

Public Consultation 2 Report Newcastle to Wicklow Murragh Coastal Cell Area 6.2



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 Newcastle to Wicklow Murrough.

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 Bray Head to Greystones North Beach. 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 125 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. Urgent need for intervention
2. Polarised public views on rock armour, with some strongly supporting and others strongly opposing its use
3. Calls for nature-based or hybrid alternatives
4. Concerns about the visual and landscape impact of proposed structures, including effects on views from the DART and the perceived "naturalness" of the Murrough
5. Opportunities for integrated landscape-scale planning
6. Requests to improve the quality of public access, particularly the walking route adjacent to the railway
7. Environmental sustainability concerns, including fears of habitat loss, coastal squeeze and further degradation of Wicklow's last extensive coastal wetland
8. Demand for improved design clarity, including digital terrain modelling, strategic rationale and transparent communication

Feedback will inform refinement of the Preferred Scheme and preparation of statutory planning documentation, including the Environmental Impact Assessment Report (EIAR) and Natura Impact

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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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2. *any information relied upon and presumed accurate in preparing the report (i.e. client and/or third party information)*
3. *where data in the report was derived from (i.e. information sourced from the client and/or public domain)*
4. *any elements that may require the report to be re-evaluated (e.g. manifestation of latent conditions)*
5. *an exclusion of any warranty/guarantee (expressed or implied) to the data, observations and findings in the report to the extent permitted by law*
6. *a statement that the report be read in full, with no excerpts to be representative of the findings*
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Acronyms and abbreviations

ECRIPP – East Coast Railway Infrastructure Protection Projects

IÉ – Iarnród Éireann (Irish Rail)

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

S2S – Sutton to Sandycove (Coastal Greenway)

CPLO – Community Public Liaison Officer

SAAP - Special Amenity Area Order

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 Newcastle to Wicklow Murrough. The project aims to ensure the long-term safety, resilience, and sustainability of the rail network.

1.2 Newcastle to Wicklow Murrough

The project area spans approximately 8 km between Newcastle and Wicklow Murrough, with proposed works covering 4 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 near Newcastle, Five Mile Point and Wicklow; the remainder is undefended and some areas have a wide buffer (25-70 metres) between the beach and the railway.

The area includes several designated environmental sites, such as The Murrough Special Protection Area and Special Area of Conservation. Key hazards include wave overtopping—due to the low-lying railway and narrow beach—and erosion which may cause beach steepening and narrowing, potentially undermining both the rock structures and the railway over time.

1.2.1 Project Objective

The objectives of the project between Newcastle and Wicklow Murrough 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 frontage to prevent erosion and reduce wave overtopping onto the railway. It will consist of two layers of graded armour rock over an underlayer and geotextile. The rock is carefully selected for durability and stability, accounting for future sea level rise.

The revetment's design—its slope, height, and width—is calculated to reduce wave overtopping to acceptable limits to protect railway operations.

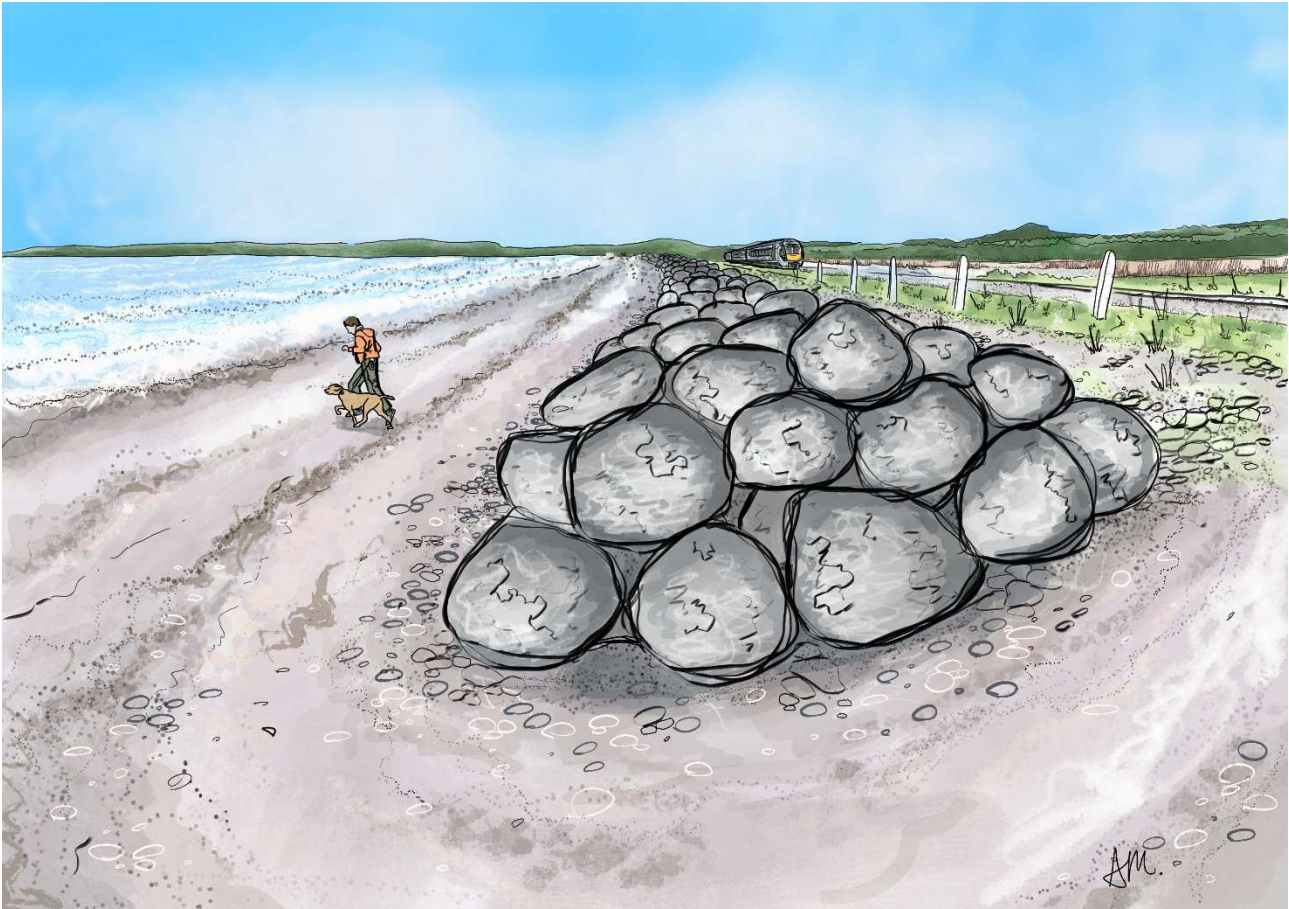


Image 1.2 Illustrative view of Rock revetment north of The Murrough

Wave wall:

At concept design, a concrete wave wall at the rear of the crest between Newcastle and Wicklow Murrough was recommended to provide an impermeable barrier at the back of the rock revetments.

However, during Phase 3 design the rock revetment profile was adjusted to better absorb and dissipate wave energy and eliminate the need for a crest wall.

