



MINUTES OF THE SOUTH EAST AREA COMMITTEE MEETING

HELD ON MONDAY 12 DECEMBER 2022

- 1 Presentation on South Campshires
Order: Noted.

- 2 Presentation on Portobello Plaza
Order: Noted.

- 3 Minutes of the South East Area Committee meeting held on 14th November 2022
Order: Agreed.

Cllr. Freehill who deputised for Cllr. Lacey and attended the Eirgrid Community Consultation meeting held on 22nd November 2022 asked that her suggestion which follows be put on this month's breviat:

That Eirgrid present to all Strategic Policy Committees and Local Area Committees of Dublin City Council to ensure that everyone knows of the Eirgrid plan to lay 50km of cables that will be five inch diameter throughout the city. Ease of access to the cables will help determine the route. Currently they are looking at draft routes and hope to start consultation in the first quarter of 2023 and plan to have final routes agreed by September 2023.

Order: Agreed.

- 4 **Environment & Transportation Department Matters**

- i. Minutes of the Traffic Advisory Group meeting held on 29th November 2022.
Order: Noted.

- ii. Interim Report on Belmont Avenue traffic.
Order: Noted.

- 5 **Planning & Development Department Matters**

Report on a proposal to grant a new licence of the Harold's Cross Park Tea Room.

Order: Agreed to recommend to City Council.

Report on a proposal to grant a new lease of the Kiosk Unit in Drury Street Carpark to Restaurant Investment Ltd.

Order: Agreed to recommend to City Council.

Report on proposed surrender of existing lease and the grant of a new lease of 14 St. Stephen's Green, Dublin 2,

Order: Agreed to recommend to City Council.

Office of City Recovery Public Domain Report November 2022

Order: Noted.

6 **Housing & Community Services Matters**

Housing Allocations Quarterly Report October 2022

Order: Noted.

7 **South East Area Matters**

- i. Report of the Director of Services, South City.
Order: Noted.
- ii. Nomination of a Councillor to be on the panel to select a sculptor for Dartmouth Square.
Order: Cllr. Mannix Flynn selected.
- iii. Nomination of two Councillors to be on the South City Partnership.
Order: Councillors Tara Deacy and Hazel Chu selected.
- iv. Nomination of a Councillor to replace Cllr. Kevin O'Donoghue, on the South East Inner City Drugs and Alcohol Task Force.
Order: Deferred to January meeting of the South East Area Committee.

8 **Motions**

Motion 1 from Councillor Tara Deacy

That this committee agrees to request that the Dog Warden for the area be present in Bushy Park for four Saturday mornings in the coming weeks. Every Saturday morning hundreds of children play various sports and use the park recreationally. Hundreds of people also attend the markets and enjoy the green space during this time. However the number of dogs being let off their lead at this time has increased hugely, whilst I do understand their need to run around it is unfair on all the other patrons of this green space and can cause distress and anxiety particularly for young children. It needs to be addressed.

Order: Motion agreed and report not accepted.

Motion 2 from Councillor Mary Freehill

The Rathmines Town Hall is a very important landmark Listed Building in Rathmines and deserved to be conserved and protected. While it's in the ownership of Dublin City Council, currently it's on a long lease to CDET (City of Dublin Education & Training Board). The clock needs to be conserved and the fabric of the building needs to be protected. It is agreed that this committee co-operates in any way possible to ensure that the ETB can help them attain a grant under The community Heritage Scheme to carry out a Community Management Plan Assessment of the Building.

Order: Agreed.

Motion 3 from Councillor Mary Freehill

There is an alarming number of roads in Kimmage Rathmines Ward that no longer have DCC street signs displayed at road entrances on walls or houses. These

signs are particularly lacking in the Crumlin end of the ward area. That DCC carry out an audit of street signs as a first step towards replacing these signs.

Order: Report to Councillor.

Motion 4 from Councillor Mary Freehill

With regard to the Gulistan housing development this committee agrees that the stone building on the site will be conserved and roofed. To facilitate community needs it is essential that it remains in the ownership of DCC to address the acute shortage of local public buildings. While it is agreed to make this a community use building it is recognised that it may need to be leased for day use e.g. coffee bar to cover running cost of the building.

Order: Report to Councillor.

Motion 5 from Councillor Mary Freehill

You will see details below regarding the very dangerous traffic situation on Terenure Road West and wish to table the following motion to December meeting please:

Due to the very dangerous traffic situation on Terenure Road West that the Traffic Dept. urgently arrange to have the yellow traffic boxes to rejoining roads repainted. The problem is particularly severe on Glenavy Park and this road should be treated as a priority please.

“I am a resident in Glenavy Park in Terenure. Of late, myself and my neighbours in Glenavy Park are finding it increasingly difficult to drive into and out of our street onto Terenure Road West, particularly in the mornings and afternoons. The reason for this is because the traffic is sitting in the yellow box at the entrance to our road because the yellow box paint is so faded it's almost impossible to see. This is the same for all the yellow boxes along Terenure Road West, from Terenure Village to the KCR junction. It is such an easy thing to fix and would greatly help the residents of the roads off TRW. It won't be long until there is an accident on this road. I have already experienced unprovoked road rage from other drivers sitting in the yellow box outside my road as I tried to drive off TRW onto Glenavy Park. Could you please ask the council to repaint these yellow boxes as a priority as soon as possible?”

Order: Report to Councillor.

Motion 6 from Councillor Mannix Flynn

That this meeting of the SEA call on Dublin City Council to completely replace the lift in City Hall. This lift has broken down too many times in the past year. It is unreliable and a health and safety issue. People were trapped in this lift and had to be rescued. It is unacceptable in this day and age for a local authority to put people's safety at risk. Furthermore when this lift is out of order or broken many with disabilities, including councillors, have to take to a very steep staircase and many an unable to do this. This lift needs to be replaced ASAP. Further, that this report include if any of the lifts in Civic offices have been out of order in the last two years? And for how long?

Order: Report to Councillor.

Motion 7 from Councillors Tara Deacy and Pat Dunne

That this committee agree that a meeting be convened with all relevant stakeholders to address the ongoing parking issues impacting the residents on Armagh Road. Both Cllr. Dunne and Cllr. Deacy have raised this issue a number of times and little or no action has taken place.

Order: Report to Councillor.

Order: Noted.

Councillor Dermot Lacey

Chairperson

Monday 12 December 2022

Attendance:

Members:

Dermot Lacey (Chairperson)
Claire Byrne
Deirdre Conroy
Kevin Donoghue
Mannix Flynn
Carolyn Moore

Members:

Danny Byrne
Daniel Céitinn
Pat Dunne
Mary Freehill
Claire O'Connor

Members:

Hazel Chu
Tara Deacy
Anne Feeney
James Geoghegan
Paddy McCartan

Officers

Mark Ginnetty
Fiona O'Brien
Peter Leonard
William Mangan
Catherine Brophy Walsh
David Spencer
Eddie O'Gara

Brian Hanney
Marie Kavanagh
Paul McCann
Andrew Duff
Niamh Ní Cholmain
Linda McDonald

John MacEilly
Eleanor Ryan
Gerald McEntaggart
Cathy Cassidy
Kathy Quinn
Paul McCann

Apologies:

Neil O'Donoghue

Non-Members:

Robert McLoughlin, RMLA

Q.1 Councillor Dermot Lacey

To ask the Manager, in view of the correspondence submitted with this question if a weight restriction can be introduced for this laneway on Anglesea Road leading to the LVA property.

“I had a serious near miss with a lorry in the laneway this weekend; it follows a recent collision between two residents at the same blind corner.

There is no footpath here for residents and as you are aware there is no safe access or egress.

Please can you ask the Traffic Advisory Group to impose a weight restriction on the lane to safeguard residents?

I see 3.5 & 5 ton weight restrictions on much safer roads, a basic Risk Assessment would ensure this necessary control measure is implemented here.

Please help us and don't wait until someone has been seriously injured.”

Reply:

The Transport Advisory Group will investigate to see what appropriate traffic calming measure that can be put in place.

It would not be appropriate to put in a weight restriction sign on the road as this is the only entrance off Anglesea Road into the premise of the Licensed Vintner Association.

Transport Advisory Group will investigate the sightlines from the two cul de sac laneways and put in the appropriate measure if required.

Q.2 Councillor Dermot Lacey

To ask the Chief Executive if he could have the following examined for accuracy and if there is any need for intervention if Dublin City Council would carry out such works.

“It has been reported to me that the trees now growing between the two elements of the An Gallan Greine Sun Dial sculptures on at Sean Moore Park/Irishtown Nature Park entrance inhibit the proper functioning of these stones”

Reply:

Parks services will inspect the locus promptly and if deemed necessary carry out tree works to bring back the view from the smaller block, An Clog Gréine, towards the bigger “correlative” sculpture, An Gallán Gréin, situated at Sean Moore Park.

