
Appendix 1.6
Summary of ABP PAC
Meetings



Summary of the An Bord Pleanála Pre-Application Consultation Meetings

PAC No.	Date of Meeting	Agenda	Environmental Issue Raised by ABP
PAC No. 1	13 th April 2021	<ol style="list-style-type: none"> 1. Introduction to Iarnród Éireann 2. DART+ Programme 3. DART+SW Background and Need 4. DART+SW Project Description 5. DART+SW Programme 6. Engagement and proposed schedule of PAC meetings 	<p>The boards representatives raised the following:</p> <ul style="list-style-type: none"> • Commented that part of the proposed development is through high density residential areas and questioned if the development works will go outside the footprint of the rail corridor. • Advised a number of project elements to be discussed in further detail at future meetings including: <ul style="list-style-type: none"> ○ New Heuston West Station, ○ Land ownerships and possible compulsory acquisition of land, ○ Embankment stability impacts on property and land, ○ Residential impacts, ○ Architectural, Cultural and social heritage, ○ Biodiversity, Appropriate Assessment, Article 12 / Annex IV species and general ecological issues, ○ Public consultation and the extent of consultations with local community groups and prescribed bodies, ○ Environmental Impact Assessment Report addressing cumulative impacts of Metrolink, BusConnects and other infrastructure projects, ○ Status of EIAR and NIS reports.
PAC No. 2	13 th May 2021	<ol style="list-style-type: none"> 1. TSS Baseline Overview* 2. Characteristics of route / level of intervention* 3. Methodology for optioneering 4. Focus on Four Tracking Area (including work to embankments* and property rights implications*) 5. EIAR overview (including scoping)* 	<p>The boards representatives raised the following:</p> <ul style="list-style-type: none"> • Queried the protected status of buildings that are required to be demolished / relocated at Inchicore Works. • Referred to the necessity for a stability assessment in the EIAR for proposed works to the embankments along the railway corridor. • Queried if the material removed from the embankments will be tested for hazardous waste and if identified, where the spoil waste will go. • Requested the prospective applicant to address the potential for bat roosts.

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		<p>6. AA overview (including NIS)*</p> <p>7. Approach Public Consultation No. 1 (PC1)</p> <p>*Addressing follow up items from previous meeting</p>	<ul style="list-style-type: none"> Referred to the importance of visual design for new or reconstructed bridge. Sought clarification on the timing of construction work and enquired if it will be mainly done at night time. Requested further clarification on the noise impacts proposed at night time.
PAC No. 3	17 th June 2021	<p>1. Focus on Hazelhatch & Celbridge to Park West & Cherry Orchard</p> <p>2. Planning Context</p> <p>3. Approach to EIAR</p> <p>4. Biodiversity* and Appropriate Assessment</p> <p>5. Air & Climate*</p> <p>6. Update on PC1</p> <p>7. Engagement and Proposed Schedule of PAC Meeting – Update</p> <p>*Addressing follow up items from previous meeting</p>	<p>The boards representatives raised the following:</p> <ul style="list-style-type: none"> Noted the Grand Canal pNHA runs between 500-700m south of the western section of the route, and the section located between Hazelhatch, and the 12th Lock is an Ecologically Sensitive Area that contains several protected species, including badgers and otters. Enquired if sites of the proposed substations at Kishoge and Hazelhatch have any links between track and canal. Noted there are several species of bats known to frequent the canal. Recommended that the EIAR contains a section on mitigation measures and cumulative impact assessment. Welcomed the joint coordination in respect of the approach for the EIAR with other transport infrastructure projects for example BusConnects and Metrolink.
PAC No. 4	5 th August 2021	<p>1. Substations Approach</p> <p>2. OHLE</p> <p>3. Population</p> <p>4. Update on engagement and PC1</p>	<p>The boards representatives raised the following:</p> <ul style="list-style-type: none"> Enquired as to whether any light spill would result from an operational point of view. Noted that much of the construction works involved will take place at night-time and to make this aspect clear in the planning application.
PAC No. 5	3 rd November 2021	<p>1. Minutes of Previous Meeting</p> <p>2. General Update since last meeting including incorporation of feedback from PC1</p> <p>3. Focus on East of John's Road Bridge</p> <p>4. Substation Options Assessment</p> <p>5. Construction Compounds and Approach</p> <p>6. Looking towards Public Consultation No. 2 (PC2)</p>	<p>The boards representatives raised the following:</p> <ul style="list-style-type: none"> Noted some high-level points in relation to the proposed development such as otters along the Royal Canal and the extent of night-time works on the residential amenity along the railway line. Welcomed the update at Kylemore Bridge and Khyber Pass Footbridge four tracking which will avoid the Turret structure and minimum interventions at the bridges. Commented on the number of construction compounds required and advised the applicant to explain the number required in submitting the railway application. Suggested an overview would be beneficial of all the transport projects in the area for example Metrolink and how they will all work together.



PAC No.	Date of Meeting	Agenda	Environmental Issue Raised by ABP
PAC No. 6	1 st February 2022	<ol style="list-style-type: none"> Minutes of Previous Meeting Update since Last Meeting focused on feedback from PC2 and EIAR Scoping Design Update Substation Options Assessment Construction Compounds and Approach Looking towards PC2 	<p>The boards representatives raised the following:</p> <ul style="list-style-type: none"> Enquired if any of the affected bridges along the rail corridor are protected structures. Queried the swan deflectors proposed for the Liffey Bridge.
PAC No. 7	1 st March 2022	<ol style="list-style-type: none"> Minutes of Previous Meeting Cultural Heritage – Archaeology Cultural Heritage – Architectural Appropriate Assessment and Biodiversity Stakeholder Engagement 	<p>The boards representatives raised the following:</p> <ul style="list-style-type: none"> Noted the ongoing survey for badgers and stated there is a badger sett close the railway track at the Grand Canal. Sought clarification on how the DART+ South West interacts with DART+ West and DART+ North.
PAC No. 8	29 th June 2022	<ol style="list-style-type: none"> Update on Design Development Construction Management EIAR and AA Progress Community Engagement Stakeholder Engagement 	<p>The boards representatives raised the following:</p> <ul style="list-style-type: none"> Cumulative impacts of EMF generated. Advised photomontages of the pedestrian bridge/cycle route at Heuston West Station would be useful along with an estimate of passenger numbers expected to access it. Clarity on the relationship at Glasnevin between the proposed development, DART+ West and MetroLink. Advised that the prospective applicant needs to be very clear in relation to the interface with DART+ West, and a consistent approach is required for each project in relation to the information provided and passenger numbers.
PAC No. 9	17 th June 2022	<ol style="list-style-type: none"> Address outstanding issues Format and presentation of Railway Order documentation Procedural matters relating to the application. Information relating to closure of PAC. 	<p>The boards representatives noted the prospective applicant intends to lodge the Railway Order application in early December 2022.</p>