

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 Ringsend 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)
Chapter 6 (Traffic & Transport)	Construction Phase		
	Restrictions to cyclists along Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Restrictions to public transport along Proposed Scheme.	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Restrictions to general traffic along Proposed Scheme.	Negative, Moderate and Short-term	Negative, Moderate and Short-term
	Additional construction traffic flows upon the surrounding road network.	Negative, Moderate and Short-term	Negative, Moderate and Short-term
	Operational Phase		
	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, Imperceptible and Long-term to Profound and Long-term	Positive, Imperceptible and Long-term to Profound and Long-term
	A total loss of 88 parking / loading spaces along the Proposed Scheme.	Negative, Imperceptible and Long-term to Moderate and Long-term	Negative, Imperceptible and Long-term 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	
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			
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

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Evening activities at NSLs within 10m of road widening / 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 wall, bored piling and additional construction works	Negative, Significant to Very Significant and Temporary	Negative, Moderate to Significant and Temporary
	Evening activities at NSLs within 15m of quiet street treatment works	Negative, Significant to Very Significant and Temporary	Negative, Moderate to Significant and Temporary
	Evening works at NSLs within 10m of the Construction Compounds	Negative, Significant to Very Significant and Temporary	Negative, Moderate to Significant and Temporary
	Construction vibration during sheet piling works (during DPTOB pier and span works) at NSLs within 20m	Negative, Moderate to Significant and Temporary	Negative, Moderate to Significant and Temporary
	Construction Traffic – New Wapping Street and Mayor Street Upper	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Daytime activities at NSLs within 25m of High-Intrusive Noise Level Works	Negative, Very Significant to Profound and Temporary	Negative, Significant to Very Significant and Temporary
	Daytime activities at NSLs between 25m and 50m of High-Intrusive Noise Level Works	Negative, Significant to Very Significant and Temporary	Negative, Moderate to Significant and Temporary
	Evening activities at NSLs within 15m of High-Intrusive Noise Level Works	Negative, Very Significant to Profound and Temporary	Negative, Very Significant to Profound and Temporary
	Evening activities at NSLs between 20m and 50m of High-Intrusive Noise Level Works	Negative, Significant to Very Significant and Temporary	Negative, Significant to Very Significant and Temporary
	Evening activities at NSLs between 50m and 75m of High-Intrusive Noise Level Works	Negative, Significant to Very Significant and Temporary	Negative, Moderate to Significant and Temporary
	Daytime activities at NSLs within 15m of Main Structural Works	Negative, Significant to Very Significant and Temporary	Negative, Significant to Very Significant and Temporary
	Daytime activities at NSLs between 20m and 25m of Main Structural Works	Negative, Moderate to Significant and Temporary	Negative, Moderate to Significant and Temporary
	Evening activities at NSLs within 25m of Main Structural Works	Negative, Very Significant to Profound and Temporary	Negative, Significant to Very Significant and Temporary
	Evening activities at NSLs between 25m and 50m of Main Structural Works	Negative, Significant to Very Significant and Temporary	Negative, Moderate to Significant and Temporary
	Evening activities at NSLs between 15m and 25m of Less Intrusive Structural Works	Negative, Significant to Very Significant and Temporary	Negative, Moderate to Significant and Temporary
	Evening activities at NSLs within 15m of General Site Work	Negative, Significant to Very Significant and Temporary	Negative, Moderate to Significant and Temporary