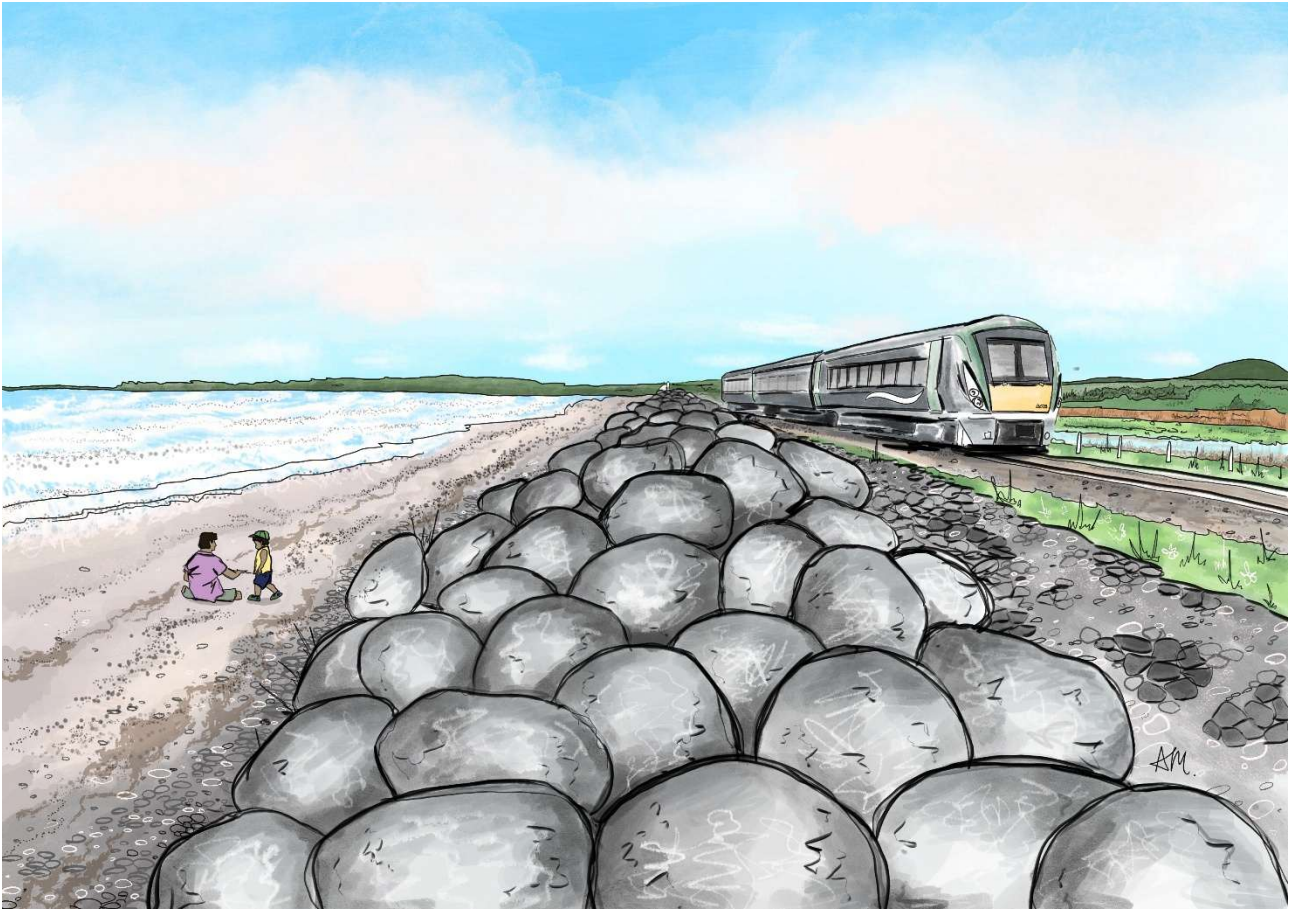


Image 1.3 Illustrative view of rock revetment at the Murrough

Pedestrian access steps:

To ensure safe pedestrian access to and from the beach, the design includes 10 sets of precast concrete steps between Newcastle and Wicklow Murrough. These steps help prevent beachgoers from being cut off by the tide. Their placement is based on the layout of the coastal defences, with steps spaced approximately every 600 metres, ensuring a maximum 300-metre walk to the nearest exit point.

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 Newcastle to Wicklow Murrough. 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 Newcastle to Wicklow Murrough.

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. T

his 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.

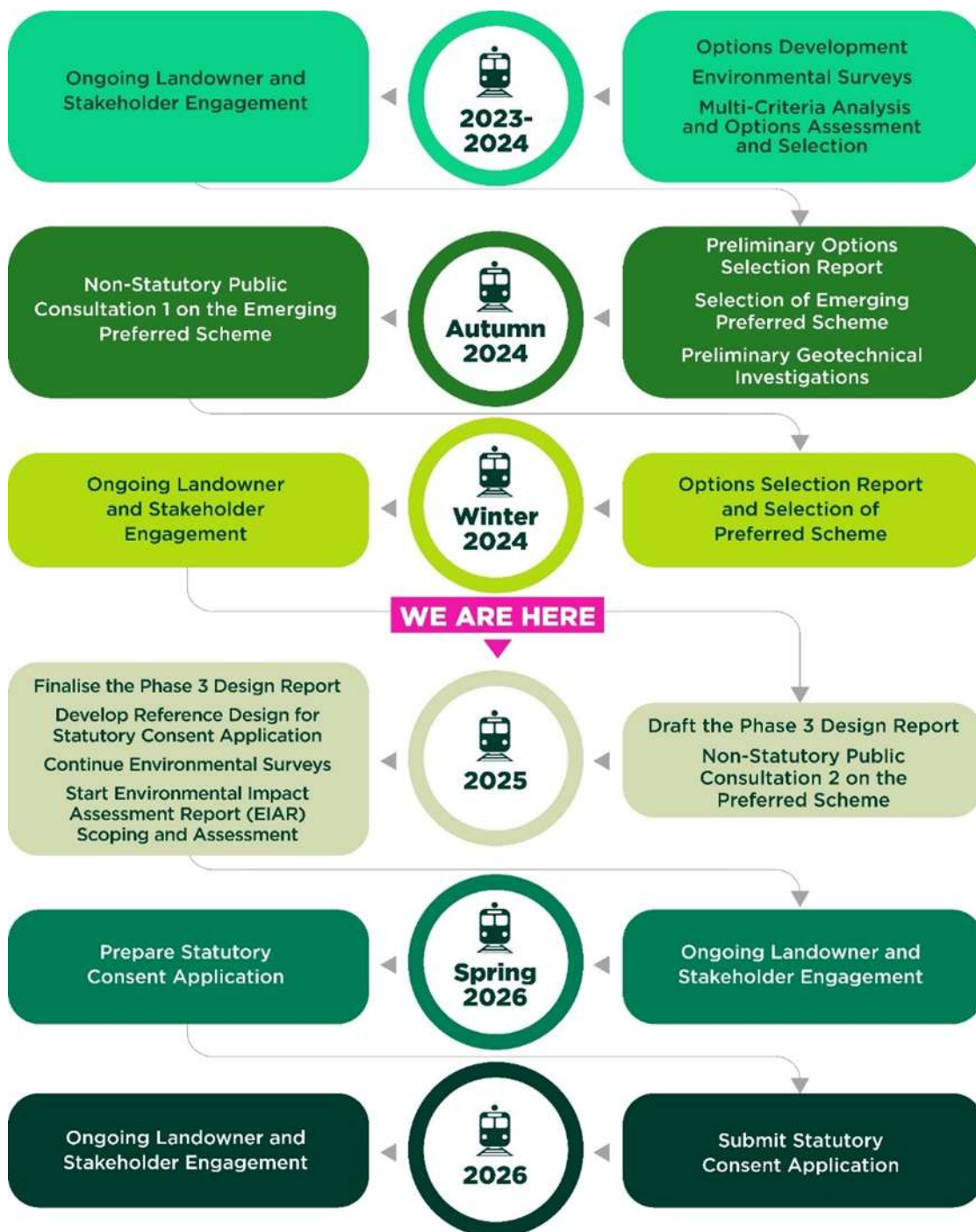


Figure 2.1 ECRIPP Consultation Roadmap

2.2 Consultation Materials

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

Newcastle to Wicklow Murrough Consultation Brochure - The brochure for Newcastle to Wicklow Murrough 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 for Newcastle to Wicklow Murrough are included in section 1.2.

2.2.1 Media

2.2.2 Station Posters

Posters were placed in train stations to promote the public consultation and how to provide feedback, in 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.

2.2.3 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.

2.2.4 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/>

2.2.5 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

2.3 Direct Engagement

2.3.1 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.

2.3.2 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.

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

2.3.3 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.

2.3.4 Leaflet Drop

A leaflet drop was carried out to over 125 addresses between Newcastle to Wicklow Murrough.

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.

2.3.5 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 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 Newcastle to Wicklow Murrough

3.1 Assessment Methodology

All submissions received during Public Consultation 2 that related to Coastal Cell Area Newcastle to Wicklow Murrough, were collated and analysed by the project team. Submissions were received through online feedback forms and from two stakeholder organisations: the Irish Cycling Campaign and Wicklow County Council.

Each submission was logged, anonymised where appropriate, and reviewed in full. The analysis focused on identifying the specific issues raised for this stretch of coastline, which is characterised by its highly exposed nature, rapid shoreline erosion, recession of the Murrough coastal plain and the presence of a well-used informal walking route that closely parallels the railway line.

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.

Themes were derived directly from the content of the submissions and were not influenced by issues identified in other coastal cell areas. The purpose of this approach is to ensure that the themes reported for Newcastle to Wicklow Murrough reflect the unique physical, environmental and social characteristics of the Newcastle to Wicklow Murrough coastline.

The themes presented in this section summarise the views expressed by members of the public and stakeholder organisations and do not represent the views of Irish Rail.

3.2 Overview of Submissions Received

A total of eight submissions were identified as relating specifically to Newcastle to Wicklow Murrough:

Feedback Form Submissions (6)

Six online feedback form submissions were received for Newcastle to Wicklow Murrough. These reflected a very broad range of views. Some respondents expressed strong support for the scheme, emphasising the urgency of intervention in the face of escalating erosion and storm damage. Others expressed dissatisfaction with the approach, raising concerns about long-term sustainability, aesthetic impact, engineering design choices, environmental degradation and missed opportunities for nature restoration or integrated coastal management.

These submissions highlighted:

- polarised public opinion regarding rock armour
- competing views on whether the scheme is “urgent and overdue” or “a catastrophic missed opportunity”
- proposals for alternative coastal engineering (e.g. groynes, nature-based solutions)
- strong emotional attachment to the Murrough as Wicklow’s most iconic coastal landscape

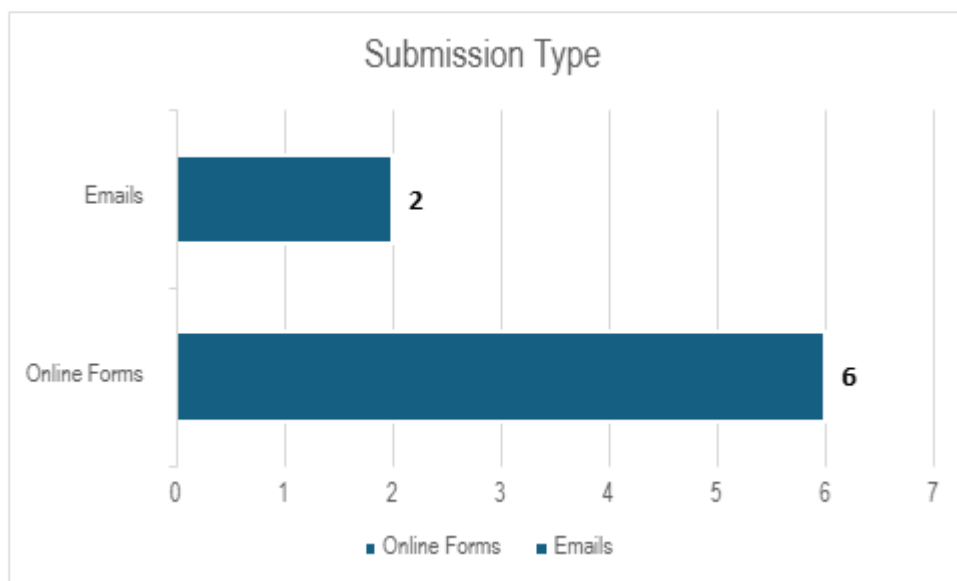


Figure 3.1 Submission Type

Organisational Submissions (2)

Irish Cycling Campaign (ICC)

ICC welcomed the intention to protect the railway along this stretch and highlighted the importance of maintaining and enhancing the informal walkway that runs close to the railway line. They encouraged ECRIPP to consider opportunities for improved public access as part of a wider integrated coastal and active mobility network.

