevalent within the immediate area of the Merchants Quay Project.

Reply:

The Merchant's Quay Project is located in the South Central Area. The Councillor's query has been conveyed to that area office.

Q.55 Councillor Mannix Flynn

Can the Area Manager issue a full report with regards the administration and management of horse drawn carriages within the South east Area? This report to include all animal welfare inspections, all certificates of usage, all reporting of any accidents associated with the carriages. What steps have been taken for permanent horse drawn waiting ranks given that the permanent spots up on St. Stephen's Green are now out of use due to LUAS Cross City?

Have there been any recent meetings with Dublin City Council and the carriage users' association and representatives in recent months?

Reply:

A full report will be prepared and forwarded to the councillor in due course.

Q.56 Councillor Mannix Flynn

Can the Area Manager issue a report with regards what measures are being taken to address the issues of anti-social behaviour in and around Cambridge Road? It would appear that this issue has got entirely out of hand and I am receiving phone calls on a regular basis regarding the intimidating and unacceptable anti-social behaviour within this area. I will attach details of all correspondence with complainants.

Reply:

Clarification of the issues sought from the councillor, upon receipt of which, the matter will be investigated and a report issued to the Councillor.

Q.57 Councillor Mannix Flynn

Can the Manager issue a full report with regards the initiation of an order of protected structure on the Central Bank, Dame Street? This report to include what progress has been made since the motion was agreed almost a year ago.

Reply:

The Central Bank complex on Dame Street comprises three principal structures namely the 9-storey HQ building, the restaurant annexe and the banking premises named "Commercial Buildings" on the east side of the plaza.

This large statement building was built in the mid 1970's to a design by Stephenson, Gibney and Partners, following the demolition in 1973 of an 18th Century granite palazzo known as Commercial Buildings.

In terms of the requested candidate additions or deletions to the Record of Protected Structures (RPS), it is considered both prudent and good practice to await any recommendation regarding these structures to be made by the National Inventory of Architectural Heritage (NIAH), arising from their current survey of Dublin City.

The assessment of the requested candidate additions or deletions to the RPS (including the Central Bank structures) is intended to commence following the completion of the Development Plan in October this year.

Q.58 Councillor Mannix Flynn

Can the Area Manager indicate when Dublin City Council will roll out its public campaign with regards cycling on footpaths? This issue now is one of the most prevalent within the very busy South East Area core. Can the Manager supply me with what efforts have been made to contact Dublinbike to initiate awareness with regards the rules of the road with particular reference to non-cycling on footpaths.

Reply:

Dublin City Council's Road Safety Strategy 2016 – 2020 is currently being finalised with an intention to present it at the Transportation SPC in October 2016. A key element to the Strategy under the education pillar will be a public awareness campaign 'RESPECT'. The 'RESPECT' campaign aims to educate and reinforce strong safety messages for all road users, including messaging to cyclists about rules of the road. The 'RESPECT' campaign is due to roll out in early 2017.

The operator of Coca-Cola Zero dublinbikes has been contacted with regard to the proposal to initiate a public awareness campaign with regard to the rules of the road, with particular reference to non-cycling on footpaths. Coca-Cola Zero dublinbikes members will be reminded to always obey the rules of the road and to never cycle on footpaths. This message is already on bike stands and online for members, and will be communicated to members to coincide with commencement of similar safe cycling initiatives by Dublin City Council.

Q.59 Councillor Mannix Flynn

Can the Manager issue a full report with regards the closing of the tea rooms in Herbert Park recently for a private function? This report to include the full contract between the operator of the tea rooms and Dublin City Council and what clauses, if any, allows these public park tea rooms to be closed to the public. I received many phone calls recently with regards this practice.

Reply:

Following an open tender process, Lolly & Cooks Limited have been granted a licence to operate a concession for the café in Herbert Park. In order to facilitate the opening of the café, their licence was granted for a period of six months commencing on the 20th May, 2016. This licence was granted pending the completion of the statutory disposal procedure, which is being brought to the City Council for their approval at its meeting on the 5th September 2016.

