

The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. These include circles, semi-circles, and rounded rectangular shapes, some of which are partially cut off by the edges of the page. The shapes are arranged in a way that creates a sense of movement and depth.

## **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 Blanchardstown 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) 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 the Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	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 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.	Positive Slight to Very Significant and Long-term	Positive Slight to Very Significant 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 94 parking / loading spaces along the Proposed Scheme.	Negative, Negligible to Moderate and Long-term	Negative, Negligible to Moderate and Long-term
	Increases to the total number of people travelling through 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, 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, Slight and Long-Term	Negative, Slight and Long-Term
<b>Chapter 7 (Air Quality)</b>	<b>Construction Phase</b>		
	Construction dust	Negative, Not significant, Short-term	Neutral, Short-term
	Road traffic impacts on local human receptors	Neutral, Short-term	Neutral, Short-term
	Road traffic impacts on local ecological receptors	Negative, Slight, Short-term	Negative, Slight, Short-term
	Regional air quality	Neutral, Short-term	Neutral, Short-term
	<b>Operational Phase</b>		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Road traffic impacts on local human receptors	Neutral, Long-term	Neutral, Long-term
	Road traffic impacts on local ecological receptors	Negative, Slight, Long-term	Negative, Slight, Long-term
	Regional air quality	Neutral, Long-term	Neutral, Long-term
<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	Neutral and Permanent	Neutral and Permanent
	Combined Operational Phase	Neutral and Permanent	Neutral and Permanent
<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>	Negative, slight to moderate and temporary at NSLs within 10m distance from the proposed works.
	General Road Works and Urban Realm Landscaping: <ul style="list-style-type: none"> <li>Monday to Friday: Evening: (19:00 – 23:00hrs)</li> <li>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>	Negative, moderate to significant and temporary at NSLs within 15m from the proposed works.
	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>	Negative, slight to moderate and temporary at NSLs within 15m distance from the proposed works.
	Road Widening / and Utility Diversion Works;	<ul style="list-style-type: none"> <li>Negative, significant to very significant and temporary at NSLs within 40m of the proposed works.</li> </ul>	Negative, significant to very significant and temporary at NSLs within 10m from the proposed works.

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	<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>Moderate to significant and temporary at NSLs within 40m to 60m of the proposed works.</li> </ul>	Negative, moderate to significant and temporary at NSLs within 10m to 20m from the proposed works.
	Bus Gate and Boundary Wall <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>	Negative, slight to moderate and temporary at NSLs within 10m distance from the proposed works.
	Bus Gate and Boundary Wall <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>	Negative, moderate to significant and temporary at NSLs within 15m from the proposed works.
	Quiet Street 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, significant to very significant and temporary at NSLs within 15m of the proposed works.</li> <li>Moderate to significant and temporary at NSLs 20m to 25m from the proposed works.</li> <li>Slight to moderate and temporary at NSLs at distances between 25m to 40m from the proposed works.</li> </ul>	Negative, slight to moderate and temporary at NSLs within 10m distance from the proposed works.
	Quiet Street 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 in the at NSLs within 25m of the proposed works.</li> <li>Moderate to significant and temporary at NSLs between 30m and 50m from the proposed works.</li> </ul>	Negative, moderate to significant and temporary at NSLs within 15m from the proposed works.
	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, moderate to significant and temporary at NSLs between 10m to 15m of the proposed works.</li> <li>Slight to moderate and temporary at NSLs within 20m to 40m of the proposed works.</li> </ul>	Negative, slight to moderate and temporary at NSLs within 10m distance from the proposed works.
	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 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>	Negative, moderate to significant and temporary at NSLs within 15m from the proposed works.
	Construction vibration from ground breaking activities within 10m of occupied residential buildings; Ground breaking during road widening and utility diversion works	Negative, slight to moderate and temporary	Negative, slight to moderate and temporary
	Construction Traffic – impacted roads(peak construction work periods)	Negative, slight to moderate, temporary to negative, moderate to significant and temporary	Negative, slight to moderate, temporary to negative, moderate to 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, moderate, short to medium term to direct, negative, slight, short to medium term	Direct, positive, moderate, short to medium term to direct, negative, slight, short to medium term
	Opening year (2028) traffic noise – Surrounding road network	Indirect, positive, imperceptible to minor, short to medium term to indirect, negative, moderate, short to medium term	Indirect, positive, imperceptible to minor, short to medium term to indirect, negative, moderate, short to medium term
	Design year (2043) traffic noise – Proposed Scheme	Direct, positive, moderate, long-term to direct, negative, not significant to slight, long-term	Direct, positive, moderate, long-term to direct, negative, not significant to slight, long-term
	Design year (2043) traffic noise – Surrounding road network	Indirect, imperceptible to minor, long-term, to indirect, negative, slight and long term	Indirect, imperceptible to minor, long-term, to indirect, negative, slight and long term
<b>Chapter 10 (Population)</b>			
<b>Construction Phase</b>			
	Community Land Take at specific receptors: <ul style="list-style-type: none"> <li>• 3 Catherine’s Well,</li> <li>• 110-124 Navan Road (even number properties),</li> <li>• 137-165 Navan Road (odd number properties),</li> <li>• 198-212 Navan Road (even numbered properties),</li> <li>• 225 Navan Road,</li> <li>• 262 and 264 Navan Road,</li> <li>• 255 and 257 Navan Road,</li> <li>• 265-323 Navan Road (odd numbered properties),</li> <li>• 331-351 Navan Road (odd numbered properties),</li> <li>• 383-397 Navan Road (odd numbered properties),</li> <li>• Little Stars Creche &amp; Montessori</li> </ul>	Negative, Significant, Short-Term	Negative, Significant, Short-Term
	Community accessibility for cyclists	Negative, Moderate and Short-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim Street and Halston Street	Negative, Moderate and Short-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim Street and Halston Street
	Community accessibility for private vehicles	Negative, Moderate and Short-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim Street and Halston Street	Negative, Moderate and Short-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim Street and Halston Street
	Commercial Accessibility for cyclists	Negative, Moderate and Short-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim Street and Halston Street	Negative, Moderate and Short-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim Street and Halston Street

