

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

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 Kimmage 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)
Chapter 6 (Traffic & Transport)	Construction Phase		
	Cycling Provision - Restrictions to cyclists along the Proposed Scheme	Negative, Moderate and Short-term	Negative, Moderate and Short-term
	Bus Provision - Restrictions to public transport along the Proposed Scheme	Negative, Moderate and Short-term	Negative, Moderate and Short-term
	General Traffic – Restrictions to general traffic along the Proposed Scheme	Negative, Moderate and Short-term	Negative, Moderate and Short-term
	Operational Phase		
	Pedestrian Infrastructure - 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
	Cycling Infrastructure - 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
	Bus Infrastructure - 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
	People Movement - Increases to the total number of people travelling through the Proposed Scheme	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Bus Network Performance Indicators - Improvements to the network performance indicators for bus users along the Proposed Scheme	Positive, Significant and Long-Term	Positive, Significant and Long-Term
General Traffic Network Performance Indicators - Reduction in general traffic flows along the Proposed Scheme	Positive, Slight to Profound and Long-Term	Positive, Slight to Profound and Long-Term	
Chapter 7 (Air Quality)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			
Chapter 8 (Climate)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
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)
Chapter 9 (Noise & Vibration)	Construction Phase		
	Evening activities at NSLs within 15m of general road works and urban realm landscaping	Negative, Significant to Very Significant and Temporary	Negative, Moderate to Significant and Temporary
	Evening activities at NSLs within 10m of road widening / quiet street road works and utility diversion works	Negative, Significant to Very Significant and Temporary	Negative, Significant to Very Significant and Temporary
	Evening activities at NSLs within 15m of boundary treatment works, additional works and bored piling works	Negative, Significant to Very Significant and Temporary	Negative, Moderate to Significant and Temporary
	Evening activities at NSLs within 10m of the Construction Compound boundaries	Negative, Significant to Very Significant and Temporary	Negative, Moderate to Significant and Temporary
	Evening activities at NSLs within 15m of retaining wall construction works	Negative, Significant to Very Significant and Temporary	Negative, Moderate to Significant and Temporary
	Operational Phase		
	Opening Year (2028) traffic noise – Proposed Scheme	Direct, Positive, Moderate and Short to Medium-Term to Direct, Neutral, and Short to Medium-Term	Direct, Positive, Moderate and Short to Medium-Term to Direct, Neutral, and Short to Medium-Term
	Opening Year (2028) traffic noise – Surrounding Road Network	Indirect, Positive, Moderate and Short to Medium-Term to Indirect, Negative, Slight to Moderate and Short to Medium-term	Indirect, Positive, Moderate and Short to Medium-Term to Indirect, Negative, Slight to Moderate and Short to Medium-term
	Design Year (2043) traffic noise – Proposed Scheme	Direct, Positive, Moderate and Long-term to Direct, Neutral and Long-term	Direct, Positive, Moderate and Long-term to Direct, Neutral and Long-term
Design Year (2043) traffic noise – Surrounding Road Network	Indirect, Positive, Moderate and Long-term to Indirect, Negative, Slight and Long-term	Indirect, Positive, Moderate and Long-term to Indirect, Negative, Slight and Long-term	
Chapter 10 (Population)	Construction Phase		
	Community Assessment - Community Amenity (Receptor Specific)	Negative, Moderate / Significant and Short-term: <ul style="list-style-type: none"> • Harold's Cross Park; • Saint Patrick's Cathedral Grammar School; • Mount Argus Park; • Grand Canal; • Saint Clare's Convent National School; • Leinster Park Montessori School; • Saint Audoen's Church; • Poddle Park; • Saint Gladys Private Nursing Home; • Holy Apostles Peter and Paul Russian Orthodox Church; • Our Lady's Hospice and Care Services; 	Negative, Moderate / Significant and Short-term: <ul style="list-style-type: none"> • Harold's Cross Park; • Saint Patrick's Cathedral Grammar School; • Mount Argus Park; • Grand Canal; • Saint Clare's Convent National School; • Leinster Park Montessori School; • Saint Audoen's Church; • Poddle Park; • Saint Gladys Private Nursing Home; • Holy Apostles Peter and Paul Russian Orthodox Church; • Our Lady's Hospice and Care Services;

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
		<ul style="list-style-type: none"> Mount Jerome Cemetery; The River Poddle Corridor; and Sundrive Road Car Park. Negative, Moderate and Short-term – Community receptors located directly along the length of the Proposed Scheme between the Grand Canal and Patrick Street Junction.	<ul style="list-style-type: none"> Mount Jerome Cemetery; The River Poddle Corridor; and Sundrive Road Car Park. Negative, Moderate and Short-term – Community receptors located directly along the length of the Proposed Scheme between the Grand Canal and Patrick Street Junction.
