

Public Consultation 2 Report Kilcoole to Newcastle Coastal Cell Area 6.1



Executive summary

The East Coast Railway Infrastructure Protection Projects (ECRIPP) is a strategic initiative by Iarnród Éireann to safeguard the Dublin to Wicklow coastal railway corridor against climate change impacts, including coastal erosion, flooding, and wave overtopping. The project focuses on five vulnerable Coastal Cell Areas (CCAs), with this report addressing CCA6.1 Kilcoole to Newcastle.

The Dublin to Wicklow rail line is a critical transport corridor, carrying 44% of national rail journeys. Climate change has accelerated coastal erosion, with some areas losing up to 30 meters of land in the past decade. Without intervention, the railway faces significant risk of disruption and long-term loss.

A non-statutory public consultation was undertaken during Phase 3 of the project delivery between 15 September and 17 October 2025 to gather feedback on the Preferred Scheme for Kilcoole to Newcastle. The engagement process included multiple channels to ensure broad participation and transparency.

Duration: Five-week consultation period (15 Sept – 17 Oct 2025).

Submissions: Eight submissions received

Public Information Events: Four in-person events attended by 68 participants.

Webinar: Hosted on 1 October 2025 with 39 registered attendees.

Website: Project webpage viewed 5,500 times.

Social Media Reach: Over 286,000 combined views (Facebook: 143k, Instagram: 49k, Twitter: 84k, LinkedIn: 10k).

Leaflet Drop: Distributed to 694 addresses along the project corridor.

The five-week non-statutory consultation generated eight submissions. Feedback ranged from technical engineering observations, statutory and policy concerns, heritage considerations and environmental queries to broader comments about amenity, public access, construction impacts and long-term resilience of the railway.

Key themes included:

1. Ecological sensitivity and risk to qualifying interests.
2. Use of rock armour and appropriateness of hard engineering in a Natura 2000 landscape.
3. Nature-based solutions and concerns regarding the discounting of alternatives.
4. Compliance with the Birds and Habitats Directives and cumulative impact assessment requirements.
5. Construction access including Operational Constraints at The Breaches.
6. Long-term sustainability of protecting the existing railway alignment.
7. Landscape character, amenity and access west of the railway line.
8. Integration with other proposed coastal, foreshore and energy developments.

Feedback will inform refinement of the Preferred Scheme and preparation of statutory planning documentation, including the Environmental Impact Assessment Report (EIAR) and Natura Impact Statement. Stakeholders will have further opportunities to engage with the project during the phase 4 planning application works which are expected to commence in Autumn 2026.

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Acronyms and abbreviations

ECRIPP – East Coast Railway Infrastructure Protection Projects

IÉ – Iarnród Éireann (Irish Rail)

ICC - Irish Cycling Campaign

CCA – Coastal Cell Area

ODM – Ordnance Datum Malin

NTA – National Transport Authority

EIAR – Environmental Impact Assessment Report

SPA – Special Protection Area

SAC – Special Area of Conservation

FAQ – Frequently Asked Questions

CPLO – Community Public Liaison Officer

SAAP - Special Amenity Area Order

WWW - Wicklow Wildlife Welfare

1. Introduction

1.1 ECRIPP Overview

Iarnród Éireann Irish Rail (IÉ) operates a vital rail line from Dublin to Wicklow, serving DART, commuter, and Intercity routes. Due to increasing climate change impacts—like storms, coastal erosion, and wave overtopping—this infrastructure is under growing threat, prompting the need for enhanced protection.

The East Coast Railway Infrastructure Protection Projects (ECRIPP) were established to protect vulnerable sections of the east coast railway from climate-related threats between Merrion Gates (Co. Dublin) and Wicklow Harbour (Co. Wicklow).

Five key locations have been assessed as requiring protection to increase resilience to coastal hazards as a result of climate change. These five locations have been assessed as they have experienced incursions to such levels that existing infrastructure is at risk due to coastal erosion.

Each location is being delivered as a standalone project through design, planning and construction.

These five locations are;

- Merrion Gates to Seapoint Beach
- Whiterock Beach to South Killiney
- Bray Head to Greystones North Beach
- Kilcoole to Newcastle
- Newcastle to Wicklow Murrough



Figure 1.1 ECRIPP Overview Map

The primary focus of this project is to address and implement protection of the existing railway and coastal infrastructure against the effects of coastal flooding and erosion in Coastal Cell Area (CCA) 6.1 Kilcoole to Newcastle. The project aims to ensure the long-term safety, resilience, and sustainability of the rail network.

1.2 Kilcoole to Newcastle

The project area spans approximately 4km between Kilcoole and Newcastle, with proposed works covering 2.5 km of this stretch. The railway is situated on a natural embankment at the back of the beach, which is a soft barrier beach feature underlain by hard geology. The railway is locally protected by rock revetments at Kilcoole Station and at the estuary mouth, known as The Breaches.

The Breaches is reclaimed intertidal land. The project area falls within several designated conservation sites, including The Murrough Special Protection Area and the Murrough Wetland Special Area of Conservation.

1.2.1 Project Objective

The objectives of the project between Kilcoole and Newcastle are:

- support the continued safe operation of rail services;
- increase railway infrastructure future resilience to climate change;
- provide improved and sustainable coastal protection works against predicted climate change effects such as sea level rise, coastal erosion, storm surges on the east coast railway corridor;
- secure the railway line for future generations;
- allow for the long-term efficient management and maintenance of the railway corridor;
- support sustainable low carbon local, regional and international connectivity fostering a low carbon and climate resilient society;

1.2.2 Preferred Scheme

Rock Revetments:

A rock revetment will be built along parts of the coastline from Kilcoole to Newcastle to prevent erosion and reduce wave overtopping onto the railway. It will consist of two layers of high-quality graded armour rock placed over a geotextile. The design, including the slope, dimensions, and wave wall (where required), is based on calculations using wave models that account for sea level rise, ensuring long-term stability and protection of the railway.



Figure 1.2 Illustrative view of rock revetment at the Murrough

Concrete revetment:

At The Breaches underbridge, a concrete revetment is proposed instead of a rock revetment to minimise predator presence near the Little Tern nesting site. This structure will include a concrete slope, a vertical sheet pile at the base, and rock toe protection to counteract potential scour and undermining. Unlike rock revetments, concrete is impermeable and does not absorb wave energy, leading to higher wave run-up and overtopping. As a result, a larger wave wall will be required. The final design, including sheet pile length and rock toe size, will be based on ground investigations and wave impact calculations.



Figure 1.3 Illustrative view looking South to Newcastle

Wave wall:

Many of the rock revetments require a wave wall at the rear of the crest to provide an impermeable barrier at the back of the permeable rock revetments. These will be precast reinforced concrete. The size of the walls is determined through overtopping and wave loading calculations. In some locations, the beach is sufficiently stable to construct a wave wall at the back of the beach to protect the railway, and no revetment is currently required.



Image 1.4 Illustrative view showing the proposed concrete revetments at The Breaches

Pedestrian access steps:

To facilitate safe pedestrian access/egress from the beach, pedestrian access steps are included within the Phase 3 Design Report. A new set of pre-cast concrete pedestrian access steps is proposed to the south of The Breaches to reduce the possibility of pedestrians being cut-off by the tide between The Breaches.

No access steps are proposed in the section of the beach between Leamore Lower and Newcastle as full access to the beach remains. The existing set of steps near Newcastle will be replaced under the Project to provide continued beach access at this location.

2. Public Consultation 2

2.1 Consultation Overview

A Phase 3 Design Report was published on 15 September 2025 which outlined the Preferred Scheme for Coastal Cell Area CCA 6.1 Kilcoole to Newcastle. Irish Rail asked for feedback from stakeholders during a five-week, non-statutory public consultation that was held between Monday 15 September 2025 to and Friday 17 October 2025.

Public Consultation 2 sought feedback on the Design Report and Preferred Scheme for each of the five Coastal Cell Area projects. This report summarises the submissions received in relation to CCA 6.1 Kilcoole to Newcastle.

Comments and feedback received during Public Consultation 2 will inform the finalisation of the Design Report as part of the Phase 3 Preliminary Design stage. This updated report will then progress to Phase 4 Statutory Process, in line with the National Transport Authority (NTA) Project Approval Guidelines, where the Preferred Scheme—presented at Public Consultation 2 in autumn 2025—will be finalised. This will enable the Project to progress to Reference Design that will support the development of the Environmental Impact Assessment (documented in an Environmental Impact Assessment Report) and the statutory planning process for the Project.

This will enable the Project to progress to Reference Design that will support the development of the Environmental Impact Assessment (documented in an Environmental Impact Assessment Report (EIAR)) and the statutory planning process for the Project.

Stakeholder and landowner engagement will be ongoing throughout the project.

An EIAR will be produced during Phase 4 Statutory Processes. The EIAR will assess the potential environmental effects arising from the proposed Project, define mitigation measures and present residual impacts. The EIAR and Natura Impact Statement will form part of the planning application process. Stakeholders will be afforded another opportunity to engage on the Project during this statutory consultation.

The consultation roadmap in Figure 2.1 below, illustrates the opportunities to give feedback on the project as it develops.

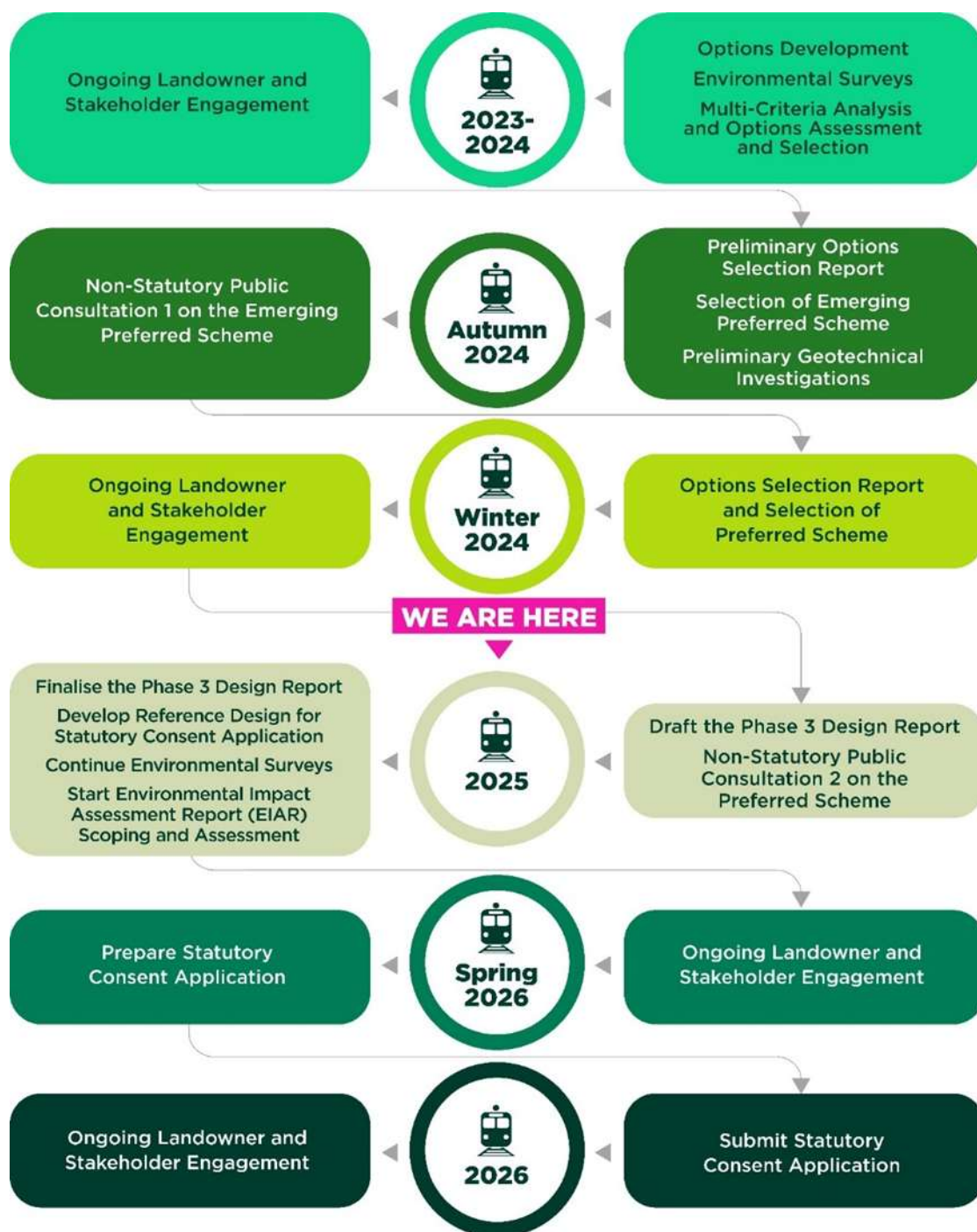


Figure 2.1 ECRIPP Consultation Roadmap

2.2 Consultation Materials

Phase 3 Design Report – A Phase 3 Design Report for Kilcoole to Newcastle was available online and at the in-person events.

Kilcoole to Newcastle Consultation Brochure - The brochure for Kilcoole to Newcastle was available online and at the in-person events and was published and printed in both English and Irish. See Appendix A for a copy of the brochure in English.

FAQ - A link to the FAQs on the Irish Rail website can be found here: <https://www.irishrail.ie/en-ie/about-us/iarnrod-eireann-projects-and-investments/ECRIPP#faqs> A copy of the FAQs can also be found in Appendix B.

Website - A project webpage was launched at <https://www.irishrail.ie/en-ie/about-us/iarnrod-eireann-projects-and-investments/ecripp>

The webpage outlined the background of the project in addition to the project need. The webpage gave a detailed account of the consultation period and methods by which stakeholders could make a submission.

The Phase 3 Design Report, sketches, FAQs, information leaflet, project consultation roadmap, maps and drawings were all made available to view and download.

From the launch of the public consultation on 15 September to 17 October 2025 the webpage had been viewed 5,500 times. The website was also translated to Irish.

Artistic Sketches - The artist's impressions were developed in direct response to feedback from Public Consultation 1, where members of the public expressed difficulty visualising the proposed structures. These visuals were used to support public understanding and appreciation of the scheme to help convey the general appearance of the preferred scheme. Sketches depicting the proposed works Kilcoole to Newcastle are included in section 1.2.

2.3 Media

2.3.1 Station Posters

Posters were placed in train stations to promote the public consultation and how to provide feedback, at Blackrock, Seapoint, Salthill and Monkstown, Dún Laoghaire, Sandycove & Glasthule, Glenageary, Killiney, Dalkey, Shankill, Bray, Greystones, Kilcoole and Wicklow. To view the poster please see Appendix C.

2.3.2 Newspaper Adverts

Adverts were published in the Bray People, Wicklow People and Southside People for the launch of the consultation. To view the newspaper advert please see Appendix D.

2.3.3 Press Release

A press release was issued on the launch of the consultation Monday 15th September to national and local media by Corporate Communications, Irish Rail. The press release introduced the ECRIPP, the need for it and gave details of the public consultation. A copy of the press release can be found in Appendix E.

Media coverage included an interview and online report on the RTÉ News website <https://www.rte.ie/news/leinster/2025/0915/1533439-east-coast-railway-line/>

2.3.4 Social Media

Social Media Activity During Consultation Period: Posts were scheduled across X (formerly Twitter), Instagram, Facebook, and LinkedIn throughout the consultation period to maximise reach and engagement.