Clause 12 of the licence stipulates that “The licensee undertakes to use the Café only for the purpose stipulated. It will operate the Café during agreed opening hours and ensure that there is sufficient trained staff on duty to provide a quality service at all times. The Licensee shall ensure that the highest standards of customer services are provided to the clientele of the Café”.

We have been in contact with the café operator in relation to this matter and are arranging to meet with them in the near future to ensure that the café is operated as an amenity for the park and not closed for private functions in the future.

Q.60 Councillor Paddy McCartan

To ask the Manager to deal with the issue of coach operators using Burgh Quay as a depot. Coaches park outside residential buildings leaving their engines running while waiting for passengers. There is an incessant and irritating hum of bus engines throughout the week. Pollution, both noise and fumes, is very unpleasant. Coach passengers regularly use the entrance to buildings on Burgh Quay as their queuing area, and residents have to request people to move aside simply to leave their buildings. Coach operators should be required to open a waiting room (as CityLink on Crampton Quay provide) or build shelters for their passengers in order not to obstruct the flow of pedestrian traffic (see photos attached).

Reply:

At this location, between Hawkins Street and Corn Exchange Place, there are three lanes of vehicular traffic (carrying approximately 15,000 vehicles per day) and a lay-by that accommodates a bus stop for commuter bus services. At present two commuter / regional bus services have a permission to use the bus stop on Burgh Quay outside 6 Corn Exchange Building. Both these services have permission only to stop at this location for the purposes of boarding and alighting of passengers. They do not have permission to set down (park) at this location.

This bus stop has been in place for a number of years and has been assessed to be a suitable location for a bus stop in terms of traffic safety. This includes an assessment of the footpath width. However, the footpath width is insufficient to facilitate the installation of a bus shelter adjacent to the bus stop. It is accepted that members of the public and / or bus passengers awaiting their service may sit on the steps or private landings along Burgh Quay as there is not an obvious private boundary segregation in place outside some buildings. It is also accepted that on occasion during peak hours this stop can be busy.

In line with Dublin City Council’s Corporate Plan and its objectives therein, the council will continue to place the pedestrian at the highest level of priority in transportation planning followed by cycling, public transport, goods and other vehicles. Essentially, it is necessary to optimise the public street space for the prioritisation of pedestrians and public transport, which includes the busy city centre location at Burgh Quay.

At present, the Environment and Transportation Department has no proposal to alter the ongoing function of the lay-by at this location. The activities of commuter buses at this location will continue to be monitored to ensure that they are abiding with the permissions and licenses under which they operate.

Tail pipe and sound emissions are an inherent consequence of operating a bus fleet. The buses are licensed to pick up and set down passengers at this location. If they are overstaying in contravention of their licence condition, with the subsequent running of their engines, it is a matter for enforcement of the license conditions. To request the turning off of engines while picking up or dropping off passengers might only encourage a longer stay by buses at this location, contrary to their existing permission for the boarding and alighting of passengers only. These issues fall outside the remit of the Air Pollution Act 1987 and the Environmental Protection Act 1992.

Q.61 Councillor Chris Andrews

Will the Manager cut back the weeds and briars around the edge of the football pitch in Beechill Park and trim the trees along the side of the pitch running along the road side of the pitch as they are over hanging the pitch and the ball goes out of play and back into play regularly causing difficulty for players and referees?

Reply:

The area has been inspected recently and it was noted that the vegetation, which forms a natural hedge row, is a reasonable distance away from the pitch sideline. The vegetation is also a source of food for birds and other wildlife and is rich in biodiversity; therefore it is not proposed to have it removed.

The trees along at the roadside of the pitch will be trimmed with the branches over hanging the pitch reduced.

Q.62 Councillor Chris Andrews

Why can a company like Ecochem on the Poolbeg Peninsula apparently allow slag stockpiles that are open to the elements which could allow the slag be discharged into the surface water drains and then to the Liffey after heavy rainfall events? Why was this practice allowed to happen for so long and why would a company of this size not put in place these measures automatically and need to be instructed by Dublin City Council and furthermore why has Dublin Port / Dublin City Council not got a monitoring process in place to ensure companies are using environmental best practice in the Poolbeg Peninsula?

