

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 Swords 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 general traffic along Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Operational Phase		
	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
	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, Significant and Long-term	Positive, Significant and Long-term
Reduction in general traffic flows along the Proposed Scheme.	Positive, Moderate and Long-term	Positive, Moderate 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		
	<p>The air dispersion modelling assessment has found that the majority of all modelled receptors are predicted to experience negligible impacts due to the Proposed Scheme, and beneficial impacts are also estimated along the length of the Proposed Scheme. The number of receptors where an exceedance of the NO2 limit value is predicted decreases as a result of the Proposed Scheme. There are localised residual moderate adverse effects predicted at human receptors on the R101 North Circular Road and the R108 Phibsborough Road as a result of the 2028 Operational Phase of the Proposed Scheme which are considered significant as NO2 concentrations are predicted to exceed the limit value. Exceedances of the NO2 annual mean limit value were also modelled in the existing baseline and the Do Minimum, indicating existing poor air quality in this area. However, the residual impacts due to the Proposed Scheme are expected to reduce to slight adverse or negligible by 2043, due to reductions in emissions between 2028 and 2043 from advancements in engine technology and the addition of a higher percentage of electric vehicles to the fleet. The localised impacts on the R101 North Circular Road and the R108 Phibsborough Road due to the Opening Year (2028) of the Operational Phase of the Proposed Scheme are therefore considered Negative, Significant and Short-Term reducing to Negative and Slight/Negligible Long-Term in 2043 (Design Year) for the Operational Phase of the Proposed Scheme.</p>		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
Chapter 8 (Climate)	Construction Phase		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
Chapter 8 (Climate)	Operational Phase		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
Chapter 8 (Climate)	Construction Phase		
	General Road Works and Urban Realm Landscaping <ul style="list-style-type: none"> Monday to Friday: Daytime (07:00 – 19:00hrs) 	<ul style="list-style-type: none"> Negative, Moderate to Significant and Temporary in the absence of noise mitigation at NSLs within 15m distance from the proposed works; Negative, Slight to Moderate and Temporary at NSLs at distances between 20m to 40m from the proposed works; and Negative, Not Significant and Temporary at NSLs at distances greater than 40m from the proposed works. 	<ul style="list-style-type: none"> Negative, Slight to Moderate and Temporary at NSLs within 15m from the proposed works; and
General Road Works and Urban Realm Landscaping <ul style="list-style-type: none"> Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs) 	<ul style="list-style-type: none"> Negative, Significant to Very Significant and Temporary at NSLs within 25m distance from the proposed works; Negative, Moderate to Significant and Temporary at NSLs at distances between 25m and 40m from the proposed works; Negative, Slight to Moderate and Temporary at NSLs at distances between 40m and 50m from the proposed works; and Negative, Not Significant and Temporary at NSLs at distances greater than 50m from the proposed works. 	<ul style="list-style-type: none"> Negative, Moderate to Significant and Temporary at NSLs within 15m from the proposed works; and 	

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Road Widening and Utility Diversion Works <ul style="list-style-type: none"> Monday to Friday: Daytime (07:00 – 19:00hrs) 	<ul style="list-style-type: none"> Negative, Significant to Very Significant and Temporary at NSLs within 10m of the proposed works; Negative, Moderate to Significant and Temporary at NSLs between 15m to 25m from the proposed works; Negative, Slight to Moderate and Temporary at NSLs at distances between 25m to 60m from the proposed works; and Negative, Not Significant at NSLs at distances greater than 60m from the proposed works. 	<ul style="list-style-type: none"> Negative, Slight to Moderate and Temporary at NSLs within 20m from the proposed works; and
	Road Widening and Utility Diversion Works <ul style="list-style-type: none"> Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs) 	<ul style="list-style-type: none"> Negative, Significant to Very Significant and Temporary at NSLs within 40m of the proposed works. Negative, Moderate to Significant and Temporary at NSLs within 40m to 75m from the proposed works; Negative, Slight to Moderate and Temporary at NSLs at distances within 75m and 80m from the proposed works; and# Negative, Not Significant at NSLs at distances greater than 80m from the proposed works. 	<ul style="list-style-type: none"> Negative, Significant to Very Significant and Temporary at NSLs within 10m from the proposed works; and Negative, Moderate to Significant and Temporary at NSLs within 10m to 20m from the proposed works; and