- Facebook: Achieved approximately 143,000 views.
- Instagram: Posts were issued on 15th, 23rd, and 29th September, generating a total of 49,399 views.
- X (Twitter): Posts reached approximately 84,000 views.
- LinkedIn: Posts received around 10,000 views.

For sample content, please refer to Appendix F.

Channel	Post Date	Views/Impressions
Facebook Post	19 September	2752
Facebook Post	21 September	2240
Facebook Post	23 September	3347
Facebook Post	30 September	10885
Facebook Post	7 October	120,928
Facebook Post	12 October	3318
LinkedIn	15 September	6812
LinkedIn	13 October	3234
Instagram Post	15 September	16829
Instagram Post	23 September	20618
Instagram Post	29 September	11952
Website	15 September – 17 October (inclusive)	5498

Table 2.1 Social Media statistics

2.4 Direct Engagement

2.4.1 Emails

At the launch of the consultation on Wednesday 15 September 2025, a number of stakeholders and organisations were contacted by email, including:

- Elected representatives
- Statutory bodies
- Interested stakeholders and organisations
- Local communities
- Wicklow County Council

The email correspondence provided information on the ECRIPP and links to the consultation materials on the project website. It also contained details of the public consultation and information events, the contact details of the project team and also the link to the feedback form. Sample correspondence can be viewed in Appendix G.

2.4.2 Briefings

During the consultation period, the project team was available to meet with interested stakeholders. Presentations were held with local authorities, interested stakeholders and Councillors in August, September and October. See Appendix H for a breakdown of briefings facilitated.

Stakeholder	Date	Location
Dun Laoghaire Rathdown County Council	22 August	Online
Wicklow County Council	26 August	Online
Dun Laoghaire Rathdown County Council	28 August	Online
Wicklow County Council	1 September	Online
Dun Laoghaire Rathdown County Council	2 September	In-Person
Dun Laoghaire Rathdown County Council	4 September	Online
Minister Jennifer Carrol MacNeill	29 September	In-Person
Dun Laoghaire Rathdown County Council – Biodiversity Officer	8 October	In-Person
Birdwatch Ireland	14 October	Online
Dublin Array Wind Farm	15 October	Online
Cllr Melisa Halpin, Cllr Dave O Keeffe briefing (Dun Laoghaire Rathdown County Council)	15 October	Online

Table 2.2 Briefings

2.4.3 Public Information Events

Four public consultation events were held during the consultation period. The events were well attended with 68 members of the public recorded.

Location	Venue	Date
Dun Laoghaire	Royal Marine Hotel	22 September
Bray	Town Hall	23 September
Greystones	Library	24 September
Wicklow	Ecology Centre	25 September

Table 2.3 Public Information Events

At the consultation events, members of the public and stakeholders were greeted at the sign-in desk and with the ECRIPP public consultation brochure on display. Numerous displays were erected at the consultation events including project information, illustrative sketches and maps. Stakeholders also had the option to view both the Options Selection Report, the Constraints Report, maps and drawings at the events.

Questions and concerns were addressed by dedicated members of the project team, ensuring clarity, and transparency. Images and collateral used at the events can be found in Appendix H.

2.4.4 Leaflet Drop

A leaflet drop was carried out to over 694 addresses between Kilcoole and Newcastle.

The leaflet included:

- Map of the project area
- Overview of what the consultation was about
- The Preferred Scheme outlines for Whiterock Beach to South Killiney.
- Details on how to engage and provide feedback.

The leaflet was printed in both English and Irish. See Appendix I for a copy of the leaflet.

2.4.5 Webinar

A webinar was held on 1st October with 39 registered attendees.

The Q&A session addressed numerous public concerns on the following topics:

- Impact on amenity areas (e.g., Blackrock, Sea Point) and preservation of seating and access.
- Noise mitigation and compound locations during construction.
- Access steps over revetments and beach erosion.
- Coordination with other projects such as the proposed Greenway.
- Strategic alternatives like rerouting the railway inland.
- Environmental sensitivity and legal constraints, especially in designated habitats.
- Design flexibility and futureproofing for sea level rise and climate resilience.
- Public engagement and transparency throughout the planning and implementation phases

2.4.6 Information Services

A dedicated project information service was established at the launch of this public consultation period to facilitate any stakeholder queries and submissions. It was promoted on the project webpage, in advertisements, press releases, and all information materials relating to the project. Stakeholders were invited to contact the project team or make a submission through the following channels:

Email: ecrippenquiries@irishrail.ie

Post: ECRIPP, Engineering & New Works Building, Irish Rail, Inchicore Works, Dublin 8 D08 K6Y3

Telephone: 01 202 7900

3. Feedback from Public Consultation 2 Kilcoole to Newcastle

3.1 Assessment Methodology

All submissions received during Public Consultation 2 relating to Kilcoole to Newcastle, were reviewed and analysed by the project team. Submissions were received via email, online feedback forms, and from national stakeholder bodies and community-based organisations. As with other coastal cell area, each submission was logged, anonymised where appropriate, and assessed in full to identify emerging themes, key issues, recurring concerns and context-specific observations.

The analysis was undertaken manually to ensure that themes were derived solely from the content of the Kilcoole to Newcastle submissions and not influenced by themes identified in other coastal sections or in earlier consultation rounds. Kilcoole to Newcastle is situated entirely within a highly protected Natura 2000 landscape — The Murrough Wetlands SAC and The Murrough SPA — and therefore the feedback reflects a distinct profile of environmental, policy, access and engineering concerns that differ meaningfully from those raised in other coastal cell areas.

This Public Consultation Report includes content prepared with the support of advanced AI language models operating within secure enterprise environments. The use of AI complied fully with GDPR, organisational data protection policies and the requirements of the EU AI Act (2024). All AI-assisted material was reviewed, validated and refined by qualified professionals, and the final content, conclusions and recommendations rest solely with the human authors.

The themes presented in this section are unique to Kilcoole to Newcastle and reflect the specific ecological sensitivities, construction constraints, long-term strategic considerations and cumulative-impact challenges associated with this part of the coastline. As with all consultation reporting, this section summarises feedback received and does not represent the views of Irish Rail.

3.2 Overview of Submissions Received

A total of eight submissions were identified as relating specifically to Kilcoole to Newcastle.

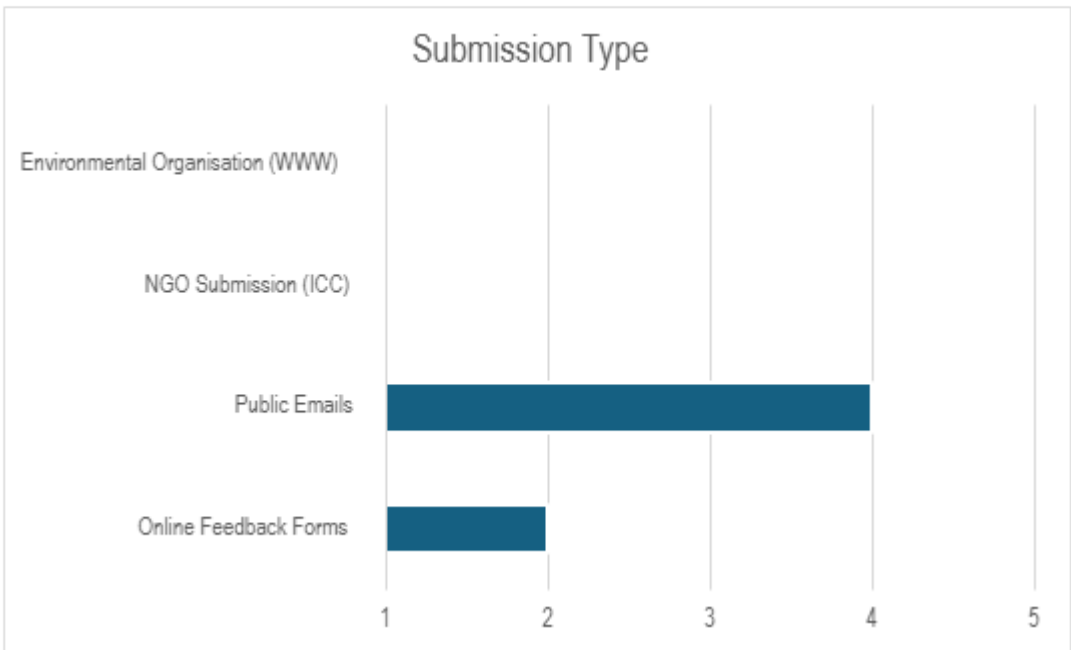


Figure 3.1 Submission Type

Breakdown of submissions:

- 2 online feedback form submissions, both of which included detailed free-text responses raising ecological, engineering and policy concerns.
- 4 email submissions from members of the public, ranging from brief observations and queries regarding construction access and Natura 2000 compliance to more detailed concerns about disturbance to the Little Tern colony, foreshore access at The Breaches and the feasibility of long-term hard engineering.
- 1 submission from a national cycling organisation, the Irish Cycling Campaign (ICC), commenting on public access, amenity opportunities and the need to accommodate wider coastal connectivity initiatives.
- 1 submission from a regional environmental and wildlife advocacy organisation, Wicklow Wildlife Welfare (WWW), providing a highly detailed 10-page assessment of ecological, legislative and cumulative-impact concerns, including extensive references to conservation objectives, habitat functioning, and obligations under the Birds and Habitats Directives.

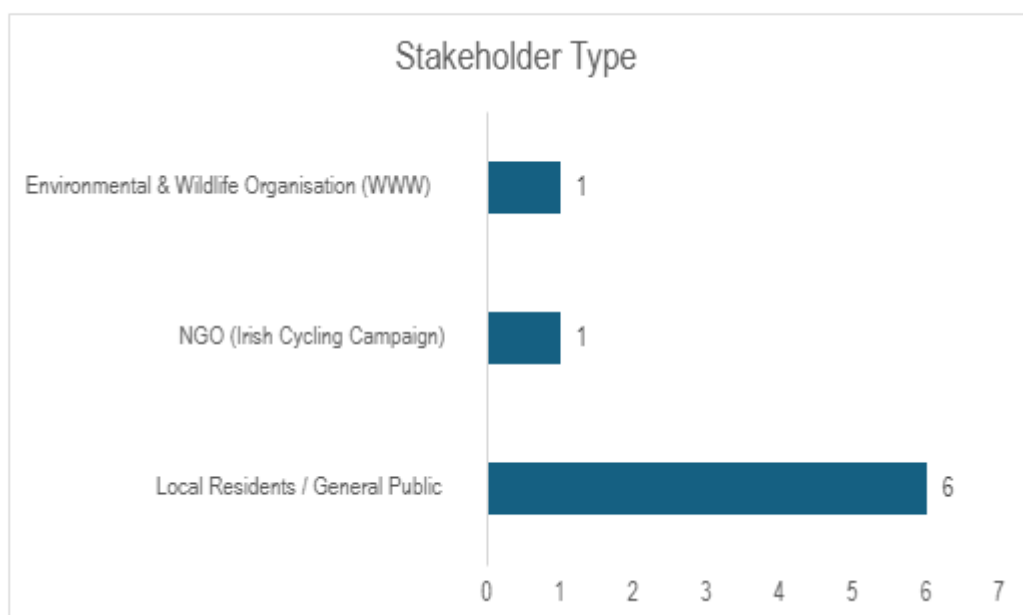


Figure 3.2 Stakeholder Type

The submissions ranged from short observations to comprehensive analyses citing legal frameworks, site-specific ecological information, prior coastal studies and local knowledge of the Breaches and Murrough system. Several contributions highlighted scientific and environmental evidence not raised in other coastal cell area, reflecting the uniquely protected and dynamic nature of this section of coastline.

Overall, the submissions demonstrate the high environmental sensitivity of the Kilcoole to Newcastle area and the strong interest among stakeholders in ensuring rigorous environmental assessment, legal compliance and long-term strategic clarity.

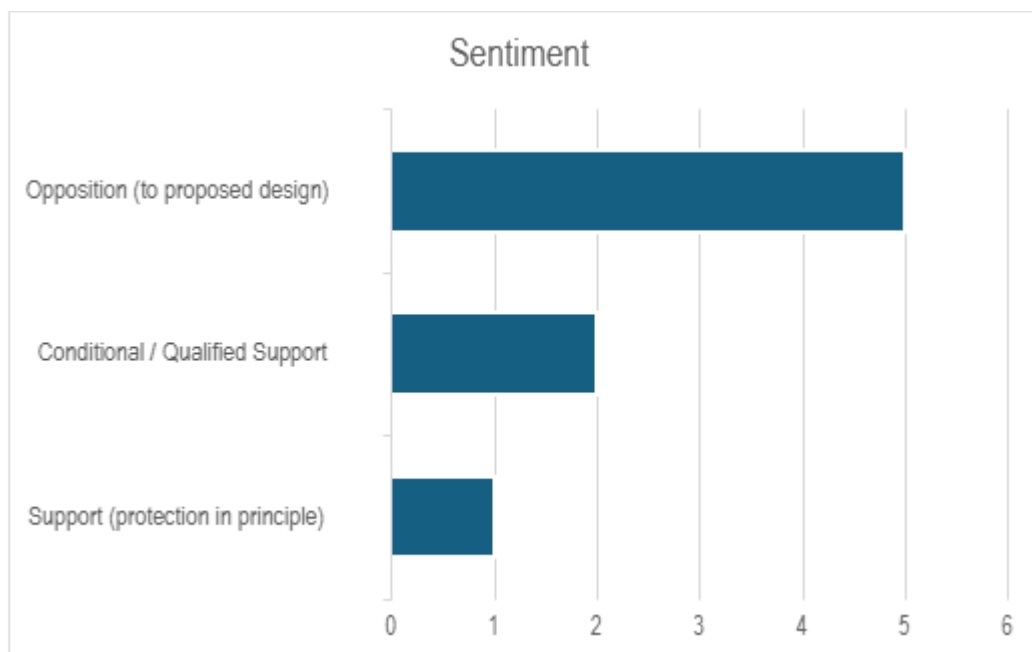


Figure 3.3 Submission Sentiment

3.3 Themes Raised During Consultation Process

A review of the eight submissions identified eight central themes that consistently shaped stakeholder feedback for Kilcoole to Newcastle. These themes reflect the distinctive ecological, legislative and geomorphological context of the Murrough coastline and differ substantially from those raised in more urbanised or structurally constrained coastal cell area.

The eight themes that emerged were:

1. Ecological sensitivity and risk to qualifying interests.
2. Use of rock armour and appropriateness of hard engineering in a Natura 2000 landscape.
3. Nature-based solutions and concerns regarding the discounting of alternatives.
4. Compliance with the Birds and Habitats Directives and cumulative impact assessment requirements.
5. Construction access including Operational Constraints at The Breaches.
6. Long-term sustainability of protecting the existing railway alignment.
7. Landscape character, amenity and access west of the railway line.
8. Integration with other proposed coastal, foreshore and energy developments.

Figure 3.4 provides an overview of the key themes raised in submissions, along with the number of times each theme was mentioned.



Figure 3.4 Submission Themes

Figure 3.3 provides an overview of the locations raised in submissions, along with the number of times each location was mentioned.

