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By Email Only: Deirdre Scully <deirdre.scully@dublincity.ie>

Dáta | Date: 15 February 2024 Ár dTag | Our Ref. CAP_ML_L0326 Bhur dTag | Your Ref.

Re: Railway (MetroLink – Estuary to Charlemont via Dublin Airport) Order application

Dear Ms Scully,

As you know, Transport Infrastructure Ireland and Dublin City Council have engaged in respect of the Railway (MetroLink – Estuary to Charlemont via Dublin Airport) Order application with a view to reaching agreement on conditions which are proposed to be attached to the Railway Order, if granted by An Bord Pleanála.

Following constructive engagement between them, Transport Infrastructure Ireland and Dublin City Council have agreed that the following conditions should be included in the Railway Order. The draft conditions have been prepared in light of the application documentation, including the Environmental Impact Assessment Report and Natura Impact Statement, and, in respect of some conditions, look to further clarify the manner in which the mitigation measures specified therein are to be implemented.

Yours sincerely



Aidan Foley

Project Director, MetroLink

I hereby confirm the agreement of Dublin City Council to the attached schedule of conditions.



Deirdre Scully
City Planning Officer Date : 26th February 2024

RECOMMENDED CONDITIONS BETWEEN TII/ METROLINK AND DUBLIN CITY COUNCIL

1.	<i>TII will enter into a comprehensive agreement with DCC with regards to all DCC lands impacted by the Project, at the appropriate time following the Railway Order coming into operation, where the terms of such an agreement will be developed in consultation with DCC. The land requirements, including all interests and rights in, on, under or over land, whether of a permanent or temporary nature, will be listed and catalogued and account will be taken of any items of accommodation works where provided for and contained within the Railway Order.</i>
2.	<i>TII shall continue to liaise with Dublin City Council's Housing and Community Services Department on all aspects of the relocation of the residents of Luke Street and Townsend Street (specifically 23 and 34 Luke Street and 25-32 Townsend Street).</i>
3.	<p><i>Item 1: In compliance with the 2017 Code of Practice (CoP) for Archaeology as agreed between the Minister for Housing, Local Government and Heritage (HLGH), all TII works shall be overseen by a TII Project Archaeologist.</i></p> <p><i>Item 2: Provide 'For Information Only Purposes' in relation to Section 26 Method Statements relevant to DCC administrative areas in digital format only.</i></p> <p><i>Item 3: All reports arising from the grant of a Section 26 licence will be issued via e-mail to DCC following formal acceptance as final by the Ministers Office via NMS, DHLGH and the NMI. No hard copies of reports will be provided.</i></p> <p><i>Item 4: Regular updates on archaeological finds and mitigation progress relevant to DCC administrative areas throughout the delivery of the scheme will be provided, such updates will be 'For Information Purposes Only' and provided on a monthly basis via email.</i></p> <p><i>Item 5: The final place of deposition of all archives associated with the archaeological excavation shall be the National Monuments Service archive except as may be otherwise directed by the Minister for HLGH.</i></p> <p><i>Item 6: All archaeological consultants appointed to the proposed Project shall comply with the Code of Practice and shall liaise directly with the TII Project Archaeologist in relation to all archaeological requirements. Mitigation measures will seek to preserve in situ any archaeological or cultural heritage constraints, which may be impacted by the proposed Project. Where this is not possible a hierarchical range of mitigation measures will be implemented in advance of and during construction phase which will aim to ameliorate all impacts.</i></p>
4.	<i>The proposed works will take into account any areas that contain historic stone setts noted in Volume 2, Appendix 6 of the Development Plan, and will take all practicable measures to avoid loss of or damage to historic materials and features. TII will comply with the requirements of the Architectural Heritage Protection Guidelines for Planning Authorities 2011 - 14.4. 1 and the Department of Arts, Heritage and the Gaeltacht (now the Department of Housing, Local Government and Heritage) Advice Series Paving - The conservation of historic ground surfaces and best conservation practice.</i>
5.	<p><i>Item 1: Details of the temporary bridge shall be discussed in detail with the Conservation Section of DCC prior to commencement of development. No works will proceed without written permission of the prescribed body.</i></p> <p><i>Item 2: A Conservation Method Statement for the proposed reinstatement of the historic railings, relocation of the Healing Hands, Four Master's Cross and Grotto and the overall realigned park layout shall be submitted and agreed in writing with all relevant DCC Departments prior to commencement of each development phase of works.</i></p> <p><i>Item 3: A detailed Method Statement demonstrating how the historic fabric of the Mater Hospital and boundary balustrade will be protected from damage during the enabling and construction works shall be submitted and agreed in writing with all relevant DCC Departments prior to commencement of development.</i></p> <p><i>Item 4: Details of the proposed junctions/interfaces with all existing historic fabric and structures to be retained in the vicinity of all proposed stations, and mitigation measures to address impacts arising will be prepared and submitted to DCC for comment prior to commencing each relevant phase of works.</i></p>

