

ENVIRONMENTAL IMPACT ASSESSMENT REPORT: ADDENDUM

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Mixed-use Development

The Former Chadwick's Site, South of Greenhills Road,
Walkinstown, Dublin 12.

SUBMITTED ON BEHALF OF:

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1.0 Introduction

This document constitutes an Addendum to the Environmental Impact Assessment Report (EIAR) prepared by Hughes Planning and Development Consultants on behalf of Steeplefield Limited in support of a Large-scale Residential Development (LRD) application for a mixed-use residential and commercial scheme at the Former Chadwick's Site, Greenhills Road, Walkinstown, Dublin 12, which was submitted to South Dublin County Council under Reg. Ref. LRD25A/0005W.

On the 15th May 2025, the Applicant submitted a planning application for a mixed-use development comprising the demolition of the former Chadwicks builder merchants development; the construction of 588 no. apartments, a childcare facility, 6 no. commercial units, public and communal open space, and all ancillary works necessary to complete the development (referred to hereafter as the Proposed Development). A request for further information was issued by South Dublin County Council on the 8th July 2025 (Appendix A). Following a request, the period for submitting Further Information was extended to the 7th of January 2026 in accordance with the provisions of Article 33(3) of the Planning and Development Regulations 2001 (as amended). This response is submitted within the appropriate timeframe pursuant to Article 33(3) of the Planning and Development Regulations 2001, as amended.

This Addendum has been prepared in response to that Request for Further Information (RFI) issued by South Dublin County Council and provides updated information and assessment of minor design amendments made to the proposed development.

1.1 Updated Further Information

The purpose of this Addendum is to present updated assessments for environmental topics potentially influenced by these amendments and to confirm that no new or materially different significant effects arise. The findings should be read in conjunction with the original EIAR submitted in 2025.

This EIAR Addendum presents any modifications or updates to the assessments contained in the May 2025 EIAR. This EIAR Addendum has reviewed the following inputs:

- Updated Site Plan Layout, Floor Plans and Elevation Drawings prepared by CW O'Brien Architects;
- Updated Landscape Masterplan Drawings prepared by Park Hood Landscape Architects;
- Updated Drainage Plan Drawings prepared by Lohan and Donnelly Consulting Engineers;
- Traffic Technical Note prepared by NRB Consulting Engineers;
- Updated Noise Impact Assessment prepared by AWN Consulting;
- Response Letter on Odour prepared by AWN Consulting;
- Updated Verified Photomontages and Computer-generated imagery (CGIs) prepared by 3D Design Bureau

1.2 Scope of EIAR Addendum

The EIAR Addendum has been structured in line with the May 2025 EIAR to cover any updates to the following:

- Introduction;
- Project Description and Description of Alternatives;
- Planning and Development Context;
- Population and Human Health;
- Biodiversity;
- Land, Soil and Geology;
- Water and Hydrogeology;
- Air Quality
- Climate;
- Microclimate;
- Noise and Vibration;
- Landscape and Visual Assessment;
- Archaeology and Cultural Heritage;

- Material Assets; Traffic, Waste and Utilities;
- Risk Management;
- Interactions Between Environmental Factors; and
- Mitigation and Monitoring Measures.

The EIAR Addendum will present any material changes to the baseline conditions, impact assessment and conclusions presented in the May 2025 EIAR as a result of the revised design. The list of inputs considered are detailed in Section 1.1 of this EIAR Addendum.

2.0 Description of Proposed Development and Alternatives Considered

In response to the request for further information received from South Dublin County Council, the project description has been updated since the previously submitted EIAR. The changes to the Proposed Development include:

- A revised site layout comprising a pumping station in the southwestern corner of the site, and the revised layout of the bicycle parking, car parking and plant rooms which were altered to facilitate the pumping station.*
- the internal floor area of the crèche has been increased from 443 sqm to 632 sqm.*
- 12 car parking spaces have been removed to facilitate the increased crèche size. Of these, 9 spaces are proposed to be relocated along the central access road, while 3 spaces are to be omitted entirely. As a result, the total number of residential car parking spaces is reduced from 270 to 267 no. spaces.*
- The internal communal amenity space in Block B has been reconfigured and is now distributed across two separate units. When combined, these two units provide a total area of 156 sqm, which represents an increase from the previously proposed 144 sqm.*
- The commercial unit located in Block B has been reduced in size from 190 sqm to 114 sqm. This reduction was necessary in order to retain the internal communal amenity space.*
- The plant room has been marginally reduced in size, from 47.7 sqm to 46 sqm. In addition to the slight reduction in area, the layout of the plant room has also been reconfigured to enable the additional bin storage and a new laundry room for the creche.*
- the deliveries/service areas associated with the proposed units have been relocated to the south and west of Unit 1 and the east of Unit 3;*
- revised hard and soft landscaping;*
- all associated site development works necessary to facilitate the revised proposal.*

The Proposed Development comprises a number of minor changes resulting from the Further Information Request. The site layout has been updated to include a new pumping station in the southwestern corner, resulting in adjustments to the bicycle parking, car parking, and plant rooms to accommodate this addition. The internal floor area of the crèche has been increased from 443 square metres to 632 square metres.

To facilitate the larger crèche, 12 car parking spaces have been removed. Of these, 9 will be relocated along the central access road, while 3 will be permanently omitted, reducing the total number of residential parking spaces from 253 to 250.

The internal communal amenity space in Block B has been reconfigured and is now divided into two separate units. Together, these provide 156 square metres of space, an increase from the original 144 square metres. The commercial unit in Block B has been reduced in size from 190 square metres to 114 square metres to allow for the retention of the internal communal amenity area. The plant room has been slightly reduced from 47.7 square metres to 46 square metres and reconfigured to include

additional bin storage and a new laundry room for the crèche. The delivery and service areas for the proposed units have been relocated to the south and west of Unit 1 and the east of Unit 3.



Figure 1.0 Revised site plan

3.0 Planning and Development Context

The proposed amendments have been reviewed within the context of the South Dublin County Development Plan 2022–2028 and other relevant planning policy documents. The overall policy context remains unchanged from that presented in the original EIAR. The revised layout continues to support the regeneration objectives for the Greenhills area and aligns with the land use zoning objective 'REGEN', the objective of which is *to facilitate enterprise and/or residential-led regeneration*.

The enlarged childcare facility responds positively to the Development Plan's childcare policy requirements and ensures sufficient on-site provision. The inclusion of a pumping station represents necessary infrastructure to support the scheme's operation and does not affect the overall land use or density.

With regard to the reduction in residential parking spaces from 253 to 250, this is not considered a material change. It is submitted that the reduction is in compliance with national planning policy, as the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) seek a reduction in car parking numbers at accessible locations.

SPPR 3 of the guidelines pertains to car parking and states that Car parking ratios should be reduced at all urban locations, and should be minimised, substantially reduced or wholly eliminated at locations that have good access to urban services and public transport.

