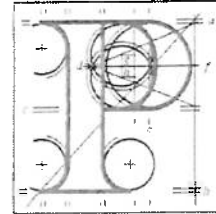


Our Case Number: ABP-320164-24



An
Bord
Pleanála

Anne McCarthy and Others
10 Shielmartin Drive
Sutton
Dublin 13

Date: 08 October 2024

Re: DART + Coastal North Railway Order 2024 - Northern Line between Dublin City Centre and Drogheda including the Howth Branch
Dublin City Centre and Drogheda, located in counties Dublin, Meath and Louth

Dear Sir / Madam,

An Bord Pleanála has received your recent submission and oral hearing request in relation to the above mentioned proposed railway order and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.


The Board will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the relevant County Councils and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in the meantime please contact the undersigned officer of the Board at laps@pleanala.ie. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Aisling Reilly
Executive Officer
Direct Line: 01-8737131

RA05

Teil	Tel	(01) 858 8100
Gíao Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

10 Shielmartin Drive,
Sutton,
Dublin 13

25ú Mean Fómhair 2024

Reference case 320164

A dhuine uasal,

Please note that we wish to object to the proposed removal of a direct DART service line to Howth.

Having lived here for over 30 years and having reared 3 children on the peninsula, the direct DART line has been a fantastic method of transport for us to access Killester, Raheny, the city centre itself and the Southside, for education purposes, for work, medical appointments, social & pleasure, visiting friends and relations.

There is an increase in population in this area - the apartments on the way into Howth village are not inhabited currently, the apartment build on the site of the Baily Hotel in Howth village has barely begun, so why persist with downgrading the public transport system to the peninsula while population is increasing?

The DART service can be extended to Drogheda but it is still possible to maintain the direct DART service to Howth so we would request that you do so as a matter of priority. Suggesting that we alight at Howth junction to board a shuttle to Howth is not reasonable. The number of steps to be negotiated at the junction is not feasible for an elderly population, or for those with disabilities or those with young children and a buggy. Also, please note that there is a continual list of stations where lifts are out of order on the DART line. The state has a duty of care to its citizens but seems to have forgotten this.

The shuttle service operating every 10 minutes in both directions will be a disaster as it will cause a huge amount of disruption to traffic due to the increased closing of the level crossing gates. The traffic assessment submitted by Irish Rail as part of their application shows that longer closures of the level crossings will result in more traffic congestion. Furthermore, the traffic study states that traffic queues on Baldoyle Road could be up to 59% longer than they currently are. (Appendix A6.1Dart +Coastal North Level Crossing Assessment page 29). The increases traffic backup is almost certain to impede the flow of traffic at Sutton Cross. What a mess!

Have you considered the negative impact the loss of the direct Howth DART service will have on local businesses in Baldoyle, Sutton and Howth? People use the direct dart line to come to work here in this area. Removing this service will add to the time travel involved and may lead to them choosing to drive

instead. Given that the National Sustainable Mobility Policy sets out a framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in greenhouse gas emissions by 2030, removing the direct DART serve to Howth will not help.

We request that An Bord Pleanála call an oral hearing.

Le meas,

Mrs. Anne McCarthy

Mr. Owen McCarthy

Ms. Emer McCarthy

Mr. Conor McCarthy

Ms. Ríona McCarthy