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Commercial Accessibility for private vehicles	Negative, Moderate and Short-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim Street and Halston Street	Negative, Moderate and Short-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim Street and Halston Street
	Commercial Accessibility	Negative, Very Significant and Long-Term – Go Station (Aughrim Street)	Negative, Very Significant and Long-Term – Go Station (Aughrim Street)
<b>Operational Phase</b>			
	Community accessibility for pedestrians	Positive, Moderate to Very Significant and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street	Positive, Moderate to Very Significant and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street
	Community accessibility for cyclists	Positive, Slight to Very Significant and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street	Positive, Slight to Very Significant and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street
	Community accessibility for bus-users	Positive, Moderate to Profound and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street	Positive, Moderate to Profound and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street
	Community accessibility for private vehicles	Positive, Significant and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street	Positive, Significant and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street
	Commercial accessibility for pedestrians	Positive, Moderate to Very Significant and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street	Positive, Moderate to Very Significant and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street
	Commercial accessibility for cyclists	Positive, Slight to Very Significant and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street	Positive, Slight to Very Significant and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street
	Commercial accessibility for bus-users	Positive, Moderate to Profound and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street	Positive, Moderate to Profound and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street
	Commercial accessibility for private vehicles	Positive, Significant and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street	Positive, Significant and Long-Term - Blakestown, Blanchardstown, Castleknock, Navan Road, Cabra West, Aughrim and Halston Street
	Commercial Accessibility	Negative, Very Significant and Long-Term – Go Station (Aughrim Street)	Negative, Very Significant and Long-Term – Go Station (Aughrim Street)
<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		



Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	<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 Connolly 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
<b>Chapter 12 (Biodiversity)</b>	<b>Construction Phase</b>		
	Habitat loss / degradation (non-native invasive plant species) of Mixed broadleaved woodland (WD1)	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat loss / degradation (non-native invasive plant species) of Mixed broadleaved / conifer woodland (WD2)	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat degradation (non-native invasive plant species) of Scattered trees and parkland (WD5)	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat loss / degradation (non-native invasive plant species) of Hedgerows (WL1)	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat loss / degradation (non-native invasive plant species) of Treelines (WL2)	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Bat Habitat Loss / Fragmentation, Disturbance / Displacement	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Otter Habitat Degradation (hydrology; disturbance / displacement)	Likely significant negative effect at the local geographic scale	Likely significant negative residual effect at a local level
	Kingfisher Habitat Degradation (hydrology; disturbance / displacement)	Likely significant negative effect at the local to national geographic scale	Likely significant negative residual effect at a local level
	<b>Operational Phase</b>		
	Habitat Degradation (hydrology; Air quality) of The Royal Canal pNHA	Likely significant effect at the local geographic scale for air quality; No significant residual effect arising from other potential impacts.	Likely significant effect at the local geographic scale for air quality; No significant residual effect arising from other potential impacts.
	Habitat Degradation (hydrology; Air quality) of Canal (FW3)	Likely significant effect at the local geographic scale for air quality;	Likely significant effect at the local geographic scale for air quality; No significant residual effect arising from other potential impacts.

