

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

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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 Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme). Please refer to Chapter 6 to Chapter 21 of this Environmental Impact Assessment Report (EIAR) for the full impact assessments.

Residual impacts are the final or intended impacts which occur after the proposed mitigation measures have been implemented. They refer to the degree of change that will occur after the proposed mitigation measures have taken effect.

Table 23.1 presents the residual impact significance, following the implementation of mitigation as set out in Chapter 6 to Chapter 21 of the EIAR, and as summarised in Chapter 22 (Summary of Mitigation & Monitoring Measures).

The terminology used in this Chapter to describe the residual impact significance reflects the assessment terminology and guidelines used within Chapter 6 to Chapter 21 of the EIAR. While the terminology in the Environmental Protection Agency's (EPA) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA 2022) is predominantly used, some chapters use discipline specific guidelines, and this terminology is presented within this summary Chapter to maintain consistency with the assessments undertaken in Chapter 6 to Chapter 21.

**Table 23.1: Summary of Significant Residual Impacts from the Construction and Operational Phases of the Proposed Scheme**

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
<b>Chapter 6 (Traffic &amp; Transport)</b>	<b>Construction Phase</b>		
	Restrictions to cyclists along the Proposed Scheme	Negative, Moderate, Temporary	Negative, Moderate, Temporary
	Restrictions to general traffic along the Proposed Scheme	Negative, Moderate, Temporary	Negative, Moderate, Temporary
	<b>Operational Phase</b>		
	Improvements to the quality of the pedestrian infrastructure along the Proposed Scheme.	Positive, Moderate to Very Significant, Long-Term	Positive, Moderate to Very Significant, Long-Term
	Improvements to the quality of the cycling infrastructure along the Proposed Scheme.	Positive, Moderate to Positive, Significant, Long-Term	Positive, Moderate to Significant, Long-Term
	Improvements to the quality of the bus infrastructure along the Proposed Scheme.	Positive, Moderate to Very Significant, Long-Term	Positive, Moderate to Very Significant, Long-Term
	Increases to the total number of people travelling through the Proposed Scheme.	Positive, Very Significant, Long-Term	Positive, Very Significant, Long-Term
	Improvements to the network performance indicators for bus users along the Proposed Scheme.	Positive, Very Significant, Long-Term	Positive, Very Significant, Long-Term
Reduction in general traffic flows along the Proposed Scheme.	Positive, Moderate, Long-Term	Positive, Moderate, Long-Term	
<b>Chapter 7 (Air Quality)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			
<b>Chapter 8 (Climate)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
<b>Chapter 9 (Noise &amp; Vibration)</b>	<b>Construction Phase</b>		
	General Road Works, and Urban Realm Landscaping <ul style="list-style-type: none"> <li>Monday to Friday: Daytime (07:00hrs – 19:00hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant, Temporary in the absence of noise mitigation at NSLs within 15m distance from the proposed works;</li> <li>Negative, Slight to Moderate, Temporary at NSLs at distances between 20m to 40m from the proposed works</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Slight to Moderate, Temporary at NSLs within 15m from the proposed works</li> </ul>
	General Road Works, and Urban Realm Landscaping <ul style="list-style-type: none"> <li>Monday to Friday: Evening: (19:00hrs – 23:00hrs) or Saturdays (08:00hrs – 16:30hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant, Temporary at NSLs within 25m distance from the proposed works;</li> <li>Negative, Moderate to Significant, Temporary at NSLs at distances between 25m and 40m from the proposed works;</li> <li>Negative, Slight to Moderate, Temporary at NSLs at distances between 40m and 50m from the proposed works</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant, Temporary at NSLs within 15m from the proposed works</li> </ul>
	Road Widening / and Utility Diversion Works <ul style="list-style-type: none"> <li>Monday to Friday: Daytime (07:00hrs – 19:00hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant, Temporary at NSLs within 10m of the proposed works;</li> <li>Negative, Moderate to Significant, Temporary at NSLs between 15m to 25m from the proposed works;</li> <li>Negative, Slight to Moderate, Temporary at NSLs at distances between 25m to 60m from the proposed works</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Slight to Moderate, Temporary at NSLs within 20m from the proposed works.</li> </ul>
	Road Widening / and Utility Diversion Works <ul style="list-style-type: none"> <li>Monday to Friday: Evening: (19:00hrs – 23:00hrs) or Saturdays (08:00hrs – 16:30hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant, Temporary at NSLs within 40m of the proposed works.</li> <li>Negative, Moderate to Significant, Temporary at NSLs within 40m to 75m from the proposed works;</li> <li>Negative, Slight to Moderate, Temporary at NSLs at distances within 75m and 80m from the proposed works</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant, Temporary at NSLs within 10m from the proposed works; and</li> <li>Negative, Moderate to Significant, Temporary at NSLs within 10m to 20m from the proposed works</li> </ul>
	Boundary Wall, Bored Piling Works and Quiet Street Treatment Works. <ul style="list-style-type: none"> <li>Monday to Friday: Daytime (07:00hrs – 19:00hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant, Temporary at NSLs within 15m of the proposed works;</li> <li>Negative, Slight to Moderate, Temporary at NSLs 20m to 50m from the proposed works</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Slight to Moderate, Temporary at NSLs within 15m from the proposed works</li> </ul>
Boundary Wall, Bored Piling Works and Quiet Street Treatment Works. <ul style="list-style-type: none"> <li>Monday to Friday:</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant, Temporary to Short-Term at NSLs within 25m of the proposed works;</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant, Temporary at NSLs within 15m from the proposed works;</li> <li>Negative, Slight to Moderate, Temporary at NSLs within 15m to 20m from the proposed works</li> </ul>	

