



## MINUTES OF THE SOUTH EAST AREA COMMITTEE MEETING

HELD ON MONDAY 11 JANUARY 2021

- 1 **Minutes of the South East Area Committee meeting held on 14th December 2020**  
**Order: Agreed.**

2 **Environment and Transportation Department Matters**

- i. Minutes of the Traffic Advisory Group meeting held on 15<sup>th</sup> December 2020.  
**Order: Noted.**
- ii. Verbal update on Strand Road Interim Cycle Route. Taken with Emergency Motion.  
**Order: Noted.**

3 **South East Area Matters**

- i. Report of the Director of Services, South City.  
**Order: Noted.**

4 **Motions**

**Emergency Motion from Councillors Geoghegan, Lacey, McCartan, O'Connor, Flynn, Freehill and Conroy. Taken with Item 2.ii.**

That the South East Area Committee;

- Acknowledges the depth of community feeling expressed towards the proposed Strand Cycle Route Trial as represented in the online public meeting organised by the 'STC Community Group' attended by over 300 Sandymount residents on the 4<sup>th</sup> of January 2021.
- notes the statement by STC on 7<sup>th</sup> of January 2021 detailing;
  - their decision to instruct their professional advisers to prepare a S.5 referral to An Bord Pleanála [Pursuant to the provisions of

- the Planning and Development Act 2000/2017] to adjudicate on whether the Strand Road Trial requires planning permission;
  - that this decision is supported by SAMRA, Park Avenue residents association, Sydney Parade Avenue residents association, Gilford Road residents association, BADRA, Ballsbridge residents association, Brabazon House, Sandymount Avenue residents association, Seafort Avenue residents association and Merrion Road residents association; and
  - their request that Dublin City Council, the National Transport Agency and Dublin Bus wait for the result of this decision before any works are commenced including Bus route changes to Gilford Road; and
  - their request that the business of the Strand Road Interim Cycleway Community Forum should be paused until their referral has been adjudicated;
- writes to the Minister for Transport Eamon Ryan and the National Transport Agency to revisit the 'Feasibility Study and Options Assessment Report on the Sandymount / Merrion to Blackrock Cycle Route Corridor Study – September 2015' with a view to constructing a promenade along Sandymount Strand and delivering a long term cycleway on the seaward side of the Strand Road;
  - writes to the National Transport Agency to immediately conduct a feasibility study on all measures available to urgently reduce/remove the 1,000 trucks that currently use the Strand Road daily in transporting goods; and
  - resolves to reduce the current community divisions that have arisen as a consequence of the proposed trial by whatever means necessary.

**Order: Motion amended to include writing to Dublin City Council.**

**Vote taken.**

**Those in favour 11:** Cllr. Dermot Lacey, Cllr. Anne Feeney, Cllr. Claire O'Connor, Cllr. Daniel Céitinn, Cllr. Danny Byrne, Cllr. Deirdre Conroy, Cllr. James Geoghegan, Cllr. Kevin Donoghue, Cllr. Mannix Flynn, Cllr. Mary Freehill and Cllr. Paddy McCartan

**Those Against 5:**

Lord Mayor Hazel Chu (**No objection to letters being sent**), Cllr. Carolyn Moore, Cllr. Claire Byrne (**No objection to letters being sent**), Cllr. Pat Dunne and Cllr. Tara Deacy

**No absences or abstentions.**

**Agreed.**

#### **Motion 1 from Councillor Claire Byrne**

That this Area Committee calls on the Area Manager to include a Greening Strategy for Fitzwilliam Street as part of the implementation of the official Fitzwilliam Cycle Route next year. This would include working with the residents, the design team, the biodiversity officer, parks and public realm to create attractive greenery along the route. Can the Area Committee ensure funding is allocated for such a project?

**Order: Report to Councillor.**

#### **Motion 2 from Councillor Claire Byrne**

That this area Committee Calls on the Area manager to allocate funds to plant trees on Synge Street as part of the 2021 tree planting programme for the South East Inner City.

**Order: Report to Councillor.**

**Motion 3 from Councillor Claire Byrne**

That this Area Committee calls on the Area Manager to improve planning enforcement and the communications with both councillors, residents and developers in the South East Area when it comes to complaints about breaches in working hours, safety concerns, noise pollution, traffic issues.

**Order: Report to Councillor.**

**Motion 4 from Councillor Daniel Ceitinn taken with Motion 5**

That this Area Committee:

Recognises that social housing tenants should be afforded the same rights as other tenants or owners in mixed-tenure estates,

Acknowledges that, in some estates and complexes, management fees can be excessive and would afford social housing tenants access to service not generally provided by the City Council to its tenants at an exorbitant cost,

Deplores instances of equality of service access being denied on the basis of tenure to social housing tenants,

Calls on Dublin City Council to ensure that all social housing tenants resident in units where full management fees are not paid are afforded the opportunity to pay the difference for access to services not covered by the council or APB's management fee contribution, or to otherwise purchase access to services.

**Order: Agreed. Refer to SPC.**

**Motion 5 from Councillor Mannix Flynn taken with Motion 4**

That this meeting of the SEA call on the CEO and the executive management of Dublin City Council to ensure that when acquiring properties and homes under Part 5, particularly in relation to apartment blocks that social housing tenants, i.e. DCC tenants, and tenants of approved housing bodies, that such tenants are entitled to the full amenities of those developments i.e. swimming pools, car parking, and any other services and that they are not socially victimized, socially segregated and discriminated against and that they be given full equality and parity of esteem on equal terms to other tenants. If this anomaly in Part 5 process needs to be amended or adjusted to incorporate this cause of inclusion for all tenants to participate in such amenities, we further call on DCC to amend such policy documents as a matter of urgency.

