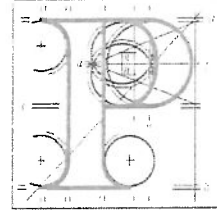


Our Case Number: ABP-320164-24

Planning Authority Reference Number:



**An
Bord
Pleanála**

Vincent Wallace
Thormanby Road
Howth

D13K576

Date: 06 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 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.

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

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

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

Observations from Vincent Wallace, Thormanby Road Road, Howth.

D13K576

Case number 320164

Discontinuation of Dart Line direct to Dublin without mandatory all passenger change at Howth Junction, both incoming and outgoing to Howth, Sutton and Bayside Stations.

This is an ill conceived proposal that effects circa 20,000 (twenty thousand) people using the Dart. In an area such as Howth, with it's aging population and for all other elderly persons in the effected areas, should this proposal be successful, there is no doubt at all that it will make the use of the Dart to Dublin and vice versa impossible as a valid means of public transport

On a visit to Howth Junction, there are almost 40 (forty) stairs to climb from Platform 4 to get to the walkway and another 40 stairs to negotiate downwards to Platform 2 where the Malahide line arrives. This is reversable the other way round. Before a proposer from Irish Rail says that there are lifts to use, please be advised that one of these was out of order on the night of the visit, a very common occurance for anyone using the Dart, just look at Connelly's record.

With the lack of seating on the available seating on incoming train being a certainty, the overcrowding on the platforms, security issues and delays in general, who in all honesty can call this a reasoned and thought through plan/proposal. Judging by the Dart line Diagram that incorrecly shown the 'spur' to Howth going out from the main line at right angles it would only seem to signify that this has been something Irish Rail have intended for some time without any consideration to any of it's existing passengers from the affected areas.

At the very least if any, please ensure that at least two direct Darts are maintained to/from Dublin/Howth so that this means of transport can continue to be availed of. Also please consider the million and a half tourists into and out of Howth. Howth Junction Station will not be able to cope even with promised improvements.

It is only hoped that reason will prevail and alternative tracks will be built to ensure this needed existing service.

Thank you for listening, as did the 700 to 1000 people in the Marine Hotel on this issue, Unfortunately Irish Rail was so interested that they did not see fit to attend

either of these meeting organised by Cian O'Callaghan on the severe consequences of their proposals.

Surely, 20,000 people plus tourists must be considered.

Yours sincerely,
Vincent Wallace.