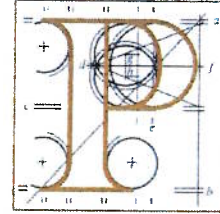


**Our Case Number: ABP-320164-24**



**An  
Bord  
Pleanála**

Paul Tattersall  
3 Cannon Rock View  
Upper Cliff Road  
Howth  
D13 FF83

**Date:** 24 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

Teil	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
Ríomhphost	Email	<a href="mailto:bord@pleanala.ie">bord@pleanala.ie</a>

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

**3 Cannon Rock View  
Upper Cliff Road  
Howth  
Dublin 13  
D13 FF83**

An Bord Pleanála  
64 Marlborough Street  
Dublin 1  
D01 V902

22 October 2024

**Re: Bord Pleanála Case reference: NA29N.320164 (DART+ Coastal North Railway Order 2024)**

Dear Sir or Madam,

I strenuously object to the proposed loss of the direct DART service between Howth and the city centre.

Nearly 1,000 very concerned local residents attended the meeting kindly organised by Cian OCallaghan and Joan Hopkins at the Marine Hotel on 2 September. The huge turnout highlighted the anger and opposition to the DART North Coastal Project where flawed research had been submitted. The legitimate public concerns must be addressed.

Are Irish Rail going to be allowed to ride roughshod over these concerns of nearly every resident of the Howth/Sutton area? If so, it shows arrogant disrespect for the wishes of the citizens in this case.

My reasons to object are as follows:

### **Traffic Chaos**

The proposed new shuttle dart will go 6 times per hour in each direction, which will necessitate the crossings at Baldoyle Road, Lauders Lane, Sutton Cross and Howth Lodge to all close for up to 30+ minutes per hour. This will cause traffic chaos, especially at peak times.

### *Schools on the Howth Peninsula*

Sutton Park School, Santa Sabina Secondary School, St Fintan's Primary School, Howth Primary School and the Burrow School all have catchment areas off the peninsula. Due to already inadequate public transport, parents have to drop their children to these schools by traversing

Sutton Cross. The traffic chaos already exists at school start and finish times. The chaos will be unimaginable when the DART crossing is closed twice as often.

### *Increased car use*

The 102, H6 H3 H1 will all be delayed due to increased crossing closures. This could delay commuters, who would then be inclined to drive instead. However, government policy is to encourage drivers to use public transport. They will be less inclined to do so if they cannot take a direct Dart but have to walk 400 steps up and down to cross to another platform at Howth Junction station.

### **CO<sub>2</sub> emissions**

The backlog will result in more idling cars. Two minutes of idling uses the same amount of fuel as 1.6km of driving. Engine idling wastes fuel and money. If drivers avoided idling for just 3 minutes every day of the year, CO<sub>2</sub> emissions would be reduced by 1.4 million tonnes annually – the equivalent of taking 320,000 cars off the road.

Car exhaust contains nitrogen oxides (NO<sub>x</sub>), volatile organic compounds (VOCs), particulate matter (PM), carbon monoxide (CO) and carbon dioxide (CO<sub>2</sub>). Idling vehicles needlessly emit these dangerous pollutants into our air where they affect our environment and our health. In winter conditions, emissions from idling vehicle are more than double the normal level.

### *Dangerous to health*

An hour of car idling burns approximately one-fifth of a gallon of fuel and releases nearly 2kg of CO<sub>2</sub> into the air. Excessive amounts of CO<sub>2</sub> in the atmosphere contributes to global warming. Particulate matter (PM) can aggravate asthma, cause coughing and difficulty in breathing, decrease lung function, exacerbate cardiovascular problems and lead to chronic bronchitis. Carbon monoxide (CO) slows delivery of oxygen to the body's organs and tissues. Exposure to CO aggravates heart disease and can cause headaches and visual impairment. Children are particularly vulnerable to air pollution because they breathe faster than adults and inhale more air per pound of body weight.

### **Increased population need for direct DART**

At the meeting at the Marine Hotel on Monday, 2 September about the Irish Rail project for DART & Coastal North it was ascertained that at a previous meeting the study of commuter activity had not taken into account the apartments being built at the huge Techcrete site and the Baily Court site in Howth and the development at the entrance to Howth Castle, **which together could add 2,000 + people to the population which Howth Station serves**, all of whom will be expecting a direct Dart service on their doorstep. Proposed shuttle trains will not be able to accommodate the population of commuters wishing to travel when developments are completed next year as well as the 750,000 tourists who visit Howth annually. And the Baldoyle Racecourse site has yet to be developed.

### **Safety of children**

Families who purchased homes in the area with children who attend schools in the city such as Belvedere or Loretto are now extremely worried about their children alighting trains at Howth Junction. Think of winter nights with young teenagers negotiating the jobs/drug dealers at

Howth Junction. They really do fear for their safety. All Irish Rail have proposed is installing graffiti-proof hoardings.

Many residents at the meeting had experience frightening and antisocial behaviour at Howth Junction station. All are aware of the schoolgirl who was pushed onto the Dart line at this station. There are many incidences of mobile phone thefts from children. We don't believe it's fair to expose our children and our elderly friends and relatives to job culture or having to jostle for position to board full trains coming from the North.

In addition, I have heard that Howth Junction is the *only* Dart station at which Irish Rail employees are not allowed to attend to do repair works *alone* as it is too dangerous.

### **Accessibility**

Changing trains at Howth Junction necessitates walking up a staircase, crossing a bridge and walking down again, a distance of over 400 steps. Howth is an older area with many elderly people with reduced mobility. This change will also prove difficult for people with disabilities and mothers with buggies. The lifts broken 90% of the time.

### **Devaluation of property**

At the aforementioned meeting at the Marine Hotel it was pointed out that many people had purchased their homes at a premium due to the direct service of DART trains into the city. Replacing the direct service therefore devalues their homes. Will the government compensate these homeowners for the devaluation of their properties?

In summary on the basis of:

- Traffic chaos at Sutton Cross
- Air pollution / environmental harm to people
- Increased population need for direct Dart
- Danger to people (especially children) at Howth Junction station
- Accessibility
- Devaluation of houses purchased on the basis of direct DART services

### **THE DART COASTAL NORTH PROJECT MUST NOT GO AHEAD.**

#### **Alternative proposal to be considered**

- **Decrease** the direct service from Howth Station to one train every 30 minutes (currently one every 20 minutes)
- **Increase** the Northern service through Malahide to one train every 15 minutes

Irish Rail have recently announced plans to provide four tracks between Connolly Station and Malahide to facilitate the separation of commuter and intercity services. For more information please see: [Irish Rail to unveil plans for new tracks through north Dublin – The Irish Times](#)

These plans provide a viable alternative to removing direct DART services from Howth, Sutton and Bayside. It's my strong view that increasing infrastructure capacity by adding new lines should be prioritised over any proposals to reduce the level of existing services.

I ask An Bord Pleanála to address all concerns of the residents of Howth/Sutton/Baldoyle and publish a full report explaining what has been done to mitigate the concerns.

Please note that the Irish Rail submission **deliberately omitted** the large number of tourists using the DART to Howth throughout the year, and also the effect of the 500 new apartments currently being finished beside the station, in order to fraudulently skew the figures in their favour and minimise the disruption of the loss of the direct service. What else have they got wrong in their submission?

Yours sincerely

**Paul V. Tattersall**

( 087-3664429 )