Wicklow County Council (WCC)

WCC expressed support for the scheme as a climate adaptation measure but raised several concerns specific to this location. These included:

- the need to consider the substantial length between The Murrough and Clonmannan, where erosion rates may be increasing
- the importance of identifying pedestrian routes that will remain after construction
- the need for a holistic approach that considers coastal processes, biodiversity and amenity



Figure 3.2 Stakeholder Type

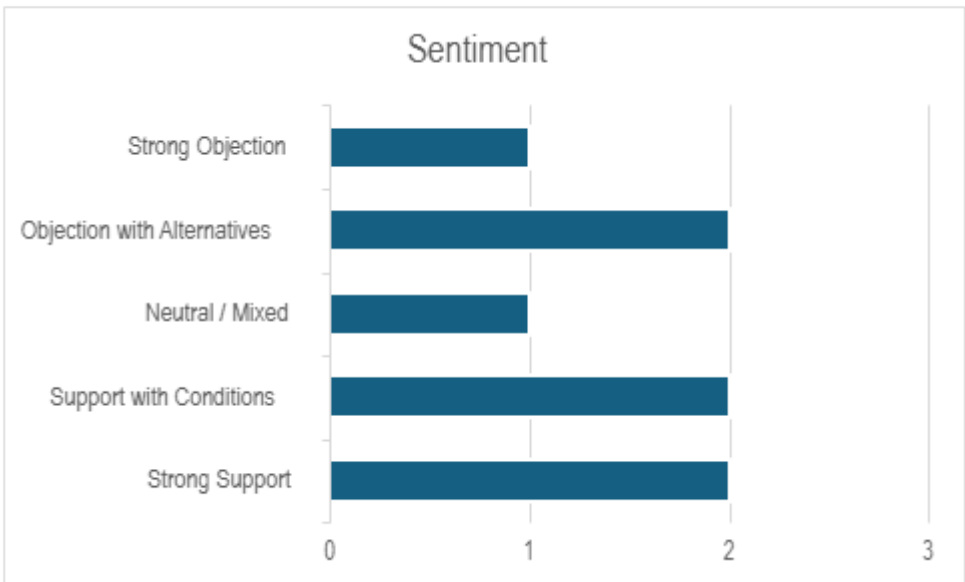


Figure 3.3 Submission Type

3.3 Themes Raised During the Consultation Process

Analysis of the eight submissions identified the following central themes for Newcastle to Wicklow Murrough, which reflect the unique coastal challenges, environmental sensitivities and public expectations associated with the Newcastle to Wicklow Murrough section.

1. Urgent need for intervention
2. Polarised public views on rock armour, with some strongly supporting and others strongly opposing its use
3. Calls for nature-based or hybrid alternatives
4. Concerns about the visual and landscape impact of proposed structures, including effects on views from the DART and the perceived "naturalness" of the Murrough
5. Opportunities for integrated landscape-scale planning

- 6. Requests to improve the quality of public access, particularly the walking route adjacent to the railway
- 7. Environmental sustainability concerns, including fears of habitat loss, coastal squeeze and further degradation of Wicklow's last extensive coastal wetland
- 8. Demand for improved design clarity, including digital terrain modelling, strategic rationale and transparent communication

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

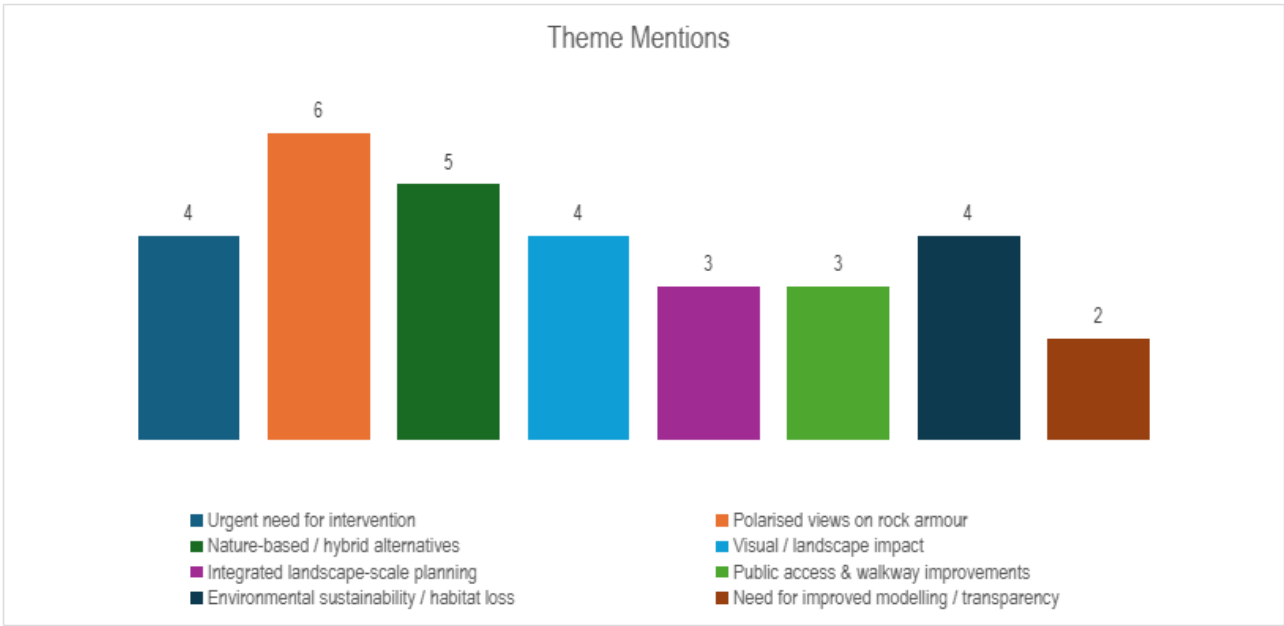


Figure 3.4 Submission Theme

Figure 3.5 provides an overview of the key locations mentioned in submissions, along with the number of times each location was mentioned.



Figure 3.5 Location based issues

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

4. Summary of Newcastle to Wicklow Murrough Feedback from Public Consultation 2

The following section summarises all issues raised during Public Consultation 2 relating to Newcastle to Wicklow Murrough. The themes reflect stakeholder views and do not represent the views of Irish Rail.

4.1 Urgent Need for Intervention

Feedback received from stakeholders highlighted a pronounced sense of urgency regarding the condition of the coastline between Newcastle and Wicklow Murrough. Several respondents described the erosion of this stretch as severe and rapidly worsening, with visible losses of beach and foreshore over recent years. One submission stated emphatically that Wicklow town “doesn’t have many years left... to save what’s left,” expressing a view that coastal protection works must begin “as soon as possible” to avoid further risk to the railway infrastructure.

Stakeholders who strongly supported the Preferred Scheme framed it as essential climate adaptation infrastructure, noting that repeated storm events, high-energy waves and accelerated coastal recession have increasingly threatened the stability of the track. Some respondents expressed frustration that despite longstanding local concern about the Murrough’s erosion, early intervention was delayed due to debates around visual impact or local objections. They argued that these concerns must now be balanced against the imperative of safeguarding a critical public transport asset and the remaining coastal corridor.

At the same time, a smaller number of submissions cautioned that urgent action must not override the need for a well-considered, evidence-based solution. These respondents stressed that the scale of erosion and exposure in this area requires intervention, but that poorly designed measures risk exacerbating long-term environmental degradation or undermining the ecological importance of the Murrough.

Overall, feedback under this theme demonstrates both a clear recognition of the immediate risks to the railway and differing perspectives on how these risks should be addressed. While the urgency of intervention is widely acknowledged, respondents diverged sharply on the appropriate form that intervention should take.

4.2 Polarised Public Views on Rock Armour and Hard Engineering

Stakeholder feedback set out differing views on the use of rock armour along the coastline. Some submissions supported the use of rock armour as a practical response to the wave climate, referring to high-energy conditions and noting that existing concrete structures have been displaced or damaged during recent storm events. These respondents referenced the use of reinforced precast elements and supported armouring as a means of foreshore stabilisation.

Other submissions expressed opposition to rock armour, describing it as visually intrusive, environmentally damaging and inadequate as a long-term response to coastal processes. Respondents used terms such as “lazy,” “ugly,” and “abomination,” citing impacts on scenic quality and the character of the Murrough.