The state, the local authority and the elected members have an obligation to ensure that nobody is discriminated against in this fashion and that we must never be party to or give comfort to any such lower standard or othering of our tenants.

**Order: Agreed. Refer to SPC.**

**Motion 6 from Councillor Carolyn Moore**

Regarding an Enforcement Notice that was issued by the Planning Section of Dublin City Council under Section 154 of the Planning and Development Acts 2000 on December 10th, 2020, concerning works at 122 Rathfarnham Road, case ref E0799/19 in which significant damage was done to a Z9 mature riparian woodland on the banks of the river Dodder, this committee requests that the Planning Enforcement Section of Dublin City Council:

makes available to councillors the report of the planning enforcement officer from the site visit that took place on Wednesday 28th of October following complaints by residents that the works being undertaken were in breach of planning conditions;

and, in person or in writing, offers this committee a comprehensive explanation as to why the planning officer found the work being undertaken on that date was not a breach of planning permission and there was no enforceable case in that instance

**Order: Report to Councillor.**

**Motion 7 from Councillor Carolyn Moore taken with Motion 8**

That this committee calls on the area manager to include on the agenda of the next meeting of the Friends of Eamonn Ceannt Park the establishment of a working group to coordinate with the biodiversity officer in developing a planting strategy for areas of the park where conditions are appropriate for mixed wildflowers and bulb planting, with a view to having a strategy complete by winter 2021; and that for the purposes of improving the public realm at Rutland Grove and creating cohesion with the park, this working group should look to include the green areas en-route to the entrance at Clogher Road.

**Order: Report to Councillor.**

**Motion 8 from Councillor Carolyn Moore taken with Motion 7**

That in recognising the importance of biodiversity in our urban villages and our city, this committee calls on the area manager to facilitate a presentation to the local area committee by the social enterprise 'Pocket Forests' ([www.pocketforests.ie](http://www.pocketforests.ie)), with a view to identifying suitable spaces in our local area where such an initiative could be accommodated, and allocating funding accordingly.

**Order: Report to Councillor.**

**Motion 9 from Councillor Carolyn Moore**

That this committee recognises that the use of kissing gates limits the accessibility of our parks and public spaces; that they limit access in a manner which discriminates against disabled people, the elderly, or users of mobility aids; and that a working group should be established to examine alternatives that provide fair and equal access to our parks and public spaces for all citizens.

**Order: Report to Councillor.**

**Motion 10 from Councillor James Geoghegan**

That a meeting is setup with interested members of the South East Area Committee and the working group which comprises NTA and Dublin City Council officials who are responsible for considering the traffic impact on roads not included in BusConnects but effected by BusConnects, to discuss possible traffic mitigation plans for Castlewood Avenue, Belgrave Square North, Mount Pleasant Avenue, Charleston Road, Charleston Avenue.

**Order: Report to Councillor.**

5

**Questions to the Chief Executive 11th January 2021**

**Order: Noted.**

**Councillor Dermot Lacey**

**Chairperson**

**Monday 11 January 2021**

**Attendance:**

**Members:**

Dermot Lacey (Chairperson)  
Claire Byrne  
Deirdre Conroy  
Kevin Donoghue  
Mannix Flynn  
Paddy McCartan

**Members:**

Danny Byrne  
Daniel Céitinn  
Pat Dunne  
Mary Freehill  
Carolyn Moore

**Members:**

Hazel Chu  
Tara Deacy  
Anne Feeney  
James Geoghegan  
Claire O'Connor

**Officers**

Brian Hanney  
Mary Taylor  
Claire French  
Gerard McEntaggart

John MacEvilly  
Jennifer Wall  
Brendan O'Brien  
Deirdre Kelly

Neil O'Donoghue  
Antonia Martin  
David Quearney

**Apologies:**

**Non-Members:**

**Q.1 Councillor Deirdre Conroy**

To ask the manager if our Traffic and Transport Department would address the removal of a bus stop outside Loreto Convent, Stephen's Green [6 years ago] where young primary school children have to walk to Camden Street, through laneways. Therefore, parents say they have to drive to collect their primary school children due to the bus stop change due to anti-social behaviour and danger of crossing Leeson Street junction.

Due to the NTA proposed ban for driving on Rathmines Road, change of majority bus stops, causing heavy congestion on other routes, it is considered unsafe for 10-year olds to navigate through anti-social behaviour in the city. When will this school bus-stop be reset outside the school?

**Reply:**

In order to get from Camden St. to Loreto College you do not have to walk through laneways. There is a safe route along major roads with controlled signalised pedestrian crossings to allow young children to cross the roads safely.

The distance from the bus stop at the Camden Hotel on Camden St. to Loreto College is approx. 800m. The bus services that used to use this area i.e., the 14s and 15s were moved to facilitate Luas LCC construction and as yet have not moved back to their original alignment. The NTA Bus Connects Network redesign map with College Green closed shows buses moved from Camden Street to Stephen's Green and so in future the A spine will be using this route.

There is no proposal at present to put a School Bus Stop along St. Stephen's Green East outside Loreto College as there are already 3 No. Dublin Bus Stops along St. Stephen's Green East within 100m from the entrance to Loreto College.

DCC promotes sustainable transport such as walking, cycling and public transport. Please let me know if you require any further information.

**Q.2 Councillor Deirdre Conroy**

To ask the manager about the timing of traffic lights in the D6 & D6W areas. Local residents are phoning and emailing me about these issues and I quote below:

"From right after the COVID-19 lock down, the timing of lights appears to have changed dramatically. Now it appears that the interval from Green to Red light, has shortened at many junctions to about 12 seconds. In practice this means that only 3, maybe 4 cars are able to make it through certain junctions, before the lights turn red. This results and vehicles having numerous stop/start cycles for 200m coming up to junctions.