Reply:

No trade effluent is being produced on the site so there is no requirement for a discharge licence under the Local Government (Water Pollution) Act, 1977. However, as the slag stockpiles are open to the elements it is possible that slag could be discharged into the surface water drains and then to the Liffey after heavy rainfall events.

Dublin City Council and the Dublin Port Company have had discussions with ECOCEM on this issue and a proposal to intercept rainwater and remove slag has been proposed. There will also be the option of ph correction prior to discharge if this is required. This proposal is acceptable to both Dublin City Council and Dublin Port Company and construction to install settlement tanks will commence shortly.

Once the new system has been commissioned both Dublin City Council and Dublin Port Company will monitor the discharge on a random basis.

ECOCEM have been very co-operative at all stages in this matter.

Q.63 Councillor Chris Andrews

Can the Manager give an update in relation to the request for the installation of a pedestrian crossing at Harold's Cross Bridge, where Clanbrassil Street meets Harold's Cross Road?

Reply:

The Traffic Advisory Group at its meeting of 23rd August 2016, recommended pedestrian crossings across the Grove Road and Harold's Cross Road arms of the junction at Harold's Cross Bridge. These measures are listed on the 2016 Works Programme.

Q.64 Councillor Chris Andrews

Can the Manager arrange to have the small green area to the rear of *details supplied tidied up as it was partly done the last time but not finished?

Reply:

The area has been included in our works programme and will be undertaken over the coming weeks.

Q.65 Councillor Chris Andrews

Can the Manager have the balcony to the rear of *details supplied repaired as some of the balconies along this row of houses have been repaired but the rest have not been finished?

Reply:

Our Housing Maintenance Engineer reports that he will inspect this balcony for defects and remediate accordingly.

Q.66 Councillor Chris Andrews

Can the Manager state if there is any outstanding action to be taken by Dublin City Council as a result of nuisance noise complaints from residents about Flyefit Gym, Macken Street, Dublin 2 and confirm that this gym is compliant with planning and noise laws?

Reply:

The initial noise complaint received concerning the above was investigated and the matter resolved. The recent complaint regarding a different noise source in these premises is currently being investigated to establish if there is a noise nuisance.

Planning permission was granted by An Bord Pleanála on 26 February 2016 to extend the opening hours of the Flyefit gym facility at Macken Street.

The permission was subject to a number of conditions, of which condition 3(a) is relevant to the question raised. Condition 3(a) states:

“A floating floor or equivalent flooring system shall be installed in all areas where weights are to be used. The floor must provide an adequate level of isolation at frequencies below 50Hz for weights up to 200 kilogrammes. The extended opening hours shall not come into operation until all of these works have been completed. This floor shall not be overlaid with any other material that would inhibit the noise and vibration absorbing capacity of the floor.”

There is no requirement in the condition that details be either submitted to or agreed with the Planning Authority. However, as a result of the question raised, the owners have been asked to confirm whether the noise amelioration measures have been provided as required.

Q.67 Councillor Chris Andrews

Have white lights been placed in Clarence Place Great, Off Macken Street, Dublin 2 as requested previously in 2014 by residents?

Reply:

Eight of the nine existing public lights here have been replaced with LED (white) lights. The replacement of one wall mounted public lighting fitting is outstanding due to access restrictions. However, we will endeavour to have this replaced as soon as possible.

Q.68 Councillor Paddy Smyth

Can the Manager indicate when the resurfacing of Oakley Road is due to take place (as per answer to question in February below)?

Q16. Councillor Paddy Smyth

Can the manager please instruct Roads Maintenance to repair the surface of Oakley Road?

Reply:

Road Maintenance inspected and filled in potholes on Oakley Road. Oakley Road is on Road Maintenance's 2016 programme for resurfacing.

Reply:

A contractor has been appointed to carry out resurfacing works before the end of the year, which includes Oakley Road. Dates have yet to be confirmed.

Q.69 Councillor Claire O'Connor

Can the railings surrounding the children's playground on Neagh Road be replaced? They are in a state of disrepair.