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
		No significant residual effect arising from 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		
	<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 between N3 Blanchardstown Junction to Snugborough Road	Negative, Moderate, Temporary / Short Term	Negative, Moderate, Temporary / Short Term
	Townscape and Streetscape Character between Snugborough Road to N3 / M50 Junction	Negative, Moderate, Temporary / Short Term	Negative, Moderate, Temporary / Short Term
	Townscape and Streetscape Character between Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Townscape and Streetscape Character between Navan Road / Old Cabra Road Junction to Ellis Quay	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Streetscape Characteristics and Visual Impacts in Conservation Areas	Negative, Moderate / Significant, Temporary / Short-Term	Negative, Moderate / Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Protected Structures	Negative, Moderate, Temporary / Short term	Negative, Moderate, Temporary / Short Term
	Streetscape Characteristics and Visual Impacts on Amenity Designations	Negative, Moderate / Significant, Temporary / Short-Term	Negative, Moderate / Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Tree Preservation Orders / tree Protection Objectives	Negative, Moderate, Temporary / Short Term	Negative, Moderate, Temporary / Short Term
	Part of residential property in temporary land acquisition: <ul style="list-style-type: none"> <li>• Woods End Apartments, River Road;</li> <li>• No. 3 Catherine's Well;</li> <li>• Entrance to Phoenix Park Racecourse;</li> <li>• Nos. 110 (Prague), 112, 114, 116, 122 and 124 Navan Road (6no.);</li> <li>• Nos. 137, 139, 141, 143, 145, 147, 149, 151, 153, 155 (The Haven), 157 (Mount Eden), 159, 161, 163 and 165 Navan Road (15no.);</li> <li>• Nos. 198, 200, 202, 204, 206, 208, 210 and 212 Navan Road (8no.);</li> <li>• No. 225 Navan Road (1no.);</li> <li>• Nos. 255 and 257 Navan Road (2no.);</li> <li>• No. 263 Navan Road (1no.);</li> <li>• Nos. 262 and 264 Navan Road (2no.);</li> <li>• Nos. 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323 Navan Road (30no.);</li> <li>• Nos. 331, 333, 335, 337, 339, 341, 343, 345, 347, 349 and 351 Navan Road (11no.); and</li> <li>• Nos. 383 (Saint Anthony's), 385 (Lyttle Holme), 387 (Alma), 389 (Rosebank), 393 (St. Anne's), 395 (Saint Mary's) and 397 (Woodlands) Navan Road (7no.).</li> </ul>	Negative, Very Significant / Profound, Temporary / Short-Term	Negative, Very Significant / Profound, Temporary / Short-Term
	Non-residential properties and open spaces included in temporary land acquisition: <ul style="list-style-type: none"> <li>• Various parts of landscape space / car parking at Blanchardstown Shopping Centre including Eir lands and at commercial units south of the L3020;</li> </ul>	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)
	<ul style="list-style-type: none"> <li>• Land from various roadside open spaces along N3 / R147 / Navan Road, and L3020, including land in Tolka Valley, public lands at Irish Water pumping station (Mill Road), from Junction 6 Health and Leisure Village, and land to southwest of Ashtown Roundabout;</li> <li>• Open space at Millstead;</li> <li>• Open space at Auburn Green;</li> <li>• Circle K, Ashtown Service Station, Navan Road;</li> <li>• Ashtown Business Centre, Navan Road;</li> <li>• No. 391 Navan Road (Leitrim Lodge Bed &amp; Breakfast);</li> <li>• Open space with tree planting at Belleville;</li> <li>• Front of Little Stars Creche and Montessori;</li> <li>• Entrances to front of St. Vincent's Centre;</li> <li>• Front of Belvedere Sports Ground with some tree removal;</li> <li>• Part of paved area to front of Saint John Bosco Junior Boys School;</li> <li>• Part of paved area to front of Our Lady Help of Christians Church;</li> <li>• Paved area to front of No. 199 Navan Road;</li> <li>• Part landscape space / part car park at Cabra Garda Station;</li> <li>• Front of Holy Family School for the Deaf Grounds;</li> <li>• Curam Care Home;</li> <li>• Entrance at Aras Slainte;</li> <li>• No. 72 Navan Road;</li> <li>• Front of Telephone Exchange, including part of tree-line planting area;</li> <li>• Part of landscape area at front of MLS Park Motors;</li> <li>• Old Cabra Road Railway Bridge;</li> <li>• Entrance area to front of Lidl, Old Cabra Road;</li> <li>• Paved area to front of No. 43, 44, 45 and 46 Prussia Street;</li> <li>• Entrance to BA Steel Fabrications;</li> <li>• Entrance and low wall to front of Park Shopping Centre Car Park; and</li> <li>• Luas tracks at Benburb Street / Blackhall Place and Benburb Street / Queen Street.