Q.3 Councillor Dermot Lacey

This committee requests a report from the manager on what progress we can make on some of the issues relating to traffic / parking / cycle facilities etc. in relation to the Ballsbridge area.

“Dear Councillors and Public Representatives,

With the need to shift away from traditional vehicle transport to events and offices in the Ballsbridge area can councillors outline what steps are being taken to change transportation to and from Ballsbridge? Waiting for Bus Connects is not sufficient and the imminent opening of the Facebook offices needs a very clear transport plan.

Specifically the following need to be addressed:

- 1) The lack of direct bus services to and from Ballsbridge. With 1000's commuting daily to Ballsbridge the current bus routes often require multiple changes, generally in the city centre to link with Ballsbridge. By providing greater direct routes to Ballsbridge from around the city it would encourage more commuters to take the bus.
- 2) What micro mobility solutions are being proposed and when will these come on stream?
- 3) What proposals have been made to facilitate transport to and from events in the RDS? Have these been discussed with the RDS and local residents?
- 4) What proposals have been made to facilitate people travelling to and from events in the Aviva stadium? Have these been discussed with local residents?
- 5) Buses bringing supporters to matches, Leinster school games in particular, at the Energia stadium, Donnybrook cause particular congestion in the area. In addition they pose a threat to life with students dismounting from buses at the side of N11, Anglesea Road and many other unsafe locations. Has the use of Donnybrook Dublin Bus Depot by private operators been considered, given the depot is largely empty during the day? A safe drop off, pickup and pedestrian walkways could be incorporated into the depot and surrounding streets to facilitate this.
- 6) What plans have been made to facilitate bicycle parking at both Energia, RDS and Donnybrook stadiums? This is not just a few Sheffield frames but a requirement for a large volume of secure bicycle parking including cargo bicycles at each of these locations? I have attached a photo I took of a Dutch train station last week. This is one of ten sections.

I would appreciate if the area committee could reply to the questions above.”

Reply:

1. The bus connects network redesign will see additional routes serving Ballsbridge. Below are the routes that are proposed to serve the area:



The combined frequency of the B spine will result in a bus every 4 mins on Pembroke Rd. The B spine will provide a direct link to/from Blanchardstown and all the areas along the Navan Rd. The B spine will connect with all the other spines in the city centre where passengers can interchange easily and by using a Leap card they can avail of the 90min fare. The S2 will provide an important orbital route with services operating every 15mins.

2. Bleeper and Moby bike sharing schemes are operational in the Ballsbridge area for the public to utilise. The Council in partnership with Bleeper is completing a pilot project entitled; E-cargobikes for Business Pilot Project. This project was open to all of Dublin and a number of businesses in the Ballsbridge area have taken advantage of this pilot, which have hugely added to its success. E-scooter sharing schemes are not yet intended for the city's functional area due to the lack of supporting legislation.
3. As mentioned above the bus connects network redesign will see increased bus services operating on Pembroke Rd and Merrion Rd.
4. As mentioned above the bus connects network redesign will see increased bus services operating on Pembroke Rd. The C spine will also provide a bus every 8 mins on Tritonville Rd which is a short walk from the stadium.
5. We contacted Dublin Bus and they gave the following reply;

"Dublin Bus would not permit the use of any of its depots to vehicles and peoples not covered under its insurance indemnity.

Dublin bus depots are working environments 24hrs a day, any additional footfall (vehicles or persons) would hugely increase the risks associated with operating such depots".
6. As these locations are private institutions, DCC has no plans to install cycle parking at this time.

Q.4 Councillor Dermot Lacey

To ask the Manager if he will arrange for these works – detailed below - to be carried out as soon as possible and report on any obstacles to this occurring.

"I'd ask you this: Gilford Road underwent major pipe relaying work from May to the end of September. When are the council (appreciate it's not you per se) planning on resurfacing the road?"

Reply

Please be advised that Road Maintenance Services has been in communication with Irish Water on the 5th of December, 2022 with regard to work carried out by Irish Water at address specified. Irish Water intend to commence resurfacing in February 2023 once works on Strand Road have extended past Gilford Road.

Q.5 Councillor Dermot Lacey

To ask the Manager if he can arrange for a detailed reply from all the relevant officials on these questions pertaining to Strand Road outlined in the letter (details supplied) from the Strand and Beach Road Residents' Group submitted with this question but already sent to the Chief Executive and the Assistant Chief Executive -Transport.

Report:

This Air Quality Monitoring and Noise Control Unit has the following comments to make with respect to the submission by the Strand and Beach Road Residents Group dated 22/11/2022:

Determination of noise levels in the Strand Road area

The basic premise of the submission is that the noise levels from the Strand Road monitor are representative of the general noise levels in the area. This is not the case.

The Dublin City Council noise network comprises 17 monitors placed throughout the city. See link <https://dublincityairandnoise.ie/>

The majority of the monitors are in locations to determine suburban ambient noise levels. The exceptions are Strand Road and Bull Island.

The Strand Road monitor is road side (see attached) and monitors the noise level directly at the road side. The noise level monitored is not representative of noise levels in the area generally.

The distance from the nearest noise sensitive premises from the centre of the road is 16 M (Figure 1). The distance from the centre of the road to the monitor is 3 m.

By calculating free field reduction a noise level of 73.5 decibels equates to a noise level 60 decibels at the nearest noise sensitive premises. The noise level will reduce further over distance. The below link can be used to demonstrate this.

[https://noisetools.net/barriercalculator?barrier=\[1,4.1,10.8\]](https://noisetools.net/barriercalculator?barrier=[1,4.1,10.8])

In addition to this the Strand Road monitor along with the Bull Island monitor is subject to influence from sea breezes and wave noise. The Bull Island monitor indicated levels of up to 60 decibels for the dates referenced in the submission.

Noise Maps

An accurate picture of noise levels in the Strand Road area will become evident when the noise mapping process is complete.

The **Environmental Noise Directive and Environmental Noise Regulations 2018** requires the completion of Strategic Noise Maps and Noise Action Plans on a 5 year cycle. Strategic Noise Maps must be prepared for the Dublin City Council functional area.

The project will consist of the following two phases and work elements;

Phase 1 – Noise Modelling and Mapping (June 2022 to March 2023)

- Data Review, Collection and Process for Noise Model
- Noise Modelling and Mapping
- Population Exposure Assessment

Phase 2 – Noise Action Plans (April 2023 to Dec 2024)

- Noise Action Plan Preparation
- Screening for Strategic Environmental Assessment (SEA) and SEA (If Required)
- Screening for Appropriate Assessment (AA) and Natura Impact Statement (if required)
- Public and Stakeholder Consultation

When the maps are complete this will provide an accurate picture of noise levels in the area and action plans will be written and implemented as required.

DCC Noise Policy

The review of action plans written for the mapping process 2008-2013 outlined the DCC action plans and desirable and undesirable noise levels. The levels relate to **human exposure at noise sensitive premises**. Levels of above 55 decibel (**night time level**) and above 70 decibel (**day time level**) is deemed undesirable. This can be viewed on pages 9-11 using the below link

<http://intranet/knowledge/CityCouncil/TrafSPC/2013/6th%20February,%202013/Meeting%20Documents/Joint%20,%20Review%20Noise%20Action%20Plan2013.doc>

The Noise Regulations define the **night time level** as the average sound pressure level defined as LAeq over the period (11pm-7am) and the **day time level** as average sound pressure level over the period (7am-7pm).

The submission references day and night time levels recorded at the monitor (which is subject to the influences discussed), not at noise sensitive premises and not reflective of human exposure.

Conclusions

The figures referenced in the submission are not representative of noise levels in the general Strand Road area for the reasons outlined, i.e. free field reduction, wind and wave influence. Sea breezes and wave noise have a significant influence on readings particularly at night time. The levels recorded at the Bull island monitor demonstrates this.

The mapping once complete will provide an accurate picture of noise levels in the area and action plans will be written and implemented as required.

There is no evidence that the DCC noise policy of undesirable day and night time levels for human exposure (at noise sensitive premises) are exceeded.

Q.6 Councillor Paddy McCartan

To ask the manager to deal with the following issue from a constituent. He writes:

"I am writing to ask for bollards or some sort of divider to be installed on the cycle lane on Leeson Street Upper (outside of the Embassy of Portugal).

This cycle lane is regularly encroached upon by drivers. Ordinarily this is more of an inconvenience than anything else, but on Tuesday morning I had a close call with a driver who had no regard for this cycle lane.

I was wholly in the cycle lane, wearing a reflector, with reflectors on my bicycle. I also had front and rear lights, and a reflective helmet and pannier bags.

Despite this, a driver coming around the corner drove in the cycle lane, nearly hit into me, and proceeded to beep his horn and direct verbal abuse at me. This shows that despite the best efforts of cyclists to keep themselves safe, it is impossible with the levels of disregard drivers currently show for them.

