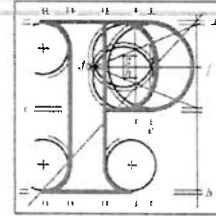


**Our Case Number:** ABP-320164-24



**An  
Bord  
Pleanála**

Melissa Curtis  
33 Tuscany Park  
Baldoyle  
Dublin 13

**Date:** 09 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 submission and oral hearing request 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](http://www.pleanala.ie).

If you have any queries in the meantime 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.

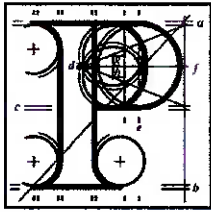
Yours faithfully,

  
Aisling Reilly  
Executive Officer  
Direct Line: 01-8737131

RA05

Teil (01) 858 8100  
Glao Áitiúil LoCall 1800 275 175  
Facs (01) 872 2684  
Láithreán Gréasáin Website [www.pleanala.ie](http://www.pleanala.ie)  
Ríomhphost Email [bord@pleanala.ie](mailto:bord@pleanala.ie)

64 Sráid Maoilbhríde 64 Marlborough Street  
Baile Átha Cliath 1 Dublin 1  
D01 V902 D01 V902



## Observation on a Strategic Infrastructure Development Application

### Observer's details

#### 1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

(a) Observer's  
name

Melissa Curtis

(b) Observer's  
postal address

33 Tuscany Park, Baldoyle, Dublin 13

### Agent's details

#### 2. Agent's details (if applicable)

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Not Applicable

(b) Agent's postal  
address

Click or tap here to enter text.

Not Applicable

## Postal address for letters

3. During the process to decide the application, we will post information and items to you or to your agent. For this **current application**, who should we write to? (Please tick ✓ one box only)

**You (the observer) at the postal address in Part 1**

**The agent at the postal address in Part 2**

## Details about the proposed development

4. Please provide details about the **current application** you wish to make an observation.

- (a) **An Bord Pleanála case number for the current application (if available)**  
(for example: 300000)

320164

- (b) **Name or description of proposed development**

Dart & Coastal North

- (c) **Location of proposed development**

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Howth Junction, Donaghmede, Bayside, Sutton, Howth, Dart Stations

## Observation details

### 5. Grounds

Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below. There is **no word limit** as the box expands to fit what you write.

You can also insert photographs or images in this box. (See part 6 – Supporting materials for more information).

Loss of direct service to Howth:

I strongly disagree with taking away direct services to Howth. There are only 2 direct bus services into the city centre every hour whereas Malahide and Drogheda have considerably more than this. There are many children those with additional needs & college students that take the dart from Howth, Sutton and Bayside to get to their schools, universities and courses as well as the high volume of adults that need to get to work without more disruption. If this proposal goes ahead it will no doubt add a considerable amount of extra traffic on the roads which already are unable to cope with the current situation. Seniors also use this route and the direct service has been there since 1847. With the current mass development in Howth, Sutton, Baldoyle and Portmarnock the population is going to obviously grow. Adding less services and more traffic is going to have a catastrophic effect around Dublin 13 and Co Dublin. Furthermore, the planning of the new developments in Howth and Sutton especially was given with the current rail service. In addition, Irish Rail's second public consultation report found that:

"The loss of direct services to Dublin City Centre was regularly cited in submissions as grounds for existing DART users from the Howth Peninsula to revert from DART usage to private car usage" – Appendix A3.2 PC2 Findings Report page 33. Removing direct services is not aligning with our

## 5. Grounds

national transport and climate policy. It is more than obvious that if the direct services are changed then there will be more traffic on the roads.

