

Catherine

**Ron Megannety**

**From:** Bord  
**Sent:** Tuesday 25 March 2025 10:41  
**To:** Appeals2  
**Subject:** FW: ABP-321772-25 / SD24A/0087W - SDCC Response to Appeal  
**Attachments:** ABP-321772-25\_SD24A-0087W- 2nd Response.pdf

**From:** Rachel Murray <rachelmurray@SDUBLINCOCO.ie>  
**Sent:** Tuesday 25 March 2025 09:57  
**To:** Bord <bord@pleanala.ie>  
**Subject:** ABP-321772-25 / SD24A/0087W - SDCC Response to Appeal

**Caution:** This is an External Email and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Hi,

Attached please find SDCC response to appeal ABP-321772-25.

Thanks,

Rachel Murray

| Clerical Officer | Planning Registry | Land Use, Planning and Transportation | South Dublin County Council |  
| Tel: +353 1 4149000 | [www.sdcc.ie](http://www.sdcc.ie) | South Dublin County Council | County Hall | Tallaght | Dublin 24 | D24 YNN5



The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful. If you have received this electronic message in error, please notify the sender or [info@sdblincoco.ie](mailto:info@sdblincoco.ie). This message has been swept by Anti-Virus software.

Is eolas faoi rún an t-eolas atá sa ríomhphost seo agus d'fhéadfadh go mbeadh sé faoi phribhléid ó thaobh an dlí de. Is don té ar seoladh chuige/chuici agus dósan/dise amháin an t-eolas. Ní ceadmhach do dhuine ar bith eile rochtain a bheith aige/aici ar an ríomhphost seo. Murar duit an ríomhphost seo tá nochtadh, cóipeáil, dáileadh ná aon ghníomh eile a dhéanamh nó aon ghníomh

eile a fhágáil gan déanamh ar iontaobh an ríomhphoist seo toirmiscthe ort agus d'fhéadfadh siad si r  
a bheith neamhdhleathach. Má fuair tú an teachtaireacht leictreonach seo trí earráid téigh i  
dteagmháil, le do thoil, leis an té a sheol í nó le [info@sdu blncoco.ie](mailto:info@sdu blncoco.ie). Glanadh an teachtaireacht seo  
le bogearraí Frithvíreas.

An Rannóg Talamhúsáide, Pleanála agus Iompair  
Land Use, Planning & Transportation Department

Telephone: 01 4149000

Fax: 01 4149104

Email: [planningdept@sdublincoco.ie](mailto:planningdept@sdublincoco.ie)



The Secretary,  
c/o - An Bord Pleanála,  
64 Marlborough Street  
Dublin 1.

Our Ref: SD24A/0087W  
Your Ref: ABP-321772-25

Date: 25<sup>th</sup> March 2025

**APPEAL RE: Site located in the townlands of Coolscudden, Brownstown and Milltown, West of Grange Castle Business Park, Newcastle, Co. Dublin (Lens Media Ltd)**

Dear Sir/Madam,

I refer to your letter dated 5<sup>th</sup> March 2025 regarding the above mentioned appeal and confirm herewith the Council's response to this appeal:

*'The information used in the calculation of the special contribution comes from the data provided in the applicant's TTA. The TTA includes their current traffic surveys of the background traffic at junction 4 and the generated traffic calculations for the proposed development.*

*The rate of special contribution assessed as follows:*

**1. Background Traffic Counts at the Peamount Road Newcastle Main street junction: (Junction 4 in the TTA)**

*The background traffic movements at peak times on the Peamount leg of the junction 4 are: 154 + 113 a.m. peak northwards towards the development. Same direction as arrivals to the proposed development. And in the evening 172+120 pm peak southwards movements. Same direction as leaving vehicles leaving the development. Total peak time existing vehicle = 559no. movements. Figure 1-3 and 1-4 in the TTA report.*



Cómhairle Contae  
Átha Cliath Theas  
South Dublin County Council

An Rannóg Talamhúsáide, Pleanála agus Iompair  
Land Use, Planning & Transportation Department

Telephone: 01 4149000

Fax: 01 4149104

Email: [planningdept@sducoco.ie](mailto:planningdept@sducoco.ie)

**2. Generated vehicles counts to and from the proposed development:**

*The total trips generated movements due to the proposed development are:*

*Junction 4: Figure 2-1 50 +30 am peak northwards towards the development (arrivals) and 30 +50 pm peak southwards (leaving) the development.*

*Total generated movements = 160no. am and pm peak. Arrival and leavers.*

*Proportion of generated traffic to background traffic as a percentage.*

*$160/559 \times 100\% = 28.6\%$*

*The total cost of the junction and signalisation upgrades is €500,000.*

*Therefore, the contribution due the generated traffic is 28.6% of €500,000 = €143,112.*

*The Peamount Road/Newcastle Main street junction (Junction 4 in the clients TTA) is currently experiencing capacity issues at peak times. SDCC have many recent customer complaints and elected member representations on the congestion issues at this junction. The proposed development is considerably car dominant development as compared to many of the commercial developments at this location. Many of the other commercial developments do not generate traffic at peak times -off peak shift patterns.*

*The proposed development is very car dominant and will generate significant additional traffic at peak times.*

*The current contribution scheme does not account for the needed capacity increases at Junction 4. There is no other state funding available for the junction improvements needed.*

*The estimated cost (€500,000) is based on National Transport Authority estimating rates and recent outturn costs for similar signalisation upgrades at junctions in the county.*

**Summary:**

*This development is of significant size, is car dominant and significant traffic will be generated at the peak time traffic hours. The existing junction is currently under capacity. SDCC plans to upgrade this junction soon. The current contribution scheme does not account for this upgrade cost. As things stand, the bulk of the cost, will be borne by SDCC out of our own funding streams. But it is clear that the proposed development will have an additional negative effect on the congestion at this junction. The proportion of that effect has been calculated versus the existing background traffic and SDCC has fairly apportioned that effect to the proposed development'*

Yours faithfully,

for Senior Planner