I think plastic bollards or dividers would be an easy and cost-effective way to ensure the safety of cyclists. Without these, there will come a day when a dangerous driver will kill a cyclist on this road, and it will be chalked up as a "tragic accident" when in truth it is totally avoidable."

Reply:

The cycle lane is of insufficient width in its current layout, the installation of bollards at this location would mean a cycle lane of just 1m which is insufficient for wider bikes and for cleaning equipment.

This location is part of the Bus Connects Bray to City Centre route which includes for cycle lanes at this location.

Q.7 Councillor Paddy McCartan

To ask the manager to respond to the following email from a constituent. She writes:

"I'm writing to file a complaint along with many of my neighbours for the poor traffic management and diversion that has been set up along Strand Road coming through a narrow one-way street with two national schools on it, with cars parked on both sides of the road on Cranfield Place, Sandymount.

We have had our work days disturbed with double-decker buses and gas tankers attempting to come down our street, knocking on people's doors and requiring people to move their cars so that these large vehicles could go up our street.

Please see pic of bus on Cranfield place.



Reply:

Whilst this is an Irish Water Project, we are aware of the traffic issues that are occurring in the vicinity of Beach Road and Cranfield Place. The aforementioned large vehicles are using this road despite large amounts of signage deterring them from doing so.

Notwithstanding the above, the project team are at the detailed design stage of an alternative traffic management arrangement which we hope will alleviate some of the congestion on Cranfield Place. This plan will involve allowing vehicles emanating from Sean Moore Road to turn left onto Beach Road and proceed to Merrion Gates, by diverting the traffic around the worksite(s).

The new Traffic Management establishment is likely to be introduced in early January, before schools return.

Q.8 Councillor Paddy McCartan

To ask the manager to respond to the following email from a constituent:

"...I am writing to you in relation to the dire traffic and parking situation on Mountpleasant Avenue Lower. I do this as a last resort and having spoken with many of my neighbours who share my concerns.

In recent years, and in particular over the past six months, the traffic situation has worsened significantly and has become extremely dangerous. In recent years, the road has become much younger and is now populated by many young families, like our own. Put simply, I am fearful that someone, most likely a child, is going to get seriously hurt or killed on the road unless immediate action is taken. Concerningly, damage to residents' vehicles has become so normalised that it is now considered the price of living on our road.

Due to the two-way flow of traffic from the canal and from Rathmines via Richmond Hill, the traffic on the road every morning and evening is unsustainable. There is resident parking on both sides of the road and residents' vehicles are regularly damaged due to cars trying to squeeze down the road when others don't give way. It is an extremely dangerous situation with cars racing to get ahead of oncoming traffic on each end of the road and then getting

caught as they come head to head. This then typically leads to cars having to mount the curb on both sides, often at high speeds.

The blockage is even further exacerbated by the amount of cars parked on the road – and in particular cars parked on double yellow lines. There is simply not enough room for two lanes of traffic and parking on both sides. This obvious and irrefutable issue regularly causes log jams, which consequently causes damage to parked cars. I can speak to this personally as our own car has been damaged several times, causing us huge expense, and wing mirrors are regularly knocked off parked cars. Given the frequency of these events, this damage has become entirely foreseeable and the responsibility should clearly be borne by the Council who has caused the issue.

We have a small child and I am so nervous of his safety with regard to the traffic situation on the road. In light of the above concerns, our child cannot walk along the footpaths and we are regularly forced onto the road by lorries or other curbed vehicles when pushing a buggy.

I would like the Council to implement three remedial measures for these problems. I know that some of these measure have recently been implemented between Sandford Road and Belmont Avenue to deal with similar issues:

1. One way traffic: As stated above, Mountpleasant Avenue Lower cannot fit two lanes of traffic. It is imperative that it is made one way with no through way **from** Richmond Hill.
2. Permit parking only: There is simply not enough room for current residents to park cars. This often forces people to park on curbs or on double yellow lines. Personally, we often spend 60 minutes + waiting for a car parking space to come available on the road. I would therefore propose an end to public meter parking and GOCar allocations.
3. Speed control: The current speed ramps do not work. I would propose heightened and additional speed ramps to the road (particularly at the junction of Bannaville) and speed camera installed to enforce 30 slow zone.”

Reply:

1. The Transport Advisory Group will monitor the traffic flow on Mountpleasant Avenue Lower at different times of the day.
2. Residential Permit Parking Schemes also include Pay and Display so it is not possible to designate a public road for residents use only.

Car sharing schemes align with Chapter 8 of the Dublin City Development Plan 2022 - 2028 and targets contained with the Dublin City Councils Climate Action Plan 2019 - 2024.

Car sharing is a mode of transport that is complementary to public transport, often involves walking or cycling and causes a reduction in private cars and kilometres travelled, and studies show that they contribute to the reduction of road transport related pollutant emissions.

Car sharing schemes benefit a sustainable lifestyle, they are good for the environment and good for individuals. Car sharing reduces the carbon footprint of the users, while reducing their annual spending, there are no maintenance, fuel, insurance or tyre costs.

It is not proposed to relocate car sharing cars within the neighbourhood of Mount Pleasant Avenue.

3. The Transport Advisory Group will investigate with a site visit the current ramps and to see how they are performing.
The Transport Advisory Group will also monitor the traffic speed at this location to see if further measures are required

It has to be noted that the Transport Advisory Group do not install speed camera.

The Councillor be informed of the final recommendations of the Transport Advisory Group.

Q.9 Councillor Paddy McCartan

To ask the manager to deal with the following issue from a constituent on Strand Road, Sandymount. She writes:

“I would like to complain about the incessant and ever louder pounding noise coming from the direction of the incinerator. We live on Strand Road, Sandymount, Y6 and it is like a very loud drum beating all the time.”

Could the manager investigate where this noise is emanating from?

Reply:

There are no activities taking place on the Waste to Energy (Covanta Plant) site that would cause the noise as described.

This complaint can be investigated by the Air Quality Monitoring and Noise Control Unit under the provisions of the *Environmental Protection Agency Act 1992 (Noise) Regulations 1994*.

If the complainant's contact details are provided the officer for the area will make contact and the complaint, the possible source of the noise and the investigation can be discussed

Q.10 Councillor Paddy McCartan

To ask the manager to respond to each of the six issues raised in the following email from a constituent. He writes:

With the need to shift away from traditional vehicle transport to events and offices in the Ballsbridge area what steps are being taken to change transportation to and from Ballsbridge? Waiting for Bus Connects is not sufficient and the imminent opening of the Facebook offices needs a very clear transport plan.

Specifically the following need to be addressed:

- 1. The lack of direct bus services to and from Ballsbridge. With 1000's commuting daily to Ballsbridge the current bus routes often require multiple changes, generally in the city centre to link with Ballsbridge. By providing greater direct routes to Ballsbridge from around the city it would encourage more commuters to take the bus.*
- 2. What micro mobility solutions are being proposed and when will these come on stream?*
- 3. What proposals have been made to facilitate transport to and from events in the RDS? Have these been discussed with the RDS and local residents?*
- 4. What proposals have been made to facilitate people travelling to and from events in the Aviva stadium? Have these been discussed with local residents?*
- 5. Buses bringing supporters to matches, Leinster school games in particular, at the Energia stadium Donnybrook cause particular congestion in the area. In addition they pose a threat to life with students dismounting from buses at the side of N11, Anglesea Road and many other unsafe locations. Has the use of Donnybrook Dublin Bus depot by private operators been considered given the depo is largely empty during the day? A safe drop off, pickup and pedestrian walkways could be incorporated into the depot and surrounding streets to facilitate this.*

6. What plans have been made to facilitate bicycle parking at both Energia, RDS and Donnybrook stadiums? This is not just a few Sheffield frames but a requirement for a large volume of secure bicycle parking including cargo bicycles at each of these locations? I have attached a photo I took of a Dutch train station last week. This is one of ten section.



Reply:

1. The bus connects network redesign will see additional routes serving Ballsbridge. Below are the routes that are proposed to serve the area:



The combined frequency of the B spine will result in a bus every 4 mins on Pembroke Rd. The B spine will provide a direct link to/from Blanchardstown and all the areas along the Navan Rd. The B spine will connect with all the other spines in the city centre where passengers can interchange easily and by using a Leap card they can avail of the 90min fare. The S2 will provide an important orbital route with services operating every 15mins.

2. Bleeper and Moby bike sharing schemes are operational in the Ballsbridge area for the public to utilise. The Council in partnership with Bleeper is completing a pilot project entitled; E-cargobikes for Business Pilot Project. This project was open to all of Dublin and a number of businesses in the Ballsbridge area have taken advantage of this pilot, which have hugely added to its success. E-scooter sharing schemes are not yet intended for the city's functional area due to the lack of supporting legislation.