	Community Assessment – Community Land Take	Negative, Moderate and Short-term: <ul style="list-style-type: none"> No. 01 – 21 Mount Argus Square (No. 21 residential properties); and No. 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, and 61 Harold's Cross Road (no. 15 residential properties). 	Negative, Moderate and Short-term: <ul style="list-style-type: none"> No. 01 – 21 Mount Argus Square (No. 21 residential properties); and No. 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, and 61 Harold's Cross Road (no. 15 residential properties).
	Community Assessment – Community Accessibility (Cyclists and Bus Users)	Negative, Moderate and Short-term - Mount Argus, Harold's Cross, Harrington Street and Francis Street	Negative, Moderate and Short-term - Mount Argus, Harold's Cross, Harrington Street and Francis Street
	Community Assessment – Community Accessibility (Private Vehicles)	Negative, Moderate and Short-term - Mount Argus, Harold's Cross, Harrington Street and Francis Street	Negative, Moderate and Short-term - Mount Argus, Harold's Cross, Harrington Street and Francis Street
	Economic Assessment – Commercial Amenity: Receptor specific	Negative, Moderate and Short-term - Maldron Hotel (Direct) Negative, Moderate / Significant and Short-term – all commercial receptors located along the proposed Scheme between Lower Kimmage Road and the Grand Canal; and Negative, Moderate and Short-term – all commercial receptors located along the Proposed Scheme between the Grand Canal and Patrick Street Junction.	Negative, Moderate and Short-term - Maldron Hotel (Direct) Negative, Moderate / Significant and Short-term – all commercial receptors located along the proposed Scheme between Lower Kimmage Road and the Grand Canal; and Negative, Moderate and Short-term – all commercial receptors located along the Proposed Scheme between the Grand Canal and Patrick Street Junction.
	Economic Assessment – Commercial Land-take:	Negative, Significant and Short-term – Gordon's Fuels	Negative, Significant and Short-term – Gordon's Fuels
	Economic Assessment – Commercial Accessibility (Cyclists and Bus Users):	Negative, Moderate and Short-term - Mount Argus, Harold's Cross, Harrington Street and Francis Street	Negative, Moderate and Short-term - Mount Argus, Harold's Cross, Harrington Street and Francis Street
	Economic Assessment – Commercial Accessibility (Private Vehicles):	Negative, Moderate and Short-term - Mount Argus, Harold's Cross, Harrington Street and Francis Street	Negative, Moderate and Short-term - Mount Argus, Harold's Cross, Harrington Street and Francis Street
Operational Phase			
	Community Assessment – Community Amenity (Receptor Specific)	Negative Moderate to Positive, Moderate and Long-term – all community receptors located along the Proposed Scheme	Negative Moderate to Positive, Moderate and Long-term – all community receptors located along the Proposed Scheme

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Community Assessment – Community Land Take:	Negative, Profound and Long-term – 32A Clanbrassil Street Upper	Negative, Profound and Long-term – 32A Clanbrassil Street Upper
	Community Assessment – Community Accessibility (Pedestrians and Cyclists):	Positive, Slight to Very Significant and Long-Term – Mount Argus, Harold's Cross, Harrington Street and Francis Street	Positive, Slight to Very Significant and Long-Term – Mount Argus, Harold's Cross, Harrington Street and Francis Street
	Community Assessment – Community Accessibility (Bus Users):	Positive, Moderate to Very Significant and Long-Term - Mount Argus, Harold's Cross, Harrington Street and Francis Street	Positive, Moderate to Very Significant and Long-Term - Mount Argus, Harold's Cross, Harrington Street and Francis Street
