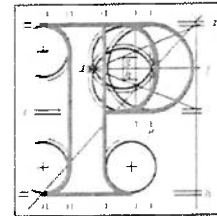


Our Case Number: ABP-320164-24

Planning Authority Reference Number:



**An
Bord
Pleanála**

Burrow Heath Residents
c/o Lisa Evans
4 Burrow Heath
Sutton

Date: 19 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
Glaos Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Macilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

ABP-320164-24

Burrow Heath Residents

Burrow Heath

Sutton

Dublin 13.

RE AP 320164

On behalf of the residents of Burrow Heath, Sutton, Dublin 13, I enclose letters of objection to the currently proposals of Irish Rail for Dart+ impacting on service to Howth, Sutton and Bayside.

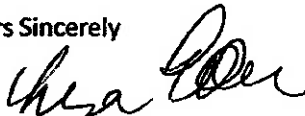
As noted in the individual letters from the residents, this plan will have a negative impact on the residents of the area resulting in an inferior service on the DART than we current benefit from.

- * downgrading of service with an increasing population in the area
- * loss of public transport for disability and aged population
- * people with children, safety concern stopping at Howth junction
- * emergency vehicle hold up servicing the peninsula at peak times when barrier down - up to 30mins per hour at peak times
- * keep direct line
- * steps at Howth junction, lifts constantly out of order
- * loss of direct service a backward step in public transportation for the population of Baldoyle, Howth, Sutton.

This plan does nothing to maintain or improve the DART services to Howth, Sutton and Bayside, inflicting only a lesser service with impact on traffic on and safety in our community.

Please strongly consider the feedback from the community impacted by these plans, and provide a valid consultation process to provide a solution that works for the communities with an existing quality DART service as well as those who may benefit from future expansions of the service.

Yours Sincerely

 18 Sep 2024

Lisa Evans

4 Burrow Heath, Sutton, Dublin 13.

Derek & Marjorie Keating
9 Burrow Heath,
Sutton,
D13V5Y8

To whom it may concern

We strongly object to the plans by Irish rail for Dart + which is proposing that trains from Howth, Sutton and Bayside could run as a feeder services to Howth junction with passengers having to change trains to continue into the city.

We feel this is Irish rail have presented a very poorly thought-out plan for the expansion plan in that at the expense of people in this area and this plan is very unfair and unjust to us.

This area has had direct services from Howth to the city for over 179 years.

We are not being considered in any of this and the effect that this will have on people's lives that work in the city and that have children that attend school and services in the city.

The complete lack of infrastructure is very apparent for the whole region in this plan. In addition the services to Howth Junction will be increasing to a station that already cannot handle the service they currently have. We must comment also on the anti-social behaviour that is constant at Howth Junction

This proposal is backward planning that will cause an increase of level crossing openings to the area which will cause chaos to already very congested area.

Sutton cross is extremely congested at the best of times due to the dart, an increase in the number of level crossing opening will be a disaster to the already extremely congested area.

The Sutton/Howth areas are a tourist destination and the lack of direct routes will like to affect this. A direct dart line is an essential service for people of this area and will directly have a negative impact on all people's lives.

We feel that the consultation process was a complete waste of time, the people of this area were not be heard and we now look for government intervention into this disaster of a plan for our area.

Regards

Derek & Marjorie Keating

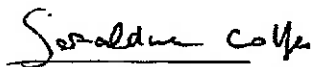
2 Burrow Heath,
D13Y8X6

Dear Sirs,

Please find below my objections to proposed changes to DART service from Howth to City Centre

1. This will create further traffic congestion in an area where traffic is already heavy
2. Children use the DART to go to school in Town. This would mean they would have to change Dart and essentially denying them access to the next Dart which will be full at that stage.
3. At peak time crowds of people will disembark at Howth Junction. The next Malahide or Howth Dart will be full so when passengers disembark this will cause passenger congestion pushing the newly disembarked passengers behind the people who had been queuing for the Malahide / Howth DART.
4. People will now have to drive to work or to Howth Junction to get DART to town so this will cause further traffic congestion to Howth / Sutton and Coast road which are already a nightmare at peak times.
5. Tourists will get off at Howth Junction thinking they are at Howth station this will be so confusing for them.
5. With all the new Apartments being built in Howth there will be more people relying on Dart to go to work/ Town. If they now have to drive it will definitely cause huge delays on the roads and affect the already heavy school traffic.
7. If the traffic gets any heavier it will affect emergency services trying to get to vulnerable people.
8. Howth junction Station is already noted to be an unsafe station for commuters
9. The idea of increasing more DARTS from Howth to Howth Junction will only succeed in the gates at the stations going down more frequently and will cause huge congestion especially to Station road Sutton which is a narrow road and the only route for people travelling from Portmarnock/ Baldoyle / Sutton to Howth village.

Thank You



GERALDINE COLFER

16/9/2024

To An **B**ord Pleanála.