In areas where car parking is reduced, local authorities should be satisfied that the mobility needs of residents and workers can be satisfied (e.g. through shared mobility solutions such as car and bike share).

It is noted that the proposed development includes a provision of 952 no. resident bicycle spaces and 10 no. cargo bicycle parking spaces in a secure and convenient location for each apartment at the basement level, and 307 no. visitor bicycle spaces located at the ground floor level. The total number of bicycle parking spaces proposed is 1,269 spaces. This is considered appropriate in this instance as the required resident bicycle parking spaces are compliant with the guidelines and the proximity of the site's public transport options.

SPPR 3 states the following with regard to car parking:

It is a specific planning policy requirement of these Guidelines that:

(ii) In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short-stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provisions for visitor parking.

The proposed development seeks to provide 250 no. car parking spaces located at surface level and within undercroft car parks within Blocks A, B and D. This is considered acceptable as the subject site is deemed a High-Capacity Public Transport Node as it is located adjacent to an approved Bus Connects spine which will be served by high-frequency bus routes with buses arriving at 10-minute intervals. On this basis, the guidelines encourage reduced parking at such locations.

Accordingly, the proposed development, as amended, remains fully consistent with the relevant planning policy framework and national guidance documents including the National Planning Framework, Sustainable Urban Housing (Design Standards for New Apartments) Guidelines (2020), the Urban Development and Building Height Guidelines (2018), and the Sustainable Residential

Development and Compact Settlements Guidelines for Planning Authorities (2024), and the South Dublin County Development Plan 2022-2028.

4.0 Population and Human Health

Taking into account the updated project description, revised site layout and information and reports referenced in Section 1.1, there has been no material change in the baseline scenario in relation to population and human health.

Chapter 4, Section 4.5.1.1 and 4.5.1.2 of the previously submitted EIAR assessed the human health and socio-economic impact of the Proposed Development during the Construction Phase. It states that:

Whilst it is difficult to place a total number on the employment for the proposed development, the extent of work and varying construction-related industries required for the residential development will provide a variety of employment phased throughout the development, including up to 80 workers during construction.

The construction phase will also have secondary and indirect 'spin-off' impacts on ancillary support services in the area of the site, such as retail services, together with wider benefits in the aggregate extraction (quarry) sector, building supply services, professional and technical professions etc. These beneficial impacts on economic activity will be largely temporary but will contribute to the overall future viability of the construction sector and related services and professions over the phased construction period.

There will be no reduction in the number of staff employed during the construction phase.

Chapter 4, Section 4.5.2.1 and 4.5.2.2 of the previously submitted EIAR assessed the human health and socio-economic impact of the Proposed Development during the Operational Phase. It states that:

The operational phase of the proposed development will result in the provision of 588 no. apartments in 4 no. 5-12 storey blocks, a 443sqm childcare facility, 1814sqm of commercial space and 614sqm of internal communal amenity space to serve residents of the development.

This increase in population in the area will enhance local spending power and will assist with the delivery of a critical mass of population, which will support a wide range of additional local businesses, services, transport infrastructure and employment opportunities. This will play a role in the future growth of the area and the improvement of local amenities and infrastructure.

This chapter has been updated to consider the potential implications of the proposed design amendments on population and human health. The modifications – namely, the enlarged crèche, the omission of three parking spaces, minor changes to the layout of Block B, and the provision of a pumping station – do not introduce any changes to the population profile, density, or demographic characteristics of the proposed development.

The enlarged childcare facility enhances local community infrastructure and provides improved childcare capacity for residents and the surrounding area. The minor adjustments to parking provision will not adversely affect access or traffic-related impacts. The pumping station represents essential infrastructure and will operate in accordance with all relevant environmental standards, ensuring no adverse effects on human health.

Accordingly, the conclusions of the original EIAR in respect of population and human health remain unchanged. The development will continue to contribute positively to the local community through regeneration, housing delivery, and the provision of supporting facilities.

4.1 Conclusion

There will be no change in the significance of the impact assessed in the previously submitted EIAR in relation to population and human health.

5.0 Biodiversity

The Project Ecologist has reviewed the proposed amendments and, being contained in the site as described, they do not materially alter the findings of the Biodiversity Assessment or the Screening for Appropriate Assessment. The change in the redline boundary is not significant and does not materially alter the findings of the Biodiversity Assessment or the Screening for Appropriate Assessment.

6.0 Land, Soils, and Geology

The impact on land, soil and geology as a result of the proposed revised development has been reviewed. The assessment has focused on whether the proposed changes to the development will significantly alter the land, soils and geological impacts previously assessed as part of the original application.

The primary impacts to land, soil and geology as a result of contamination of groundwater from unintentional spillages during construction or during operation (from a parked car, for example) and rainfall runoff becoming contaminated.

In relation to the construction phase of the proposed development, the alterations to the proposed development will not result in an increased chance of unidentical spillages or contaminated run off.

Best practice measures were proposed as part of the original assessment. Provided the mitigation measures proposed are implemented throughout the construction phase of the proposed development, the effect on land, soils and geology will be **short-term, neutral** and **imperceptible**, which is an overall **not significant** effect in EIA terms. This rating of a not-significant effect remains appropriate as per the previous assessment.

The conclusions of the previous assessment remain valid, and the predicted effect on land, soils and geology during the operational phase is **long-term, neutral** and **imperceptible**, which is an overall **not significant** effect in EIA terminology.

No significant impacts to land, soils and geology are predicted as a result of the proposed development.

7.0 Water and Hydrology

The impact on water and hydrology as a result of the proposed revised development has been reviewed. The assessment has focused on whether the proposed changes to the development will significantly alter the water and hydrology impacts previously assessed as part of the original application.

As there is no stream/river on or adjacent to the proposed development site, the potential for impact to the receiving catchment from construction impacts is low. During land clearing, earthworks and excavations for foundations and services, there is potential for run-off water to become contaminated with pollutants/silt released during construction activity.

In relation to the construction phase of the proposed development, the alterations to the proposed development will not result in an increased chance of contaminated runoff entering the local surface water network.

Best practice measures were proposed as part of the original assessment. Provided the mitigation measures proposed are implemented throughout the construction phase of the proposed development, the effect on water and hydrology will be **short-term, neutral** and **imperceptible**, which is an overall **not significant** effect in EIA terms. This rating of a not significant effect remains appropriate as per the previous assessment.

The conclusions of the previous assessment remain valid and the predicted effect on water and hydrology during the operational phase is **long-term, neutral** and **imperceptible**, which is an overall **not significant** effect in EIA terminology.

No significant impacts to water and hydrology are predicted as a result of the proposed development.

8.0 Noise and Vibration

Potential noise and vibration effects associated with the proposed revised development have been assessed. The assessment has focused on whether the proposed changes to the development will significantly alter the noise and vibration impacts previously assessed as part of the original application.

