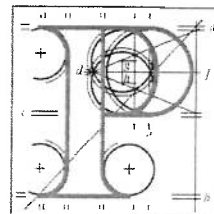


**Our Case Number:** ABP-320164-24



**An  
Bord  
Pleanála**

Roderick Cooper M.I.E.I  
Shingle Beach  
Greenfield Road  
Sutton

D13 YH58

**Date:** 14 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

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Bord Pleanala Case Reference : NA29N.320164

### **Observations on the Strategic Infrastructure Application DART + Coastal North**

My observations on this proposal are as follows:

- I object to the removal of direct DART services at any time in the rail timetable. The resultant disruption caused to the service to Bayside, Baldoyle and the Howth Peninsula is unacceptable in view of the large increase in the area's population due to the current and proposed apartment building projects.
- The change of trains at Howth Junction Station precludes the use of the service by the less mobile and disabled population who are unable to navigate a footbridge over the tracks and increased distances on the platforms. This proposal will cause yet further transport isolation for this very vulnerable group.
- The issue of security for all passengers, particularly the young and the elderly at Howth Junction has not been adequately addressed. A live security presence, not just digital surveillance, is required to combat antisocial behaviour and to give reassurance to passengers.
- The closure time of the Baldoyle and Burrow Road Level Crossings is not acceptable. Already the closure time for each train is not near European best practice and hiding behind "Health and Safety" is no excuse for a lack of investment in a modern signalling system.
- The delays due to closure time at Level Crossings to other forms of Public Transport, namely the Bus Services and their timetables, is not adequately addressed. Further isolation to residents is inevitable due to increased journey times for road users. Emergency Ambulance and Fire Services require minimal traffic disruption to carry out their function where time is of the essence. The effect on these Services appear not to have been assessed.

The proposed 4North project for 4 rail tracts into Connelly Station from the North would alleviate the need for DART + Coastal North. This provision of the extra infrastructure to separate the Main Line from the Commuter Lines is the correct solution and would do away with the need to take away the direct line from Howth. DART + Coastal North can only be seen as an interim solution and a waste of Public Money.