This is extremely inefficient for fuel use, as vehicles must come to a complete stop and then to 5km/h, up to 10 times, in the space of a few hundred metres. This inefficiency is damaging to the environment and consequently increasing carbon emissions. It would seem that a duration of green light sufficient to allow 10 or so cars, as was previously, would allow traffic literally to 'flow' more smoothly.

Specific lights affected 1) Junction KCR in Dublin 6 2) Junction in Terenure at Eddie Rockets, 3) Junction in Rathgar at Bijou cafe.”

**Reply:**

As part the response to the current covid19 public health emergency restrictions, Dublin City Council has reduced traffic signal cycle times across the city from a maximum of 120 seconds to a maximum of 80 seconds which reduces the amount of vehicle green signal time available each cycle of the signals.

The measures encourage more walking in the city and relieve pressure on public transport modes and avoid pedestrian congestion on footpaths, pinch points and narrow islands at crossings thereby better allowing for social distancing to occur.

You can view information on these measures at <https://www.dublincity.ie/main-menu-services-roads-and-traffic-dublin-city-covid-mobility-programme/improving-pedestrian>

The above measure can lengthen journey times at certain junctions, at peak hours, as vehicles receive less green time each cycle of the traffic signals as pedestrians receive priority.

The ITS section are currently reviewing areas with higher levels of congestion with a view to making targeted interventions to improve the efficiency of junctions for all road users.

In relation specifically to signalised junctions in 1) Junction KCR in Dublin 6 2) Junction in Terenure at Eddie Rockets, 3) Junction in Rathgar at Bijou cafe.”, the ITS section has recently reviewed traffic signal timing operation in these areas and has increased slightly the overall cycle time allowed at these junctions.

**Q.3 Councillor Deirdre Conroy**

To ask the manager for the Traffic and Transport Department to negotiate with the National Transport Authority about the detrimental lack of public consultation and speed of its December deadline for resident submissions, negatively impacting all local communities in Kimmage-Rathmines, in order that communities can continue to make submissions in January 2021. There is supposed to be a fourth, final proposal by NTA so it can bring the detrimental traffic system to An Bord Pleanála. This enquiry is based on multiple communications from Crumlin, Kimmage, Harold's Cross, Terenure, Rathgar, Rathmines Communities.

**Reply:**

The public consultation held before the end of December 2020 was a non-statutory consultation and it was the third round of public consultation that the NTA has held since Q2 2019. Following on from this, there will be a statutory public consultation process with An Bord Pleanála which provides ample opportunity for members of the public to respond.

**Q.4 Councillor Deirdre Conroy**

To ask the manager for Traffic and Transport Department to negotiate with the NTA on the proposals relating to Terenure Road West where the main Garda Station is located and the continuous bus gate plans, one-way systems and road-block access to side roads will detrimentally impact the Response Times at Terenure Garda Station.

**Reply:**

Emergency response by An Garda Síochána is something which the Gardaí are best placed to respond to with any issues that these proposals may cause. In general as

emergency services have derogation from Traffic regulations they are not impeded by traffic calming measures and bus priority measures.

**Q.5 Councillor Claire Byrne**

To ask the Area Manager, when designing the upgrade to the senior playground in Ringsend Park, whether there were consultations with the Biodiversity officer. I very much welcome the upgrade of the playground, but I am also conscious that there was an extension of tarmac which resulted in the removal of grass from the park. From a biodiversity perspective we should be striving to retain as much grass and greenery in our parks as possible while also providing vital services such as playgrounds.

**Reply:**

It is standard practice when upgrading a play facility to ensure that it meets international and statutory guidelines in regards to its construction. Therefore, the play area is being constructed to required safety standards and a small area of tarmac path has been included to facilitate ease of access. The majority of this new path is located within the footprint of the current playground.

The Dublin City Council Biodiversity Action Plan was referenced by the design team to ensure that any potential negative impact resulting from the renewal of the play area be minimised. The opinion of the Biodiversity Officer was not sought on this project, as having assessed the location, it was considered that there was sufficient expertise present within the design team to deal with issues arising.

The new play zone is slightly larger than the existing footprint and does encroach on some surrounding grassland. The sensitivity of this area was considered and it was noted that it was not a feeding area for migrant birds and that it is of low biodiversity value. The playground is being installed to minimize disturbance to the natural landscape and the safety surfacing will be primarily covered in 'play grade' wood fibre which is an organic natural material suitable for a parkland setting.

**Q.6 Councillor Claire Byrne**

To ask the Area Manager can he please provide an update on the following proposals that were submitted by Portobello residents as part of the Covid Mobility scheme:

- Portobello Transport and Traffic Calming Proposal
- Traffic calming proposal for St Kevin's, and to include an update on the provision of further ramps on Lombard Street West and the Neighbourhood Traffic Scheme for that area

**Reply:**

The aims of the Dublin City Council's Covid Mobility Programme are:

- To ensure safe access to and movement within Dublin City for all users;
- To provide sufficient movement capacity to cater for the changed travel patterns;
- To support the economic recovery of the city and the region.

Priority is being given to identified routes into and locations within the city with the highest levels of walking and cycling. Work is ongoing to assess feasible locations for interventions such as Portobello and other areas within the city.

Traffic calming measures have recently been implemented on Emorville Avenue and on Arnott Street. The suitability of traffic calming measure in the St. Kevin's area around Lombard Street West will be assessed by the Area Engineer.

**Q.7 Councillor Claire Byrne**

To ask the Area Manager would he consider installing a contraflow cycle lane on Arnott Street.

**Reply:**

The route will be assessed and a detailed response issued in June 2021. However, this is dependent on the availability of staff resources.