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Operational Phase		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
Chapter 10 (Population)	Construction Phase		
	Community Assessment - Community Amenity: Receptor Specific	Negative, Moderate and Short-term – community receptors along the north quays (i.e., TCD (Stack B Building) and the EPIC Museum). Negative, Moderate to Significant and Short-term in proximity to the DPTOB works (Capital Dock Park and St Patrick’s Rowing Club). Negative, Moderate and Temporary / Short-term – community receptors along the south quays (i.e., Immaculate Heart of Mary Church, St Mary’s Creche and Elizabeth O’Farrell Park)	Negative, Moderate and Short-term – community receptors along the north quays (i.e., TCD (Stack B Building) and the EPIC Museum). Negative, Moderate to Significant and Short-term in proximity to the DPTOB works (Capital Dock Park and St Patrick’s Rowing Club). Negative, Moderate and Temporary / Short-term – community receptors along the south quays (i.e., Immaculate Heart of Mary Church, St Mary’s Creche and Elizabeth O’Farrell Park)
	Community Assessment - Community Accessibility: Cyclists	Negative, Moderate and Temporary – Seville Place – North Wall, City Quay, Ringsend (and small parts of the community areas of Pro Cathedral and Sandymount)	Negative, Moderate and Temporary – Seville Place – North Wall, City Quay, Ringsend (and small parts of the community areas of Pro Cathedral and Sandymount)
	Community Assessment - Community Accessibility: Bus Users	Negative, Moderate and Temporary – Seville Place – North Wall, City Quay, Ringsend (and small parts of the community areas of Pro Cathedral and Sandymount)	Negative, Moderate and Temporary – Seville Place – North Wall, City Quay, Ringsend (and small parts of the community areas of Pro Cathedral and Sandymount)
	Community Assessment - Community Accessibility: Private Vehicles	Negative, Moderate and Temporary – North Wall, City Quay, Ringsend (and small parts of the community areas of Pro Cathedral and Sandymount)	Negative, Moderate and Temporary – North Wall, City Quay, Ringsend (and small parts of the community areas of Pro Cathedral and Sandymount)
	Economic Assessment – Commercial Amenity: Receptor specific	Negative, Moderate and Short-term – commercial receptors along the north quays and in proximity to the DPTOB works. Negative, Moderate and Temporary / Short-term – commercial receptors along the south quays.	Negative, Moderate and Short-term – commercial receptors along the north quays and in proximity to the DPTOB works. Negative, Moderate and Temporary / Short-term – commercial receptors along the south quays.
	Economic Assessment – Commercial Land-take: Receptor Specific	Negative, Moderate and Short-Term – Trinity College Dublin (Stack B Building)	Negative, Moderate and Short-Term – Trinity College Dublin (Stack B Building)
	Economic Assessment – Commercial Accessibility: Cyclists	Negative, Moderate and Temporary – Seville Place – North Wall, City Quay, Ringsend (and small parts of the community areas of Pro Cathedral and Sandymount)	Negative, Moderate and Temporary – Seville Place – North Wall, City Quay, Ringsend (and small parts of the community areas of Pro Cathedral and Sandymount)
	Economic Assessment – Commercial Accessibility: Bus Users	Negative, Moderate and Temporary – Seville Place – North Wall, City Quay, Ringsend (and	Negative, Moderate and Temporary – Seville Place – North Wall, City Quay, Ringsend (and small parts of

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
		small parts of the community areas of Pro Cathedral and Sandymount)	the community areas of Pro Cathedral and Sandymount)
	Economic Assessment – Commercial Accessibility: Private Vehicles	Negative, Moderate and Temporary – North Wall, City Quay, Ringsend (and small parts of the community areas of Pro Cathedral and Sandymount)	Negative, Moderate and Temporary – North Wall, City Quay, Ringsend (and small parts of the community areas of Pro Cathedral and Sandymount)
Operational Phase			
	Community Assessment - Community Land-take: Receptor Specific	Negative, Moderate and Long-Term - Capital Dock Park	Negative, Moderate and Long-Term - Capital Dock Park
	Community Assessment - Community Accessibility: Cyclists	Positive, Moderate and Long-Term – Seville Place – North Wall, City Quay and Ringsend (along with very small parts of Pro Cathedral and Sandymount)	Positive, Moderate and Long-Term – Seville Place – North Wall, City Quay and Ringsend (along with very small parts of Pro Cathedral and Sandymount)
	Community Assessment - Community Accessibility: Bus Users	Positive, Imperceptible to Profound and Long-Term - Seville Place – North Wall, City Quay and Ringsend (along with very small parts of Pro Cathedral and Sandymount)	Positive, Imperceptible to Profound and Long-Term - Seville Place – North Wall, City Quay and Ringsend (along with very small parts of Pro Cathedral and Sandymount)
	Economic Assessment – Commercial Amenity: Receptor specific	Negative, Moderate and Long-term – Commercial receptors situated at the following junctions (see Appendix A10.1 for details): <ul style="list-style-type: none"> Cathal Brugha Street / Cumberland Street North / Sean McDermott Street Upper on Cathal Brugha Street; and Townsend Street / Moss Street / Shaw Street on Townsend Street. 	Negative, Moderate and Long-term – Commercial receptors situated at the following junctions (see Appendix A10.1 for details): <ul style="list-style-type: none"> Cathal Brugha Street / Cumberland Street North / Sean McDermott Street Upper on Cathal Brugha Street; and Townsend Street / Moss Street / Shaw Street on Townsend Street.
	Economic Assessment – Commercial Accessibility: Cyclists	Positive, Moderate and Long-Term - Seville Place – North Wall, City Quay and Ringsend but also very small parts of Pro Cathedral and Sandymount	Positive, Moderate and Long-Term - Seville Place – North Wall, City Quay and Ringsend but also very small parts of Pro Cathedral and Sandymount
	Economic Assessment – Commercial Accessibility: Bus Users	Positive, Imperceptible to Profound and Long-Term - North Wall, City Quay and Ringsend but also very small parts of Pro Cathedral and Sandymount	Positive, Imperceptible to Profound and Long-Term - North Wall, City Quay and Ringsend but also very small parts of Pro Cathedral and Sandymount
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

