

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 dynamic, non-repeating pattern.

## **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 Lucan 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 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
	<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 and Long-term	Positive, Moderate and Long-term
	Improvements to the quality of the bus infrastructure along the Proposed Scheme	Positive, Very Significant to Profound and Long-term	Positive, Very Significant to Profound and Long-term
	A total loss of 266 parking / loading spaces along the Proposed Scheme	Negative, Slight to Moderate and Long-term	Negative, Slight to Moderate and Long-term
	Increases to the total number of people travelling through the Proposed Scheme	Positive, Significant and Long-term	Positive, 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	
<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>Chapter 8 (Climate)</b>	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 9 (Noise &amp; Vibration)</b>	<b>Construction Phase</b>		
	<u>General Road Works</u> Monday to Friday: Daytime (07:00 – 19:00hrs)	<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> </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)
		<ul style="list-style-type: none"> <li>Negative, Slight to moderate and temporary at NSLs at distances between 15m to 25m from the proposed works.</li> </ul>	
	<u>General Road Works</u> Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs)	<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 35m from the proposed works.</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>
	<u>Road Widening / and Utility Diversion Works</u> Monday to Friday: Daytime (07:00 – 19:00hrs)	<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 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>
	<u>Road Widening / and Utility Diversion Works</u> Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs)	<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 50m 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 15m from the proposed works.</li> </ul>
	<u>Boundary Wall, Bored Piling and Additional Construction Works Monday to Friday:</u> Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs)	<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>Negative Moderate to significant and temporary at NSLs within 25m and 30m from the proposed works.</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>
	<u>Retaining Wall Construction Works</u> Monday to Friday: Daytime (07:00 – 19:00hrs)	<ul style="list-style-type: none"> <li>Negative, significant to very significant and temporary within 10m of the proposed works.</li> <li>Negative, moderate to significant and temporary between 10m to 15m of the proposed works.</li> <li>Negative Slight to moderate and temporary at NSLs within 20m to 30m 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>
	<u>Retaining Wall Construction Works</u> Monday to Friday; Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs)	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant and temporary at NSLs within 30m of the proposed works.</li> <li>Negative Moderate to significant and temporary at NSLs between 30m to 40m of the proposed works.</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> </ul>
	<u>Construction Traffic – within 1km study area</u>	Positive, slight and temporary to negative, moderate and	Positive, slight and temporary to negative, moderate

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Peak construction work periods	temporary	and temporary
<b>Operational Phase</b>			
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			
<b>Chapter 10 (Population)</b>	<b>Construction Phase</b>		
	Community land take Liffey Gaels GAA Club	Negative, Significant and Short-Term	Negative, Significant, Short-Term
	Community accessibility for cyclists	Negative, Moderate and Short-Term – Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street	Negative, Moderate and Short-Term – Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street
	Community accessibility for private vehicles	Negative, Moderate and Short-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street.	Negative, Moderate and Short-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street.
	Commercial land take	Negative, Moderate and Short-Term – Lucan, Palmerstown, Rowlagh – Quarryvale and James’s Street	Negative, Moderate and Short-Term – Lucan, Palmerstown, Rowlagh – Quarryvale and James’s Street
	Commercial Accessibility for cyclists	Negative, Moderate and Short-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street	Negative, Moderate and Short-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street
	Commercial Accessibility for private vehicles	Negative, Moderate and Short-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street	Negative, Moderate and Short-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street
	<b>Operational Phase</b>		
	Community accessibility for Pedestrians-	Positive, Moderate to Significant and Long-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street	Positive, Moderate to Significant and Long-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street
	Community accessibility for cyclists	Positive, Very Significant and Long-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street	Positive, Very Significant and Long-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street
Community accessibility for bus users	Positive, Very Significant and Long-Term - Lucan,	Positive, Very Significant and Long-Term - Lucan,	

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
		Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street	Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street
	Commercial accessibility pedestrians	Positive, Moderate to Significant and Long-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street	Positive, Moderate to Significant and Long-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street
	Commercial accessibility cyclists	Positive, Very Significant and Long-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street	Positive, Very Significant and Long-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street
	Commercial accessibility bus-users	Positive, Very Significant and Long-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s Street	Positive, Very Significant and Long-Term - Lucan, Rowlagh – Quarryvale, Palmerstown, Ballyfermot Upper, Chapelizod, Inchicore (Mary Immaculate) and James’s 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		
	<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	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>		
	<b>Habitat Loss</b> (Mixed) broadleaved woodland (WD1)	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
	<b>Habitat Loss</b> Hedgerows (WL1)	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
	<b>Habitat Loss</b> Treelines (WL2)	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
	<b>Habitat Loss; Disturbance / Displacement:</b> All other breeding bird species (non-SCI)	Likely significant effect at the local geographic scale	Likely significant residual effect at the local geographic scale
	<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 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>		
	Dr Steevens' Hospital (RMP DU018-020341)	Negative, Slight, 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>		
	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 Construction Phase of the Proposed Scheme		
<b>Chapter 17 (Landscape (Townscape) &amp; Visual)</b>	<b>Construction Phase</b>		
	Townscape and streetscape character between N4 Junction 3 and M50 Junction 7	Negative, Moderate and Temporary/ Short-Term	Negative, Moderate and Temporary/ Short-Term
	Townscape and streetscape character between M50 junction 7 and R148 Con Colbert Road	Significant and Temporary / Short-Term Locally	Significant and Temporary / Short-Term/ Locally
	Townscape and streetscape character between R148 Con Colbert Road to City Centre	Negative, Significant and Temporary/Short-Term	Negative, Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on architectural conservation areas (ACA)	Negative, Significant and Temporary/Short-Term	Negative, Significant and Short-Term
	Streetscape characteristics and visual impacts on conservation areas	Negative, Moderate; and Moderate/Significant Temporary / Short-Term - Locally	Negative, Moderate; and Moderate/Significant Temporary / Short-Term - Locally
	Streetscape characteristics and visual impacts on	Negative, Significant and Temporary/Short-Term	Negative, Significant and Temporary / Short-Term



Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	protected structures		
	Streetscape characteristics and visual impacts on open spaces adjacent to Knockmaree Apartments / Dr Steevens' Hospital	Negative, Significant and Temporary/Short-Term	Negative, Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on Liffey Valley High Amenity	Negative, Moderate and Temporary / Short-Term	Negative, Moderate and Temporary / Short-Term
	Streetscape characteristics and visual impacts on Hermitage Golf Club	Negative, Very Significant and Temporary / Short-Term	Negative, Very Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on Open space north of R148 (Construction Compound LU2)	Negative, Moderate and Temporary / Short-Term	Negative, Moderate and Temporary / Short-Term
	Streetscape characteristics and visual impacts on open space adjacent to Liffey Gaels GAA Grounds	Negative, Significant and Temporary / Short-Term	Negative, Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on Residential Properties (Knockmaree Apartments)	Negative, Significant and Temporary / Short-Term	Negative, Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on non-residential properties included in permanent acquisition	Negative, significant and Short-Term	Negative, Significant and Short-Term
	Streetscape characteristics and visual impacts on properties not included temporary acquisition or with minimal direct contact	Negative, Moderate / Significant and Temporary / Short-Term	Negative, Moderate / Significant and Temporary / Short-Term
	Streetscape characteristics and visual impacts on trees and vegetation	Negative, Significant / Very Significant and Temporary / Short-Term	Negative, Significant / Very Significant and Short-Term
<b>Operational Phase</b>			
	Townscape and streetscape character between M50 Junction 7 and Con Colbert Road – R148 Palmerstown Bypass and Chapelizod Bypass	Neutral, Moderate, Long-Term	Positive, Moderate, Long-Term
	Townscape and streetscape character between Con Colbert Road to City Centre – St. John's Road West	Positive, Slight / Moderate, Long-Term	Positive, Moderate, Long-Term
	Streetscape characteristics and visual impacts on conservation areas	Negative, Moderate, Long-Term	Neutral, Moderate and Long-Term
	Streetscape characteristics and visual impacts on protected structures (Deadman's Inn, a milepost, houses at Quarryvale and Dr. Steevens' Hospital)	Neutral, Moderate / Significant, Long-Term	Neutral, Moderate and Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Streetscape characteristics and visual impacts on protected structures (Heuston Station)	Positive Slight / Moderate and Long-Term	Positive, Moderate and Long-Term
	Streetscape characteristics and visual impacts on open space adjacent to Knockmaree Apartments	Negative, Significant and Short-Term	Neutral, Moderate and Long-Term
	Streetscape characteristics and visual impacts on open space north of R148 (Construction Compound LU2)	Neutral, Slight and Short-Term	Positive, Moderate and Long-Term
	Streetscape characteristics and visual impacts on open spaces adjacent to Liffey Gaels GAA	Neutral, Slight and Short-Term	Positive, Moderate and Long-Term
	Streetscape characteristics and visual impacts on open spaces adjacent to Dr Steevens' Hospital	Negative, Moderate / Significant and Short-Term	Neutral, Moderate and Long-Term
	Streetscape characteristics and visual impacts on Hermitage Golf Club	Negative, Significant and Short-Term	Positive, Moderate and Long-Term
	Streetscape characteristics and visual impacts on Liffey Valley High Amenity	Negative, Moderate and Short-Term	Neutral, Slight / Moderate and Short-Term
	Streetscape characteristics and visual impacts on trees and vegetation (Hermitage Golf Course)	Negative, Significant and Short-Term	Positive Moderate and Long-Term
	Streetscape characteristics and visual impacts on trees and vegetation (Adjacent to R148/ Chapelizod Hill Road)	Negative, Significant and Short-Term	Negative, 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>		
<b>Chapter 19 (Material Assets)</b>	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
<b>Chapter 20 (Risk of Major Accidents and / or Disasters)</b>	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
	<b>Construction Phase</b>		
<b>Chapter 20 (Risk of Major Accidents and / or Disasters)</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 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.		
	The Landscape (Townscape) and Visual assessment identified the potential for temporary indirect cumulative townscape and visual effects to occur as a result of other projects in conjunction with the Proposed Scheme 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.		
	<b>Operational Phase</b>		
The traffic and transport 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.			
The Landscape (Townscape) and Visual assessment identified that while the implementation of the mitigation proposed in Chapter 17 of EIAR will assist in reducing cumulative effects and protecting retained features of value, there remains potential for slight / moderate short-term cumulative effects for five other Major Projects and the Liffey Valley to City Centre Core Bus Corridor scheme in conjunction with the Proposed Scheme. Medium and long-term cumulative effects expected to be neutral or positive.			
The human health assessment predicts a positive significant and long-term cumulative impact on human health due to the encouragement of active travel and increased use of public transport through the offering of a choice of routes from the proposals for the cycle network, the other 11 Core Bus Corridor schemes and the Proposed Scheme.			

## **23.1 References**

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



**Údarás Náisiúnta Iompair**  
National Transport Authority

**National Transport Authority**  
Dún Scéine  
Harcourt Lane  
Dublin 2  
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**Project Ireland 2040**  
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