	Community Assessment – Community Accessibility (Private Vehicles):	Positive, Slight to Profound and Long-Term – Harold's Cross, Harrington Street and Francis Street	Positive, Slight to Profound and Long-Term – Harold's Cross, Harrington Street and Francis Street
	Economic Assessment – Commercial Amenity (Receptor Specific)	Negative, Moderate to Positive, Moderate and Long-term – all commercial receptors located along the Proposed Scheme	Negative, Moderate to Positive, Moderate and Long-term – all commercial receptors located along the Proposed Scheme
	Economic Assessment – Commercial Accessibility (Pedestrians, Cyclists and Bus Users):	Positive, Slight to Very Significant and Long-Term – Mount Argus, Harold's Cross, Harrington Street and Francis Street	Positive, Slight to Very Significant and Long-Term – Mount Argus, Harold's Cross, Harrington Street and Francis Street
	Economic Assessment – Commercial Accessibility (Private Vehicles):	Positive, Slight to Profound and Long-Term – Harold's Cross, Harrington Street and Francis Street	Positive, Slight to Profound and Long-Term – Harold's Cross, Harrington Street and Francis Street
	Economic Assessment – Commercial Accessibility: Business Viability for specific individual receptors	Negative, Moderate and Long-term – Circle K Filling Station (Lower Kimmage Road)	Negative, Moderate and Long-term – Circle K Filling Station (Lower Kimmage Road)
Chapter 11 (Human Health)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
	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
Chapter 12 (Biodiversity)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		

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		
Chapter 13 (Water)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
Chapter 14 (Land, Soils, Geology & Hydrogeology)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
Chapter 15 (Archaeological & Cultural Heritage)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
	RMP DU018-043003, Weir (site of) (i.e. The Stone Boat in the vicinity of Mount Argus Way)	No impact	Positive, Moderate and Long-term
Chapter 16 (Architectural Heritage)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
Chapter 17 (Landscape (Townscape) & Visual)	Construction Phase		
	Townscape and Streetscape Character: Kimmage Road Lower from Kimmage Cross Roads to the Junction with Harold's Cross Road	Negative, Moderate / Significant and Temporary / Short-term	Negative, Moderate / Significant and Temporary / Short-term
	Townscape and Streetscape Character: Harold's Cross Road from Harold's Cross Park to the Grand Canal	Negative, Significant and Temporary / Short-term	Negative, Significant and Temporary / Short-term
	Townscape and Streetscape Character: Clanbrassil Street Upper and Lower and New Street South from the Grand Canal to the Patrick Street Junction	Negative, Moderate and Temporary / Short-term	Negative, Moderate and Temporary / Short-term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Streetscape characteristics and visual effects: Grand Canal Conservation Area	Negative, Moderate / Significant, Temporary / Short-term	Negative, Moderate / Significant, Temporary / Short-term
	Streetscape characteristics and visual effects: Amenity Designations	Negative, Significant and Temporary / Short-term – Grand Canal	Negative, Significant and Temporary / Short-term – Grand Canal
	Streetscape characteristics and visual effects: Amenity Designations	Negative, Moderate and Temporary / Short-term – Harold's Cross Park	Negative, Moderate and Temporary / Short-term – Harold's Cross Park
	Streetscape characteristics and visual effects: Part of residential property subject to temporary acquisition	Negative, Very Significant, and Temporary / Short-term – No. 14 – 26 Harold's Cross Road (west side) and No. 33 – 61 Harold's Cross Road (east side).	Negative, Very Significant, and Temporary / Short-term – No. 14 – 26 Harold's Cross Road (west side) and No. 33 – 61 Harold's Cross Road (east side).
