

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue and teal. These include circles, semi-circles, and teardrop-like shapes. Some of these shapes have white circular cutouts. The shapes are scattered across the page, with some appearing in the top right and bottom left corners, and others more centrally located.

## **Chapter 23**

### Summary of Significant Residual Impacts

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## **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 Belfield / Blackrock 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.

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 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) Draft Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA 2017) 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 general traffic along the Proposed Scheme.	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 Significant and Long-Term	Positive, Moderate to Significant and Long-Term
	Improvements to the quality of the cycling 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 bus infrastructure along the Proposed Scheme.	Positive, Moderate to Very Significant and Long-term	Positive, Moderate to Very Significant and Long-term
	Increases to 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, Very Significant and Long-Term	Positive, Very Significant and Long-Term
	Reduction in general traffic flows along the Proposed Scheme.	Positive, Moderate and Long-Term	Positive, 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>		
	Overall, the residual effects as a result of the Proposed Scheme's operation are predicted to be neutral and long-term. There are, however, residual moderate adverse (significant) effects expected on R138 Leeson Street and Donnybrook Road as a result of the 2028 Operational Phase of the Proposed Scheme. However, these are predicted to reduce to negligible by 2043.		
<b>Chapter 8 (Climate)</b>	<b>Construction Phase</b>		
	Embodied Carbon	Negative, Significant and Short-Term	Negative, Significant and Short-Term
	Construction Traffic	Negative, Significant and Short-Term	Negative, Significant and Short-Term
	Combined Construction Phase	Negative, Significant and Short-Term	Negative, Significant and Short-Term
	<b>Operational Phase</b>		
	Maintenance	Negative, Significant and Permanent	Negative, Significant and Permanent
	Operational Traffic	Positive, Significant and Permanent	Positive, Significant and Permanent
	Overall Operational Phase	Positive, Significant and Permanent	Positive, Significant and Permanent

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: <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>Slight to moderate and temporary at NSLs at distances between 20m to 30m 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 and Urban Realm Landscaping: <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>Moderate to significant and temporary at NSLs at distances between 30m and 40m 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 / and Utility Diversion 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, significant to very significant and temporary at NSLs within 10m of the proposed works.</li> <li>Moderate to significant and temporary at NSLs between 15m to 25m of the proposed works.</li> <li>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 / and Utility Diversion 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 40m of the proposed works.</li> <li>Moderate to significant and temporary at NSLs within 40m to 60m 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 10m to 20m from the proposed works.</li> </ul>
	Bus Gate, Boundary Wall & Additional Construction 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 to short-term at NSLs within 15m of the proposed works.</li> <li>Slight to moderate and temporary at NSLs between 20m to 40m of 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>
	Bus Gate, Boundary Wall & Additional Construction 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 in the at NSLs within 25m of the proposed works.</li> <li>Moderate to significant and temporary at NSLs 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>
	Construction Compound <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 one office NSL within 5m of the construction compound north</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>

