



**Chapter 23**  
Summary of Significant  
Residual Impacts

**Contents**

**23. Summary of Significant Residual Impacts..... 1**

## 23. Summary of Significant Residual Impacts

This Chapter summarises the potential significant residual impacts, which may result from the Construction and Operational Phases of the Bray to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme). Please refer to Chapter 6 to Chapter 21 of this Environmental Impact Assessment Report (EIAR) for the full impact assessments.

Residual impacts are the final or intended impacts which occur after the proposed mitigation measures have been implemented. They refer to the degree of change that will occur after the proposed mitigation measures have taken effect. All other (Slight, Not Significant or Imperceptible) impacts are detailed within Chapter 6 to Chapter 21 of this EIAR.

Table 23.1 presents the residual impact significance, following the implementation of mitigation as set out in Chapter 6 to Chapter 21 of the EIAR, and as summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures). The significant residual impacts presented are negative / adverse, unless otherwise stated as positive / beneficial.

The terminology used in this Chapter to describe the residual impact significance reflects the assessment terminology and guidelines used within Chapter 6 to Chapter 21 of the EIAR. While the terminology in the Environmental Protection Agency's (EPA) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA 2022) is predominantly used, some chapters use discipline specific guidelines, and this terminology is presented within this summary Chapter to maintain consistency with the assessments undertaken in Chapter 6 to Chapter 21.

**Table 23.1: Summary of Significant Residual Impacts from the Construction and Operational Phases of the Proposed Scheme**

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
<b>Chapter 6 (Traffic &amp; Transport)</b>	<b>Construction Phase</b>		
	Restrictions to cyclists along Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Restrictions to general traffic along Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Additional construction traffic flows upon surrounding road network	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	<b>Operational Phase</b>		
	Improvements to the quality of the pedestrian infrastructure along the Proposed Scheme	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term
	Improvements to the quality of the cycling infrastructure along the Proposed Scheme	Not Significant to Positive, Moderate and Long-term	Not Significant to Positive, Moderate and Long-term
	Improvements to the quality of the bus infrastructure along the Proposed Scheme	Positive, Moderate to Profound and Long-Term	Positive, Moderate to Profound and Long-Term
	A total loss of 214 parking / loading spaces along the Proposed Scheme.	Negligible to Negative, Moderate and Long-term	Negligible to Negative, Moderate and Long-term
	Increases in the total number of people travelling along the Proposed Scheme	Positive, Very Significant and Long-Term	Positive, Very Significant and Long-Term
	Improvements to the network performance indicators for bus users along the Proposed Scheme	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Reduction in general traffic flows along the Proposed Scheme	Positive, Significant and Long-Term	Positive, Significant and Long-Term
Redistributed general traffic along the surrounding road network in the indirect study area as a result of the reduction of reserve capacity along the Proposed Scheme	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term	
<b>Chapter 7 (Air Quality)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
There are localised residual moderate adverse effects predicted at human receptors on the R111 Baggot Street Upper junction with Mespil Road as a result of the 2028 Operational Phase of the Proposed Scheme which are considered significant as NO2 concentrations are predicted to exceed the limit value. However, NO2 concentrations are expected to reduce to slight adverse or negligible by 2043, due to reductions in emissions between 2028 and 2043 from advancements in engine technology and the addition of a higher percentage of electric vehicles to the fleet. The localised impacts at human receptors on R111 Baggot Street Upper junction with Mespil Road due to the 2028 Operational Phase of the Proposed Scheme are therefore considered Negative, Significant and Short-term.			
<b>Chapter 8 (Climate)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
<b>Chapter 9 (Noise &amp; Vibration)</b>	<b>Construction Phase</b>		
	General Road Works, Urban Realm Landscaping, Bored Piling and Boundary Treatment Works <ul style="list-style-type: none"> <li>Monday to Friday: Daytime (07:00 – 19:00hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant and Temporary in the absence of noise mitigation at NSLs within 15m distance from the proposed works.</li> <li>Negative, Slight to Moderate and Temporary at NSLs at distances between 20m to 40m from the proposed works.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Slight to Moderate and Temporary at NSLs within 10m distance from the proposed works.</li> </ul>
	General Road Works, Urban Realm Landscaping, Bored Piling and Boundary Treatment Works <ul style="list-style-type: none"> <li>Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary at NSLs within 25m distance from the proposed works.</li> <li>Negative, Moderate to Significant and Temporary at NSLs at distances between 25m and 50m from the proposed works.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant and Temporary at NSLs within 15m from the proposed works.</li> </ul>
	Road Widening / Quiet Street Road Works, Utility Diversion Works, Additional Structural Works and Retaining Walls <ul style="list-style-type: none"> <li>Monday to Friday: Daytime (07:00 – 19:00hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary at NSLs within 10m of the proposed works.</li> <li>Negative, Moderate to Significant and Temporary at NSLs between 15m to 25m of the proposed works.</li> <li>Negative, Slight to Moderate and Temporary at NSLs at distances between 25m to 50m from the proposed works.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Slight to Moderate and Temporary at NSLs within 15m distance from the proposed works.</li> </ul>
	Road Widening / Quiet Street Road Works, Utility Diversion Works, Additional Structural Works and Retaining Walls <ul style="list-style-type: none"> <li>Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary at NSLs within 40m of the proposed works.</li> <li>Negative, Moderate to Significant and Temporary at NSLs within 40m to 65m of the proposed works.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary at NSLs within 10m from the proposed works.</li> <li>Negative, Moderate to Significant and Temporary at NSLs within 15m to 20m from the proposed works.</li> </ul>
	Construction Compounds <ul style="list-style-type: none"> <li>Monday to Friday: Daytime (07:00 – 19:00hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant and Temporary at closest NSLs to Construction Compound BR1.</li> <li>Negative, Slight to Moderate and Temporary at closest NSLs to Construction Compound BR2.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Slight to Moderate and Temporary at closest NSLs to Construction Compound BR1.</li> <li>Negative Not Significant and Temporary at closest NSLs to Construction Compound BR2.</li> </ul>
	Construction Compounds <ul style="list-style-type: none"> <li>Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and Temporary at closest NSLs to Construction Compounds BR1 and BR2.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Moderate Significant and Temporary at closest NSLs to Construction Compounds BR1.</li> </ul>
	Construction Traffic – within 1km study area <ul style="list-style-type: none"> <li>Peak construction work periods</li> </ul>	Positive, Imperceptible and Temporary to Negative, Significant and Temporary	Positive, Imperceptible and Temporary to Negative, Significant and Temporary