Reply:

A master plan for Neagh Road Park was drawn up in collaboration with residents in 2009. Since this time there have been concerted efforts to work to this plan as funding becomes available. A large area was grassed and a new playground was installed over the past few years. The plan advocated the removal of the old railing, as it is in serious disrepair. A new boundary, using low plinth walls and planting beds, would take its place. Under these circumstances the refurbishment and painting of the railings has not been carried out. At present there is no funding allocated to this project, so there are no immediate plans to remove the railing or to carry out other major work. If funding is sourced at a later date then further consultation with residents about the realisation of this plan can be undertaken.

Q.70 Councillor Claire O'Connor

Can the bins removed from Leinster Road be replaced? If it is the case that people were putting household rubbish in them, can bins be installed with small holes for dog waste?

Reply:

Waste Management Services have made arrangements to have a specific dog litter bin installed on Leinster Road.

Q.71 Councillor Claire O'Connor

Can the Manager accommodate a loading bay outside 26 - 32 Upper Rathmines Road?

Reply:

The request for a loading bay outside 26 - 32 Upper Rathmines Road is currently listed on the Traffic Advisory Group Agenda for examination & report. The councillor will be informed of the recommendation in due course.

Q.72 Councillor Claire O'Connor

Can the parking discs for residents on Ashfield Road be extended to include Ashfield Avenue in order to facilitate an ever increasing pressure for residents to find parking spots?

Reply:

There is very heavy demand for parking throughout the Ranelagh area, with demand for parking on the majority of roads close to full capacity and in some instances, exceeding capacity.

The Residential Parking Scheme on Ashfield Avenue operates Mon – Sun, 07.00 – 24.00H. The Residential Parking Scheme on Ashfield Road operates Mon – Sat, 07.00 – 24.00H. An extension of the operational hours to also include Sunday in the days of operation on Ashfield Road was proposed by the City Council in 2009 and abandoned following ballot of the residents.

There are approximately 106 parking spaces on Ashfield Road and 107 permit holders eligible to park on that road. There are approximately 32 spaces on Ashfield Avenue and 30 permit holders eligible to park on that road.

The inclusion of an additional road on any Resident Parking Permit is considered strictly on a case by case basis, and other than residents whose dwelling immediately adjoins the road being sought, will only be considered where the Council is satisfied that there is sufficient spare capacity remaining on the road being sought to cater for the additional demand for parking.

Q.73 Councillor Claire O'Connor

Can the road in Rathdown Park be resurfaced in circumstances where it is used permanently as there is no right turn off the Templeogue Road from before Templeogue village at Cypress Road until well after Rathgar village?

Reply:

Road Maintenance inspected the carriageway and found it to be serviceable. We have no plans to carry out any resurfacing works on Rathdown Park.

Q.74 Councillor Claire O'Connor

Can the Manager place speed ramps at the top of Castlewood Park, Rathmines?

Reply:

The request for speed ramps at the northern end of Castlewood Park has been referred to the Traffic Advisory Group for examination and report. The councillor will be informed of the recommendation in due course.

Q.75 Councillor Claire O'Connor
Can the Manager put street lighting in Grosvenor Lane?

Reply:

There is no public lighting improvement programme for 2016. However, the installation of additional public lighting in the lane (to the rear of house numbers 59-75 Leinster Road), will be included on a list for consideration in a future programme of improvements works, subject to finances available.

Q.76 Councillor Claire O'Connor
Can the Manager arrange for Orwell Park to be resurfaced?

Reply:

Road Maintenance inspected the carriageway of Orwell Park and found the majority to be serviceable. We have no plans to carry out any resurfacing works on Orwell Park. A crew will carry out localised repair works at specific areas where required.

Q.77 Councillor Claire O'Connor
Can the Manager arrange for Oaklands Crescent and Drive to be cleaned and for the gullies to be unblocked?

Reply:

Waste Management Services had the above mentioned area cleaned in the early days of September 2016.

10 out of 10 gullies were cleaned on Oaklands Crescent on the 6/09/2016 and 17 out of 18 gullies were cleaned on Oaklands Drive 1/09/2016.

Q.78 Councillor Claire O'Connor
Can the Manager arrange for the graffiti and litter to be removed from Temple Road; as a link road to the LUAS it is a busy throughway.

Reply:

Waste Management Services had Temple Road cleaned on the 31st August 2016. Arrangements have been made to have the graffiti removed from the litter bins on this road.

