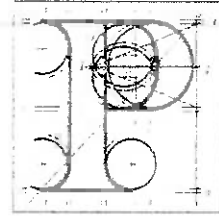


**Our Case Number:** ABP-320164-24



An  
Bord  
Pleanála

Harold Whelehan & Elizabeth Mullan  
27A Claremont Road  
Howth  
Co. Dublin  
Co. Dublin  
Dublin 13  
D13C3HY

**Date:** 09 October 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 submission in relation to the above mentioned proposed railway order and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

The Board will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the relevant County Councils and at the offices of An Bord Pleanála when they have been processed by the Board.

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 the meantime 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

RA05

<b>Tel</b>	<b>Tel</b>	(01) 858 8100
<b>Glaó Áitiúil</b>	<b>LoCall</b>	1800 275 175
<b>Facs</b>	<b>Fax</b>	(01) 872 2684
<b>Láithreán Gréasáin</b>	<b>Website</b>	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
<b>Ríomhphost</b>	<b>Email</b>	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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

27A Claremont Road  
Howth  
Co. Dublin  
D13 C3HY

Tel : 01 832 4139

The Secretary  
An Bord Pleanála  
64 Marlborough Street  
Dublin 1  
D01 V902

20 September 2024

Ref: NA29N.320164

Re: Planning Application for DART + Coastal North

Dear Sir/Madam,

We enclose our observations and objection to the above Planning Application herewith.

We also enclose a cheque for €50 in favour of the Bord.

Finally, we enclose copies of our submissions to the consultative process dated 8 April 2022 and 23 May 2023 respectively.

Please kindly acknowledge receipt.

Yours faithfully,



Harold Whelehan and Elizabeth Mullan

Encls.

<b>AN BORD PLEANALA</b>	
LDG-	<u>075013-24</u>
ABP-	
20 SEP 2024	
Fee: €	<u>50.00</u> <small>1/10</small> <u>Chq.</u>
Time:	<u>13.01</u> By: <u>HAWD</u>

## **Planning Application for DART + Coastal North:**

### **Observations and Objection** of Harold Whelehan and Elizabeth Mullan.

I reside at number 27A Claremont Road, Howth D13 C3HY with my wife, Elizabeth Mullan.

Our home is on a public road and in a cul-de-sac. Our public road serves eight private family homes and Howth Lodge apartments, which are home to over 100 citizens.

All residents of this cul de sac must cross the Claremont level crossing in order to access their homes: the level crossing and public road is the only vehicular access to this cul de sac.

I have been resident in this cul-de-sac since 1955 and have seen the evolution of the rail service to Howth from the time when the service was provided by the Great Northern Railway through to being taken over by CIE, and more recently Irish Rail and finally the conversion of the line to the electrified Dart system. This latter development resulted in the electrification of the railway barriers which control the level crossing leading to our cul-de-sac. (Prior to this electrification the level crossing was controlled by gatekeepers who lived in the cottage beside the level crossing).

Over the years since the establishment of the Dart, the frequency and duration of closures at the Claremont level crossing has increased to the considerable inconvenience of the residents of this part of Claremont Road.

When the level crossing is closed all residents of the cul de sac are either confined in the cul-de-sac in their homes without access to the public road or prevented from returning to their homes on the other side of the level crossing, delayed at the gates or on the main road, south of the level crossing.

The escalation of the number of closures and the duration of such closures has been gradual, and has already climbed to barely tolerable levels of inconvenience and exclusion from direct access to our homes.

Myself and my wife and our neighbours have been increasingly concerned about the current number of closures and their duration with constant interruption of access to and from our homes and for the increasing difficulty created for public and other services in particular emergency services, such as Ambulance and Fire Services in gaining access to the cul de sac.

**While I and my neighbours have always accepted the necessity which exists, of enduring a degree of limitation to our right of access to our homes in order to facilitate the passage of the rail service to Dublin and beyond, I submit that the level of interruption must be "reasonable" in order to be legally tenable by the applicants and it must be "reasonable" within the law and the parameters of proper Planning and Development.**

**When invited to participate in the consultative process by the applicants my wife and I on 8 April 2022 made a submission which was acknowledged the same day by the Iarnrod Eireann Irish Rail DART +team and on 23 May 2023 we made a further submission to the applicants observations and reasoned objection to the proposal, copies of which I append herewith.**

At a meeting with Officials of Irish Rail on Friday September 13<sup>th</sup> with a representative group from Howth Lodge Apartments, which I was invited to attend, it was acknowledged on behalf of Irish Rail:

- That despite their earlier representation to the contrary that our end of Claremont is a Public Road.
- That any increased in the number and duration of interruptions of our access to our homes, by level crossing closures, must be "reasonable".
- That their projected rate of closure of this level crossing, if the order sought is granted, will result in closure 12 times per hour over a 7 hour period on each day, which will result in our homes being inaccessible for 30/32 minutes in each hour (representing a blockage of us from our homes for at least three in every 7 hours).

