Public Consultation 2 Report Merrion Gates to Seapoint Beach Coastal Cell Area 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 CCA1 Merrion Gates to Seapoint Beach.

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 between 15 September and 17 October 2025 during Phase 3 of the project delivery to gather feedback on the Preferred Scheme for Merrion Gates to Seapoint Beach. The engagement process included multiple channels to ensure broad participation and transparency.

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

Submissions: 311 responses received (88 emails and 223 feedback forms).

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

Webinar: Hosted on 1 October 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 1,458 addresses along the project corridor.

The five-week non-statutory consultation generated 311 submissions from residents, organisations, and elected representatives. Key themes included:

- Loss of Sea Views and Visual Impact
- Public Amenity, Beach Use and Coastal Recreation
- Heritage Protection and Historic Granite Walls
- Climate Change Modelling and Long-Term Resilience
- Public Safety and Passive Surveillance
- Access, Inclusivity and Mobility Considerations
- Construction Impacts and Local Disruption
- Environmental Sustainability and Material Concerns
- Ecological Sensitivities and Coastal Processes
- Integrated Coastal Solutions and Including S2S Greenway Options
- Alternative Engineering Solutions
- Multi-Benefit and Integrated Coastal Vision
- Drainage, Outfall Management and Flood Pathways

- Transparency, Visualisation and Consultation Concerns

Feedback will inform refinement of the Reference Design 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.

Contents

Appendices

Acronyms and abbreviations

CCA – Coastal Cell Area

DART – Dublin Area Rapid Transit

DCC – Dublin City Council

DLRCC – Dún Laoghaire–Rathdown County Council

ECRIPP – East Coast Railway Infrastructure Protection Projects

EIAR – Environmental Impact Assessment Report

IÉ – Iarnród Éireann (Irish Rail)

ICC – Irish Cycling Campaign

BVRAG – Blackrock Village Rejuvenation Action Group

PBP – People Before Profit

NTA – National Transport Authority

SPA – Special Protection Area

pNHA – Proposed Natural Heritage Area

AMOC – Atlantic Meridional Overturning Circulation

S2S – Sutton to Sandycove (Greenway concept)

CPLO – Community Public Liaison Officer

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)1 – Merrion to Seapoint Beach. The project aims to ensure the long-term safety, resilience, and sustainability of the rail network.

1.2 Merrion to Seapoint Beach

The Merrion Gates to Seapoint project is an urban frontage with the trainline running along the coastline. Much of this frontage is defended, mostly with natural stone revetments and seawalls. The foreshore along this frontage is soft sediment forming intertidal flats. The railway is relatively low-lying along this frontage, and the main hazard is wave overtopping causing disruption and damage to the railway line. The project area is located within a number of designated sites.

1.2.1 Project Objective

The key objectives of the project include;

- 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

The preferred scheme comprises raising and strengthening the current defences along the majority of the frontage. The approach to raising the height of the defences differs along the frontage due to the variation in the existing shoreline geometry, the variation in the available space for construction and the complexities around maintaining amenity provision.

Merrion Gates to Booterstown Station

Rebuild the existing wall with a pre-cast concrete wall anchored for stability. The existing wall is not suitable to be raised to withstand wave loading over the next 50 years. The existing wall will be rebuilt from the top of the existing revetment level using pre-cast concrete with ground anchors (these will not be visible) installed to provide the required stability. The new wall will be approximately 1.3m higher than the existing wall.

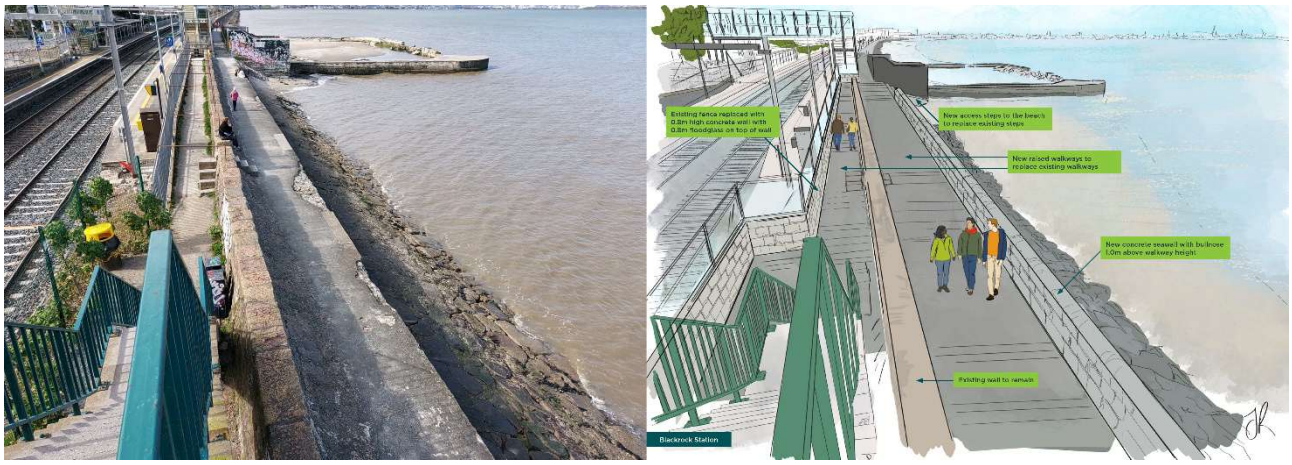


Figure 1.2: Artist Impression of Blackrock Station Preferred Scheme

Figure 1.3: Artist Impression of Seapoint Preferred Scheme

Booterstown Station to Blackrock

Construct a new 1.3m high concrete wall seaward of the existing masonry wall, which will remain.

Booterstown Station

Protection against wave overtopping will be provided whilst maintaining the existing access and amenity features. The existing walkway on the seaward side of the seawall will be raised and improved. A new concrete wall on the seaward side of the walkway will be constructed and access to the foreshore maintained. The fence alongside the platform will be replaced with a 1.35m high concrete wall, raised further with 0.9m high flood glass.

Figure 1.4: Artist Impression of Booterstown Station Preferred Scheme

Williamstown Martello Tower

Raise and improve the walkway; build new seaward concrete walls whilst maintaining foreshore access.

Blackrock Station North

To preserve public foreshore access, a new concrete wall will be built seaward of a raised and improved walkway. Along the platform edge a new 0.5m concrete wall will be constructed with a further 0.8m of floodglass installed on top of the wall.

Blackrock Station

New walls will be constructed landward and seaward of the existing wall. The existing walkway along the seaward side of the seawall will be raised and a new wall will be installed on the seaward face of the raised and improved walkway to provide overtopping protection. A new backwall will be constructed along the line of the existing fence, raised further with floodglass alongside the station platform. Public access to the foreshore will be retained.

Blackrock Bathing Area

The existing wall will be retained but will be strengthened and locally raised. Floodgates will be used at gaps in the existing wall. Back supports will be added to provide support against wave loading.

Figure 1.5: Artist Impression of Seapoint Cross Section

Southern Blackrock

Raise the existing seawall and construct new rear wall along the railway fence line. The area between the two walls will be raised to provide improved amenity area.

Seapoint Station

The existing wall will be raised by up to 0.9m by a concrete L-shaped wall which will provide back support to the existing wall and raise the platform level.

Central Seapoint Beach

A new concrete seaward wall will be constructed over a raised and improved walkway over the existing revetment. New amenity steps will be provided seaward. The existing fence alongside the railway will be replaced with a 1.3m concrete wall. No works will be undertaken to the existing wall but the footpath between the existing wall and the new rear wall will be raised.

Southeast Seapoint Beach

The existing wall will be raised by approximately 0.9m and a new rear wall will be constructed along the fence line. The footpath between the two walls will be raised to preserve views.

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 CCA1 Merrion Gates to Seapoint Beach. 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 CCA1 Merrion Gates to Seapoint Beach.

Submissions from individuals were reported anonymously while feedback from organisations was attributed to them. Submissions were not individually responded to and are summarised in this consultation report.

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.

Stakeholder and landowner engagement will be ongoing throughout the project. An Environmental Impact Assessment Report (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 image 2.1 below, illustrates the opportunities to give feedback on the project as it develops.

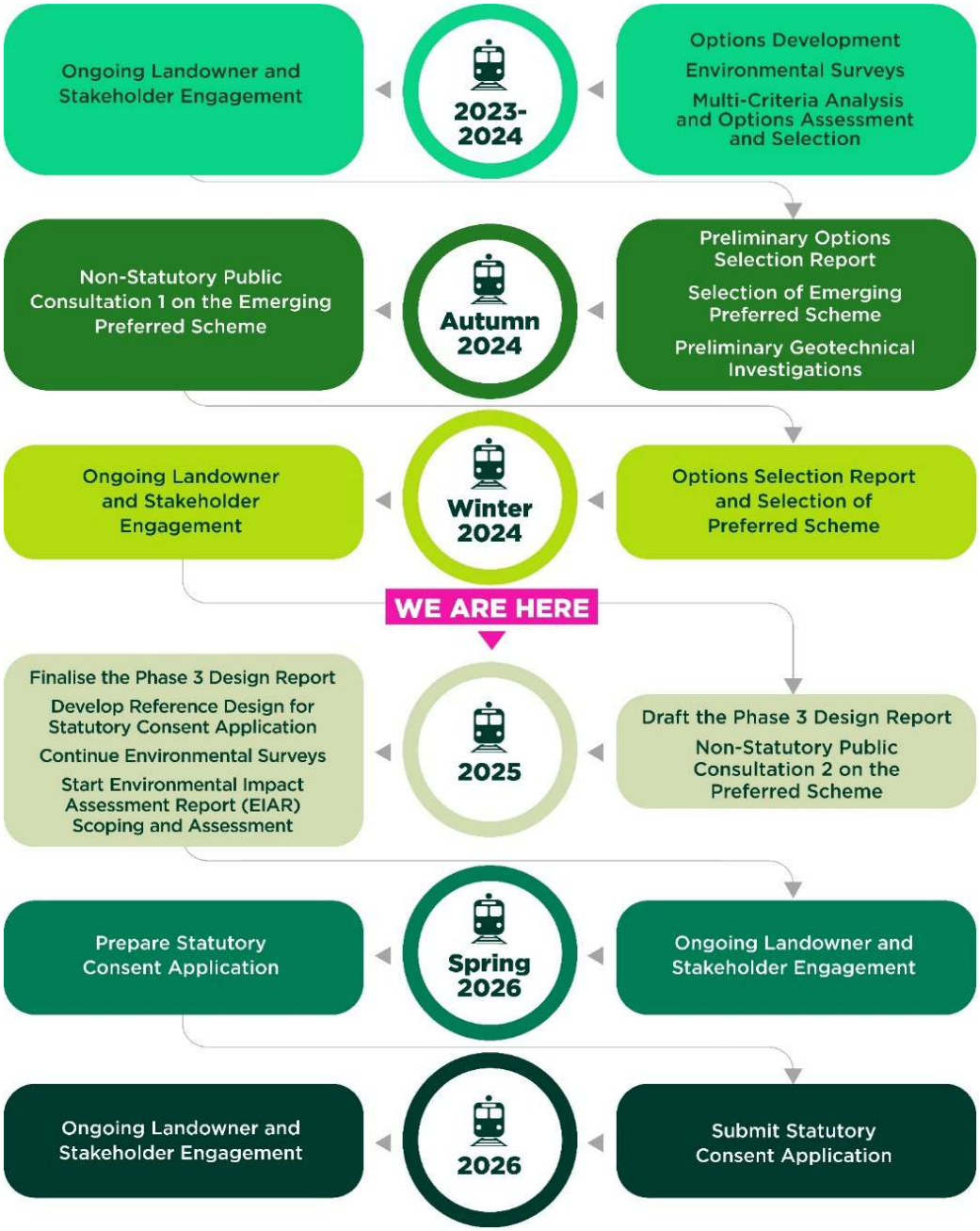


Figure 2.1 ECRIPP Consultation Roadmap

2.2 Consultation materials

Phase 3 Design Report – A Phase 3 Design Report for Merrion Gates to Seapoint was available online and at the in-person events.

Merrion Gates to Seapoint Beach Consultation Brochure - The brochure for Merrion Gates to Seapoint Beach 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.

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 Merrion Gates to Seapoint Beach 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.

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 breakdown of social media post-performance.

For sample content, please refer to Appendix F.

2.4 Direct Engagement

2.4.1 Emails

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

- Elected representatives
- Statutory bodies
- Interested stakeholders and organisations
- Local communities
- Dublin City Council, Dún Laoghaire Rathdown County Council (DLRCC).

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, key stakeholders and Councillors in August, September and October. A briefing note was issued to Dublin City Council on 8 September as per their request.

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 Stakeholder 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 1,458 addresses between Merrion Gates to Seapoint Beach.

The leaflet included:

- Map of the project area
- Overview of what the consultation was about
- The Preferred Scheme outlines for Merrion Gates to Seapoint Beach
- 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 1 October with 39 registered attendees.

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

- Impact on amenity areas (e.g., Blackrock, Seapoint) 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.

2.5 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 Merrion Gates to Seapoint Beach

3.1 Assessment Methodology

All submissions, emails, letters, organisational reports, professional assessments and political representations relating specifically to Merrion Gates to Seapoint Beach – were reviewed in full. This included:

- Organisational submissions from Dún Laoghaire–Rathdown County Council (DLRCC), Dublin City Council (DCC), An Taisce (national office and Dún Laoghaire Association), the Irish Cycling Campaign (ICC), Blackrock Village Rejuvenation Action Group (BVRAG), and People Before Profit (PBP).
- Professional submissions from architects, planners, heritage specialists, ecologists and climate scientists.
- Local resident submissions, including extensive commentary on visual impacts, heritage, amenity use, drainage, flood risk and construction impacts.
- Public representatives including councillors and TDs.
- High-volume email submissions, feedback forms, and general public correspondence.

Each submission was logged, anonymised where required, and analysed individually. Submissions were examined using qualitative thematic coding to identify recurring issues, location-specific concerns and broader strategic expectations. Where new technical information or specialist evidence was submitted, it was incorporated as a distinct theme. 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.

All themes arise only from the material submitted through Public Consultation 2 and from the additional documentation provided directly by stakeholders.

3.2 Overview of Submissions Received

A total of 311 submission (88 email submissions and 223 feedback forms) were identified as relating to Merrion Gates to Seapoint Beach. In addition, several stakeholders provided detailed reports containing architectural drawings, environmental commentary, legal analysis, planning references, and technical suggestions.