The primary noise and vibration impacts resulting from the revisions to the proposed development remain consistent with those previously determined. These include slight to moderate effects at the nearest Noise Sensitive Locations (NSLs) in relation to construction noise. Operational noise from the proposed development will be controlled to comply with the criteria set out in Chapter 8 of the EIAR, resulting in a not-significant effect. Inward noise incident on the proposed development will be mitigated through the indicative glazing specifications outlined in the EIAR.

In relation to the construction phase of the proposed development, the alterations to the proposed development will not result in a significant increase in the predicted construction noise levels output from the calculations previously undertaken. The distances to the identified NSLs within Chapter 8 remain the same, and therefore, all assessments and effects outlined within the chapter are considered to remain unchanged.

During the operational phase, there will be no alteration in unit numbers, and the proposed development will not result in any increases in traffic when compared with the original development. Therefore, the noise increases because of changes in traffic previously assessed that remain relevant. The conclusions of the previous operational assessment remain valid, and the predicted effect on noise and vibration because of traffic emissions is long-term, negative and not significant.

The measured noise levels used to assess the inward noise impact on the proposed development remain relevant, and Section 8.6.4 within the noise and vibration chapter assesses the effects of inward noise incident on the proposed development in full. The glazing and ventilation specifications within Tables 8.21 and 8.22 remain the minimum requirements for both ventilation and glazing for the specified facades. Figure A8.1 below indicates the relevant facades for enhanced glazing and ventilation based on the revised site layouts. For information on the indicative façade specifications, refer to Chapter 8 of the EIAR.

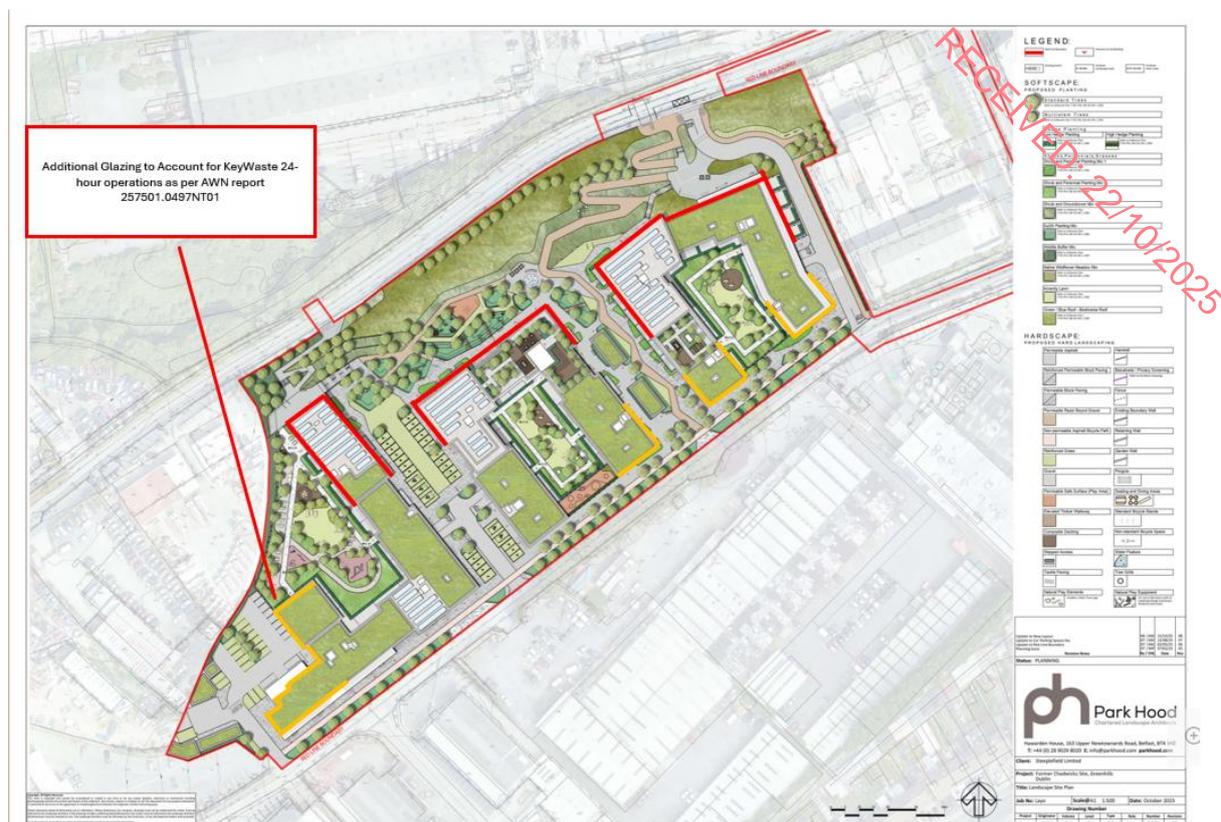


Figure 1 Indicative Façade Acoustic Requirements

In conclusion, the significance of effects outlined in Chapter 8 of the EIA remains unchanged for both the construction and operational stages, despite the revised changes to the proposed development. Where minor amendments have been made to the site layout, the indicative façade specifications referenced in Chapter 8 have been incorporated into the updated overall site layout plan.

9.0 Air Quality

The impact on air quality as a result of the proposed revised development at has been reviewed. The assessment has focused on whether the proposed changes to the development will significantly alter the air quality impacts previously assessed as part of the original application.

The primary impacts to air quality as a result of the proposed development are the same as those previously assessed and include dust soiling and dust-related human health effects as a result of construction dust emissions, as well as increases in traffic pollutants as a result of increased vehicle movements on the local road network.

In relation to the construction phase of the proposed development, the alterations to the proposed development will not result in a significant increase in construction dust emissions. The proposed development was assessed as having a medium risk of dust soiling impacts and a low risk of dust-related human health impacts. This remains appropriate in light of the proposed alterations to the development.

Best practice dust control measures were proposed as part of the original assessment. Provided the dust mitigation measures proposed are implemented throughout the construction phase of the proposed development, the effect on air quality and human health will be *short-term, direct, localised, negative and imperceptible*, which is an overall *not significant* effect in EIA terms. This rating of a not-significant effect remains appropriate as per the previous assessment.

During the operational phase, there will be no alteration in unit numbers, and the proposed development will not result in any increases in traffic when compared with the original development and therefore, the predicted pollutant concentrations as a result of changes in traffic previously assessed remain

appropriate and conservative. The conclusions of the previous assessment remain valid, and the predicted effect on air quality as a result of traffic emissions is *long-term, direct, localised, negative* and *imperceptible*, which is an overall *not significant* effect in EIA terminology.

No significant impacts to air quality are predicted as a result of the proposed development.

10.0 Climate

The impact on the climate as a result of the proposed revised development has been reviewed. The assessment has focused on whether the proposed changes to the development will significantly alter the climate impacts previously assessed as part of the original application.