From Gabriel and Pauline Pollard, San Marino, 5 Burrow Heath, Sutton, D13 AR00

9 September 2024

To whom it concerns.

The following is a list of our Objections to the proposed removal of a direct DART service from Howth to Dublin City Centre and beyond.

1. This proposal does not take into consideration the huge knock-on effect this will have on all communities North of Howth Junction along the Bayside, Baldoyle, Sutton and Howth areas.
2. These communities have had a Direct rail service to the city and beyond for well over one hundred years and a direct DART service since its inception 40 years ago. **WHY TAKE IT AWAY NOW!!**
3. It does not take into consideration the large increase in population which will happen over the next couple of years with the current building taking place in the Howth area. It will increase the population of Howth by in excess of 2,000 people.
4. The Policy of this government and future governments is to encourage people to use Public Transport and reduce our carbon footprint - **This proposal will have the total opposite effect.**
5. Tourism and businesses will suffer greatly as it will be a complete put-off for tourists to be forced to change at Howth Junction. The footfall will reduce considerably.
6. Children will could suffer going to and from Howth on their way to schools and colleges as they will have no guarantee of being able to access space on the DART. because of this, parents will be more inclined to transport their children to schools to ensure they get to school on time. At present it is chaotic at Sutton Cross during school times and it will only get worse!
7. Howth junction is noted for its Anti Social behaviour and not the safest of stations and will clearly require a strong Security system 24/7/365. It certainly is not the easiest to negotiate getting from one platform to another for the elderly and parents with young children in buggies with so many steps to be negotiated - more often than not the lifts don't work and usually take days, if not weeks to repair.
8. What guarantee do passengers have of getting on board at Howth Junction with train loads of people travelling to and from Drogheda and the various stations along the way. Taking into consideration that there will be new building and increased populations on that route.
9. This proposal has only one outcome - **IT WILL PUSH PEOPLE BACK INTO THEIR CARS** to avoid any possible disruption to their current schedule of getting to and from the city centre.
10. The frequency of the level crossing closures (*30 minutes in every 60 CRAZY!*) will create havoc with cars, deliveries etc. It will also encourage drivers to race towards closing barriers to avoid being delayed. The Level Crossing at Sutton Station is notorious for this happening - it will only get worse!
11. These frequent closures at level crossings will also effect Emergency Services and the Gardai. These services being delayed at level crossings may result in a persons death or some tragedy.
12. The new frequency will also cause major problems for Sutton Golf Club.

Overall this proposal is the greatest Hairbrained idea ever to be put forward and should be revoked without any further discussion

Gabriel and Pauline Pollard

John Spain
6 Burrow Heath
Station Road
Sutton
D13 H2K8.

An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01V902.

Dear Sir/Madam,

I wish to make a submission about DART+ Coastal North, and a number of concerns I have as a resident in Sutton. I have laid these out below under 6 headings.

1. 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.

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. To lose such a service now, in 2024 is a major problem for the area and its residents.

2. Level crossings

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.

For example, the crossing at Sutton Station could be closed for more than 32 minutes of every hour, and the Baldoyle Road crossing could be closed for more than 30 minutes of every hour in a worst-case scenario. (*Appendix A6.1 Dart+ Coastal North Level Crossing Assessment page 11*)

3. Increased traffic

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.

The traffic study states that traffic queues on Baldoyle Road could be up to 59% longer than they currently are. (*Appendix A6.1 Dart+ Coastal North Level Crossing Assessment page*

29)

This has the potential to impact traffic on the wider road network including buses and cars that aren't passing through the level crossings.

4. Sustainable travel

It is National Policy to encourage people to use sustainable transport instead of 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. (*Appendix A3.2 PC2 Findings Report page 21*)

Furthermore, Irish Rail's 2nd public consultation report found that:

"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 33

Removing direct DART services does not align with our national transport and climate policy. More cars on the road is not good for the environment and will not help us reach our goals of halving our greenhouse gas emissions by 2030 and reaching net zero by 2050.

5. Accessibility

A shuttle DART service will require people to transfer DARTs at Howth Junction Station if they want to continue into the City Centre.

This will cause difficulties for people with disabilities, limited mobility, and wheelchair users where they need to use the lifts in the station.

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.

6. Local businesses

The loss of direct DART services will have significant negative impacts on local business in Baldoyle, Sutton and

Howth. The building of 512 apartments in Howth, an area that already suffers with traffic congestion on sunny summer days will need some good public transport options to allow people and businesses to flourish.

Businesses will have to grapple with delays to their deliveries and longer journey times for staff and customers.

Finally, I would like to request that An Bord Pleanála calls an oral hearing for the DART+ planning application. An oral hearing will allow further discussion about the project and the negative impacts these changes will have, and can be attended by members of the public, residents and interested parties.

I look forward to discussing this further.

Yours sincerely

**John Spain
Local Resident**