	Boundary Wall and Bored Piling Construction Works <ul style="list-style-type: none"> Monday to Friday: Daytime (07:00 – 19:00hrs) 	<ul style="list-style-type: none"> Negative, Moderate to Significant and Temporary at NSLs within 15m of the proposed works; Negative, Slight to Moderate and Temporary at NSLs 20m to 50m from the proposed works; and 	<ul style="list-style-type: none"> Negative, Slight to Moderate and Temporary at NSLs within 15m from the proposed works; and
	Boundary Wall and Bored Piling Construction Works <ul style="list-style-type: none"> Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs) 	<ul style="list-style-type: none"> Negative, Significant to Very Significant and Temporary to Short-Term at NSLs within 25m of the proposed works; Negative, Moderate to Significant and Temporary at NSLs 25m to 50m from the proposed works; Negative, Slight to Moderate and Temporary at NSLs 50m to 60m from the proposed works; and 	<ul style="list-style-type: none"> Negative, Moderate to Significant and Temporary at NSLs within 15m from the proposed works; Negative, Slight to Moderate and Temporary at NSLs within 15m to 20m from the proposed works; and

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Construction Compounds <ul style="list-style-type: none"> Monday to Friday: Daytime (07:00 – 19:00hrs) 	<ul style="list-style-type: none"> Negative, Moderate to Significant and Temporary at NSLs within 10m of the Construction Compounds; Negative, Slight to Moderate and Temporary at NSLs between 15m and 40m from the Construction Compounds; and 	<ul style="list-style-type: none"> No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme
	Construction Compounds <ul style="list-style-type: none"> Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs) 	<ul style="list-style-type: none"> Negative, Significant to Very Significant and Temporary at NSLs within 20m of the Construction Compounds; Negative, Moderate to Significant and Temporary at NSLs between 20m to 40m from the Construction Compounds; and 	<ul style="list-style-type: none"> No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme
	Retaining Wall & Structures Construction Works <ul style="list-style-type: none"> Monday to Friday: Daytime (07:00 – 19:00hrs) 	<ul style="list-style-type: none"> Negative, Significant to Very Significant and Temporary at NSLs within 10m distance from the proposed works; Negative, Moderate to Significant and Temporary at NSLs at distances between 10m and 15m from the proposed works; Negative, Slight to Moderate and Temporary at NSLs at distances within 20m to 50m from the proposed works; and 	<ul style="list-style-type: none"> Negative, Slight to Moderate and Temporary at NSLs within 15m distance from the proposed works; and
	Retaining Wall & Structures Construction Works <ul style="list-style-type: none"> Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs) 	<ul style="list-style-type: none"> Negative, Significant to Very Significant and Temporary at NSLs within 30m distance from the proposed works; Negative, Moderate to Significant and Temporary at NSLs between 30m to 50m of the proposed works; Negative, Slight to Moderate and Temporary at NSLs at distances 50m and 60m from the proposed works; and 	<ul style="list-style-type: none"> Negative, Significant to Very Significant and Temporary at NSLs within 10m from the proposed works; Negative, Moderate to Significant and Temporary at NSLs between 10m to 15m from the proposed works; Negative, Slight to Moderate and Temporary at NSLs between 15m to 20m from the proposed works; and
	Groundbreaking during road widening and utility diversion works within 10m	<ul style="list-style-type: none"> Negative, Slight to Moderate and Temporary 	<ul style="list-style-type: none"> 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)
	Operational Phase		
	There are no significant residual Operational Phase noise or vibration impacts associated with the Proposed Scheme.		
Chapter 10 (Population)	Construction Phase		
	Community Amenity: Rotunda Hospital and Mater Private Hospital	Negative, Moderate to Significant and Short-Term	Negative, Moderate to Significant and Short-Term
	Community Land Take: 41 Residential – Negative, Significant and Temporary/Short-Term – along Swords Road.	Negative, Significant and Temporary / Short-Term	Negative, Significant and Temporary / Short-Term
	Community Accessibility (Cyclists) - Swords, River Valley, Larkhill – Whitehall – Santry, Marino, Drumcondra, Glasnevin, Iona Road, North William Street, Gardiner Street, Berkeley Road, Dominick Street and Pro Cathedral.	Negative, Moderate and Temporary / Short Term	Negative, Moderate and Temporary / Short Term
	Community Accessibility (Private Vehicles) - Swords, River Valley, Larkhill – Whitehall – Santry, Marino, Drumcondra, Glasnevin, Iona Road, North William Street, Gardiner Street, Berkeley Road, Dominick Street and Pro Cathedral	Negative, Moderate and Temporary /Short Term	Negative, Moderate and Temporary /Short Term
	Commercial Land Take: Demolition of Mini Fix at Collinstown Cross Industrial Estate	Negative, Profound, Permanent	Negative, Profound, Permanent
	Commercial Accessibility (Cyclists) - Swords, River Valley, Larkhill – Whitehall – Santry, Marino, Drumcondra, Glasnevin, Iona Road, North William Street, Gardiner Street, Berkeley Road, Dominick Street and Pro Cathedral	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Commercial Accessibility (Private Vehicles) - Swords, Larkhill – Whitehall – Santry, River Valley, Marino, Drumcondra, Glasnevin, Iona Road, North William Street, Gardiner Street, Berkeley Road, Dominick Street and Pro Cathedral	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Operational Phase		