The previous assessment focused on impacts to climate as a result of greenhouse gas (GHG) emissions associated with building materials, construction activities, construction wastes, traffic emissions and operational phase energy usage. The operational phase assessment also included an assessment of the vulnerability of the proposed development to future climate change.

The proposed changes to the development will not result in a significant increase in construction material quantities or changes to construction methodologies. Therefore, the GHG emissions previously assessed remain appropriate for the revised development. The changes to the development will not result in significant increases in vehicle trips and, therefore, traffic emissions; thus, the previous assessment remains valid.

The proposed development will be compliant with the Nearly Zero Energy Buildings (NZEB) requirements and will aim to achieve a Building Energy Ratio (BER) of A2 for the residential units. The proposed sustainability measures will all aid in reducing the impact to climate as a result of the proposed development. The residual effect of the proposed development in relation to GHG emissions is *direct, long-term, negative* and *slight*, which is overall *not significant* in EIA terms. The rating of a not significant effect remains appropriate as per the previous assessment.

The changes to the proposed development are not predicted to alter the vulnerability of the proposed development to climate change.

No significant impacts to climate are predicted as a result of the proposed development.

11.0 Microclimate

A review of the proposed changes to the development is outlined in Section 2.0 above. This EIA Addendum has been undertaken with reference to the assessments and conclusions presented in the previously submitted Environmental Impact Assessment Report (EIA).

The changes have been evaluated in the context of their potential to alter the nature, magnitude or significance of the identified impacts with respect to Chapter 11 (Microclimate).

It is concluded that the proposed amendments do not result in any new or materially different environmental effects. Accordingly, the findings and conclusions of the original EIA remain valid.

After the implementation of mitigation measures as set out in Section 11.7.1 of Chapter 11, the overall predicted impact on utilities will be *short-term, neutral* and *imperceptible* for the construction phase.

After the implementation of mitigation measures as set out in Section 11.7.2 of Chapter 11, the overall predicted impact on utilities will be *long-term, neutral* and *not significant* for the operational phase.

12.0 Material Assets – Waste

A review of the proposed changes to the development is outlined in Section 2.0 above. This EIA Addendum has been undertaken with reference to the assessments and conclusions presented in the previously submitted Environmental Impact Assessment Report (EIA).

The changes have been evaluated in the context of their potential to alter the nature, magnitude or significance of the identified impacts with respect of Chapter 12 (Material Assets – Waste).

Changes of note are the slight reduction of size of the commercial unit in Block B and the increase in size of the crèche from 423 m² to 632 m².

The increase in size of the crèche will impact the requirement for the quantity of bins as noted in the Table below.

Waste type	Waste Volume (m ³ /week)				
	Original Creche (423 m ²)	New Creche (632 m ²)	Original Bins Requirement	New Bins Requirement	Additional Requirement
Organic Waste	0.04	0.19	1 x 240 L	1 x 240 L	-
DMR	1.55	4.10	3 x 1100 L	4 x 1100 L	1 x 1100 L
Glass	0.01	3.06	1 x 240L	1 x 240L	
MNR	0.85	0.08	2 x 1100L	3 x 1100L	1 x 1100L
Total	2.45	6.18			

There is a requirement for an additional 2 x 1100L bins in the commercial bin store in Block B.

It is concluded that the proposed amendments do not result in any new or materially different environmental effects. Accordingly, the findings and conclusions of the original EIAR remain valid.

After the implementation of mitigation measures as set out in Section 12.7.1 of Chapter 12, the overall predicted impact on utilities will be **short-term, neutral** and **imperceptible** for the construction phase.

After the implementation of mitigation measures as set out in Section 12.7.2 of Chapter 12, the overall predicted impact on utilities will be **long-term, neutral** and **imperceptible** for the operational phase.

13.0 Material Assets – Traffic

13.1 Introduction

This Chapter of the EIAR Addendum has been prepared by NRB Consulting Engineers Ltd and describes the likely significant effects in relation to Traffic & Transportation issues arising from the proposed development works at Greenhills Road, Walkinstown, Dublin 12. It should be read in conjunction with the more detailed Traffic and Transport Assessment Report (TTA) and Travel Plan that have been submitted with the application.

This chapter was completed by Brian McMahon, a Chartered Engineer and Director of NRB Consulting Engineers Ltd. Brian specialises in the field of Traffic, Transportation & Roads Design - assessing the infrastructure needs of development. He is an expert in the provision of advice to both private sector and public sector clients on all aspects of roads, traffic and transportation, and mobility management. Brian is also an expert in the use of Traffic Engineering Modelling Software (TRICS, ARCADY, PICADY, LINSIG, PARAMICS and Micro-Simulation Techniques).

13.2 Characteristics of the Proposed Development

The proposal comprises a Large-Scale Residential Development on the former Chadwicks Builders Merchant site comprising the construction of a mixed-use residential and commercial development on 2.8 hectares / 6.89 acres of land at the Chadwick's Site, Greenhills Road in Walkinstown, Dublin 12 (the "Application Site"). (Planning Reference: LRD25A/0005W)

NRB prepared the Traffic and Transport Assessment that formed part of the wider planning submission in May 2025.

13.3 Conclusions of the Original Traffic and Transport Assessment

The original TTA concluded the following:

The TTA Report itself has been prepared in accordance with TII's Traffic and Transport Assessment Guidelines and addresses the traffic impact of the proposal. The assessment is based on comprehensive weekday AM & PM Peak classified traffic interval movement surveys of the adjacent road network. This traffic survey data, undertaken by specialist 3rd party data collection company, forms the basis for this study.

The proposed development is ideally located adjacent a busy Bus Corridor and within a short walk of Walkinstown. The site is well placed to take advantage of non-car modes of travel with the current and future BusConnects facilities as detailed and set out within Section 2.0 of this report.

This report demonstrates that the proposed Development will have an unnoticeable impact on the established local traffic conditions and can easily be accommodated on the road network without any capacity concerns arising. The assessment also confirms that the proposed site access junction is of sufficient size and is of more than adequate capacity to accommodate the worst-case traffic associated with the proposed development.

The assessment includes a Preliminary Mobility Management Plan for the site, which is included herein as a separate report as Appendix J. We have prepared a Statement of Consistency with DMURS and confirm that the internal layout is compliant with the requirements, and this is included as a separate report as Appendix K. An independent Quality Audit, including a Stage 1 Quality & Road Safety Audit, together with the Designer Feedback form, has been undertaken and is included as a separate report as Appendix L. A Public Transport/Demand Study is included as Appendix M. A Construction Traffic Management Plan is included as Appendix N.

We believe that the proposed development layout represents good sustainable design for residential developments of the nature proposed in terms of accessibility to alternative non-car modes of travel.

It is considered that there are no significant Operational Transportation, Traffic Safety or Road Capacity issues that prevent a positive determination of the application by SDCC.