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
		of R118 Rock Road, opposite Willow Terrace. <ul style="list-style-type: none"> <li>Slight to moderate and temporary at closest Willow Terrace NSLs within 30m of the construction compound.</li> </ul>	
	Construction Compound <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 20m of the construction site compound.</li> <li>Moderate to significant and temporary at NSLs between 20m to 40m from site compound.</li> </ul>	<ul style="list-style-type: none"> <li>Negative, moderate to significant and temporary at NSLs within 10m from the proposed works.</li> </ul>
	Retaining Wall Construction 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, significant to very significant and temporary at NSLs within 10m of 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 15m distance from the proposed works.</li> </ul>
	Retaining Wall Construction 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 to short-term at NSLs within 30m of the proposed works.</li> <li>Moderate to significant and temporary at NSLs between 30m to 50m of 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>
	Construction vibration from ground breaking activities within 10m of occupied residential buildings; Ground breaking during road widening and utility diversion works	<ul style="list-style-type: none"> <li>Negative, slight to moderate and temporary</li> </ul>	<ul style="list-style-type: none"> <li>Negative, slight to moderate and temporary</li> </ul>
	Construction Traffic – within 1km study area (peak construction work periods)	<ul style="list-style-type: none"> <li>Positive, imperceptible to negative, slight to moderate and temporary</li> </ul>	<ul style="list-style-type: none"> <li>Positive, imperceptible to negative, slight to moderate and temporary</li> </ul>
	Construction Traffic – impacted roads (peak construction work periods)	<ul style="list-style-type: none"> <li>Negative, slight to moderate, temporary to Negative, moderate to significant and temporary</li> </ul>	<ul style="list-style-type: none"> <li>Negative, slight to moderate, temporary to Negative, moderate to significant and temporary</li> </ul>
<b>Operational Phase</b>			
	Opening year (2028) traffic noise – Surrounding road network	Indirect, positive, imperceptible to slight, short to medium term to indirect, negative, slight to moderate, short to medium term	Indirect, positive, imperceptible to slight, short to medium term to indirect, negative, slight to moderate, short to medium term
	Design year (2043) traffic noise – Surrounding road network	Indirect, positive, imperceptible to slight, long-term, to indirect, negative, moderate long-term	Indirect, positive, imperceptible to slight, long-term, to indirect, negative, moderate long-term
<b>Chapter 10 (Population)</b>	<b>Construction Phase</b>		
	Community Amenity: St. Vincent’s University Hospital	Negative, Moderate to Significant and Short-Term	Negative, Moderate to Significant and Short-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)	
	Community Land Take at Elm Court Apartments, 85, 151, 153, 155 and 157 Merrion Road	Negative, Significant and Short-Term	Negative, Significant and Short-Term	
	Community Accessibility: (private vehicles) Blackrock, Booterstown, Merrion Road, Donnybrook and Haddington Road	Negative, Moderate and Short-Term	Negative, Moderate and Short-Term	
	Commercial Accessibility: (private vehicles) Blackrock, Booterstown, Merrion Road, Donnybrook and Haddington Road	Negative, Moderate and Short-Term	Negative, Moderate and Short-Term	
	<b>Operational Phase</b>			
	Community Accessibility : Pedestrians; Blackrock, Booterstown, Merrion Road, Donnybrook and Haddington Road	Positive, Moderate to Significant and Long-Term	Positive, Moderate to Significant and Long-Term	
	Community Accessibility : Cyclists & Bus Users; Blackrock, Booterstown, Merrion Road, Donnybrook and Haddington Road	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term	
	Community Accessibility : Private Vehicles; Blackrock, Booterstown, Merrion Road, Donnybrook and Haddington Road	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term	
	Commercial Accessibility: Pedestrians; Blackrock, Booterstown, Merrion Road, Donnybrook and Haddington Road	Positive, Moderate to Significant and Long-Term	Positive, Moderate to Significant and Long-Term	
	Commercial Accessibility : Cyclists & Bus Users; Blackrock, Booterstown, Merrion Road, Donnybrook and Haddington Road	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term	
	Commercial Accessibility : Private Vehicles; Blackrock, Booterstown, Merrion Road, Donnybrook and Haddington Road	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term	
<b>Chapter 11 (Human Health)</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>			
	Increased physical activity from improvements to walking and cycling conditions	Positive and Significant and Long-term	Positive and Significant and Long-term	
	Impacts on access to health services (including St. Vincent's University Hospital)	Positive, Significant in the Long-term	Positive, Significant in the Long-term	
Impacts of Health Inequalities: Pedestrians and cyclists	Positive, Very Significant and Long -term	Positive, Very Significant and Long -term		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
<b>Chapter 12 (Biodiversity)</b>	<b>Construction Phase</b>		
	Habitat loss of (Mixed) broadleaved woodland (WD1)	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
	Habitat loss of scattered trees and parkland (WD5)	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
	Badger: Disturbance / displacement	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
	Non-SCI breeding birds species: Habitat loss; mortality risk; disturbance / displacement; habitat degradation (hydrology)	Likely significant effect at the local geographic scale (Habitat Loss; Mortality risk; Disturbance / Displacement); Likely significant effect at the local geographic scale (Habitat Degradation (hydrology))	Likely significant effect at the local geographic scale (Habitat Loss; Mortality risk; Disturbance / Displacement); No significant residual effect (Habitat Degradation (hydrology))
	Non-SCI wintering birds species: Habitat loss; mortality risk; disturbance / displacement; habitat degradation (hydrology)	Likely significant effect at the local geographic scale (Habitat Loss; Mortality risk; Disturbance / Displacement); Likely significant effect at the local geographic scale (Habitat Degradation (hydrology))	Likely significant effect at the local geographic scale (Habitat Loss; Mortality risk; Disturbance / Displacement); No significant residual effect (Habitat Degradation (hydrology))
	<b>Operational Phase</b>		
	Designated Areas for Nature Conservation The Grand Canal pNHA: Habitat Degradation (hydrology; air quality; non-native invasive plant species)	Likely significant effect at the national geographic scale	Likely significant effect at the local geographic scale for air quality; No significant residual effect arising for other potential impacts
<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>		
	No Significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		