3. As mentioned above the bus connects network redesign will see increased bus services operating on Pembroke Rd and Merrion Rd.
4. As mentioned above the bus connects network redesign will see increased bus services operating on Pembroke Rd. The C spine will also provide a bus every 8 mins on Tritonville Rd which is a short walk from the stadium.
5. We contacted Dublin Bus and they gave the following reply;

“Dublin Bus would not permit the use of any of its depots to vehicles and peoples not covered under its insurance indemnity.

Dublin bus depots are working environments 24hrs a day, any additional footfall (vehicles or persons) would hugely increase the risks associated with operating such depots”.

6. As these locations are private institutions, DCC has no plans to install cycle parking at this time.

Q.11 Councillor Paddy McCartan

To ask the manager to furnish a report on noise levels on Strand Road, Sandymount. Residents on the road state that levels are excessive as defined by Dublin City Council’s own noise agglomeration policy, to include figures for the 15 noise monitors installed on roads in the city.

Reply:

The Dublin City Council noise network comprises 17 monitors placed throughout the city. See link <https://dublincityairandnoise.ie/> The results can be accessed both real time and historically. The majority of the monitors are in locations to determine suburban ambient noise levels. The exceptions are Strand Road and Bull Island. Both monitors are influenced by wind (sea breezes) and wave noise but the Strand Road monitor is also road side and the noise levels are indicative of levels directly at the road side. The noise level monitored is not representative of noise levels in the area generally.

The action plans written for the mapping process 2008 - 2013 outlined the DCC action plans and desirable and undesirable noise levels. The levels relate to **human exposure at noise sensitive premises**. Levels of above 55 decibel (**night time level**) and above 70 decibel (**day time level**) is deemed undesirable. This can be viewed on pages 9 - 11 using the below link

<http://intranet/knowledge/CityCouncil/TrafSPC/2013/6th%20February,%202013/Meeting%20Documents/Joint%20,%20Review%20Noise%20Action%20Plan2013.doc>

Based on the fact that noise levels will decrease significantly as you move away from the road side the levels at noise sensitive premises in the area will not exceed the undesirable levels.

An accurate picture of noise levels in the Strand Road area will become evident when the latest noise mapping process is complete in Q1 2023. The mapping once complete will provide an accurate picture of noise levels in the area and action plans will be written and implemented as required.

Q.12 Councillor Paddy McCartan

To ask the manager to respond to the issues in the following email.

“I am a resident of Sandymount and a Dublin Bus user. There is a consistent problem of cars parking at the bus stop in the village outside Tesco and parking on double yellow lines all over the village. This has cluttered the village and makes the bus have difficulties allowing passengers to be offloaded safely. I emailed the council itself and asked them to address

this issue but as far as I have seen they have done nothing about it. I link below a number of photos of the issue that I took over the course of 1 month demonstrating this is an endemic problem. I have never seen a parking enforcement van in Sandymount in many years.

I have read of successful initiatives in London where buses have fitted cameras that can detect and automatically fine cars parked at bus stops. If we want to improve the public transport in this city we have to at least enforce such rules.

One very effective measure that is also a revenue generator that New York has implemented is an online platform where members of the public can submit photos of illegally park vehicles. These vehicles are then fined. Could you please bring forth some active and effective measures to actually properly enforce parking rules as currently that is not happening?"

Reply:

Dublin Street Parking Services will be asked to focus on the bus stop at Tesco's and double yellow lines in the village and carry out enforcement on illegally parked vehicles.

The current enforcement actions are carried out by Dublin Street Parking Services on behalf of Dublin City Council. The parking policy and enforcement section will review the suggestions into other methods.

Q.13 Councillor Mary Freehill

Would the manager please state who is responsible for the removal of leaves or ice from footpaths. Furthermore is there any way that Institutions who have long wall coverage on footpaths be made responsible for keeping the paths clean and safe?

Reply:

Waste Management Services operate a leaf clearing programme throughout the city over the autumn and winter months. Priority is given to tree-lined streets and paths with heavy pedestrian use and areas particularly prone to flooding. As leaf removal is labour intensive and time consuming, it takes time to get around all parts of the city. In addition we assist resident groups in clearing leaves from their areas and remove the collected leaves for them.

In accordance with the Litter Pollution Acts, Section 6 (4), every occupier of land adjoining a public road in respect of which a built-up area speed limit or special speed limit has been established in the functional area shall keep free of litter

- a) Any footway adjoining the land and forming, or forming part of, a public road, and
- b) Any area of land forming part of a public road between any such footway and the roadway.

Road Maintenance Services is responsible for the delivery of Dublin City Council's Winter Maintenance plan. This includes the gritting of 300km of the City's main roads during freezing conditions. As it is not possible to grit all public thoroughfares, the following are given priority: all major regional roads, arterial routes, Quality Bus Corridors, main commuter routes, access to Dublin Airport and Dublin Port, major public hospitals, fire stations, bus stations and major railway stations. In the event of heavy snow and severe ice, other DCC operational divisions assist in the clearance of snow and ice from footpaths in priority locations.

Q.14 Councillor Mannix Flynn

Can the manager initiate a full appraisal of the sound proofing of the homes in Crampton Buildings? This complex recently went through a complete refurbishment and upgrade, however many tenants complain of excessive noise bleeds and noise intrusions from many of the business premises that are on the ground floor in Temple Bar. The building now needs to be examined in the hope of resolving this excessive noise for the many residents at Crampton Buildings.

Reply:

Crampton Buildings are the oldest apartments in Dublin City Council's housing stock. They were built in 1895 and have numerous quirks that you would not find in a modern unit.

There are suspended floors installed in the units and this would mean that soundproofing the building would be both very onerous and costly and would not likely be successful due to the age and profile of the building.

Also, the ground floor units are not owned by Dublin City Council, so we wouldn't have the authority to carry out works on that section of the block.

However, I will arrange for an engineer to look into this matter further.

Q.15 Councillor Mannix Flynn

Can the manager supply me with information regarding a shooting incident where a gun fire was heard recently in the Mercer House flat complex?

Reply:

As there is an ongoing Garda investigation into this incident, Dublin City Council cannot comment on it.

Q.16 Councillor Mannix Flynn

Can the manager give a full update on the demolition and refurbishment of Glovers Court, this report also to include an update from the Department of Housing regarding green lighting this process. The residents in Glovers Court are living in a deplorable situation. Their anxiety is only made worse by the uncertainty of the Dept. of Housing and the lack of information from Dublin City Council.

Reply:

Dublin City Council (DCC) applies for social housing capital funding from the Department of Housing, Local Government and Heritage (DHLGH) in accordance with its 4 Stage approval process. DCC has now received Stage 1 approval for the redevelopment of Glovers Court. As part of the Stage 1 approval, DCC was requested to carry out a feasibility study to examine the possibility of the redevelopment of Glovers Court through deep retrofit and infill rather than demolition. Once this study is completed and submitted to the DHLGH for review, the next step will be to commence the procurement process for the appointment of a design team.

A dedicated Housing Delivery Project Manager is due to be appointed to the project in the coming weeks to progress this regeneration project and they will liaise with the local Housing Manager in keeping the residents and local elected members updated.

Q.17 Councillor Mannix Flynn

Can the manager give a full update with regards the ongoing use of Avalon House as a family hub? This report to include what activities if any, the residents are offered? What facilities are in this building? Also, can we have a breakdown of the individuals and families managing the hub?

Reply:

A capital application was made by DCC, to refurbish this property as a family hub to accommodate 18 families. DCC officials are working on additional information queries relating to this capital application, where we await for sanction to begin the process of refurbishing this property.

The family hub proposal included offering communal kitchen, laundry and other rooms for families to use for 18 families. The DRHE has held preliminary discussions with DePaul to manage the proposed family hub facility, when the refurbishment is completed.

Q.18 Councillor Mannix Flynn

Can the manager issue a report regarding the new local area plan for George's Quay? The former George's Quay plan is now out of date and was not extended. The making of a new local area plan for George's Quay needs to begin as soon as possible in order to give certainty in planning the way forward for this unique neighbourhood.

Reply:

In 2012 Dublin City Council (DCC) adopted the George's Quay Local Area Plan (LAP). In 2017 DCC by resolution extended the LAP for a further period of five years until 2022. A LAP can only extend for one five-year period.

The majority of sites within the LAP have been developed, are in the process of being developed or have planning permission. Thus the lands within the LAP boundary are subject to existing and planned economic, physical and social renewal and have limited additional development potential.

The rationale for the selection of areas to prepare a LAP is informed by the relevant sections of the Planning and Development Act 2000, as amended; Section 28 Planning Guidelines on Sustainable Residential Development, 2007 and the LAP Guidelines 2013.

DCC proposes three new LAPs to be prepared during the lifetime of the Dublin City Development Plan 2022 – 2028 (the Development Plan):

- Naas Road lands (City Edge).
- Dublin Industrial Estate, Glasnevin.
- North East Inner City (NEIC).