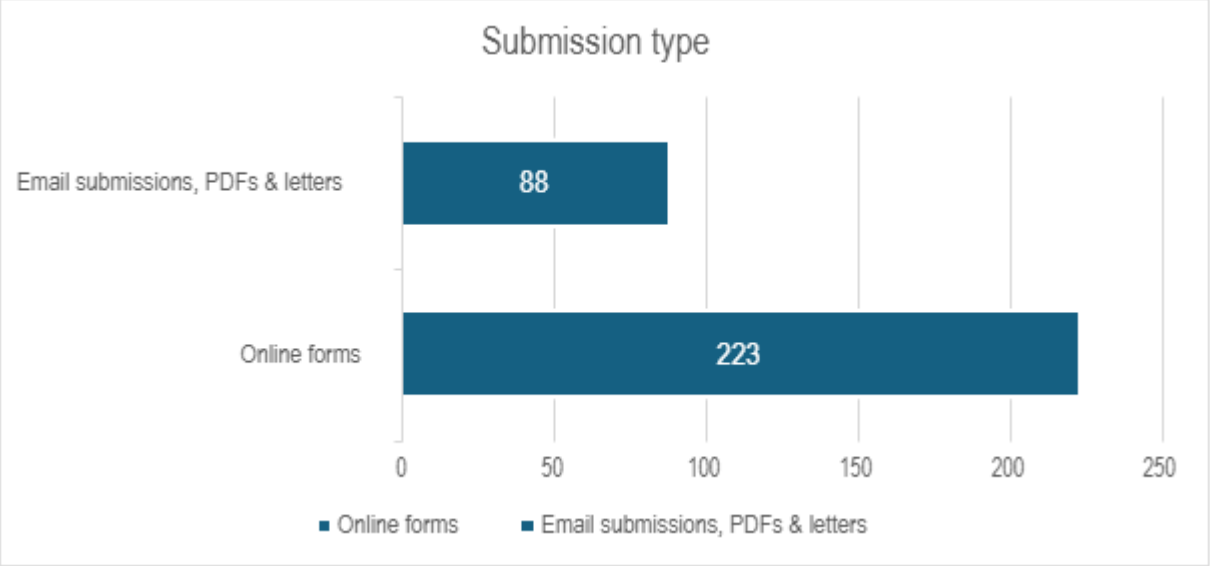


Figure 3.1 Submission Type

The categories of input included:

Individual Public Submissions

Residents along Merrion, Booterstown, Blackrock, Seapoint and Brighton Vale raised concerns regarding:

- Loss of sea views and the visual consequences of a 1.3 m wall height increase.
- Shading of promenades, seating areas and beaches.
- Amenity loss at Blackrock Park, Seapoint, Williamstown and Booterstown.
- Material choice, graffiti risk and perceived lack of transparency in visualisations.
- Drainage capacity, outfalls and overtopping water management.

Out of the 311 submissions 203 noted a strong objection (see Figure 3.2).

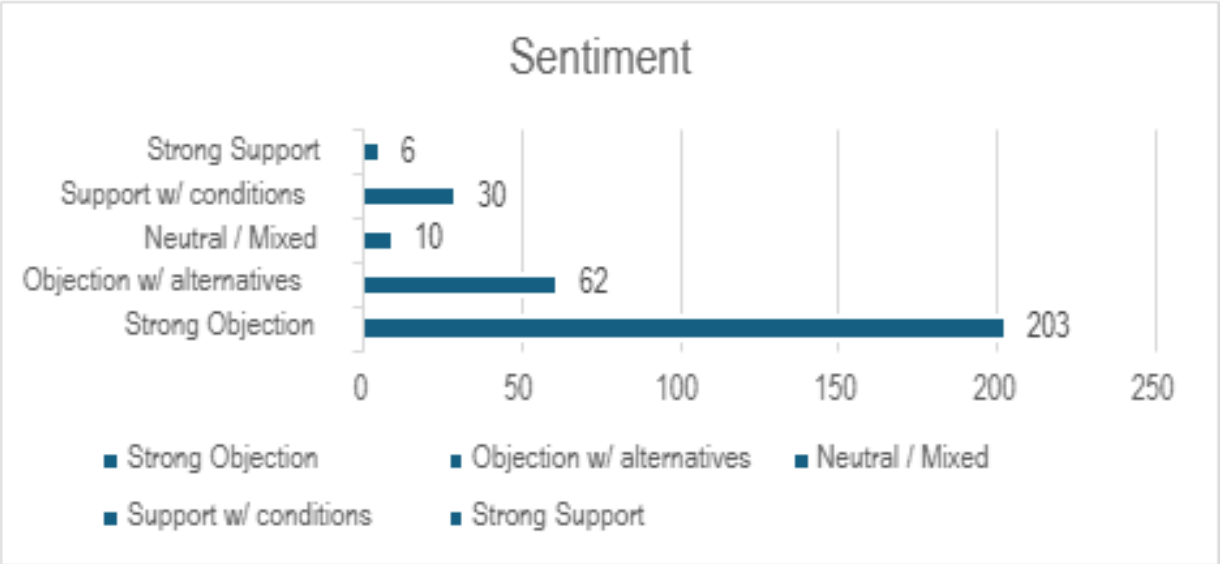


Figure 3.2 Submissions Sentiment

Organisational Submissions

Key organisations contributed substantial submissions:

- **DLRCC** (Engineering, Biodiversity, Parks, Active Travel, Heritage, Conservation): critical of wall heights, drainage detailing, loss of heritage granite walls, coastal squeeze omissions, lack of visuals and public realm considerations.
- **DCC:** opposed demolition of the historic Merrion–Booterstown wall without full heritage impact assessment; raised concerns about dune disturbance and outfall management.
- **An Taisce** (national): requested precautionary climate modelling, assessment of sand spit dynamics, and full environmental appraisal; stressed the importance of the Booterstown Marsh hydrology.
- **An Taisce Dún Laoghaire Association**: challenged the demolition of the 1830s granite wall, the absence of NBS assessment, and the lack of holistic coastal management.
- **Irish Cycling Campaign:** advocated a continuous coastal greenway and integration with S2S.
- **BVRAG:** strongly promoted an integrated ECRIPP–S2S scheme incorporating EirGrid ducting and a seaward walkway.

Professional & Technical Submissions

Architects, marine specialists and heritage professionals provided detailed commentary on:

- Transparent barriers, rock armour alternatives, offshore attenuators, hybrid coastal solutions.
- Reuse of heritage fabric, new walkway configurations and accessible design.
- Structural risks, overtopping dynamics, and inadequacy of the current visual materials.

Elected Representatives

Councillors and TDs raised:

- Lack of clear before-and-after visualisations.
- Insufficient early communication.
- Community impacts, safety concerns and strategic planning issues.
- **People Before Profit**: raised ecological timing, embodied carbon, public realm impacts, and major concerns around passenger views.

Out of the 311 Submissions 188 strongly supported the project objective to protect the rail line (see figure 3.3). While 151 submission strongly opposed the preferred scheme presented at public consultation 2 (see figure 3.4).

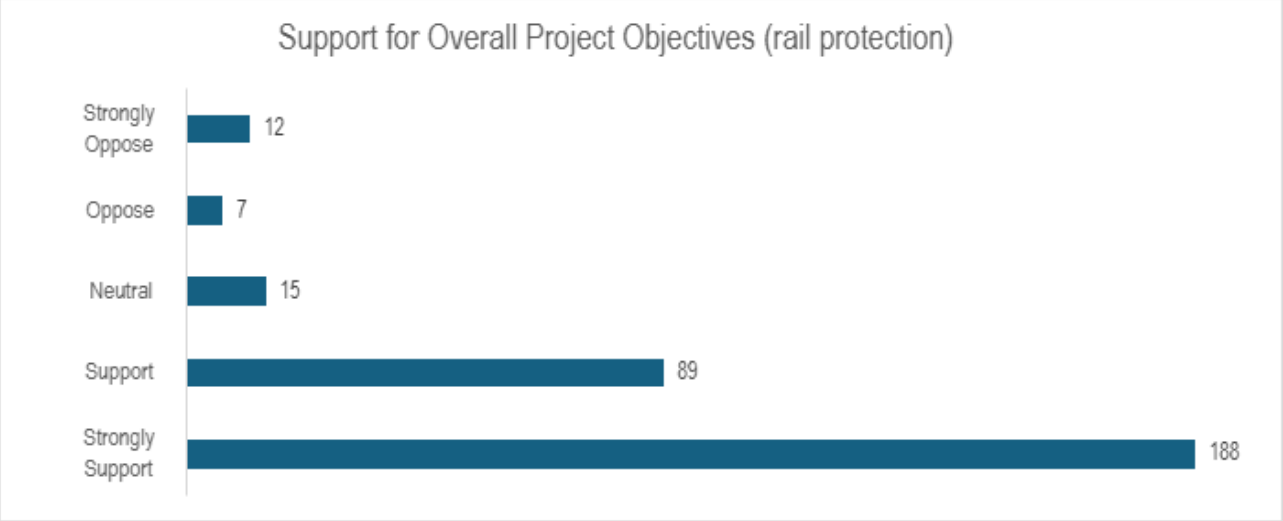


Figure 3.3 Support for Overall Project Objectives

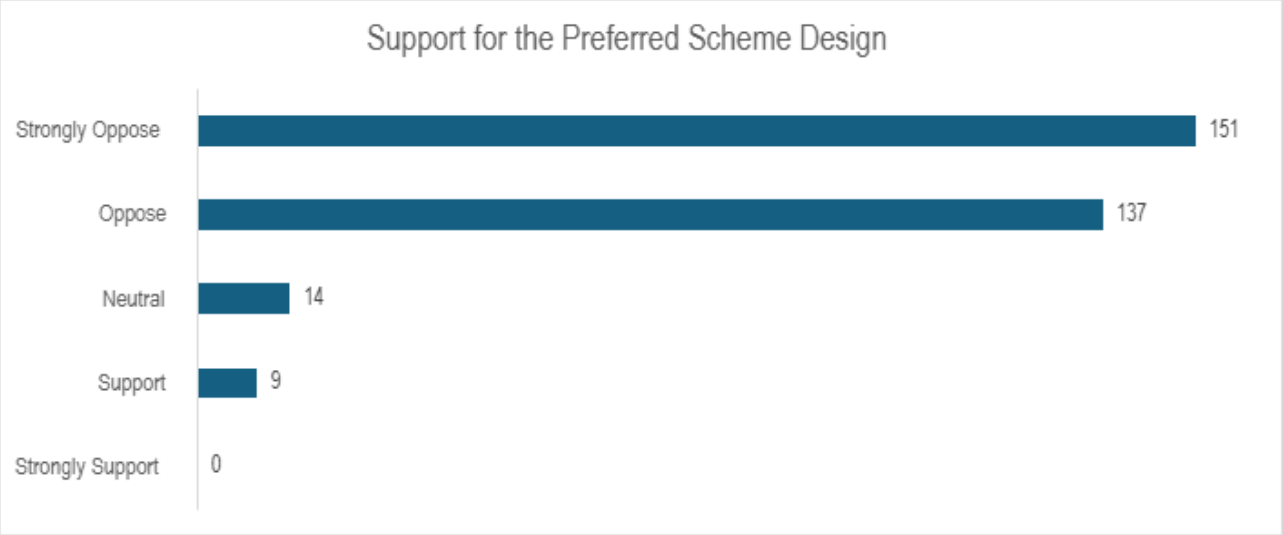


Figure 3.4 Support for the Preferred Design

Across the broad range of submissions, several locations emerged consistently as areas of most concern for stakeholders (see Figure 3.5) with Blackrock receiving the most mentions followed by Seapoint.

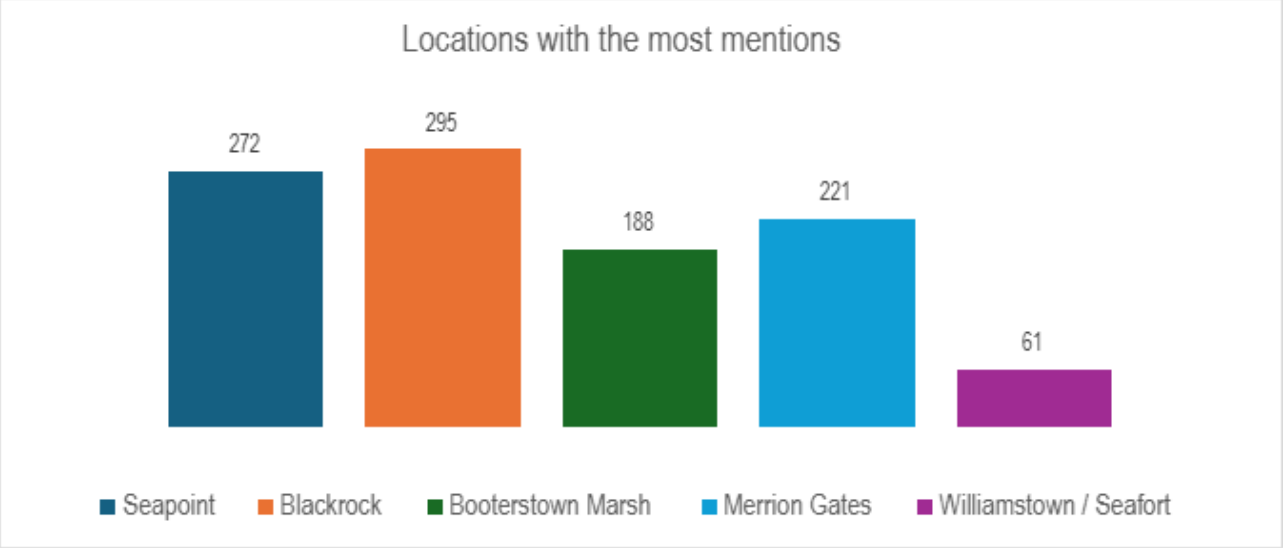


Figure 3.5 Locations with the most mentions

3.3 Themes Raised During the Consultation Process

Analysis of the complete dataset identified fourteen (14) themes that consistently recur across submissions for this coastal section with **Loss of Sea Views and Visual Impact** highlighted as the biggest concern followed by **Public Amenity, Beach Use and Coastal Recreation** and **Integrated Coastal Solutions.** (see Figure 3.6). These themes arise directly from public and stakeholder feedback and reflect the distinctive environmental, social, heritage and infrastructural context of Merrion Gates to Seapoint Beach.