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 16 (Architectural Heritage)</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 17 (Landscape (Townscape) &amp; Visual)</b>	<b>Construction Phase</b>		
	Townscape and Streetscape Character at Stradbrook Road to Booterstown Avenue	Negative, Very Significant and Short-Term	Negative, Very Significant and Short-Term
	Townscape and Streetscape Character at Booterstown Avenue to Nutley Lane	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Townscape and Streetscape Character at Merrion Road (Nutley Lane to Ballsbridge)	Negative, Significant / Very Significant and Temporary / Short-Term	Negative, Significant / Very Significant and Temporary / Short-Term
	Townscape and Streetscape Character at Ballsbridge to Merrion Square (Pembroke Road, Baggot Street and Fitzwilliam Street)	Negative, Very Significant and Temporary / Short-Term	Negative, Very Significant and Temporary / Short-Term
	Townscape and Streetscape Character at Nutley Lane (R138 Stillorgan Road to Merrion Road)	Negative, Significant / Very Significant and Temporary / Short-Term	Negative, Significant / Very Significant and Temporary / Short-Term
	Streetscape Characteristics and Visual Effects in Conservation Areas	Negative, Significant and Temporary / Short-Term	Negative, Significant and Temporary / Short-Term
	Streetscape Characteristics and Visual Effects in Residential Conservation Areas	Negative, Very Significant and Temporary / Short-Term	Negative, Very Significant and Temporary / Short-Term
	Streetscape Characteristics and Visual Effects on Protected Structures	Negative, Very Significant and Temporary / Short-Term	Negative, Very Significant and Temporary / Short-Term
	Streetscape Characteristics and Visual Effects on Amenity Designations	Negative, Very Significant and Temporary / Short-Term	Negative, Very Significant and Temporary / Short-Term
	Streetscape Characteristics and Visual Effects on Preserved Views / Scenic Views etc.	Negative, Very Significant and Temporary / Short-Term	Negative, Very Significant and Temporary / Short-Term
	Part of residential property in temporary acquisition: <ul style="list-style-type: none"> <li>Lios An Uisce, 1 Rock Road, Blackrock;</li> <li>Entrance at Castledawson estate, Sion Hill;</li> <li>Elm Court Apartments, Merrion Road;</li> <li>157 Merrion Road;</li> </ul>	Negative, Very Significant and Temporary / Short-Term	Negative, Very Significant and Temporary / Short-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	<ul style="list-style-type: none"> <li>• 155 Merrion Road;</li> <li>• 153 Merrion Road;</li> <li>• 151 Merrion Road;</li> <li>• 85 Merrion Road;</li> <li>• Entrance at Malton, 31-33 Merrion Road;</li> <li>• 1 Pembroke Road;</li> <li>• 11 Pembroke Road; and</li> <li>• 118 Stillorgan Road.</li> </ul>		
	<p>Non-residential properties included in temporary acquisition with loss of trees:</p> <ul style="list-style-type: none"> <li>• Blackrock Clinic;</li> <li>• Blackrock College;</li> <li>• Merrion House;</li> <li>• Grounds to East of Rock Road;</li> <li>• Elm Park Golf &amp; Sports Club;</li> <li>• Raidió Teilifís Éireann (RTÉ), Donnybrook;</li> <li>• Eir Exchange, Nutley Lane;</li> <li>• St. Vincent's University Hospital; and</li> <li>• Telford Nursing Home.</li> </ul>	Negative, Very Significant and Temporary / Short-Term	Negative, Significant and Temporary / Short-Term