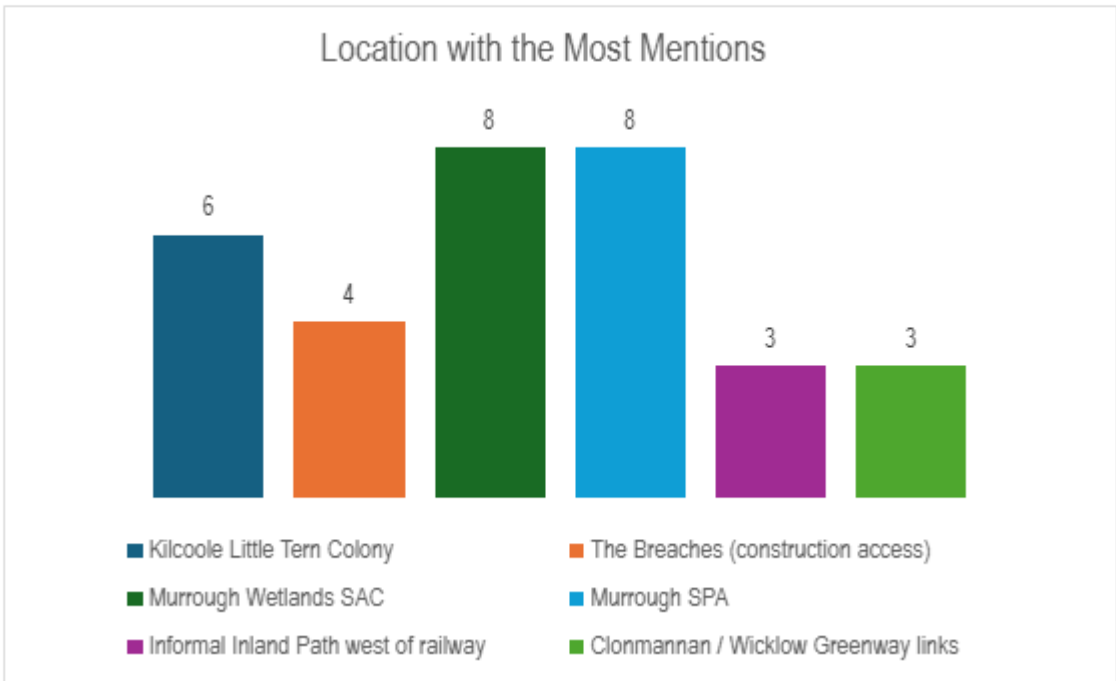


Figure 3.5 Locations with the Most Mentions

These themes are examined in detail in Section 4 of this report.

4. Summary of Kilcoole to Newcastle Feedback from Public Consultation 2

The following section summarises all issues raised during Public Consultation 2 relating to Kilcoole to Newcastle. This section reflects stakeholder concerns, observations and suggestions and do not represent the views of Irish Rail.

4.1 Ecological Sensitivity and Risk to Qualifying Interests

Stakeholder feedback expressed concern regarding the ecological sensitivity of the Kilcoole to Newcastle section, given that it lies entirely within the Murrough Wetlands SAC (002249) and the Murrough SPA (004186). Respondents referenced that the area supports several Qualifying Interests and Special Conservation Interests of national and international importance, including the Little Tern colony at Kilcoole, Red-throated Diver, and vegetated shingle and drift-line habitats, and described these receptors as vulnerable to disturbance.

Submissions stated that these habitats depend on the natural dynamism of the coastline, including sediment movement, erosion–accretion cycles, and hydrological connectivity between beach, saltmarsh and lagoon systems. Respondents noted that vegetated shingle and drift-line habitats form part of a single geomorphologically functioning system and stated that interruption to sediment circulation, including through coastal protection works or construction access, could lead to ecological degradation. Wicklow Wildlife Welfare referred to conservation objectives for these habitats and stated concerns that the proposed works may have Likely Significant Effects on habitat structure and species distribution.

The sensitivity of the Little Tern colony was referenced in multiple submissions. Respondents described the Kilcoole nesting site as one of the most important in Ireland and noted that Little Terns are sensitive to noise, visual disturbance and changes in shoreline conditions. Stakeholders stated that works on the foreshore, including rock placement, vehicle movements or access constraints at The Breaches, could cause disturbance during breeding periods, with potential for nest abandonment or reduced breeding success. A student submission working with BirdWatch Ireland raised similar points and referred to the potential for minor disruption to affect a colony dependent on undisturbed shingle habitat.

Respondents also referred to protected wintering species within the area, including Red-throated Diver, described in submissions as disturbance-prone. Stakeholders raised questions about whether seasonal construction restrictions, monitoring or mitigation measures have been developed to avoid impacts on these species. The Wicklow Wildlife Welfare submission referred to shingle flora including sea kale and yellow horned-poppy, described as Near Threatened, and stated that shoreline stabilisation or hardening would affect the conditions required for these species.

Submissions stated that ecological considerations should be central to scheme development in this location, given the legal protections and the conservation value described. Respondents referred to the ecological integrity of the Murrough system as a key factor in coastal functioning and in supporting protected habitats, and stated that any intervention should demonstrate ecological sensitivity, compliance with conservation objectives, and avoidance of disturbance.

Stakeholders stated that the ecological significance of the Kilcoole to Newcastle coastline should be fully recognised and that interventions should prioritise protection of qualifying interests. Submissions described the ecological character of the Murrough as exceptional and irreplaceable and stated that interventions should be justified, assessed and mitigated.

4.2 Use of Rock Armour and Appropriateness of Hard Engineering in a Natura 2000 Landscape

Stakeholder feedback raised concerns regarding the proposed use of rock armour along the Kilcoole to Newcastle section, in the context of its designation as a SAC and SPA. Some submissions accepted that the railway requires protection from coastal erosion, while others questioned whether large-scale hard engineering is compatible with the ecological and legislative sensitivities of a Natura 2000 site. Respondents described the Murrough coastline as a soft, dynamic sedimentary system and stated that fixed structures could alter processes supporting protected habitats.

Submissions stated that vegetated shingle, drift-line habitats and saltmarsh communities rely on reworking by tides and storm events. Respondents stated that rock armour could constrain these processes, including through “fossilisation” of mobile shingle, interruption of longshore drift and sediment starvation, and associated effects on habitat resilience and species distribution. Some submissions referred to examples from other east coast locations, including Courtown, where rock armour was described as being linked to sand loss behind revetments. One submission stated that “the sea will go in behind the boulders and wash the sand away,” in the context of potential erosion effects in adjacent areas.

Submissions also raised points on construction disturbance and longer-term effects of boulder fields. Respondents stated that rock armour can trap debris, fishing waste and organic material and described potential hazards for birds, seals and volunteers undertaking beach clean-ups. One submission referred to Irish Rail’s previous vegetation management practices, including hedge and tree removal during nesting season, and stated that this reduced confidence in environmental oversight for works involving foreshore structures.

Stakeholders referred to legislative obligations associated with Natura 2000 designations and questioned whether rock armour can be justified where conservation objectives seek to maintain dynamic coastal processes. Wicklow Wildlife Welfare set out concerns that the proposed revetments would affect shingle vegetation, drift-line habitat mobility, lagoon hydrology and associated species, and stated that hard engineering should be supported by evidence demonstrating that less damaging alternatives are not feasible.

Submissions stated that while protecting the railway is necessary, the use of rock armour in this environment requires justification. Respondents distinguished this coastline from more stable or already engineered sections elsewhere and stated that applying similar solutions here could affect protected habitats and conservation objectives. Submissions stated that support for the proposal is dependent on evidence that rock armour will not compromise ecological functioning and that no more suitable alternative exists.

Stakeholders requested caution and evidence regarding the appropriateness of hard engineering within a Natura 2000 site. Submissions referenced ecological and legal considerations and requested transparent, site-specific analysis addressing the protected nature of the coastal system.

4.3 Nature-Based Solutions and Concerns Regarding the Discounting of Alternatives

Stakeholder feedback stated that nature-based and hybrid solutions should have been explored further before identifying hard engineering as the Emerging Preferred Scheme for the Kilcoole to Newcastle section. Submissions stated that, given Natura 2000 designations and reliance on natural processes, the discounting of softer options was not sufficiently justified. Respondents stated that the optioneering process should prioritise options that maintain or enhance ecological functioning, rather than focusing on structurally intrusive measures such as rock armour.

Several submissions referred to the ARUP East Coast Erosion Study (2020), noting recommendations for offshore islands and beach nourishment for soft coastline reaches such as the Murrough. Respondents stated that these recommendations were not clearly reflected in the emerging design and that potentially viable lower-impact solutions may have been screened out early. Wicklow Wildlife Welfare questioned whether the Alternatives Assessment required under Article 6(3) of the Habitats Directive had been undertaken, and referenced the Wicklow County Development Plan, including CPOs 19.12 and 19.15, in relation to an emphasis on soft engineering.

Respondents proposed nature-based or hybrid measures including beach nourishment, offshore attenuating structures, sand motors, managed realignment, planted living revetments and natural dune reinforcement. Some submissions referred to international examples of these measures. One respondent stated that Irish Rail “needs to have an environmental protection engineer heading up this project, not a mechanical engineer team who only see beauty in concrete and prison-style structures,” referring to perceptions around how options were being approached.

Some submissions also referred to relocation or realignment of the railway. One feedback form respondent requested that the railway be moved inland rather than further intervention on the protected coastline. Submissions stated that repeated reinforcement of the existing alignment may be a short-term approach rather than a long-term strategy where natural processes are central to ecological integrity.

Respondents also framed the matter as one of legal compliance, referencing the Birds and Habitats Directives and the mitigation hierarchy, including avoidance as the first step. Submissions stated that hard engineering should follow only where alternatives have been objectively ruled out, and that current documentation does not demonstrate this in relation to nature-based options compatible with conservation objectives for the Murrough SAC and SPA.

Stakeholders stated that nature-based solutions should be treated as central to feasibility and compliance assessment. Submissions stated that unless alternatives are examined transparently and comprehensively, the Emerging Preferred Scheme cannot be considered balanced or ecologically defensible for this coastline.

Figure 4.1 provides an overview of the alternatives proposed in submissions, along with the number of times each alternative was mentioned.

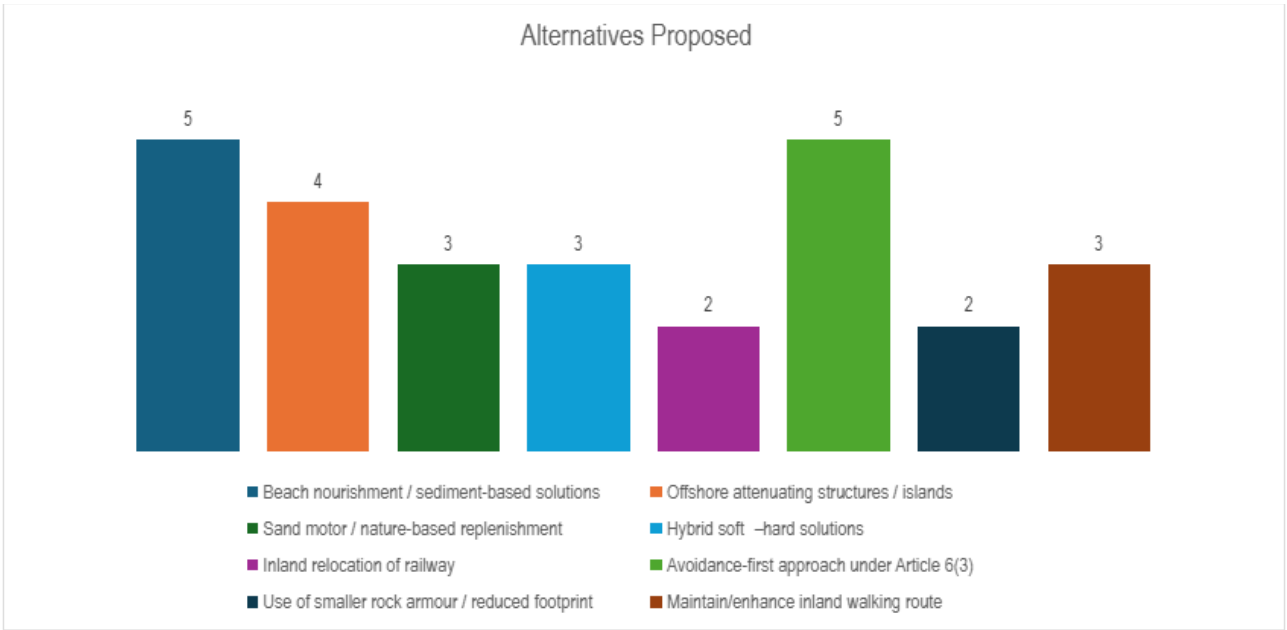


Figure 4.1 Alternatives

4.4 Compliance with the Birds and Habitats Directives and Cumulative Impact Assessment Requirements

Stakeholder feedback raised concerns regarding compliance with the EU Birds Directive, the EU Habitats Directive and requirements for Appropriate Assessment (AA). Submissions noted that the Kilcoole to Newcastle section lies within the Murrough Wetlands SAC and the Murrough SPA and stated that this requires Irish Rail to demonstrate that works would not give rise to Likely Significant Effects, individually or in combination with other plans or projects.

Submissions, including detailed commentary from Wicklow Wildlife Welfare, referred to the tests set out in Article 6(3) of the Habitats Directive, including assessment of implications for protected habitats and species, consideration of alternatives, and demonstration that the integrity of the SAC and SPA would not be adversely affected. Respondents stated that the information made available for consultation did not provide evidence to address these requirements. Submissions also referred to the MARA Marine Licence Application and stated that AA Screening and any Natura Impact Statement were not publicly accessible, and that this limited the ability of the public to assess environmental implications.

Cumulative impacts were raised in multiple submissions. Respondents listed existing and proposed developments affecting the Murrough coastline, including offshore wind farms (Codling, Arklow Bank and Dublin Array), the proposed Greenway, Wicklow Harbour dredging, Part 8 schemes including the Murrough Waterfront Park, and multiple foreshore licences. Submissions stated that impacts should be assessed in combination with these plans and projects, and that cumulative effects could affect sediment dynamics, ecological functioning and hydrological processes within the SAC and SPA.

Some submissions referred to Wicklow County Development Plan policies, including CPO 19.12, 19.13, 19.15 and 19.21, and stated that these policies emphasise avoiding adverse impacts on European sites and prioritising soft engineering where feasible. Respondents stated that the Emerging Preferred Scheme appears inconsistent with these policies and therefore requires justification.

Stakeholders also raised concerns regarding baseline information, including habitat mapping, geophysical investigation and functional assessments of dune and shingle systems. Submissions stated that without this information it is difficult to assess compatibility with conservation objectives, and that the absence of baseline information was a gap in the AA process.

Submissions stated that legal compliance should be demonstrated through transparent environmental assessment. Respondents stated that works should proceed only where it can be demonstrated that protected habitats and species will not be adversely affected.

Stakeholders stated that Irish Rail should meet high standards of assessment and compliance and referenced potential for lasting ecological harm if assessment is inadequate.

4.5 Construction Access, Including Operational Constraints at The Breaches

Stakeholder feedback raised concerns regarding construction access along the Kilcoole to Newcastle coastline, with reference to operational constraints associated with The Breaches, described as a dynamic tidal channel and the only feasible access point for plant and machinery. Submissions stated that the narrowness, mobility and variability of this feature present logistical risks requiring consideration before works commence.