	<p>Item 5: All heritage works shall be 'carried out in line with best conservation practice as advised by a suitably qualified person with expertise in architectural conservation' in accordance with the policy BHA2 of the Dublin City Development Plan 2022- 2028, the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and relevant documents of the DHLGH Advice Series will also be complied with.</p>
6.	<p>Item 6: Specifications and method statements for the careful and sensitive relocation and reinstatement of historic fabric identified in the EIAR and in particular to Protected Structures, sites/structures on the NIAH and DCIHR, and structures and features in Architectural Conservation Areas (ACAs) across the Metrolink Route shall be submitted by the conservation expert to all relevant DCC Departments prior to commencement of development.</p> <p>Item 7: The conservation expert shall advise the Planning Authority on architectural heritage and conservation matters that may have further impacts on the project throughout the construction phases as these arise.</p> <p>Item 8: During the course of construction work if, hitherto unknown and concealed architectural heritage fabric is found, TII shall contact the Conservation Section to advise them of the discovery, and agree a design proposal that enhances the setting of a Protected Structure, other historic buildings and features, an Architectural Conservation Area or Conservation Area.</p>
7.	<p>Item 9: All existing original architectural heritage features, in the vicinity of the works shall be protected during the course of all phases of construction works.</p> <p>Item 10: All repair of historic fabric shall be scheduled and carried out by appropriately experienced specialist contractors and conservators of historic fabric.</p> <p>Item 11: The new station structures shall have the potential to incorporate particular features that reflect the respective locations of the stations, either through artworks, decorative wall and/or ceiling/floor surfaces, lighting and interpretive material, so that each station has its own identity within common design parameters, with iconic signage that is respectful of each particular location. Careful consideration should be given to ensure an appropriate high quality design response for the design/branding of the new stations, canopies, signage, metro stop sign, furniture, lighting, colour schemes must reflect the same standards as the high quality iconography, detailing and signage of the London Underground, the New York Subway and Paris Metro and shall be coordinated with Iarnród Éireann Stations in locations where interchanges are proposed between the Metrolink and Railway.</p>
8.	<p>Item 1: A comprehensive agreement shall be put in place between DCC and the TII regarding how any location is to be handed over to TII and its contractors, what pre-inspection and recording of any site is necessary and how the site is to be maintained during construction activities and by whom. The agreement shall also address the hand back process, the treatment of all relevant records treated and how all areas are to be accepted back by DCC following construction. It should further set out any areas which TII will have to maintain and the agreed mapping of any such locations.</p> <p>Item 2 : All relevant DCC Departments involved with the development of the Scheme shall be consulted during the detailed design development process for the Scheme.</p> <p>Item 3: Additional CCTV and traffic signals which arise from the requirement to carry out MetroLink works will be agreed and provided by TII provided that nothing in this condition will require TII to provide CCTV in such a manner as to contravene the requirements of the General Data Protection Regulation, the Data Protection Act 2018, or any other legislative requirement.</p> <p>Item 4: A consultative committee of DCC, TI, NTA, AGS transport operators and other relevant parties as may be required, shall be established to meet periodically over the course of the construction.</p> <p>Item 5: Following hand back, a separate agreement shall be put in place between DCC and the TII regarding the costs of maintenance of any additional items which have now been added to the DCC infrastructure and which are necessary for the maintenance and operation of the MetroLink system. In addition, operation protocols between DCC and Metrolink need to be agreed for the operational phase of this project.</p>
9.	<p>Item 1 : A Handover Procedure Agreement shall be put in place and that procedure shall be implemented as soon as reasonably possible after work is completed by TII's contractors for the agreed sections defined by the aforementioned agreement. All information will be transmitted electronically to DCC. The electronic format of the transmitted information shall be agreed with DCC prior to transfer.</p>
10.	<p>Item 2. A photographic record of all areas in Dublin City Council's control to be affected by the scheme works shall be provided to Dublin City Council prior to the commencement of any work.</p> <p>Item 3. Drawings distinguishing between antique granite footways and kerbs and new granite footways and kerbs shall be submitted as part of detailed design development of approved scheme.</p>