13.4 Characteristics of the Amended Proposed Development

Following the planning submission, amended proposals are necessary related to wastewater connections requiring the addition of a pumping station and a subterranean storage tank. This has also necessitated alterations to Block D. Other changes include:

- the creche increasing in size,
- the loss of 3 parking spaces
- relocation of 9 spaces to facilitate the creche increase.
- pulling podium of block C away from western boundary

Much of these amendments works are "underground" or related to minimal changes to Block C and D that would be difficult to discern or appreciate in traffic terms. The site location and core components or layout of the wider proposal, including traffic and transport, remain exactly as originally proposed.

There are no changes proposed to the site access, pedestrian or cycle access points. All sightlines and autotracking remain as previously proposed.

13.5 Conclusions

The proposed amendments are internal in nature and comprise minor modifications to Blocks C and D, as well as adjustments associated with wastewater management. These revisions do not give rise to any material change in the overall layout or general arrangement of the development, including with respect to traffic and transport considerations.

The reduction of three parking spaces and the relocation of nine spaces to accommodate the expanded crèche provision will not have a material impact on trip generation or parking demand.

In summary, the amendments are confined to design and layout refinements within the core of the Application Site and do not alter or affect the findings, assessments, or conclusions set out in the original Traffic and Transport Assessment (TTA).

It is considered that there are no significant Operational Transportation, Traffic Safety or Road Capacity issues that prevent a positive determination of the application by SDCC.

14.0 Material Assets – Utilities

A review of the proposed changes to the development is outlined in Section 2.0 above. This EIA Addendum has been undertaken with reference to the assessments and conclusions presented in the previously submitted Environmental Impact Assessment Report (EIA).

The changes have been evaluated in the context of their potential to alter the nature, magnitude or significance of the identified impacts with respect to Chapter 14 (Material Assets – Utilities).

It is concluded that the proposed amendments do not result in any new or materially different environmental effects. Accordingly, the findings and conclusions of the original EIA remain valid.

After the implementation of mitigation measures as set out in Section 14.7.1 of Chapter 14, the overall predicted impact on utilities will be **short-term, neutral** and **imperceptible** for the construction phase.

After the implementation of mitigation measures as set out in Section 14.7.2 of Chapter 14, the overall predicted impact on utilities will be **long-term, neutral** and **not significant** for the operational phase.

15.0 Archaeology, Architectural and Cultural Heritage

15.1 Introduction

Cultural Heritage has been defined by UNESCO as “the legacy of physical artefacts and intangible attributes of a group or society that are inherited from past generations, maintained in the present and bestowed for the benefit of future generations” (Tangible Cultural Heritage, UNESCO <http://www.unesco.org/new/en/cairo/culture/tangible-cultural-heritage>). Cultural Heritage is assumed to include all humanly created features on the landscape, including portable artefacts, which might reflect the prehistoric, historic, architectural, engineering and/or social history of the area. Where appropriate, it also includes for non-physical aspects of heritage, such as history, linguistics, folklore, etc.

The Heritage Act (1995) contains a list of various aspects of heritage, including archaeological monuments and objects, architectural heritage, fauna, flora, geology, heritage gardens and parks, heritage objects, inland waterways, landscapes, monuments, seascapes, wildlife habitats, and wrecks.

Chapter 15 of the EIA discussed the receiving environment from a Cultural Heritage perspective. It provided information with respect to previously identified baseline data and assessed the impact of the proposals on identified sites and areas of Cultural Heritage interest and/or potential.

This addendum provides an update to the overall Cultural Heritage baseline, where relevant, based on a review of the updated/revised planning application (red-line) boundary and development layout plans, together with an updated impact assessment.

15.1.1 Definition of Study Area

The subject revised planning application extent (red-line boundary) and an area of 500m surrounding such extent was determined to be the Study Area for Cultural Heritage. The extent of the Cultural Heritage Study Area was chosen to reflect an appropriate context for the development, beyond which it was considered that a development of this nature would have no direct/indirect impacts.

15.2 Research Methodology

The overall Cultural Heritage components of the study comprise the results of a survey and evaluation of sites of archaeological and architectural heritage and architectural potential within, and in the

immediate environs of, the proposed development area, together with historical research of the subject area and environs. The work consists of the results of a paper survey and site inspection, as set out in Chapter 15 of the EIAR.

15.3 Receiving Environment

15.3.1 Local Historical Background

The Local Historical Background to the subject site and environs was included in the EIAR and includes the revised planning application extent (red-line boundary).

15.3.2 Archaeological Heritage

The Statutory Protections with respect to Archaeological Heritage are set out in Section 15.3.2.1 of the EIAR

15.3.2.2 Archaeological Inventory

The Archaeological Survey of Ireland (ASI) inventory database is known as the Sites and Monuments Record (SMR). The SMR contains details of all monuments and places (sites) where it is believed there is a monument known to the ASI pre-dating AD 1700 and also includes a selection of monuments from the post-AD 1700 period. The RMP (Section 15.3.2.2(A) above) is a subset of the SMR; monuments included in the RMP are legally protected and are generally referred to as "Recorded Monuments". The addition of a monument to the ASI SMR database does not, of itself, confer legal protection. The reclassification of a monument does not affect its legal status in any way.

There are no previously identified monuments of archaeological interest or features of archaeological potential interest located within the extent of the subject site; no features of interest were noted by documentary, cartographic or aerial photographic research or by the detailed site inspection survey.

There are two previously recorded monuments located within the wider Cultural Heritage Study Area, as illustrated in Figure 15.2. These are described as follows:

SITE CH-1 is the former site of a prehistoric Flat Cemetery (SMR Ref: DU022-002; Greenhills Td), first uncovered in 1892 during the quarrying of a sand and gravel ridge (NMI Reg: 1892:48; Figure 14.6 above). The remains comprised a burial with a bowl food vessel and an uncontexted vase food vessel. In 1898 there were further discoveries of two cists with two pit burials and two other possible pit burials (Plunkett 1898-190, 388). One contained an urn, the other a food vessel/urn (Waddell 1970, 116; 1990, 83). The remains were located approximately 195m from the eastern extent of the subject site, which is positioned approximately 115m outside the associated Archaeological Zone of Notification (ZoN; Figure 15.2); the proposed services route along Greenhills Road is positioned immediately (approx.. 10m) outside the ZoN. The area of the former cemetery is now developed and forms part of the Mulcahy Keane Industrial Estate.

SITE CH-2 is a Holy Well (SMR Ref: DU011-001; Walkinstown Td) formerly situated in a Green off Walkinstown Crescent, approximately 350m to the north of the northern extent of the subject site. It was known as 'Toberacreena' and was regarded as a holy well. The water was thought to cure eye troubles. In former times a bush, with rags attached, had overhung the well (Ua Broin 1942, 109-110). There are no visible remains above ground.

15.3.3 Architectural Heritage

As noted in Section 15.3.2 of the EIAR, there are no structures listed in the Record of Protected Structures (RPS) of the South County Development Plan 2022-2028 as being located within the extent of the subject site or wider Cultural Heritage Study Area.