Several submissions questioned how construction vehicles and materials would reach the shoreline without disturbing sensitive habitats or creating additional erosion pressures. Respondents referred to The Breaches becoming blocked by storm activity, high tides or easterly winds, and raised questions about how access would be maintained. One respondent asked how plant machinery would reach the works area "if The Breaches become impassable," and what legal or insurance arrangements would apply to reopening the access channel during construction.

Submissions raised ecological risks associated with construction traffic. Respondents referred to wintering birds and the Little Tern colony and noted sensitivity to visual and acoustic disturbance. A student submission

working with BirdWatch Ireland referred to potential disruption of nesting behaviour or displacement during breeding months. Stakeholders referred to seasonal constraints on construction activities.

Some submissions raised concerns that construction access could damage or compact vegetated shingle and drift-line habitats, described as fragile and dependent on loose, mobile substrate conditions. Respondents stated that heavy plant movements could crush or destabilise these habitats, hindering regeneration, and requested controlled access routes and ecological supervision.

A further issue raised was previous environmental practices during past works. One submission referred to vegetation clearance by Irish Rail, including hedge and tree removal during nesting season, and stated concerns about environmental oversight and construction management.

Submissions stated that construction planning should account for logistical and ecological complexity and described The Breaches as both a practical constraint and an ecological and hydrological feature. Respondents requested construction environmental management plans (CEMPs), control of vehicle movements, working windows, ecological monitoring and contingency arrangements for severe weather events.

Stakeholders stated that access planning should avoid effects on ecological integrity and operational feasibility and referenced risks associated with not managing constraints at The Breaches.

4.6 Long-Term Sustainability of Protecting the Existing Railway Alignment

Stakeholder feedback raised questions about the long-term sustainability of defending the existing coastal railway alignment between Kilcoole and Newcastle. Some submissions supported protecting the railway as a “vital service” for the Wicklow and Wexford regions, while others questioned the viability of repeated coastal reinforcement in the context of climate impacts, sea-level rise and geomorphological change.

Submissions described the Murrough coastline as a dynamic soft-sediment system and stated that future behaviour is difficult to predict with certainty. Respondents referred to the functioning of the SAC and SPA as relying on migration and reworking of shingle, drift-line vegetation and saltmarsh communities, and stated that these processes may be constrained if hard engineering continues to protect a fixed alignment. Stakeholders stated that constraints could increase pressure on remaining unmodified coastline, including through amplified erosion, coastal squeeze and habitat degradation.

Some submissions questioned whether continued investment in coastal protection at this location represents responsible use of public funds over coming decades. One respondent stated that they “strongly oppose” the scheme and favoured moving the railway inland and referred to an “expensive and environmentally damaging cycle of intervention.” Submissions also referred to concerns that reinforcing the existing alignment may not address longer-term risks.

Stakeholders referred to climate projections, including sea-level rise, storm frequency and coastal flooding, and stated that these are projected to intensify over the design life. Some submissions referred to academic consensus regarding potential retreat or morphological change in low-lying wetland systems under future climate scenarios. Respondents stated that a defence-based approach may lead to greater long-term engineering demands and increasing financial burden.

Other submissions stated that the railway should be protected due to its importance for regional connectivity, economic activity and sustainable transport, and referred to consequences of railway failure. These submissions stated that protective measures are justified where environmentally compliant.

Submissions stated that a long-term strategy should balance ecological, operational and financial considerations. Respondents requested transparent analysis of alternatives, including nature-based solutions and inland realignment, and modelling of future climate impacts.

Stakeholders stated that Irish Rail should set out an evidence-based rationale for defending the current alignment, and that sustainability should be evaluated across engineering feasibility, environmental compliance, climate resilience and public interest.

4.7 Landscape Character, Amenity and Access West of the Railway Line

Stakeholder feedback referred to the landscape character and amenity value of the Kilcoole to Newcastle coastline, with emphasis on the informal walking route west of the railway line. Submissions stated that the open, undeveloped character contributes to the identity of the Murrough and requested that interventions avoid altering the sense of remoteness, naturalness and continuity along the coast.

Some submissions referred to the inland path running parallel to the railway and stated that it is used for walking, nature observation and low-impact recreation. The Irish Cycling Campaign referred to this route as a valued amenity and requested that it be considered in design. Their submission welcomed continued public access to the beach and suggested enhancements to the inland path, referencing opportunities to integrate rail protection with recreational connectivity.

Submissions raised concerns that rock armour could alter visual character. Respondents described the Murrough as a relatively undisturbed coastal landscape valued for views and the absence of intrusive structures. Some submissions stated that large boulders could be visually intrusive and affect the experience for walkers and wildlife observers.

Some submissions referred to public access to the seaward side of the railway. Respondents stated that works should not channel walkers into protected habitats, given ecological sensitivity and the presence of breeding Little Terns. Submissions referred to risks of increased footfall on the foreshore, including disturbance and trampling of drift-line vegetation.

Submissions stated that the scheme should avoid creating barriers or reducing safe and comfortable use of the inland route. Respondents referred to fencing, access structures or protective measures as potential changes affecting the existing character of the path.

Stakeholders stated that landscape and amenity matters were raised less frequently than ecological concerns, but that maintaining the inland walking route and avoiding impacts on visual quality and sensitive habitats should be considered.



Figure 4.2 Amenity, Safety & Accessibility

4.8 Integration with Other Proposed Coastal, Foreshore and Energy Developments

Stakeholder feedback stated that the Kilcoole to Newcastle proposals should be considered alongside other coastal, foreshore and offshore developments proposed or underway along the Wicklow coastline. Submissions stated that the Murrough forms part of a broader coastal system subject to multiple pressures, including renewable energy projects, local authority developments and maritime licensing, and requested an integrated approach to cumulative effects on Natura 2000 sites and on the effectiveness of ECRIPP.

Wicklow Wildlife Welfare listed developments including offshore wind projects (Codling Wind Park, Arklow Bank 2 and Dublin Array), the Murrough Waterfront Park Part 8 scheme, proposed bridges over the Murrough Wetlands, Wicklow Harbour dredging, the Greystones–Wicklow Greenway and foreshore licences. Their submission stated that these projects could affect sediment transport, water quality, hydrology, noise disturbance and habitat connectivity and requested evaluation of cumulative effects.

Submissions also referred to county-level policy objectives, including integrated coastal zone management and prioritisation of soft engineering approaches. Respondents stated that policy frameworks require coastal development to protect and enhance ecological coherence across protected sites and questioned whether reliance on hard engineering and the absence of publicly available information on cumulative assessment addresses these requirements.

Some submissions raised practical concerns about construction access and environmental oversight in the context of other works in the region. Respondents stated that where multiple projects require access through sensitive locations such as The Breaches, disturbance risks may increase and requested that in-combination disturbance informs construction timing, ecological supervision and access management.

Some submissions referred to opportunities for integration. The Irish Cycling Campaign referred to active travel initiatives and greenway proposals and suggested that coordinated planning could support rail protection and amenity improvements along inland routes.

Submissions stated that a system-wide approach is required for coastal planning in this location and requested coordinated evaluation of interacting projects. Stakeholders stated that insufficient coordination could result in cumulative consequences for ecological integrity and infrastructural resilience.

Stakeholders stated that Irish Rail should consider the wider planning and development context and provide integrated and transparent assessment of cumulative effects for legal compliance and protection of the Murrough coastal system.

5. Next Steps

After this consultation, all feedback will be reviewed and used to help finalise the Reference Design. A Consultation Findings Report will be published to document the feedback received.

Next steps include continued design development and option refinement, which will inform the Environmental Impact Assessment and Appropriate Assessment and other documentation in support the statutory planning process for the Project.

Stakeholders will be afforded the opportunity to engage on the Project again at this point through the statutory stakeholder engagement process. Public feedback is welcome throughout the design process and can be submitted via the project website, email, phone, or post.

Appendix A. Brochure



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01 Introduction to the East Coast Railway Infrastructure Protection Projects

The East Coast Railway Infrastructure Protection Projects (ECRIPP) were established to provide improved coastal protection against predicted climate change effects of sea level rise and coastal erosion on the east coast railway corridor between Merrion Gates (Co. Dublin) and Wicklow Harbour (Co. Wicklow).

In recent years Iarnród Éireann has seen an increase in the frequency of storm events as a result of climate change. This necessitates more and more maintenance works to be carried out to respond to the effects of coastal erosion, wave overtopping and coastal flooding on the east coast rail line and supporting infrastructure. These works result in increasing disruption to existing services.

The Dublin to Wicklow section of the East Coast Railway is a critical part of the Iarnród Éireann rail network, with southside DART, Gorey commuter and Rosslare Europort Intercity services operating along this scenic route. ECRIPP will deliver the necessary enhanced coastal protection to the existing railway infrastructure in a number of key locations on this rail network.

Why are Coastal Protection Measures Required?

Iarnród Éireann has first-hand experience of the impacts of climate change on railway infrastructure on the east coast. Some areas of the east coast rail line have seen encroachment through the loss of coast of up to 20-30 metres in the last 10 years alone.

This has resulted in large losses of land, and incursions to such levels that the railway line between Dublin and Wicklow is vulnerable to further loss due to coastal erosion. This rate of loss will increase in line with climate change as storm frequency and intensity increases due to climate change.

These key sections of the coastal railway south of Dublin to Wicklow are particularly vulnerable to the impacts of coastal erosion, coastal flooding, wave overtopping and cliff instability. All of which are expected to increase both in frequency and severity in future years.

Each location is a standalone project as part of ECRIPP to address coastal erosion on the east coast railway corridor. Each project will be taken forward as a separate planning application submission and the programme for delivery may vary between the projects.

ECRIPP is funded by the Department of Transport, through the National Transport Authority under Project Ireland 2040 and is provided for in the Programme for Government and the National Development Plan.

In recent years Iarnród Éireann has seen an increase in the frequency of storm events as a result of climate change. This necessitates more and more maintenance works to be carried out to respond to the effects of coastal erosion, wave overtopping and coastal flooding on the rail line and supporting infrastructure.

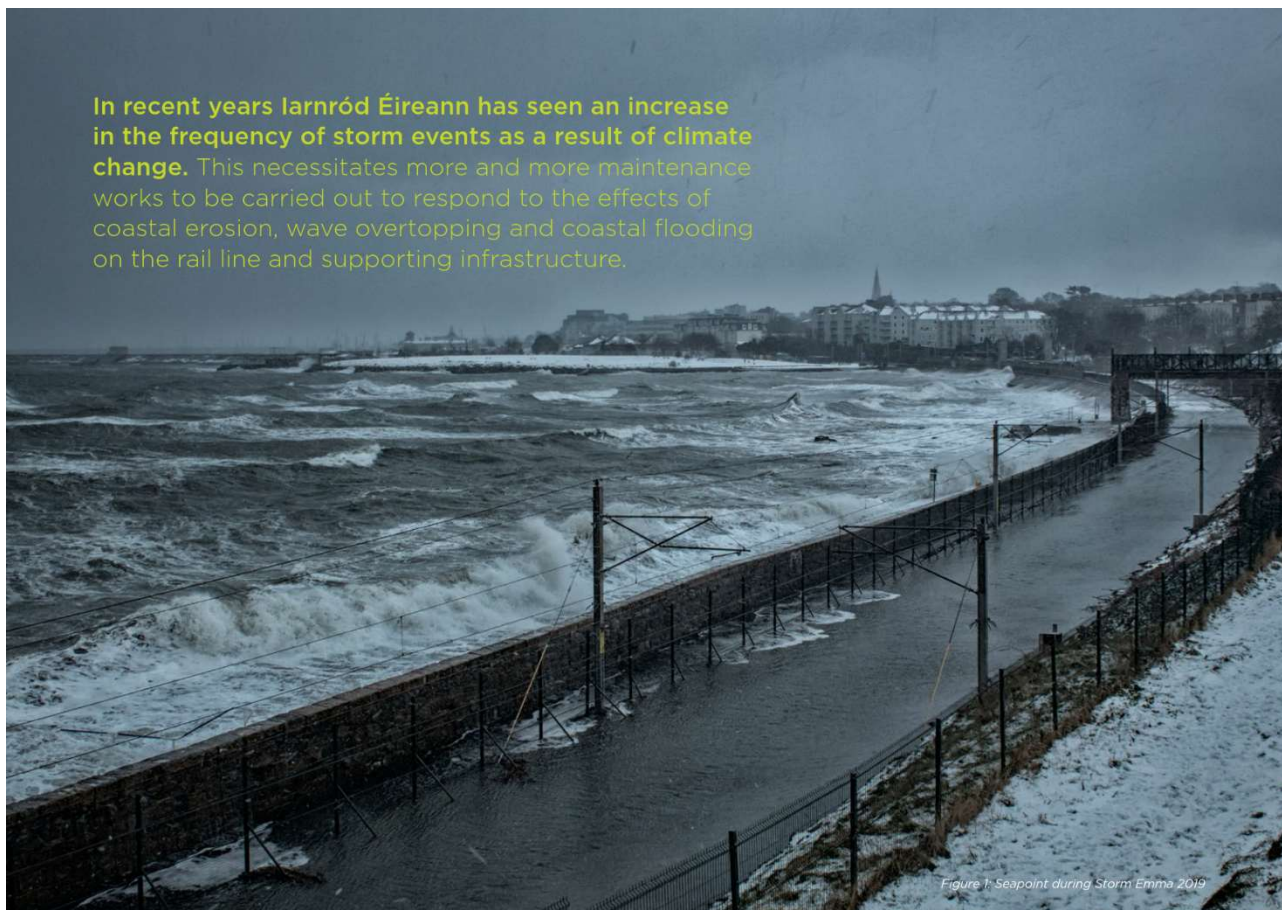


Figure 1: Seapoint during Storm Emma 2019

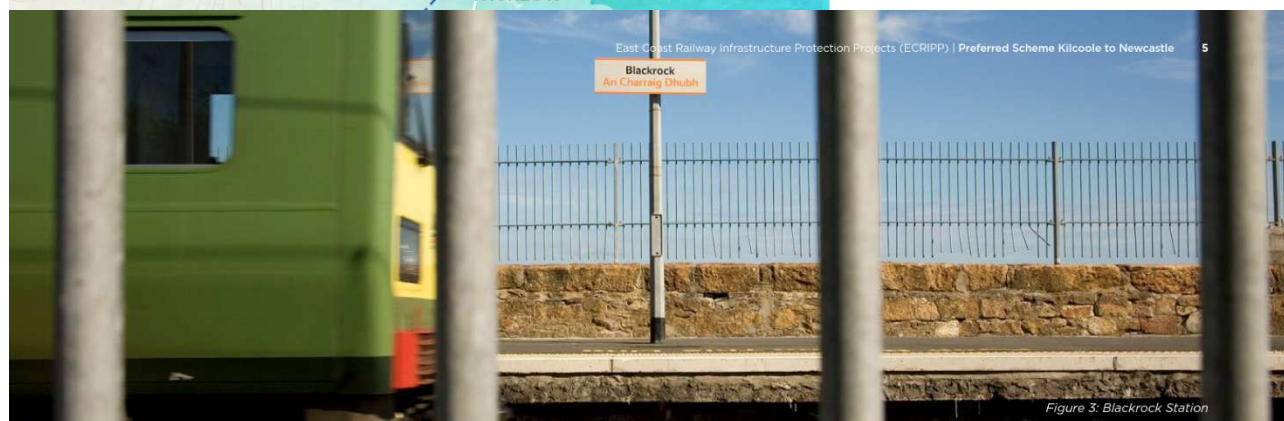


Five key locations, along a 65 km route have been identified and assessed as particularly exposed to coastal erosion and climate change effects.