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Evening: (19:00hrs – 23:00hrs) or Saturdays (08:00hrs – 16:30hrs)	<ul style="list-style-type: none"> <li>Negative, Moderate to Significant, Temporary at NSLs 25m to 50m from the proposed works;</li> <li>Negative, Slight to Moderate, Temporary at NSLs 50m to 60m from the proposed works</li> </ul>	
	Retaining Wall Construction Works <ul style="list-style-type: none"> <li>Monday to Friday: Daytime (07:00 – 19:00hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant, Temporary at NSLs within 10m distance from the proposed works;</li> <li>Negative, Moderate to Significant, Temporary at NSLs at distances between 10m and 15m from the proposed works;</li> <li>Negative, Slight to Moderate, Temporary at NSLs at distances within 20m to 50m from the proposed works</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Slight to Moderate, Temporary at NSLs within 15m distance from the proposed works</li> </ul>
	Retaining Wall Construction Works <ul style="list-style-type: none"> <li>Monday to Friday: Evening: (19:00 – 23:00hrs) or Saturdays (08:00 – 16:30hrs)</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant, Temporary at NSLs within 30m distance from the proposed works;</li> <li>Negative, Moderate to Significant, Temporary at NSLs between 30m to 50m of the proposed works;</li> <li>Negative, Slight to Moderate, Temporary at NSLs at distances 50m and 60m from the proposed works</li> </ul>	<ul style="list-style-type: none"> <li>Negative, Significant to Very Significant, Temporary at NSLs within 10m from the proposed works;</li> <li>Negative, Moderate to Significant, Temporary at NSLs between 10m to 15m from the proposed works;</li> <li>Negative, Slight to Moderate, Temporary at NSLs between 15m to 20m from the proposed works</li> </ul>
	Construction Traffic – within 1km study area <ul style="list-style-type: none"> <li>Peak construction work periods</li> </ul>	<ul style="list-style-type: none"> <li>Neutral, Imperceptible, Temporary to Negative, Slight to Moderate, Temporary</li> </ul>	<ul style="list-style-type: none"> <li>Neutral, Imperceptible, Temporary to Negative, Slight to Moderate, Temporary.</li> </ul>
<b>Operational Phase</b>			
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			
<b>Chapter 10 (Population)</b>	<b>Construction Phase</b>		
	Impact on Community Accessibility – Cyclists and Private Vehicles - Tallaght Village, Tallaght Tymon, Kilnamanagh, Greenhills, Walkinstown, Crumlin, Mourn Road, Clogher Road, Dolphins Barn, Donore Avenue, Francis Street and Bluebell	Negative, Moderate, Short-Term	Negative, Moderate, Short-Term
	Economic Assessment – impact on commercial accessibility for cyclists and private vehicles - Tallaght Village, Tallaght Tymon, Kilnamanagh, Greenhills,	Negative, Moderate, Short-Term	Negative, Moderate, Short-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Walkinstown, Crumlin, Mourne Road, Clogher Road, Dolphins Barn, Donore Avenue, Francis Street and Bluebell.		
<b>Operational Phase</b>			
	Impact on community accessibility for pedestrians in the following community areas - Tallaght Village, Tallaght Tymon, Kilnamanagh, Greenhills, Walkinstown, Crumlin, Mourne Road, Clogher Road, Dolphins Barn, Donore Avenue, Francis Street, Meath Street and Merchants Quay, Clondalkin and Bluebell.	Positive, Moderate to Very Significant, Long-Term	Positive, Moderate to Very Significant, Long-Term
	Impact on community accessibility for cyclists - Tallaght Village, Tallaght Tymon, Kilnamanagh, Greenhills, Walkinstown, Crumlin, Mourne Road, Clogher Road, Dolphins Barn, Donore Avenue, Francis Street, Meath Street and Merchants Quay, Clondalkin and Bluebell	Positive, Moderate to Significant, Long-Term	Positive, Moderate to Significant, Long-Term
	Impact on community accessibility for bus users - Tallaght Village, Tallaght Tymon, Kilnamanagh, Greenhills, Walkinstown, Crumlin, Mourne Road, Clogher Road, Dolphins Barn, Donore Avenue, Francis Street, Meath Street and Merchants Quay, Clondalkin and Bluebell	Positive, Moderate to Very Significant, Long-Term	Positive, Moderate to Very Significant, Long-Term
	Impact on community accessibility for private vehicles - Tallaght Village, Tallaght Tymon, Kilnamanagh, Greenhills, Walkinstown, Crumlin, Mourne Road, Clogher Road, Dolphins Barn, Donore Avenue, Francis Street, Meath Street and Merchants Quay, Clondalkin and Bluebell	Positive, Moderate, Long-Term	Positive, Moderate, Long-Term
	Impact on community accessibility for private vehicles - Killinarden, Tallaght Oldbawn, Springfield, Tallaght Dodder, Rialto, Deansrath, Sruleen and Bawnogue.	Negative, Moderate, Long-Term	Negative, Moderate, Long-Term
	Impact on commercial accessibility for pedestrians - Tallaght Village, Tallaght Tymon, Kilnamanagh, Greenhills, Walkinstown, Crumlin, Mourne Road,	Positive, Moderate to Very Significant, Long-Term	Positive, Moderate to Very Significant, Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Clogher Road, Dolphins Barn, Donore Avenue, Francis Street and Bluebell		
	Impact on commercial accessibility for cyclists – Tallaght Village, Tallaght Tymon, Kilnamanagh, Greenhills, Walkinstown, Crumlin, Mourne Road, Clogher Road, Dolphins Barn, Donore Avenue, Francis Street and Bluebell.	Positive, Moderate to Significant, Long-Term	Positive, Moderate to Significant, Long-Term
	Impact on commercial accessibility for bus users - – Tallaght Village, Tallaght Tymon, Kilnamanagh, Greenhills, Walkinstown, Crumlin, Mourne Road, Clogher Road, Dolphins Barn, Donore Avenue, Francis Street and Bluebell.	Positive, Significant, Long-Term	Positive, Significant, Long-Term
	Impact on commercial accessibility for private vehicles - Tallaght Tymon, Kilnamanagh, Greenhills, Walkinstown, Crumlin, Mourne Road, Clogher Road, Dolphins Barn, Donore Avenue, Francis Street and Bluebell	Positive, Moderate, Long-Term	Positive, Moderate, Long-Term
	Impact on commercial accessibility for private vehicles - Killinarden, Tallaght Oldbawn, Springfield, Tallaght Dodder, Rialto, Meath Street and Merchants Quay, Clondalkin, Deansrath, Sruleen and Bawnogue	Negative, Moderate, Long-Term	Negative, Moderate, Long-Term
<b>Chapter 11 (Human Health)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
	Increased physical activity from improvements to walking and cycling conditions	Positive, Significant, Long-Term	Positive, Significant, Long-Term
	Impacts on access to health services (including Tallaght University Hospital and Coombe Women's Hospital)	Positive, Significant, Long-Term	Positive, Significant, Long-Term
	Impacts of Health Inequalities: Pedestrians and cyclists	Positive, Very Significant, Long-Term	Positive, Very Significant, Long-Term
<b>Chapter 12 (Biodiversity)</b>	<b>Construction Phase</b>		



Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Habitat loss of (Mixed) broadleaved woodland (WD1)	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat loss of Hedgerows (WL1)	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat loss of Treelines (WL2)	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat loss of Immature woodland (WS2)	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	Habitat loss, disturbance / displacement of non-SCI breeding bird species	Likely significant negative effect at the local geographic scale	Likely significant negative effect at the local geographic scale
	<b>Operational Phase</b>		
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			
<b>Chapter 13 (Water)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			
<b>Chapter 14 (Land, Soils, Geology &amp; Hydrogeology)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			
<b>Chapter 15 (Archaeological &amp; Cultural Heritage)</b>	<b>Construction Phase</b>		
	St. Patrick's Cathedral (RMP DU018-020269)	Negative, Significant, Temporary	Positive, Significant, Long-term
	Christ Church Cathedral (RMP DU018-020270)	Negative, Significant, Temporary	Positive, Significant, Long-term
	<b>Operational Phase</b>		
No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme			
<b>Chapter 16 (Architectural Heritage)</b>	<b>Construction Phase</b>		
	NIAH 2290 – Tymon Park	Direct, Negative, Slight, Temporary	Direct, Positive, Moderate, Long Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 17 (Landscape (Townscape) &amp; Visual)</b>	<b>Construction Phase</b>		
	Impact on Townscape and Streetscape Character of Tallaght to Ballymount; See Section 17.4.3.1.1 of Chapter 17 (Landscape (Townscape) & Visual)	Negative, Very Significant, Temporary / Short Term	Negative, Very Significant, Temporary / Short Term
	Impact on Townscape and Streetscape Character of Ballymount to Crumlin See Section 17.4.3.1.2 of Chapter 17 (Landscape (Townscape) & Visual)	Negative, Significant, Temporary / Short Term	Negative, Significant, Temporary / Short Term
	Impact on Townscape and Streetscape Character of Crumlin to Grand Canal; See 17.4.3.1.3 of Chapter 17 (Landscape (Townscape) & Visual)	Negative, Very Significant, Temporary / Short-Term	Negative, Very Significant, Temporary / Short-Term
	Impact on Townscape and Streetscape Character of Grand Canal to Christchurch; See Section 17.4.3.1.4 of Chapter 17 (Landscape (Townscape) & Visual)	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Impact on Townscape and Streetscape Character Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Impact on Townscape and Streetscape Character of Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh	Negative, Moderate, Temporary/Short-Term	Negative, Moderate, Temporary / Short-Term
	Impacts on Architectural Conservation Areas (ACA); See Section 17.4.3.2.1 of Chapter 17 (Landscape (Townscape) & Visual)	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Impacts on Conservation Areas; See Section 17.4.3.2.2 of Chapter 17 (Landscape (Townscape) & Visual)	Negative, Slight / Moderate, Temporary / Short-Term	Negative, Slight / Moderate, Temporary / Short-Term
	Impacts on Residential Conservation Areas; see Section 17.4.3.2.3 of Chapter 17 (Landscape (Townscape) & Visual)	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)
	Impact on Protected Structures; See Section 17.4.3.2.4 of Chapter 17 (Landscape (Townscape) & Visual)	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Impact on Amenity designations: See Section 17.4.3.2.5 of Chapter 17 (Landscape (Townscape) & Visual)	Negative, Significant, Temporary / Short-Term	Negative, Significant, Temporary / Short-Term
