

Appendix 1B: Limerick City & County Council (LCC) Consultation

Table B.1: Limerick City & Country Council (LCC) Consultations

Limerick City & County Council Consultee (LCC) Response	
Issues Raised	Response/Where this is addressed
Initial contact email from Jacobs, 7 th August 2019, to Diarmuid Sheehy Roads Engineer in Kilmallock Roads Office.	N/A
Limerick County Council Meeting on Site, 21st August 2019	
Issues Raised	Response/Where this is addressed
Meeting with Diarmuid Sheehy (Roads Engineer in Kilmallock Roads Office) on site at XC201 Thomastown, 21 st August 2019. Reviewed draft preliminary road design drawings.	N/A
<ol style="list-style-type: none"> 1) Agreed with proposed road width to tie in with existing. 2) Noted section of existing road will need to be renamed by LCC. 3) Noted EIR cable running along R515. 4) Agreed that proposal is an improvement on existing arrangement. 	N/A
Limerick County Council Meeting, 8th January 2020	
Issues Raised	Response/Where this is addressed
Meeting with Trevor McKeckie, Diarmuid Sheehy (Roads) and Donogh O'Donoghue (Planning Dept) at Limerick County Council Office.	N/A
LCC requested that Jacobs project team attend the Cappamore-Kilmallock Municipal District Meeting.	Alex Bradley and Fiona McDonnell (Jacobs) and James Kenny (IÉ) attended meeting on 16 th January 2020 (see below notes).
Discussion regarding width of carriageway at XC201 Thomastown. 4m wide road cross section, with passing bays, to tie-in with existing carriageway cross sections was agreeable to LCC.	N/A
Discussion regarding roads to be extinguished at XC201 Thomastown. It was agreed in principal that sections of the existing road (particularly south of the existing crossing) which are being extinguished could be acquired by Iarnród Éireann, who could then dispose of the land accordingly.	Extinguished roads are to be broken up and landscaped where appropriate.
Thomas O'Neill (Heritage Officer) dated 10th January 2020. Comments were provided on the EIA Screening and Scoping Report, as follows: In section 5.5.1 Include Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment August 2018. Department of Housing Planning and Local Government (2018). This is for the sake of completeness as they are the most up to date planning guidance on the topic and unlike the 2017 EPA document are	<ol style="list-style-type: none"> 1) The Guidelines have been included for consideration and are highlighted at Volume 2, Chapter 4: EIA Process & Methodology. The Mid West Area Strategic Plan (MWASP) 2012-2030 and Objective IN06 of the Limerick County Development Plan is outlined within Volume 2, Chapter 5: Planning and the Planning Compliance Report that accompanies this Railway Order application.

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not draft. It might also be worth including mention of the Mid-West area Strategic Plan 2012-2030 as this identifies "improving connectivity by road, rail and air to other parts of the country" from the Midwest as being one of its priorities. In short there is a lot of policy support for improvement works to the IE network. You might also look at objective IN06 Improvement of rail infrastructure in the 2010 Limerick County Development (p/8-9) to see if that fits with the proposed works.

1. On pages 18 and 19 of the Scoping documents the appropriate assessment process is mentioned- A full assessment might not be necessary so in this case would it be worth mentioning that screening will be carried out in order to assess where the preparation of a Natura Impact Statements is necessary.

2. On page 20 of the scoping document a series of public consultation events were mentioned. It would be worth emphasising this in the EIAR as with new emphasis on the Aarhus convention, public consultation and the responses received would be exactly what that document had in mind.

3. In the Population and human health section it might be worth stressing increased safety of the rail network following the works, in this situation perhaps it might be worth citing the accident figure mentioned earlier in the scoping reports as they relate to the seven crossing points. This might also tie in with S17.2 on page 72 of the scoping document.

4. In relation to water issues, particularly for those crossings with water courses nearby (e.g. Fantstown p. 28) it would be worth giving specific details of measures designed to prevent run off and local water contamination. This might also arise in S17.4 resource use and waste (p.74) and the provision of a construction and Environmental management Plan (CEMP) would help address these issues.

5. In section 9.4 (p.33) mention is made of fragmentation of badger habitats. It would be worth mentioning that the necessary derogation licences for such work will be obtained from the NPWS.

6. Section 11.5 on Impacts on water is to be commended as a good summary of the issues involved.

7. Under cultural heritage the fact that line itself dating from the 19th Century may have architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest echoes the protected structure legislation- this should mean that these aspects should be adequately covered in the EIAR. Similarly, Volume 3, Chapter 16: Landscape and Visual is also detailed.

2) A Natura Impact Statement (NIS) is included in Volume 5 Appendix 7H. The NIS was produced as two European sites for which there is a potential source-pathway-receptor between it and the proposed Project were identified.

3) A comprehensive Public Consultation exercise has been undertaken and is summarised in Volume 5, Appendix 1E.

4) Increased safety of the rail network has been highlighted throughout this EIAR and in particular Volume 2, Chapter 2: Project Need and Alternatives and Volume 3, Chapter 6: Population and Human Health. Volume 3, Chapter 9: Water addresses runoff and contamination. An outline CEMP has been included at Volume 5, Appendix 11.

5) Any required derogation licences will be obtained from the NPWS.

6) Noted.