Key Locations

The locations of the five projects are:

- Merrion Gates to Seapoint Beach
- Whiterock Beach to South Killiney
- Bray Head to Greystones North Beach
- Kilcoole to Newcastle
- Newcastle to Wicklow Murrough



Objectives of the East Coast Railway Infrastructure Protection Projects

The objectives of the projects are:

- Support the continued safe operation of rail services.
- Increase railway infrastructure resilience to climate change.
- Provide improved and sustainable coastal protection works against predicted climate change effects such as sea level rise, coastal erosion and storm surges on the east coast railway corridor.
- Secure the railway line for future generations.

- Allow for the long-term efficient management and maintenance of the railway corridor.
- Support sustainable low carbon local, regional, and international connectivity fostering a low carbon and climate resilient society.

Benefits of the East Coast Railway Infrastructure Protection Projects

Iarnród Éireann's role as a sustainable national transport system is recognised in the publication of the All-Ireland Strategic Rail Review commissioned by the Governments of Ireland/Northern Ireland which proposes a very significant increase in capacity of our existing infrastructure and future expansion of the rail network across the island. ECRIPP will aid Iarnród Éireann increased capacity and expansion ambitions by supporting the development of the DART+ Programme and other improvements to the rail network on the east coast of Ireland.

02 Public Consultation Process

The East Coast Railway Infrastructure Protection Projects includes two non-statutory public consultation phases.

Public Consultation 1 sought feedback on the Emerging Preferred Scheme for the five projects. This input helped refine the designs for Public Consultation 2 where the Preferred Scheme for each project is now presented.

Public consultations are an opportunity for communities and stakeholders to share their views while the design is still in development.

Feedback can be submitted via the project website, email, phone, or post. More details are available in the "How to Engage" section.

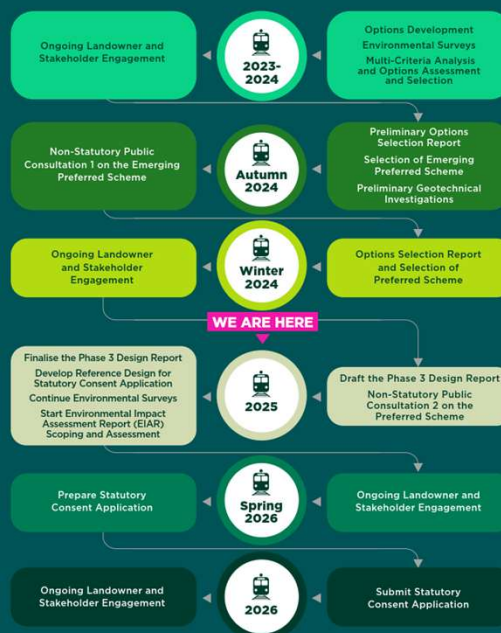


Figure 4: Consultation Roadmap



Figure 5: Bray Tunnel

03 Current Design Status

The project is in the Phase 3 Design Stage of the Preferred Scheme.

This stage refines the concept designs, clarifies structure, geometry and explores construction methods and ways to minimise impacts. Feedback from Public Consultation 1 has also been incorporated.

At Public Consultation 2, stakeholders have another opportunity to provide commentary on the Preferred Scheme, which will be documented and considered in the preliminary design.

Once this information has been reviewed and considered, the Preferred Scheme will be finalised and the preliminary design completed.

This design may be adjusted further based on technical, environmental, and stakeholder input.

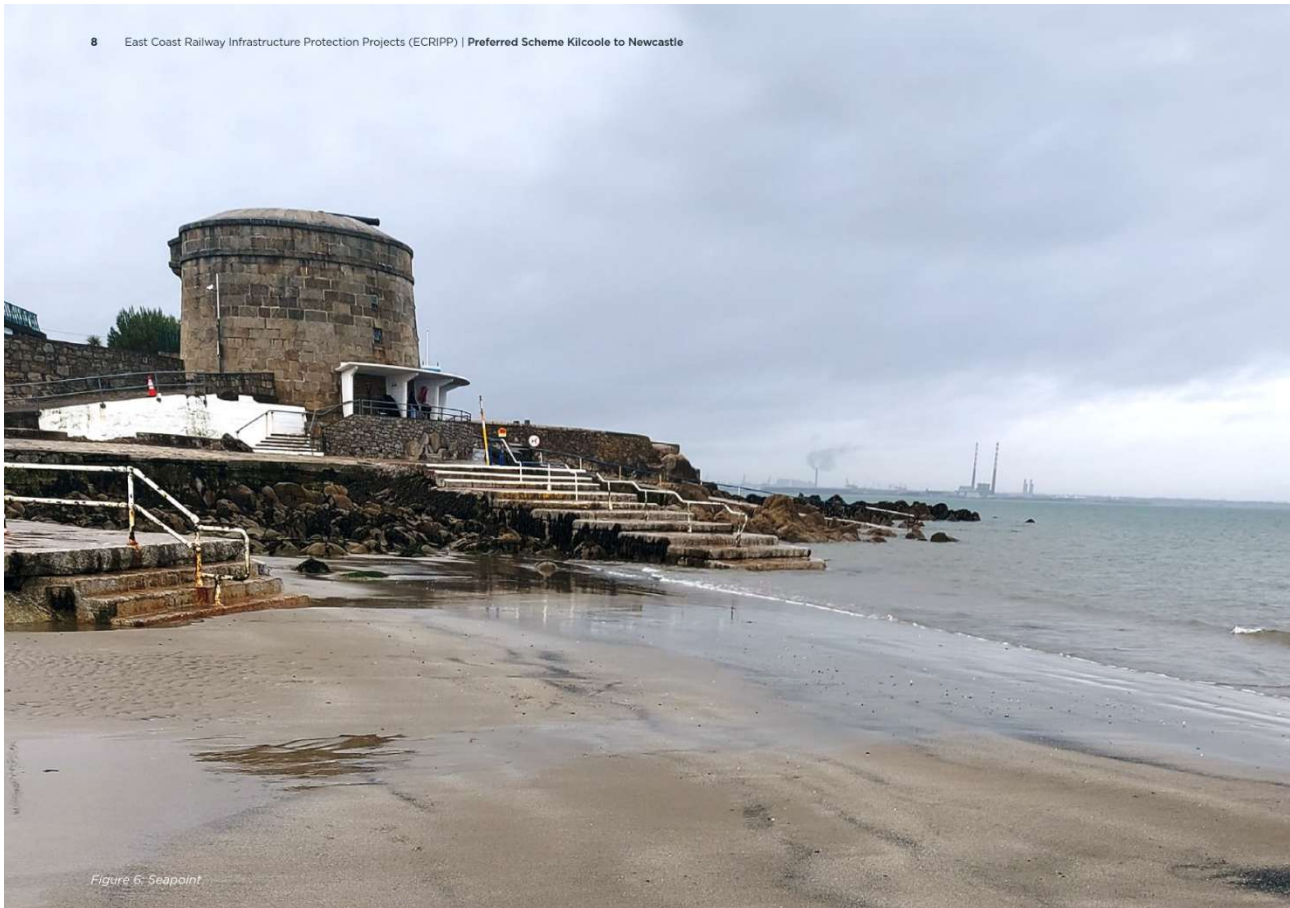


Figure 6: Seapoint



Figure 7: Typical Rock Revetment

04 Key Inputs of ECRIPP

The concept designs for each of the options considered the following:

- Wave climate and extreme water level data has been extracted from hydrodynamic modelling work undertaken during preliminary investigations for ECRIPP.
- Rock stability calculations have been undertaken to identify the required rock size to ensure long term stability of the rock armour.
- An assessment of wave overtopping rates during storm events has been undertaken. This includes an allowance for sea level rise. This analysis informs the required geometry of the improved defences to provide the required Standard of Protection (0.5% Annual Exceedance Probability, also known as a 1 in 200-year storm protection level).
- The condition of the existing coastal defences has been informed by condition survey.
- Defence type and material selection have been selected to provide a long design life and to minimise future maintenance requirements.
- Constructability and technical viability have been considered in the design to ensure the design is feasible.
- The impact on the environment and community have been considered at a high level through multicriteria assessment (MCA).

05 Option Selection Process

To assist the design development process and to determine the Preferred Scheme for each of the five projects, a structured engineering process has been followed.

STAGE 1
Preliminary Assessment consists of the assessment of a long list of options against engineering, economic, and environmental criteria to evaluate the 'feasibility' of each option to meet the project objectives and requirements.

This approach allowed for the long list of options to be filtered to a shorter list of feasible options. All feasible options were brought forward to Stage 2 where they could be explored in greater detail.

STAGE 2
The Multi-Criteria Analysis process consists of a more detailed multi-disciplinary comparative analysis of the feasible options that passed through Stage 1.

The options for addressing coastal erosion and wave overtopping risks to the railway were evaluated using seven criteria: economy, safety, environment, accessibility and social inclusion, integration, engineering/technical, and planning risk to identify the Emerging Preferred Scheme.

Public Consultation 1 provided the public with the opportunity to provide commentary on the Emerging Preferred Scheme. This information has been reviewed and considered and the Preferred Scheme has been selected to progress to phase 3 design.

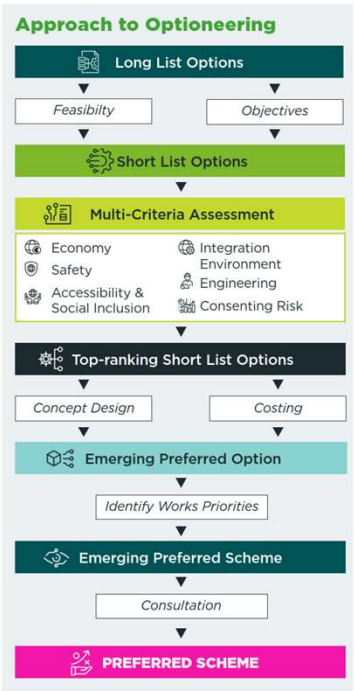


Figure 8: Approach to Optioneering Scheme



Figure 9: View from Blackrock beach

06 The Preferred Scheme — Kilcoole to Newcastle

The project area spans approximately 4km between Kilcoole and Newcastle, with proposed works covering 2.5 km of this stretch. The railway is situated on a natural embankment at the back of the beach, which is a soft barrier beach feature underlain by hard geology. The railway is locally protected by rock revetments at Kilcoole Station and at the estuary mouth, known as The Breaches. The Breaches is reclaimed intertidal land. The project area falls within several designated conservation sites, including The Murrough Special Protection Area and the Murrough Wetland Special Area of Conservation.

The main hazards in this area are wave overtopping, due to the low elevation of the railway and the narrowness of the beach, and the steepening and narrowing of the beach caused by longshore sediment transport. This latter process could eventually undermine the rock structures and the railway itself.

Project Objectives

The objectives of the project between Kilcoole and Newcastle are:

- To reduce the impacts of wave overtopping on railway infrastructure and operations,
- To reduce the risk of coastal erosion undermining the railway

Preferred Scheme

Rock Revetments:

A rock revetment will be built along parts of the coastline from Kilcoole to Newcastle to prevent erosion and reduce wave overtopping onto the railway. It will consist of two layers of high-quality graded armour rock placed over a geotextile. The design, including the slope, dimensions, and wave wall (where required), is based on calculations using wave models that account for sea level rise, ensuring long-term stability and protection of the railway.

Concrete revetment:

At The Breaches underbridge, a concrete revetment is proposed instead of a rock revetment to minimise predator presence near the Little Tern nesting site. This structure will include a concrete slope, a vertical sheet pile at the base, and rock toe

protection to counteract potential scour and undermining. Unlike rock revetments, concrete is impermeable and does not absorb wave energy, leading to higher wave run-up and overtopping. As a result, a larger wave wall will be required. The final design, including sheet pile length and rock toe size, will be based on ground investigations and wave impact calculations.

Wave wall:

Many of the rock revetments require a wave wall at the rear of the crest to provide an impermeable barrier at the back of the permeable rock revetments. These will be precast reinforced concrete. The size of the walls are determined through overtopping and wave loading calculations.

In some locations, the beach is sufficiently stable to construct a wave wall at the back of the beach to protect the railway and no revetment is currently required.

Pedestrian access steps:

To facilitate safe pedestrian access/egress from the beach, pedestrian access steps are included within the Phase 3 Design Report. A new set of pre-cast concrete pedestrian access steps is proposed to the south of The Breaches



East Coast Railway Infrastructure Protection Projects (ECRIPP) | Preferred Scheme Kilcoole to Newcastle 13

to reduce the possibility of pedestrians being cut-off by the tide between The Breaches. No access steps are proposed in the section of the beach between Leamore Lower and Newcastle as full access to the beach remains. The existing set of steps near Newcastle will be replaced under the Project to provide continued beach access at this location.

Maintenance access ramp:

To facilitate safe maintenance access for continued clearing of blockages at The Breaches, a concrete access ramp is included adjacent to the nearby level crossing south of The Breaches. The access ramp will be blocked by a demountable structure to prevent unauthorised access.

Design Considerations:

The project prioritises preserving public space by minimising the footprint of coastal

defences. Rock revetments are only used where necessary, and their slopes are kept steep to reduce land use. In stable beach areas, only crown walls are constructed to limit wave impact beyond the beach crest.

Future Adaptability:

All defence structures in the project are designed with future adaptability in mind. For wave walls, adding rock in front of the wall is a likely next step—either increasing crest height or flattening the slope to reduce overtopping.

Integration with existing structures:

The project includes multiple interface points with existing structures, particularly at Kilcoole, The Breaches, and Newcastle. Where no existing structures exist, proposed rock

revetments will taper around the wall crest for a smooth transition.

Key tie-ins include:

- Kilcoole: New rock revetment will blend in with the existing revetment near the viewing platform.
- Breaches underbridge: The concrete revetment will have a row of sheet piles installed under the northern end of the concrete structure and the rock toe protection will curve round to provide additional support to this corner should the beach levels erode in the future. The interface between the north and south bridge piers and the concrete revetment is proposed to comprise a rock armour tie-in detail where the rock tapers around the crest.

Maintenance

Minimal maintenance is planned for the proposed revetments, as they are designed to adapt to natural beach movement and toe scour. However, if a storm exceeds the design conditions during the revetments' design life, re-profiling of the rock may be required.

Land Acquisition

The Project Team have been identifying and engaging with landowners in relation to temporary and permanent land take for the project. This information will support the planning application and land acquisition requirements.

Environmental Assessments

Walkover surveys of the project area to inform the environmental baseline are ongoing. The Project Team have applied to MARA for a Marine Usage Licence to undertake environmental baseline surveys in the foreshore which will inform the Environmental Impact Assessment Report and the Appropriate Assessment.

Construction

The construction site has good marine access but very limited road access, so materials and equipment are expected to be delivered primarily by rail or sea. The project spans 2.5 km within a 4 km frontage, allowing multiple independent work fronts to operate simultaneously. A significant volume of rock armour is required, making rock procurement critical to the project's success.