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Impacts of Health Inequalities: Disability and deprivation	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		
	Habitat Loss: Habitat Degradation (hydrology) - Tidal Rivers (CW2) (corresponding to Annex I Estuaries [1130])	Likely significant effect at the county geographic scale	Likely significant effect at the county geographic scale
	Habitat Loss; Habitat Degradation (hydrology; non-native invasive plant species) - Mud sand shores (LS4) (corresponding to Annex I habitat mudflats and sandflats not covered by sea water at low tide (1140))	Likely significant effect at the county geographic scale	Likely significant effect at the county geographic scale
	Habitat loss: Scattered trees and parkland (WD5)	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
	Habitat loss: Hedgerows (WL1)	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
	Habitat loss: Treelines (WL2)	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
	Kingfisher: Mortality risk; Disturbance / Displacement; Habitat Degradation (hydrology)	Likely significant effect at the local to county geographic scale	Likely significant effect at the local geographic scale
	Black Guillemot: Habitat Loss; Mortality risk; Disturbance / Displacement; Habitat Degradation (hydrology)	Likely significant effect at the local to county geographic scale	Likely significant effect at the local geographic scale
	All other breeding bird species (non-SPA populations): Habitat Loss; Mortality risk; Disturbance / Displacement; Habitat Degradation (hydrology)	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
	All other wintering bird species (non-SPA populations): Habitat Loss; Mortality risk; Disturbance / Displacement; Habitat Degradation (hydrology)	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
	Operational Phase		
	Tidal Rivers (CW2) (corresponding to Annex I Estuaries [1130]): Habitat Loss; Habitat Degradation (hydrology)	Likely significant effect at the local geographic scale	Likely significant effect at the county geographic scale
	Mud sand shores (LS4) (corresponding to Annex I habitat mudflats and sandflats not covered by sea water at low tide (1140)): Habitat Loss; Habitat Degradation (hydrology)	Likely significant effect at the local geographic scale	Likely significant effect at the county geographic scale

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Hedgerows: Habitat loss	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
	Bats: Disturbance / Displacement	Likely significant effect at the local geographic scale	Likely significant effect at the local geographic scale
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		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
Chapter 16 (Architectural Heritage)	Construction Phase		
	Impact on Liffey Quays Conservation Area – Indirect Impact	Negative, Significant, Short-term	Negative, Significant, Short-term
	Impact on Royal Canal Conservation Area – Indirect Impact	Negative, Significant, Short-term	Negative, Significant, Short-term
	Impact on Dodder Valley and Grand Canal Conservation Area – Indirect Impact	Negative, Significant, Short-term	Negative, Significant, Short-term
	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 at Talbot Memorial Bridge to Tom Clarke East Link Bridge	Negative, Moderate / Significant, Temporary / Short-Term	Negative, Moderate / Significant, Temporary / Short-Term	
Townscape and Streetscape Character at Dodder Public Transport Opening Bridge	Negative, Very Significant, Temporary / Short-term	Negative, Very Significant, Temporary / Short-Term	