**Q.8 Councillor Claire Byrne**

To ask the Area Manager for an update on the establishment of a task force on Dublin Bay water quality as agreed by the Area Committee earlier this year.

**Reply:**

**Bathing Water Task Force**

In 2019, there were serious concerns about water quality at Merrion Strand and Sandymount Strand. Potential sources of pollution included misconnections, leaks, overflows, surface water runoff, urban wastewater discharges & dog and bird fouling. Two streams coming in from Dun Laoghaire Rathdown were identified as a significant source of pollution.

In November 2019, Dublin City Council (DCC) set up a Task Force including representatives from Irish Water, Department of Housing, Planning and Local Government (DHPLG) and Dun Laoghaire Rathdown County Council (DLRCC). The Task Force meets on a monthly basis and is working to improve water quality on the two beaches and to address other issues. The Council also hosts high level meetings with EPA, HSE and DHPLG on this issue.

The Council is working closely with UCD Acclimatize, a research project which aims to identify the main sources of pollution in Dublin Bay Area, including at Merrion Strand. We are also consulting with several other councils, Inland Fisheries Ireland, DCU and Local Authority Waters Programme Regional Office (LAWPRO).

Both local authorities, along with UCD, carried out an enhanced programme of sampling in the two streams including the collection and analysis of grab samples and the deployment of auto-samplers which take samples over a 24-hour period. Results were analysed by UCD Acclimatize and the local authorities. This programme identified a number of key locations where pollution is entering the streams.

The UCD Acclimatize project is studying pollution sources on the streams and the bathing waters. Their studies have shown dog fouling to be an issue, though not the predominant issue, at the beaches. A single incident contributes 3 x 10E9 (3,000,000,000) E. coli bacteria to the environment, while 1,000 E. coli in a 100ml sample is enough to close the beach. We have erected new signs to highlight this to the public and are working with other sections within DCC to see if management of this issue can be improved.

Irish Water is carrying out surveys in connection with two major drainage studies for this area. These should identify works to the drainage system which will improve water quality in the two streams and the bathing waters but it will be some time before these studies are completed. We are working with Irish Water to see if some works can be carried out before the detailed studies are completed. Irish Water are carrying out a feasibility study on diverting an overflow pumping station away from Sandymount.

The alternative to trying to prevent all pollutants from entering the streams is to provide some form of treatment to remove pollution from the streams. A number of options were considered including UV treatment, chlorine dosing or construction of long sea outfalls. All of these could remove bacteria from the bathing waters but were ruled out on the basis that they would cause significant environmental or morphological damage. A better treatment option is the use of integrated constructed wetlands. However, this would require a significant land take in a relatively built up area.

Some of the key actions arising from the work of the task force have been:

- Identification of a poorly performing combined sewer overflow which Irish Water will remove before next year's bathing season. The construction contract is due to be signed early this month with works to begin shortly afterwards. This will remove a significant pollutant load from the bathing waters.
- Identification of two areas with significant misconnections to the storm water system which Dun Laoghaire Rathdown is investigating.
- Identification of a blocked sewer (leading to overflows) which Dublin City Council resolved.
- Identification of poor quality private work to a public sewer which Dublin City Council investigated. This was causing blockages (exacerbating overflows) but the blockages have now been cleared and the sewer will continue to be monitored.
- Identification of significant misconnections to the Nutley Stream, which Dublin City Council is investigating. Some have already been removed.
- Installation of a flow and water quality monitor near the outlet of the Elm Park stream. This will give live information on pollutant loads in the stream just before it discharges to the beaches. This will assist us in predicting water quality problems in order to protect public health.

(Note: misconnections occur where sewerage from a building is wrongly connected to the surface water system (and ultimately the streams) rather than the foul sewerage system).

Water quality at Sandymount has improved to the extent that it is now designated "sufficient", meaning that bathing is allowed there and this classification is expected to continue next year. DCC is committed to improving water quality at Merrion Strand. We have identified key problem areas and physical measures needed to improve the bathing water quality. Covid 19 restrictions mean that many of these measures have been delayed. Water quality will continued to be monitored and results posted in hardcopy format in the information cabinet at the bathing water and online at [www.dublincity.ie/bathingwater](http://www.dublincity.ie/bathingwater).

### **Bathing Water Management and Bathing Prohibitions**

Please note, the Water Pollution Control (WPC) Section of Dublin City Council monitors and reports on the bathing water quality at six bathing locations in our administrative area, namely; Dollymount, North Bull Wall, Half Moon, Shelly Banks, Sandymount & Merrion beaches. Only Dollymount & Sandymount are designated bathing areas and this year since the beginning of the bathing season on June 1<sup>st</sup>, our water quality sampling has returned a very high number of 'excellent' water quality results. This work is undertaken with powers and responsibilities designated to the local authority by the Bathing Water Regulation, S.I 79 of 2008.

Throughout the bathing season (between 1<sup>st</sup> June to 15<sup>th</sup> September), water quality is tested on twenty separate occasions (approximately weekly intervals). Visual inspections (for pollution purposes) are undertaken at the same time.

In the interest of public health, if DCC suspects that the bathing water may become unsuitable for bathing due to foreseeable events (heavy rainfall for example), we will issue a bathing water prohibition in consultation with the HSE. There were three prohibitions and one prior warning at Sandymount this summer. In some cases prohibitions may subsequently be found to have been unnecessary, but it is considered better to err on the side of caution.

Working with Irish Water and Dun Laoghaire Rathdown, we are about to appoint a specialist service provider to establish a modelling system to predict water quality more accurately. This will be the first time this package has been used in Ireland and it will

assist in our efforts to protect public health. We are also developing improved electronic signage to improve information for beach users. We have recently offered support to a DCU project proposal which aims to provide rapid testing and possibly real time results for bathing water quality. We are also supporting a number of UCD initiatives.

