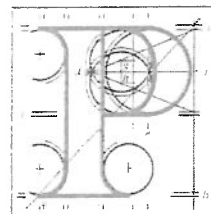


Our Case Number: ABP-320164-24

Planning Authority Reference Number:



**An
Bord
Pleanála**

Niall Murray
45 The Crescent
Binn Eadair View
Sutton
Dublin 13
D13 K2V8

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

Teil (01) 858 8100
Glaó Áitiúil 1890 275 175
Facs (01) 872 2684
Láithreán Gréasáin www.pleanala.ie
Ríomhphost bord@pleanala.ie

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

Dart+ Coastal North Objection

23th October 2023

OVERVIEW

Objection to the proposed changes and removal of a direct Dart service from Howth as outlined in the Dart + Coastal North noted below:

"C oras Iompair  ireann (CI ) has applied to An Bord Plean ala for approval of a Railway Order for the DART+ Coastal North project. Subject to approval, the Railway Order will authorise CI  to carry out railway works and all works necessary to enable the construction, operation, maintenance and improvement of the railway between Dublin City Centre and Drogheda MacBride Station, including the Howth Branch. This rail improvement project will provide an extension of the existing electrified rail network from Malahide to Drogheda MacBride stations and will provide the infrastructure to facilitate an increase to the rail capacity on the Northern Line."

Reasons to keep the direct route:

Having a direct train service from Howth to Dublin City Centre offers several financial and economic benefits for individuals, businesses, and the broader community. Here are the key advantages:

1 Savings on Transportation Costs

Fuel and Car Maintenance: Commuters save on fuel, parking fees, car insurance, and wear and tear associated with driving. This can add up to significant savings annually for those who switch from driving to taking a direct train.

Public Transport Efficiency: A direct train is often more cost-effective compared to buses or multiple transfer routes, reducing the need for costly multiple tickets or longer, more expensive journeys.

2. Time Savings

Reduced Commute Time: A direct train eliminates the need for transfers, reducing overall commute times. This translates to more time available for work, family, or leisure, which is often valued highly in economic terms (time is money).

Productivity Gains: For workers, less time spent commuting means more time to focus on work or other productive activities. This could lead to enhanced work-life balance and potentially higher job performance.

3. Increased Property Value

Boost to Real Estate Prices: Areas with direct transport links to city centres tend to see a rise in property values due to their enhanced accessibility. Howth, being a scenic location, would become even more desirable for both residential and commercial real estate, attracting higher demand and driving up property prices.

Rental Market Landlords may benefit from higher rental yields, as the demand for properties in Howth could rise due to its improved connection to Dublin city.

4. Tourism and Local Economy Boost

Tourism Revenue: Howth is a popular tourist destination known for its scenic beauty, hiking trails, and seafood. A direct train makes it easier for tourists to visit, which could increase foot traffic, benefiting local businesses such as restaurants, cafes, and shops.

Job Creation: Increased tourism and real estate development may lead to more job opportunities in the hospitality, retail, and construction sectors.

5. Environmental Savings -

Reduced Carbon Footprint: Fewer cars on the road mean lower emissions. This could lead to long-term environmental savings, as the community may face fewer climate-related costs (e.g., health costs related to pollution).

Government Incentives: Promoting public transportation might also align with government green initiatives, potentially leading to further investments in public transport infrastructure and economic support in the form of subsidies.

6. Business Benefits – Improved Accessibility for Employees

:Businesses in Dublin city could benefit from a wider pool of potential employees who can now commute easily from Howth. Improved transportation links tend to attract more skilled workers.

Higher Footfall: City businesses may see higher consumer traffic as Howth residents, day-trippers, and tourists move more fluidly between locations. This could boost spending in retail, dining, and entertainment sectors.

7. Reduced Traffic Congestion Costs

Lower Traffic-Related Costs: A direct train reduces the need for road-based commuting, helping to alleviate traffic congestion in Dublin. This has a knock-on effect of lowering costs related to road maintenance, accidents, and time lost due to traffic delays, all of which can cost both the public sector and individuals.

8. Increased Productivity in Public Sector

Public Infrastructure Maintenance Savings: With fewer people driving, there would be less wear on road infrastructure, leading to savings on public expenditure related to road repairs and maintenance.

In summary, a direct train from Howth to Dublin city centre offers significant financial benefits through reduced individual transportation costs, increased property values, tourism growth, reduced environmental costs, and broader economic efficiency gains. These advantages make public transport investments particularly attractive to both individuals and the community at large.

Objection

- The Dublin to Howth line was established in 1847 and has been utilized fully since then, becoming a vital public transport asset.
- Rapid growth of apartments in the area will significantly increase pressure on public transport and a reduction in service is not sensible
- Over 1.5million people visit Howth annually and this will dramatically damage the local economy
- The current traffic between Sutton, Sutton Cross to Howth is at breaking point and the increase in train barriers being down with a replacement shuttle is not sufficient.
- Howth Junction is not safe and the renovation proposals do not go near enough to make it so. It's situated in the middle of an industrial estate which is poorly lit and serviced.
- Howth Junction is an unsafe area with extremely high levels of anti-social behaviour and therefore this proposal is at best ill conceived and worst of all negligent and any future incidents should be linked to this proposal
- Not accessible for prams or people with disabilities or alignments. This is an ageist and discriminatory proposal.
- This proposal will force people back into cars and have a negative impact on the environment which contradicts the government's goals on climate change.
- The removal of a vital amenity and awarding to another line is discriminatory toward the Howth Line users.
- Negative impact on local property prices
- Risking the safety of children by forcing them to change at unsafe areas/stations

Kind Regards,

Niall Murray

45 The Crescent, Binn Eadair View,

Sutton,

Dublin

D13 K2V8