In addition to the above priority list of LAPs, it is proposed to prepare several other LAPs and/or Village Improvement Plans (VIPs) subject to resources (see Table 2-14 Schedule of Other LAPs/VIPs of the Development Plan). The preparation of these plans will be based on a prioritised selection procedure to be agreed upon during the implementation phase of the Development Plan. Such prioritisation will be based on:

- Areas that require economic, physical and social renewal.
- Development potential and ability to assist in the delivery of the Core Strategy.
- Need for regeneration within an area based on the Pobal Index of Deprivation.

George's Quay was not included in Table 2-14 Schedule of Other LAPs/VIPs of the Development Plan.

In light of the above, there is no planning rationale for the preparation of a new LAP for George's Quay. Irrespective of whether an area benefits from a LAP or not the Development Plan contains a robust policy position to manage the development of public and private land.

Q.19 Councillor Mannix Flynn

Can the manager issue a report with regards the ongoing dilapidation and vacancy that is now taking place in the old Suffolk Street church, formerly a tourist office? This report to include whether DCC has made any offer in obtaining this important vacant building for cultural use.

Reply:

The former Dublin Tourism Office, previously St. Andrew's Church on St. Andrew Street (adjacent to Suffolk Street), Dublin 2 is a protected structure, Ref. No. 7563 on the City

Council's Record of Protected Structures, Volume 4 of the Dublin City Development Plan 2016-2022.

It is understood that the property is in the ownership of Fáilte Ireland. It is the duty of the owner and occupier(s) of the protected structure to ensure the structure or any element of it of special interest does not become endangered (Section 58 of the Planning and Development Act, 2000 (as amended)).

An officer of the City Council's Conservation Section undertook an external inspection of the former St. Andrew's Church on the 1st December 2022 and noted that the Protected Structure has certain relatively modest maintenance issues to its exterior.

Q.20 Councillor Mannix Flynn

Can the manager supply me with information regarding the ownership of the historical Werburgh Street church. Has DCC acquired this property which is in a deplorable state and if so, what are their immediate intentions to put the building back into good public use? This is one of the most historic buildings in the city and is associated with the United Irishmen and has an outstanding structure and a unique organ.

Reply:

Werburgh Street Church is not in the ownership of Dublin City Council

Q.21 Councillor Mannix Flynn

Can the manager call on the conservation department of DCC to immediately address the dilapidated vacant look of the former rates office on Castle Street? This building is one of the most important buildings in the city. It is in the hands of DCC and it is simply boarded up. This is not acceptable and the credibility of Dublin City Council as protectors of the heritage of the city is being seriously undermined here. I am aware that there are refurbishment works going on inside the building but to simply board up the entrance at Castle Street is outrageous. Many visitors to the city are dismayed when they come across this building boarded up.

Reply:

Following serious anti-social behaviour a decision was taken by DCC Culture, Recreation & Economic Services Department (CRES) in discussion with City Architects and the City Conservation Officer to put in place an enclosure around the portico of Newcomen Bank (the Rates Office). The enclosure in question was carefully considered to ensure no impact on the fabric of the surrounding stone and ironwork. The alternative to placement of the enclosure was to undertake a programme of daily cleaning of the area in order to remove hazardous material which was a serious health & safety risk. The impact of the constant cleaning would have had a detrimental impact on the historic fabric of the building and would have led to the stonework becoming friable and damaged. The unauthorised access to this covered space was achieved by climbing the existing mid-height railings and gates, consequently the risk of falling was high. The risk of fire lighting adjacent the timber door in this covered space was also an issue.

CRES have an active process in place to bring forward appropriate proposals to the City Council for the reuse of Newcomen Bank which will focus on a public cultural use. In the past 12 months DCC have implemented significant investigative works to the interior of the building, including removal of modern interventions, examination of structural issues around the cantilever granite staircase, an examination of the delicate historic architectural features, opening up works etc. All of these works were overseen by a multi-disciplinary design team led by Howley Hayes Cooney, Grade 1 Conservation Architects. These works were undertaken to allow DCC to develop evidence based proposals for the sustainable reuse of one of the city's most significant buildings.

To this end presentations and updates, including preliminary proposals for the conservation and reuse of Newcomen Bank, will be given both to the Protocol Committee, a Councillor sub-committee and a range of other stakeholders, early in 2023. Following these consultations it is DCC's intention to submit agreed proposals for the reuse of this immensely significant building for planning approval in 2023. In the interim the building is inspected on a monthly basis and after severe weather events to ensure it is carefully maintained while vacant.

Q.22 Councillor Pat Dunne

My question no. 65 at the November Area Committee meeting referred to the tarmac paths on Kells / Leighlin Green itself which is under the management of our Parks Section. Can I have a reply from Parks in relation to this?

"Q.65 Councillor Pat Dunne

Can the Area Manager follow up on my previous requests to have the paths on Kells / Leighlin Green replaced or reinstated. Can this work be completed in 2022?

Reply:

Kells Road and Leighlin Green footpaths are not included in our 2022 Footpath Renewal Programme. We will carry out an inspection of these footpaths and put them forward for consideration for our 2023 Footpath Renewal Programme accordingly.

Contact:

Madeline McNamara, Executive Engineer, Road Maintenance Services Division, tel.: 01 222 2722, email: madeline.mcnamara@dublincity.ie"

Reply:

The footpaths on Leighlin Kells are being resurfaced this week

Q.23 Councillor Mannix Flynn

Can the manager issue a full report regarding the traffic realignment at Bride Street? Since the traffic realignment, this area has become chaotic and extremely dangerous for pedestrians. It is totally confusing for drivers and a nightmare for cyclists. Bride Street is constantly jammed and the street is simply dying. It is no longer a place to walk and many families in the area are concerned for their children's safety.

Reply:

The only change to Bride Street has been a change at Chancery Lane which has been reversed so that vehicles now turn left from Bride Street onto Chancery Lane instead of exiting from it. This was carried out on the 20th of November. Earlier this year three new pedestrian crossings were installed at the Bride Street / Bride Road junction which has greatly improved pedestrian facilities in the area.

Q.24 Councillor Mannix Flynn

Can the manager issue a full written report as to what criteria was used to assess the planning process of the digital display board in the Rathmines Road? This report to include, what staff and what expertise, not only to assess the site at the present moment and its conditions of use, but also what investigation or review if any was conducted into the granting of this planning in the first instance?

Reply:

All planning applications for advertising, whether it has LED illumination / digital display or not, are assessed against the policies and objectives of the current City Development Plan. The Dublin City Development Plan Outdoor Advertising Strategy is highlighted at Section 4.5.6 of the Plan and states as follows:

4.5.6 Outdoor Advertising Strategy

A strategy has been developed for commercial advertising in the public domain (Appendix 19). This strategy forms the basis of a practical policy to be applied to all proposals for outdoor advertising.

This strategy is based on an analysis of how sensitive different parts of the city are to advertisement structures and identifies constraints and opportunities for the location of these structures. It also sets out what types of structures are acceptable as outdoor advertising elements. While commercial viability is a key consideration, it has been balanced with the need to create a high quality public domain and to safeguard and enhance sensitive areas and sites. The strategy also provides for a co-ordinated bartering system, to rationalise the location and concentration of existing advertising structures.

Policy SC22: To consider appropriately designed and located advertising structures primarily with reference to the zoning objectives and permitted advertising uses and with secondary consideration of the outdoor advertising strategy. In all such cases, the structures must be of high-quality design and materials, and must not obstruct or endanger road users or pedestrians, nor impede free pedestrian movement and accessibility of the footpath or roadway.

Policy SC23: To actively seek the removal of unauthorised advertisements, fabric banners, meshes, banner or other advertising forms from private property and public areas.

Appendix 19 of the City Plan details this strategy further outlining the zonal based policy approach. The city has 6 zones ranging from areas of architectural, historical and cultural sensitivity, to residential areas, to areas of little architectural or historic significance. Based on these zones, a range of controls and policies has been developed.

Illuminated signs with the use of electronic visual display technology such as LED (light emitting diode) and LCD (liquid crystal display) are considered having regard to the Advertising Management Standards, as set out in section 19.6 of this appendix. This section states that applications for new advertising structures will be considered having regard to the following criteria:

- The geographical zone in which the site is located, as set out in the figure showing zones of advertising control.
- The rationale for the proposed advertising structure, including proposals for the removal and/or rationalisation of existing outdoor advertising structures.
- The concentration of existing advertising structures in the area.
- The design of the advertising panel and the use of high-quality materials.
- The scale of the panel relative to the buildings, structures and streets in which the advertising panel is to be located.
- Impact on the character of the street and the amenities of adjoining properties.
- Advertising panels will not be permitted where they interfere with the safety of pedestrians, the accessibility of the public footpath or roadway, the safety and free flow of traffic or if they obscure road signs.
- Impact on the character and integrity of Architectural Conservation Areas, Protected Structures and Conservation Areas.
- Proposals must meet the safety requirements of the Transport Infrastructure Ireland (TII), where appropriate.