	<p>Non-residential properties included in temporary acquisition with no loss of trees:</p> <ul style="list-style-type: none"> <li>• Kiosk at Pembroke Road - relocation</li> <li>• Clayton Hotel, Ballsbridge;</li> <li>• The Merrion Shopping Centre;</li> <li>• 143 Merrion Road (formerly Gowan Motors);</li> <li>• College House, 71/73 Rock Road;</li> <li>• Entrance to Former AIB Centre, Merrion Road;</li> <li>• Glenalla, Rock Road;</li> <li>• Landing / entrance to Elmpark Green Development;</li> <li>• Landing at 115 and 115B, Rock Road;</li> <li>• Landscape area to front of Frascati Centre;</li> <li>• Railway Level Crossing, Merrion Gates;</li> <li>• Gas Networks Ireland, Above-ground installation (Top of Old Bloomfield Avenue &amp; Entrance Gates);</li> <li>• McCartney Bridge, Baggot Street Upper/Lower</li> <li>• 95 Baggot Street Lower;</li> <li>• Willow Park School; and</li> <li>• CDETB premises (former Pembroke Town Hall).</li> </ul>	Negative, Significant and Temporary / Short-Term	Negative, Significant and Temporary / Short-Term
	Properties not included in temporary acquisition or with minimal direct contact	Negative, Significant and Temporary / Short-Term	Negative, Significant and Temporary / Short-Term
	Trees and Vegetation	Negative, Significant and Short-Term	Negative, Significant and Short-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
<b>Operational Phase</b>			
	Townscape and Streetscape Character from Stradbrook to Booterstown Avenue	Negative, Slight/ Moderate overall (Locally Moderate/ Significant at Blackrock College / Park) and Long-term	Negative, Slight/ Moderate overall (Locally Moderate/ Significant at Blackrock College / Park) and Long-term
	Townscape and Streetscape Character from Booterstown Avenue to Nutley Lane	Negative, Slight / Moderate and Long-term	Negative, Slight / Moderate, Long-Term
	Townscape and Streetscape Character from Merrion Road (Nutley Lane to Ballsbridge)	Negative, Moderate and Long-term	Negative, Moderate and Long-term
	Townscape and Streetscape Character from Merrion Road (Ballsbridge to Merrion Square (Pembroke Road, Baggot Street and Fitzwilliam Street))	Positive, Moderate / Significant, Long-Term	Positive, Moderate / Significant, Long-Term
	Townscape and Streetscape Character from Nutley Lane (R138 Stillorgan Road to Merrion Road)	Negative, Slight / Moderate and Long-term	Negative, Slight / Moderate and Long-term
	Streetscape Characteristics and Visual Effects on Residential Conservation Areas	Negative, Moderate / Significant and Long-Term	Negative, Moderate / Significant and Long-Term
	Streetscape Characteristics and Visual Effects on Protected Structures	Negative, Moderate / Significant and Long-Term	Negative, Moderate / Significant and Long-Term
	Streetscape Characteristics and Visual Effects on Amenity Designations	Negative, Moderate / Significant and Long-Term	Negative, Moderate / Significant and Long-Term
	Part of residential property in permanent and / or temporary acquisition: <ul style="list-style-type: none"> <li>• Lios An Uisce, 1 Rock Road;</li> <li>• Elm Court Apartments, Merrion Road;</li> <li>• 157 Merrion Road;</li> <li>• 155 Merrion Road;</li> <li>• 153 Merrion Road;</li> <li>• 151 Merrion Road;</li> <li>• No. 85 Merrion Road (and adjoining historic access lane);</li> </ul>	Negative, Moderate / Significant and Long-Term	Negative, Moderate / Significant and Long-Term