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	<b>Operational Phase</b>		
	Opening Year (2028) traffic noise – Proposed Scheme	Direct, Positive, Imperceptible to Moderate and Short to Medium-Term to Direct, Negative, Slight and Short to Medium-Term	Direct, Positive, Imperceptible to Moderate and Short to Medium-Term to Direct, Negative, Slight and Short to Medium-Term
	Opening year (2028) traffic noise – Surrounding road network	Indirect, Positive, Imperceptible to Moderate and Short to Medium-Term to Indirect, Negative, Moderate to Significant and Short to Medium-Term	Indirect, Positive, Imperceptible to Moderate and Short to Medium-Term to Indirect, Negative, Moderate to Significant and Short to Medium-Term
	Design Year (2043) traffic noise – Proposed Scheme	Direct, Positive, Imperceptible to Moderate and Long-Term to Direct, Negative, Not Significant and Long-Term	Direct, Positive, Imperceptible to Moderate and Long-Term to Direct, Negative, Not Significant and Long-Term
	Design Year (2043) traffic noise – Surrounding road network	Indirect, Positive, Imperceptible to Moderate and Long-Term to Indirect, Negative, Moderate and Long-Term	Indirect, Positive, Imperceptible to Moderate and Long-Term to Indirect, Negative, Moderate and Long-Term
<b>Chapter 10 (Population)</b>	<b>Construction Phase</b>		
	Community Land Take: The Side Lodge at Woodbrook Estate (requires complete demolition)	Negative, Profound and Short-Term	Negative, Profound and Short-Term
	Community Land Take: 5, 6, 7 Dublin Road; Crinken Lodge; 1 Aughmore Lane; Beauchamp Lodge; and 4 Beech Road	Negative, Significant and Short-Term	Negative, Significant and Short-Term
	Community Accessibility (Cyclists): University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Community Accessibility (Private Vehicles): Westland Row, University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Blackrock, Kilmacud – Stillorgan, Newtownpark, Foxrock, Cabinteely, Johnstown – Killiney, Ballybrack – Killiney, Loughlinstown, Shankill, Little Bray and Bray	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Commercial Land Take: Circle K, AXA Insurance, Dargle Centre, and Castle Street Shopping Centre, Little Bray; Circle K, First Stop, and Fast Fit, Donnybrook	Negative, Significant and Short-Term	Negative, Significant and Short-Term
	Commercial Accessibility (Cyclists): University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray	Negative, Moderate and Temporary	Negative, Moderate and Temporary