Planning permission was granted under reg. ref. 3779/21 by DCC and on appeal by An Bord Pleanála for the replacement of the existing advertising sign (6m high by 6m wide) structure and overhead lighting with a digital display sign (6m high by 6m wide) at the gable end of 284 Rathmines Road Lower, Dublin 6. The site itself is located on a main arterial route into the city and already has poster signage of similar size, with lighting above.

Conditions attached to the grant of planning permission to manage the display were included as follows:

Condition 2: The mechanism of changing the digital advertising display shall be by means of a fade transition of the display at intervals of 10 seconds or more. Any change to the nature of the advertising display, including a flick or scroll transition between advertisements, shall be subject to a prior grant of planning permission.

Condition 3: The proposed development shall incorporate the following:

(a) The maximum luminance of the advertisement display between dusk and dawn shall not exceed 250 candelers per square metres (sd/m²). The luminance level of the display shall be subject to review by the planning authority and, following review, adjustments or amendments shall be carried out in accordance with the requirements of the planning authority.

(b) Only static images without movement shall be permitted, that is, no animation, flashing, three dimensional effects, noise, smoke or full motion video shall be permitted without a prior grant of planning permission.

Q.25 Councillor Claire Byrne

To ask the Area Manager can he please investigate the situation regarding Lansdowne Place, Lansdowne Road? As a condition of planning, the developers were required to provide 10% of the site for public space. In the original plan this element was to be on the Pembroke Road side of the development. Since then, the site has been split in two to facilitate the building of the new American Embassy. Thus appears to block public access to the public space. Can the manager clarify the situation and outline what is being done to ensure public access remains?

Reply:

Background

The overall lands were the subject of a planning permission (Reg. Ref 4015/09) to develop the site of 3 former hotels in 2 phases. The first phase has been largely redeveloped and comprises an apartment scheme (Lansdowne Place) nearing completion. The second parcel (Site 2) was to comprise a later phase of mixed-use buildings as permitted under reg. ref. 4015/09, and made provision for public open space on the Phase 2 lands on the site of the Ballsbridge Hotel land parcel.

Variation (No.32) of Dublin City Development Plan

On the 10th May 2021, Dublin City Council adopted Variation (No.32) of Dublin City Development Plan 2016 – 2022. The variation made by the City Council changed the zoning of the lands of the 1.7 ha Ballsbridge Hotel (formerly Jurys) site at the junction of Pembroke Road and Lansdowne Road, Ballsbridge, Dublin 4 from zoning objective Z1 (residential) to zoning objective Z6 (employment). The Purpose of the variation was in response to a request from the State Department of the United States to consider such a change and to thereby align the zoning policy to facilitate the consideration of a proposed development of a new Embassy of the United States of America on the lands.

Recent Planning History

Subsequently, planning permission was granted by Dublin City Council (Regret 3461/21) to demolish the Ballsbridge Hotel to facilitate the planned construction of a purpose-built embassy building (to be the subject of a separate planning application)

More recently, Dublin City Council made a decision to grant planning permission (Reg.Ref.4002/22) for an amendment to the parent permission to construct a new boundary treatment between the existing Lansdowne Place development and the adjacent Ballsbridge Hotel in order to subdivide the two sites and to close all basement level links constructed in the Lansdowne Place development with the adjoining site. The approved development has the effect of severing any links between the Lansdowne Place apartment scheme and the Ballsbridge Hotel site so that Lansdowne Place can be completed as a standalone development and the Ballsbridge Hotel site can be independently redeveloped, subject to approval, as an embassy.

As part of the assessment of this proposal, the Planning Authority acknowledged that the planning and development context and design considerations for the Ballsbridge Hotel site had evolved and that an embassy building was now planned for the site. On that basis, the Planning Authority accepted that the permeability requirements of the parent permission would need to be put aside and that the future development of the site as an embassy would not facilitate the provision of publicly accessible open space as envisaged in the parent permission. Notwithstanding this changed context, the applicants were asked how they would address the shortfall. On foot of the response from the applicants and having considered the case made by the applicants that the site is well served by existing public open spaces including Herbert Park, the River Dodder, Merrion Square and the coastal park at Irishtown, the Planning Authority made a decision to offset the lack of public open space provision by requiring a financial contribution of €848,000.00 to be levied for the provision and/or improvement of public parks in the city, as per the policy of the City Development Plan (Section 16.3.4).

Q.26 Councillor Claire Byrne

To ask the Area Manager can he please provide an update on Chocolate Park and a timeline for completion?

Reply:

The Council is currently engaging with the developer's legal representatives with a view to progress a resolution to the complex title and boundary issues at this location. It is not possible to provide a timeline for completion at this time, however it is anticipated by early 2023 a clearer indication of the status of the title issues will be in place.

Q.27 Councillor Deirdre Conroy

To ask the Local Area Manager and Transport Department engineers, to have public meeting with Rathgar Residents Association in regard to NTA bus system along Highfield Road, a narrow road, with no parking, with architectural heritage and environment, multiple protected structures, where bus system goes along Rathgar Road and Rathmines Road upper. It is also clear that the 5-junction system of Orwell Road, Rathgar and Terenure Road East has a negative system for traffic coming out from Highfield Road or entering Highfield Road from Rathgar area, so bus system would be more difficult, causing pedestrian and cyclist difficulties.

Understand that response has come from engineer on 30 October 2022 regarding orbital route S4 from Liffey valley to UCD, but Highfield Road residents request meeting.

Reply:

For the provision of bus stops, their locations are determined by the National Transport Authority (NTA). Although DCC would check the locations in terms of safety requirements, the local authority is not involved in the planning and the bus stopping arrangements of various routes. Thus we would recommend to contact the NTA regarding stop bus and route planning.

Regarding the traffic signal operations at the junction at Orwell Road, Rathgar and Terenure Road, the Bus Priority team will monitor its operation to ensure there are no unnecessary delays to bus services.

Q.28 Councillor Deirdre Conroy

To ask the Local Area Manager and Planning Department, on behalf of the Mount Pleasant Avenue Upper and Gulistan Terrace / Cottage Residents group, “*would appreciate a public meeting with the designers and planners of the Gulistan site one evening this month [request on 21 November 2022]. If we can assist in arranging a suitable venue, do not hesitate to get in touch.*”

Reply:

DCC Housing Delivery team have just completed a four day public information event (22nd November – 25th November) in the Rathmines Library where staff from DCC Housing and staff from Cluid were on hand each day to answer questions about the Gulistan development and to take note of queries from the local community.

DCC Housing staff and the Cluid team will be meeting in the coming weeks to prepare a FAQ document based on queries raised during the public information event, this will be circulated to the neighbouring residents and to other interested local groups, and local Councillors when complete.

The DCC Housing delivery team are not in a position to hold a further public information event at this time, however we will be in contact with Councillors and local residents in the New Year to advise of the next steps for the Gulistan Development.

The non-statutory Gulistan Masterplan (the Masterplan) has been prepared for the site and forms the basis of the current design development for the Health Service Executive (HSE) facility and the Dublin City Council (DCC) housing lands. Clúid Housing, in partnership with DCC, is engaged in the delivery of the residential element of the Masterplan. On the 12th of November 2022, Clúid Housing presented the latest design proposals to the elected members of the area committee. From November 22nd to November 25th 2022, Clúid’s residential design was put on non-statutory public display at Rathmines library, with members of Clúid Housing’s design team present to respond to queries. DCC does not intend to engage in further public consultation concerning this stage in the residential design process.

As the design of the residential element of the Masterplan moves towards a final design, Clúid Housing will brief the elected members of the area committee. Once Clúid commences the statutory planning process for the residential element of the Masterplan there will be the opportunity for further public engagement and statutory consultation.

Q.29 Councillor Deirdre Conroy

To ask the Local Area Manager to contact Road Traffic Dept. to review negative system outside Glenavy Park in Terenure Road West (TRW), need for upgraded paint of Yellow Box.

Residents in Glenavy Park are finding it increasingly difficult to access their estate and onto Terenure Road West, particularly in the mornings and afternoons. The reason for this is because traffic is sitting in the yellow box at the entrance to Glenavy Park because the yellow box paint is so faded and almost impossible to see.

It is advised that this is the same for all the yellow boxes along Terenure Road West, from Terenure Village to the KCR junction. And advised that it won't be long until there is an accident on this road.

Residents experience unprovoked road rage from other drivers sitting in the yellow box outside Glenavy Park road trying to drive from TRW onto Glenavy Park.

Request: Please ask the Council to repaint these yellow boxes as a priority as soon as possible.

Note: It is such an easy thing to fix and would greatly help the residents of the roads off TRW.

