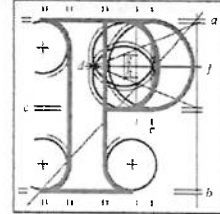


Our Case Number: ABP-320164-24



**An
Bord
Pleanála**

Melinda and Eamonn O'Brien
34 St. Fintans's Road
Sutton
Dublin 13
D13VR83

Date: 10 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 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.

If you have any queries in the meantime 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

RA05

Teil	Tel	(01) 858 8100
Glaio Áitiúil	LoCall	1800 275 175
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Objection to the DART+ Coastal North proposal

Melinda and Eamonn O'Brien
34 St. Fintan's Road
Sutton
Dublin D13VR83

My family would like to object to aspects of the DART + Coastal North project, especially the proposed Howth/Howth Junction shuttle service. We live in Sutton and believe that residents of Sutton, Bayside, Baldoyle and Howth will be detrimentally impacted by this proposal, especially the elderly and people with disabilities due to the lack of a direct service to the city centre and likely broken lifts at Howth Junction, making it impossible to change trains in a timely manner. In 2023 the Irish Independent reported that lifts at Irish Rail stations were marked out of service over 800 times in just 18 months. It can take days, and even weeks for lifts to be repaired.

Contrary to the purpose of this project in encouraging more people to use public transport, this proposal will most likely discourage passengers on the Howth branch from taking the DART into the City and beyond. 77% of people who took part in the 2nd public consultation said they would not be encouraged to use the DART over their cars. (Appendix A3.2 PC2 Findings Report page 21)

The impact of this proposal will also lead to more car/bus/truck traffic on the peninsula as the 4 level crossings have the potential to be closed 30+ minutes every hour. (Appendix A6.1 Dart+ Coastal North Level Crossing Assessment page 11)

This will increase emissions from idling cars and other larger vehicles as well as impede bikes and walkers from crossing the tracks. The traffic study states that traffic queues on Baldoyle Road could be up to 59% longer than they currently are. (Appendix A6.1 Dart+ Coastal North Level Crossing Assessment page 29) School runs will be a nightmare for parents and caregivers looking to drop their children off to school before heading off to work.

Additionally, this has the potential to impact traffic on the wider road network including buses and cars that aren't passing through the level crossings, as traffic will be backed up, particularly during rush hours and weekends.

The population is due to increase by over 15% over the next few years due to new apartments under construction on the Techcrete site, new apartments in Santa Sabina and planning for new housing at Deer Park, Baily Court/Edros and other sites. With a single lane road around the Hill of Howth and two roads converging at Sutton Cross, closed train barriers will see complete gridlock coming in and out of the peninsula. Increasing the number of trains to and from Howth to 12 an hour will have a huge detrimental impact on the whole community.

However, reducing a shuttle service to 3 times an hour each way (similar to the current schedule) is not acceptable either as it requires travellers to change trains at Howth Junction, which, even with the safety and accessibility improvements, cannot change its unsafe environment. A quick internet search about the crimes in the station indicate an atmosphere of anti-social and criminal behaviour. Many elderly people, secondary and college students take the DART in and out of the city centre and would be easy targets for criminals, as well as tourists wishing to head out to Howth for a day out. My daughter would not be willing to stand at the

platform at Howth Junction at 9 or 10 in the evening waiting for a DART to return home after her classes at university.

We urge An Bord Pleanála to hold an oral hearing on this issue before any decision is made. You need to hear from the people who will be impacted by this ill-thought-out proposal and understand their objections. To be honest, I have not met one person who is in favour of this shuttle service. Taxpayers' money will be used to make these changes and you must talk to the taxpayers to see if they want their money used for such an unpopular proposition.