11.	<p><i>Item 4: Final details (including materials, finishes, sizes, gradients, levels and drainage) of all junctions, carriageways, islands, buildouts and footways as well as all signal/traffic light infrastructure shall be agreed with Dublin City Council prior to construction.</i></p> <p><i>Item 5 . New roads and alterations to existing roads shall comply with “Technical Acceptance of Road Structures on Motorways and Other National Roads DN-STR-03001 April 2019”.</i></p> <p><i>Item 6. Road Safety Audits shall be carried out for any new roads and each existing public road that is to be modified as part of the scheme works at appropriate stages throughout the design of each individual scheme.</i></p> <p><i>Item 7. The alignment of any new or altered roads included as part of the Project shall be designed so as ensure that all longitudinal gradients and crossfalls on carriageways, islands, buildouts and footways are in accordance with those specified in “Construction Standards for Road and Street Works in Dublin City Council”.</i></p>
12.	<p><i>Item 8: Pedestrian and cyclist connectivity to and within stations shall be improved as part of the project where possible. Cycle parking shall be provided at all stations in secure, well-lit and convenient locations. Details to be agreed with Dublin City Council at detailed design stage. Principles of universal design shall be adhered to, and accessibility requirements shall be met throughout the project.</i></p> <p><i>Item 9 : Any alterations to kerbside spaces such as pay and display scheme/loading/line markings/signage pole shall be agreed with E&T Department at detailed design stage.</i></p> <p><i>Item 10: All signage and road markings to comply with the Traffic Signs Manual.</i></p> <p><i>Item 11. Prior to commencement of works, Transport Infrastructure Ireland shall consult with the Roads Design and Construction Division of Dublin City Council regarding any works that impact on bridges within Dublin City’s jurisdiction. All works to bridges shall align with best practice as set out in TII Publications (Standards and Technical) as described in the EIAR.</i></p>
13.	<p><i>Item 12. All reinstatement work in areas to be taken in charge shall be carried out in accordance with “Construction Standards for Road and Street Works in Dublin City Council” and unless otherwise agreed with Dublin City Council.</i></p> <p><i>Item 13. The extent and type of the reinstatement required shall be agreed with Dublin City Council prior to commencement of any work on site. This shall be shown on drawings and signed off on by both parties.</i></p> <p><i>Item 14. Detailed drawings should be prepared and forwarded to Dublin City Council for written agreement prior to commencement of development, setting out proposed construction details for any works to the public realm to include proposed materials and construction details.</i></p> <p><i>Item 15. All proposed upgrade works that involve changes or additions to the existing public realm, including alterations to the carriageway, footpaths, drainage systems, traffic infrastructure, public lighting etc. shall be completed in accordance with “Construction Standards for Road and Street Works in Dublin City Council” and in accordance with the ‘Guidelines for Managing Openings in Public Roads 1, published by the Department of Transport guidelines for managing openings in public roads apr.2017.pdf (rmo.ie) or any updated version.</i></p>
14.	<p><i>Item 16: Samples of all new natural stone kerbs, flags and setts to be used in reinstatement and/or upgrade works shall be supplied to Dublin City Council for written agreement prior to commencement of development.</i></p> <p><i>Item 17. Regarding bridge structures along the route, prior to commencement of works Transport Infrastructure Ireland and Dublin City Council shall agree in writing details regarding ownership and maintenance of relevant bridges prior to the commencement of development.</i></p>
15.	<p><i>Item 18. Prior to commencement of works, Transport Infrastructure Ireland shall engage with Dublin City Council to agree in writing an overall Traffic Plan for all project works including phasing of works, road closures and diversions etc. and which addresses the cumulative impact on traffic for the whole city. Transport Infrastructure Ireland shall continually liaise with Dublin City Council during construction through an agreed schedule of regular meetings.</i></p> <p><i>Item 19. All roadworks shall be carried out in accordance with the current edition of Dublin City Council’s Directive for the Control and Management of Roadworks in Dublin City and unless otherwise agreed with Dublin City Council.</i></p>