### **Storm water Control**

In Dublin, most areas are drained by combined sewer systems, which convey wastewater and storm water in a single pipe. This is also common practice internationally. During heavy rainfall, storm water flows can be several multiples (50+) of wastewater flows and it would not be practical to design piped systems to take this flow. During periods of heavy rainfall, combined sewer systems are designed to overflow occasionally and discharge diluted wastewater to nearby water bodies. This is considered good practice as long as the number and volume of overflows is not excessive.

To attempt to remove all overflows would cause an unacceptable level of disruption and take years to design, procure and fund. It would be unlikely to stand up to the kind of cost benefit analysis that now governs public spending.

Much of Dublin's combined system is now at or near capacity meaning unconstrained new development would exacerbate flood risk and overflows of sewage to our rivers and Dublin Bay. Dublin City Council has a policy of mandating sustainable drainage systems in new developments and retrofitting them where possible. These aim to control storm water at source and to remove pollutants where possible. They are a vital part of our efforts to reduce flood risk, protect our natural water quality and mitigate against climate change.

#### **Q.9 Councillor Claire Byrne**

To ask the Area Manager can he please provide an update regarding the ongoing situation regarding excessive noise in details supplied 1. I understand there is to be a change in tenancy in the apartment underneath details supplied: 2 which is good news for the family who were living there and for the resident above. However the resident is still concerned that there are sound issues in her apartment coming from the apartment below and that the problem has not been resolved by recent works. Can the Manager please provide a full report on the works carried out and the sound tests / noise pollution tests both before and after the works were completed? The resident has also asked whether it might be possible to do another test with more furnishings in the lower apartment before the new tenants move in to see if this might help to further address the problems.

#### **Reply:**

Dublin City Council have carried out extensive works in our apartment to help reduce the noise level between both sets of apartments. It must be pointed out that details supplied apartments were built prior to noise reducing regulations existed. However, the works that we recently carried out at large costs, have ensured that the property meets these modern day standards.

Under modern regulations there is a requirement to have a performance of  $\geq 53 \text{ DnT,w dB}$ .

dB Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceive a 10 dB increase in sound as a doubling of that sound level.
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DnT,w The weighted level difference standardized to a standard 0.5 seconds reverberation time and weighted to provide a single figure value
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Prior to carry out any works we achieved a measurement of 48 DnT,w dB. Which is 5 dB below the standard. Throughout the property we installed onto the existing ceilings,

- metal channel (400mm centres)
- 25mm mineral wool in the cavity (min 10kg/m3)
- RB1 Gyproc Resilient Bar (600mm centres)
- 1 x 15mm Soundbloc Board
- 10mm Stipple.

These works gave us a new reading of 58 DnT,w dB, which is 5dB above the requirements. As pointed out above we typically perceive a 10 dB increase in sound as a doubling of that sound level.

Dublin City Council has gone to great lengths and expense to reduce the noise levels between both apartments and even though we weren't required as the building was constructed prior to the 2014 regulations. (Building Regulations, Technical Guidance Document (TGD) E Sound (2014), we engaged all stakeholders throughout this process and allowed them to inspect the work that we carried out and gave them access to our property on the day of testing.

DCC is not in a position to pay for another test given the amount of work and cost that we have already done on the property.

**Q.10 Councillor Claire Byrne**

To ask the Area Manager can he please work with Waterways Ireland to improve litter and waste along the Grand Canal. I receive regular complaints about this and how it has become far worse during the pandemic, particularly along the canal outside the Hilton. We can't always rely on volunteers to tackle this issue through their clean ups.

**Reply:**

Dublin City Council is in regular contact with Waterways Ireland in relation to issues on the Grand Canal including the removal and management of litter and waste. We will continue to liaise with Waterways Ireland in this regard. The specific issues raised in respect of the location identified will be brought to the attention of Waterways Ireland.

Dublin City Council provides and services a number of litter bins along the length of the canal and have upgraded many of these bins to solar compactor units in recent years. Additionally Dublin City Council provides temporary bins to cater for periods of increased demand and carry out clean ups of areas when significant accumulations of litter have arisen. Temporary bins are provided on an ongoing basis at the Portobello area in response to the need for additional capacity at this location due to the increased activity since the emergence of Covid 19.

**Q.11 Councillor Claire Byrne**

To ask the Area Manager why the Canals Sub-Committee has not met this year and to ask when this sub-committee might be re-established.

**Reply:**

Following a meeting between Dublin City Councillors, management and Waterways Ireland on 16<sup>th</sup> January 2019, it was agreed to convene regular quarterly meetings for statutory bodies in relation to the canals. This new forum was established to address gaps in the timely sharing of information around the management and maintenance of canals in the city. The new structure replaces the two canal subcommittee groups and the Operational Liaison Group (OLG), which had not met since September 2014. There were delays in convening the first meeting this year due to the pandemic but the first meeting under the new structure was held on 14<sup>th</sup> October 2020 with the next to be held in January 2021.

It was agreed that Waterways Ireland would continue to host regular meetings with volunteers and other non-statutory parties going forward. To date one such meeting has taken place in 2020 and further meetings are planned for 2021.

**Q.12 Councillor Claire Byrne**

To ask the Area Manager can he please conduct a risk assessment of all the junctions along the Fitzwilliam Cycle route, but most particularly the concealed junctions. Safety concerns for cyclists at the junctions have been expressed by local residents.

