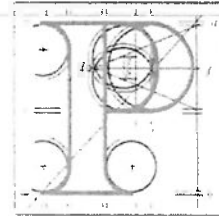


**Our Case Number:** ABP-320164-24



**An  
Bord  
Pleanála**

Sheila Courtney and Others  
100 Abbey Park  
Baldoyle  
Dublin 13

**Date:** 09 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 submission and oral hearing request in relation to the above mentioned proposed railway order and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.


The Board will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the relevant County Councils and at the offices of An Bord Pleanála when they have been processed by the Board.

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 the meantime 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

RA05

<b>Teil</b>	<b>Teí</b>	(01) 858 8100
<b>Glaó Áitiúil</b>	<b>LoCall</b>	1800 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

## **WE, THE UNDERSIGNED WISH TO MAKE A FORMAL SUBMISSION AGAINST APPROVAL OF THE DART+ COASTAL NORTH PROPOSED CHANGES**

### **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.

Are we now to go backwards when we are supposed to be encouraging people to use public transport?

### **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. (Appendix A6.1 Dart+ Coastal North Level Crossing Assessment page 11)

### **3. Increased traffic**

The traffic assessment submitted by Irish Rail as part of their application shows that longer closures of the level crossings will result in more traffic congestion.

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.

### **4. Sustainable travel**

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.

## 5. 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, parents with buggies and young children and wheelchair users where they need to use the lifts in the station. It will also adversely affect so students travelling to schools in the area, who will have to change platforms (in the dark mornings) and they are young and vulnerable to incidents of anti social issues which regularly occur in the Howth Junction Dart area. A Duty of Care is due to all these individuals.

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.

## 6. 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.

## 7. Planning permissions.

A large number of new apartments etc. are currently being built in Howth.

I have no doubt that before these planning permissions were approved one major consideration would have been the direct rail link to the city and beyond.

If this proposal goes ahead I doubt that permission would be approved without the direct rail service.

## 7. Oral Hearing

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

## SUBMITTED BY:

Sheila Courtney, 100 Abbey Park, Baldoyle, Dublin 13

Kevin Courtney, 100 Abbey Park, Baldoyle, Dublin 13

Paul & Amanda Courtney, 7 Elmfield Close, Clarehall, Dublin 13

Alan & Maebh Courtney, 28 Moatfield Park, Dublin 5