	<p><i>Item 20. In cases of reinstatement of areas where the roadway or footway is not being reconstructed in full (e.g. trench for utility alongside street) Transport Infrastructure Ireland or their Contractor shall pay Dublin City Council long term impact charges as set out in the 'Guidelines for Managing Openings in Public Roads', published by the Department of Transport guidelines for managing openings in public roads April 2017.pdf (rmo.ie) or any updated version.</i></p> <p><i>Item 21. All antique setts if removed as part of the works shall be cleaned, stored on pallets by the contractor and reinstated in the carriageway to Dublin City Council's specification if required by Dublin City Council unless otherwise agreed with Dublin City Council.</i></p>
16.	<p><i>Item 22. All existing and antique natural stone kerbs and flags, if removed without damage as part of the works, shall be cleaned, stored on pallets by the contractor and reinstated in the footway to with Dublin City Council's specification.</i></p> <p><i>Item 23. Specific areas and infrastructure to be taken in charge shall be agreed in writing with Dublin City Council</i></p> <p><i>Item 24. Where relevant, works shall comply with Dublin City Council's procedure for 'Ground Anchors Installations' shall be adhered to as contained at https://www.dublincity.ie/residential/transportation/apply-licence-or-permit/ground-anchor-installation-</i></p>
17.	<p>Item 1 : TII will comply with the Greater Dublin Regional Code of Practice for Development Works - version 6.0.</p> <p>Item 2 : The Project will incorporate Sustainable Drainage Systems in the management of surface water, soft landscaping will be preferred where practicable and the SuDs design will refer to the new Dublin City Council Sustainable Drainage Design and Evaluation Guide published in 2021.</p>
18.	<p><i>Item 3 : TII will provide details of the foundations of all buildings that are being constructed by the MetroLink Scheme, together with details of all affected SW sewers. Any potential changes to SW sewers will be subject to written agreement of DCC's Drainage Planning, Policy and Development Control.</i></p> <p><i>Item 4: TII shall undertake pre and post surveys -of the surface water infrastructure. In the event that surface water sewers are impacted by the tunnelling works, TII will carry out necessary remedial measures. Sewers to which access may be restricted post the construction of the MetroLink will be upgraded.</i></p> <p><i>Item 5: As constructed drawings and a CCTV survey of all new public pipelines and pipelines to be taken in charge must be submitted to DCC Drainage Planning, Policy and Development Control after the completion of each phase of the development on site. This submission should include drawings indicating clearly the proposed demarcation between public and private SW drainage infrastructure. Future maintenance responsibility for all new and altered surface water drainage elements of the project and all existing drainage in proximity to the Metrolink route is to be agreed in writing with the Environmental Protection Division.</i></p> <p><i>Item 6: TII will ensure there is no reduction in conveyance capacity, or increase in flood risk, at any location, during or after the works.</i></p>
19.	<p><i>Item 7. Each SW sewer diversion and any new connection to the SW network shall be carried out under separate licence from DCC Drainage Planning, Policy and Development Control. TII, their agents or contractor shall comply with the licensing and connection procedure of DCC Drainage Planning, Policy and Development Control. No application for a licence will be accepted until the drainage design details are agreed in writing.</i></p> <p><i>Item 8: There shall be no pumping or discharge of groundwater or any other trade effluent to Dublin City Council sewers or waters except under and in accordance with a licence granted by Dublin City Council as required by the Local Government (Water Pollution) Acts, 1977 and 1990.</i></p> <p><i>Item 9: All internal basement drainage must be designed in accordance with the City Council's policy on basements as set out in the Greater Dublin Strategic Drainage Study - Regional Drainage Policy - Volume 6, Basements. In particular, all internal drainage shall be pumped so as to discharge by gravity from the site to the public sewer and all openings to such structures shall be higher than the prevailing flood level in the area. All underground structures must be constructed to be watertight and therefore eliminate any permanent requirement to discharge groundwater. The design should address any potential risk of flotation or structural failure arising from making the structure watertight and should take steps to eliminate such risks.</i></p> <p><i>Basement Impact Assessment (BIA) shall be provided as part of detailed design development</i></p>