Concerns were also raised regarding potential impacts on shoreline access, debris accumulation, public use of the beach and possible effects on erosion patterns due to wave reflection or disruption of sediment movement. Some submissions questioned the long-term effectiveness of rock armour and referred to the potential for habitat loss over time.

Feedback under this theme recorded contrasting perceptions of rock armour, with some respondents viewing it as a necessary defence in an exposed location and others describing it as an inappropriate intervention with adverse landscape and ecological effects.

4.3 Calls for Nature-Based or Hybrid Alternatives

Several submissions commented on the range of options considered and expressed views that nature-based or hybrid solutions were insufficiently explored. Respondents stated that the Preferred Scheme focuses on rock armour and does not adequately consider landscape restoration, sediment management or ecologically integrated approaches. One submission stated that the scheme “catastrophically fails to take into account opportunities for inter-connected landscape character, functional utility, and nature restoration.”

Alternatives referenced by stakeholders included groyne to influence longshore drift, dune rehabilitation, wetland restoration, managed realignment and hybrid designs intended to dissipate wave energy. Some submissions referred to international examples, including coastal approaches in the Netherlands and Perth, as illustrations of multifunctional strategies combining protection and ecological enhancement.

Submissions also raised broader considerations regarding climate adaptation investment, stating that such projects should deliver nature recovery outcomes alongside infrastructure protection. References were made to national and EU nature protection targets and to the Murrough's status as an extensive coastal wetland.

Feedback under this theme recorded requests for further assessment of nature-based alternatives and greater consideration of ecological restoration within the project design.

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

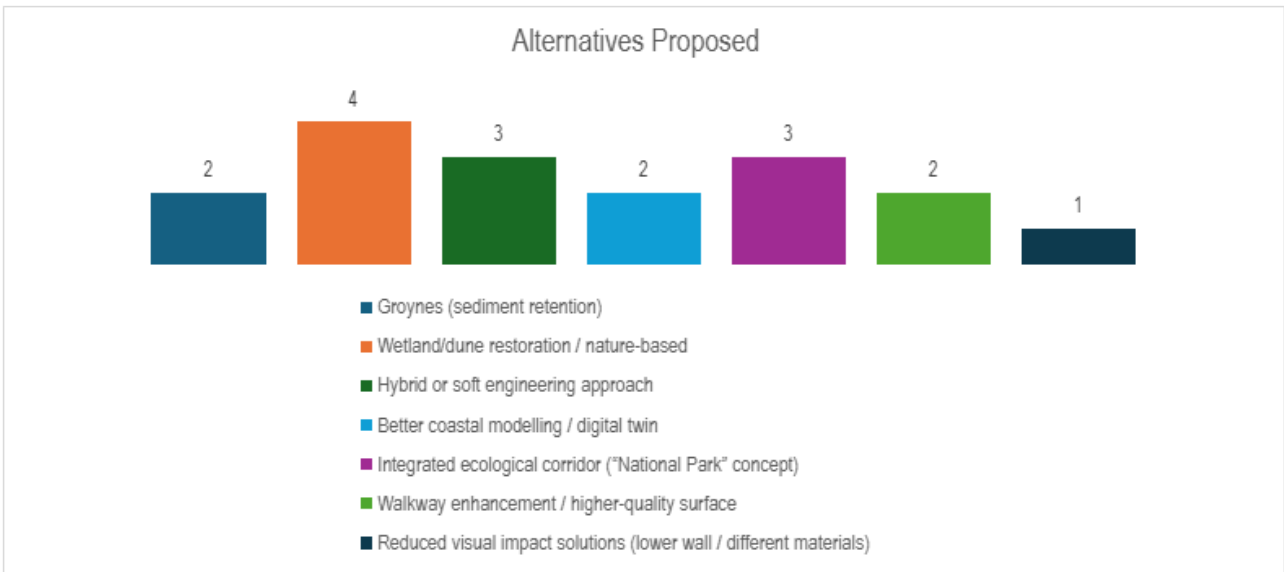


Figure 4.1 Alternatives Proposed

4.4 Concerns About Visual Impact and Effects on the Natural Landscape

Stakeholders raised concerns regarding the visual and landscape effects of the proposed works. Submissions described the Murrough as a distinctive landscape valued for open views, undeveloped character and coastal setting. Concerns were expressed that engineering structures such as walls or extensive rock armour could affect scenic quality.

Several respondents commented specifically on proposals involving concrete walls or uniform armouring, describing them as “extremely ugly” and inconsistent with the existing landscape. References were made to views from the DART, with respondents stating that the introduction of defensive structures would affect the visual experience of the railway journey. Some submissions stated that while protection is required, design should respond to the landscape context.

Other submissions stated that visual considerations should not outweigh the need for intervention to protect the railway, particularly in light of ongoing erosion.

Feedback under this theme recorded differing positions regarding the balance between visual impact and infrastructure protection.

4.5 Opportunities for Integrated Landscape-Scale Planning and Conservation Corridors

Some submissions proposed a broader approach to landscape planning along the coastline. Respondents stated that the Murrough should be considered within a wider ecological and geomorphological context rather than solely as a defended asset.

One submission proposed redesignation of the Murrough as a National Park or “world-class Ecological Corridor,” referencing the potential for a co-managed conservation area supported by a masterplan, community ownership and long-term governance arrangements. This submission described the area as suitable for integrating climate adaptation, habitat restoration and coastal protection.

Other respondents referred to international landscape-scale planning models, including coastal wetland strategies in the Netherlands and conservation approaches along the US east coast. These submissions stated that the current scheme does not fully incorporate nature recovery, sediment management or environmental enhancement opportunities.

Feedback within this theme recorded calls for approaches extending beyond the defined scheme boundary and references to longer-term planning for coastal resilience.

4.6 Requests to Improve Public Access and the Quality of the Walking Route

Stakeholder feedback referred to the existing informal walking route adjacent to the railway and its use by residents and visitors. Submissions described the route as used for walking, running and recreation. One respondent requested a “level walking surface” above any rock armour, noting that the current surface is uneven.

The Irish Cycling Campaign supported the protection works and commented on opportunities to enhance the walkway, referring to the importance of maintaining public access and the potential contribution to wider coastal connectivity.

Wicklow County Council requested that the final design clearly identify pedestrian routes following construction. Their submission referenced the need for safe and legible access and noted the role of these routes in local amenity provision.

Feedback under this theme recorded expectations that access along the route would be retained and that the quality of the walking environment would be addressed within the scheme.



Figure 4.2 Accessibility and Safety

4.7 Environmental Sustainability Concerns and Fears of Habitat Loss

Submissions raised concerns regarding environmental sustainability and potential impacts on the Murrough, described by respondents as a significant coastal wetland. One submission stated that the proposal may “devastate our last remaining east coast coastal and longshore marine and terrestrial habitat.”

- Concerns referenced by respondents included:
- potential loss of wetland and coastal habitats
- long-term disruption to geomorphological processes
- limited integration of nature restoration
- coastal squeeze associated with hard defences and sea level rise
- alignment with national and EU environmental commitments

Some submissions described sustainability considerations as insufficient and requested more detailed ecological analysis, including ecological modelling, digital terrain analysis and habitat connectivity assessment.

Feedback under this theme recorded expectations that environmental considerations form part of the project alongside infrastructure protection.

4.8 Demand for Improved Design Clarity, Rationale and Communication

A number of submissions requested additional information on design rationale, alternatives assessment and environmental documentation. Respondents referred to the absence of publicly available GIS data and stated that this limited understanding of the scheme. Other submissions requested clearer explanation of engineering choices, environmental inputs and anticipated long-term outcomes.

One submission called for a “better quality terrain and digital twin model,” stating that improved modelling would support public understanding and provide design evidence.

Feedback under this theme recorded requests for improved communication and engagement as the project moves toward statutory stages.

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 Irish Rail 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?

