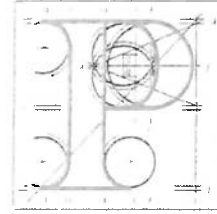


**Our Case Number:** ABP-320164-24



**An  
Bord  
Pleanála**

Catherine McCann & Others  
23 Moyclare Road  
Baldoyle

**Date:** 16 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](http://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](mailto: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

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Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

64 Sráid Maoilbhríde	64 Marlborough Street
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Mrs Catherine McCann 23 Moyclare Road Baldoyle Dublin 13. [Cmccann100@gmail.com](mailto:Cmccann100@gmail.com) 087 979 0922  
Ms Roisin Sloane 24 Moyclare Road Baldoyle Dublin 13  
Mrs Christine Creenan 26 Moyclare Road Baldoyle Dublin 13  
Mrs Lauretta McGee 6 Station Road Cottages Sutton Dublin 13  
Ms Jodie McDonagh 28 Seacliff Road Baldoyle Dublin 13

15<sup>th</sup> September 2024

Dear Sirs,

We as a group of concerned neighbours living in the Baldoyle/Sutton area would like to voice our concerns with the proposed implementation of the loss of the Direct Dart Services from Howth to Howth Junction and beyond to Dublin City and Bray.

1. Firstly we have all lived in the area of Baldoyle/ Sutton all of our lives and have always had a direct train line to Dublin City and beyond long before the Dart was introduced 40 years ago. We were lucky to have this service to commute to Dublin City for work purposes and shopping trips etc, it is quick and convenient and serves many commuters and families for many different purposes on a daily basis.
2. Living on the Dart line has had its draw backs with the level crossing gates and the length of time they are down, leading to long delays especially when 2 trains are passing at the same time. Living in Moyclare when driving home, I am more often than not sitting in a line of traffic that often extends down to the Christian Brothers corner on the Baldoyle side of the tracks or up to the junction at the Baldoyle Road that meets the Coast Road, causing huge tail backs. This is a frustrating part of our day on a regular basis, and now the proposed level crossing gates will be down 30 minutes in each hour which will have detrimental effects on the traffic jams and the mental health of those living in constant frustration at being 'caught' at the gates at most times when travelling by car around the area for shopping, school runs etc.
3. The Station Road side of the level crossing has even more traffic on a daily basis as this road is driven mostly by day trippers to Howth especially on good sunny days, this will have even more delays with the gates constantly down every few minutes if the new proposed shuttle services go ahead.
4. Emergency vehicles will no doubt be caught up in the snarl up of traffic, along with the implementation of the cycle lane dividers already in place which do not allow for overtaking in busy times should they urgently need to get to a patient, with traffic standing still this could lead to a critical incident where an ambulance or fire brigade can't reach its destination in a quick manner.
5. The daily commute to work will be not as straight forward, entering at Sutton or Bayside station to travel to Dublin City and Blackrock means having to exit at Howth Junction and wait in the station hoping to be able to enter an already packed train and standing for all or most of the journey as seating will be already gone.

6. The new proposed shuttle will no doubt have an effect on the market value of property in the area as this is no longer a direct line to the city, it has been downgraded to a shuttle line.
7. As women we have safety concerns when travelling and having to exit a train on route home to access a shuttle service lend to these concerns particularly on dark evenings. It was only last year where a woman was thrown under the Dart while standing on the platform in Howth Junction, there is not enough security in stations when standing alone as a woman. We envisage people using the Dart less and using their cars more when commuting to work because of this aspect, which in turn leads to environmental issues.
8. In its current state Howth Junction is not fit for purpose and although there are plans to upgrade it more often than not lifts are out of action due to vandalism. And this problem will remain as current levels of crime increase not decrease.
9. Howth traders will suffer in the long term as many day visitors will not want to take 2 trains to make a journey to visit Howth when currently they only have to take 1.

As you can see we feel these point of view should be listened to and considered, this proposal is not to the benefit of the people of Howth/Sutton/Baldoyle/Bayside areas and we feel strongly about its implementation. A new proposal for transport should be looked at, for example, an overhead second train line or underground from Howth Junction onwards, this could be an alternate solution which would keep our Dart line intact.

Yours sincerely,

Catherine McCann  
On behalf of my neighbours mentioned above