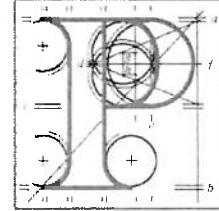


Our Case Number: ABP-320164-24



**An
Bord
Pleanála**

Bayside Community Association
c/o Kristina Comiskey
44 Bayside Walk
Dublin 13

D13 X582

Date: 17 September 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 letter in relation to the above mentioned case. The contents of your letter have been noted. Please accept this letter as a receipt for the fee of €50 that you have paid.

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 relation to the matter 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

RA03

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 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

44 Bayside Walk
Dublin 13
D13 X582

16th September 2024

Re: DART+ Coastal North planning application

Dear Sir/Madam,

The **Bayside Community Association** wishes to raise the following concerns and objections in relation to the Dart + Coastal North plans and the detrimental impact this would have on our local community.

Loss of direct DART services

- The direct DART services from Howth, Sutton and Bayside to the city centre and beyond are vital to keep our communities connected.
- The DART services have been running to Bayside, Sutton and Howth for 40 years, and a direct train service has been running to Howth Station since 1847.
- Access to public transport has been a key factor for many families choosing to move to these areas.

Level crossings and increased traffic

- A shuttle DART service operating every 10 minutes in each direction would cause the level crossings to be closed for up to 30 minutes of every hour.
- 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 (for example traffic queues on Baldoyle Road could be up to 59% longer than they currently are).
- This has the potential to impact traffic on the wider road network including buses and cars that aren't passing through the level crossings.
- Emergency vehicles could be held up for significant periods of time.

Sustainable travel

- Removing direct DART services does not align with our national transport and climate policy.
- With the loss of a direct DART service, and with buses impacted by increased traffic and level crossing closures, people will be less likely to use public transport and more likely to use their cars.
- 77% of people who took part in the 2nd public consultation said they would not be encouraged to use the DART over their cars, and the loss of direct services to Dublin City Centre was regularly cited in submissions as grounds for existing DART users from the Howth Peninsula to revert from DART usage to private car usage. (Appendix A3.2 PC2 Findings Report page 21 & 33).

Accessibility and safety at Howth Junction station

- A shuttle DART service will require people to transfer DARTs at Howth Junction Station if they want to continue into the City Centre.
- Howth Junction station has a large number of stairs which will cause difficulties for people with disabilities, limited mobility, wheelchair users and parents with young children.
- In 2023 the Irish Independent reported that lifts at Irish Rail stations were marked out of service over 800 times in just 18 months. It can take days, and even weeks for lifts to be repaired.
- There have been frequent instances of anti-social behaviour and cases of assault at Howth Junction Station (example: [Two youths guilty of violent disorder over Howth Junction station incident – The Irish Times](#), 17th May 2022).
- Large numbers of passengers disembarking and changing trains at the station at the same time could mean potential for increased anti-social and criminal behaviour.
- Many Secondary school children rely on the DART for travelling from the city centre to schools in Baldoyle and Sutton. Likewise, many local children and students rely on the DART to travel to schools and colleges outside of the area. Accessibility and safety would be a key concern for many parents.

Local businesses and tourism

- The loss of direct DART services will have significant negative impacts on local business in Baldoyle, Sutton and Howth.
- Businesses will have to grapple with delays to their deliveries and longer journey times for staff and customers.
- Howth has become a major tourist destination for Dublin and Fingal, with approx. 750,000 tourists visiting the area every year (Howth Special Amenity Order Operational Plan 2021-25, Fingal.ie). Many of these tourists rely on public transport in order to visit Howth and the surrounding areas.

Oral Hearing

- The Bayside Community Association requests that An Bord Pleanála holds an Oral Hearing for members of the public in relation to the DART+ planning application, to allow further discussion about the project and the negative impacts these changes will have for the local community. It would also be an opportunity to discuss potential solutions and compromises, such as a blended approach of direct and shuttle services, upgrades to Howth Junction, improved bus services and a city ferry service.

Yours Sincerely,

Kristina Comiskey
(On behalf of the **Bayside Community Association**)