One structure of interest is recorded by the non-statutory National Inventory of Architectural Heritage (NIAH) within the wider Cultural Heritage Study Area, the location of which is illustrated in Figure 15.2 and described as follows:

SITE CH-3 is a milestone (NIAH Reg. No: 50080455) located on the western side of Walkinstown Road, and approximately 430m to the northeast of the subject site extent and 140m to the north of the nearest extent of the revised planning application (red-line) boundary. It is a triangular-profile granite milestone, erected c.1780, inscribed on two sides; Inscriptions read 'DUB 2' and 'B TON 15' – Figure 15.1

This milestone is a historical reminder of the coaching era in Ireland, when the post office operated a coach-based system of postal distribution. The simple form and carving of the stone is similar to other such milestones which are found throughout Ireland. The north-east face reads 'B ton 15' and the south-east face reads 'Dub 2'. This would appear to refer to Blessington, 15 miles to the south-west and Dublin, some 3 miles to the east.



Figure 15.1 SITE CH-1 (from east)

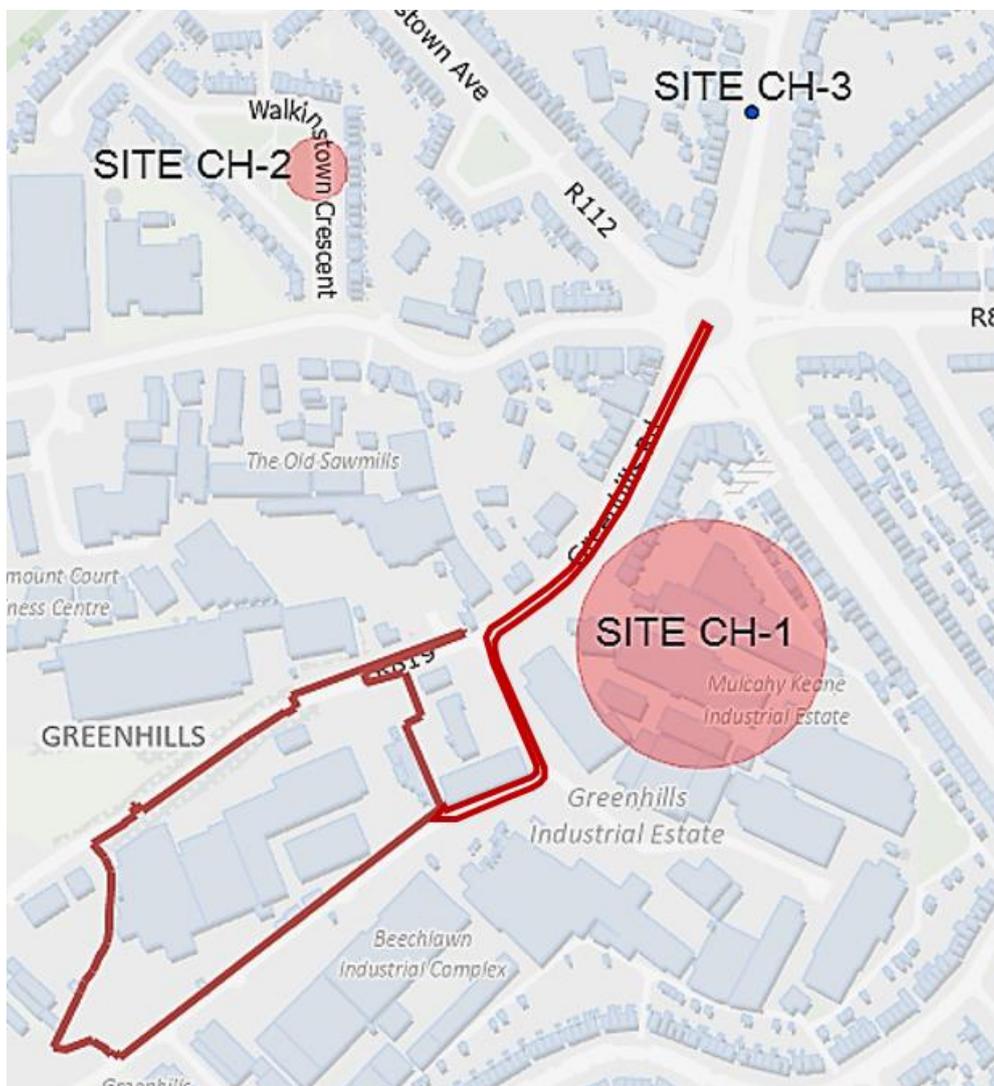


Figure 15.2 Locations of Archaeological Monuments/Architectural Heritage Structures within the Defined Study Area

15.4 Potential Impact of the Proposed Development

15.4.1 Construction Phase

15.4.1.1 Local History

The general historical background to the subject development area was introduced above in Section 15.3.1 of the EIAR. In summary, there are no significant historical events associated with the proposed development lands which have the ability to be impacted upon by the proposed development. Much of the western boundary is formed by a townland boundary, currently defined by a concrete wall, which will be retained as part of the development proposals. Consequently, it is considered that any potential impacts that might occur with respect to Historical Heritage during the proposed construction phase of the development are of unlikely probability, of neutral quality and of imperceptible significance.

15.4.1.2 Archaeological Heritage

There are no previously identified monuments or features of archaeological interest located within the subject development lands; two recorded monuments have been identified within the wider Cultural Heritage Study Area (Section 15.3.2 above). A former prehistoric flat cemetery (SITE CH-1) was discovered in the nineteenth century to the east of the eastern extent of the subject lands; this site has now been removed and developed; the eastern site boundary is located approximately 115m outside the associated Archaeological Zone of Notification (ZoN); the proposed services route along Greenhills Road is positioned a minimum of 10m outside the ZoN (Figure 15.2) and along a road which had been widened and subject to extensive ground disturbance works. A former holy well (SITE CH-2) is located approximately 350m to the north of the northern site boundary.

As noted in Section 15.3.1 of the EIAR, the proposed development site has been the subject of sand and gravel quarrying since the early nineteenth century, resulting in significant disturbance and ground reductions within the extent of the site, as illustrated in Figures 15.5 and 15.6 of the EIAR; it is not deemed likely that any previously unrecorded subsurface archaeological features might be positioned within the subject site.

Consequently, given the above, it is considered that the development, as proposed, will not cause any direct impacts to any previously recorded archaeological monuments and that there are no potential for the discovery of any subsurface remains of archaeological interest within the site at construction phase, resulting in an impact (effect) of unlikely probability, of neutral quality and of imperceptible significance.

15.4.1.3 Architectural Heritage

As noted above in Section 15.3.3, there are no structures listed in the Record of Protected Structures (RPS) of the South Dublin County Development Plan (2022 – 2028) as being located within the extent of the subject site or wider Cultural Heritage Study Area. Likewise, the NIAH do not record any structures of interest within the extent of the site but identifies a Milestone (SITE CH-3) located approximately 430m to the northeast of the subject site and 140m to the north of the nearest extent of the revised planning application (red-line) boundary.