</li> </ul>		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Streetscape Characteristics and Visual Impacts on Properties not included in temporary land acquisition or with minimal direct contact.	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Trees and Vegetation	Negative, Moderate / Significant, Short-Term	Negative, Moderate / Significant, Short-Term
	<b>Operational Phase</b>		
	Townscape and Streetscape Character between Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction	Negative, Moderate, Long-Term	Negative, Moderate, Long-Term
	Townscape and Streetscape Character between Navan Road / Old Cabra Road Junction to Ellis Quay	Positive, Moderate, Long-Term	Positive, Moderate, Long-Term
	Streetscape Characteristics and Visual Impacts on Tree Preservation Orders / tree Protection Objectives	Negative, Moderate, Long-Term	Negative, Moderate, Long-Term
	Part of residential property in permanent land acquisition: <ul style="list-style-type: none"> <li>• Woods End Apartments, River Road;</li> <li>• No. 3 Catherine's Well;</li> <li>• Entrance to Phoenix Park Racecourse development;</li> <li>• Nos. 137, 139, 141, 143, 145, 147, 149, 151, 153, 155 (The Haven), 157 (Mount Eden), 159, 161, 163 and 165 Navan Road (15no.);</li> <li>• Nos. 198, 200, 202, 204, 206, 208, 210 and 212 Navan Road (8no.); and</li> <li>• Nos. 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, Navan Road (29no.).</li> </ul>	Negative, Significant, Long-Term	Negative, 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>		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	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>		
<b>Chapter 21 (Cumulative Impacts &amp; Environmental Interactions)</b>	<b>Construction Phase</b>		
	<p>The cumulative construction traffic noise assessment predicts a small number of roads will experience cumulative effects on noise and vibration over and above the effects of the Proposed Scheme in isolation.</p> <p>The Landscape (Townscape) and Visual assessment identified the potential for a localised moderate, negative, temporary to short-term effect to occur if the construction of the Proposed Scheme, Irish Water Blanchardstown project and DART + Programme (West and South West) overlap. Effects on townscape, are most likely to occur at locations where concurrent construction of the Proposed Scheme and other projects have the potential to overlap, however, it is also likely that the extent of any such impacts will be localised and contained. These effects on townscape are predicted based on a worst case scenario where construction of the Proposed Scheme and other projects overlap.</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 and a neutral impact in 2043, 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 DART+, MetroLink, and the other 11 Core Bus Corridor schemes and the Proposed Scheme.</p> <p>The Landscape (Townscape) and Visual assessment identified the potential for moderate or significant long term cumulative impacts on landscape (townscape) effects due to the overall increase in built form and loss of trees in Tolka Valley when considering the operation of the Proposed Scheme in combination with Irish Water Blanchardstown project. However, the increase in built form and the loss of trees are largely attributed to the Irish Water Blanchardstown project. The cumulative effects will be reduced over time by the establishment of landscape planting as part of the Proposed Scheme. Overall, the landscape (townscape) effect is predicted to reduce (with the establishment of landscape planting) to slight / moderate, negative in the long term.</p>		

## **23.1 References**

Environmental Protection Agency (EPA) (2022). Guidelines of the Information to be contained in Environmental Impact Assessment Reports, May 2022.



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