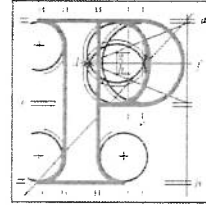


**Our Case Number:** ABP-320164-24



**An  
Bord  
Pleanála**

Marian Smyth & Others  
211 Sutton Park  
Dublin 13

**Date:** 15 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 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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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

9<sup>th</sup> October, 2024

An Bord Pleanála 64, Marlborough Street

**DART & Coastal North Railway Order 2024 - No. ABP 320164-24**  
**Submission by Marian Smyth, 211, Sutton Park, Dublin 13**  
**on behalf of following residents of Sutton Park/Bayside, Co Dublin**

Joan & Bill Keogh, Frances & George Elliott, Rita & Dan O'Connor,  
Marie & Robert Carvill, Tony Kinsella, Brenda & Pete McDonnell, Eithne Wall,  
June O'Malley, Rosaleen & Michael Geraghty, Sandra Spillane, Robert Lynch, Conor &  
Chrissie O'Malley, Kate & James Murtagh, Robert & Julie Hayes and all their families and  
friends .

**Extension of Dart Services to Drogheda:**

At the outset we would like to point out that it is accepted there is need for expansion of the Dart Service to Drogheda. This is totally understandable due to increased population growth in the catchment area and the availability of land for housing development. We further accept that the proposed expansion of the Dart Service will help contribute to reducing our carbon emissions by taking commuters off the road. However, as residents of Sutton Park / Bayside we feel this should not happen at the expense of removing our direct train access to City Centre (**since 1847**) on the Howth line which will result in putting commuters from this area back on the road.

The original proposal stated that a **Direct Dart Service** to City Centre would be available every ten minutes from Howth Junction, Donaghmeade, Dublin 13 and every 20 minutes from Howth, Co Dublin. It now appears that the original proposal has changed to a **Shuttle service only** between Howth and Howth Junction with no **direct service** to the City Centre. Passengers from Howth, Sutton and Bayside stations having to change at Howth Junction in order to get to the City Centre and beyond and obviously the same scenario on the way home

As recently heard in the media, commuters using Connolly Station experienced long delays due to revised timetable to facilitate the new hourly service to Belfast, many commuters were left sitting on the Dart outside Connolly station for 20 minutes. Such delays will undoubtedly become more frequent with the above proposal.

**Passengers with Disability/Mobility issues:**

The removal of a direct train from Howth to City Centre can only result in additional distress for users with disability/mobility issues. We would remind you also that the lift service on the line is constantly compromised by being out of order. Restrictions in our current direct service will also be a major problem for parents travelling with young children in buggies having to change at Howth Junction.

Together with the above mentioned, the proposed reduction in direct Dart services presents a real risk to independent living as:

- social isolation will increase, as friends, support services, families will find it more difficult and time consuming to get to Bayside, Sutton and Howth areas;
- there will also be an impact to access healthcare services outside the areas of Bayside, Sutton and Howth: and

- limitation to participation in public life and civic activities, further marginalising the community and more

#### **New Apartment Building in Howth:**

Completion of the apartment buildings currently ongoing in Howth and the proposed development of Deerpark will result in a major increase of hundreds of commuters trying to travel to city centre either by car or Dart each day.

The proposed changes to the Dart timetable with an estimated closure time at the level crossings of 32 minutes(max) in every hour - can only result in constant traffic disruption on already very congested roads. Currently traffic backs up from Baldoyle level crossing onto the Coast road with long delays to Sutton Cross and continuing to Howth. These traffic delays will have a major impact on business in the area as people will be reluctant shop locally.

**Bus transport to the City Centre:** Bus services from Howth/Portmarnock/Malahide will also be affected by these inordinate level crossing closures resulting in long delays or cancellation for users trying to get to work/college/school. These delays also have consequences for Emergency Services & Garda trying to respond to 999 calls from residents within the affected areas.

**Signalling:** Improvements to the signalling between Howth & Howth Junction would result in shorter closures at the level crossings and improvements in traffic flow. Occasionally, people have experienced a delay at level crossing gates on the Baldoyle Road of up to 10 minutes.

**Climate Change:** Reduced public transport options could lead to more reliance on private vehicles, increasing traffic congestion, greenhouse gases and exacerbating pollution, which disproportionately affects vulnerable populations, including those with respiratory or mobility issues.

#### **Cultural Heritage / Tourism Impact:**

A visit to Howth by direct dart is one of the major tourist attractions for people visiting Dublin. The lack of a direct Dart service will have an impact on people visiting and consequent knock on for business in the area. The loss of cultural heritage should also be taken into consideration, as Howth/Sutton area has been served by a direct train to City Centre since 1847 and it makes no economic or social sense to essentially isolate this area now from a Direct Dart Service to City Centre. There is combined population in excess of 20,000 (latest available CSO figures (2016) from a Direct Dart Service to City Centre.

**Oral Hearing:** We would request that An Bord Pleanála give serious consideration to holding an Oral Hearing into this proposal and TFI (Transport for Ireland) at the very least maintain what was originally proposed of having a Direct Dart Service from Howth to City Centre every 20 minutes.

A lack of accessible transport limits all our opportunities to participate in society, reducing our independence and overall quality of life.

Marian Smyth,  
211, Sutton Park.