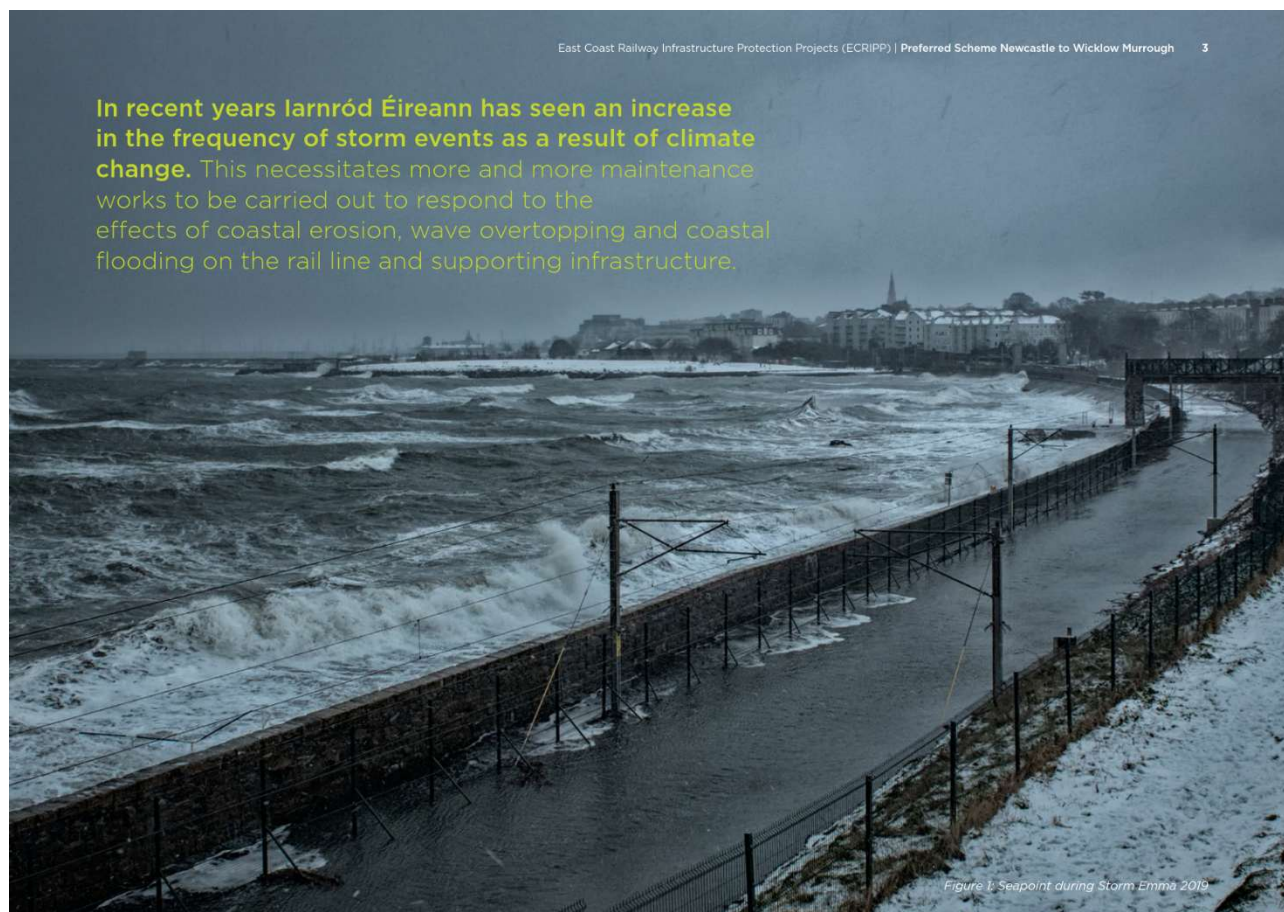
Iarnród Éireann has first-hand experience of the impacts of climate change on railway infrastructure on the east coast. Some areas of the east coast rail line have seen encroachment through the loss of coast of up to 20-30 metres in the last 10 years alone.

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.





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.

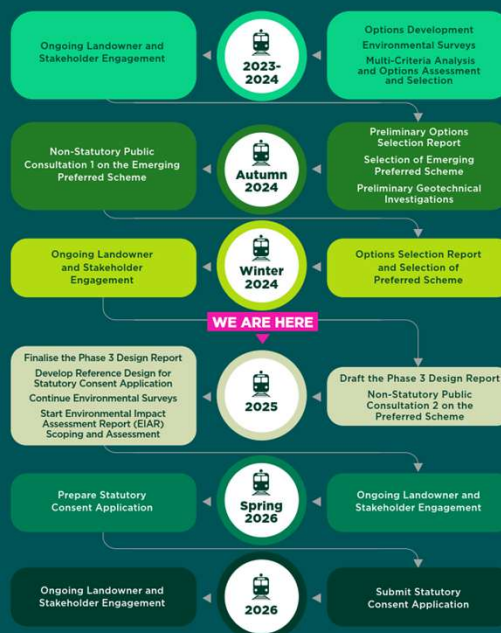


Figure 4: Consultation Roadmap



East Coast Railway Infrastructure Protection Projects (ECRIPP) | Preferred Scheme Newcastle to Wicklow Murrough

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.

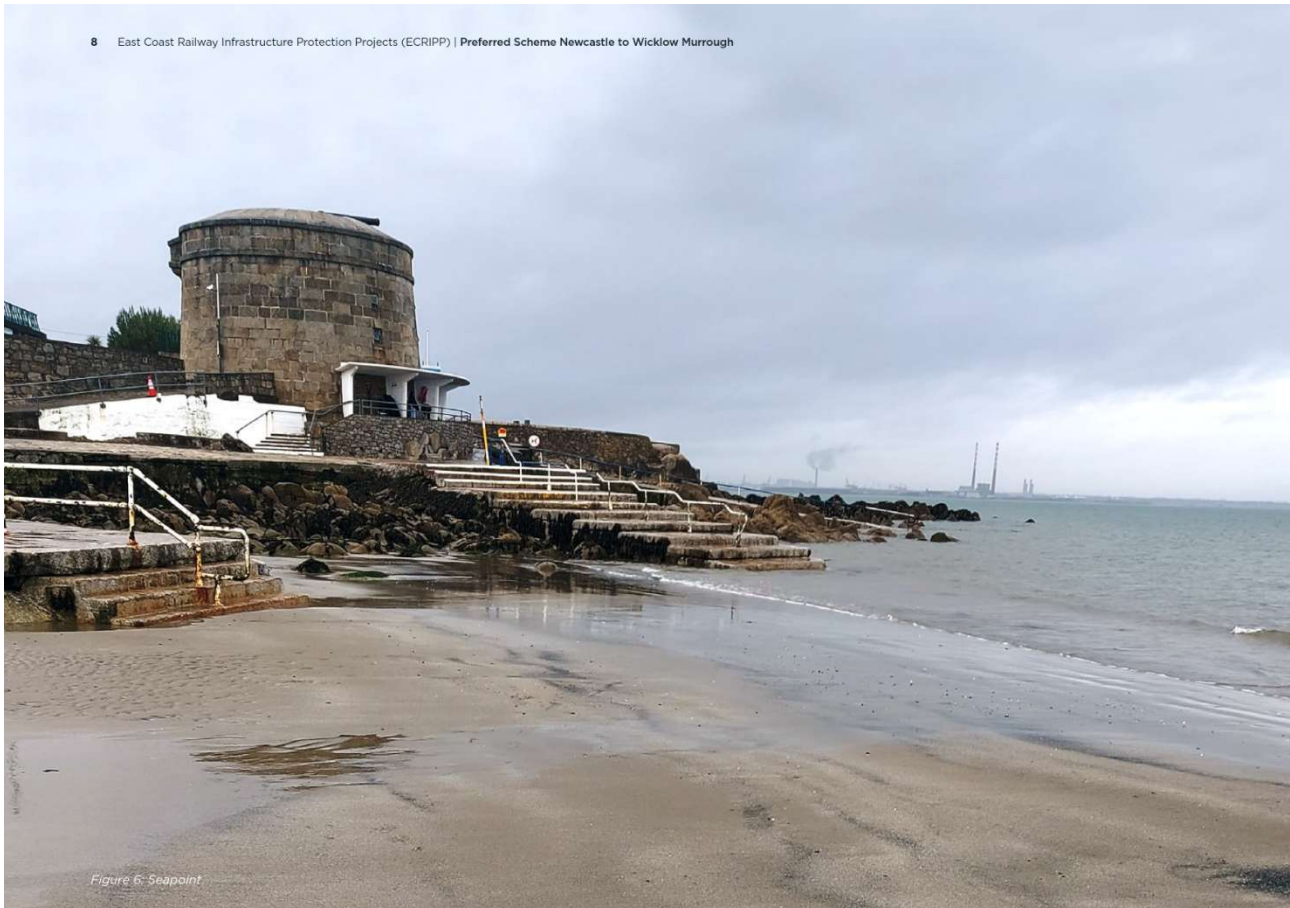


Figure 6: Seapoint



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.
- Initial 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 options are feasible.
- Within the bounds of each option form, 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.

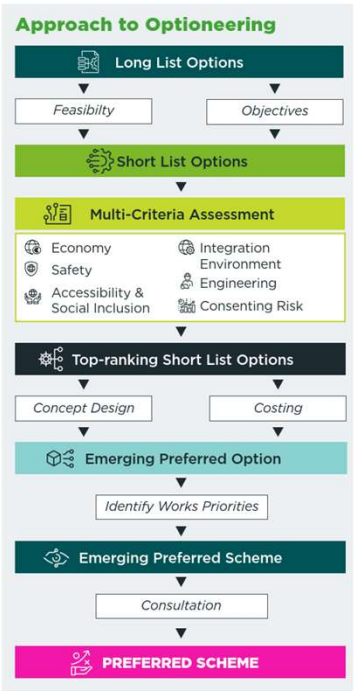


Figure 8: Approach to Optioneering Scheme



Figure 9: View from Blackrock beach

06 The Preferred Scheme — Newcastle to Wicklow Murrough

The project area spans approximately 8 km between Newcastle and Wicklow Murrough, with proposed works covering 4 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 near Newcastle, Five Mile Point and Wicklow; the remainder is undefended and some areas have a wide buffer (25-70 metres) between the beach and the railway.

The area includes several designated environmental sites, such as The Murrough Special Protection Area and Special Area of Conservation. Key hazards include wave overtopping—due to the low-lying railway and narrow beach—and erosion which may cause beach steepening and narrowing, potentially undermining both the rock structures and the railway over time.

Project Objectives

The objectives of the project between Newcastle and Wicklow Murrough 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 frontage to prevent erosion and reduce wave overtopping onto the railway. It will consist of two layers of graded armour rock over an underlayer and geotextile. The rock is carefully selected for durability and stability, accounting for future sea level rise. The revetment's design—its slope, height, and width—is calculated to reduce wave overtopping to acceptable limits to protect railway operations.