Given the foregoing, it is not envisaged that the development, as proposed, will cause any direct impacts to structures of architectural heritage interest during the construction phase of the project, resulting in an impact (effect) of unlikely probability, of neutral quality and of imperceptible significance.

15.4.2 Operational Phase

There are no extant monuments or structures of historical, archaeological or architectural heritage interest located within the subject site or wider defined Cultural Heritage Study Area, apart from a Milestone (SITE CH-3) located approximately 430m to the northeast of the subject site extent and 140m to the north of the nearest extent of the revised planning application (red-line) boundary; given the position of the structure and the intervening distance, it is considered that the setting does not have the ability to be negatively impacted upon. Consequently, the overall proposed development will not impact the views or setting of any monuments or structures of Cultural Heritage interest, resulting in an impact (effect) of unlikely probability, of neutral quality and of imperceptible significance.

15.5 Do-Nothing Approach

If the development does not proceed, the site will remain in its current condition.

15.6 Remedial or Reduction Measures: Mitigation

15.6.1 Construction Phase

As noted above in Sections 15.4.1, the impacts (effects) of the proposed development, at construction stage, with respect to any archaeological monuments or structures of historical, archaeological or architectural heritage interest is considered to be of unlikely probability, of neutral quality and of imperceptible significance; in addition given the developmental history of the site, it is not deemed likely that any previously unrecorded subsurface archaeological features might be positioned within the subject site. Consequently, no mitigation measures are deemed necessary.

15.6.2 Operational Phase

As noted above in Section 15.4.2, the overall proposed development will not impact on the views or setting of any monuments or structures of Cultural Heritage interest, resulting in an impact (effect) of unlikely probability, of neutral quality and of imperceptible significance; consequently, no mitigation measures are deemed necessary.

15.7 Predicted Impact of the Proposal

There are no predicted impacts in terms of the overall Cultural Heritage of the site and immediate environs.

15.8 Cumulative Impact

The proposed development has been considered in terms of other permitted and existing developments within the defined study area. It is not envisaged that any negative cumulative effects will occur with respect to Cultural Heritage Assets as a result of the project proceeding as proposed.

15.9 Monitoring

No monitoring measures are required.

15.10 Reinstatement

No reinstatement measures are required.

16.0 Landscape and Visual Amenity

16.1 Introduction

This Landscape and Visual Impact Assessment (LVIA) Addendum has been prepared by Park Hood, who are Chartered Members of the Irish Landscape Institute and the Landscape Institute UK with extensive experience in the preparation of Landscape / Townscape and Visual Impact Assessments for projects of this nature and scale throughout Ireland and the UK. The primary author is Andrew Bunbury, who is a fully qualified Landscape Architect and Chartered Member of the Landscape Institute (CMLI) with over 25 years' consultancy experience in the profession across Ireland and the UK. He works between the Dublin, London and Belfast offices of Park Hood, where there are 32 members of staff, including a further thirteen Chartered Landscape Architects.

All work is undertaken in compliance with the *Landscape Institute's Code of Standards of Conduct and Practice for Landscape Professionals* and checked in accordance with Park Hood's ISO 14001:2015 and ISO 9001:2015.

16.2 Characteristics of the Proposed Development

The proposal comprises a Large-Scale Residential Development on the former Chadwicks Builders Merchant site comprising the construction of a mixed-use residential and commercial development on 2.8 hectares / 6.89 acres of land at the Chadwick's Site, Greenhills Road in Walkinstown, Dublin 12 (the "Application Site"). (Planning Reference: LRD25A/0005W)

Park Hood prepared the landscape plans and Landscape and Visual Impact Assessment (based in part on 12 no. photomontages prepared by 3DDB) that formed part of the wider planning submission in May 2025.

16.3 Conclusions of the Original Landscape and Visual Impact Assessment

The original LVIA concluded as follows:-

Baseline Landscape and Visual Setting

The Application Site comprises 2.79 hectares / 6.89 acres of land off Greenhills Road in Walkinstown, Dublin 12. It comprises an extensive area of commercial warehouses and functional buildings some of which are degraded, run-down and vacant with extensive areas of utilitarian parking provision. The majority of the site has been subject to historic quarrying with grading and modifications to the original landscape undertaken to facilitate industrial scale buildings and yard areas and large areas are graded flat. To the north, the land rises towards the Greenhills Road which is set on an embankment associated with a glacial esker.

Bound by unsightly security fences and walls subject to graffiti and weed growth respectively, the site would be categorised as poor townscape and very capable of accommodating change in townscape / landscape and visual terms. It has been in a similar condition for some time and contributes adversely to the setting of Greenhills and Walkinstown and would be categorised as townscape of low sensitivity, quality and value. The site carries no environment, amenity, heritage, visual amenity or landscape designations and possesses nothing that would be categorised as sensitive in terms of townscape character, features or vegetation.

Beyond the Application Site and adjacent industrial park areas, the townscape of Walkinstown and Greenhills comprises a mix of good to ordinary townscape of medium sensitivity comprising extensive areas of low-rise mid-20th century housing estates and incidental parks. There are no heritage or conservation areas in this area. The Landscape Character Assessment of South Dublin County 2015 (LCA) noted that the key "Landscape Value" contributors in south Dublin are the public parks, the Dodder River Valley, 19th century industrial heritage and views out to Dublin (Wicklow) Mountains and agricultural hinterland. These are all sufficiently distant from the Application Site to be subject to any significant landscape or visual effects.

A review was also undertaken of the Prospects to be reserved and protected" as per the South Dublin County Council Development Plan (2016-2022) and established none are in close proximity to the site or will be impacted by activity or land use on the Application Site. Site surveys identified 12 no. representative viewpoints in this part of the city where key visual receptor groups might visit, work or stay or have a general movement through the area. Built-up townscape, infrastructure and vegetation are features of the Greenhills townscape ensuring that views consistently change in context, scale and extent with many views of the Application Site, even from close proximity locations within the nearby housing estates and business parks closed off.

Predicted Significance of Landscape and Visual Effects

Any assessment must be measured against the current situation on site which comprises utilitarian buildings set in a largely functional landscape that has limited aesthetic appeal and value. In broad terms, a proposal of this nature and scale will become part of the integrity, legibility and identity of the Greenhills and Walkinstown area having significant effects to local townscape character, visual amenity and local sense of place become an immediately apparent and substantial change in close proximity views from Greenhills Road and immediately adjacent areas.

While it will be a substantial development, the baseline setting of large scale townscape, adjacent built form and broad road-scape ensure this area is capable of absorbing such a change without detriment. In all views, the proposed development would be seen in context with other large buildings, infrastructure, elements or structures and would not have any detrimental effects.

