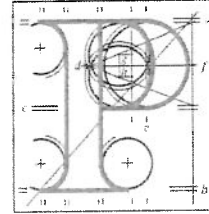


Our Case Number: ABP-320164-24



**An
Bord
Pleanála**

Residents of Tramway Court
c/o Alma Mackin
26 Tramway Court
Station Road
Sutton
D13 X7R0

Date: 05 November 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,

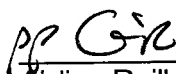
An Bord Pleanála has received your recent submission and oral hearing request in relation to the above mentioned case. The contents of your letter have been noted.

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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An Bord Pleanála,
64 Marlborough Street,
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Alma Mackin on behalf of the Residents of Tramway Court
26 Tramway Court
Station Road
Sutton
D13 X7R0

Ref: Case number 320164 – DART + Coastal North Railway Order 2024 - Northern Line between Dublin City Centre and Drogheda including the Howth Branch

I wish to submit my objection on behalf of myself and the residents of Tramway Court, Station Road, Dublin 13 to the proposed DART + Coastal North Railway Order 2024 - Northern Line between Dublin City Centre and Drogheda including the Howth Branch based on the following points;

1. Loss of direct DART services

The direct DART services from Howth, Sutton and Bayside to the city centre and beyond are vital to keep our communities connected. DART services have been running to Bayside, Sutton and Howth for 40 years, and a direct train service has been running to Howth Station since 1847.

The railway order states that if granted, it will significantly increase capacity on the northern line between Dublin City Centre and the Howth branch however this is not the case if the direct DART services from Howth, Sutton and Bayside are removed.

In Sutton, we have an older demographic of people in the community who rely on the DART to ensure an efficient and safe mode of transport to the city centre. By removing the direct services, this will extend the transport time significantly if people are required to get off the shuttle DART at Howth Junction and board another DART.

2. Level crossings

A shuttle DART service operating every 10 minutes in each direction would cause the level crossings to be closed for up to 30 minutes of every hour.

For example, the crossing at Sutton Station could be closed for more than 32 minutes of every hour, and the Baldoyle Road crossing could be closed for more than 30 minutes of every hour in a worst case scenario.

“Government policy is to encourage modal shift and a reduction in car dependency, and the DART + Coastal North scheme is one of the instruments whereby this will be achieved. However, in the interest of a reasonable worst case robust assessment on road operations, it was assumed that the same volume of car traffic that currently arrives at the level crossings would continue to arrive in future.” - Appendix A6.1 Dart+ Coastal North Level Crossing Assessment page 15

Tramway Court is directly opposite Sutton DART Station and also right beside the Level crossing at Sutton Station. The proposal has indicated that with 6 trains per hour in each direction, the minimum closure time at the level crossing will be 13:06 minutes per hour at Sutton Station and the maximum closure time will be 32:16 per hour. The maximum is based on the current worst case scenario however

as a resident of the area I know this to not be the case. Recently, the Howth maritime festival took place in Howth and that weekend, it took 40 minutes to drive from Portmarnock DART station to Tramway Court due to the traffic congestion. This is the case whenever there are events on in Howth or even if it is a particularly sunny day and people drive to Sutton's Burrow Beach or Howth for the day from all over Dublin.

Currently with the 3 DARTs per hour in each direction, the level crossing is lowered for circa 20 minutes per hour and I know this because my house backs onto the level crossing. This is the average per hour so if you double this time, it will be circa 40 mins per hour which will cause significant traffic congestion the area, for residents, commuters, schools, businesses trying to make deliveries to and from the Howth peninsula and also for emergency vehicles requiring access to the Howth peninsula. 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). 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 residents of Tramway Court, this congestion could effectively prevent us from driving out of our estate due to the traffic congestion, including the noise and air pollution this will cause in the area.

3. Sustainable travel

"Delivery of the DART+ Coastal North project will support existing communities along the railway and support future sustainable development. The project will serve all existing stations along the railway corridor between Dublin City Centre and Drogheda MacBride Station, including those located on the Howth Branch, with electric powered trains that have a lower carbon footprint than the existing diesel trains. The frequency and quality of service will provide a viable transport alternative to communities along the route and help encourage people to migrate from private car use. This will assist Ireland in reducing greenhouse gas emissions from transport and help combat climate change. (page 8 of the Railway Order – Planning Report)"

It is National Policy to encourage people to use sustainable transport instead of their cars.

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)

Furthermore, Irish Rail's 2nd 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 DART services does not align with our national transport and climate policy.

4. Accessibility

A shuttle DART service will require people to transfer DARTs at Howth Junction Station if they want to continue into the City Centre.

This will cause difficulties for people with disabilities, limited mobility, and wheelchair users where they need to use the lifts in the station.

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.

People will revert to using their cars.

Additionally, security issues at Howth Junction & Donaghmede Station are continuing to happen despite security being present. I have recently witnessed two assaults both on the platform and the DART before the offenders ran off into Howth Junction & Donaghmede Station. Anti-Social behaviour and violence against people waiting at the station is still a big concern.

5. Local businesses

The loss of direct DART services will have significant negative impacts on local business in Baldoyle, Sutton and Howth.

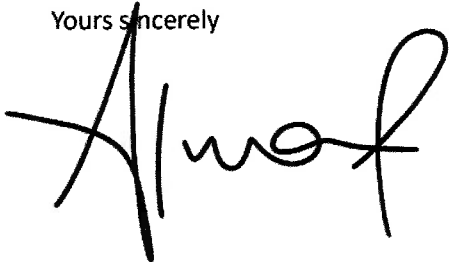
Businesses will have to grapple with delays to their deliveries and longer journey times for staff and customers.

6. Oral Hearing

I would like to request that An Bord Pleanála hold an Oral Hearing for the DART+ planning application.

Thank you for considering the points raised in this objection.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alma', written in a cursive style.

Alma Mackin

On Behalf of The Residents of Tramway Court, Station Road, Sutton, Dublin 13