Reply:

The locations will be inspected in the coming days. Any requirement for re-painting will be carried out within 30 working days of the SEAC meeting of the 12th of December 2022.

Q.30 Councillor Tara Deacy

Can all the yellow boxes along Terenure Road West, from Terenure Village to the KCR junction be repainted as soon as possible, in particular can the yellow box at Glenavy Park be prioritised in this regard? Residents from this estate have been in touch requesting this be done as they are experiencing long delays exiting and entering their estate as cars are unaware there is a yellow box there as the paint has faded so much.

Reply:

The locations will be inspected in the coming days. Any requirement for re-painting will be carried out within 30 working days of the SEAC meeting of the 12th of December 22.

Q.31 Councillor Tara Deacy

Captain's Road - Can trees be replanted on paths? Square spaces where trees once stood have only recently (i.e., in the last few years) been filled in with concrete. Say between Stannaway Road and Ravensdale Park - but it's a wider issue.

Reply:

Parks have checked the available GIS maps for the above mentioned roads and found that the footpaths have multiple services running through them. This makes retrofitting adequately sized tree pits expensive and difficult. It may be more beneficial to plant trees on open spaces and within parks where there is adequate space for the trees to achieve their full potential.

Q.32 Councillor Tara Deacy

Can outdoor fitness / calisthenics equipment be added to Pearse Park? Although there are a lot of sports facilities in Pearse Park, most of it is owned by private clubs and residents would love to use.

Reply:

Parks can review this request in the context of Parks Improvements Funding for 2023.

Q.33 Councillor Tara Deacy

Regular dog walkers that use Pearse Park and Brickfield Park have highlighted the lack of bins in both parks to dispose of dog waste. There are no bins whatsoever in the western half of Brickfield Park, including none at the western entrance. In Pearse Park, there is no bin at the north eastern entrance onto Windmill Road. Additional bins would encourage dog owners to pick up after their dogs and would reduce the dog fouling incidents on public paths, etc.

Reply:

Parks intend placing a number of additional bins into Pearse Park and one extra bin in Brickfield. This will be in the new year.

Q.34 Councillor Tara Deacy

Can we fix the sunken manholes and below road manholes, potholes and cracks, irregular surfaces and depressions on cycle paths both sides / ways from Crumlin Hospital to Grand Canal on the Crumlin Road, they are in an awful state.

Reply:

There are no plans to resurface these cycle paths at present. If addresses of specific locations of concern are provided, these can be inspected and logged for local repairs.

Q.35 Councillor Pat Dunne

Can our Housing Maintenance Section reply to the following query see details supplied?

Reply:

The windows will be ready for installation in the New Year, the Joinery Workshop will have a more precise date for installation in January 2023.

Q.36 Councillor Pat Dunne

Residents report that the new street lighting on Mourne Road in Drimnagh is not providing sufficient light to the roadway and footpaths. The single sided arrangement is not working as far as residents are concerned. Can the street lighting on this section of roadway be reviewed and improved?

Reply:

The street lighting on Mourne Road meets the required standards to provide sufficient light on the public roadway and public footpaths.

The lights that use to be on Mourne Road before the new LED lights were installed, i.e. the orange low pressure sodium lights, had very poor optical control resulting in a lot of light spill and upward light causing undesirable light pollution.

Modern LED lights, on the other hand, have much better optical control minimising light spill and upward light into the sky. The lighting is therefore directed onto the areas that require to be lighted, that is the public road and footpaths.

A consequence of this is that there is, very often, less light spill into private areas, such as private gardens and private entrances to residents houses, than there use compared with the older lights particularly on the northern side of the road.

Arrangements will be made to tilt the LEDs lights up ever so slightly again.

Other than making these slight changes there are no plans to carry out any further adjustments or improvements to the lighting on this road.

Q.37 Councillor James Geoghegan

To ask the Area Manager to investigate the traffic light sequences at the pedestrian crossings located at the junction of Eglinton Road and Clonskeagh Road in circumstances where the time period on one or both of those pedestrian crossings to cross the road is extremely short and if it could be lengthened for pedestrians crossing.

Reply:

The pedestrian crossing at this junction operate as part of the vehicle traffic sequence. There are four separate traffic phases with 5 pedestrian crossing, 3 at the main junction and 2 slip lane crossings. For all the pedestrian crossings the green time is set to 6 seconds which is an invitation for the pedestrian to walk. The amber man for all DCC junctions is based on the width of the road with 1m/1s. The amber man time for this junction is currently greater than the requirement of the traffic signs manual (which state 1.2m/s). In order to help pedestrian movements in the area we have increased the green time for the three larger crossing at the junction from 6 seconds to 8 seconds.

Q.38 Councillor James Geoghegan

To ask the Area Manager given there was no Christmas lighting ceremony in Milltown, Ranelagh, Donnybrook, Rathmines and Ballsbridge in 2022, if he can investigate whether a Christmas community event supported / sponsored by DCC which the general public can

enjoy, could be examined for 2023 to ensure every South East Area village has a key event which each community can celebrate.

Reply:

The South East Area Office arranges a number of Christmas tree lighting ceremonies each year and these events have become so popular that Event Management Companies must now be employed and costs can therefore be quite substantial. Unfortunately, the sites of the Christmas trees at Ranelagh and Rathmines failed risk assessments and therefore Tree Lighting Ceremonies could not take place at these locations. It was also not possible to host such an event at Donnybrook due to the nearby ongoing building works. There are no Christmas Trees Events in Milltown or Ballsbridge. This Christmas period, our Community Team are supporting more than double the number of community events than in any previous years. Offers of assistance was made to many groups and stakeholders in our villages with regards Christmas events and support always provided when requested

Q.39 Councillor James Geoghegan

To ask the Area Manager whether discretionary funds could be used for substantial footpath resurfacing works along the following small roads; Cowper Gardens; Cowper Drive; Park Drive and Tudor Road.

Reply:

A meeting to discuss the Discretionary Fund for 2023 will be arranged for early in the New Year and I will shortly be in contact with Councillors in the LEAs of the South East Inner City & Pembroke seeking their input on this. The question of allocating discretionary funds for footpath resurfacing works will be part of those discussions.

Q.40 Councillor James Geoghegan

To ask the Area Manager if he could identify in tabular form all 'community grants' that are available for application from all entities including government departments and community funds, as well as DCC operated entities for Sandymount Community centre

Reply:

The Dublin City Local Community and Development Committee is very aware of the funding needs and challenges facing local community and voluntary groups across the city. As a result, it has developed a Community Grants and Funding webpage (see <https://www.dublincity.ie/residential/improving-my-community/community-grants-and-funding>) on Dublin City Council's website providing local groups with easier access to information on available community grants and funding available from Dublin City Council, member organisations of the Dublin City Local Community Development Committee and other local, regional, national and international organisations. The Dublin City Local Community and Development Committee has also partnered with The Wheel to provide local community and voluntary not-for-profit groups in Dublin City with access to three resources which can be all found on the Community Grants and Funding webpage.

The bimonthly Dublin City Council Fundingpoint Local Access Digest, which provides up-to-date funding information for non-profits in the Dublin City area. The latest one is the December 2022 – January 2023 edition and it and future editions can be downloaded from the Community Grants and Funding webpage. Funding sources reflect both local and national funding opportunities. This Digest (and any periodic funding announced to us by government for community groups and related to our work as a local authority) is widely circulated via Dublin City Council's social media channels, the LCDC and its numerous networks, including the Dublin City Public Participation network.

1. **The Wheel's Fundraising Guidance Library**, which provided advice and information on fundraising essentials, applying to grant makers, fundraising from the public and European Funding.

2. **The Wheel's Fundraising Helpdesk**, which provides more timely and expert fundraising advice and assistance to all local organisations in the Dublin City local authority area via email at funding@wheel.ie.

Q.41 Councillor Danny Byrne

To ask the manager if the following items can be rectified as raised by the Ringsend and Irishtown Tidy towns and Environmental group:

1. For the social apartment block in the Bottle House, Ringsend to put a request in for a paint job there really getting in a bad way and don't look good around the library area in Ringsend facing out especially.
2. Also beside Tesco ground floor there is a fire hose outlet on wall could we get a perplex box cover as we're constantly removing rubbish from inside.
3. The silver bollards a lot around the footpaths are outside shops and businesses around the library they are bent or broken and look bad need replacing noted on report.
4. The Eir phone box library plaza is full of graffiti and does nothing for the area already requested but nothing came from it.
5. The tree area around the library the pavement tile under trees needs power washing as is extremely slippery when wet sap from trees.