	Streetscape characteristics and visual effects: Part of residential property subject to temporary acquisition	Negative, Profound, Permanent – No. 32A Clanbrassil Street Upper (at Gordon's Fuels)	Negative, Profound, Permanent – No. 32A Clanbrassil Street Upper (at Gordon's Fuels)
	Streetscape characteristics and visual effects: Non-residential properties subject to temporary acquisition	Negative, Significant / Very Significant and Temporary / Short-term – Car park at Sundrive Road, Our lady's Hospice, Fottrell House Offices, No. 3 – 15 Harold's Cross Road, Gordon's Fuels and Mullen Scrap	Negative, Significant / Very Significant and Temporary / Short-term – Car park at Sundrive Road, Our lady's Hospice, Fottrell House Offices, No. 3 – 15 Harold's Cross Road, Gordon's Fuels and Mullen Scrap
	Streetscape characteristics and visual effects: Properties not subject to temporary acquisition or with minimal direct contact with the Proposed Scheme	Negative, Moderate and Temporary / Short-term	Negative, Moderate and Temporary / Short-term
Operational Phase			
	Townscape and Streetscape Character: Kimmage Road Lower from Kimmage Cross Roads to the junction with Harold's Cross Road	Positive, Slight / Moderate and Short-term	Positive, Moderate and Long-term
	Townscape and Streetscape Character: Harold's Cross Road from Harold's Cross Park to the Grand Canal	Neutral, Moderate and Short-term	Positive, Moderate and Long-term
	Townscape and Streetscape Character: Clanbrassil Street Upper and Lower and New Street South from the Grand Canal to the Patrick Street Junction	Positive, Slight and Short-term	Positive, Moderate and Long-term
	Streetscape characteristics and visual effects: Grand Canal Conservation Area	Neutral, Slight to Significant and Short-term	Neutral, Moderate and Long-term
	Streetscape characteristics and visual effects: Amenity Designations	Negative, Slight to Significant and Short-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 effects: Part of residential property subject to permanent acquisition	Negative, Significant and Short-term - No. 14 – 26 Harold’s Cross Road (west side) and No. 33 – 61 Harold’s Cross Road (east side).	Negative, Moderate / Significant and Long-term - No. 14 – 26 Harold’s Cross Road (west side) and No. 33 – 61 Harold’s Cross Road (east side).
	Streetscape characteristics and visual effects: Part of residential property subject to permanent acquisition	Negative, Profound and Permanent – No. 32A Clanbrassil Street Upper (at Gordon’s Fuels)	Negative, Profound and Permanent – No. 32A Clanbrassil Street Upper (at Gordon’s Fuels)
	Streetscape characteristics and visual effects: Non-residential properties subject to permanent acquisition	Negative, Moderate and Short-term – Car park at Sundrive Road, Our lady’s Hospice, Fottrell House Offices, Gordon’s Fuels and Mullen Scrap	Negative, Slight / Moderate and Short-term – Car park at Sundrive Road, Our lady’s Hospice, Fottrell House Offices, Gordon’s Fuels and Mullen Scrap
Chapter 18 (Waste & Resources)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
Chapter 19 (Material Assets)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
Chapter 20 (Risk of Major Accidents and / or Disasters)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
Chapter 21 (Cumulative Impacts & Environmental Interactions)	Construction Phase		
	For the landscape (townscape) and visual assessment, if construction periods overlap / are successive, there remains potential for localised Moderate and Temporary / Short-Term cumulative effects during construction in the townscape / streetscape with other projects. However, it is likely that the extent of any such impacts will be localised and contained.		
	The combined impact on climate of the Proposed Scheme with other schemes under construction concurrently is considered to result in a cumulative Negative, Significant and Short-Term impact. In general, the carbon emissions associated with embodied carbon and energy to construct schemes on a national basis is accounted for cumulatively as part of the Emissions Trading Scheme. Impacts on climate associated with the Proposed Scheme cumulatively with the construction of all other Core Bus Corridor schemes are predicted to be Negative, Significant and Short-Term.		
	Operational Phase		
	The traffic and transport impact assessment predicts a Positive, Profound and Long-Term cumulative effect on People Movement by sustainable modes, as a result of the Proposed Scheme and the other 11 Core Bus Corridor schemes.		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	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 offering a choice of routes from the proposals for the cycle network, the other 11 Core Bus Corridor schemes and the Proposed Scheme.		