20.	<p><i>Item 1 - TII confirm that the works will be carried out having regard to a Construction Management Plan which will be written having regard to the Dublin City Council, Air Quality Monitoring and Noise Control Unit Good Practice Guide for Construction and Demolition. The Plan will include remedial measures identified owing to the results of the baseline monitoring survey. The plan will be submitted for approval in writing by the Planning Authority before work.</i></p> <p><i>Items 2 (a& b) The hours of operation for the construction phase for all construction sites including depots shall be restricted as detailed in the EIAR.</i></p> <p><i>Item 3 - All commitments will be implemented and TII will enter into discussion with DCC prior to commencement of construction regarding its monitoring regime, information sharing and details of any mitigation measures which are required.</i></p>
21.	<p><i>Item 1. Provide Briefings on the general layouts in each area as they relate to MetroLink works within the extent of the station footprint and related public realm design.</i></p> <p><i>Item 2. TII shall consult with DCC at all stages of development in relation to Public Lighting</i></p> <p><i>Item 3. A formal documented approvals process shall be put in place with DCC at each stage of the Project relative to Public Lighting.</i></p> <p><i>Item 4. All new and/or altered public lighting schemes shall comply and be designed to IS EN13021. They shall also comply with DCCs General Specification for Public Lighting.</i></p> <p><i>Item 5. Light Level Classes shall be agreed with DCC Public Lighting Division.</i></p> <p><i>Item 6. All public lighting works shall be carried out by a competent public lighting contractor.</i></p> <p><i>Item 7. Condition Assessment of lighting infrastructure shall be undertaken in advance</i></p>
22.	<p><i>Item 8: In so far as it relates to the MetroLink works within the station footprint and related public realm works provided by TII under the Railway Order, replacement of existing Lighting Infrastructure with new infrastructure shall occur as necessary.</i></p> <p><i>Item 9: In so far as it relates to the MetroLink works within the station footprint and related public realm works provided by TII under the Railway Order, some lighting Infrastructure will at end of life and the upgrading of luminaires may require the upgrade the entire PL asset, including the column, cabling, and ducting for electrical and lighting compliance.</i></p> <p><i>Item 10: In so far as it relates to the MetroLink works within the station footprint and related public realm works provided by TII under the Railway Order, Upgrade of luminaires to high efficiency LED luminaires is a minimum requirement for each area. LEDs shall comply with DCC General Specification</i></p> <p><i>Item 11: In so far as it relates to the MetroLink works within the station footprint and related public realm works provided by TII under the Railway Order, TII shall establish lighting circuits and electrical supply locations at design stage.</i></p> <p><i>Item 12. In so far as it relates to the MetroLink works within the station footprint and related public realm works provided by TII under the Railway Order, TII shall establish if any third-party infrastructure, e.g. Traffic Lights, are supplied from the public lighting infrastructure and plan to relocate accordingly.</i></p> <p><i>Item 13. In so far as it relates to the MetroLink works within the station footprint and related public realm works provided by TII under the Railway Order, there is a limitation on where lights can be re-located. Careful consideration shall be given to same.</i></p> <p><i>Item 14. Need to minimise street clutter to avoid plethora of supply pillars and other street furniture.</i></p> <p><i>Item 15. In so far as it relates to the MetroLink works within the station footprint and related public realm works provided by TII under the Railway Order, Lighting Works shall require alterations to other Utility Services as necessary.</i></p> <p><i>16. Permits may be required to work on lights, e.g. close to lights on ESB Network Infrastructure or Luas Tram Network Infrastructure</i></p>

