

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

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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 | South Dublin County Council | County Hall | Tallaght | Dublin 24 | D24 YNN5



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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. Glanadh an teachtaireacht seo
le bogearraí Frithvíreas.

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

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

Date: 25th 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 5th 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.



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

Telephone: 01 4149000

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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 x100% = 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/Newecastle 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