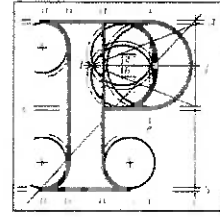


**Our Case Number:** ABP-320164-24



**An  
Bord  
Pleanála**

Drumm & Carberry Families  
339 Sutton Park  
Sutton  
Dublin 13

**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,

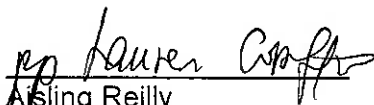
An Bord Pleanála has received your recent letter in relation to the above mentioned case. The contents of your letter have been noted. Please accept this letter as a receipt for the fee of €50 that you have paid.

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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Drumm and Carberry Families

339 Sutton Park

Sutton

Dublin 13

TO WHOM IT MAY CONCERN

We wish to make a submission opposing the proposed loss of direct DART services from Howth, Sutton and Bayside to the City Centre.

Our key areas of objection are as follows:

- Loss of direct DART services from Howth, Sutton and Bayside to the city centre and beyond which are vital for timely daily work commutes and to keep our communities connected. It also impacts tourism and local property prices.
- 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. The traffic study states that 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.
- It is National Policy to encourage people to use sustainable transport instead of their cars. Removing direct DART services does not align with our national transport and climate policy.
- 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. There is also no guarantee of a seat on connecting trains at Howth Junction for the elderly or people with limited mobility. Howth Junction station is also known to be a safety concern with poor lighting and openness.
- 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.

Kind Regards

Stephen Carberry

Angela Carberry

Dermot Drumm

Derek Drumm