Rock is expected to arrive by barge, be offloaded at low tide, and transported to the work front using land-based machinery. Precast concrete wave walls will be manufactured off-site and delivered via rail-road vehicles. Most of these elements will be installed near the railway line, but at The Breaches and Newcastle, cranes may be needed due to the distance from the tracks.

Key construction risks include interactions between construction equipment and workers or the public, working in an exposed marine environment, working close to the railway line and encountering unforeseen ground

conditions. Safety will be managed through careful planning, marked and fenced working zones, and restricted public access. Additional ground investigations will be conducted to understand site conditions and locate any buried services.

Value engineering will be applied to optimise rock usage and reduce the size and height of structures where possible. Modelling of beach behaviour may be used to assess how the beaches will respond to the new structures and to refine wave loading designs, particularly near The Breaches.

Through the design process we will identify and develop construction methodologies, haul routes, construction compounds and landing locations for the contractor and materials to construct the project. Further details on construction methodologies will be developed to inform the Environmental Impact Assessment Report (EIAR) that will support the Planning Application for the project.

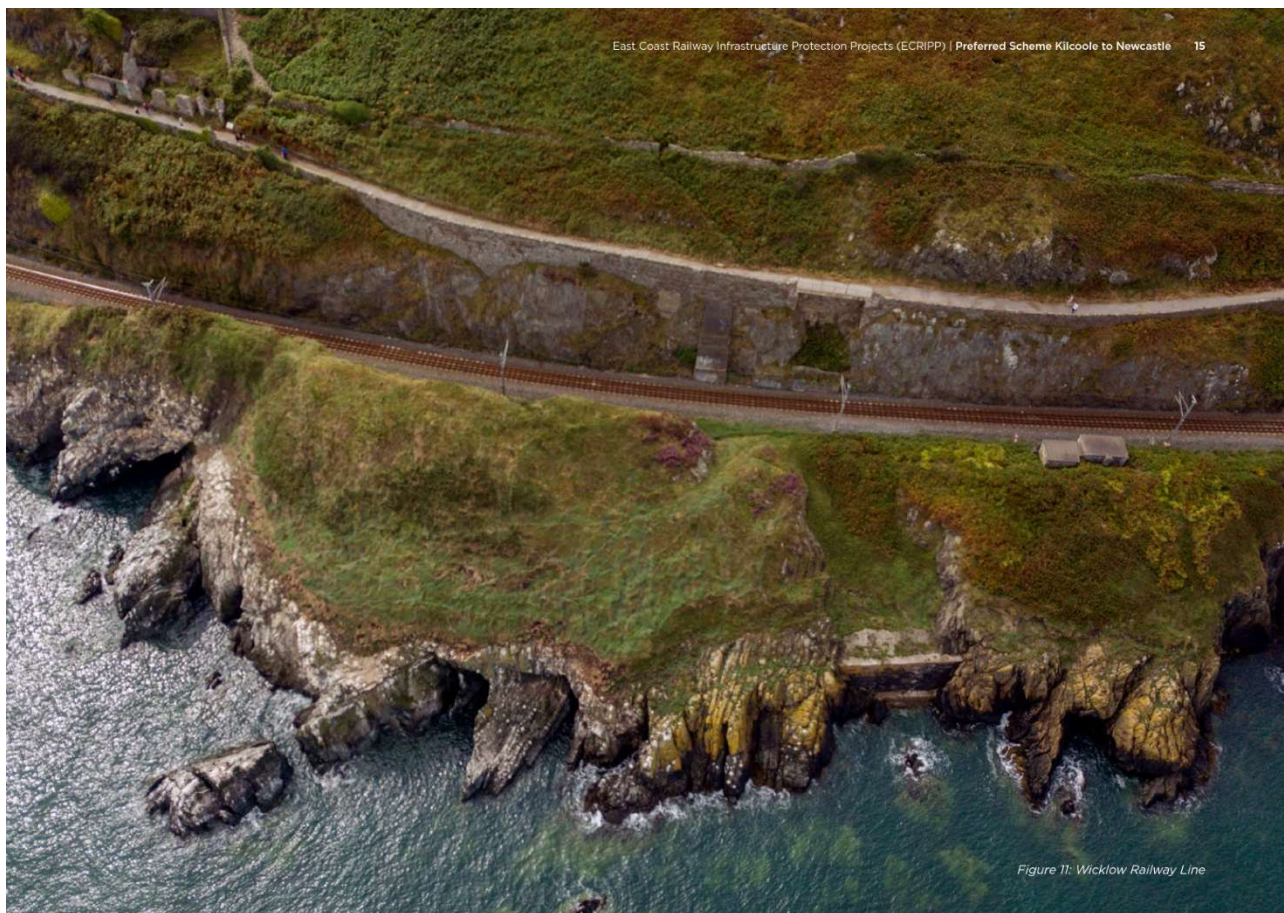


Figure 11: Wicklow Railway Line



Figure 10: Preferred Scheme Kilcoole to Newcastle



Figure 11: Illustrative view showing the proposed concrete revetments at The Breaches



Figure 12: Illustrative view looking South to Newcastle showing the transition from the set back wall to a rock revetment with wave wall

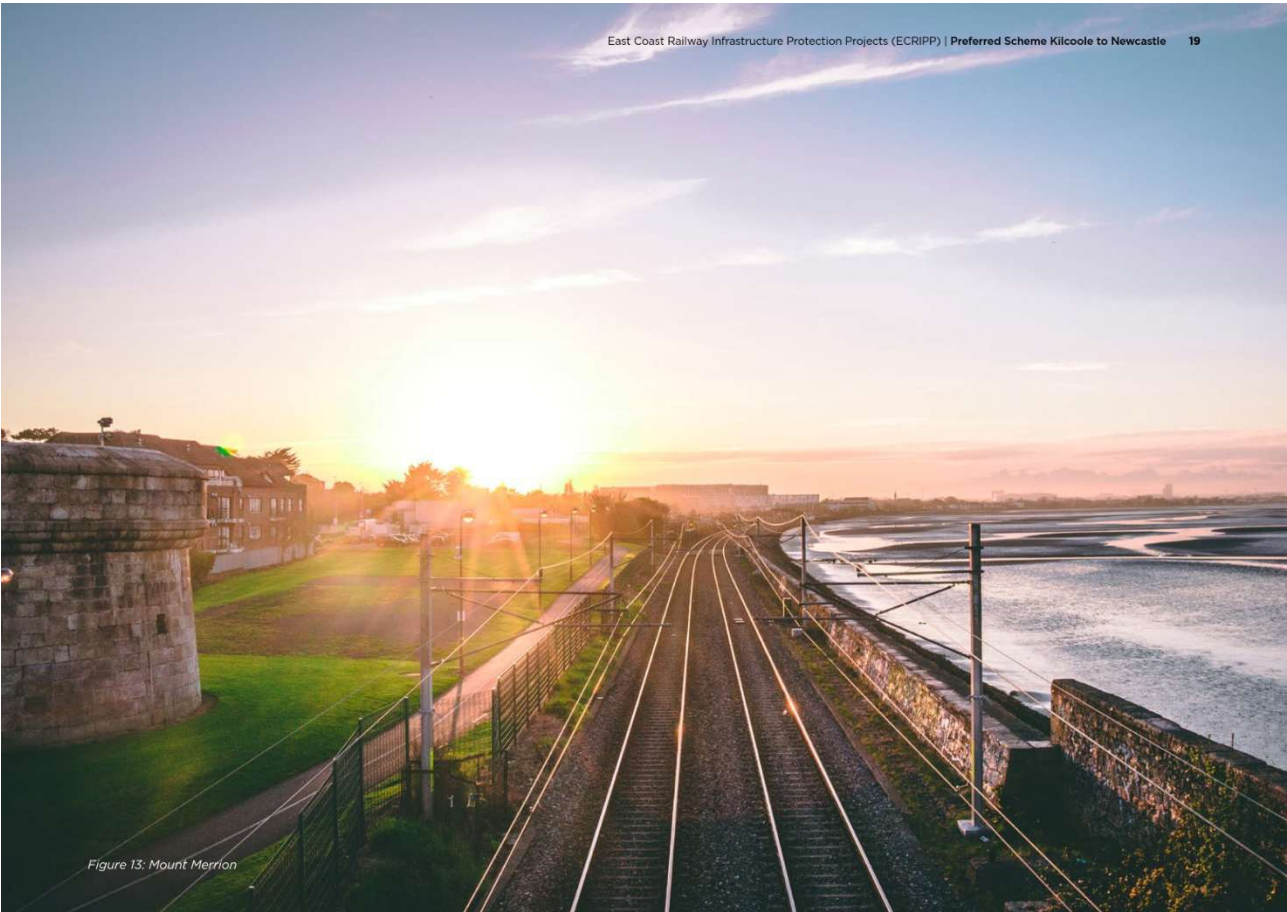


Figure 13: Mount Merlion

07 Next Steps

Further Design Development

After this consultation, all feedback will be reviewed and used to help finalise the Preferred Scheme. A Consultation Findings Report will be published to document the feedback received.

Next steps include continued design development and option refinement, which will inform the Environmental Impact Assessment and Appropriate Assessment and

other documentation in support the statutory planning process for the Project. Stakeholders will be afforded the opportunity to engage on the Project again at this point through the statutory stakeholder engagement process.

Public feedback is welcome throughout the design process and can be submitted via the project website, email, phone, or post.



08 How to Engage

The project team is inviting public feedback on the Preferred Scheme. This is an opportunity for communities and stakeholders to share their views on the proposed coastal protection measures.

Local knowledge is essential to help shape and improve the design, ensuring it benefits both local communities and railway users, while also protecting infrastructure for future generations.

The consultation period is now open, and full details, including submission deadlines, are available on the project website.

Please contact us via the following means:

Website



Email: ecrippenquiries@irishrail.ie

Phone line: 01 202 7900

Postal Address: If you would prefer to write to us, please send correspondence to:

ECRIPP,
Engineering & New Works Building,
Iarnród Éireann,
Inchicore Works,
Dublin 8,
D08 K6Y3

Appendix B. FAQ

1.0 What is the East Coast Rail Infrastructure Project?

The East Coast Railway Infrastructure Protection Projects (ECRIPP) will deliver enhanced coastal protection to the existing railway infrastructure on the rail network between Dublin and Wicklow. ECRIPP will deliver long term engineering solutions to proactively manage coastal risk to this important infrastructure corridor. The project will consider how this line can be protected for future generations in the face of predicted climate change impacts.

1.1 Why is the project needed?

44% of all rail journeys nationally were on DART services and just over half (52%) of all boardings in the Greater Dublin Area were on DART services. The impacts of coastal erosion on the East Coast of Ireland from Dublin to County Wicklow are increasingly evident with beaches and cliffs slowly being lost on an annual basis. This rate of loss will increase in line with sea level rise and storm frequency/intensity increases. Some areas of the East Coast rail line have seen encroachment through the loss of coast of up to 20-30 meters in the last 10 years alone resulting in large losses in land and habitats, and incursions to such levels that existing infrastructure, in particular the railway line between Dublin and Wicklow, is at real risk of loss to coastal erosion.

The proposed East Coast Railway Infrastructure Protection Projects (ECRIPP) will examine how to protect railway infrastructure that runs along a 65km route on the east coast.

The primary focus of this project is to identify and implement sustainable coastal erosion protection measures to protect the existing railway infrastructure.

ECRIPP enables IÉ to continue to contribute towards the social and economic development along the east coast railway line. Railway is an important asset to enable a better quality of life and more sustainable travel and Iarnród Éireann will continue to invest in long term strategic infrastructure

1.2 Where are the key locations?

Five (5) key locations, termed coastal cell areas along a 65 km route have been identified and assessed as particularly vulnerable to coastal erosion and climate change effects on exiting rail infrastructure.

The locations of the five key locations:

- Merrion Gates to Seapoint Beach
- Whiterock Beach to South Killiney
- Bray Head to Greystones North Beach
- Kilcoole to Newcastle
- Newcastle to Wicklow Murrough

1.3 Why are only these areas being targeted?

Some sections of the coastal railway south of Dublin to Wicklow are more vulnerable than other sections to the impacts of coastal erosion that is expected to increase both in frequency and severity in future years as a result of climate change.

These five key locations have been assessed as they have experienced recent incursions to such levels that existing railway infrastructure is at risk of coastal erosion due to climate change.

1.4 What is happening now?

Public Consultation 1 took place in November 2024 on the Emerging Preferred Scheme. The project team will consider all feedback received, to advance the design through to Public Consultation 2 in September 2025, where we will present the Preferred Scheme for each project.

1.5 What happens next?

Public Consultation 2 Report

After Public Consultation 2, all feedback will be reviewed and used to help finalise the Preferred Scheme. A Consultation Findings Report will be published to document the feedback received. Next steps include continued design development and option refinement, which will inform the Environmental Impact Assessment Report and Appropriate Assessment and other documentation in support of the statutory planning process for the Projects.

Stakeholders will be afforded the opportunity to engage on the Projects again at this point through the statutory stakeholder engagement process

1.6 How long will it take?

The National Development Plan forecasts a ten-year timeline to complete the project, to manage long term coastal erosion risks to the railway.

Iarnród Éireann is committed to this project to ensure that Ireland protects critical infrastructure into the future, meets its many ambitious long-term national climate change targets; and its commitment to protect and improve public transportation. ECRIPP is provided for in Project Ireland 2040, in the Programme for Government and the National Development Plan. Ultimately all projects are dependent on Exchequer funding for financing. Subject to receipt of planning permission approval and approval of the Business Case by Government, the project will go ahead.

1.7 How can I get in contact with the project team?

Email: ecrippenquiries@irishrail.ie

Website: www.irishrail.ie/ecripp

Phone: 01 202 7900

1.8 How is the project being funded?

ECRIPP is funded through the Department of Transport by the National Transport Authority, under Project Ireland 2040. Iarnród Éireann are committed to this project and it is provided for in the Programme for Government and the National Development Plan.

1.9 I live near the railway tracks, what will the impact be?

The majority of works will be carried out seaward of the existing rail corridor.

Every effort will be made to avoid, reduce, and/or mitigate negative impacts, however, there is likely to be some disturbance experienced for those in close proximity to the railway line.

We are currently at an early stage in the project's timeline with an assessment of options currently being undertaken. The types of construction work required at each specific location will determine the type of impact that may affect the area/your property. As the projects proceed any potential impact that may occur will be communicated with the public.

1.10 Will access to the beach be impacted?

In some areas it is expected that access to the beach and sea will be temporarily rerouted during the construction phase. Construction is not due to take place until 2029. We are currently at an early stage in the project's timeline with an assessment of options currently being undertaken. As the projects proceed any potential impact that may occur will be communicated with the public.

A dedicated Community Public Liaison Officer will be put in place to communicate details of upcoming works, and every potential mitigation will be put in place to minimise the disruption that may occur.

1.11 Will there be an impact on heritage structures?

ECRIPP is seeking to deliver enhanced climate resilience to the existing railway infrastructure whilst protecting where possible the existing heritage of the railway. In order to achieve these certain interventions may be required that will impact on specific structures. We are currently at an early stage in the project's timeline with an assessment of options currently being undertaken.

