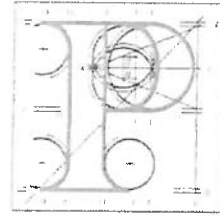


**Our Case Number:** ABP-320164-24



An  
Bord  
Pleanála

Jack McDonnell  
22 Thormanby Hill  
Howth

D13 F59A

**Date:** 16 September 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,

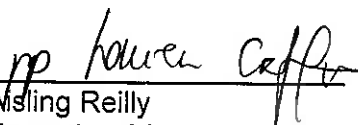
An Bord Pleanála has received your recent letter in relation to the above mentioned case. The contents of your letter have been noted. Please accept this letter as a receipt for the fee of €50 that you have paid.

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

<b>Teil</b>	<b>Tel</b>	(01) 858 8100
<b>Glaic Áitiúil</b>	<b>LoCall</b>	1890 275 175
<b>Facs</b>	<b>Fax</b>	(01) 872 2684
<b>Láithreán Gréasáin</b>	<b>Website</b>	<a href="http://www.pleanala.ie">www.pleanala.ie</a>
<b>Ríomhphost</b>	<b>Email</b>	<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

**DART + Coastal North Railway Order 2024 - Northern Line between Dublin City Centre and Drogheda including the Howth Branch**

**Bord Pleanála Case reference: NA29N.320164**

15 September 2024

Dear Bord Pleanála,

As a Howth resident, I object to the current proposal and am deeply concerned that Dart+ Coastal North will severely disadvantage the communities of Howth and Sutton.

1. The proposed shuttle service, introducing as it does the need to change trains at Howth junction, will render the DART service significantly less attractive to Howth/ Sutton/ Bayside residents - leading to extended journey times, the prospect of piling into already crowded trains at the connecting station ('standing room only!'), the inconvenience of having to change platform and train at the connecting station – to name a few. This will remove the convenience and security of direct Howth-to-City Centre services, and will greatly impact the customer experience. Older and younger age groups in particular will be much less likely to use the DART service, most especially in winter months. I feel that the project promoters are seriously underestimating the negative impact of the proposed move from a direct-service to a two-stage inter-connecting service. This flies in the face of Government policy to encourage greater utilisation of public transport.

2. Road traffic congestion is already severe at Sutton Cross and at the level-crossing at Sutton Station, particularly so at peak commuting times, also at weekends and especially when the sun is shining. We should be looking at ways to alleviate the current situation, not the reverse. It is clear that increased frequency of shuttle services at peak times will lead to lengthier closures at the Sutton and adjacent level crossings, in turn to increased traffic congestion, spilling back to Sutton Cross and beyond. This does not represent joined-up thinking and I foresee significant and predictable negative impacts on the local communities. Especially so at a time when significant new residential housing and apartment projects are under construction or planned for the Howth peninsula. Where is the traffic management plan to deal with the very obvious and predictable spillover effects?

Thank you for taking the time to consider this feedback.

Yours Sincerely,  
Jack McDonnell.



Jack McDonnell

087 2426380  
22 Thormanby Hill, Howth, D13 F59A