	<i>17. Careful consideration shall be given to all proposed tree locations with respect to light locations to reduce potential blocking that could result in carriageways and footways being in darkness.</i>
23.	<p><i>Item 18: Lighting Designers shall carefully consider existing tree locations in their designs.</i></p> <p><i>Item 19. GPPR surveys shall take place advance of construction in certain areas as necessary.</i></p> <p><i>Item 20. In so far as it relates to the MetroLink works within the station footprint and related public realm works provided by TII under the Railway Order, TII shall identify possible underground congestion, and locate all underground services if required so as to avoid same.</i></p> <p><i>Item 21. TII shall locate any cellars under footpaths/ roads.</i></p> <p><i>Item 22. In so far as it relates to the MetroLink works within the station footprint and related public realm works provided by TII under the Railway Order, TII shall Facilitate detailed design of new lighting infrastructure and identify possible location for lighting columns and duct routes etc.</i></p>
24.	<p><i>Item 1(a) – All external materials shall be low-maintenance and durable. The materials shall be generally as per 'Materials Palette.pdf and EIAR Appendix 'A27.1 Photomontages.pdf submitted with the application documentation so as to knit in with the existing Dublin City palette of materials, street furniture etc. The Urban Realm proposals shown in 'Materials Palette.pdf' shall be integrated into the scheme through the procurement process to ensure high quality public realm proposals are delivered and all external materials shall be agreed in writing with the planning authority prior to the commencement of any development.</i></p> <p><i>Item (b) All street furniture and pop-up elements need to be highly durable, vandal proof and easy to maintain and agreed in writing with the Planning Authority where they are to be taken in charge. This selection criteria must be applied from the outset when designing or selecting all street furniture items.</i></p> <p><i>Item 3. Universal Design Principles shall be applied to all aspects of MetroLink with access for all passengers treated with equal importance. Passenger lifts should be given equal priority to entrance canopies and integrated into the public realm accordingly in line with Universal Design Principles and equal access for all.</i></p>
25.	<p><i>Item 4. The number of surface interventions (ventilation shafts etc.) shall be minimised as much as possible and all proposed interventions should be carefully designed and integrated into the public realm. Potential for vandalism and maintenance requirements need to be carefully considered.</i></p> <p><i>Item 5. Station signage shall be kept to the minimum required and lamp standards shall be positioned to avoid clutter.</i></p> <p><i>Item 6. Wherever possible landscape/greening/raised planting/seating interventions should be used as an alternative to bollards.</i></p> <p><i>Item 7. Details, specifications, loadings, guarding, bollards, lighting, sirens, signage, maintenance requirements, etc. of the proposed vents and hatches shall be provided for these openings to clarify if/how they will open in the event of an emergency and what impact they will have on the public realm.</i></p> <p><i>Item 8. All utility/service supply cabinets will be located below ground level unless otherwise agreed with the planning authority in writing.</i></p> <p><i>Item 9. The number of trees removed shall be minimised and any trees removed shall be replaced with new appropriate tree specimens.</i></p>