**Reply:**

A Road Safety Audit for the Interim Fitzwilliam Cycle Route will be carried out once the outstanding works are completed in the forthcoming weeks. Breaks within the car parking were provided within the design to allow adequate visibility splays for motorists turning in and out of minor and controlled junctions. Drivers must yield to cyclists on their left or right, before making a turn. The Rules of the Road state:

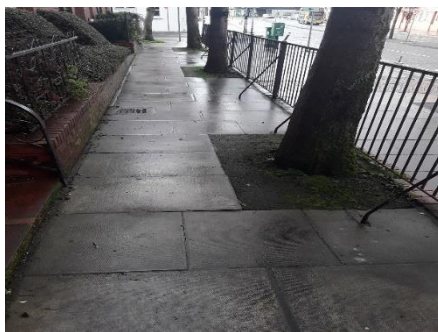
“When turning left, or right, all drivers must watch out for cyclists going ahead or turning. When making a turn, watch out for cyclists in front of you or coming up on your left. Do not overtake a cyclist as you approach a junction if you are turning left or right, as the cyclist may be continuing straight ahead.”

**Q.13 Councillor Daniel Ceitinn**

To ask the Manager to arrange the urgent repair of the unsafe path right outside the porch of details supplied as the elderly resident recently tripped on it and suffered a bad fall.

**Reply:**

According to our records this is not a Dublin City Council Rented Dwelling. However, the Area Foreman attended to this today and found no issues with trip hazards.



**Q.14 Councillor Daniel Ceitinn**

To ask the Manager to arrange for the installation of a housing lane gate and the weeding of the housing lanes at the lanes off Bremen Road as requested months ago.

The area has become very untidy and overgrown and the residents have been waiting patiently for months for these weeds to be dealt with.<sup>2</sup>

**Reply:**

The gate at Bremen Road was installed on December 15, 2020. The residents are very happy with the gate. The residents as part of a community initiative tidied up the lanes in the area. Dublin City Council provided equipment to assist the residents. I have asked our Housing Maintenance section to revisit the lanes in the New Year and weed the lanes when needed.

**Q.15 Councillor Daniel Ceitinn**

To ask the Manager to arrange for the clearing of the grass on the footpaths on Bremen Avenue along the public green as it has become very overgrown and much of the footpath is covered.

**Reply:**

Grass growing from the open space onto the footpath will be removed over the coming weeks.

**Q.16 Councillor Daniel Ceitinn**

Can the Manager please provide me with an update on a person's (details supplied) application to have a disabled person's parking bay installed outside his home?

**Reply:**

The area engineer has recommended the provision of a disabled parking bay (DPB) at details supplied.

The area engineer has highlighted the DPB as a priority to the road marking team responsible for marking out DPBs.

**Q.17 Councillor Daniel Ceitinn**

Can the Manager arrange for planters and a bike rack to be installed at Blarney Park, Kimmage, Dublin 12?

**Reply:**

The area will be inspected and if a suitable location can be identified cycle parking will be installed as part of the next batch of cycle parking.

The Community Team have recently installed six planters at Blarney Park, two at the Pickles Restaurant side and four on the opposite side of the road leading into Blarney Park. Accordingly, we have no further plans to install additional planters at this time.

**Q.18 Councillor Daniel Ceitinn**

Can the Manager arrange to have the laneways off Leukos Road, Ringsend, Dublin 4 resurfaced?

**Reply:**

We are currently examining the status of these laneways in regards to responsibility for their maintenance and will update the Councillor directly.

**Q.19 Councillor Daniel Ceitinn**

Can the Manager arrange for additional parking to be installed around Bushy Park, Terenure, Dublin 6W?

**Reply:**

The area engineer is fully aware of the ongoing concerns residents have raised in relation to parking near Bushy Park.

The area engineer is hoping to address the issues raised by Councillor Ceitinn in January 2021.

**Q.20 Councillor Daniel Ceitinn**

Can the Manager please contact the owner of (details supplied) regarding the noise disturbance caused by the extractor fan on his premises to nearby residents?

**Reply:**

The Air Quality Monitoring and Noise Control Unit has received complaints from residents regarding the above premises. The unit has engaged with both the proprietor and the residents to resolve the issue.

**Q.21 Councillor Daniel Ceitinn**

Can the Manager arrange for the pedestrian surface at the entrance to Elm Park Terrace from Terenure Road North into the terrace to be resurfaced?

**Reply:**

Repair works will be scheduled here as soon as possible.

**Q.22 Councillor Daniel Ceitinn**

To ask the Manager to arrange for the broken flashing light on Block E, Pearse House to be fixed or replaced, as the case may be.

**Reply:**

Housing Maintenance will arrange for this to be repaired by Electrical Services.

**Q.23 Councillor Mannix Flynn**

Can the Manager investigate the possibility of erecting a gate at the entrance walkway of French Mullen House to ensure residents' safety and privacy and as a deterrent to anti-social behaviour? Many residents here are living in absolute terror and fear with the ongoing trespass into this walkway. On many occasions it is used for drug taking, used as a public toilet and used as a bedroom. It seems that members of the public can just wander in here willy-nilly without any regard for the residents here. This situation needs to be addressed urgently please.

**Reply:**

On foot of a request by some residents in French Mullen House to erect a gate at the entrance walkway of French Mullen House, I arranged to visit the laneway with an engineer to investigate the possibility of a gate being erected at this site. This lane way is considered a public right of way and is a fire tender access route; therefore, Dublin City Council cannot install a gate at this location. I have discussed the issue of the anti-social behavior with An Garda Síochána and they have given a commitment to increase Garda patrols in the area. Residents should report any incidents of ASB to the Gardaí. Tuath have CCTV available to the Gardaí if they need to investigate any serious anti-social behavior in this area.