7) See Volume 3, Chapter 12: Cultural Heritage and Volume 3, Chapter 13: Landscape and Visual.

8) This has been addressed at Volume 3, Chapter 16: Cross Cutting Themes.

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8. In terms of climate issues perhaps emphasis could be made on the works helping to secure the future of what is a very important part of the public transport infrastructure of the Country as whole. The eventual electrification of the line in the future would also help in this regard. This has been mentioned on p.81 but could be expanded.	
Limerick City & County Council Meeting 8th January 2020	
Issues Raised	Response/Where this is addressed
LCC requested if Jacobs would attend a meeting with Cappamore-Kilmallock Municipal District	A meeting was held with Cappamore-Kilmallock Municipal District Council on the 16th January 2020. A summary of the discussion is set out in Volume 5, Appendix 1C.
LCC asked what An Bord Pleanála would require from the Council going forward.	Jacobs submitted a response to the queries raised during the meeting with LCC on the 9th January 2020. This set out the Project Teams understanding of An Bord Pleanála's requirements from LCC going forward.
LCC Requested a copy of the EIA Screening/Scoping Report to be re-issued.	The EIA Screening/Scoping Report was re-issued to LCC on the 9th January 2020.
Planning arrangements and procedures were discussed.	N/A.
Discussion regarding the width of carriageway and passing bays at Thomastown.	N/A.
Comments from the LCC Heritage Department (Tom O'Neill) were provided.	The comments from Thomas O'Neill have been set out and addressed further above.
Discussion regarding roads to be extinguished	It was agreed in principle that the sections of road (specifically at the south of the proposed structure which are being extinguished will be acquired by Iarnród Éireann, who will then dispose of the land accordingly.
LCC suggested further explanation of 'LC Incident' and queries if further data from previous years was available.	Further accident statistics have been included at Volume 2, Chapter 2: Project Need and Alternatives.
Limerick City & County Council – Comments following Further Consultation on XC211 (Newtown) 10th February to Friday 6th March 2020	
Issues Raised	Response/Where this is addressed
<p>Thomas O'Neill (Heritage Officer) in an email dated 7th January 2020 set a number of points including the following:</p> <ol style="list-style-type: none"> 1) Concern in regard to the removal of trees and hedgerows for works related to a separate project on the Limerick to Waterford line. If trees/hedgerows are to be removed as part of the proposed Project, it should be acknowledged within the EIA and the reasons behind it e.g. safety/functioning of the railway; 2) It would help if replanting or replacement would be implemented; 3) Suitable wildlife survey of the area; 4) Is there an element of railway infrastructure that might be of architectural merit? and 	<ol style="list-style-type: none"> 1) It is noted that the comments made regarding removal of trees and hedgerows were in reference to a separate project. Any trees/hedgerows removed as part of the proposed Project will only be done so to ensure the proposed infrastructure can be accommodated and only where necessary. Volume 3, Chapter 13: Landscape and Visual includes tree planting and proposed hedgerows as mitigation. See the Landscape Plan and photomontages at Volume 5, Appendix 13A and 13B. 2) Remaining points have been addressed further above, as per the response to Thomas O'Neill (Heritage Officer) comments dated 10th January 2020.

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5) Potential run off through the railway drainage system and hence to local watercourse would also need to be addressed.	
Donogh O'Donoghue (Planning Department) dated 13th January 2020 confirmed "We have no further comments."	Noted.
Consultation with Limerick County Council re Structure Widening at XC201 Thomastown, 17th February 2020	
Issues Raised	Response/Where this is addressed
<p>Email sent by Jacobs to Diarmuid Sheehy (cc'd Trevor McKeckie), 17th February 2020, for review and comment.</p> <p>Email re XC201 Thomastown, shows sketch and relevant dimensions relating to proposed new scheme arrangement, keeping existing road width but showing possible widening of bridge structure to allow for possible future widening of roads in the area.</p>	N/A
Diarmuid Sheehy noted in email 3 rd March 2020, that he had reviewed the revised arrangement with Trevor McKeckie and Brendan Kidney (District Engineer).	N/A
Received email with comments from Diarmuid Sheehy on 4th March 2020.	N/A
<p>Response to query in relation to possible future widening of roads:</p> <p>Major works would have to be undertaken in order to upgrade all surrounding roads and junctions, including relocation of roadside open drains, removal of boundary ditch at properties, etc.</p>	N/A
<p>Response to request for any comments/objections to new arrangement:</p> <p>No objection to the new arrangement (once minimum width of 5m given at structure), apart from issues noted above in relation to future widening of roads.</p>	<p>Drawings updated to reflect sketch issued to and reviewed by Limerick County Council.</p> <p>Cross section at structure widened to allow for possible future road upgrade to full 3.5m carriageways, with 1.5m and 0.6m raised verges. Road marking and traffic signs will denote continuous road width through structure and mark start and end of passing bays to improve safety.</p>
Issued Updated Plans/Preliminary Design Report to Limerick County Council	
Issues Raised	Response/Where this is addressed
Update Plan & Profile drawing and updated General Arrangement drawing issued to Diarmuid Sheehy (cc Trevor McKeckie) for review and comment.	N/A
Request for signage to be included to restrict tonnage limit to 3 tonnes to prevent articulated lorries from being directed along the new road in error.	Updated drawings will include signage.