	Community Accessibility (Pedestrians) Swords, River Valley, Larkhill – Whitehall – Santry, Marino, Drumcondra, Glasnevin, Iona Road, North William Street, Gardiner Street, Berkeley Road, Dominick Street and Pro Cathedral	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Community Accessibility (Cyclists) - Swords, River Valley, Larkhill – Whitehall – Santry, Marino, Drumcondra, Glasnevin, Iona Road, North William Street, Gardiner Street, Berkeley Road, Dominick Street and Pro Cathedral	Positive, Slight to Very Significant and Long-Term	Positive, Slight to Very Significant and Long-Term
	Community Accessibility (Bus Users) - Swords, River Valley, Larkhill – Whitehall – Santry, Marino, Drumcondra, Glasnevin, Iona Road, North William Street, Gardiner Street, Berkeley Road, Dominick Street and Pro Cathedral	Positive, Moderate to Profound and Long-Term	Positive, Moderate to Profound and Long-Term
	Community Accessibility (Private Vehicles) - Swords, River Valley, Larkhill – Whitehall – Santry, Marino, Drumcondra, Glasnevin, Iona Road, North William Street, Gardiner Street, Berkeley Road, Dominick Street and Pro Cathedral	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
	Commercial Land Take: Demolition of Mini Fix at Collinstown Cross Industrial Estate	Negative, Profound and Long-Term	Negative, Profound and Long-Term
	Commercial land take: Larkhill – Whitehall – Santry.	Negative, Slight to Moderate and Long-Term	Negative, Slight to Moderate and Long-Term
	Commercial Accessibility (Pedestrians) Swords, River Valley, Larkhill – Whitehall – Santry, Marino, Drumcondra, Glasnevin, Iona Road, North William Street, Gardiner Street, Berkeley Road, Dominick Street and Pro Cathedral	Positive, Moderate to Very Significant and Long-Term	Positive, Moderate to Very Significant and Long-Term
	Commercial Accessibility (Cyclists) - Swords, River Valley, Larkhill – Whitehall – Santry, Marino, Drumcondra, Glasnevin, Iona Road, North William Street, Gardiner Street, Berkeley Road, Dominick Street and Pro Cathedral	Positive, Slight to Very Significant and Long-Term	Positive, Slight to Very Significant and Long-Term
	Commercial Accessibility (Bus Users) - Swords, River Valley, Larkhill – Whitehall – Santry, Marino, Drumcondra, Glasnevin, Iona Road, North William Street, Gardiner Street, Berkeley Road, Dominick Street and Pro Cathedral	Positive, Moderate to Profound and Long-Term	Positive, Moderate to Profound and Long-Term
	Commercial Accessibility (Private Vehicles) - Swords, River Valley, Larkhill – Whitehall – Santry, Marino, Drumcondra, Glasnevin, Iona Road, North William Street, Gardiner Street, Berkeley Road, Dominick Street and Pro Cathedral	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
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 and Significant in the Long-Term	Positive, Significant and Long-Term
Improved journey times to hospitals and healthcare	Positive, Significant in the Long-Term	Positive, Significant in the Long-Term	

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Impacts of Health Inequalities: Pedestrians and cyclists	Positive, Very Significant and Long-Term	Positive, Very Significant and Long-Term
Chapter 12 (Biodiversity)	Construction Phase		
	All other breeding bird species (non-SCI): Habitat Loss; Mortality risk; Disturbance / Displacement; Habitat Degradation (hydrology)	Likely significant effect at the local geographic scale	Likely significant residual effect at the local geographic scale (Habitat Loss; Mortality risk; Disturbance / Displacement)
	Operational Phase		
	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		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
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 – Section 3: Northwood Avenue to Shantalla Road	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Townscape and Streetscape Character – Section 4: Shantalla Road to Botanic Avenue	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Townscape and Streetscape Character – Section 5: Botanic Avenue to Granby Row	Negative, Moderate / Significant, Temporary / Short-Term	Negative, Moderate / Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Architectural Conservation Areas	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)
	Streetscape Characteristics and Visual Impacts on River Tolka Conservation Area	Negative, Significant / Very Significant, Temporary / Short-Term	Negative, Significant / Very Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Royal Canal / Parnell Square Conservation Area	Negative, Moderate, Temporary	Negative, Moderate, Temporary