	Impacts on Preserved Views; See Section 17.4.3.2.7 of Chapter 17 (Landscape (Townscape) & Visual)	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Impact on residential properties partially in temporary acquisition (See Section 17.4.3.2.8 of Chapter 17 (Landscape (Townscape) & Visual)	Negative, Very Significant / Profound, Temporary / Short-Term	Negative, Very Significant / Profound, Short-Term
	Impact on residential properties - hard standing (See Section 17.4.3.2.8 of Chapter 17 (Landscape (Townscape) & Visual)	Negative, Moderate, Temporary / Short-Term	Negative, Moderate, Temporary / Short-Term
	Impact on non-residential properties included in temporary acquisition (See Section 17.4.3.2.8 of Chapter 17 (Landscape (Townscape) & Visual).	Negative, Very Significant, Temporary / Short-Term	Negative, Very Significant, Temporary / Short-Term
	Impact on Properties located along, fronting and viewing the Proposed Scheme; acquisition (See Section 17.4.3.2.8 of Chapter 17 (Landscape (Townscape) & Visual).	Negative, Moderate / Significant, Temporary/Short Term	Negative, Moderate / Significant, Temporary / Short Term
	Impact on Trees and Vegetation (See Section 17.4.3.2.9 of Chapter 17 (Landscape (Townscape) & Visual).	Negative, Significant, Temporary / Short Term	Negative, Significant, Temporary / Short Term
<b>Operational Phase</b>			
	Impact on Townscape and Streetscape Character of Tallaght to Ballymount Section (See Section 17.4.4.1.1 of Chapter 17 (Landscape (Townscape) & Visual).	Neutral, Moderate, Long-Term	Neutral, Moderate, Long-Term
	Impact on Townscape and Streetscape Character of Ballymount to Crumlin Section (See Section 17.4.4.1.2 of Chapter 17 (Landscape (Townscape) & Visual).	Positive, Moderate / Significant, Long-Term	Positive, Moderate / Significant, Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	Impact on Townscape and Streetscape Character of Crumlin to Grand Canal Section (See Section 17.4.4.1.3 of Chapter 17 (Landscape (Townscape) & Visual).	Positive, Moderate, Long-Term	Positive, Moderate, Long-Term
	Impact on Townscape and Streetscape Character of Grand Canal to Christchurch Section (See Section 17.4.4.1.4 of Chapter 17 (Landscape (Townscape) & Visual).	Positive, Significant, Long-Term	Positive, Significant, Long-Term
	Impact on Townscape and Streetscape Character Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction. (See Section 17.4.4.1.5 of Chapter 17 (Landscape (Townscape) & Visual).	Positive, Moderate, Long-Term	Positive, Moderate, Long-Term
	Impact on Residential Conservation Areas (See Section 17.4.4.2.3 of Chapter 17 (Landscape (Townscape) & Visual).	Positive, Moderate, Long-Term	Positive, Moderate, Long-Term
	Impact on Amenity Designations - open spaces in Birchview / Parkview / Treepark residential areas (See Section 17.4.4.2.5 of Chapter 17 (Landscape (Townscape) & Visual).	Negative, Moderate / Significant, Long-Term	Negative, Moderate / Significant, Long-Term
	Impact on Amenity Designations – open spaces in Blessington Road, Bancroft Park and Rutland Avenue	Positive, Significant, Long-Term	Positive, Significant, Long-Term
	Impact on part of residential property in permanent acquisition (See Section 17.4.4.2.8 of Chapter 17 (Landscape (Townscape) & Visual)	Negative, Significant, Long Term	Negative, Significant, Long Term
	Impact on residential properties - hard standing (See Section 17.4.3.2.8 of Chapter 17 (Landscape (Townscape) & Visual)	Neutral, Moderate, Long-Term	Neutral, Moderate, Long-Term
	Impact on Non-residential properties included in permanent acquisition (See Section 17.4.4.2.8 of Chapter 17 (Landscape (Townscape) & Visual).	Negative, Moderate, Long-Term	Negative, Moderate, Long-Term
	Impact on Properties located along the existing road corridor, fronting and viewing	Negative, Moderate, Long-Term	Neutral, Moderate, Long-Term