The fourteen themes identified were:

- Loss of Sea Views and Visual Impact
- Public Amenity, Beach Use and Coastal Recreation
- Heritage Protection and Historic Granite Walls
- Climate Change Modelling and Long-Term Resilience
- Public Safety and Passive Surveillance
- Access, Inclusivity and Mobility Considerations
- Construction Impacts and Local Disruption
- Environmental Sustainability and Material Concerns
- Ecological Sensitivities and Coastal Processes
- Integrated Coastal Solutions and Including S2S Greenway Options
- Alternative Engineering Solutions
- Multi-Benefit and Integrated Coastal Vision
- Drainage, Outfall Management and Flood Pathways

- Transparency, Visualisation and Consultation Concerns

Figure 3.6 provides an overview of the key themes raised in submissions, along with the number of times each theme was mentioned

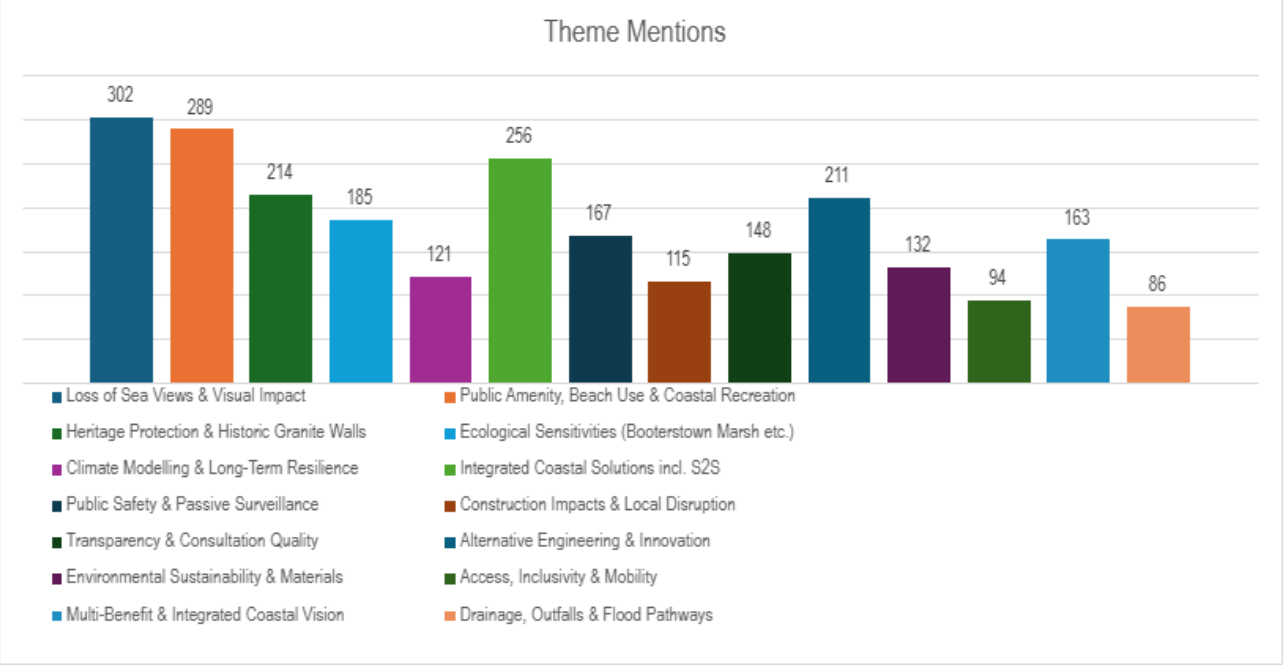


Figure 3.6 Submission Theme Mentions

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

4. Summary of Feedback from Public Consultation 2 – Merrion Gates to Seapoint Beach

The following section summarises the feedback received during Public Consultation 2 relating to Merrion Gates to Seapoint Beach. The themes reflect the views, concerns and expectations of stakeholders and do not represent the views of Irish Rail.

4.1 Loss of Sea Views and Visual Impact

Feedback received from stakeholders raised concerns about the visual implications of the proposed 1.3 metre increase in wall height along the Merrion Gates to Seapoint section. Submissions described this stretch as providing notable railway views, with views of Dublin Bay referenced as part of the experience for DART users, commuters, residents and visitors. Submissions stated that the proposed wall would "block the beautiful view" and "create a concrete corridor," and would reduce or remove views towards the coastline that some respondents noted have been available for a long period.

Submissions referred to the experience when travelling south from the city as the line emerges at Merrion Gates and views open towards the strand, the bay and the Dublin Mountains. This transition was described as "one of the finest views of Dublin Bay," and was referenced as a recognised feature of the DART journey. Submissions stated that removing this view would change the character of the journey. Some respondents described the existing seascape view as providing "comfort," "respite," and "solace" during journeys.

Concerns were also raised in relation to users of the coastal parks and routes. Walkers, runners and park users at Blackrock Park, Seapoint and Booterstown stated that the existing low granite wall allows views of the sea without needing to access the foreshore, and referenced older residents, people with reduced mobility and parents with prams in this context. Submissions described the ability to "see the sea even when weather is poor" as important and stated that a higher solid barrier would remove this amenity. Some submissions also referred to the importance of sea views at eye level during winter months when sunlight is limited.

Submissions also raised points about wider public realm effects. Stakeholders stated that an increased wall height could cast promenades and coastal paths into shadow and create visually enclosed spaces. One resident stated that "the wall will turn an open coastline into a shadowed trench," while other submissions described the intervention as visually oppressive and not aligned with the open, panoramic qualities they associate with Dublin Bay's coastal parks. Architects and urban designers commented that the combined effect of a raised wall, a rear wall and a bullnose seaward wall would create an enclosed corridor with limited visual relief.

Submissions referred to visual sensitivity as a design consideration. People Before Profit stated that Irish Rail should "exhaust every option before obscuring the views of the sea for passengers," and stated that "the remaining partial views will not compare with the unobstructed vista passengers currently enjoy." Dublin City Council stated that the proposed height "could sever the visual link to the sea." Submissions also referenced alternatives such as transparent barriers, setback defences or seaward promenades intended to maintain visibility while protecting the railway.

4.2 Public Amenity, Beach Use and Coastal Recreation

Feedback received from stakeholders raised concerns about the potential impact of the proposed works on public use of the coastline between Merrion Gates and Seapoint. Submissions described this stretch as heavily used for walking, swimming, family activities, fitness, and informal recreation, including by older residents and those seeking quiet use of the waterfront. A number of submissions stated that, while coastal protection is necessary, it should not reduce the social, recreational and health-related use of the coastline. Some submissions described the area as a "lifeline public space" and stated that the proposals, as presented, would reduce usability and change the character of the area.

A recurring point related to informal seating associated with the existing low granite wall. Submissions stated that the wall is used for sitting, resting, watching the sea and sunning, including at Booterstown, Blackrock and Seapoint. Submissions described it as a common meeting point and resting place, including for older people who may need frequent pauses. Respondents stated that the proposed higher, bullnosed concrete walls would remove this function. Some submissions described this as "stripping away the social heart of the promenade," and stated that it would replace the existing edge with a blank, elevated barrier.

Submissions also raised concerns about sunlight and microclimate. Respondents stated that openness and daylight contribute to the experience of the coastline, including low winter sun. Submissions referenced Blackrock Park, Williamstown and parts of Seapoint as receiving limited sunlight due to orientation and stated that a raised wall would increase shading. Stakeholders stated that this would be more noticeable during winter months. Some submissions described the proposals as creating "a colder, darker and far less welcoming coastline," and stated that it would change how people experience the space.

Concerns were also raised regarding access to beaches and the foreshore. Submissions referenced Seapoint as an accessible bathing and recreation area used by families with young children, people with reduced mobility and year-round swimmers. Respondents stated that increased wall height, together with a new seaward bullnose wall, would create an enclosed corridor between structures and reduce visibility and openness. Submissions stated that this would affect both safety and enjoyment.

Several submissions stated that visual supervision of children from the walkway is important and that taller walls would reduce this oversight.

At Blackrock, submissions referenced the small beach and adjoining seating area near the derelict baths. Submissions stated that this is one of the locations along the south Dublin coastline where direct sunlight reaches the promenade for extended periods. Respondents stated that the proposed elevations would reduce sunlight and views towards open water and would change the current use of the space. Some submissions also referenced existing overtopping issues and questioned why a broader redesign was not being considered to address safety and amenity together.

Submissions stated that coastal protection should avoid reducing amenity value. Several submissions referenced international examples where coastal protection projects include wider pathways, terraced seating, improved access points and multifunctional structures with both protective and recreational functions. Submissions stated that the proposals, as presented, do not incorporate these types of measures, and that maintaining amenity should be treated as an objective within the project.

4.3 Heritage Protection and Historic Granite Walls

Feedback received from stakeholders raised concerns about heritage implications, particularly the treatment of the nineteenth century granite seawalls from Merrion Gates to Seapoint. Submissions described these walls, associated with the original Dublin to Kingstown railway, as culturally significant and as contributing to the historic character of Dublin Bay. Respondents stated that the granite wall is a heritage feature as well as a functional boundary and referenced its continued presence along the coastal rail corridor over a long period.

Submissions stated that the wall has architectural, technical and cultural value. Dublin City Council stated that the granite seawall retains "significant industrial heritage significance, historic fabric and special architectural character." Dublin City Council also stated that the railway and associated structures are "of regional significance (as a minimum) for their architectural, cultural, historic and technical interest." Submissions stated that the wall is a continuous surviving element from the early period of railway development in Ireland and should be treated as a historic asset.

Stakeholders raised concerns that the proposed works would result in demolition, concealment or visual loss of the granite wall. Submissions stated that placing the wall behind a higher concrete structure would remove it from view. Dublin City Council described the Preferred Scheme as involving the "wholesale demolition of the historic sea wall," and Dún Laoghaire Rathdown County Council stated that the proposed approach would result in "the subsumption of the old wall into a much taller and more massive concrete element." Submissions stated that, where the granite wall remains behind new defences, it would no longer be visible or legible in the public realm.

Submissions also referred to conservation principles. Organisations stated that historic structures should be retained in situ where possible and that new works should respect the character, materials and patterns of original construction. Dublin City Council stated that the loss of the granite wall "is problematic from a conservation perspective," and recommended that, if demolition occurs, the stone should be "carefully dismantled and set aside for reuse to clad a new concrete retaining wall." Dún Laoghaire Rathdown County Council stated that the proposals would represent "a massive loss to the local area and the broader Irish public," and stated that the visual and cultural connection between Blackrock Park and the sea "would be obscured" by taller structures.

Submissions also referred to the role of the granite wall in the day-to-day experience of coastal users. Respondents described the wall's stone surface, colour and scale as contributing to the promenade. Submissions stated that the granite wall "should remain legible together with the historic narrative and evolution of the railway," and that concealing it would affect how that history is experienced along the coastline.

Submissions referenced alternatives intended to maintain the visibility of the wall while providing protection. These included constructing a seaward secondary defence, strengthening the existing structure rather than replacing it, and reusing salvaged granite as cladding so that the material remains visible.

Stakeholders stated that the granite walls should be preserved and kept visible and stated that concealment behind modern concrete structures would change the historic character of the coastline. One submission stated that removing or hiding the granite wall would "erode the built heritage and identity of the area."

4.4 Climate Change Modelling and Long-Term Resilience

Feedback received from stakeholders raised concerns about the climate modelling underpinning coastal protection measures for this section of the railway. Submissions stated that modelling should be rigorous, transparent and precautionary. Respondents stated that the Preferred Scheme relies on assumptions that may not reflect future sea level rise and storm conditions. Submissions referenced the exposure of the Merrion Gates to Seapoint rail corridor and stated that interventions should account for future climate conditions.

Submissions stated that modelling presented does not reflect upper-bound or high-emissions scenarios. Submissions referenced international research suggesting that sea level rise up to 1.8 metres cannot be discounted, and one submission stated that precautionary planning requires "using a low probability upper limit when carrying out risk assessments for infrastructure." Submissions stated that designing to mid-range projections could lead to defences that are insufficient within the project lifespan, requiring further interventions. Some submissions described the current approach as "too narrow for the scale of the risk."

Submissions also raised concerns that the modelling does not clearly distinguish between sea level rise and storm surge events. Technical submissions stated that damage along this coastline is associated with interactions between wind, tide, atmospheric pressure and wave energy over short periods. Submissions stated that storm surge frequency and severity are changing. One respondent stated they had witnessed waves at Blackrock that "were already throwing grapefruit sized rocks over the railings," and stated that the design basis should reflect future conditions.

Submissions referred to potential weakening of the Atlantic Meridional Overturning Circulation (AMOC) and associated projections for sea levels and storm behaviour. Submissions stated that, while outcomes remain uncertain, infrastructure should consider a range of plausible futures. One submission stated, "we cannot afford to design for yesterday's climate."

Submissions raised concerns about transparency of the evidence base for the Preferred Scheme. Respondents stated that they could not locate clear summaries of modelling assumptions or data sources. Submissions stated that consultation materials did not provide overtopping thresholds, performance criteria or storm return periods in a way that supported interpretation. Submissions stated that the modelling basis affects whether proposed wall height increases are considered justified and whether alternatives should be assessed.

Submissions also referenced alternative approaches to wall height increases. Respondents stated that vertical walls may perform poorly under extreme wave loading and suggested multilayer or seaward options. Submissions referenced offshore attenuators, reef bunds and hybrid nature-based structures intended to dissipate wave energy before reaching the railway. Submissions also referenced set-back defences and solutions that can be raised incrementally. Some submissions raised concerns about reliance on a single high wall, including the implications for adaptability over time.

Submissions stated that climate risk assessment should be precautionary, forward-looking and transparent. Submissions also stated that designs should support future adaptation without repeated demolition or reconstruction. One resident stated that "whatever is built now will shape the coastline for generations, so it must be resilient enough for the world we are heading into, not the world we are leaving behind."

4.5 Public Safety, Passive Surveillance

Feedback received from stakeholders raised concerns about potential safety implications of proposed wall configurations along the Merrion Gates to Seapoint corridor. Submissions stated that raised landward walls, new seaward bullnose walls and elevated platforms could create narrow, enclosed pathways with limited visibility and constrained routes. Submissions described the coastline as currently open and visually permeable and stated that the proposals would change these characteristics.

Submissions referred to "dark trench like spaces" along sections of the promenade, including at Blackrock, Seapoint and Booterstown. Respondents stated that walking between parallel walls could feel intimidating or isolating during periods of low footfall. One submission stated that "a person should never feel trapped when walking by the sea."

Submissions referenced urban design principles relating to natural surveillance, sightlines and avoidance of secluded spaces in high-use public areas. Submissions stated that the Preferred Scheme introduces sections where views to the sea, railway and surrounding landscape would be obstructed. Submissions stated that reduced visibility may affect perceived and actual safety and may increase risk of anti-social behaviour. One submission described the design as "inviting the wrong kind of use," and stated that current openness supports safety due to visibility from multiple vantage points.

Submissions raised concerns about the ability to exit the walkway quickly in an emergency. Respondents stated that sections with high seaward and landward walls could create corridor conditions with limited escape points. Submissions stated that, during overtopping or where a user feels unsafe, the route may require travelling to the next exit. Submissions referenced potential impacts for women, older residents and people with disabilities.

Submissions also referenced visual oversight from the DART line, adjacent parks and nearby footpaths. Respondents referred to previous periods when lower visibility or secluded areas were associated with anti-social behaviour and stated that this should be avoided. Submissions described the existing low granite wall as enabling "eyes on the landscape," and described proposed structures as "blank, unhelpful barriers."

Submissions also referred to day-to-day risks associated with narrowed or enclosed pathways, including manoeuvring space for prams, mobility devices and bicycles. Submissions referenced collision or fall risks where sightlines are limited. Submissions also referenced overtopping and the risk of water accumulating between walls, describing the combined effect as "a flooded corridor with nowhere to go."

Submissions stated that safety considerations should include both physical risk and perceived safety. One submission stated that "a space people are afraid to use is a space that fails, even if technically safe." Submissions requested alternative configurations that preserve openness, maximise passive surveillance and avoid long enclosed sections.