I submit, that in considering the proper Planning and Development of the area covered by this application, the Planning Authority is obliged to consider not only the totality of the area affected by the proposal, but must have regard in its deliberations to the specific adverse consequences of granting permission in particular areas' such as the Howth peninsula and more specifically the vicinity of the Clarenont level crossing as outlined in this and other observations and objections.

I submit that such a level of interruption to our right of access to our homes would be "unreasonable" and a breach of our right to enjoy "reasonable" access to our homes.

I also submit that such an increase in the number and duration of closures of the level crossing could not, on any objective assessment be regarded as "reasonable" either from a Planning or from a Legal point of view.

Furthermore the reduced access to our homes for Emergency and other services will create a significant Health and Safety risk by reducing effective response by such services, to the residents of the cul de sac in emergency situations, due to the frequency and duration of closures.

I am also concerned that the proposal has not taken account of or addressed the danger which already exists during closure of the level crossing. Note, space between the level crossing and the Howth Road (south of the level crossing) can only accommodate 2/3 vehicles at a time. Thus, at present, it frequently occurs that when 2/3 vehicles are waiting at the gates on the South of the crossing seeking to enter Claremont road further vehicles joining the queue have to wait on the main road blocking traffic backing up on the main road towards Sutton, and Howth (there being only room for one lane of traffic in either direction on the main road. This situation occurs on a dangerous bend and lasts until the gates are lifted and the first two or three vehicles have crossed the tracks, (there being only room for one lane of traffic in either direction on the main road traffic in both directions is blocked).

All of the above was brought to the attention of the applicants in my letter of objection of May 23<sup>rd</sup> 2023 above referred to.

This situation will be greatly exacerbated by increased frequency of gate closures, and especially at peak road traffic times and also by the projected 24% increase in the population of Howth.

We submit also that until this situation is researched, and reported on by the applicants, with relevant surveys which address the above objections at appropriate closure and road traffic times,

the Application is incomplete and premature and the Planning authority should not consider the application, or alternatively this application should be refused.

As residents of Howth, we also object to the proposal to terminate the direct link from Howth to Connolly station, and its replacement by a shuttle service to Howth Junction necessitating a change of train on the inward journey and on the return journey in addition the need to negotiate a steep overhead foot bridge. This will pose serious difficulties for older and younger passengers even if they are accompanied, and in some cases this journey will be impossible for them and render the service inaccessible.

Overall the proposal offers no benefit to residents of Howth to counterbalance the removal of the direct service to Connolly station and the traffic hold ups and disruptions which will be caused at the three level crossings at : **Station Road, Sutton, Baldoyle Road, Claremont** level crossings and of course Sutton Cross.

### SUMMARY

For the reasons set out above we submit that the Application should be rejected the Applicants having failed to anticipate the profound consequences for citizens of the issues which have been raised by them in the consultative process.

Alternatively, if it is decided to grant the application, notwithstanding the objections raised, such grant should be subject to:

- Clear, viable and enforceable preconditions' and operational conditions to protect our right, and the right of residents to reasonable access to our homes.
- The continuation of a direct service to Connolly station.
- Ensuring no additional traffic danger or congestion is created on and around the already pressed Howth peninsula.

I enclose my cheque for Euro 50 as required, and would ask you to acknowledge receipt thereof and also this submission.

Harold Whelehan and Elizabeth Mullan



Enclosures :

- 1) Cheque Euro 50,
- 2) Submissions to Dart Coastal North April 2022 and May 2023.

20<sup>th</sup> SEPTEMBER 2024.