Wave wall:

At concept design, a concrete wave wall at the rear of the crest between Newcastle and Wicklow Murrough was recommended to provide an impermeable barrier at the back of the rock revetments.

However, during Phase 3 design the rock revetment profile was adjusted to better absorb and dissipate wave energy and eliminate the need for a crest wall.

Pedestrian access steps:

To ensure safe pedestrian access to and from the beach, the design includes 10 sets of precast concrete steps between Newcastle and Wicklow Murrough. These steps help prevent beachgoers from being cut off by the tide. Their placement is based on the layout of the coastal defences, with steps spaced approximately every 600 metres, ensuring a maximum 300-metre walk to the nearest exit point.

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 as steep as possible to reduce land use.

Justification of areas where no works are proposed:

A 2 km stretch of coastline between south of Clonmannon and The Murrough has a substantial buffer between the shoreline and the railway. Modelling predicts up to

30 metres of erosion over the next 50 years, but the wide vegetated area (40-80 metres) provides natural protection. As a result, no immediate intervention is planned under the project, though ongoing beach monitoring is recommended to assess future needs.

Future Adaptability

All defence structures are designed to allow future adaptation to reduce wave overtopping near the railway. This could involve adding a set-back wall, such as a concrete or sheet pile wall. The proposed rock revetment design alignment creates a buffer zone between the railway and the rock revetment, which preserves space for future construction without affecting the existing structure.

Integration with existing structures

At both ends of Newcastle Beach and south of The Murroughs, the new rock armour will blend into existing revetments by tapering along them, with some reworking of existing rock as needed for a smooth transition. In areas without existing structures, the proposed rock revetments will taper around the crest to ensure a stable and integrated design the rock tapers around the crest.

Maintenance

Minimal maintenance is planned for the 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' lifespan, 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 constructability aspects of the project remain largely consistent with earlier planning, but material requirements have been simplified to just rock and geotextile, reducing manual handling complexity. Due to limited road access, all materials and equipment are expected to be delivered by rail or sea. The project spans 4 km within an 8.4 km frontage, allowing multiple independent work fronts to operate simultaneously.

Large volumes of rock armour are needed, especially between Newcastle and Wicklow Murrough, making rock procurement critical. Rock is expected to be delivered by barge, offloaded at low tide, and moved to the work front by land-based machinery.

Two rock armour gradings will be used will be used: a 0.3-1 tonne underlayer and a primary armour layer, requiring separate stockpiles at each work front. For most of the Project, 3-6 tonne armour rock will be used with an underlayer placed along the revetment slope. At The Murroughs, 6-10 tonne armour rock will be used, with a full underlayer to protect the geotextile. This underlayer, with a median size of 600 mm, is stable under normal tidal conditions and may be laid over several days before placing the primary armour.

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 EIAR that will support the Planning Application for the project.



Figure 10: Preferred Scheme Newcastle to Wicklow Murrough

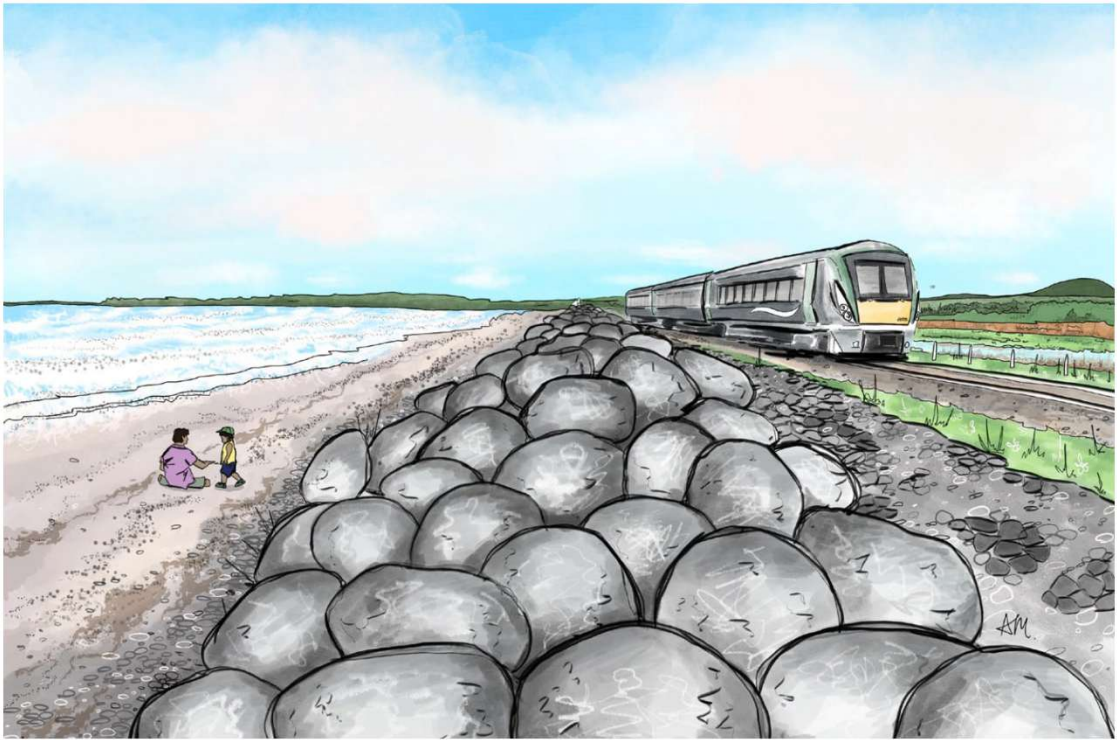


Figure 11: Illustrative view showing the proposed rock revetments near Killoughter

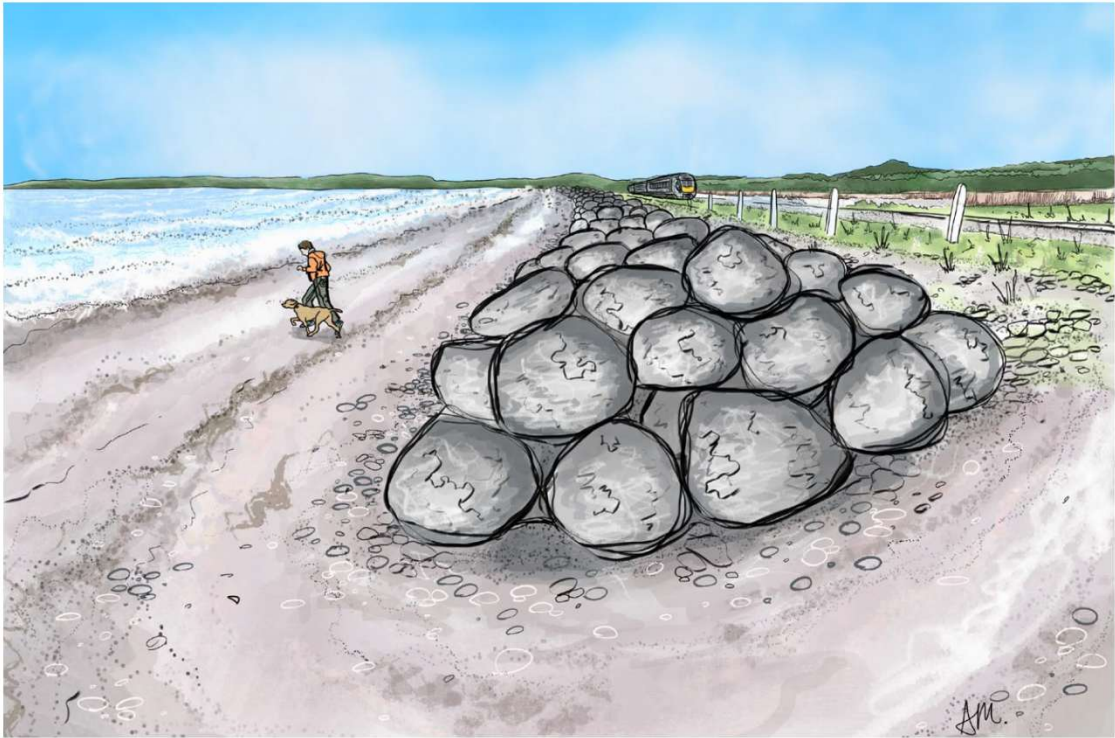


Figure 12: Illustrative view showing the proposed rock revetments near Killoughter