### Level Crossing Closures:

The stress that the level crossing closures already cause is at boiling point. The traffic study stated that traffic queues on Baldoyle Road could be up to 59% longer than they currently are. I would suggest a member of An Bord Pleanála spend a whole day along this road, especially during rush hour to witness the tailbacks and delays that are caused daily. There are many schools and businesses that need this access and they do not need more delays. There is a large amount of construction already happening in Howth which is causing huge delays. If An Bord Pleanála is willing to grant all this planning permission for increased housing, it should not also be granting permission that will result in reduced public transport for the same areas. If the level crossings add even more delays there is going to be more road rage, less business going into Howth and bumper to bumper traffic all day every day. Howth is also an industrial harbour, with many deliveries coming and going. I have witnessed many times emergency services not being able to get from Baldoyle to Sutton in a timely manner due to the level crossings and the traffic they cause. Also, Howth Coastguard need access to Portmarnock & Dollymount. The traffic these level crossings cause even now have had an impact on life or death events. If this proposed infrastructure development goes ahead it is without a doubt that emergency services will be gravely impacted.

### Accessible Public Transport will be Impacted:

In 2023, the Irish Independent reported that lifts at Irish Rail stations were marked out of service over 800 times in just 18 months. Lifts can be left for

## 5. Grounds

weeks without being repaired. The lifts that do work are barely usable, unclean, sometimes dangerous and many times unreliable. Many will not let their children in pushchairs use the lifts because of the filth, therefore prefer to carry their child and pushchair up or down the many steps which is dangerous. Currently Howth Junction/Donaghmede relies on multiple lifts, which currently cannot be guaranteed to be in operation. They already are unable to cope with high levels of usage and will no doubt fail to be able to cope with the extra volume on top of high volume already should this proposal go ahead.

Those with additional needs that would require the use of a lift service are not being accounted for with this proposal.

### Safety:

Howth Junction/Donaghmede is a haven for anti-social behaviour. This is not a place for women, children, tourists, students, seniors, lone travellers, those with additional needs can stop at for a transfer with guaranteed safety. Many young men have also been attacked here on many occasions. There would need to be permanent security on every platform and lift to guarantee safe travelling. Already, most parents would not let their children or young adults disembark off a DART at Howth Junction. Irish Rail have removed staff at the majority of suburban stations and cannot be trusted to ensure full time safety at Howth Junction/Donaghmede if this proposal should go ahead.

Not only is this proposal unsafe for those already availing of the direct services to Howth, it will also have a huge impact on tourism.

### Tourism:

## 5. Grounds

When the DART line is off for maintenance most bank holidays, there is bumper to bumper traffic and extremely high levels of tourists trying to get in and out of Howth and the very few bus services. This has a huge impact on a tourists experience and future visits to Howth. Many tourists can be left on the side of the road due to the busses being too full which can be stressful, dangerous and cost them a very expensive taxi ride, if they can even find one.

In summary, the direct DART services to Bayside, Sutton and Howth should not have to suffer greatly because of any permission for infrastructure being implemented to increase the service to the Drogheda line. Please consider all the above.





## Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

You can insert photographs and similar items in your observation details: grounds (part 5 of this form).

If your supporting materials are physical objects, you must send them together with your observation by post or deliver it in person to our office. You cannot use the online uploader facility.

## Fee

7. You **must** make sure that the correct fee is included with your observation.

**Observers (except prescribed bodies)**

- strategic infrastructure observation is €50.
- there is no fee for an oral hearing request

## Oral hearing request

8. If you wish to **request the Board to hold an oral hearing**, please tick the “Yes, I wish to request an oral hearing” box below.

You can find information on how to make this request on [our website](#) or by contacting us.

If you do not wish to request an oral hearing, please tick the “No, I do not wish to request an oral hearing” box.

Yes, I wish to request an oral hearing

No, I do not wish to request an oral hearing

## Final steps before you send us your observations

9. If you are sending us your observation using **the online uploader facility**, remember to save this document as a Microsoft word or PDF and title it with:

- the case number and your name, or
- the name and location of the development and your name.

This also applies to prescribed bodies sending an observation by email.

If you are sending your observation to us by post or delivering in person, remember to print off all the pages of this document and send it to us.