**Q.24 Councillor Mannix Flynn**

Can the manager issue a report as to what is to happen to the public space at lower Georges Street at Dame Lane at the back of the Mercantile? This site is used by many as an amenity area. It is also used by many cyclists who park their bikes here and it is home to the many translations of the 1916 proclamation as well as the portraits of

the signatories which makes this particular site iconic and a great Dublin City attraction for tourists and locals.

The hotel is being redeveloped along with this site. Can the manager furnish plans of what is intended to be here with improvement works?

**Reply:**

Dublin City Council owns the space at South Great George's Street and Dame Lane with the exception of a sliver approximately a foot wide along the boundary of the Mercantile Hotel. The full space, which received moderate improvement in 2015, is in use as a civic amenity space.

In order to facilitate and minimize the impact of the works for the permissioned redevelopment of the Mercantile Hotel on the street network and neighbouring businesses, it is proposed to issue a hoarding licence and temporary licence for the space to the developer for the period of the works. A condition of the licence is that the space be upgraded to a higher standard and returned as a civic amenity, detail design and materials to be agreed with Dublin City Council.

The current cycle parking and seating will be relocated, in the area if possible, during the period of the works. The art installation of the translations of the proclamation installed for the 1916 celebrations on the boundary wall of the Mercantile will be removed by the Artist, as agreed.

**Q.25 Councillor Mannix Flynn**

Can the manager look at the possibility of rolling out the parking safety zone and school safety zone initiative for St. Enda's School at Whitefriar Street? This is a very busy school in a very busy and dangerous traffic area. There is simply no indication for motorists that there is a school here. Can the manager look at the possibility of erecting proper signage to warn motorists to slow down both at the Whitefriar Street entrance of the school and the Longford Street entrance of the school?

**Reply:**

The School Zones initiative, created by the NTA in collaboration with Green-Schools, aims to create a safer, calmer and more attractive environment outside of schools. The School Zone design gives priority to students at the school gate by freeing up footpaths and reducing vehicle drop-offs, pick-ups and idling. The aim is to reduce congestion and increase safety at the front of school, and prioritise active travel (walking and cycling) to and from school. In addition, reducing traffic at school gates significantly improves air quality further improving quality of life for children and all others in the vicinity.

Following implementation of the initial 2 School Zones at Francis Street School, D8 and Central Model School, D1, we contacted all primary schools in the DCC administrative area explaining the concept and inviting them to apply. All schools who apply for a School Zone will be assessed by an area engineer.

We have not received a School Zone request from St. Enda's Primary School at Whitefriar Street. We are still accepting requests. Further information and link to request form can be found at:

<https://consultation.dublincity.ie/traffic-and-transport/1cf2bdad/>

Please note, requests must be completed by the school principal.

**Q.26 Councillor Mannix Flynn**

Can the manager initiate a program of cycling to school for the St. Enda's School at Whitefriar Street? There are many children in the local area who attend this school and it would be a good start now to make it safe for them to begin to cycle to school

and become our future cyclists and bike users. This could also coincide with cycling infrastructure such as bicycle parking facilities being installed within the local flats.

**Reply:**

Dublin City Council currently offers the following interventions and supports to encourage cycling to school:

- Funding of Cycling Ireland [Cycle Right training](#) programme for primary school children;
- Engagement and support of parent-led cycle buses;
- Provision of cycle parking to schools for installation on school grounds (St. Enda's have not applied);
- Implementation of School Zones designed to improve safety at the school gate (St. Enda's have not applied);
- Increasing protected cycle lanes throughout the city;
- Development of a Mobility Education Programme (traffic school) by our Road Safety Division;
- A [dedicated webpage](#) with tips and resources to support active commuting to school.

The possibility of bicycle parking facilities will be investigated in line with this.

**Q.27 Councillor Mannix Flynn**

Can the manager issue a full report in relation to how many construction companies and construction sites are using considerate construction protocols within the south east area? There are many construction firms and construction sites within the south east area. Many of the deliveries and the manner in the way these sites are being operated is very ad hoc. Quite a lot of these sites are in built up residential areas. There are huge issues now of noise dust and dirt that is impacting on local residents and businesses. It is time for a new set of protocols and guidelines such as 'considerate construction' to be rolled out. This is not just an issue for communities; it is also an issue for the environment in terms of air quality etc. One only has to look to the London model and how it is implemented to see how effective and fit for purpose this model is.

**Reply:**

The Planning Department will roll out the Construction Protocol Document that was developed for sites in the Docklands and surrounding areas in 2017 and has been running successfully since then, for the whole city during the course of 2021. This document assists in the mitigation of many of the issues outlined in the Councillor's question.

**Q.28 Councillor Mannix Flynn**

Can the manager issue a full report regarding The Avalon House? This report to include who is currently using this facility. Who runs this facility? How many families are in this facility? How long have these families been in this facility? What amenities are in this facility for these families? What is the ratio of children and adults male/female using this facility? What is the status of the ongoing legal action and court case with regards planning progressing? What are the projected outcomes, if any?

**Reply:**

Avalon House is not currently in use as an emergency accommodation facility. As Avalon House is the subject of a High Court Judicial Review, the Chief Executive is not in a position to comment on the matter.

**Q.29 Councillor Mannix Flynn**

Can the manager give an update on the progress with regards the Cabbage Patch and also the build out and completion of the play area at O'Carroll Villas and when the works will begin on fixing the play area in Mercer Street, C Block?

**Reply:**

Plans are in place to refurbish the football pitch in the Cabbage Patch in the spring. The work is expected to take 4/6 weeks to complete and will be weather dependent. We will also be having discussions with Debby Clarke, Play Officer in Parks to consider what play possibilities/opportunities there may be for the Cabbage Patch given the history of this site. The football pitch refurbishment and introduction of a play element were key items highlighted in our Public Consultation held in 2019.

