

The background is a vibrant yellow. It is decorated with several abstract shapes in shades of blue and teal. These include circles, teardrop shapes, and elongated rounded rectangles, some of which contain white circles. The shapes are scattered across the page, creating a modern, geometric aesthetic.

Chapter 23

Summary of Significant Residual Impacts

Contents

23. Summary of Significant Residual Impacts..... 1

23.1 References 10

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 Clongriffin 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		
	Restrictions to cyclists along the Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Restrictions to general traffic along the Proposed Scheme	Negative, Moderate and Temporary	Negative, Moderate and Temporary
	Operational Phase		
	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, Very Significant and Long-Term	Positive, Very Significant and Long-Term
	Improvements to the quality of the bus infrastructure along the Proposed Scheme.	Positive, Very Significant and Long-Term	Positive, Very Significant and Long-Term
	A total loss of 78 parking / loading spaces along the Proposed Scheme.	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term
	Increases to the total number of people travelling through the Proposed Scheme.	Positive, Very Significant and Long-Term	Positive, Very Significant and Long-Term
	Improvements to the network performance indicators for bus users along the Proposed Scheme.	Positive, 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	
Redistributed general traffic along the surrounding road network in the indirect study area as a result of the reduction of reserve capacity along the Proposed Scheme.	Negative, Slight and Long-Term	Negative, Slight and Long-Term	
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			

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
Chapter 8 (Climate)	Construction Phase		
	Overall greenhouse gas emissions (including embodied carbon and construction traffic) during the Construction Phase of the Proposed Scheme	Negative, Significant and Short-Term	Negative, Significant and Short-Term
	Operational Phase		
	The residual impact from Operational Phase traffic as a result of the Proposed Scheme.	Positive, Significant and Permanent	Positive, Significant and Permanent
Chapter 9 (Noise & Vibration)	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 10 (Population)	Construction Phase		
	Impact on community amenity – Nazareth House Nursing Home	Negative, Moderate to Significant and Short-Term	Negative, Moderate to Significant and Short-Term
	Community temporary land take impact at the following community areas: 1 to 12 Upper Artane Cottages, 44 Malahide Road, Villa Maria, Arva, Sunview, Helenville, Upmeads, St Gerards, Iona and Maria Philomena on Malahide Road, 1 to 10 Maypark Malahide Road, 198 to 238 Malahide Road (even numbers only), 20 to 62 Malahide Road (even numbers only), 1 to 19 Malahide Road (odd numbers only)	Negative, Significant and Short-Term	Negative, Significant and Short-Term
	Community accessibility – impact on cyclists at the following community areas: Darndale, Ayrfield, Coolock, Artane, Donnycarney and Marino	Negative, Moderate and Short-Term	Negative, Moderate and Short-Term
	Community accessibility – impact on private vehicles at the following community areas: Darndale, Ayrfield, Coolock, Artane, Donnycarney and Marino	Negative, Moderate and Short-Term	Negative, Moderate and Short-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Economic assessment – impact on commercial amenity of Clontarf Golf Course and the Hilton Dublin Airport Hotel	Negative, Moderate to Significant and Short Term	Negative, Moderate to Significant and Short Term
	Economic Assessment – impact on commercial accessibility for private vehicles at the following locations: Darndale, Ayrfield, Coolock, Artane, Donnycarney and Marino	Negative, Moderate and Short-Term	Negative, Moderate and Short-Term
Operational Phase			
	Community land take impact at the following properties: Arva, Sunview, Helenville, Upmeads, St Gerard's, Iona and Maria Philomena Malahide Road, 236 and 234 Malahide Road	Negative, Significant and Long-Term	Negative, Significant and Long-Term
	Impact on community accessibility for pedestrians in the following community areas: Darndale, Ayrfield, Coolock, Artane, Donnycarney and Marino	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
	Impact on community accessibility for cyclists in the following community areas: Darndale, Ayrfield, Coolock, Artane, Donnycarney and Marino	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Impact on community accessibility for bus users in the following community areas: Darndale, Ayrfield, Coolock, Artane, Donnycarney and Marino	Positive, Very Significant and Long-Term	Positive, Very Significant and Long-Term
	Impact on community accessibility for private vehicles in the following community areas: Darndale, Ayrfield, Coolock, Artane, Donnycarney and Marino	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
	Impact on community accessibility for private vehicles in the following community areas: Fairview, Clontarf (St Anthony's), Killester, Ardlea and Donaghmede	Negative, Moderate and Long-Term	Negative, Moderate and Long-Term
	Impact on commercial accessibility for pedestrians in the following community areas: Darndale, Ayrfield, Coolock, Artane, Donnycarney and Marino	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Impact on commercial accessibility for cyclists in the following community areas: Darndale, Ayrfield, Coolock, Artane, Donnycarney and Marino	Positive, Significant and Long-Term	Positive, Significant and Long-Term
	Impact on commercial accessibility for bus users in the following community areas: Darndale, Ayrfield, Coolock, Artane, Donnycarney and Marino	Positive, Very Significant and Long-Term	Positive, Very Significant and Long-Term
	Impact on commercial accessibility for private vehicles in the following community areas: Darndale, Ayrfield, Coolock, Artane, Donnycarney and Marino	Positive, Moderate and Long-Term	Positive, Moderate and Long-Term
	Impact on commercial accessibility for private vehicles in the following community areas: Fairview, Clontarf (St Anthony's), Killester, Ardlea and Donaghmede	Negative, Moderate and Long-Term	Negative, 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, 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
	Reduction in health inequalities (differences in people's health across the population and between specific population groups) for pedestrians and cyclists – reduced health inequalities relating to road traffic injuries and deaths	Positive, Very Significant and Long-Term	Positive, Very Significant and Long-Term
Chapter 12 (Biodiversity)	Construction Phase		
	Habitats (outside of designated areas for nature conservation) - Habitat Degradation (non-native invasive plant species) of Dry calcareous and neutral grassland (GS1)	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat Degradation (non-native invasive plant species) of Scattered trees and parkland (WD5)	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Habitat Loss, Habitat Degradation (non-native invasive plant species) of Hedgerows (WL1)	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat Loss, Habitat Degradation (non-native invasive plant species) of Treelines (WL2)	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat loss / fragmentation; Disturbance / displacement for bats	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Disturbance / displacement of badger	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat degradation (hydrology; disturbance / displacement) for otter	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat Loss; Mortality risk; Disturbance / Displacement; Habitat Degradation (hydrology) for all non-SCI breeding bird species	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat Loss; Mortality risk; Disturbance / Displacement; Habitat Degradation (hydrology) for all non-SCI wintering bird species	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Operational Phase		
	Habitat Degradation (air quality) for the North Dublin Bay pNHA	Likely significant negative effect at the local geographic scale	Likely significant negative 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		