	Non-residential properties included in permanent acquisition with loss of trees: <ul style="list-style-type: none"> <li>• Blackrock Clinic;</li> <li>• Blackrock College.</li> <li>• Elm Park Golf &amp; Sports Club;</li> <li>• Merrion House;</li> <li>• Raidió Teilifís Éireann (RTÉ)</li> <li>• Eir Exchange, Nutley Lane;</li> <li>• Grounds to East of Rock Road;</li> </ul>	Negative, Moderate / Significant and Long-Term	Negative, Moderate / Significant and Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	<ul style="list-style-type: none"> <li>St. Vincent's University Hospital; and</li> <li>Telford Nursing Home.</li> </ul>		
	Non-residential properties included in permanent acquisition with no loss of trees: <ul style="list-style-type: none"> <li>143 Merrion Road (former Gowan Motors);</li> <li>Clayton Hotel, Ballsbridge;</li> <li>College House, 71/73 Rock Road.</li> <li>Landing / entrance to Elmpark Green Development;</li> <li>Glenalla, Rock Road;</li> <li>Kiosk at Pembroke Road;</li> <li>Landscape areas to front of Frascati Centre;</li> <li>The Merrion Shopping Centre;</li> <li>Gas Networks Ireland, Above-ground installation (Top of Old Bloomfield Avenue &amp; Entrance Gates); and</li> <li>Willow Park School.</li> </ul>	Negative, Slight / Moderate and Long-Term	Negative, Slight / Moderate and Long-Term
	Trees and Vegetation	Negative, Slight / Moderate and Long-Term	Negative, Slight / Moderate and 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>		
	Electricity Interruption	Negative, Moderate, Temporary	Negative, Moderate, Temporary
	Water Interruption	Negative, Moderate, Temporary	Negative, Moderate, Temporary
	Gas Interruption	Negative, Moderate, Temporary	Negative, Moderate, Temporary
	Telecommunications Interruption	Negative, Moderate, Temporary	Negative, Moderate, Temporary
	<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		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
<b>Chapter 21 (Cumulative Impacts &amp; Environmental Interactions)</b>	<b>Construction Phase</b>		
	<p>The Landscape (Townscape) and Visual assessment identified the potential for temporary indirect cumulative townscape and visual effects to occur if the DART+ Coastal South project was constructed with the Proposed Scheme. These effects are most likely to occur at locations where concurrent construction of both schemes have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained.</p>		
	<b>Operational Phase</b>		
	<p>The traffic and transport impact assessment predicts a long term, profound positive cumulative effect on People Movement by sustainable modes, as a result of the Proposed Scheme and the other 11 Core Bus Corridor schemes.</p>		
	<p>The climate impact assessment predicts a negative, significant and permanent cumulative impact on climate during the maintenance phase, as a result of the Proposed Scheme and the other 11 Core Bus Corridor schemes.</p>		
	<p>The climate impact assessment predicts a significant and positive cumulative impact on climate in 2028, as a result of the Proposed Scheme and the other 11 Core Bus Corridor schemes.</p> <p>The human health assessment predicts a positive, very significant and long-term cumulative impact on human health due to the encouragement of active travel and increased use of public transport through offering a choice of routes from the proposals for the cycle network, the other 11 Core Bus Corridor schemes and the Proposed Scheme.</p>		

## **23.1 References**

Environmental Protection Agency (EPA) (2017). Draft Guidelines of the Information to be contained in Environmental Impact Assessment Reports.



Údarás Náisiúnta Iompair  
National Transport Authority

National Transport Authority  
Dún Scéine  
Harcourt Lane  
Dublin 2  
D02 WT20



Project Ireland 2040  
*Building Ireland's Future*