We are also in discussions with the Social Inclusion Section in Housing and the Iveagh Trust on a proposed mural for the wall in Cathedral Lane. We have also recently pruned the trees in New Street Gardens and carried out repairs to the pavement in this area.

Most of the landscaping works to the front of O'Carroll Villas which were funded by the Discretionary Fund have been completed. Remaining items include completion of the planting which will happen early in 2021 and the installation of some play equipment (swing/slide) for young toddlers.

We completed a small play area in Mercer House last year and we intend to install a similar play area in Mercer House, C Block in 2021 and this can be considered in the context of discussions on the Discretionary Fund for 2021.

**Q.30 Councillor Mannix Flynn**

Can the manager issue a full report and update regarding the Arts percent scheme and the art work that is to be placed on Harcourt Road in around by the Manhattan as a result of the development here and Arts percent levies. Further, that this report include the entire SEA with regards the art percent scheme and levies and what applications have been received, what works have been commissioned and put in place over the last three years.

**Reply:**

The development at the site of the Manhattan on Harcourt Road, Richmond Villas and Richmond Street is a private development and therefore the Per Cent for Art Scheme does not apply. It is understood that the developer is intending to commission an artwork as part of the development. This developer has a good track record of hiring arts curators to manage its art commissions and a track record of consultation with the Arts Office on such proposals. With regards to the Per Cent for Art Scheme and how it relates to the South East Area, Dublin City Council operates a pooling of finance from the Per Cent for Art funding relating to the development of social housing. This is permitted under the National Guidelines for the Per Cent for Art Scheme. Considerable time has been spent in 2020 developing a new Dublin City Public Art Programme which will be launched in the first quarter of 2021. As regards other specific Per Cent for Art funding relating to the South East Area. The National Transport Authority has provided €18,000 towards the commissioning of a sculpture for the traffic island at the corner of Adelaide Road and Leeson Street as part of the infrastructural development of cycle routes along Leeson Street and Fitzwilliam Street. The South East Area office has provided €17,000 towards this commission. The commission was awarded to an emerging artist Lucy Andrews. The selection panel included Cllr Claire Byrne, a local representative of the residents' association, city officials and external art experts.

**Q.31 Councillor Mannix Flynn**

Can the manager initiate a full public campaign to bring awareness to those premises and businesses that are using street furniture on our footpaths to ensure that there is a clearway and ample space for pedestrians and in particular elderly, wheelchair users and those with disability and who are not able-bodied who are trying to walk/use our footpaths without hindrance? With Covid 19 issues many shops /bars/restaurants are now using the footpaths for their furniture etc.

**Reply:**

All premises with Street Furniture Licenses or Temporary Seating Permits are required to adhere to government guidelines with regard to Covid 19 and social distancing. Premises are inspected on a regular basis to ensure compliance. Inspectors visit premises and advise staff if there is an issue with the seating. Permits or licenses can, and have been revoked if there are persistent breaches of guidelines or licence conditions. The launch of a public information campaign was postponed prior to Christmas with the re-introduction of Level 5 restrictions.

**Q.32 Councillor Mannix Flynn**

Can the manager write to the Kevin Street Garda station and ask them not to park their vans and their Garda cars on the footpath? This is causing a problem for pedestrians and other road users. It is also a distraction for motorists who are coming up to the traffic lights here and can be blind spotted.

**Reply:**

Parking Policy and Enforcement will contact the superintendent at Kevin Street Garda Station to ask that members of the Garda force do not park their vehicles on the footpath outside Kevin Street Garda Station.

**Q.33 Councillor Carolyn Moore**

To ask the area manager if the row of Leylandii (or Leylandii-type) trees on the public open green space in Royston, Dublin 12 (off Kimmage Road West) was planted by Dublin City Council; and if not to ask the Parks Department and the Biodiversity Officer if the presence of these trees is in any way damaging the amenity or biodiversity value of this public green space; and if so can they be removed and the borders of this green replanted with native mixed planting with higher biodiversity value.

**Reply:**

The existence of Leylandii trees growing in Royston are not damaging to the biodiversity value of the green space, albeit unlikely to be of as much benefit as a native hedge. The dense foliage of the Leylandii is still likely to afford protection for nesting birds and shelter to smaller mammals. The hedge was not planted by the Parks Department, and Parks does not maintain it. If the hedge were to be removed, there would be a period of a year or two before a new hedge could be planted (to allow roots to rot away) which would result in potential biodiversity loss over this period. An alternative would be to supplement the existing hedge with a native hedge to improve the biodiversity value within the green space, subject to funding being available.

**Q.34 Councillor James Geoghegan**

To ask the South East Area manager for an update on the Covid mobility scheme for Belmont Avenue.

**Reply:**

A preliminary report outlining feasibility and potential solutions is expected to be completed and submitted to the Mobility Team in the next two weeks. Once this report is received by the Mobility Team, it will be reviewed and discussed internally and

subsequently discussed with Councillors. Following these discussions a more accurate timeframe on the scheme can be outlined.

**Q.35 Councillor James Geoghegan**

To ask the South East Area manager for an update to the reply given to question 46 to the chief executive on the 16<sup>th</sup> of November 2020.

**Reply:**

The lane involved is a private laneway and is not taken in charge by Dublin City Council. What this means is that the Parking Policy and Enforcement Unit have no authority to issue a parking permit to anyone to park a vehicle on the lane involved.

**Q.36 Councillor James Geoghegan**

To ask the South East Area manager whether Ashfield Road and Mornington Road, Ranelagh can be included for road resurfacing in 2021.

**Reply:**

We plan to include Ashfield Road and Mornington Road in our 2021 Carriageway Resurfacing Programme, budget permitting.

The footpath on both these roads shall be inspected and any defects found shall be logged for repair.