Submissions stated that safety considerations should be incorporated into design development and not treated as secondary.

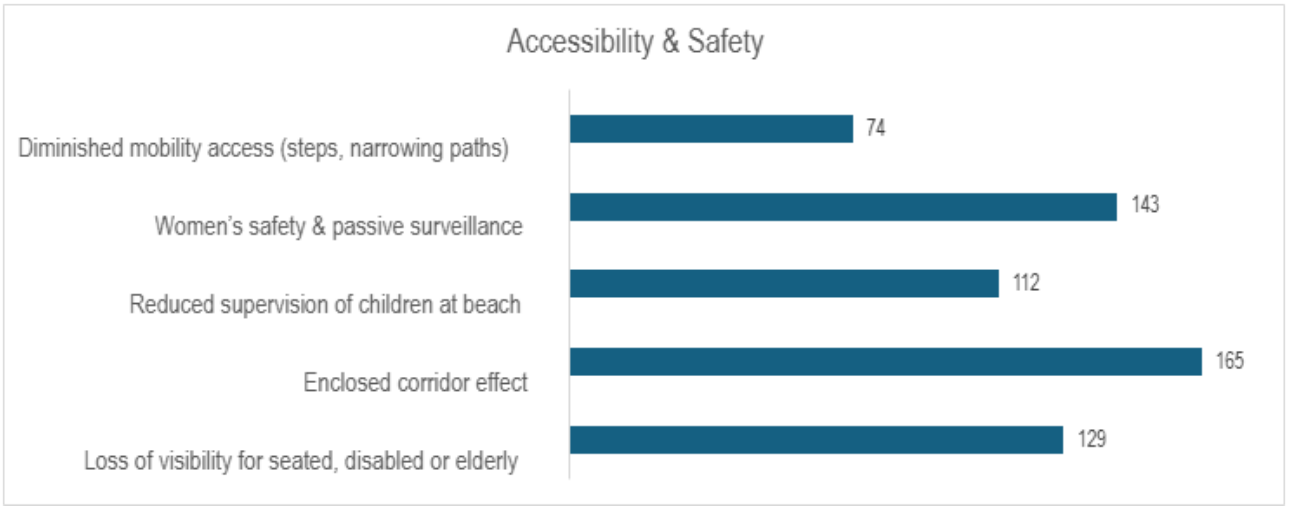


Figure 4.1 Accessibility and Safety Concerns

4.6 Access, Inclusivity and Mobility Considerations

Feedback received from stakeholders raised concerns about potential effects of proposed coastal protection measures on accessibility and inclusivity between Merrion Gates and Seapoint. Submissions stated that this stretch allows people of different ages and abilities to be close to the sea without steep gradients, uneven terrain or inaccessible beach conditions. Some submissions described the area as a "rarely accessible piece of the Dublin coastline" and stated that the Preferred Scheme would reduce inclusivity.

Submissions referenced reliance by older adults, people with disabilities and those with limited mobility on the existing low granite wall and open promenade, including where access to the beach is not feasible at high tide or in poor weather. Submissions stated that a 1.3 metre wall would reduce visibility for seated users or wheelchair users, with one submission stating that "people who cannot reach the foreshore will lose their connection to the sea entirely." Submissions stated that visual access is part of universal design.

Submissions also raised concerns about the physical accessibility of the modified promenade. Respondents stated that double wall configurations could narrow usable width and create corridor-like spaces affecting wheelchair users, people with guide dogs, parents with prams and people using mobility devices. Submissions referenced the need for turning and passing space and adequate sightlines. One submission stated that "a narrower, shadowed walkway will deter people with mobility challenges from using the coastline altogether."

Submissions also raised concerns about access to the water, particularly at Seapoint. Respondents stated that increased wall heights could affect supervision of children, visibility of bathers and access for less confident swimmers. Submissions requested retention or enhancement of accessible routes to the water, including ramps, handrails and beach-level access points. Some submissions stated that consultation drawings did not show how access points would be retained or improved, with one submission stating that "accessibility details cannot be an afterthought."

Submissions referenced policy context in county development plans in relation to inclusive design, universal access and permeability in coastal spaces. Submissions stated that pathways should be widened rather than narrowed and that new works should be used to improve movement and visibility along the waterfront.

Submissions also raised sensory accessibility considerations, referring to sea air, light, horizon and wave movement as important aspects of the coastline experience, including for therapeutic use. Submissions stated that enclosed spaces could reduce openness, with one submission stating it would "remove the sense of openness that people rely on."

Submissions requested a universal design approach and stated that disability organisations, advocacy groups and local users should be consulted. Submissions also requested clearer illustrations of accessible routes, gradients, ramp widths and wall heights, stating that "inclusivity must be visible in the design, not assumed."

Submissions stated that the Preferred Scheme could reduce inclusivity unless modified and requested a design that supports continued access for users of different ages and abilities.

4.7 Construction Impacts and Local Disruption

Feedback received from stakeholders raised concerns about construction impacts along the Merrion Gates to Seapoint corridor, including scale, duration and intensity of works. Submissions described the area as heavily used throughout the year by walkers, swimmers, park users, commuters and nearby residents. Submissions stated that construction should minimise disruption, including near residential areas, bathing locations and public parks.

Submissions raised concerns about noise and vibration associated with demolition of granite walls, installation of precast elements and anchoring works. Some residents described previous railway maintenance activities as “very loud and disruptive” and stated that a multi-year construction period would increase disturbance. Submissions stated that some works may require night-time activity due to tidal constraints and raised concerns about sleep disruption. Submissions described this prospect as “deeply worrying,” including for families, older people and those working night shifts or irregular hours.

Submissions also raised concerns about combined impacts of noise, dust, lighting and construction traffic in constrained areas. Respondents stated that Booterstown, Blackrock and Seapoint are bounded by residential streets, parks and foreshore with limited space for machinery, compounds or haul routes. Submissions stated that the promenade is too narrow to accommodate construction equipment without closing pedestrian access. One resident stated that “there is simply nowhere for this scale of work to go without affecting everyone who uses the coastline."

Submissions raised concerns about closures or diversions affecting access to beaches, the promenade and coastal parks. Respondents stated that Blackrock and Seapoint are busy bathing areas and that summer construction would disrupt swimming and family use. Submissions requested phasing that avoids the bathing season and referenced Seapoint’s Blue Flag status in relation to water quality and access. One submission stated that “closing Seapoint in summer is simply not an option.”

Submissions also raised concerns about temporary lighting for night-time or low-tide works, including impacts on wildlife and nuisance for residents. Submissions stated that lighting should be directed, time-limited and coordinated with ecological sensitivity periods.

Submissions requested clear communication on construction impacts, including pedestrian diversions, beach closures, noise periods and site activities. Some submissions referenced limited communication in earlier consultation rounds and stated that regular updates, transparent scheduling and engagement should be provided during construction.

Submissions also requested coordination with other public bodies to avoid overlapping works. Respondents referenced proposed works by Dún Laoghaire Rathdown County Council at Blackrock and stated that sequencing should avoid repeated disruption. One submission stated that “waste and unnecessary disruption will occur if projects are not properly coordinated.”

Submissions raised concerns about construction vehicle movements and materials deliveries. Respondents stated that local roads are congested and may not be suitable for heavy goods traffic, and referenced traffic hazards, air quality impacts and pedestrian/cyclist safety. Submissions suggested considering seaward delivery routes or temporary offshore platforms to reduce land-based disruption.

Submissions stated that construction impacts require a construction management approach that minimises disruption, protects access where feasible and maintains communication throughout delivery.

4.8 Environmental Sustainability and Material Concerns

Feedback received from stakeholders raised concerns about environmental sustainability, with a focus on the extent of new concrete construction and the carbon footprint associated with the Preferred Scheme. Submissions referenced the coastline's location within a UNESCO Biosphere and its wider environmental context. Submissions questioned the reliance on high embodied-carbon materials and hard engineering approaches and requested consideration of lower-carbon, nature-based or hybrid alternatives. One submission described the proposals as "a twentieth century solution for a twenty first century climate."

Submissions raised concerns about the volume of precast concrete proposed along the corridor and referenced greenhouse gas emissions associated with concrete production. Submissions stated that major infrastructure projects should assess embodied carbon and consider alternatives. Some submissions stated that lower-carbon concrete technologies or use of recycled or salvaged materials were not clearly addressed. One submission stated that "the coastline should not bear the burden of unnecessary carbon in the name of protection."

Submissions also linked sustainability concerns to demolition or subsumption of historic granite seawalls. Respondents stated that granite is durable and has a lower embodied carbon footprint than new concrete. Submissions stated that, where wall removal is required, stone should be salvaged and reused in the design. People Before Profit stated that "heritage materials must be reused at the location they were taken from." Submissions also referenced granite performance in marine environments, visual compatibility and long-term appearance relative to concrete.

Submissions referenced alternative materials and approaches intended to reduce environmental impacts or enhance ecological value. Submissions referenced textured ecological concrete products designed to support biodiversity and requested information on selection of "least emissions intensive concrete possible." Submissions stated that lifecycle carbon considerations should be set out where new concrete is proposed.

Submissions also raised concerns about long-term effects of hard engineering on the marine environment, including wave reflection, scouring, sediment movement and habitat change. Submissions stated that introducing large concrete walls could add pressure to the bay's ecological conditions. Some submissions described a risk of "locking the coastline into a cycle of harder and harder engineering."

Submissions also linked sustainability to durability and adaptability and referenced deterioration of concrete in marine environments, maintenance requirements and future replacement. Submissions stated that approaches enabling incremental adaptation may reduce future carbon impacts. One submission stated that "true sustainability requires not just low carbon construction but designs that minimise future carbon expenditure."

Submissions requested a material strategy addressing emissions reduction, reuse of existing materials and ecological innovations, and stated that material choices should be assessed for carbon intensity, lifecycle impacts and compatibility with ecological and heritage context. One submission stated that "a climate resilience project must embody climate responsibility."

4.9 Ecological Sensitivities and Coastal Processes

Feedback received from stakeholders raised concerns about ecological sensitivities along the Merrion Gates to Seapoint coastline, including proximity to Booterstown Marsh and the sand spit system to the south of Merrion Gates. Submissions referred to the area as environmentally significant and referenced its designation within a UNESCO Biosphere Reserve, an SPA and a pNHA. Submissions stated that changes to coastal structures should be approached with caution. One resident stated that "this coastline is alive, not static, and the design needs to respect that."

Booterstown Marsh was referenced as a particular concern. Submissions described it as the last remaining saltmarsh on the south Dublin coast and referred to hydrology and habitat conditions supporting protected bird species and plant communities. An Taisce stated that the marsh "forms one of the crucial ecological components of the Dublin Bay Biosphere" and raised concerns that works could affect tidal exchange and salinity patterns. Submissions stated that changes in water flow at the seawall could affect nutrient exchange, sediment deposition and eelgrass beds used by wintering Brent Geese. One resident stated that "the marsh survived oil spills, sewage and decades of neglect, but it may not survive poorly considered engineering."

Submissions raised concerns about the developing sand spit adjacent to Merrion Gates. Stakeholders stated that the feature has been growing since the 1990s and is currently associated with EU-funded biodiversity enhancement work. Submissions stated that the sand spit provides wave attenuation and contributes to protection of the railway line. An Taisce stated that impacts to the spit "must be fully assessed," including potential effects on efforts to reconnect it with the marsh for ecological restoration. Residents described the spit as "a natural buffer that is doing some of the work for free," and stated that the design should account for these processes.

Stakeholders also referred to potential effects of wave reflection from higher, more rigid walls on sediment transport. An Taisce stated that larger waves striking an elevated barrier can reflect energy seaward and "increase potential sand movement and scouring," with possible effects on shoreline morphology. Submissions stated that this could increase erosion or destabilise the foreshore. One submission stated that "once the coastline starts to unravel, it will be very difficult to put it back the way it was."

Organisational submissions referenced the absence of a coastal squeeze assessment in project documentation. Dún Laoghaire Rathdown County Council stated that "the lack of any reference to coastal squeeze prevents an accurate understanding" of long-term environmental consequences. Submissions stated that, without such an assessment, impacts on habitat retreat and potential mitigation requirements are not clear.

Submissions also referred to protected species, including Brent Geese, waders, terns and other migratory birds. People Before Profit stated that construction phasing should avoid overwintering and nesting seasons and stated that "works must be timed at periods when few birds will be nesting." Residents described the presence of geese feeding at low tide and raised concerns about disturbance, noise and lighting. Submissions also referenced eelgrass beds south of Merrion Gates, with one resident stating that "the eelgrass is already shrinking and cannot take another hit."

Submissions also referenced water quality issues associated with the Elm Park and Trimleston streams, which discharge onto the shoreline. The An Taisce Dún Laoghaire Association submission stated that polluted outflows have been "killing the eelgrass beds," and stated that redesign should consider opportunities to improve water quality and ecological conditions alongside coastal defences.

Submissions requested comprehensive environmental assessment, including modelling of wave action, hydrology, sediment transport and habitat response under multiple climate scenarios. Submissions stated that Nature Based Solutions had not been explored in sufficient detail. One resident stated that "nature is already defending parts of this coastline, and the design should work with it, not fight against it."

Submissions stated that ecological sensitivity should be treated as a core consideration and requested a clearer ecological evidence base and assessment of alternatives intended to support resilience of Dublin Bay's natural systems.

4.10 Integrated Coastal Solutions Including S2S Greenway Options

Feedback received from stakeholders raised a preference for a more integrated approach to coastal protection along the Merrion Gates to Seapoint corridor. Submissions stated that the current proposals focus on raising walls and do not address broader public benefits that respondents consider relevant to the coastline. Submissions referenced potential benefits including improved coastal access, public realm, biodiversity, climate resilience and coordination with other infrastructure. Some submissions stated that the Preferred Scheme "lacks ambition."

Submissions referenced an integrated approach incorporating elements of the Sutton to Sandycove (S2S) greenway concept. Respondents described this as a "once in a generation opportunity" to create a coastal route linking Sandymount, Booterstown, Blackrock, Seapoint and onwards to Dún Laoghaire. Submissions stated that a seaward walkway or cycleway could function as public amenity and coastal defence by shifting wave energy away from the railway. Submissions described this as offering "multiple wins," including reduced wall heights, maintained sea views, increased safety and improved access.

Submissions referenced international precedents where promenades and linear parks serve both recreational and flood protection functions, including designs with terracing, stepped forms or wide platforms. Submissions contrasted these with the Preferred Scheme, which respondents stated provides limited public realm benefit while introducing visual and experiential impacts. One submission stated that "other cities treat their coastline as a gift to be shared, not a place to be walled off."

Submissions stated that ECRIPP should be considered alongside other infrastructure proposals in the corridor. Submissions referenced the EirGrid Powering Up Dublin project and suggested integrating cable ducting into a seaward S2S structure to reduce seabed disturbance and avoid duplication of works. Submissions stated that progressing projects in parallel without integration could increase disruption, with one submission stating that "three major public projects are being advanced in parallel with no clear strategy to tie them together."