Q.79 Councillor Claire O'Connor
Can the bollards and kerbing be reinstated on Corrib Road in order to make safe the junction of Corrib Road and Melvin Road?

Reply:

A councillor request was received in 2014 for the removal of the barrier divide on Corrib Road to allow cyclists to pass through. Subsequently a recommendation was made and approved by the Traffic Advisory Group. To remove the centre bollard and provide a 1.2m wide cycle path by removing kerb and raised area to make Corrib Road a more permeable route for commuting and leisure cyclists and making the area more cycling friendly in general.

The gap provided is insufficient to allow private motor vehicles through. Motorcyclists are obliged to obey the Road Traffic Act which states that a person shall not drive a vehicle in a public place without due care and attention. Any dangerous manoeuvres are a matter for the Gardaí. It is noted that both adjoining roads after the bollards on Corrib Road are traffic calmed with ramps; the third road is a cul-de-sac.

It is a key objective of the Dublin City Council Corporate Plan to encourage and promote cycling. The current arrangement for cyclists ensures that they can continue without needing to mount the footpath and coming into conflict with pedestrians. There are no plans to reinstate the bollards at this time.

Q.80 Councillor Claire Byrne

To ask the Area Manager to provide a progress report on the following issues regarding Vincent Street South flats:

- The demolition of the pram sheds
- The building of bin storage facilities
- The resurfacing of the playground

Reply:

The feasibility of the demolition of the pram sheds and the building of bin storage facilities is currently being examined.

- The playground resurfacing at the attached flat complex was completed on the 13th August.

Q.81 Councillor Claire Byrne

To ask the Area Manager what options might be available for *details supplied 1 to purchase her family home in *details supplied 2? This lady purchased her own home under the Affordable Housing Scheme in another part of the city but her family are still in Dublin 2 and therefore would like to move back there and purchase the family home through a mortgage transfer with the intention that the whole family would to continue to live there together.

Reply:

Under the Tenant (Incremental) Purchase Scheme 2016, tenants and joint tenants only can apply to Dublin City Council to purchase their local authority house, subject to certain criteria set down by the Department of the Environment, Community and Local Government. Therefore, details supplied 1 would not be eligible to purchase details supplied 2, as she is not a tenant and or joint tenant at this address.

For the tenant in details supplied 2 to be eligible for the new Tenant (Incremental) Purchase Scheme 2016, he / she must have been in receipt of social housing support for at least one year (be a tenant for at least one year) and have a minimum gross annual income of €15,000 per year, half of which must be from a non-social welfare source.

As details supplied 1 is a home owner and not a tenant, she is not eligible under the Tenant (Incremental) Purchase Scheme 2016 scheme to purchase a city council property.

Q.82 Councillor Claire Byrne

To ask the Area Manager for an update on the TAG report regarding the traffic junction on Pearse / Macken Street that causes dangerous incidents and creates unnecessary traffic delays and backlogs daily due to a right turn being permitted onto Pearse Street (reference number is # 29435/BOR).

Reply:

The above request is still listed for examination by the Traffic Advisory Group. Overall, there is a large volume of requests for examination by the Area Traffic Engineer for the South East Area. The councillor will be informed of the recommendation in due course.

Q.83 Councillor Claire Byrne

To ask the Area Manager to outline the process by which a citizen can apply for the erection of a memorial plaque on a residential building.

Reply:

All requests for commemorative plaques under the Dublin City Council Commemorative Plaque Scheme must go through an official process. Application forms can be found on DCC website at:

http://www.dublincity.ie/sites/default/files/content/RecreationandCulture/Documents/Application_form_Commemorative_Naming.doc

On completion of the application form it will then be put before the Commemorative Naming Committee (which consists of 8 City Councillors) for their consideration.

