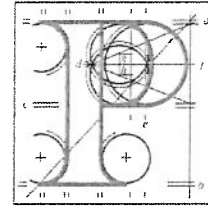


Our Case Number: ABP-320164-24

Your Reference: SID-OBS-002380



**An
Bord
Pleanála**

Lys Hegarty and Neil Hayes and Others
74 Old Carrickbrack Road
Howth
Dublin 13
D13XE40

Date: 05 November 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.

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

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64 Marlborough Street
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D01 V902

1 of 2 Letters

Dart & Coastal North Group Property Management
Curzon House
35 Lower Abbey Street
Dublin
D01 H560

October 23, 2024

Planning Application: ABP320164-24

Dear Sir or Madam,

We're writing to object to the proposal by Irish Rail to change the direct DART service to Howth to a shuttle service between Howth and Howth Junction.

There are many compelling reasons to object to this proposal - both for residents of all the neighbourhoods affected - and for the huge numbers of visitors who use the DART to access Howth which is now a major tourist destination in the Dublin region with apparently almost 1.5 million visitors last year.

As residents, the proposed change would mean an inferior service for all of us who use the DART. Guaranteed, it would be impossible to get a seat on any rush hour train from Howth Junction to the city and Howth Junction station itself is poorly designed, and frankly, quite unpleasant, particularly at night. No amount of additional lighting will improve the experience of using this sub-standard station. It sits at the edge of an industrial estate and is known locally for the anti-social incidents that happen there.

Why are the residents of Howth, Sutton, Baldoyle, Bayside, Kilbarrack, the school kids who use the DART several times a day, visitors to Bayside and Sutton and the huge numbers of tourists going to Howth - now inferior to those people who live further out along the Northern Rail corridor? It's a fair question to ask why we are being made to pay for what is clearly a long-term failure to build the proper transportation infrastructure for the growing northern suburbs.

Irish Rail itself has noted that the need to close the Sutton and Baldoyle train gates will mean they will be closed for almost 30 minutes per hour. Considering the fact that the current three trains an hour lead to major congestion, particularly at those times when parents are dropping and picking up their kids from school, it beggars belief that Irish Rail's solution is to make the situation demonstrably worse.

On top of this - new housing and apartment developments in Baldoyle and Howth - the old Techcrete site in Howth village alone consists of over 500 apartments - will mean increasing numbers of people will need to use public transport to commute - and they will most likely have cars making an already congested road network busier for all.

It makes no sense why Irish Rail's suggestion of a DART shuttle service should be considered to be of any benefit to thousands of families and daily commuters profoundly affected by a diminished service and critically also to the million plus annual visitors and tourists to Howth.

We would ask that Bord Pleanala reject the proposals and send Irish Rail back to the drawing board to perhaps pluck up the courage to tackle the real transport infrastructure bottleneck once and for all - and to seek to create transport solutions that improve the lives of people as opposed to making them significantly worse.

Kind Regards,

Lys Hegarty & Neil Hayes
74 Old Carrickbrack Road
Howth
D13XE40

2 of 2 letters

Dart & Coastal North
Group Property Management
Curzon House 35
Lower Abbey Street
Dublin
D01 H560

23rd October 2024

Planning Application: ABP320164-24

Dear Sir/Madam,

I wish to object to the following transport plan for many reasons.

Last year Howth had 1.5 million tourists visit Howth and as Fingal said at the SAAO meeting this is going to increase year on year, surely the volume of people using the Dart shows that there needs to be a direct line to Howth.

In the next couple of years there will be more apartments for rent which will put more demand on the dart, which is already at full capacity during the week with people going to and from work. Why change a good functioning service?

At night the Dart does not feel safe form of public transport to Howth and having to change at Howth Junction further compounds that fear. By the time you report anti-social behaviour the person/s have left the train/platform. And by the time you call the police it will be too late.

It will mean further delays to the commute into town and back to Howth, having to wait for another dart at Howth Junction.

Traffic congestion at all level crossings is already too slow and by waiting for trains to come and go out of Sutton/Howth. And in an hourly period the gates will be closed for 35 minutes, already the wait at the level crossing is too slow and the build up of traffic is just huge.

We are being bombarded by the Government to use public transport, but by making people get off a train and wait for another which will be full coming from Drogheda, will only make people use their cars.

To take the bus into town it takes 1.30 from the Sutton side which is too slow when the dart takes 35min at present.

As Irish Rail said on instagram they got it wrong on timetable, I think they have got it wrong to stop the Howth Dart at Howth Junction. Please don't let it happen.

Kind regards,

Andrew & Jayne Mollard
The Pins
Old Carrickbrack Road
Baily
Dublin 13
D13T956