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Commercial Accessibility (Private Vehicles): Westland Row, University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Blackrock, Kilmacud – Stillorgan, Newtownpark, Foxrock, Cabinteely, Johnstown – Killiney, Ballybrack – Killiney, Loughlinstown, Shankill, Little Bray and Bray	Negative, Moderate and Temporary	Negative, Moderate and Temporary
<b>Operational Phase</b>			
	Community Land Take: 5, 6, 7 Dublin Road; Crinken Lodge; 1 Aughmore Lane; Beauchamp Lodge; and 4 Beech Road	Negative, Significant and Long-Term	Negative, Significant and Long-Term
	Community Land Take: Side Lodge, Woodbrook (construction of replacement lodge)	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term
	Community Land Take: Side Lodge, Woodbrook (worst-case scenario – no construction of replacement lodge)	Negative, Profound and Long-Term	Negative, Profound and Long-Term
	Community Accessibility (Pedestrians): University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term
	Community Accessibility (Cyclists): University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
	Community Accessibility (Bus Users): University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray	Positive, Moderate to Profound and Long-Term	Positive, Moderate to Profound and Long-Term
	Community Accessibility (Private Vehicles): University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
	Commercial Land Take: Circle K, Little Bray	Negative, Significant and Long-Term	Negative, Significant and Long-Term
	Commercial Accessibility (Pedestrians): University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Commercial Accessibility (Cyclists): University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
	Commercial Accessibility (Bus Users): University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray	Positive, Moderate to Profound and Long-Term	Positive, Moderate to Profound and Long-Term
	Commercial Accessibility (Private Vehicles): University (Newman) Church, Haddington Road, Rathmines, Donnybrook, Merrion Road, Booterstown, Mount Merrion, Kilmacud – Stillorgan, Foxrock, Cabinteely, Ballybrack – Killiney, Loughlinstown, Shankill and Little Bray	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
<b>Chapter 11 (Human Health)</b>	<b>Construction Phase</b>		
	Health impacts from land-take and loss of property: <ul style="list-style-type: none"> <li>Mental health and wellbeing (temporary stress, risk of depression and other outcomes)</li> <li>Loss of social capital</li> </ul>	Negative, Significant and Medium-Term	Negative, Moderate and Medium-Term
	<b>Operational Phase</b>		
	Increased physical activity from improvements to walking and cycling conditions	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Impacts on access to health services	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Impacts of health inequalities: pedestrians and cyclists	Positive, Very Significant and Long-Term	Positive, Very Significant and Long-Term
<b>Chapter 12 (Biodiversity)</b>	<b>Construction Phase</b>		
	Fauna Species: Bats (habitat loss / fragmentation; disturbance / displacement)	Likely significant effect at the local geographic scale	Likely significant residual effect at the local geographic scale
	Fauna Species: All other Red listed bird species (non-SCI breeding populations) (habitat loss; disturbance / displacement)	Likely significant effect at the local geographic scale	Likely significant residual effect at the local geographic scale
	Fauna Species: All other Amber listed bird species (non-SCI breeding populations) (habitat loss; disturbance / displacement)	Likely significant effect at the local geographic scale	Likely significant residual effect at the local geographic scale
	Fauna Species: Any other Green listed bird species (non-SCI breeding populations) (habitat loss; disturbance / displacement)	Likely significant effect at the local geographic scale	Likely significant residual effect at the local geographic scale
	Fauna Species: All other wintering bird species (non-SCI) (habitat loss; disturbance / displacement)	Likely significant effect at the local geographic scale	Likely significant residual effect at the local geographic scale



Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 13 (Water)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 14 (Land, Soils, Geology &amp; Hydrogeology)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 15 (Archaeological &amp; Cultural Heritage)</b>	<b>Construction Phase</b>		
	DU018-020334, St Stephen's Green (National monument)	Negative, Significant, Temporary	Positive, Moderate, Long-term
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 16 (Architectural Heritage)</b>	<b>Construction Phase</b>		
	DLR RPS 1874, NIAH 5676, CBC0013BTH021 Woodbrook Side Lodge, boundary wall and entrance gates	(Worst-case scenario) Direct, Negative, Significant, Permanent	(Worst-case scenario) Direct, Negative, Significant, Permanent
	DLR RPS 1874, NIAH 5676, CBC0013BTH021 Woodbrook Side Lodge, boundary wall and entrance gates	(Construction of new lodge) Direct, Negative, Significant, Permanent	(Construction of new lodge) Direct, Negative, Moderate, Permanent
	<b>Operational Phase</b>		
	Given that the impact on the Woodbrook Side Lodge during the Construction Phase is Permanent, those impacts will continue into the Operational Phase. No other significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 17 (Landscape (Townscape) &amp; Visual)</b>	<b>Construction Phase</b>		
	Townscape and Streetscape Character – Leeson Street to Donnybrook (Anglesea Junction)	Negative, Moderate / Significant, Temporary / Short-Term	Negative, Moderate / Significant, Temporary / Short-Term
	Townscape and Streetscape Character – Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Townscape and Streetscape Character – Loughlinstown Roundabout to Wilford Roundabout	Negative, Very Significant / Profound, Temporary / Short-Term	Negative, Very Significant / Profound, Temporary / Short-Term
	Townscape and Streetscape Character – Bray North to Bray South (Wilford Roundabout to Fran O'Toole Bridge)	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Architectural Conservation Areas	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Streetscape Characteristics and Visual Impacts on Conservation Areas	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Residential Conservation Areas	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Protected Structures – Woodbrook Side Lodge	Negative, Significant, Short-Term	Negative, Significant, Short-Term
	Streetscape Characteristics and Visual Impacts on Protected Structures – Woodbrook Side Lodge (worst-case scenario – no replacement lodge))	Negative, Significant, Permanent	Negative, Significant, Permanent
	Streetscape Characteristics and Visual Impacts on Protected Structures	Negative, Significant / Very Significant, Temporary / Short-Term	Negative, Significant / Very Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Amenity Designations	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Tree Preservation Objectives	Negative, Very Significant, Short-Term	Negative, Very Significant, Short-Term
	Streetscape Characteristics and Visual Impacts on Preserved Views / Scenic Views	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on part of residential property with land acquisition during construction	Negative, Very Significant, Short-Term	Negative, Very Significant, Short-Term
	Streetscape Characteristics and Visual Impacts on non-residential properties with land acquisition during construction	Negative, Moderate / Significant, Temporary / Short-Term	Negative, Moderate / Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on properties along, fronting and viewing the Proposed Scheme	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on trees and vegetation	Negative, Very Significant, Short-Term	Negative, Very Significant, Short-Term
<b>Operational Phase</b>			
	Townscape and Streetscape Character - Loughlinstown Roundabout to Wilford Roundabout	Negative, Very Significant, Short-Term	Negative, Moderate, Long-Term
	Townscape and Streetscape Character - Bray North to Bray South (Wilford Roundabout to Fran O'Toole Bridge)	Neutral, Moderate / Significant, Short-Term	Positive, Moderate, Long-Term
	Streetscape Characteristics and Visual Impacts on Protected Structures – Woodbrook Side Lodge	Negative, Moderate / Significant, Short-Term	Negative, Moderate, Long-Term
	Streetscape Characteristics and Visual Impacts on Protected Structures – Woodbrook Side Lodge (worst-case scenario – no replacement lodge))	Negative, Significant, Permanent	Negative, Significant, Permanent
	Streetscape Characteristics and Visual Impacts on Protected Structures	Negative, Significant, Short-Term	Negative, Slight / Moderate, Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Streetscape Characteristics and Visual Impacts on Amenity Designations	Negative, Significant, Short-Term	Neutral, Moderate, Long-Term
	Streetscape Characteristics and Visual Impacts on Tree Preservation Orders / Tree Protection Objectives	Negative, Very Significant, Short-Term	Negative, Significant, Long-Term
	Streetscape Characteristics and Visual Impacts on part of residential property in permanent and/or temporary acquisition	Negative, Very Significant, Short-Term	Negative, Moderate, Long-Term