Submissions referenced the current coastline as fragmented for walkers and cyclists and stated that a continuous seafront route would provide health, mobility and tourism benefits. Submissions also stated that managed access could reduce disturbance to sensitive areas by concentrating movement on a designed route.

Submissions stated that seaward protection could reduce the need for higher walls adjacent to the railway by absorbing wave energy earlier, with implications for overtopping risk and crest height. One submission stated that "moving the line of defence seaward gives room to breathe."

Submissions stated that integrated alternatives have not been assessed in sufficient detail and referenced the need for comparative evaluation of seaward versus landward interventions. Some submissions stated that integrated designs can attract stronger public and political support.

Submissions stated that a broader vision is required and raised concerns about "locking in a wall-based solution that future generations may regret.".

4.11 Alternative Engineering Solutions

Feedback received from stakeholders raised a preference for the exploration of a wider range of engineering options before progressing with a design focused primarily on raising wall heights along the railway corridor. Submissions stated that the Preferred Scheme relies on a limited defensive strategy and requested assessment of a broader set of coastal protection measures intended to reduce visual, ecological and amenity impacts. Some submissions described the approach as "too limited for such an important coastline."

Submissions raised concerns about the use of vertical concrete walls as the primary measure. Respondents stated that rigid, continuous walls may reflect wave energy rather than dissipate it, with potential implications for scour and erosion along adjacent sections of coastline. Submissions stated that approaches that absorb or deflect wave energy more gradually may perform differently under extreme conditions. One submission described a preference for "solutions that work with the sea, not against it."

Submissions frequently referenced transparent or partially transparent barriers as an alternative to solid concrete walls. Respondents stated that these systems require cleaning and maintenance and stated that they may retain views and reduce visual massing. Submissions referenced precedents using reinforced glass or polycarbonate flood defences in other coastal cities. Submissions stated that the Preferred Scheme includes limited flood glass use, primarily at station platforms, with one submission stating that "the technology exists, yet the design barely uses it."

Submissions also requested assessment of offshore or seaward alternatives intended to reduce the need for high landward walls. Suggestions included rock armour revetments, reef bunds, offshore breakwaters, attenuator structures and hybrid approaches combining natural and engineered elements. Submissions stated that these measures could reduce wave energy before it reaches the railway, allowing for lower wall heights and retaining more coastal views and openness. Submissions also stated that seaward measures could be designed to create habitats or provide amenities.

Submissions also raised a preference for adaptive and flexible design strategies. Respondents stated that fixed-height walls may not provide flexibility for uncertain climate futures and suggested modular, upgradeable or movable systems. Submissions referenced barriers that can be raised during storm conditions and lowered at other times. Submissions referenced international examples of movable defences and stated that such technologies should be considered for long-term planning.

Submissions raised concerns that Nature Based Solutions were not carried forward for detailed assessment. Respondents referenced options including sand nourishment, saltmarsh enhancement and ecological revetments and stated that these should be evaluated. One resident stated that "the sea has been shaping this coastline for thousands of years, and nature-based solutions should not be ruled out without rigorous evaluation."

Submissions also raised concerns about limited explanation for why options were discounted. Respondents stated that the design rationale was not set out with comparative assessment across environmental, visual, economic and social criteria. Organisational submissions stated that transparency in option selection is required to support understanding.

Submissions stated that engineering options should be revisited and assessed for integrated, adaptive and visually sensitive measures. One submission stated that "good engineering is not just about protection, but about choosing solutions that respect the place they protect."

Across the submissions, several suggested alternatives emerged consistently. Walkways and cycleways had the most mentions followed by glass/Perspex considered for any barriers proposed as well as a lower wall height (see Figure 4.2).

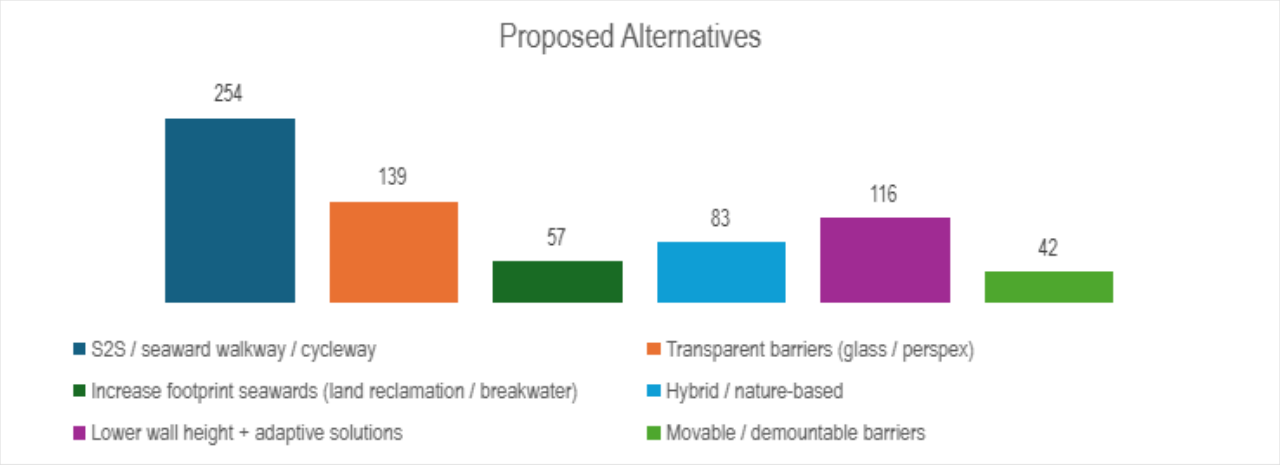


Figure 4.2 Proposed Alternatives

4.12 Multi Benefit and Integrated Coastal Vision

Feedback received from stakeholders raised a preference for a more integrated approach than that presented in the Preferred Scheme. Submissions described the corridor as a landscape with cultural, ecological and social value in addition to its role as a railway boundary. Some submissions described the Preferred Scheme as "a narrow point solution" and stated that it does not reflect practices in contemporary coastal adaptation. Submissions requested that Irish Rail "see the coastline as an opportunity, not just a problem to be solved."

Submissions stated that coastal protection works should deliver benefits beyond engineering resilience. Respondents referenced international examples where coastal adaptation projects improve public realm, support active travel, enhance biodiversity, contribute to climate mitigation and provide recreational amenities. Submissions stated that the Preferred Scheme focuses on wall height increases without addressing these broader outcomes. Some residents described the proposals as "missing the chance to create something genuinely transformative."

Submissions requested a holistic strategy integrating transport protection, ecological enhancement, public realm improvements and long-term planning. Submissions referenced the Sutton to Sandycove (S2S) vision and stated that incorporating elements could support access and mobility and increase public support. Some submissions described this as "a once in a generation opportunity to connect the city to its coastline," and requested coordination with local authorities, environmental bodies and community organisations.

Submissions stated that the coastline functions as a connected system and that isolated interventions may have implications for heritage, ecology, drainage, mobility and climate resilience elsewhere along the bay. One submission stated that "this project must not lock the coastline into a defensive posture that future generations cannot adapt or improve."

Submissions raised concerns that the Preferred Scheme does not include measures to enhance biodiversity or support natural coastal processes. Submissions referenced Nature Based Solutions and hybrid systems and stated that these were not assessed in sufficient detail. One organisation stated that "coastal adaptation should enhance ecosystems, not sideline them." Submissions also stated that ecological enhancement and carbon reduction should be addressed within the design from the outset.

Submissions also requested improvements to the public realm, including consideration of materials, lighting, seating, access routes and landscape form. Some submissions described the proposals as "an engineering solution that forgets about the people," and requested that the design reflect Dublin Bay as a shared public space.

Submissions also stated that multi-benefit solutions can influence public support and planning outcomes and may reduce future intervention requirements. One submission stated that "doing it right now will save time, money and conflict later."

Submissions requested that Irish Rail work with Dún Laoghaire Rathdown County Council, Dublin City Council, environmental organisations and community groups and stated that design should reflect interdependent engineering, ecological, cultural and social considerations.

Stakeholders stated that coastal protection should also support public realm, biodiversity, heritage, active travel and long-term resilience. One submission stated that "coastal protection is not just about defence, it is about shaping the kind of coastline we want to inherit."

4.13 Drainage, Outfall Management and Flood Pathways

Feedback received from stakeholders raised concerns about drainage, outfall management and flood pathways in the context of proposed wall height increases along the Merrion Gates to Seapoint corridor. Submissions referenced the presence of surface water and combined drainage outfalls discharging through or beneath existing defences and stated that changes to wall geometry, platform levels or revetment structures should maintain outfall function. One submission stated that "if the outfalls are compromised, the water will have nowhere to go except back into the city."

Submissions raised concerns that overtopping water could become trapped between proposed seaward walls and raised landward walls, particularly in narrow sections. Respondents stated that seawater could accumulate in enclosed sections during storm events if drainage and overflow measures are not provided. Submissions described this as "a flooded corridor with no escape," and referenced potential risks to pedestrians, structural stability and water ingress onto the railway.

Submissions requested hydraulic modelling accounting for storm surge, wave overtopping, tidal cycles and interaction with surface water outflows from the Elm Park, Nutley and Trimleston streams. Dún Laoghaire Rathdown County Council stated that the drainage strategy must ensure that the "integrity of the culverts and their free discharge is maintained," and stated that failure to do so could create a "high possibility of upstream flooding." Submissions stated that compound events involving high tides and heavy rainfall should be considered.

Submissions referenced historical flooding at Brighton Vale, including seawater moving through boundary walls and affecting residential properties. One submission stated that "the water came through the wall and into the garden before we even understood what was happening." Submissions stated that raising wall heights without managing drainage pathways could redirect water towards vulnerable areas. Respondents requested measures including reinforcement or tanking of boundary walls adjacent to properties to avoid redirecting flood pathways inland.

Submissions stated that consultation materials did not provide sufficient information on drainage design. Respondents stated that drawings did not show locations or configurations of drainage channels, scuppers, culvert outlets or underpasses. Submissions stated that drainage routes during overtopping were not shown, including for double-wall sections at Seapoint and parts of Blackrock. One submission stated that "the walls are shown, but the water has been forgotten."

Submissions also raised concerns about longer-term changes affecting drainage performance, including sedimentation, beach levels and wave reflection patterns. Respondents stated that sediment movement near outfalls could change, affecting capacity. Environmental organisations stated that maintenance and monitoring requirements should be included due to the dynamic coastline.

Submissions also referenced potential integration of flood storage or attenuation measures within nearby parks, including Blackrock Park and headland areas near Seapoint, described as "pressure relief valves" during extreme storm events. Submissions stated that such measures would require coordination between Irish Rail, Dún Laoghaire Rathdown County Council and Dublin City Council.

Submissions requested that a drainage strategy be provided with technical detail at the next design stage and stated that drainage should be given the same attention as wall height. One submission stated that "the sea does not stop at the wall, and the project must show clearly where the water will go."

4.14 Transparency, Visuals and Consultation Concerns

Feedback received from stakeholders raised concerns about information provided during the consultation process, including the clarity and completeness of visuals illustrating proposed wall height increases and associated works. Submissions stated that the documentation did not provide a clear understanding of how the coastline would appear and feel if the Preferred Scheme is constructed. One resident stated that "no photograph or drawing has been provided that shows us what we are losing."

Submissions raised concerns about the visualisations presented. Stakeholders stated that photomontages relied on low-angle or sea-level perspectives and did not reflect the experience of walkers, swimmers or DART passengers. Submissions stated that impacts would be experienced at promenade height and from train carriages and stated that realistic before-and-after comparisons from these viewpoints were not provided. Some submissions described the visual materials as "misleading" or "insufficient for meaningful feedback," and stated that accurate depictions of wall height, shading and enclosure are required to assess impacts.

Submissions also requested long sections, cross-sections and photorealistic renderings along the route. Dún Laoghaire Rathdown County Council stated that dimensional information was missing in places, including information allowing assessment of crest levels, wall heights above Ordnance Datum and relationships between proposed structures and ground levels. Submissions stated that effects of the double wall configuration at Seapoint and the raised walkway south of Blackrock were not illustrated to the standard expected.

Submissions also raised concerns about consultation notification and access. Some stakeholders stated they did not receive notification or received leaflets after key events. Submissions described the consultation as "too short," "poorly advertised," or "not accessible to working people." Submissions referenced the number and timing of events, including the timing of the public webinar. Submissions also stated that feedback from Public Consultation 1 was not clearly addressed, with one organisation stating that "the responses from the first round have not been made available, despite repeated requests."

Submissions stated that consultation should include opportunities for engagement with concerns and questions. Some submissions stated that Consultation 2 presented a largely predetermined scheme and that alternatives were not openly explored. Submissions described "a one-way flow of information," and stated that justification for decisions on wall height, alignment or alternatives was not clearly set out.

Submissions requested improved information provision for future stages, including accurate visuals, modelling outputs and documentation of how feedback informs design. Submissions stated that information gaps affect trust and contribute to opposition to process rather than to coastal protection. Submissions requested that Irish Rail provide:

- Full photomontages and 3D visualisations from key public vantage points.
- Clear explanation of design rationale, including alternatives considered and reasons for rejection.
- Transparent reporting on how submissions from both consultation rounds have influenced the emerging design.
- Accessible and well advertised consultation events at times suitable for a wide range of community members.

One resident stated that "people can accept difficult decisions if they can see the evidence and understand the choices. What they cannot accept is being asked to imagine the impacts in the absence of proper information."

Figure 4.3 highlights the number of mentions in submissions referring to concerns around consultation feedback.

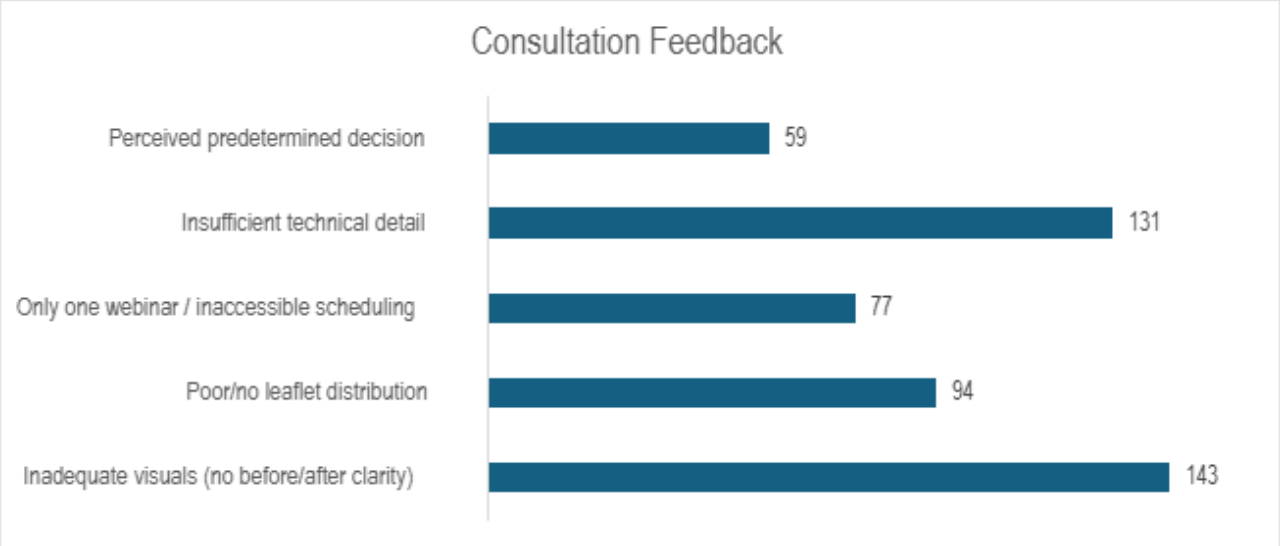


Figure 4.3 Consultation Feedback Mentions

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

Contents

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.

