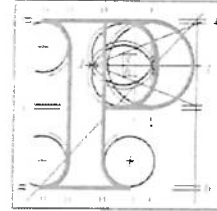


Our Case Number: ABP-320164-24



**An
Bord
Pleanála**

James Murphy & Miriam Harrison
Burrow Lodge
46B Howth Road
Dublin 13
D13 C1H2

Date: 13 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,

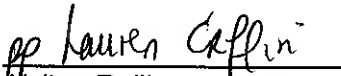
An Bord Pleanála has received your recent letter in relation to the above mentioned case. The contents of your letter have been noted. Please accept this letter as a receipt for the fee of €50 that you have paid.

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	1800 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

Planning Objection to Proposed Changes at Sutton Station

To Whom It May Concern,

I am writing to formally object to the proposed changes at Sutton Station as outlined in the recent planning application. The following points highlight the significant concerns and potential negative impacts of the proposed changes:

1. Loss of Direct DART Services

- The direct DART services from Howth, Sutton, and Bayside to the city centre and beyond are crucial for maintaining connectivity within our communities. A direct service to the City Centre is vital to encourage users to continue to use the existing excellent public transport option.
- These services have been operational for 40 years, with a direct train service to Howth Station since 1847. The removal of these services would disrupt long-standing transportation links.

2. Level Crossings

- The introduction of a shuttle DART service operating every 10 minutes in each direction would result in level crossings being closed for up to 30 minutes of every hour. This would have a massive impact on traffic build up in the areas surrounding level crossings, including impacting bus services using the main road routes.
- Specifically, the crossing at Sutton Station could be closed for more than 32 minutes of every hour, and the Baldoyle Road crossing for more than 30 minutes, causing significant delays (Appendix A6.1 Dart+ Coastal North Level Crossing Assessment, page 11).

3. Increased Traffic

- The traffic assessment submitted by Irish Rail indicates that longer closures of the level crossings will lead to increased traffic congestion.
- Traffic queues on Baldoyle Road could be up to 59% longer than they currently are, impacting the wider road network, including buses and cars not passing through the level crossings (Appendix A6.1 Dart+ Coastal North Level Crossing Assessment, page 29).

4. Sustainable Travel

- National Policy encourages the use of sustainable transport over cars. However, 77% of participants in the 2nd public consultation stated they would not be encouraged to use the DART over their cars (Appendix A3.2 PC2 Findings Report, page 21).
- The loss of direct services to Dublin City Centre was frequently cited as a reason for existing DART users from the Howth Peninsula to revert to private car usage (Appendix A3.2 PC2 Findings Report, page 33).

- Removing direct DART services contradicts our national transport and climate policy.

5. Accessibility

- A shuttle DART service would require passengers to transfer at Howth Junction Station to continue to the City Centre, posing difficulties for people with disabilities, limited mobility, and wheelchair users who need to use the station lifts. Users travelling to the City Centre would also have to board already full trains coming from Malahide / Dundalk at Howth junction.
- In 2023, the Irish Independent reported that lifts at Irish Rail stations were out of service over 800 times in 18 months, with repairs taking days or even weeks.

6. Local Businesses

- The loss of direct DART services will negatively impact local businesses in Baldoyle, Sutton, and Howth.
- Businesses will face delays in deliveries and longer journey times for staff and customers.

In conclusion, the proposed changes at Sutton Station will have far-reaching negative impacts on our community, including increased traffic congestion, reduced accessibility, and adverse effects on local businesses. I urge you to reconsider these plans in light of the significant concerns outlined above. Retention of the existing direct service, 3 times per hour, is vital for the reasons outlined above.

Thank you for your attention to this matter.

Sincerely,

James Murphy & Miriam Harrison

Burrow Lodge

46B Howth Road

Dublin 13

D13 C1H2