**FW: DART+ Coastal North Public Consultation submission**

Elizabeth Mullan <egmullan51@gmail.com>

Fri 8 Apr 2022 4:47 PM

To: Harry Snr Whelehan <haroldwhelehan@gmail.com>

Harry,

This is a copy of the form I completed for the dart consultation.

xx

**From:** website@irishrail.ie [mailto:website@irishrail.ie]

**Sent:** 08 April 2022 15:15

**To:** egmullan51@gmail.com

**Subject:** DART+ Coastal North Public Consultation submission

DART_CoastalNorthPublicConsultationIID	1627
Form inserted	08/04/2022 15:14:43
Form updated	08/04/2022 15:14:43
Name	Elizabeth Mullan and Harold Whelehan
Phone Number	+35318324139
Email	egmullan51@gmail.com
Eircode	D13 C3HY
Address	27 A Claremont Road, Howth. Co. Dublin

Q1. Do you own or occupy property located within the immediate vicinity of the proposed development? (Please put a tick in the box that applies to you)

Owner

Q.2 Do you support the principle of the DART+ Coastal North Project?

Please expand on your answer

For the reasons given further below we have mixed views.

Q.3 Please detail the geographical location of where the project is closest to you?

Howth Lodge which is a cul de sac where passing over the railway crossing is the only route in and out of the cul de sac whether on foot, bicycle or car. There is no other way to access directly this cul de sac other than walking, cycling or driving over the dart railway line.

Q.4 Please list the aspects of the project that are of most interest to you and explain why.

We have serious concerns over the proposal to have 6 trains per hour which would result in the total closure of the cul de sac for 26.42 minutes per hour bearing in mind there is no other road access to the cul de sac. Access by emergency services such as the ambulance or fire brigade could be seriously disrupted with grave consequences for life and property. It will also impinge on access to public transport and daily living.

Q.5 Do you have any comments, suggestions, ideas on the Emerging Preferred Option being presented? Please share any other comments you have on the project

Q.6 Will the improved services encourage you to change from travelling by private car to public transport?

Please expand on your answer:

For the reasons given here our means of transport will continue to be both public and private transport. However for normal activities such as a weekly shop, medical appointments and everyday functions that are not immediately local or in the city a private car is a necessity.

Q.7 How did you hear about this current round of the public consultation? Please tick any which apply

Public representative

Q.8 Do you wish to be added to our mailing list for periodic Project updates

Yes

HoneyPotComponent

27a Claremont road Howth D13 C3 HY

23 May 2023

## **RE ; Dart Coastal North ----- Observation and Objection**

Dear Sir/Madam

Thank you for your invitation to participate in the consultative process relating to the above proposed project.

As will be apparent from my address above that I reside with my wife in the cul de sac which is accessed via the Claremont Level Crossing, which also serves the Howth Lodge apartments, as well as the other residents on Claremont road. I have been resident on this road since 1954.

I am 79years old, my wife is also in her 70's, and she joins me in this email.

We have seen the frequency of Dart closing of the Level Crossing increase steadily over the years, with constant and sometime lengthy closures' awaiting Darts from both Howth and Sutton.

**With the projected closures predicted if the above project is to proceed, it is expected that the Gates will be closed for 30minutes every hour.**

Our concern and Objection relates to the increased frequency and duration of Gate Closures as set out below (apart from the inconvenience of being trapped for 30 minutes in every hour ) :

- The danger of Ambulance or Fire services, whenever required, being unable to answer emergency calls with maximum efficiency, with the real danger of being delayed both on the way to the casualty, and on the way back to the Hospital with the casualty.
- The other safety issue relates to the build-up of traffic on to the main road ( Howth – Dublin) when traffic entering Claremont road is held up at the Gates, this build-up occurs and frequently results in both the cycle lane and the motor traffic lane going towards Howth being blocked on a very dangerous bend.
- Similarly traffic coming from Howth is affected when more than two cars are held up by the Gates while they are awaiting entry to Howth Lodge apartments and/or Claremont road, a third car seeking to enter from the Howth direction must wait, blocking traffic heading for Dublin until the cars queuing at the Gates have been enabled to cross the tracks when the gates are raised
- The above problems exist at present, but with projected increased motor traffic ,which in light of current and projected intense residential development in the immediate area of the Level Crossing, it is inevitable, that the present dangers will be greatly elevated for the residents of Howth Lodge apartments and the residents of Claremont Road in addition to the general public using the stretch of road between Howth and Sutton.
- In addition the problem outlined above is at a very dangerous bend on the roadway between Howth and Sutton.



We ask you to take into account the above observations, and treat them as an objection on general and specific safety concerns.

Yours faithfully

Harry Whelehan and Elizabeth Mullan