Environmental Aspect / Chapter	Residual Impact Description	Impact Significance (Pre-Mitigation)	Residual Impact Significance (Post-Mitigation)
	the Proposed Scheme (See Section 17.4.4.2.8 of Chapter 17 (Landscape (Townscape) & Visual).		
	Impact on Properties not included in acquisition but with frontages overlooking the new road corridor at Birchview / Parkview / Treepark (See Section 17.4.4.2.8 of Chapter 17 (Landscape (Townscape) & Visual)	Negative, Moderate, Long-Term	Neutral, Moderate, Long-Term
	Impact on Trees and Vegetation (See Section 17.4.4.2.9 of Chapter 17 (Landscape (Townscape) & Visual).	Positive, Moderate, Long-Term	Positive, Moderate, Long-Term
<b>Chapter 18 (Waste &amp; Resources)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 19 (Material Assets)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 20 (Risk of Major Accidents and / or Disasters)</b>	<b>Construction Phase</b>		
	No significant residual impacts predicted as a result of the Construction Phase of the Proposed Scheme		
	<b>Operational Phase</b>		
	No significant residual impacts predicted as a result of the Operational Phase of the Proposed Scheme		
<b>Chapter 21 (Cumulative Impacts &amp; Environmental Interactions)</b>	<b>Construction Phase</b>		
	The Landscape (Townscape) & Visual impact assessment 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.		
	<b>Operational Phase</b>		
	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 significant positive cumulative contribution to carbon reduction, as a result of the operation 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)
	<p>The Landscape (Townscape) &amp; Visual impact assessment predicts that there will be potential for moderate, significant, negative cumulative effects in conjunction with the Proposed Scheme for six SHDs and one SDCC planning application for a new public square at the Tallaght LUAS stop in the short term.</p> <p>The Landscape (Townscape) Visual impact assessment predicts a moderate to significant positive cumulative effect on streetscape in the medium and long term.</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 DART+ Tunnel Element, the Greater Dublin Area Cycle Network Plan and the Proposed Scheme.</p>		

## **23.1 References**

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