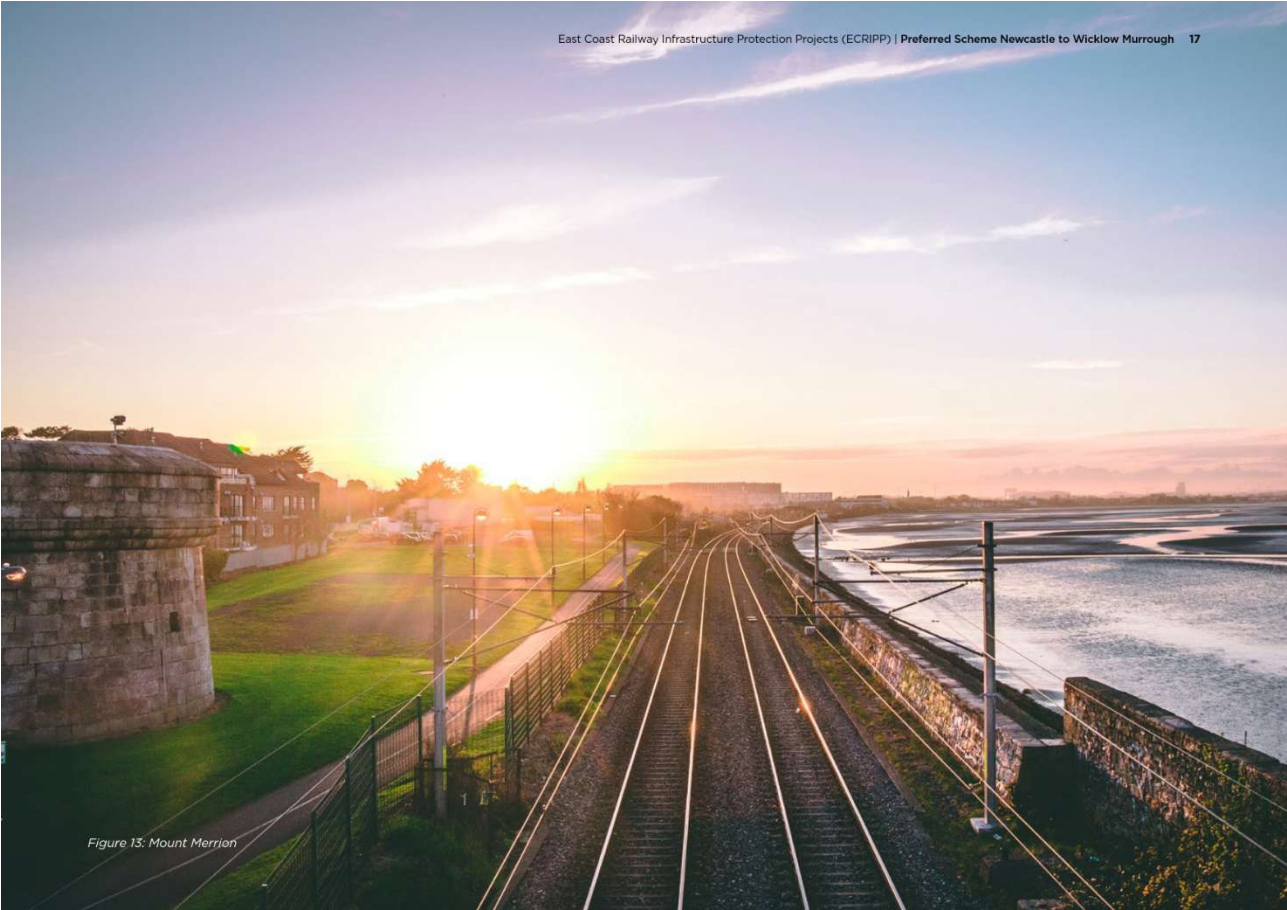


Figure 13: Mount Merrion

07 Next Steps

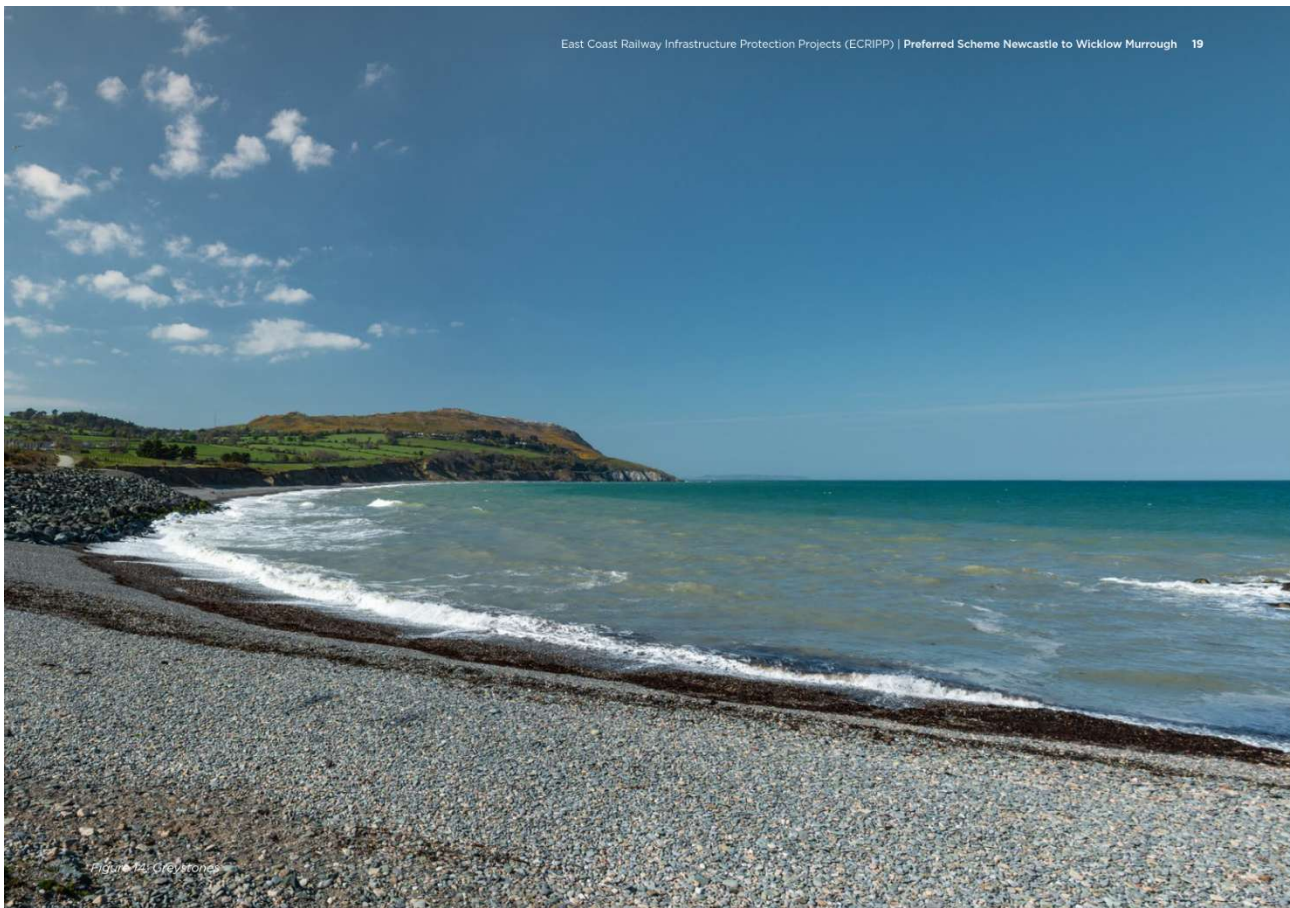
Further Design Development

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 IE. 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



[illegible]

Cláir Chosanta Bhoneagar iarnróid an Chósta Thoir

Comhairliúcháin Poiblí faoin Scéim is Deairaiithi a Roghnófar

Chun an t-Iarnród a chosaint ar cúl láithair thábhachtacha ar lonna iarnróid an chósta thoir, tá Iarnród Éireann ag iarraidh airdreall a bheobal faoin Scéim is Deairaiithi 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

DEAN É SEO A
SCANADH DÚ
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,

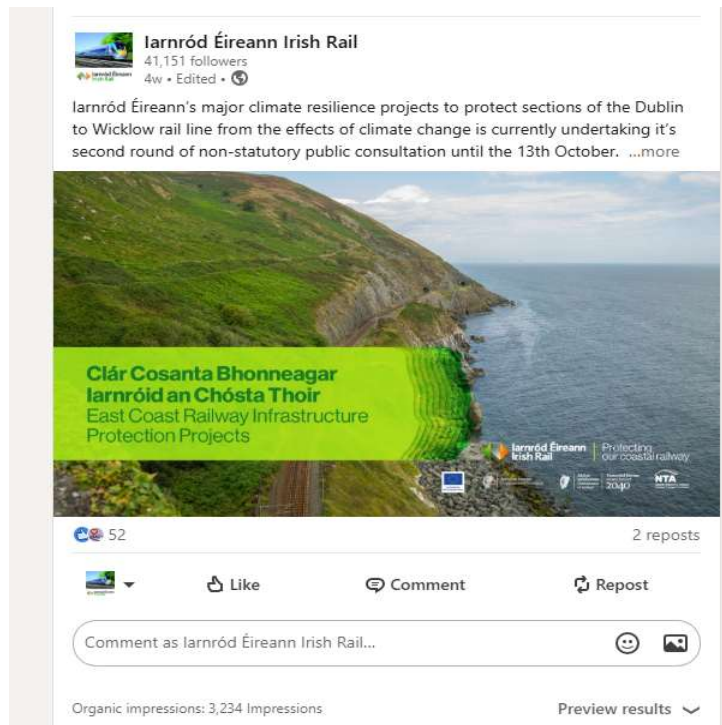
Iarnród Éireann,

Connolly Station,

Dublin 1.

Appendix F. Social Media

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





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 **irishrail** 7 w
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

[Log in](#) to like or comment.

 **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.

Appendix H. Public Information Events



East Coast Railway Infrastructure Protection Projects

The East Coast Railway Infrastructure Protection Projects (ECRIIPP) have been established to provide improved coastal protection works against predicted climate change effects of sea level rise and coastal erosion on the east coast rail line between Merrion (Co. Dublin) and Wicklow Harbour (Co. Wicklow).



Why are Coastal Protection Measures Required?