Q.84 Councillor Claire Byrne

To ask the Area Manager what can be done to address the following issues on Burgh Quay:

- Long stay parking of coach operators
- The noise and air pollution caused by the buses leaving their engines running for long periods of time while stationary
- Obstructions on the pathway and entrance to adjacent building entrances caused by queuing passengers

Reply:

At this location, between Hawkins Street and Corn Exchange Place, there are three lanes of vehicular traffic (carrying approximately 15,000 vehicles per day) and a lay-by that accommodates a bus stop for commuter bus services. At present two commuter / regional bus services have a permission to use the bus stop on Burgh Quay outside 6 Corn Exchange Building. Both these services have permission only to stop at this location for the purposes of boarding and alighting of passengers. They do not have permission to set down (park) at this location.

This bus stop has been in place for a number of years and has been assessed to be a suitable location for a bus stop in terms of traffic safety. This includes an assessment of the footpath width. However, the footpath width is insufficient to facilitate the installation of a bus shelter adjacent to the bus stop. It is accepted that members of the public and / or bus passengers awaiting their service may sit on the steps or private landings along Burgh Quay as there is not an obvious private boundary segregation in place outside some buildings. It is also accepted that on occasion during peak hours this stop can be busy.

In line with Dublin City Council's Corporate Plan and its objectives therein, the council will continue to place the pedestrian at the highest level of priority in transportation planning followed by cycling, public transport, goods and other vehicles. Essentially, it is necessary to optimise the public street space for the

prioritisation of pedestrians and public transport, which includes the busy city centre location at Burgh Quay.

At present, the Environment and Transportation Department has no proposal to alter the ongoing function of the lay-by at this location. The activities of commuter buses at this location will continue to be monitored to ensure that they are abiding with the permissions and licenses under which they operate.

Tail pipe and sound emissions are an inherent consequence of operating a bus fleet. The buses are licensed to pick up and set down passengers at this location. If they are overstaying in contravention of their licence condition, with the subsequent running of their engines, it is a matter for enforcement of the license conditions. To request the turning off of engines while picking up or dropping off passengers might only encourage a longer stay by buses at this location, contrary to their existing permission for the boarding and alighting of passengers only. These issues fall outside the remit of the Air Pollution Act 1987 and the Environmental Protection Act 1992.

Q.85 Councillor Claire Byrne

To ask the Area Manager to address the issues arising from the impact on the local residents of building developments around the Grand Canal Dock area such as:

- breach of operating hour permissions
- lack of enforcement of permissions and penalising breaches
- noise, vibrations and general disruption
- dust, grime and dirt
- damage to; roads, street furniture and property (windows in particular)
- an overall feeling of poor consideration and planning by both the developers & DCC agencies for the residents in the area during construction.

Reply:

The Planning Enforcement Section enforces the conditions of permissions granted by Dublin City Council.

In the event of complaints made with respect to noise, vibration and dust associated with a building development that did not require planning permission the Air Quality Monitoring and Noise control Unit can deal with these complaints.

All issues with respect to non compliance with planning conditions are dealt with by Planning Enforcement on receipt of specific complaints.

Clarification has been sought from the councillor regarding the exact location of damage to roads. The matter will be investigated on receipt of the clarification sought.

Q.86 Councillor Claire Byrne

To ask the Area Manager to address the ongoing issue of illegal dumping on the corner of Synge Lane & Synge Street. Many occupants of multiple unit buildings on the street and neighbouring streets are illegally dumping bags of rubbish. These rubbish bags are piling up by 20 - 30 bags at the end of each week and are causing litter problems and are leading to a public health issue on the street.

Reply:

The local Litter Warden for the area has monitored this area on a daily basis with regard to illegal dumping. The South East Area Office will arrange to deliver up to date information to all households in the area informing them of the correct collection day and the correct time for the presentation of household waste.

Q.87 Councillor Claire Byrne

To ask the Area Manager to please provide more bins along the Ringsend Nature Reserve / Shelly Banks walk to Poolbeg Lighthouse as the lack of waste disposal facilities is causing a litter problem on this popular walk.

Reply:

The Parks Department is liaising with Waste Management to install a bin at this location.

Q.88 Councillor Claire Byrne

To ask the Area Manager if she can please mend and replace where necessary and paint the railings on Ringsend Park facing Saint Patrick's Villas.

Reply:

The railings at this location have been included in our works programme and repairs will be undertaken over the coming weeks. There is no provision in the current estimates to paint these railings other than painting of replacement and repaired railing bars.