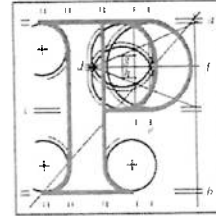


Our Case Number: ABP-320164-24



**An
Bord
Pleanála**

Eimear & Liam Quinn
8 Warren Lodge
Dublin Road
Sutton

D13 DV45

Date: 11 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,

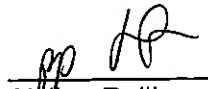
An Bord Pleanála has received your recent letter in relation to the above mentioned case. The contents of your letter have been noted. Please accept this letter as a receipt for the fee of €50 that you have paid.

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
Ríomhphost	Email	bord@pleanala.ie

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

Objection to DART+ Coastal North

Submitted by: Eimear and Liam Quinn,

Address: 8 Warren Lodge, Dublin Road, Sutton, Dublin 13, D13 DV45

Rationale for objective

- 1) This is an irreversible decision, which will have so many implications beyond those envisaged by planners who don't live here and don't understand the vital infrastructure and already extremely heavy traffic particularly around Sutton Cross.
- 2) Loss of a direct DART service from Howth, Sutton and Bayside to the City Centre and southside are beyond vital for commuters, tourists, students, pensioners and those with disabilities. Offering a second rate shuttle service, changing at the station on the entire DART line, with the most anti-social behaviour and steps (with lifts that no doubt will often be out of service) is just not a satisfactory option particularly for females travelling home at night and young people. I would NOT use this service as I just would not feel safe and instead would drive or use a taxi.
- 3) The implications for traffic is unimaginable!!

On several occasions in the last year when there has been work to level crossings or festivals in Howth, traffic in the Sutton area has come to a COMPLETE standstill. DOUBLING the time for the level crossing to be closed at the Baldoyle road to 30 minutes of every hour is complete and utter madness! This is just not a feasible traffic management option and will be completely disastrous for school traffic and commuters in particular. This impact has not been widely publicised / has been hidden.

- 4) Loss of a direct train service will encourage people into their cars, as demonstrated by responses to the 2nd public consultation where 77% of people who took part said they would not be encouraged to use the DART over cars. The construction of over 500 apartments in Howth will only exacerbate the traffic problems.
- 5) The requirement to change DARTS at Howth Junction will make public transport travel much more difficult for those with disabilities, limited mobility, wheelchair users and those with buggies. The reliability of lifts at Irish rail stations can be seen on a regular basis with lifts out of action for days and even weeks.
- 6) All of the above reasons will have significant negative impacts for local businesses in Baldoyle, Sutton and particularly Howth as a tourist destination.

We would strongly urge An Bord Pleanála to hold an oral hearing to hear first hand the negative impacts these proposed changes will have on the area.