In recent years Iarnród Éireann Irish Rail 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 and wave overtopping on the east coast rail line and supporting infrastructure.

These works result in increasing disruption to existing services.

Key Locations



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

Support the continued **safe operation of rail services**

Secure the railwayline for **future generations**

Increase railway infrastructure resilience to **climate change**

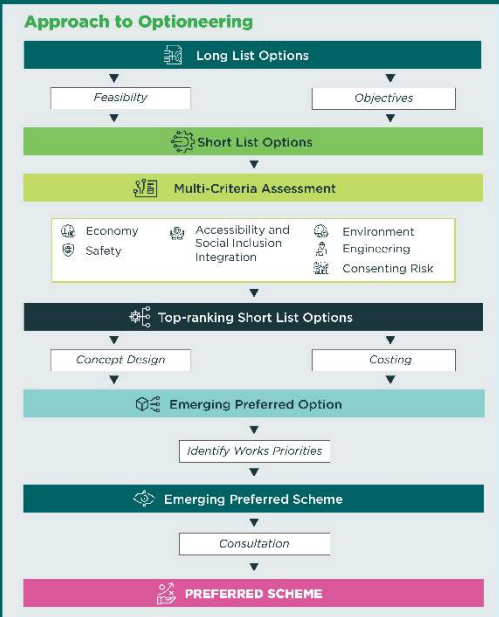
Allow for the long-term **efficient management and maintenance** of the railway corridor

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

Support sustainable, low carbon, local, regional, and international connectivity fostering a **low carbon and climate resilient society**

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.

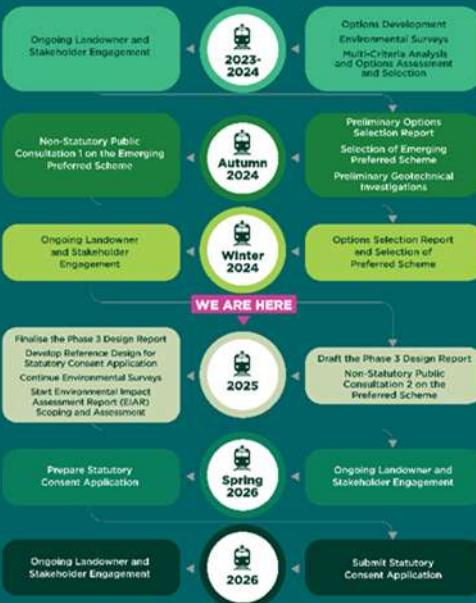


This process is detailed in the Phase 3 Design Report for each project.



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.

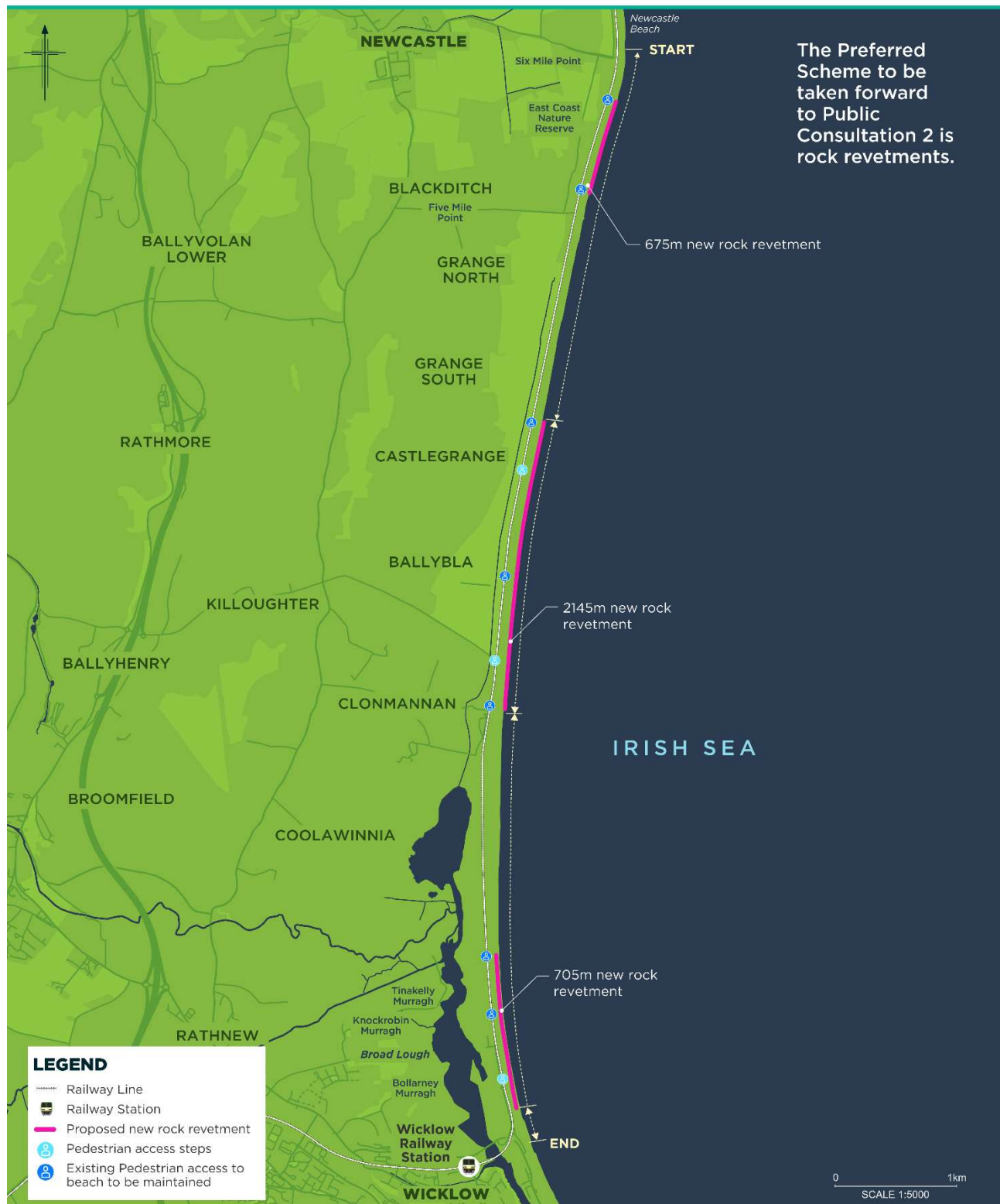
Full details of the Preferred Scheme, including maps, drawings and Phase 3 Design Reports are available to view and download on the project website.

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 Newcastle to Wicklow Murroughs



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Project Ireland
2040



NTA
Údarás Náisiúnta Iompair
National Transport Authority

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the European Union

The Preferred Scheme Newcastle to Wicklow Murroughs

Proposed works
comprise:

- Rock revetments in parts of Newcastle South, Killoughter and Clonmannon
- Reinforced concrete floodwalls in parts of Newcastle South and Killoughter



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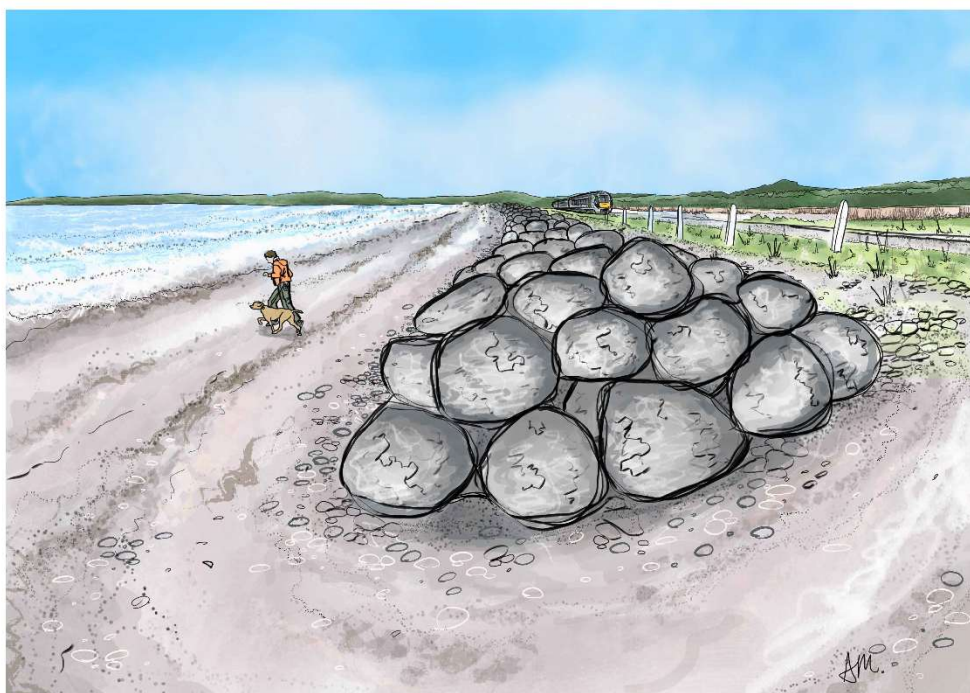
Jacobs



The Preferred Scheme Newcastle to Wicklow Murroughs

Proposed works
comprise:

- Rock revetments in parts of Newcastle South, Killoughter and Clonmannon
- Reinforced concrete floodwalls in parts of Newcastle South and Killoughter



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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 Dealraithe a Roghnófar do gach ceann de na cúig thionscadal. Is í an Scéim is Dealraithe 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 Dealraithe 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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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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