Reply:

1. We have been informed by Voluntary Housing and Maintenance Section that this is not under either their remit.
2. Dublin Fire Brigade (DFB) do not have equipment stored at this location. DFB do not have responsibility for maintenance of fire inlets on private premises. Responsibility rests with the owner / Occupier of the premises.
3. The bollards and pedestrian barriers on Fitzwilliam Street were inspected and damaged items recorded. These will be added to our Works List for repairs to be carried out.
In addition, there is a proposal to redesign the public realm here completely and extend and refurbish the library. This proposal will be going to Part 8 in early 2023.
4. The payphone kiosks were cleaned by the DCC contractor engaged to carry out the deep clean of the plaza on the 30th November 2022).
These payphone kiosks will be removed by EIR early next year and EIR will have the graffiti removed in the interim
5. The entire Ringsend Library Plaza Area was deep cleaned 30th November. This included deep cleansing of the entire plaza and the area under the trees and seated areas.

Q.42 Councillor Danny Byrne

To ask the manager if additional street lights can be provided along Lombard Street West.

Reply:

A lighting assessment will be carried out on the lighting along Lombard Street West in order to determine existing light levels on the street. The results of that assessment will inform on the need for any future improvements, if any, that may be required.

It should be noted that, under the upcoming Lighting Upgrade Project, the existing lights will be upgraded to LED although an exact timeframe for these future improvements cannot be provided at this time.

Q.43 Councillor Danny Byrne

To ask the manager if a traffic survey and monitoring of speed could be done in the residential streets of Portobello.

Reply:

If the Councillor would please provide the exact locations and provide more information, i.e. the type of issue speeding, parking etc. Once the information has been obtained the appropriate engineering team can investigate and review.

Q.44 Councillor Danny Byrne

To ask the manager if additional anti-dog fouling signs can be erected in the Portobello area.

Reply:

Arrangements have been made to put in place anti-dog fouling signs in the Portobello area.

Q.45 Councillor Daniel Ceitinn

To ask the Manager for an update on the proposed Lennox Street pedestrianisation trial; if the local engineer has met with residents; if the local engineer has consulted with local businesses; if the trial will go ahead and if so, if it could include all on Lennox street; and if he will make a statement on the matter.

Reply:

Parks Service has no plans for the pedestrianisation of Lennox Street. A presentation on the development of the nearby Portobello Harbour will be given at the December South East Area Committee meeting.

The Transport Advisory Group has no current plan to pedestrianise Lennox Street.

Q.46 Councillor Daniel Ceitinn

To ask the Manager if Mount Street Upper is on the programme for resurfacing; if not, if there are any planned works; if not, if the road will be inspected and arrangements made for repair.

Reply:

Mount Street Upper has been inspected and will be put forward for consideration for inclusion in our future Carriageway Resurfacing Programmes.

Q.47 Councillor Daniel Ceitinn

To ask the Manager if he has advanced the South East Area Committee's proposal to close the Sean O'Casey Bridge outside of commuting hours in the late evening.

Reply:

There are no plans to close the Sean O'Casey Bridge outside the commuting hours in the late evening.

Q.48 Councillor Daniel Ceitinn

To ask the Manager for an update on the Council's work to tackle anti-social behaviour in the City Quay area.

Reply:

Both the South East and Central Area Offices are working proactively on the Bridge Project led by An Garda Síochána from Pearse Street and Store Street Stations, together with Swan Youth Services and St. Andrew's Resource Centre to tackle the anti-social behaviour (ASB) affecting the City Quay / Samuel Beckett Bridge area over the last few months. Both An

Garda Síochána and the Youth Services are liaising closely and have visited local schools, the youth services / Juvenile Liaison Officers (JLO's) are engaging on a number of different levels with individuals involved, work is ongoing on the provision of diversionary projects for young people in the area, the City Council has arranged for the trees on City Quay to be pruned and we have requested that the public lighting be improved. We are also being supported by a group in Belfast who have experience of dealing with conflict from both sides of the divide. Work will continue intensively on this project and Councillors will be kept fully informed. The South East Area Office is also working closely with the residents of City Quay with plans to enhance the public realm and our community team has been assisting with events over Halloween and Christmas. There are no plans to close the Sean O'Casey Bridge which is used by many people not involved in ASB to cross the Liffey at this location.

Q.49 Councillor Daniel Ceitinn

To ask the Manager if a petition in favour of pay and display parking in the City Quay area was received; if so if it has been advanced; timeline for same?

Reply:

A petition was received from local residents in City Quay seeking a parking scheme for the area. The South East Area Office and the Area Traffic Engineer then met the reps. of the residents of City Quay on the 1st December with a view to extending the parking scheme currently in place in City Quay / Dowling's Court. Traffic will be assessing the request and I await their report.

Q.50 Councillor Daniel Ceitinn

To ask the Manager if, in light of how busy Ringsend Park is and the impact of darkness on safety and ability to use sporting and recreation facilities, he will install lighting and ensure coverage in the park, particularly along walkways, sport & recreation facilities and the path known as the drain.

Reply:

This Section currently have no plans to install lights at Ringsend Park as requested.

Opening hours respond to available daylight through the seasons, with shorter opening hours in the winter months and longer in the summer months. However, during evening openings to allow for particular uses (e.g. events / matches), the public is advised to use their discretion and to take appropriate safety precautions.

If there are particular locations such as a short recognised commuter route to a LUAS / Bus station or similar and no safe alternative exists, public lighting may be considered appropriate but these are exceptional circumstances.

Ringsend Park already has floodlighting at its artificial sports facilities and lighting along the southeast boundary. Additional lighting in combination with abovementioned, would cause significant cumulative effect on the receiving environment.

Lighting pollution has detrimental effect on biodiversity, wildlife, ecosystems, and public wellbeing. Parks are important roosting and foraging sites for wildlife in urbanised area, and they support their role as quiet zones at night in the city, which is particularly important for residential areas. Lighting within public parks would negatively impact these sensitive habitats and species that reside in the parks in multiple ways, affecting navigation, physiology, breeding and general health. Furthermore, introduction of the lighting fixtures at the circulation routes, columns and the associated ducting, would cause adverse physical impact to any existing adjacent tree/s.

Q.51 Councillor Daniel Ceitinn

To ask the Manager for an update on the water refill / fountains funded through the Discretionary Fund; if they will be delivered this year; if the fountain for Ringsend Park could

be installed close to the tennis courts which is a central location relative to sporting facilities and will complement the positive initiative by Cambridge FC to reduce single use plastics.

Reply:

The proposed bottle refill water station at the Ringsend Park will be a free standing unit due to the lack of building facility with public access which would require civil engineering groundworks. It is intended to install the unit in Q1/Q2 2023. The preferred location would be a place that is going to serve the park users best in addition to the practicality for connecting to the existing water supply.

Q.52 Councillor Daniel Ceitinn

To ask the Area Manager if he could arrange for Double Yellow lines to be installed at the corners on the junction of Clogher Road and Aughavanagh Road as parking on the corners is causing a blind spot. Could the double yellow lines at the junction of Glenealy Road and Rutland Avenue also be repainted and lengthened somewhat as they have largely faded and vehicles are parking on top of them.

Reply:

There are parking restrictions in place to combat illegal parking on footpath. According to The Road Traffic (Traffic & Parking) Regulations, Section 36 paragraph (2) (g); "A vehicle shall not be parked on a footway, a grass margin or a median strip;" Infringements should be reported to Dublin Street Parking Services tel. no. 01 6022500 or the Gardaí as they occur.

The Area Engineer will investigate with a site visit to see if there is illegal parking at the junction of Glenealy Road / Rutland Avenue and if any further restrictions are warranted.

The existing double yellow lines at the junction of Glenealy Road and Rutland Avenue will be inspected in the coming days. Any requirement for re-painting will be listed and renewed within 40 working days of SEAC meeting of the 12th of December 2022.

Q.53 Councillor Daniel Ceitinn

To ask the Area Manager if a tree stump could be removed from details supplied.

Reply:

A contractor has been appointed to carry out this work and is expected on site in the coming weeks.

Q.54 Councillor Daniel Ceitinn

To ask the Area Manager if he could arrange for the grass to be cut, a community compost bin to be installed and for trees to be pruned in Whitefriar Gardens.

Reply:

DCC Housing Maintenance will request that the contractor responsible for the cutting of green spaces ensure that the grass is cut in Whitefriar Gardens and that this continues as part of their schedule. Housing Maintenance Southside Mobile Crew are unable to prune these trees due to the height of them, however, a quote has been sought from a contractor to carry out this work.

We are currently in the process of rolling out brown / compost bins in City Council housing complexes and we will aim to complete this installation in 2023.

Q.55 Councillor Daniel Ceitinn

To ask the Area Manager if an additional lamppost could be installed along the walkway at the back of the green in Rutland Grove, roughly halfway between 1 Clogher Green and 143 Clogher Road.

Reply:

The walkway halfway between 1 Clogher Green and 143 Clogher Road is in the middle of a green space and it is general policy not to provide lighting on such green spaces. There is an adequately lighted alternative route surrounding the green area that can be used.