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Townscape and Streetscape Character at Tom Clarke East Link Bridge to Sean Moore Road	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Streetscape Character and Visual Impacts in the Liffey Quays Conservation Area	Negative, Very Significant, Temporary / Short-Term	Negative, Very Significant, Temporary / Short-Term
	Streetscape Character and Visual Impacts in the Royal Canal Conservation Area and Dodder Valley and Grand Canal Conservation Area	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Streetscape Character and Visual Impacts on Protected Structures	Negative, Very Significant, Temporary / Short-Term	Negative, Very Significant, Temporary / Short-Term
	Streetscape Character and Visual Impacts on Amenity Designations on The Campshires and the open space at York Road / Tom Clarke East Link Bridge	Negative, Very Significant, Temporary / Short-Term	Negative, Very Significant, Temporary / Short-Term
	Streetscape Character and Visual Impacts on Preserved Views / Scenic Views, etc.	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Streetscape Character and Visual Impacts on properties: Non-residential properties included in temporary acquisition	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Streetscape Character and Visual Impacts on properties: Properties along, fronting and viewing the Proposed Scheme not included in temporary acquisition	Negative, Moderate / Significant, Temporary / Short-Term	Negative, Moderate / Significant, Temporary / Short-Term
	Streetscape Character and Visual Impacts on trees and vegetation	Negative, Moderate / Significant, Short-Term	Negative, Moderate / Significant, Short-Term
Operational Phase			
	Townscape and Streetscape Character at Dodder Public Transport Opening Bridge	Neutral, Significant, Long-term	Neutral, Significant, Long-term
	Streetscape Character and Visual Impacts in the Liffey Quays Conservation Area	Neutral, Moderate, Long-Term	Neutral, Moderate, Long-Term
	Streetscape Character and Visual Impacts on Protected Structures	Neutral, Moderate, Long-term	Neutral, Moderate, Long-term
	Streetscape Character and Visual Impacts on Amenity Designations on The Campshires and the open space at York Road / Tom Clarke East Link Bridge	Positive, Moderate / Significant, Long-Term	Positive, Moderate / Significant, Long-Term
	Streetscape Character and Visual Impacts on properties: Non-residential properties included in permanent acquisition	Neutral, Moderate, Long-term	Neutral, Moderate, Long-term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
Chapter 18 (Waste & Resources)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
Chapter 19 (Material Assets)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	Operational Phase		
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		
Chapter 21 (Cumulative Impacts & Environmental Interactions)	Construction Phase		
	<p>There is potential for significant in-combination effects on biodiversity due to disturbance and displacement of non-SCI breeding and non-SCI wintering bird species during construction of the Proposed Scheme and other identified major projects, in the event construction periods overlap. However, these effects are predicted to be at a local geographic scale or local-county geographic scale (for a small number of projects).</p> <p>For the Landscape (Townscape) and Visual assessment, if construction periods overlap / are successive, there remains potential for localised moderate 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.</p> <p>The combined impact of the Proposed Scheme with other schemes under construction concurrently is considered to result in a cumulative negative, short-term and significant 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 ETS. 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.</p>		
	Operational Phase		
Chapter 21 (Cumulative Impacts & Environmental Interactions)	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.		
	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.		
	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.		
	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.		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	<p>The landscape (townscape) and visual assessment, the effects of any changes are likely to be reduced over time with establishment of proposed landscape measures but there remains potential for moderate short-term effects during operation. Medium and long-term effects will be neutralised by general acceptance of the structures into the townscape / riverscape; however, moderate effects are likely to remain for two other major projects:</p> <ul style="list-style-type: none"> • Major Project (id MP22) - Development of a road link connecting from the southern end of the Dublin Port Tunnel to the South Port area, which will serve the South Port and adjoining development areas; and • Major Project (id MP36) - Dublin Southern Port Access Route (SPAR). 		