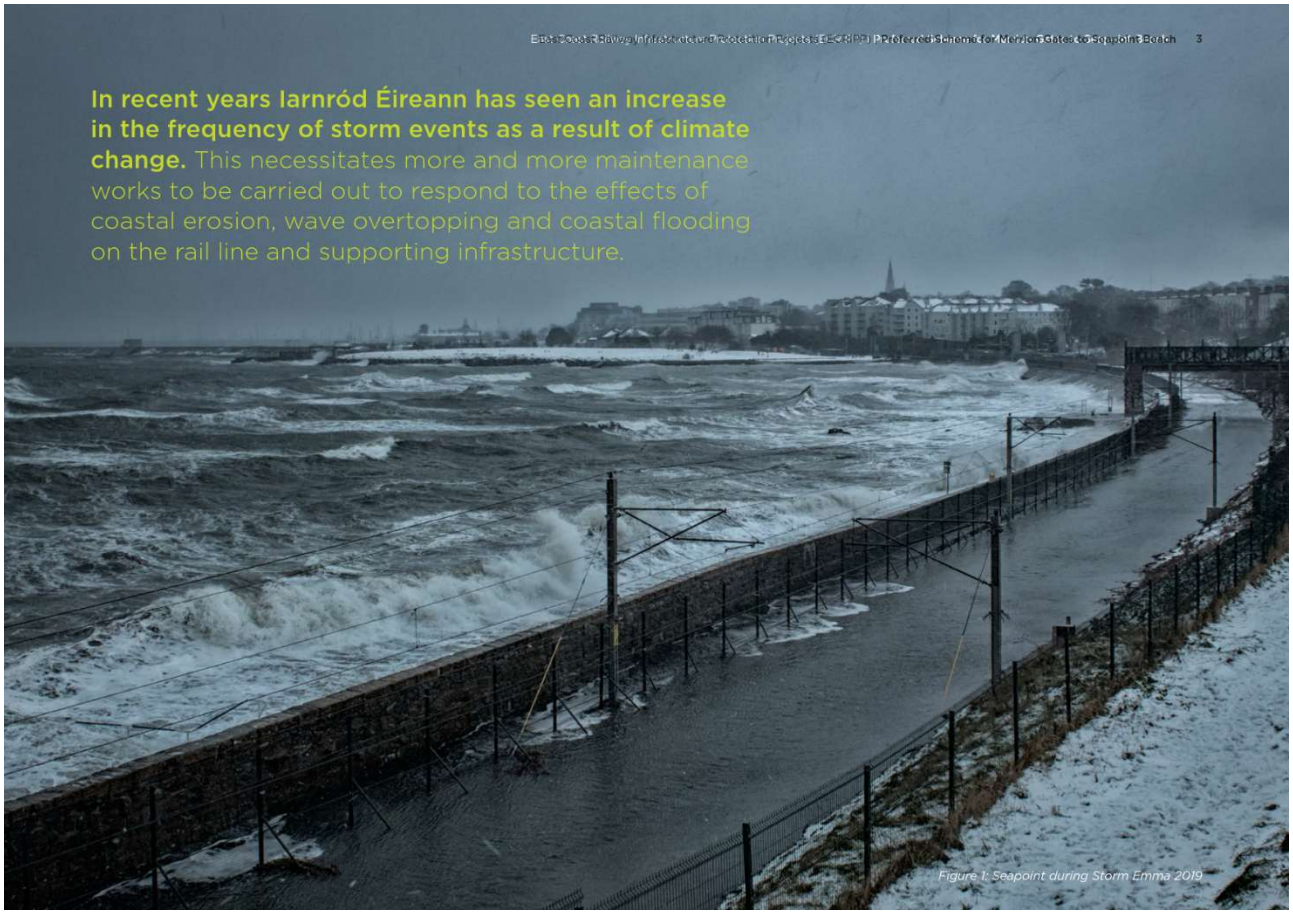


Figure 1: Seapoint during Storm Emma 2019

Figure 2: ECRIPP Key Locations Map

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

Figure 3: White Rock, Killiney

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-Island 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.

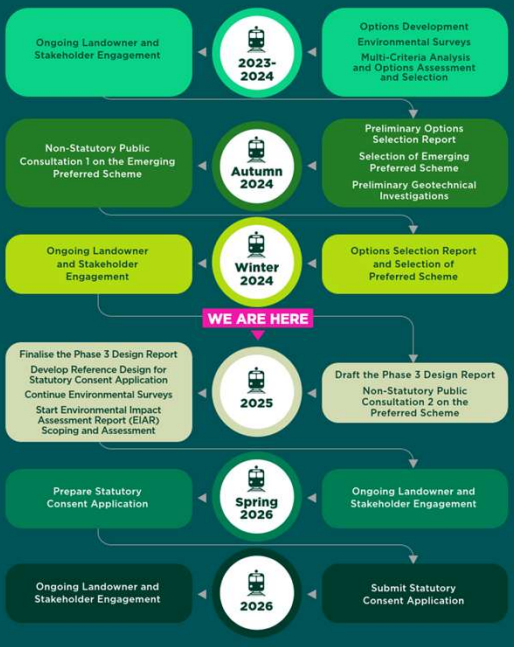


Figure 4: Consultation Roadmap

Figure 5: Bray Tunnels

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.

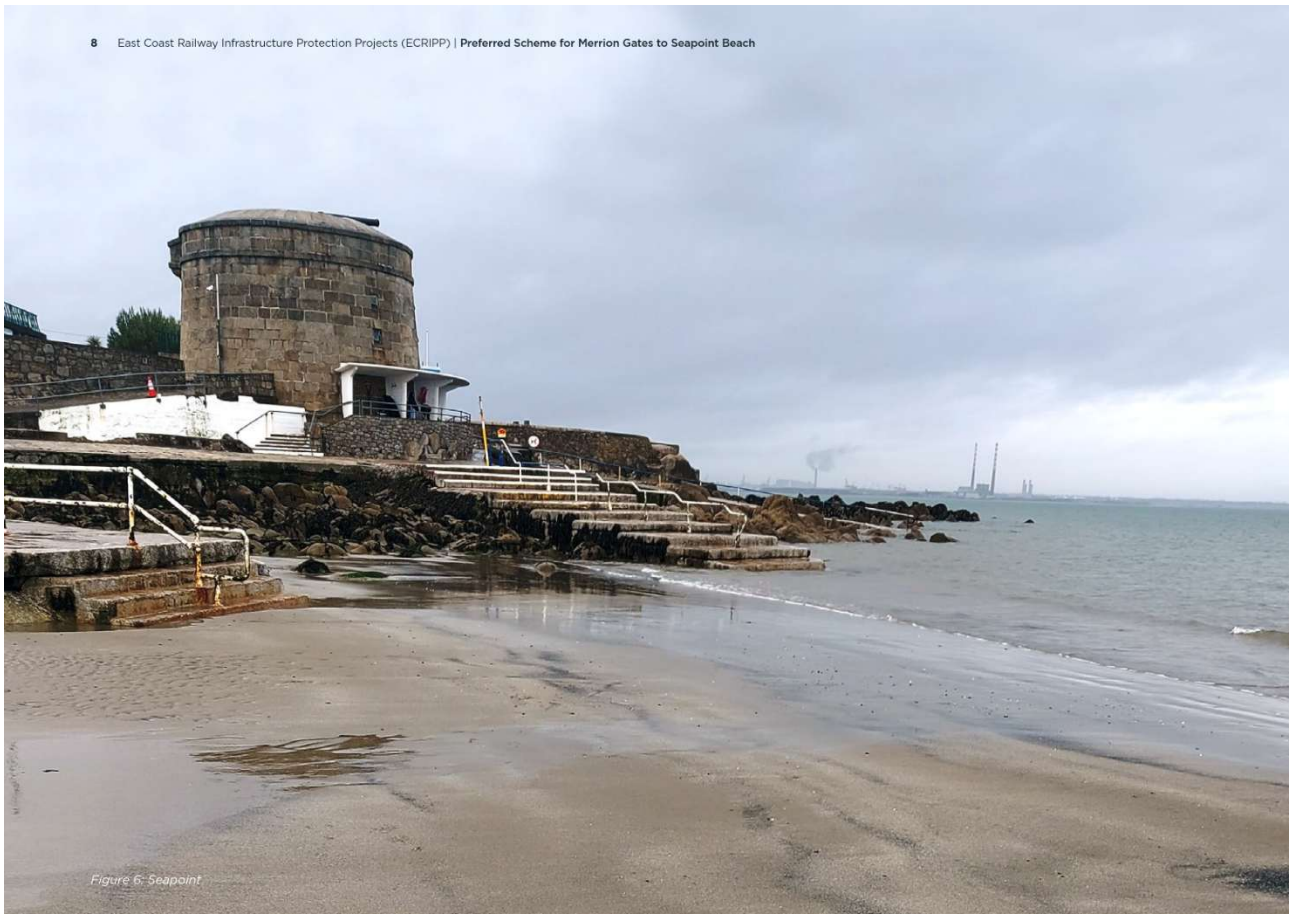


Figure 6: Seapoint

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.

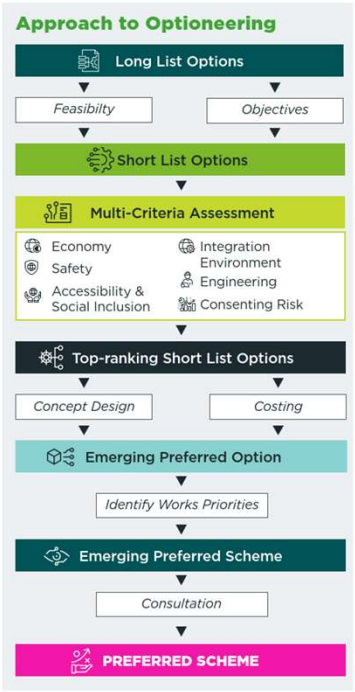


Figure 8: Approach to Optioneering Scheme

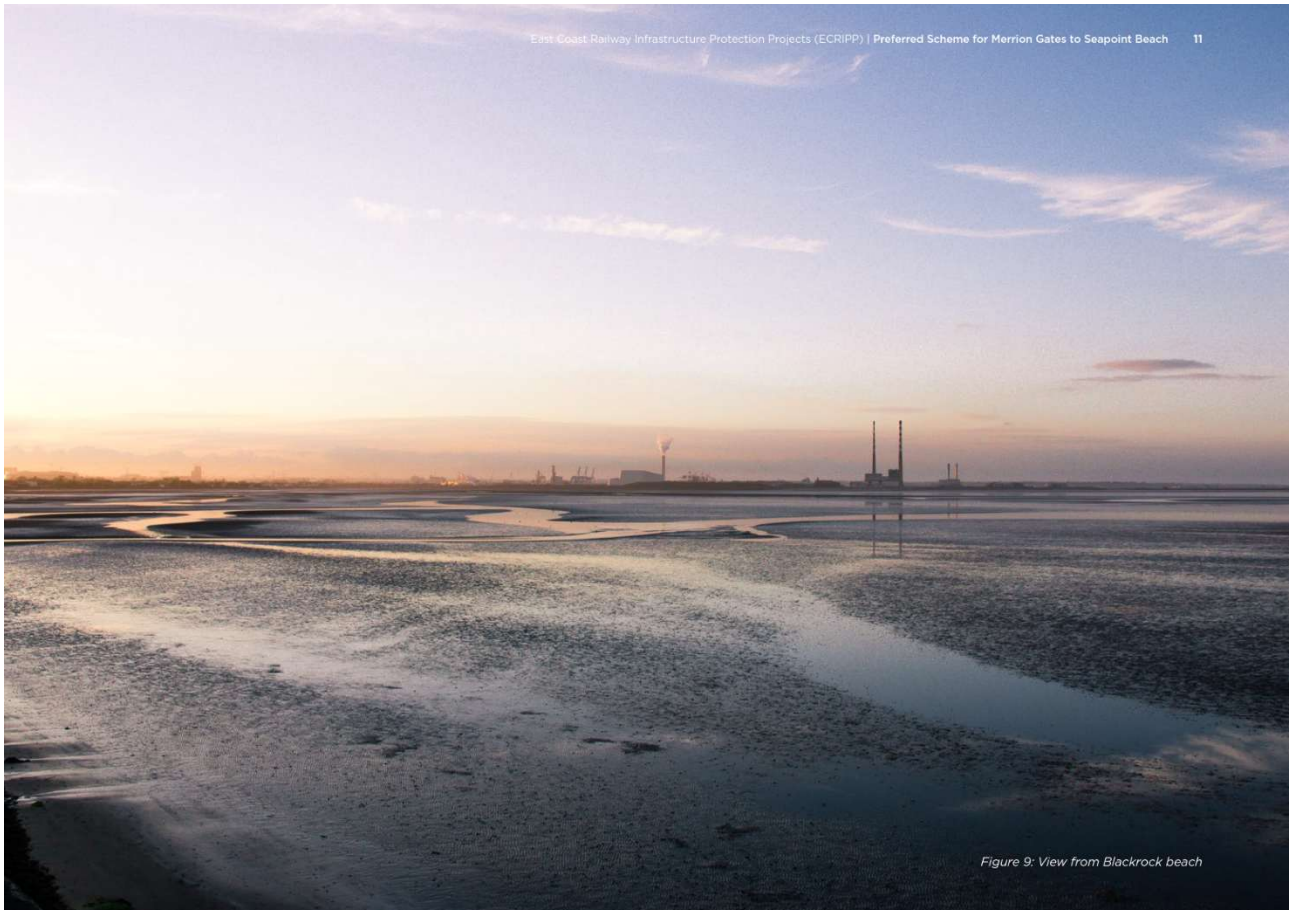


Figure 9: View from Blackrock beach

06 The Preferred Scheme — Merrion Gates to Seapoint Beach

The Merrion Gates to Seapoint project is an urban frontage with the trainline running along the coastline. Much of this frontage is defended, mostly with natural stone revetments and seawalls. The foreshore along this frontage is soft sediment forming intertidal flats. The railway is relatively low-lying along this frontage and the main hazard is wave overtopping causing disruption and damage to the railway line. The project area is located within a number of designated sites.