The project team will consider the architectural heritage of all structures in the options assessments and physical interventions to these heritage structures will only be undertaken where absolutely necessary. In most cases works will be confined to the railway line and works will be restricted as much as possible to avoid any potential impact on these structures.

Any heritage interactions will involve input and consultation with the Department of Housing Local Government and Heritage.

1.12 How will the local community benefit?

ECRIPP will deliver enhanced coastal protection to the existing railway infrastructure on the rail network between Dublin and Wicklow. Delivery of this project will support the existing communities along the railway, support future sustainable development and retain the railway for future generations.

1.13 Will there be more coastal protection measures delivered as part of the project?

ECRIPP is a railway infrastructure protection project and will focus on the railway corridor specifically and where this is impacted by coastal erosion and climate change effects.

The scope of ECRIPP is to deliver coastal protection measures to protect the railway from further coastal erosion, coastal cliff instability and wave overtopping that is due to increase in frequency and severity as a result of climate change.

Under the National Development Plan, Iarnród Éireann is currently undertaking a range of projects, as well as essential maintenance, right across our lines.

Iarnród Éireann will continue to undertake routine maintenance and remedial works in key areas along the east coast rail line. To view a list of upcoming line improvement works and visit <https://www.irishrail.ie/en-ie/news/irishrail-engineering-works>.

Iarnród Éireann will engage and collaborate with key stakeholders such as the Office of Public Works, Environmental Protection Agency, Local Authorities and relevant Government Departments on wider coastal erosions protection projects along the east coast.

1.14 Will access to private land be required?

The majority of works will be carried out within or seaward of the existing rail corridor owned by IÉ. Some access to third party lands will be required in some locations.

Where access is required through/on private land, contact will be made with the relevant landowner, and permission will be sought for access. Construction phase of the projects is not expected to commence until 2028-2030.

A dedicated Community Public Liaison Officer will be put in place to communicate with any landowners that may be affected. To contact the CPLO please email ecrippenquiries@irishrail.ie.

1.15 Does DART Coastal South impact on ECRIPP?

DART+ Coastal South is an independent project of ECRIPP. Non-Statutory public consultation on DART+ Coastal South will take place this winter. The commencement of construction of ECRIPP, subject to planning being granted and funding being allocated will not impact ECRIPP's progress. For more information on DART+ Coastal South please visit dartplus.ie.

The construction phase for ECRIPP is not expected to commence until 2028- 2030.

1.16 How do I make a submission?

Further public consultation on the preferred scheme will be undertaken in 2025.

Email: ecrippenquiries@irishrail.ie

Phone: 01 202 7900

Postal Address: If you would prefer to write to us, please send correspondence to:

ECRIPP,
Engineering and New Works Building,
Iarnród Éireann,
Inchicore Works,
Dublin 8,
D08 K6Y3

1.17 What is Irish Rail doing to minimise the impact construction might have on environmentally sensitive areas?

During the construction phase of ECRIPP, temporary impacts such as dust, noise, and vibration are expected. These may affect nearby residents and public areas, especially where works are close to communities or sensitive environments.

To manage these impacts, contractors will implement standard mitigation measures like dust suppression, noise control, and equipment maintenance. Public communication and environmental compliance will be key throughout the works.

1.18 What will happen at the Murroughs?

At the Murroughs in Wicklow, ECRIPP will implement significant coastal protection measures to safeguard the railway line from the increasing risks posed by climate change. A new section of rock revetment will be constructed at the Murrough, which has been identified as one of the areas at greatest risk of coastal erosion and flooding. This revetment will help absorb wave energy and prevent further erosion of the coastline.

The project is currently in Phase 3, the Preferred Scheme for each of the five projects—including the Murrough—will be presented during Public Consultation 2. For me visit the preferred scheme for •Kilcoole to Newcastle.

1.19 How high will the proposed walls be at Seapoint?

At Seapoint, the proposed ECRIPP design includes raising the existing seawalls by approximately 1 to 1.5 metre. This increase is necessary to address wave overtopping during storm events and to prepare for future sea level rise.

Where existing walls are in poor condition, they will be rebuilt from ground level with reinforced concrete. The design also includes raised walkways and steps to maintain public access and amenity use, while ensuring safety and accessibility

1.20 Will ECRIPP create walking and cycling paths as part of the final design?

ECRIPP's primary focus is on coastal protection for railway infrastructure, addressing erosion, flooding, and climate-related risks. While public access and visual impact are considered, especially in areas like Whiterock and Killiney, ECRIPP does not include the creation of dedicated walking or cycling paths as part of its final design.

Local Authority projects may explore opportunities to enhance walking and cycling connectivity in areas adjacent to the railway, especially where public interest and environmental conditions allow.

1.21 Will access to the beach at to Whiterock be maintained?

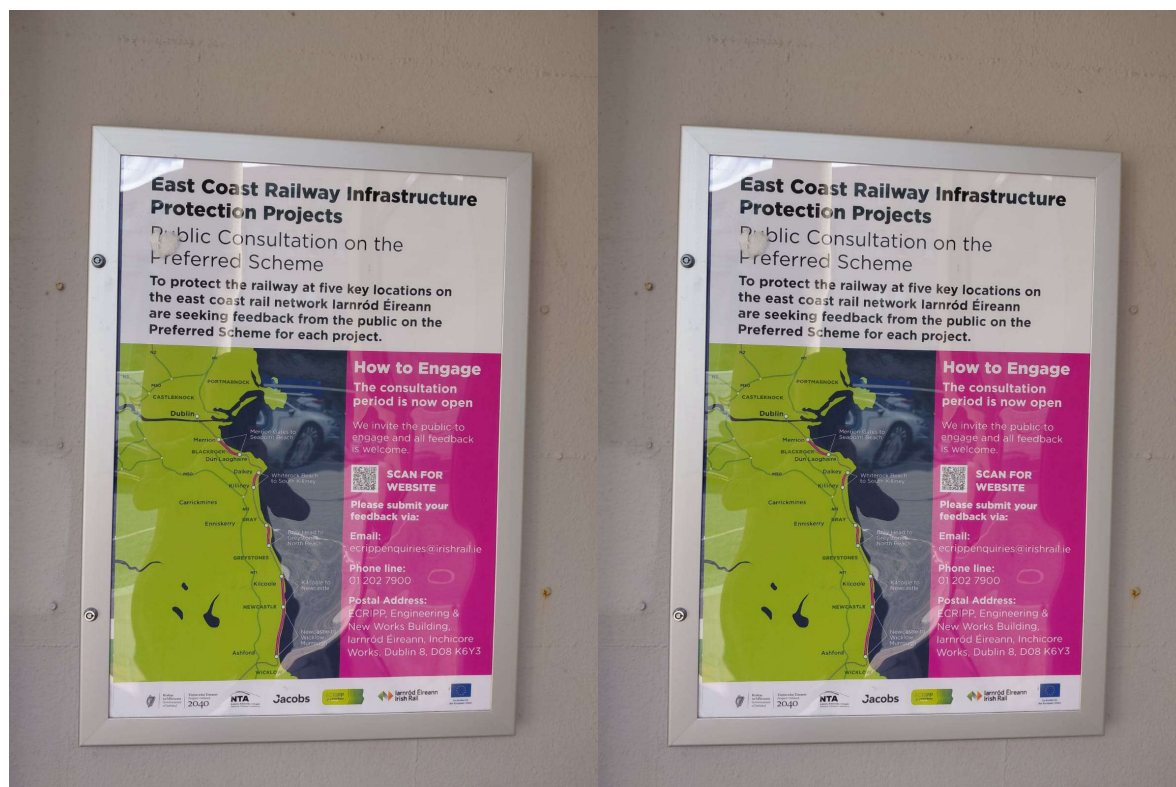
Whiterock Beach is part of the White Rock to South Killiney section, an area especially vulnerable due to its proximity to the sea and the presence of critical railway infrastructure. The proposed design includes a rock revetment to protect the existing wall from wave damage and erosion. At Killiney and South Killiney, the design enhances beach access and visual appeal by replacing wave walls with steps and ramps, while retaining existing structures. # The Preferred Scheme aims not only to safeguard the railway but also to preserve the beach's character and maintain public access, while minimizing environmental and visual impacts.

1.22 Are upgrades to the Bray to Greystones Walk part of ECRIPP?

Upgrades to the Bray to Greystones Cliff Walk are not officially part of the ECRIPP programme. ECRIPP's primary focus is on protecting the railway infrastructure from coastal erosion and climate change impacts.

While ECRIPP may indirectly influence future safety and access along the Cliff Walk due to its proximity to the railway, any enhancements to the walking trail itself are being handled separately by Wicklow County Council, not Iarnród Éireann.

Appendix C. Station Posters



Cláir Chosanta Bhonneagar Iarnróid an Chósta Thoir

Comhairliúchán Poiblí faoin Scéim is Dealraithí a Roghnófar

Chun an t-Iarnród a chosaint ag cúig láthair thábhachtacha ar líonra iarnróid an chósta thoir, tá Iarnród Éireann ag iarraidh aiseolais ón bpobal faoin Scéim is Dealraithí a Roghnófar maidir le gach tionscadal.

Conas a bheith Rannpháirteach
Tá an tréimhse chomhairliúcháin ar oscailt anois

Tugaimid cuireadh don phobal a bheith rannpháirteach, agus cuirtear faite roimh aiseolas uile.

DÉAN É SEO A SCANADH DON SUÍOMH GRÉASÁIN

Cuir do chuid aiseolais isteach trí:

Seoladh Ríomphoist: ecrippenquiries@irishrail.ie

Line Gutháin: 01 202 7900

Seoladh Poist: ECRIPP, Foirgneamh Innealtóireachta & Oibreacha Nua, Iarnród Éireann, Oibreacha Inse Chór, Baile Átha Cliath 8, D08 K6Y3.

East Coast Railway Infrastructure Protection Projects

Public Consultation on the Preferred Scheme

To protect the railway at five key locations on the east coast rail network Iarnród Éireann are seeking feedback from the public on the Preferred Scheme for each project.

How to Engage
The consultation period is now open

We invite the public to engage and all feedback is welcome.

SCAN FOR WEBSITE

Please submit your feedback via:

Email: ecrippenquiries@irishrail.ie

Phone line: 01 202 7900

Postal Address: ECRIPP, Engineering & New Works Building, Iarnród Éireann, Inchicore Works, Dublin 8, D08 K6Y3

Appendix D. Newspaper Adverts

Wicklow People
Wednesday, September 11, 2019

News Culture Night | 11

Kilcoole drummer teaching joy of the beat

TOM GALVIN

It sounds like Super Furry Friends, Phil Spector, The Beatles, The Allman Brothers or something else, but it's the sound of a local man's passion for music. Tom Galvin, 68, is the founder of the local band, The Kilcoole Drummers, which has been playing for over 40 years. He is also a professional drummer and has been teaching for over 20 years. He is now teaching a class of 10-12 year olds at the local school. He is a very patient and encouraging teacher and his students are enjoying every minute of it. He is a very passionate man and he loves to see his students progress. He is a very dedicated teacher and he is always looking for ways to improve his teaching. He is a very friendly and approachable man and he is always willing to help his students. He is a very successful teacher and he is always getting great results. He is a very dedicated teacher and he is always looking for ways to improve his teaching. He is a very friendly and approachable man and he is always willing to help his students. He is a very successful teacher and he is always getting great results.



Tom Galvin in his 'shed full of drums', at home in Kilcoole. Photo: Leigh Anderson

Tom Galvin is a very passionate man and he loves to see his students progress. He is a very dedicated teacher and he is always looking for ways to improve his teaching. He is a very friendly and approachable man and he is always willing to help his students. He is a very successful teacher and he is always getting great results. He is a very dedicated teacher and he is always looking for ways to improve his teaching. He is a very friendly and approachable man and he is always willing to help his students. He is a very successful teacher and he is always getting great results.

Cíair Chosanta Bhonneagar Iarnróid an Chósta Thoir

Comhairliúchán Poiblí faoin Scéim is Dealraithí a Roghnófar

Chun an t-Iarnróid a chosaint ag cuig láthair thábhachtacha ar líonra iarnróid an chósta thoir, tá Iarnróid Éireann ag iarraidh aiseolas ón bpobal faoin Scéim is Dealraithí a Roghnófar maidir le gach tionscadal.

Tabhair cuairt ar an suíomh gréasáin le haghaidh tuilleadh sonraí



East Coast Railway Infrastructure Protection Projects

Public Consultation on the Preferred Scheme

To protect the railway at five key locations on the east coast rail network Iarnród Éireann are seeking feedback from the public on the Preferred Scheme for each project.

Visit the website for more details



DEÁN É SEO A SCÁNADH DON SUÍOMH GRÉASÁIN / SCAN FOR WEBSITE



Appendix E. Press Release

Iarnród Éireann News Release

15th September 2025

Second round of Public Consultation on major climate resilience programme for Eastern coast rail line to begin East Coast Railway Infrastructure Protection Projects will future proof the eastern seaboard rail corridor

Iarnród Éireann's major climate resilience programme to protect major sections of the Dublin to Wicklow rail line from the effects of climate change enters its second round of non-statutory public consultation from today.

Non-Statutory Public Consultation on the preferred option for the East Coast Railway Infrastructure Protection Projects (ECRIPP) will run until 13th October.

The projects have been developed to provide improved coastal protection against current and predicted climate change effects of sea level rise and coastal erosion on the east coast railway corridor between Merrion Gates in Co Dublin and Wicklow Harbour.

Feedback from last year's public consultation has contributed to the ongoing design development and Iarnród Éireann now wants to hear from those living along the route and who have an interest in the area about the proposed plans as this local knowledge will contribute to the ongoing design of the projects.

The Dublin to Wicklow section of the east coast railway is a critical part of the Iarnród Éireann rail network, with southside DART, Gorey commuter and Rosslare Europort Intercity services operating along this scenic route. ECRIPP will deliver the necessary enhanced coastal protection to the existing railway infrastructure in several key locations on this section of the rail network.

Iarnród Éireann has first-hand experience of the impacts of climate change on railway infrastructure on the east coast. Some areas of the east coast rail line have seen encroachment through the loss of coast of up to 20-30 metres in the last 10 years alone. This has resulted in large losses of land, and incursions to such levels that the railway line between Dublin and Wicklow is vulnerable to further loss due to coastal erosion. This rate of loss will increase in line with climate change, as storm frequency and intensity increase due to climate change.

In recent years Iarnród Éireann has seen an increase in the frequency of storm events because of climate change. This necessitates more and more maintenance works to be carried out to respond to the effects of coastal erosion, wave overtopping and coastal flooding on the east coast rail line and supporting infrastructure. The effects of the storm events, and the resulting works, have the potential to see increasing disruption to existing services.

The key sections, termed Coastal Cell Areas (CCA), of the coastal railway south of Dublin to Wicklow are particularly vulnerable to the impacts of coastal erosion, coastal flooding, wave overtopping and cliff instability - all of which are expected to increase both in frequency and severity in future years. These five projects make up ECRIPP, and are:

- Merrion Gates to Seapoint Beach
- Whiterock Beach to South Killiney
- Bray Head to Greystones North Beach
- Kilcoole to Newcastle
- Newcastle to Wicklow Murrough

Each project is standalone and looks to address coastal hazards in that location on the east coast railway corridor. Under the public consultation, Iarnród Éireann is detailing the preferred scheme for each CCA to give interested parties the opportunity to comment.