The proposal offers the opportunity for a marked improvement in the architecture / building quality and streetscape comparative to the existing situation. This includes significant planting works and extensive public realm landscape works which will provide an enhanced townscape sense of place and legibility while offering variation and relief from the prevailing similar and repetitive building type in this part of the city. Consequently, it is considered the development can be successfully absorbed into this area without causing adverse townscape / landscape effects.

Beyond close proximity areas, the existing built environment provides a density of building and vegetation ensuring the majority of areas will experience negligible to no effects (i.e., insignificant) on townscape character and visual amenity due to the proposal being visually obscured. There will be no effects to any designated historic sites, views, townscapes, key landmarks or environments at a local or city wide level.

Summary Statement on Townscape and Visual Effects

The Application Site comprises a commercial, industrial and partially brownfield site that contributes adversely to the character and visual quality of this part of Dublin. The proposal will result in a positive contribution to the townscape character and urban fabric of this part of Greenhills and Walkinstown. While recognising there are some significant local impacts, this report concludes that this proposal, on balance, has no unacceptable townscape/landscape or visual effects and can be successfully absorbed into the character and views of this part of the city.

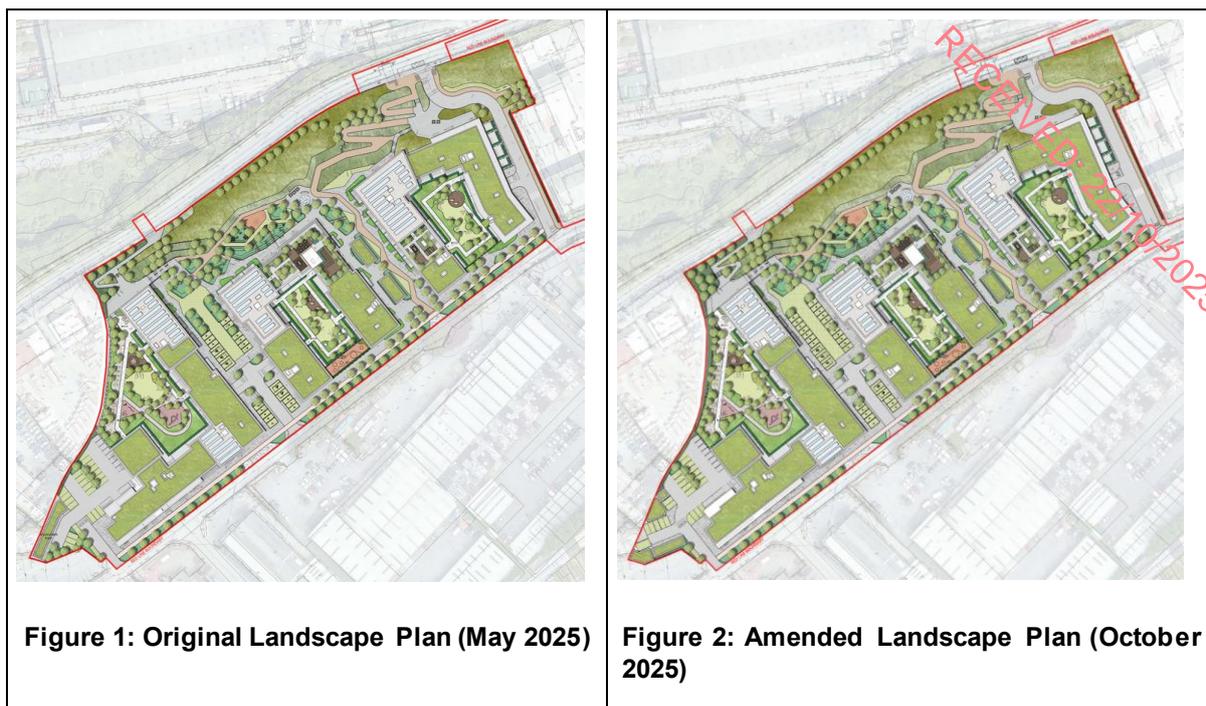
16.4 Characteristics of the Amended Proposed Development

Following the planning submission, amended proposals are necessary related to wastewater connections requiring the addition of a pumping station and a subterranean storage tank. This has also necessitated alterations to Block D. Other changes include:

- the creche increasing in size,
- the loss of 3 parking spaces
- relocation of 9 spaces to facilitate the creche increase.
- pulling podium of block C away from western boundary

The drawings and documents are therefore updated to address these changes, including the photomontages and landscape plans (Park Hood Drawing No. 7103-PHL-SW-XX-DR-L-2000).

Much of these amendments works are “underground” or related to minimal changes to Block C and D that would be difficult to discern or appreciate in the landscape of visual terms. The site location and core components or layout of the wider proposal, including boundary treatments, remain exactly as originally proposed. See Figures 1 and 2 below.



16.5 Conclusions

The amendments to the proposal are internal and related to minor alterations to Blocks C and D or related to wastewater management. They result in no fundamental changes to the general arrangement of the proposed development, including building and open space layouts.

The impacts on the 12 no. representative viewpoints in the broader Greenhills and Walkinstown area remain comparable with those that would have occurred based on the original development (as evidenced by updated photomontages from 3DDB). There are consequently no changes to the predicted magnitude or significance of landscape or visual effects, and these remain comparable to those set out in the original LVIA.

In summary, this amendment relates to design and layout matters within the core of the Application Site and has no bearing on the conclusions made within the original LVIA.

17.0 Interactions Between Environmental Factors

This chapter considers the interactions between the various environmental topics assessed in the Addendum and the original EIA. The amendments are minor in nature and spatial extent, and no new interactions or combined effects have been identified beyond those previously assessed.

Consultation between the project architects, engineers, and environmental specialists confirmed that the inclusion of the pumping station, omission of car parking spaces, and revised crèche layout will not result in new or materially different interrelationships between environmental factors. The mitigation measures and environmental management procedures set out in the original EIA remain valid and sufficient to address potential cumulative effects.

Therefore, the overall interaction between environmental topics remains consistent with that described in the original EIA, with no new significant effects predicted.

18.0 Mitigation and Monitoring Measures

This chapter provides an updated summary of the mitigation and monitoring measures that apply to the amended proposed development. The environmental management framework established in the original EIAR remains applicable and effective for the implementation of the revised design.

The construction of the enlarged childcare facility, omission of three parking spaces, and installation of a pumping station will be undertaken in accordance with the approved Construction Environmental Management Plan (CEMP) and all previously identified best practice measures. No additional or modified mitigation is required.

Operational phase measures relating to waste management, noise, air quality, traffic, water, and human health remain unchanged. Monitoring procedures established under the original EIAR will continue to ensure compliance with relevant environmental standards and planning conditions.

In summary, the mitigation and monitoring framework presented within the original EIAR remains appropriate and comprehensive. No new significant residual impacts are predicted as a result of the proposed amendments.