	Streetscape Characteristics and Visual Impacts on non-residential properties included in permanent acquisition	Negative, Moderate / Significant, Short-Term	Negative, Moderate, Long-Term
	Streetscape Characteristics and Visual Impacts on other residential and non-residential properties located along, fronting and viewing the Proposed Scheme	Negative, Moderate, Short-Term	Neutral, Moderate, Long-Term
	Streetscape Characteristics and Visual Impacts on trees and vegetation	Negative, Significant / Very Significant, Short-Term	Neutral, Moderate / Significant, Long-Term
<b>Chapter 18 (Waste &amp; Resources)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 19 (Material Assets)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 20 (Risk of Major Accidents and / or Disasters)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 21 (Cumulative Impacts &amp; Environmental Interactions)</b>	<b>Construction Phase</b>		
	The Biodiversity assessment identified potential for significant residual cumulative effects with regard disturbance and displacement of non-SCI breeding birds during construction and habitat loss for some projects in conjunction with the Proposed Scheme. However, these cumulative effects will be at the local geographic scale and short-term as construction will be temporary.		
	For the extension of the Luas Green Line to Bray, should the construction periods either overlap or follow on within a short timeframe with the Proposed Scheme, there is potential for localised, Significant, Temporary cumulative construction impacts across a linear section of landscape / townscape area. If no nearby above ground works, cumulative effects would be Not Significant.		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	<p>The Landscape (Townscape) and Visual assessment (Table A21.2.8 in Appendix A21.2 in Volume 4 of this EIAR) identified potential for localised, Moderate, Temporary in-combination indirect townscape and visual cumulative effects to occur in relation to the shortlisted projects, should the construction periods either overlap or follow on within a short timeframe with the Proposed Scheme. Effects would be reduced or Negligible if this is not the case. In most cases the potential impacts are likely to be localised and contained, due to enclosing effect of the surrounding built form.</p>		
	<p>The Landscape (Townscape) and Visual assessment identified potential for localised, Moderate, Temporary in-combination indirect townscape and visual cumulative effects to occur in relation to the Belfield / Blackrock to City Centre Core Bus Corridor scheme, should the construction periods either overlap or follow on within a short timeframe with the Proposed Scheme. However, as outlined in Section 21.2.6.2, limitations on the construction of four Core Bus Corridor schemes concurrently with other adjacent Core Bus Corridor schemes are proposed to minimise the potential environmental impacts. Specifically, the Belfield / Blackrock to City Centre Core Bus Corridor Scheme will not be constructed concurrently with the Proposed Scheme to avoid potentially significant cumulative effects.</p>		
	<b>Operational Phase</b>		
	<p>For traffic and transport, the assessment predicted that the Proposed Scheme and the other 11 Core Bus Corridor schemes are expected to facilitate a Long term, Profound Positive cumulative effect on People Movement by sustainable modes.</p>		
	<p>The climate impact assessment predicts a significant positive cumulative contribution to carbon reduction, as a result of the operation of the Proposed Scheme and the other 11 Core Bus Corridor schemes.</p>		
	<p>The Landscape (Townscape) and Visual assessment identified potential for long-term impacts on trees across a linear landscape area as a result of the extension of Luas Green Line to Bray. With the implementation of mitigation proposed for the Proposed Scheme, including the retention of mature trees, these impacts are expected to only be significant in the short- to medium-term. These cumulative effects would also reduce over time with the growth of replacement trees.</p>		
	<p>In regard to the Belfield / Blackrock Core Bus Corridor scheme, the Landscape (Townscape) and Visual assessment identified potential for Moderate, Neutral, Long-term cumulative effects on the Grand Canal and at the intersection with the Proposed Scheme.</p>		
	<p>The Human Health assessment identified that the proposals for the other 11 Core Bus Corridor schemes and the Proposed Scheme are complementary and could have a cumulative beneficial effect by encouraging active travel and increased use of public transport through offering a choice of routes. Due to the substantial size of overall population with the opportunity to benefit from the proposals, the effect is assessed as Positive, Very Significant and Long-term for health.</p>		
	<p>The Human Health assessment identified cumulative effects were identified for six other Major Projects. The cumulative effects were assessed as Positive, Significant and Long-term for health.</p>		



Údarás Náisiúnta Iompair  
National Transport Authority

National Transport Authority  
Dún Scéine  
Harcourt Lane  
Dublin 2  
D02 WT20



Project Ireland 2040  
*Building Ireland's Future*