	Streetscape Characteristics and Visual Impacts on Residential Conservation Area	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Protected Structures Thatch Cottage in Collinstown, Swords Road	Negative, Significant / Very Significant, Temporary / Short-Term	Negative, Significant / Very Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on other Protected Structures	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Amenity Designations - Santry Demesne	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Amenity Designations - Open Spaces at Santry, Our Lady's Park, Drumcondra	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on Amenity Designations - Santry River, Drumcondra Tree-lined Verges, Royal Canal, Parnell Square	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on part of residential property in temporary acquisition	Negative, Very Significant / Profound, Temporary / Short-Term	Negative, Very Significant / Profound, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on non-residential properties included in temporary acquisition	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on properties along, fronting and viewing the Proposed Scheme	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Streetscape Characteristics and Visual Impacts on trees and vegetation	Negative, Moderate / Significant, Temporary / Short-Term	Negative, Moderate / Significant, Temporary / Short-Term
Operational Phase			
	Townscape and Streetscape Character – Section 3: Northwood Avenue to Shantalla Road	Negative, Moderate, Short-Term	Positive, Moderate, Long-Term
	Townscape and Streetscape Character – Section 4: Shantalla Road to Botanic Avenue	Negative, Moderate, Short-Term	Positive, Moderate, Long-Term
	Townscape and Streetscape Character – Section 5: Botanic Avenue to Granby Row	Positive, Moderate, Short-Term	Positive, Moderate / Significant, Long-Term
	Streetscape Characteristics and Visual Impacts on River Tolka Conservation Area	Negative, Moderate, Short-Term	Neutral, Moderate, Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Streetscape Characteristics and Visual Impacts on Residential Conservation Area	Negative, Slight / Moderate, Short-Term	Positive, Moderate, Long-Term
	Streetscape Characteristics and Visual Impacts on Protected Structures Thatched Cottage in Collinstown, Swords Road	Negative, Moderate, Short-Term	Negative, Moderate, Long-Term
	Streetscape Characteristics and Visual Impacts on Amenity Designations - Open Spaces at Chadwicks	Negative, Moderate, Short-Term	Negative, Slight / Moderate, Long-Term
	Streetscape Characteristics and Visual Impacts on Amenity Designations - Open Spaces at Coolock Lane	Negative, Moderate / Significant, Short-Term	Negative, Moderate, Long-Term
	Streetscape Characteristics and Visual Impacts on Amenity Designations - Open Spaces at Santry	Negative, Moderate / Significant, Short-Term	Positive, Moderate, Long-Term
	Streetscape Characteristics and Visual Impacts on Amenity Designations - Our Lady's Park	Neutral, Moderate / Significant, Short-Term	Positive, Moderate, Long-Term
	Streetscape Characteristics and Visual Impacts on part of residential property in permanent acquisition	Negative, Moderate / Significant, Short-Term	Negative, Moderate, Long-Term
	Townscape / streetscape and visual impact on non-residential properties included in permanent acquisition	Negative, Moderate / Significant, Short-Term	Negative, Slight / Moderate, Long-Term
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		
	Construction Phase		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
Chapter 21 (Cumulative Impacts & Environmental Interactions)	<p>The results of the modelling showed that with the construction traffic management plans (CTMPs) for all schemes in place at the same time, there would be significant traffic displacement across the Dublin area. The large cumulative increase of traffic on local roads had the potential to generate a significant adverse impacts of traffic congestion along with the risk of generating air quality and noise impacts. A revised construction scenario was developed which is based on four schemes which cannot be constructed concurrently with adjoining schemes. This scenario was developed to minimise potential significant impacts on traffic, air quality and noise.</p>		
	<p>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.</p>		
	<p>The Landscape (Townscape) and Visual found there will be potential for localised, moderate, temporary in-combination indirect townscape and visual cumulative effects to occur with other projects 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.</p>		
	<p>For the MetroLink project, should the construction periods either overlap or follow on within a short timeframe with the Proposed Scheme, there is potential for localised, significant, temporary cumulative townscape/visual effects due to the parallel nature of this project at the northern end of the Proposed Scheme. However, these effects would be limited to any above ground works associated with construction of station access points for MetroLink. If no nearby above ground works, cumulative effects would be not significant.</p>		
	<p>Operational Phase</p>		
	<p>For traffic and transport, the assessment predicted that the Proposed Scheme and the other 11 Core Bus Corridor schemes are expected to facilitate a Long term, Profound Positive cumulative effect on People Movement by sustainable modes.</p> <p>The Human Health assessment identified that proposals for the cycle network, the DART+ Coastal South project, MetroLink, and the other 11 Core Bus Corridor schemes and the Proposed Scheme are complementary and could have a cumulative beneficial effect by encouraging active travel and increased use of public transport through offering a choice of routes. Due to the substantial size of overall population with the opportunity to benefit from the proposals, the effect is assessed as positive, very significant and long-term for health.</p>		