Each project will be taken forward as a separate planning application submission and the schedule for delivery may vary between the projects. ECRIPP is funded by the Department of Transport, through the National Transport Authority under Project Ireland 2040 and is provided for in the Programme for

Public Consultation 2 Report

Government and the National Development Plan. ECRIPP is also in receipt of funding from the EU's Connecting Europe Facility fund.

X from the National Transport Authority said:

Speaking at the commencement of the public consultation, Chief Executive of Iarnród Éireann, Jim Meade said: "The threat of climate change is real for all of us, but for us in the railway it presents unique challenges, particularly on the eastern coastal route. ECRIPP will provide infrastructure protection works that will futureproof this section of the railway for generations to come, but to provide the best possible solution we want to hear from our neighbours and those that enjoy the coastal amenities along this route and I would urge as many people as possible to give us their feedback".

For more information on the project, please visit www.irishrail.ie/ECRIPP

Issued by:

Corporate Communications,

Iarnród Éireann,

Connolly Station,

Dublin 1.

Appendix F. Social Media



Iarnród Éireann Irish Rail

41,151 followers

4w • Edited •

Iarnród Éireann's major climate resilience projects to protect sections of the Dublin to Wicklow rail line from the effects of climate change is currently undertaking it's second round of non-statutory public consultation until the 13th October. ...more



Clár Cosanta Bhonneagar
Iarnróid an Chósta Thoir
East Coast Railway Infrastructure
Protection Projects

Iarnród Éireann
Irish Rail

Protecting
our coastal railway

2020

52

2 reposts

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 Repost

Comment as Iarnród Éireann Irish Rail...

Organic impressions: 3,234 Impressions

Preview results



 irishrail • Follow

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Iarnród Éireann's major climate resilience programme to protect major sections of the Dublin to Rosslare rail line from the effects of climate change enters its second round of non-statutory public consultation from today.

The projects have been developed to provide improved coastal protection against current and predicted climate change effects of sea level rise and

355 likes

15 September

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7694-CCA6_1-P3-PLA-EV-JAC-0004 | A

48

**Iarnród Éireann Irish Rail**
41,151 followers
2w • 🌐

ECRIPP Public Consultation 2 extended to 17th October. Have your say.

The East Coast Railway Infrastructure Protection Projects (ECRIPP) were established to deliver the necessary enhanced coastal protection to the existing railway infrastructure in a number of key locations on this section of the rail network.

The primary focus of this project is to address and implement protection of the existing railway and coastal infrastructure against the further effects of coastal erosion due to climate change in five key areas on the railway line between Dublin and Wicklow.

Your participation and feedback are an essential part of the design and assessment process.

Your local knowledge will inform the design, ensuring it will be a beneficial for you and the local communities as well as delivering the necessary enhanced coastal protection to the existing railway infrastructure.

Learn more about the project and provide your feedback on our website
- <https://lnkd.in/efjiEAJR>

**Iarnród Éireann Projects and Investments**
irishrail.ie

 38

2 reposts

 ▾

Like

Comment

Repost

Comment as Iarnród Éireann Irish Rail...

Organic impressions: 6,812 Impressions

Preview results ▾

Appendix G. Stakeholder Emails

Dear Stakeholder,

The East Coast Railway Infrastructure Protection Projects (ECRIPP) is a vital initiative led by Iarnród Éireann to safeguard the Dublin to Wicklow coastal railway line from the increasing risks of coastal erosion and storm damage.

ECRIPP was established to provide improved coastal protection against predicted climate change effects of sea level rise and coastal erosion at five key locations on the east coast railway corridor between Merrion Gates (Co. Dublin) and Wicklow Harbour (Co Wicklow).

Iarnród Éireann is committed to the sustainable development and resilience of our coastal rail infrastructure, and we wish to express our appreciation for your positive engagement with ECRIPP to date. These stretches of coastline are of strategic rail importance and face significant risk of continued and increased coastal erosion and wave overtopping.

We are currently in Phase 3 Preliminary Design. A second public consultation will now be held on the Preferred Scheme for each of the five locations.

- Merrion Gates to Seapoint Beach
- Whiterock Beach to South Killiney
- Bray Head to Greystones North Beach
- Kilcoole to Newcastle
- Newcastle to Wicklow Murrough

Feedback from Public Consultation 1 has also been incorporated to refine the Preferred Schemes.

As an organisation committed to operating and maintaining this critical rail network, we believe the Preferred Schemes are the most effect means of protecting the railway and in doing so consider vital visual and environmental impacts on the important amenity areas in your county. These schemes aim to preserve the coastline's character and public access where possible.

The consultation period extends from the **15th of September to the 13th of October 2025**, and we would invite you to engage and would welcome any comments and submissions..

All consultation materials are available on the [project website](#) in addition to which we will hold a series of in-person consultation events as follows:

Date	Location	Time
Monday 22nd September	Royal Marine Hotel, Dun Laoghaire	14:00hrs to 19:00hrs
Tuesday 23rd September	Bray Town Hall	14:00hrs to 19:00hrs
Wednesday 24th September	Greystones Library	14:00hrs to 19:00hrs
Thursday 25th September	An Tairseach Ecology Centre, Wicklow	14:00hrs to 19:00hrs

We will also host a public webinar 1 October 2025 on MS Teams. Registration is available through this link.

To make a submission please choose one of the following options;

Email: ecrippenquiries@irishrail.ie

Postal Address: ECRIPP,

Public Consultation 2 Report

Engineering & New Works Building,
Iarnród Éireann, Inchicore Works,
Dublin 8, D08 K6Y3

Feedback Form

We would like to thank you for your engagement to date, and the project team looks forward to engaging during Public Consultation 2.



Key Locations

In recent years Iarnród Éireann Irish Rail has seen an increase in the frequency of storm events as a result of climate change.

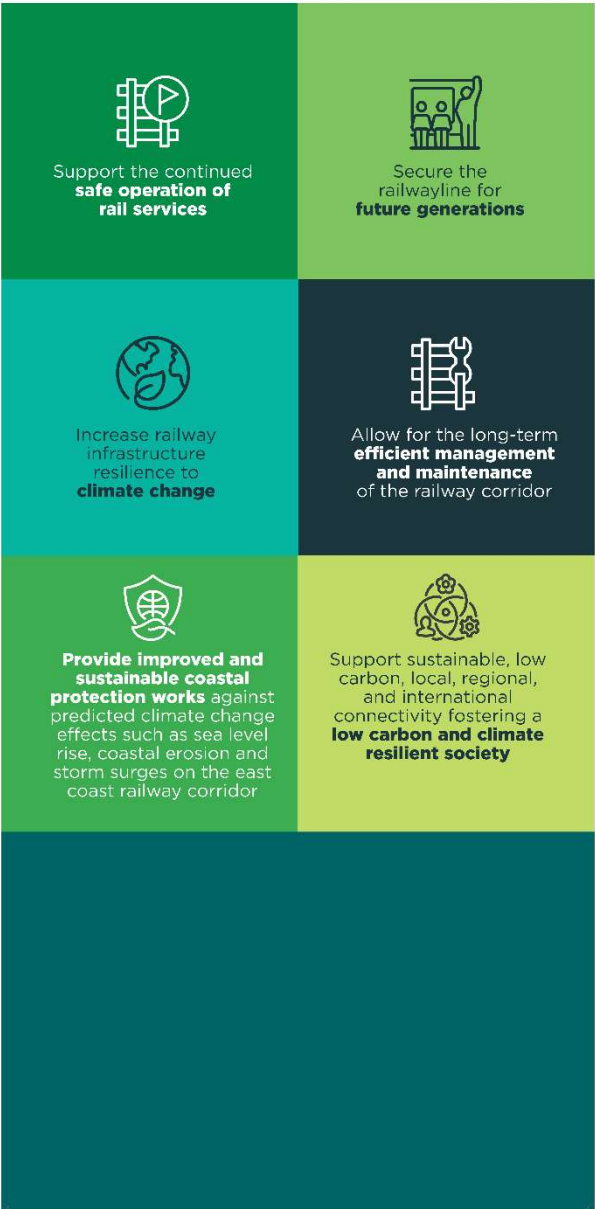
These works result in increasing disruption to existing services.



Five projects along a 65km route have been identified and assessed as being particularly exposed to coastal erosion and climate change impacts.

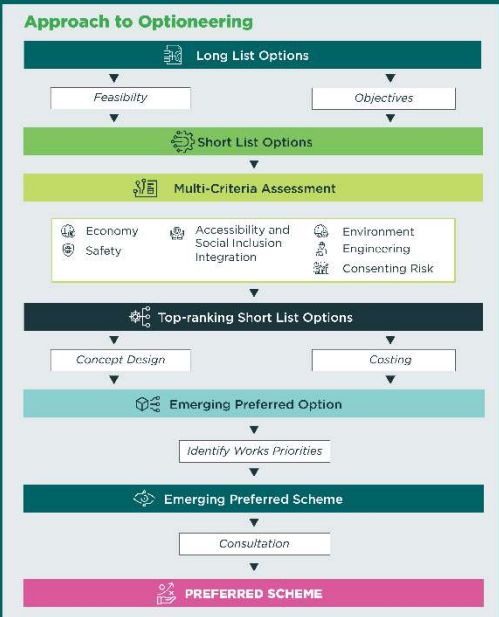


Key Project Objectives



Option Selection Process

To assist the design development process and to determine the Preferred Scheme for each of the five projects, a structured engineering process has been followed.

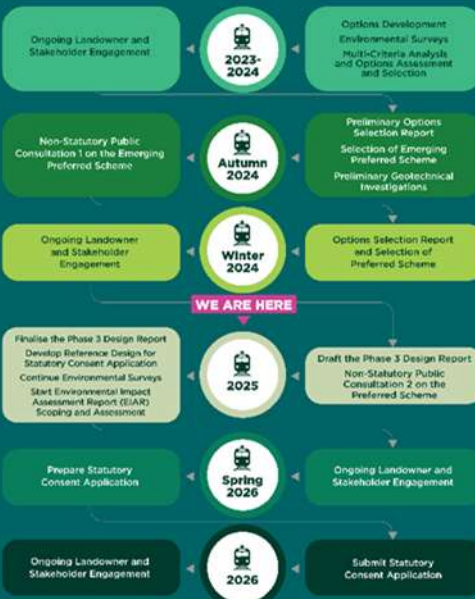


This process is detailed in the Phase 3 Design Report for each project.



Public Consultation Process Next Steps

As part of the public consultation process, the public are invited to make observations and submissions on the Preferred Scheme for each of the five projects.



Once the Public Consultation process is complete, all feedback and submissions received will be reviewed and assessed as part of further design development to prepare for statutory consent application.



How to Engage



How to Engage

The project team would like to hear your views on the Preferred Scheme.

Full details of the Preferred Scheme, including maps, drawings and Phase 3 Design Reports are available to view and download on the project website.

PLEASE CONTACT US VIA THE FOLLOWING MEANS:

Website:



Email:
ecrippenquiries@irishrail.ie

Phone line:
01 202 7900

Postal Address:
ECRIPP,
Engineering & New
Works Building,
Iarnród Éireann,
Inchicore Works,
Dublin 8,
D08 K6Y3

The Preferred Scheme Kilcoole to Newcastle



Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland
2040



Udarás Náisiúnta Iompair
National Transport Authority

Jacobs



Co-funded by
the European Union

The Preferred Scheme Kilcoole to Newcastle

Proposed works
comprise:

- Rock revetments in parts of Cooldross and Newcastle North
- Concrete revetments in small sections of Cooldross and Newcastle North around The Breaches
- Reinforced concrete floodwalls through much of Newcastle North



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Iarnród Éireann
Irish Rail



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- Reinforced concrete floodwalls through much of Newcastle North



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Irish Rail



Appendix I. Consultation Leaflet

Cláir Chosanta Bhonneagar Iarnróid an Chósta Thoir Comhairliúchán Poiblí 2

Bunaíodh Cláir Chosanta Bhonneagar Iarnróid an Chósta Thoir (ECRIPP) chun an chosaint fheabhsaithe cósta a theastaíonn a chur i gcrích maidir leis an mbonneagar iarnróid atá ann cheana féin ag cúig láthair thábhachtacha ar an gcuid seo den líonra iarnróid.

Cad é a bhfuilimid ag dul i gcomhairle air?

Tá Comhairliúchán Poiblí 2 dírithe ar an Scéim is Dealraithí a Roghnófar do gach ceann de na cúig thionscadal. Is í an Scéim is Dealraithí a Roghnófar an rogha a thógfar faoi ECRIPP chun oibreacha riachtanacha cosanta cósta a dhéanamh ionas gur féidir bainistiú gníomhach a dhéanamh ar an mbaol go gcuirfeadh guaiseacha cósta isteach ar oibríochtaí iarnróid.

Conas a bheith Rannpháirteach

Ba mhian leis an bhfoireann tionscadail do chuid tuairimí a fháil maidir leis an Scéim is Dealraithí a Roghnófar chun forbairt na dtionscadal a threorú.

Tá an tréimhse chomhairliúcháin oscailte anois, agus tá sonraí iomlána lena n-áirítear conas aighneacht a chur isteach agus na dátaí deiridh le haghaidh aighneachtaí a fháil le feiceáil ar shuíomh gréasáin an tionscadail.

Reachtálfar ceithre imeacht leis an bpobal ar an láthair mar chuid den chomhairliúchán. Chun sonraí ar ionaid, am agus láithreacha a fháil, féach ar shuíomh gréasáin an tionscadail.



Téigh i dteagmháil linn trí na modhanna seo a leanas:



**IS FÉIDIR SCANADH
A DHÉANAMH CHUN
TEACHT AR AN SUÍOMH
GRÉASÁIN AGUS AR AN
BHFOIRM AISEOLAIS**

Seoladh Ríomhphoist:

ecrippenquiries@irishrail.ie

Líne Ghutháin: 01 202 7900

Seoladh Poist:

ECRIPP, Foirgneamh Innealtóireachta & Oibreacha Nua, Iarnród Éireann, Oibreacha Inse Chór, Baile Átha Cliath 8, D08 K6Y3.



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Tionscadal Éireann
Project Ireland
2040



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Iarnród Éireann
Irish Rail



East Coast Railway Infrastructure Protection Projects Public Consultation 2

The East Coast Railway Infrastructure Protection Projects (ECRIPP) was established to deliver the necessary enhanced coastal protection to the existing railway infrastructure at five key locations on this section of the rail network.

What are we consulting on?

Public Consultation 2 is on the Preferred Scheme for each of the five projects. The Preferred Scheme is the option that will be constructed under ECRIPP to provide the necessary coastal protection works to actively manage risk to railway operations from coastal hazards.

How to Engage

The project team would like to hear your views on the Preferred Scheme to inform the development of the projects.

The consultation period is now open, full details including how to make a submission, and closing dates for receipt of submissions are available on the project website.

Four in-person events will take place as part of the consultation. For details on venues, time and locations please visit the project website.



Please contact us via the following means:



**SCAN FOR WEBSITE
AND FEEDBACK FORM**

Email: ecrippenquiries@irishrail.ie

Phone line: 01 202 7900

Postal Address:

ECRIPP, Engineering & New Works
Building, Iarnród Éireann, Inchicore
Works, Dublin 8, D08 K6Y3.



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