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
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		
	Temporary land take on Alpha Cottages, 20 and 22 Malahide Road (CBC0001BTH026)	Negative, Moderate, Permanent	Negative, Moderate, Permanent
	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		
	Impact on Townscape and Streetscape Character of Belcamp Lane to Gracefield Road Section	Negative, Significant, Temporary / Short Term	Negative, Moderate, Temporary / Short-Term
	Impact on Townscape and Streetscape Character of Gracefield Road to Marino Mart / Fairview - Malahide Road Section	Negative, Significant / Very Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Impact on Protected Structures: Mileposts	Negative, Moderate / Significant, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Impact on Protected structures: No.62 and 64 Malahide Road (RPS No.4852 and 4853).	Negative, Significant / Very Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Impact on Amenity designations: Land adjacent to Buttercup Park (location for Construction Compound).	Negative, Significant, Short-Term	Negative, Moderate, Short-Term
	Impact on Amenity designations: Open Space at Malahide Road / Ardlea Road / Gracefield Road Junction.	Negative, Significant, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Impact on Amenity designations: Open Space at Pinebrook / St. David's Wood.	Negative, Significant / Very Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Impact on Amenity designations: Maypark (Donnycarney Park).	Negative, Significant / Very Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
Impact through temporary acquisition on part of properties which have mature	Negative, Very Significant / Profound, Temporary / Short-Term	Negative, Very Significant, Temporary / Short-Term	

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	gardens and plantings with established boundaries (See Section 17.4.3.2.8 of Chapter 17 (Landscape (Townscape) & Visual))		
	Impact through temporary acquisition on part of properties which have already opened up, or significantly modified the front boundaries for parking purposes (See Section 17.4.3.2.8 of Chapter 17 (Landscape (Townscape) & Visual))	Negative, Significant / Very Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Impact through temporary acquisition on non-residential properties (e.g. Hilton Hotel, Coolock Village, commercial area at Kilmore Road Junction).	Negative, Moderate / Significant, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
Operational Phase			
	Impact on Townscape and Streetscape Character of Gracefield Road to Marino Mart / Fairview - Malahide Road Section	Negative, Moderate, Long-Term	Negative, Moderate, Long-Term
	Impact on Conservation Areas: No.62 and 64 Malahide Road (RPS No.4852 and 4853).	Negative, Moderate, Long-Term	Negative, Moderate, Long-Term
	Impact on Amenity designations: Malahide Road / Ardlea Road / Gracefield Road Junction.	Positive, Moderate, Long-Term	Positive, Moderate, Long-Term
	Impact on Amenity designations: Pinebrook / St. David's Wood.	Positive, Moderate, Long-Term	Positive, Moderate, Long-Term
	Impact on Amenity designations: Maypark (Donnycarney Park).	Negative, Moderate, Long-Term	Negative, Moderate, Long-Term
	Impact on Amenity designations: Island at Malahide Road / Clontarf Road / Marino Mart Junction.	Negative, Moderate, Long-Term	Negative, Moderate, Long-Term
	Impact through permanent acquisition on part of properties which have mature gardens and plantings with established boundaries (See Section 17.4.4.1.11 of Chapter 17 (Landscape (Townscape) & Visual))	Negative, Moderate / Significant, Long-Term	Negative, Moderate / Significant, Long-Term
	Impact on Trees and Vegetation	Positive, Moderate, Medium to Long-Term	Positive, Moderate, Medium to 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		
	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		
	No significant construction related cumulative effects were identified from the Proposed Scheme in combination with other projects (including the other Core Bus Corridor Schemes) over and above those identified in the standalone assessments.		
	Operational Phase		
	<p>The traffic and transport impact assessment predicts a long term, profound positive cumulative effect on People Movement by sustainable modes, as a result of the Proposed Scheme and the other 11 Core Bus Corridor schemes.</p> <p>The climate impact assessment predicts a negative, significant and permanent cumulative impact on climate during the maintenance phase, as a result of the Proposed Scheme and the other 11 Core Bus Corridor schemes.</p> <p>The climate impact assessment predicts a significant and positive cumulative impact on climate in 2028, as a result of the Proposed Scheme and the other 11 Core Bus Corridor schemes.</p> <p>The human health assessment predicts a positive, very significant and long-term cumulative impact on human health due to the encouragement of active travel and increased use of public transport through offering a choice of routes from the proposals for the cycle network, the Belmayne Main Street and Belmayne Avenue scheme, the other 11 Core Bus Corridor schemes and the Proposed Scheme.</p>		

23.1 References

Environmental Protection Agency (EPA) (2017). Draft Guidelines of the Information to be contained in Environmental Impact Assessment Reports.



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