Project Objectives

The objectives of the project between Merrion Gates and Seapoint are:

- To reduce the impacts of wave overtopping leading to disruption of service and damage to the railway

Preferred Scheme

The preferred scheme comprises raising and strengthening the current defences along the majority of the frontage. The approach to raising the height of the defences differs by location due to the variation in the existing shoreline geometry, the variation in the available space for construction and the complexities around maintaining amenity provision.

Merrion Gates to Booterstown Station
Rebuild the existing wall with a pre-cast concrete wall anchored for stability.

The existing wall is not suitable to be raised to withstand wave loading over the next 50 years. The existing wall will be rebuilt from the top of the existing revetment level using pre-cast concrete with ground anchors (these will not be visible) installed to provide the required stability. The new wall will be approximately 1.3m higher than the existing wall.

Booterstown Station to Blackrock
Construct a new 1.3m high concrete wall seaward of the existing masonry wall, which will remain.

Booterstown Station
Protection against wave overtopping will be provided whilst maintaining the existing access and amenity features. The existing walkway on the seaward side of the seawall will be raised and improved. A new concrete wall on the seaward side of the walkway will be constructed and access to the foreshore maintained. The fence alongside the platform will be replaced with a 1.35m high concrete wall, raised further with 0.9m high flood glass.

Williamstown Martello Tower
Raise and improve the walkway; build new seaward concrete walls whilst maintaining foreshore access.

Blackrock Station North
To preserve public foreshore access, a new concrete wall will be built seaward of a raised and improved walkway. Along the platform edge a new 0.5m concrete wall will be constructed with a further 0.8m of floodglass installed on top of the wall

Blackrock Station
New walls will be constructed landward and seaward of the existing wall. The existing walkway along the seaward side of the seawall will be raised and a new wall will be installed on the seaward face of the raised and improved walkway to provide overtopping protection. A new backwall will be constructed along the line of the existing fence, raised further with floodglass alongside the station platform. Public access to the foreshore will be retained.

Blackrock Bathing Area
The existing wall will be retained but will be strengthened and locally raised. Floodgates will be used at gaps in the existing wall. Back supports will be added to provide support against wave loading.

Southern Blackrock
Raise the existing seawall and construct new rear wall along the railway fence line. The area between the two walls will be raised to provide improved amenity area.

Seapoint Station
The existing wall will be raised by up to 0.9m by a concrete L-shaped wall which will provide back support to the existing wall and raise the platform level.

Central Seapoint Beach
A new concrete seaward wall will be constructed over a raised and improved walkway over the existing revetment. New amenity steps will be provided seaward. The existing fence alongside the railway will be replaced with a 1.3m concrete wall. No works will be undertaken to the existing wall but the footpath between the existing wall and the new rear wall will be raised.

Southeast Seapoint Beach
The existing wall will be raised by approximately 0.9m and a new rear wall will be constructed along the fence line. The footpath between the two walls will be raised to preserve views.

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 assessment

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 (MUL) to undertake environmental baseline surveys in the foreshore which will inform the Environmental Impact Assessment Report and the Appropriate Assessment.

Construction

Construction of the project will require staging areas for site compounds, laydown zones, and material load-out points, particularly for rail-based delivery. A main compound will support welfare and logistics, with smaller satellite compounds positioned closer to work areas. Most construction will be carried out from the trackside, so staging areas will likely be remote from the actual works.

A small northern site may be used for crane operations and material handling, though its limited space and proximity to residences pose challenges. An alternative site south of Merrion Strands offers better space and access, making it more suitable for crane use, welfare facilities, and laydown areas.

Precast units are expected to be fabricated locally, transported to staging areas, and delivered to site via rail during overnight possessions. Equipment will be mobilised from Merrion Gates across the foreshore using temporary trackways to protect sensitive areas. Construction will involve removing and replacing existing walls with precast sections anchored for stability, and building new seawalls using a mix of precast and in-situ elements.

Rail-mounted equipment will be used within overhead line constraints, which are considered low risk. The construction will follow a rolling sequence with staggered work spreads to avoid delays. Precast units will be connected using in-situ concrete or mechanical fixings, with joints placed to accommodate movement and environmental effects.

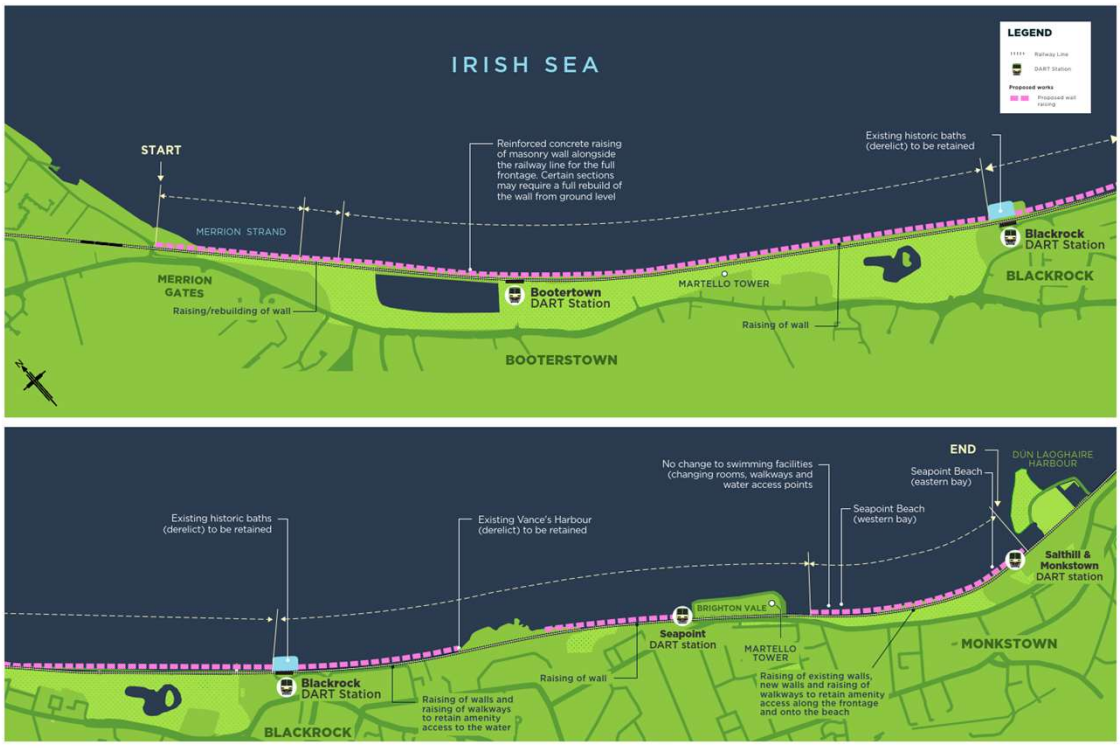


Figure 10: Preferred Scheme Plan - Parts 1 & 2

Figure 11: Illustrative view of Blackrock Station

Figure 12: Illustrative view of Booterstown Station

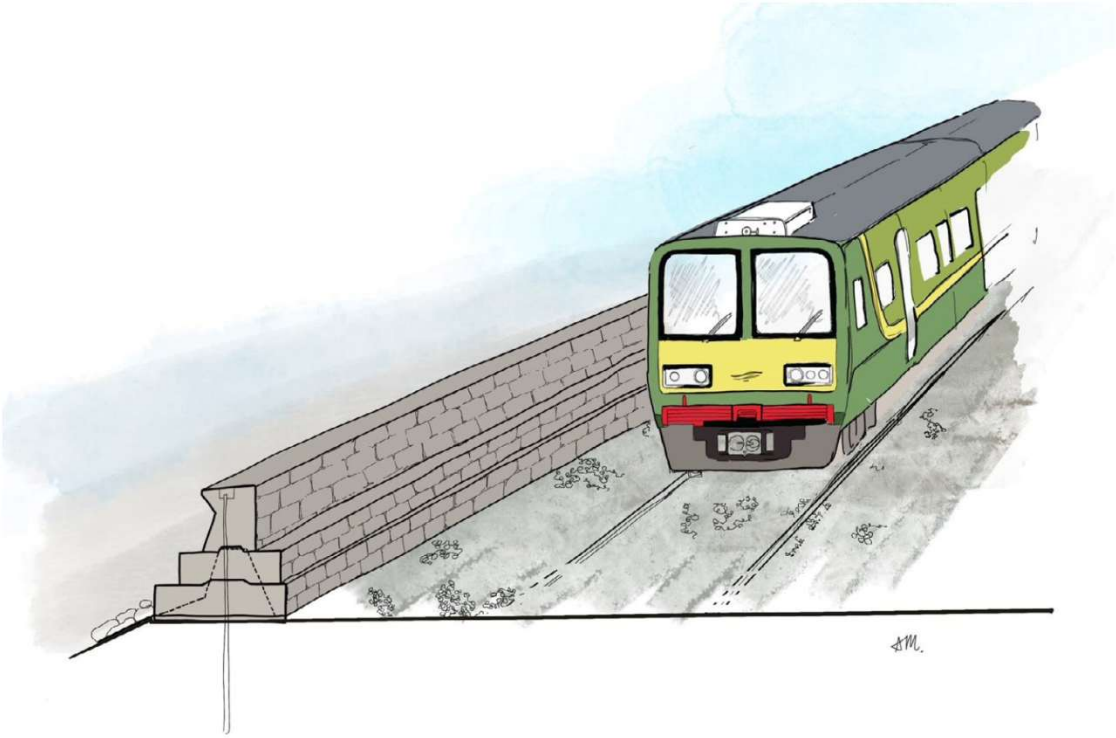


Figure 13: Illustrative view of Merrion section

Figure 14: Illustrative view of Seapoint walkway

Figure 15: Illustrative view of Seapoint walkway

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. FAQs

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?

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 are 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?

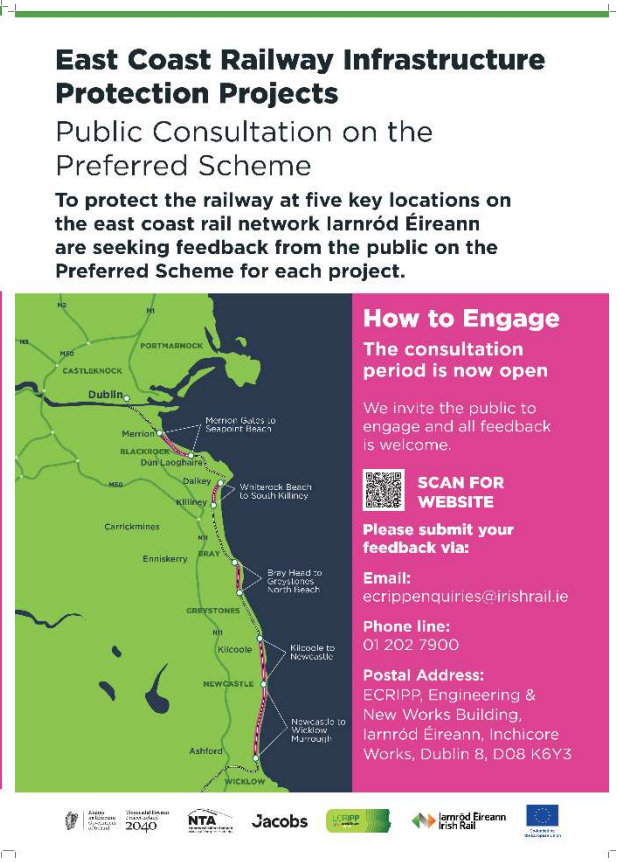
Whiterock Beach is part of the White Rock to South Killiney section, an area especially vulnerable due to its proximity to the sea and the presence of critical railway infrastructure. The proposed design includes a rock revetment to protect the existing wall from wave damage and erosion. At Killiney 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. Posters



Appendix D. Newspaper Advert

Bray People

News | 9

Plan for new off-licence at Bray Central

Application seeks to take over an empty corner unit

TOM GALVIN

The empty retail unit at Bray Central shopping centre.

Dangerous driving trial to go ahead

DARRAGH MCCANN

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.

Tabhair cuairt ar an suíomh gréasáin ie 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

Wicklow People

News Culture Night | 11

Kilcoole drummer teaching joy of the beat

TOM GALVIN

Neil Dowling in his "shed full of drums", at home in Kilcoole. Photo: Leigh Anderson

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.

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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

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 increases 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 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:

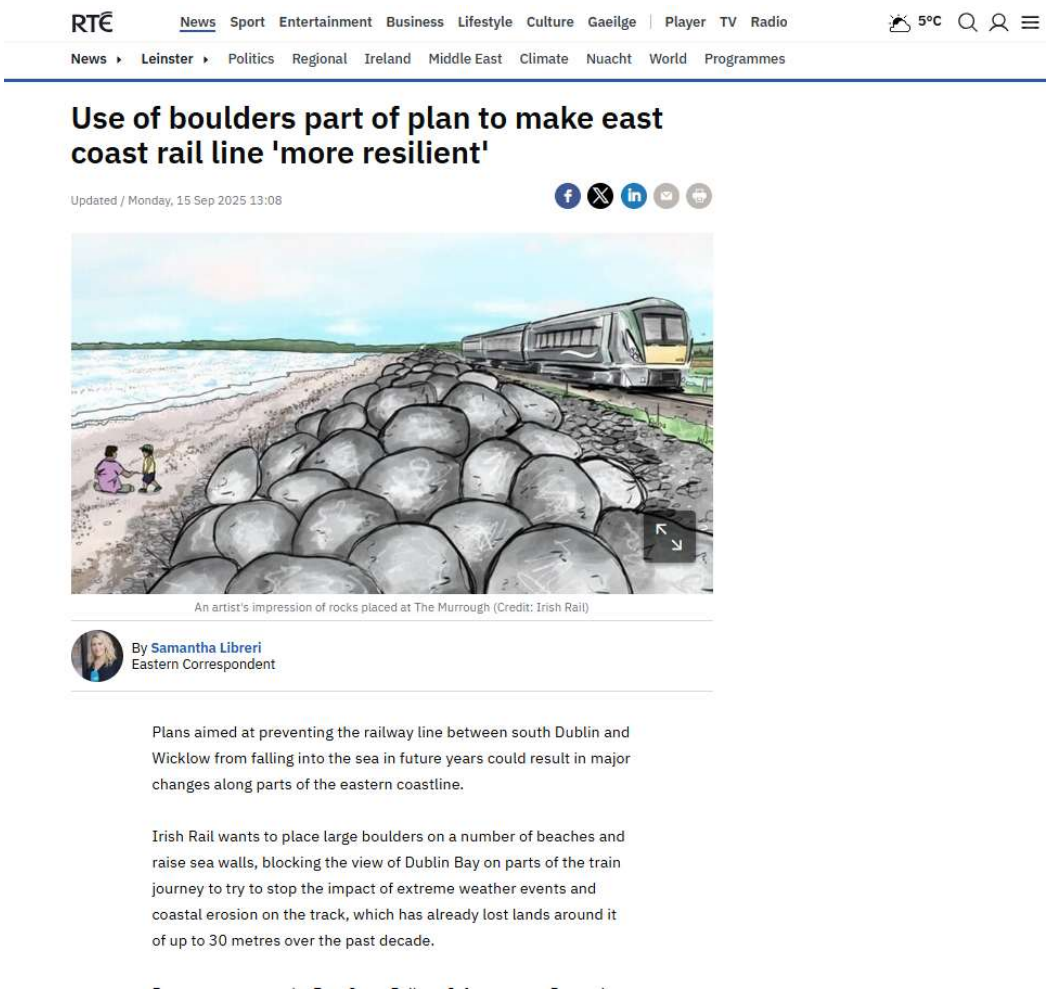
Corporate Communications,

Iarnród Éireann,

Connolly Station,

Dublin 1.

