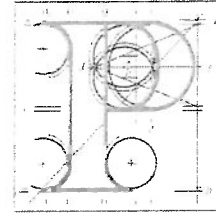


Our Case Number: ABP-320164-24



**An
Bord
Pleanála**

Maura Murtagh and Others
8 James McCormack Gardens
Sutton
Dublin 13
D13 E8H1

Date: 31 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.

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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MAURA MURTAGH

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SILE MONGEY

13 STATION ROAD COTTAGES, SUTTON D13TY49

CATHERINE FITZGERALD

13 STATION ROAD COTTAGES, SUTTON D13TY49

CATHAL DUGGAN,

13 STATION ROAD COTTAGES, SUTTON, D13TY49

SUBMISSION FOR BORD PLANÁLA CASE 320164 # NA29N.320164

1. Irish Rail have recently announced plans to provide four tracks between Connolly Station and Malahide to facilitate the separation of commuter and intercity services. These plans provide a viable alternative to removing direct DART services from Howth, Sutton and Bayside. It is our strong view that increasing infrastructure capacity by adding new lines should be prioritised over any proposals to reduce the level of existing services.

In light of the recently increased Belfast *Enterprise* services and as a result Irish Rail's forced capitulation on timetable changes, we have zero confidence that Irish Rail can continue to facilitate a frequent and reliable service for the Howth, Sutton, Bayside commuters with the present level of track.

2. While we fully acknowledge that the Irish Rail proposal is made in good faith as a response to the massive population increase projected for the overall Fingal area, the proposed changes will marginalise the Howth/Sutton/Bayside corridor and in the long term puts the provision of a regular service for our area in jeopardy.

It has been noted at our Public Consultation #1 that current circumstances at Pearce Station already prioritise Drogheda trains while the Howth links have to wait in line. The Drogheda link will increase massively in terms of frequency as proposed with an inevitable down grade in service for us and considerably lengthened commutes on crowded trains.

[Railway Order - Planning Report-D+WP56-ARP-P4-NL-RP-RO-000001-P04.pdf \(pleanala.ie\)](#)

PAGE 8 "The primary objective of the DART+ Coastal North project is to deliver a higher frequency, higher capacity electrified rail service between Dublin City Centre and Drogheda"]

3.No account has been taken in any of Irish Rail's current feasibility studies of the very significant rise in extra commuter numbers (more than 1,000 new residents) once all current large scale building works on Howth peninsula are completed.

4.Sutton Dart Station & Baldoyle Road level crossing.

Level crossings (4 in total for the area). Proposed closure of level crossings for up to 30 min/hr during peak times will lead to unmanageable delays and deeply disruptive traffic hold ups with long tail backs of stalled cars, with CO2 levels rising significantly on these routes.

In Round 2 of Irish Rail Planning Application, there is less clarity of focus placed on the proposed frequency of the Howth shuttle service. It is also very unclear as to whether some direct services will remain at off-peak times.

5.We welcome significant upgrades proposed for Howth Junction in principle as it is presently unfit for purpose - in terms of hard infrastructure, inadequate lighting, poorly sustained manned security for an area that is notorious for troublemakers.

Yet even with an optimum design and increased station security, there are inevitable dangers that will remain for night-time travellers. The station is located deep within an industrial estate that is isolated after 5pm and is unsafe to walk to/from seeking alternative travel home, particularly if a late night connection to a shuttle was delayed or missed.

If people feel unsafe then the proposed shuttle service will be used less in the long term. The shuttle service will run only according to commercial viability as was stated by rep of Irish Rail at the Public Consultation #1.

5. We do not presently feel supported by Irish Rail as an existing community here on Howth peninsula

[Railway Order - Planning Report-D+WP56-ARP-P4-NL-RP-RO-000001-P04.pdf \(pleanala.ie\)](#)

"To minimise adverse impacts on existing rail services, road users..... Delivery of the DART+ Coastal North project will support existing communities along the railway and support future sustainable development." Page 8