

# Submission

## Dart+ West Oral Hearing

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<b>Contract Number</b>	C904.1
<b>Topic</b>	Submission on Dart+ West Oral Hearing on behalf of Musgrave Operating Partners Ireland Limited (ABP Case No. ABP-314232-22)
<b>Version Number</b>	v1.1
<b>Status</b>	To be read out at Oral Hearing
<b>Author</b>	Eoin Munn
<b>Reviewer</b>	
<b>Date</b>	28 September 2023

### 1. Introduction

#### Introduction and Purpose of Submission

- 1.1 My name is Eoin Munn and I'm a Director with Transport Insights Limited, a traffic and transport planning consultancy.
- 1.2 I previously prepared a written submission on behalf of Musgrave Operating Partners Ireland Limited in relation to SuperValu Ashtown on the DART+ West scheme and I appear today representing Musgrave, covering topics related to traffic and transport at this Oral Hearing.
- 1.3 My submission today provides a direct response to a response by the Applicant on our written submission.

### 2. Submission

#### Response to Written Submission

- 2.1 *"Access to the existing parking and entrances around Ashtown will be maintained during the construction period. Any works on or near the ramps will be co-ordinated to minimise disruption and maintain access."*

- 2.2 *It is not proposed to alter the access / egress onto the Mill Lane from the building. The level to the rear of the footpath on this road will be the same as it currently is at the vehicular access / egress points.*
- 2.3 *Noted that it is proposed to maintain access to the store and warehousing facilities."*

#### **Musgrave Response**

- 2.4 Concerns raised in relation to the operation of this store appear to be noted and it has been stated that associated impacts shall be minimised. However, little detail has been provided in relation to how this will be achieved.
- 2.5 Representatives of Irish Rail kindly offered to meet during March 2023, at which time they indicated they were open to changes to proposed traffic management arrangements in the direct vicinity of the store, specifically reverting the link road directly to the south of the store to accommodate two-way vehicle movements, which would allow greater flexibility for servicing and avoid sanitising the covered service yard to the rear, which is critical for potential future store expansion.
- 2.6 Some residual operational concerns were discussed including in relation to access to the service area by large (16.5m) HGVs due to landscaping constraints, and also how illegal car parking along the service road would be managed.
- 2.7 Irish Rail's design team made it explicitly clear their response to our submission would include openness to accommodate our stated servicing preferences, which was welcomed.
- 2.8 Unfortunately, there appears to be little connection between the written response prepared by the Applicant and concerns raised and discussed with them. For instance, there has been no reference to traffic management, potential issues with parking, landscaping and how the service road would be managed.
- 2.9 I would welcome a response from the Applicant on these issues.