For more information, please contact Jane Cregan 086 8531098



RTÉ News Sport Entertainment Business Lifestyle Culture Gaeilge | Player TV Radio 5°C

News ▸ Leinster ▸ Politics Regional Ireland Middle East Climate Nuacht World Programmes

Use of boulders part of plan to make east coast rail line 'more resilient'

Updated / Monday, 15 Sep 2025 13:08

An artist's impression of rocks placed at The Murrough (Credit: Irish Rail)

By Samantha Libreri
Eastern Correspondent

Plans aimed at preventing the railway line between south Dublin and Wicklow from falling into the sea in future years could result in major changes along parts of the eastern coastline.

Irish Rail wants to place large boulders on a number of beaches and raise sea walls, blocking the view of Dublin Bay on parts of the train journey to try to stop the impact of extreme weather events and coastal erosion on the track, which has already lost lands around it of up to 30 metres over the past decade.

SECOND ROUND OF PUBLIC CONSULTATION FOR EASTERN COAST RAIL LINE BEGINS

PADRAIG CONLON 16 SEP 2025

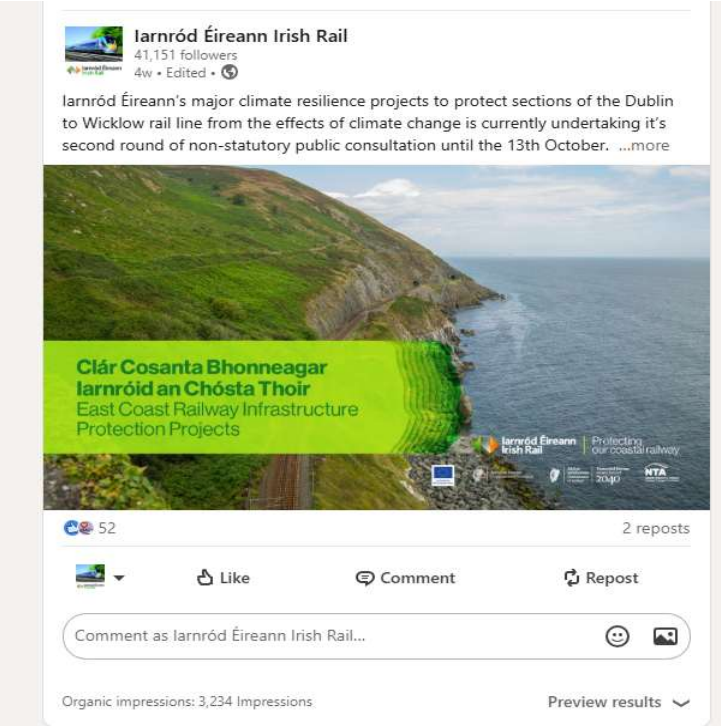
Iarnród Éireann's major climate resilience programme to protect major sections of the Dublin to Rosslare rail line from the effects of climate change has entered its second round of non-statutory public consultation.

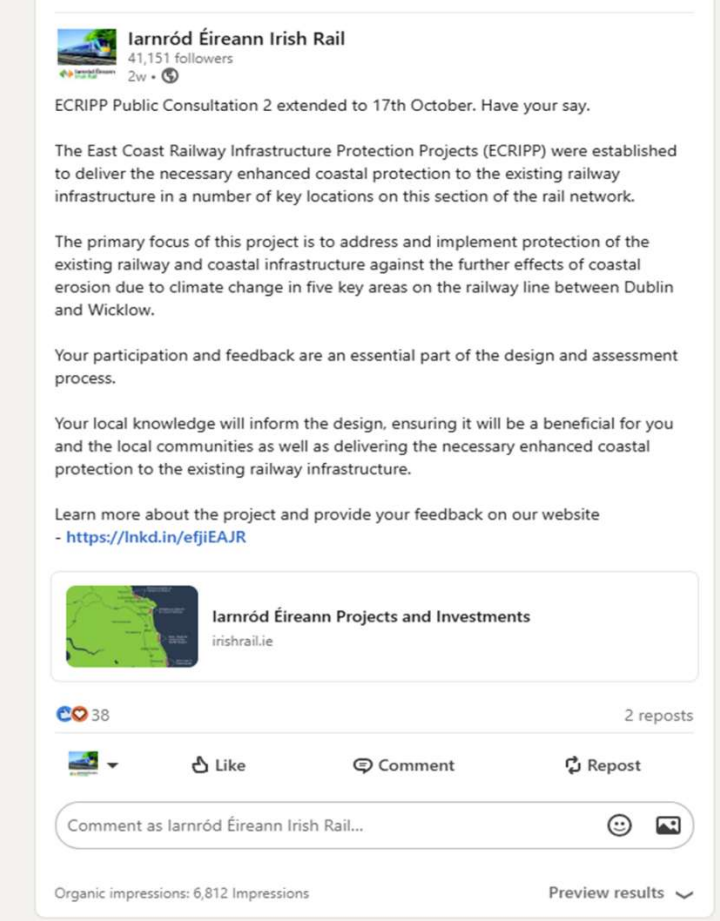
Non-Statutory Public Consultation on the preferred option for the East Coast Railway Infrastructure Protection Projects (ECRIPP) will run until 13th October.

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

Appendix F. Social Media





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 Email

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,

Engineering & New Works Building,

Iarnród Éireann, Inchicore Works,

Dublin 8, D08 K6Y3

Feeback 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 (ECRIPP) 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**

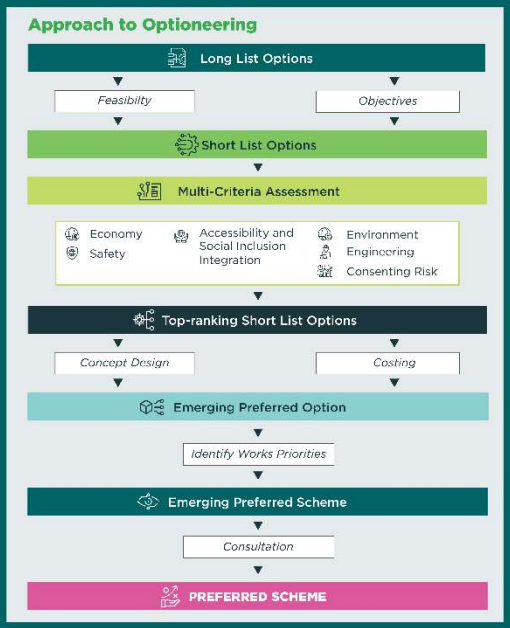
Allow for the long-term **efficient management and maintenance** of the railway corridor

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

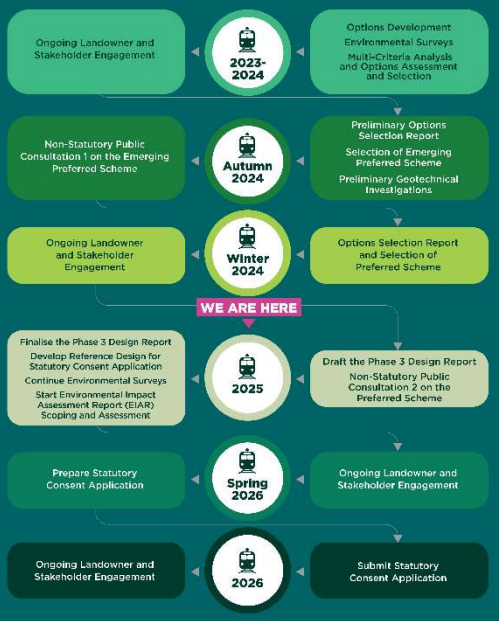
To assist the design development process and to determine the Preferred Scheme for each of the five projects, a structured engineering process has been followed.



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:

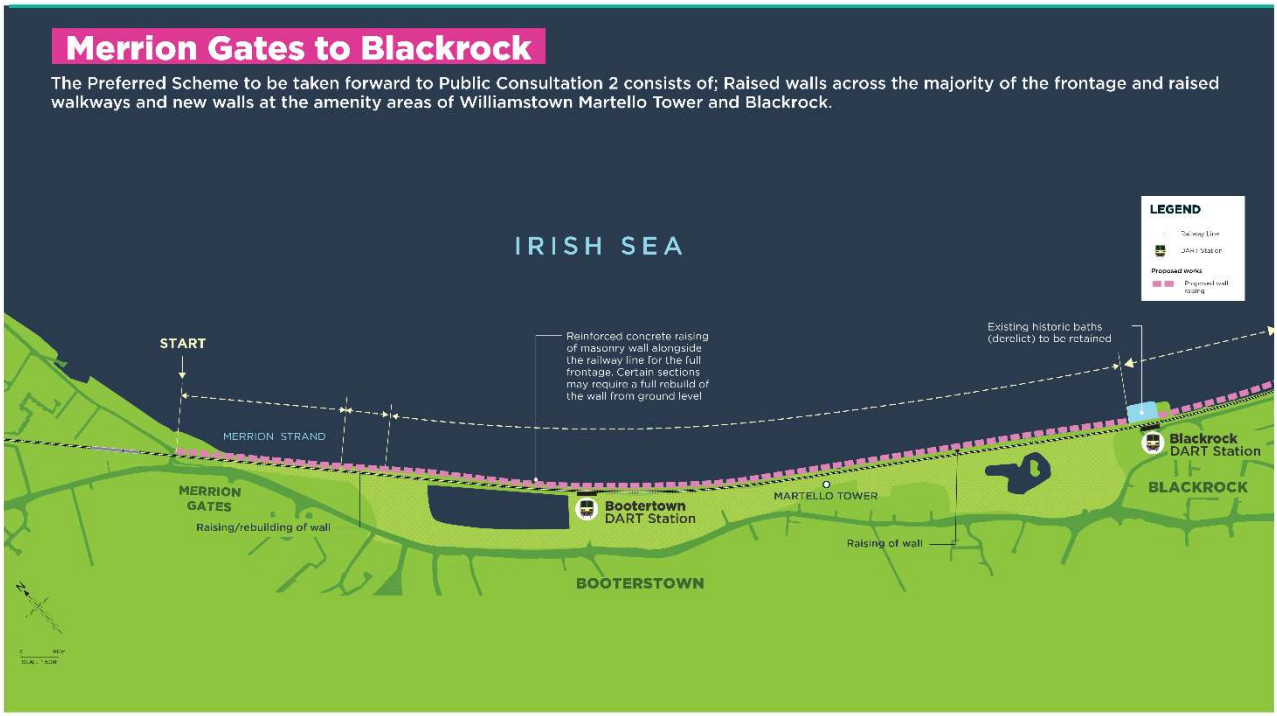
Website:

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
Merrion Gates to Seapoint Beach



Rialtas na hÉireann Government of Ireland | Tionscadal Éireann Project Ireland 2040 | NTA Údarás Náisiúnta Iompair National Transport Authority | Jacobs | ECRIPP | Iarnród Éireann Irish Rail | Co-funded by the European Union

The Preferred Scheme
Merrion Gates to Seapoint Beach

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The Preferred Scheme
Blackrock Station

Proposed works comprise:
- Maintaining existing public access and amenity
- Raise the existing walkway
- Install a new wall on the seaward face of the new walkway
- Install a new concrete wall with flood glass along the line of the existing fence

The Preferred Scheme
Booterstown Station

Proposed works comprise:
- Maintaining existing public access and amenity
- Raise the existing walkway
- Install a new wall on the seaward face of the new walkway
- Install a new concrete wall with flood glass along the line of the existing fence

The Preferred Scheme
Seapoint Beach

Proposed works comprise:

- The existing walkway will be raised and improved
- A new wall will be installed on the seaward side of the new walkway
- New amenity steps will be provided on the seaward side of the new walkway
- The existing wall will remain but the footpath on the landward side will be raised
- A new concrete wall will be installed along the existing railway fenceline

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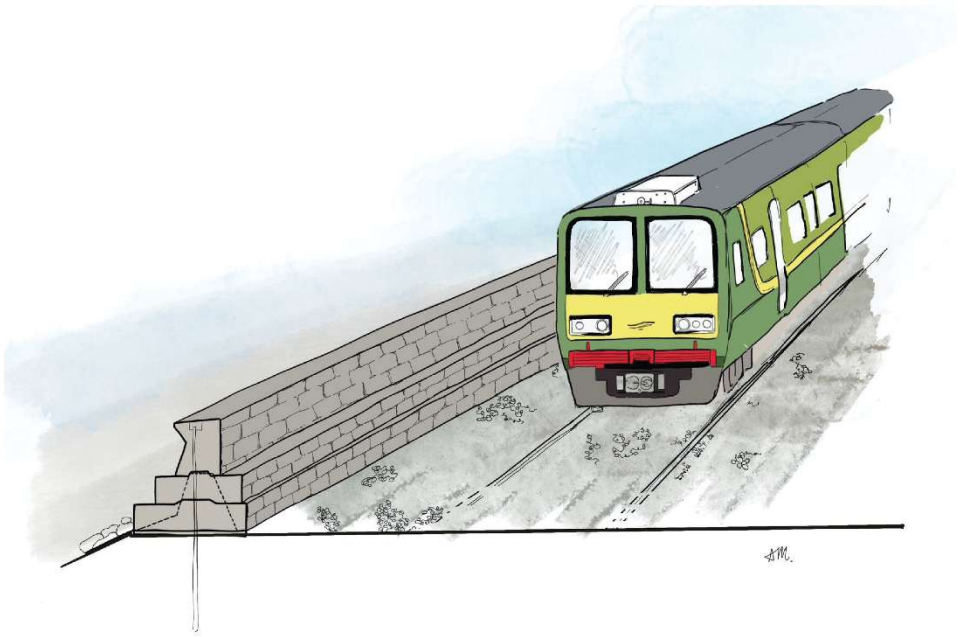
The Preferred Scheme
Merrion Gates to Booterstown Station

Proposed works comprise:

- From the level of the top of the revetment the existing wall will be rebuilt
- The new wall will be built from pre-cast concrete with ground anchors to provide support against wave loading for 50 years
- The new wall will be approximately 1.3m higher than the existing wall



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Appendix I. Consultation Leaflet

Cláir Chosanta Bhonneagar Iarnróid an Chósta Thoir

Comhairliúcháin 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.

Reáchtálfar 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.

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.