26.	<p><i>Item 10. The treatment of the wall at Griffith Park Station shall be agreed in writing with the Planning Authority prior to the commencement of development and shall include for example, stone cladding, imprinted concrete with artistic design, planted walls, windows, sections in relief and recessed elements, greening at base of walls etc. which could provide some animation and rhythm to the wall. Lighting on the footpath along the edge of the retaining wall to the football pitch shall be agreed in writing with the planning authority prior to the commencement of development.</i></p> <p>Mater Station</p> <p><i>11. The height of roof light upstands at Mater Station shall be agreed with the planning authority prior to the commencement of development.</i></p> <p>Tara Street Station</p> <p><i>12. (i) The details of the Public Domain and Landscaping for this station shall be agreed with the planning authority prior to the commencement of development and shall include the following design must promote pedestrian priority including widening of substandard width footpaths.</i></p> <p><i>(ii) The surface material used, including the material for the shared carriageway on both Luke St and Poolbeg St needs to be carefully selected to promote pedestrian priority.</i></p>
27.	<p><i>Item 1: With regard to 'park' works, the following information shall be submitted to the planning authority for written agreement at detail design stage:</i></p> <ul style="list-style-type: none"> <i>(i) Site hoarding alignment plan</i> <i>(ii) Tree survey, tree impact plan and tree protection plan prepared by an arboriculturist</i> <i>(iii) A landscape plan with details indicating the park's landscape reinstatement works, hard and soft works, and boundaries design, prepared by a landscape architect</i> <i>(iv) Specification of materials</i> <i>(v) Outline project programme, including a 36 month DLP/Maintenance period for all works within the park.</i> <p><i>Item 2: Details of replacement tree planting and pitch drainage and irrigation details at Griffith Park Station shall be provided to the planning authority prior to the commencement of development.</i></p> <p><i>Item 3: Details of screening of the Mater Station's skylights and vents shall be submitted for the written agreement of the planning authority prior to the commencement of development and must be in compliance with the Project's EIAR and NIS.</i></p> <p><i>Item 4: The existing trees at the Mater Station site will be surveyed before removal so that similar replacement planting will be achieved post construction in accordance with the Railway Order.</i></p>
28.	<p><i>Item 1. Badger: The proposed mitigation in the EIAR to be implemented in full and the timeframe for the "pre-construction checks of the activity status of all setts" shall be 6 months prior to construction to ensure that no further setts have been established. The ecologist for the project shall also consult with the National Parks and Wildlife Service (NPWS) prior to construction.</i></p> <p><i>Item 2. Bats: mitigation through a programme of replacing hedges and trees years in advance of construction allowing for hedgerows and trees to mature and reduce impacts when construction takes place in accordance with the Railway Order. Details to be agreed with the planning authority.</i></p> <p><i>Item 3. The following information shall be provided to DCC for approval at detail design stage:</i></p> <ul style="list-style-type: none"> <i>(i) Lighting Management Plan</i>

	<p><i>(ii) Detailed bat survey data within DCC lands, including table of number of bats recorded per species per survey date.</i></p> <p><i>Item 4. Japanese Knotweed: complete Japanese knotweed surveys using a suitably qualified ecologist and any required treatment programme</i></p>
29.	<p><i>The project shall incorporate public art in accordance with the provisions of the Per Cent for Art Scheme, the process of commissioning public art within Dublin City Council's administrative area shall be managed by Dublin City Council's Arts Office in accordance with national guidelines, 'Public Art: Per Cent for Art Scheme1 (2004) and in consultation with the National Transport Authority.</i></p>
30.	<p><i>Item 1: All street furniture and pop-up elements shall be highly durable, low maintenance, vandal resistant (where they come into contact with the public) and should have minimal embodied environmental impact.</i></p> <p><i>Item 2. Details of any above ground structures not detailed on Railway Order application drawings, arising from detailed design or other requirements, shall be subject to agreement with the planning authority.</i></p>