Consultation Findings Report

Navan Railway Non-Statutory Public Consultation No. 1



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TETRA TECH

ARCADIS

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NAVAN RAILWAY

Emerging Preferred Route | Non Statutory Public Consultation

How to use this report

This report has been structured to help readers quickly find the information most relevant to their interests. The sections below provide a guide to the report's content.

Want a quick overview of the consultation?

Start with the **Executive Summary** for a concise overview of the project, the consultation process, the key feedback received and the main conclusions and next steps.

New to the Navan Railway project?

Go to the **Introduction** and **Project Overview** to understand the proposed railway, the Emerging Preferred Route and the four proposed stations.

Interested in the consultation process?

Read **Approach to Consultation** for information on the consultation materials, engagement methods, promotion, participation and the feedback channels used.

Looking for the consultation findings?

Go directly to **Feedback Received** and **Responses** for the main themes raised by consultees, including route, stations, parking, environment, property, construction and operations.

Want to understand what happens next?

Read **Conclusion** and **Next Steps** to see how consultation feedback and further technical studies have informed the Preferred Route and the project's ongoing development.

The **Appendices** contain the consultation questionnaire, brochure, leaflet, display boards and supporting engagement material.

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Appendix G: Property Owner and Occupier Letter and Leaflet

Appendix H: NSPC1 notification email to stakeholders

Appendix I: Sample of Social Media and Advertisements

Acronyms/Abbreviations

Acronym	Meaning
ACP	An Coimisiún Pleanála
ACA	Architectural Conservation Areas
CSO	Central Statistics Office
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EPR	Emerging Preferred Route
EU	European Union
FAQ	Frequently Asked Questions
GDPR	General Data Protection Regulation
MCA	Multi Criteria Analysis
MCC	Meath County Council
MEPs	Members of the European Parliament
NPWS	National Parks and Wildlife Service
NSPC1	Non-Statutory Public Consultation No. 1
NSPC2	Non-Statutory Public Consultation No. 2
NTA	National Transport Authority
pOSR	preliminary Option Selection Report
TAF	Transport Appraisal Framework
TD	Teachtaí Dála
TFI	Transport For Ireland
TII	Transport Infrastructure Ireland

1 Executive Summary

This report presents the findings of the non-statutory public consultation undertaken on the Emerging Preferred Route (EPR) for the Navan Railway. The Emerging Preferred Route consultation represented an important stage in the development of the Navan Railway, enabling stakeholder feedback to inform the project at an early stage.

This report documents the consultation approach, including the consultation process, promotion and participation.

The consultation generated a significant level of engagement from local residents, community groups, elected representatives, property owners, businesses and other stakeholders. A wide range of submissions, comments, suggestions and local insights were received. All feedback was reviewed and considered by the project team and has informed a programme of additional studies and technical assessments to support the development and selection of a Preferred Route. Where feasible, feedback will be taken forward as the project progresses.

A total of 1,520 submissions were received during the first non-statutory public consultation. Submissions covered a broad range of themes and topics including on the need for the project, the delivery timeline, the emerging route, stations and parking, environmental considerations, and operational considerations.

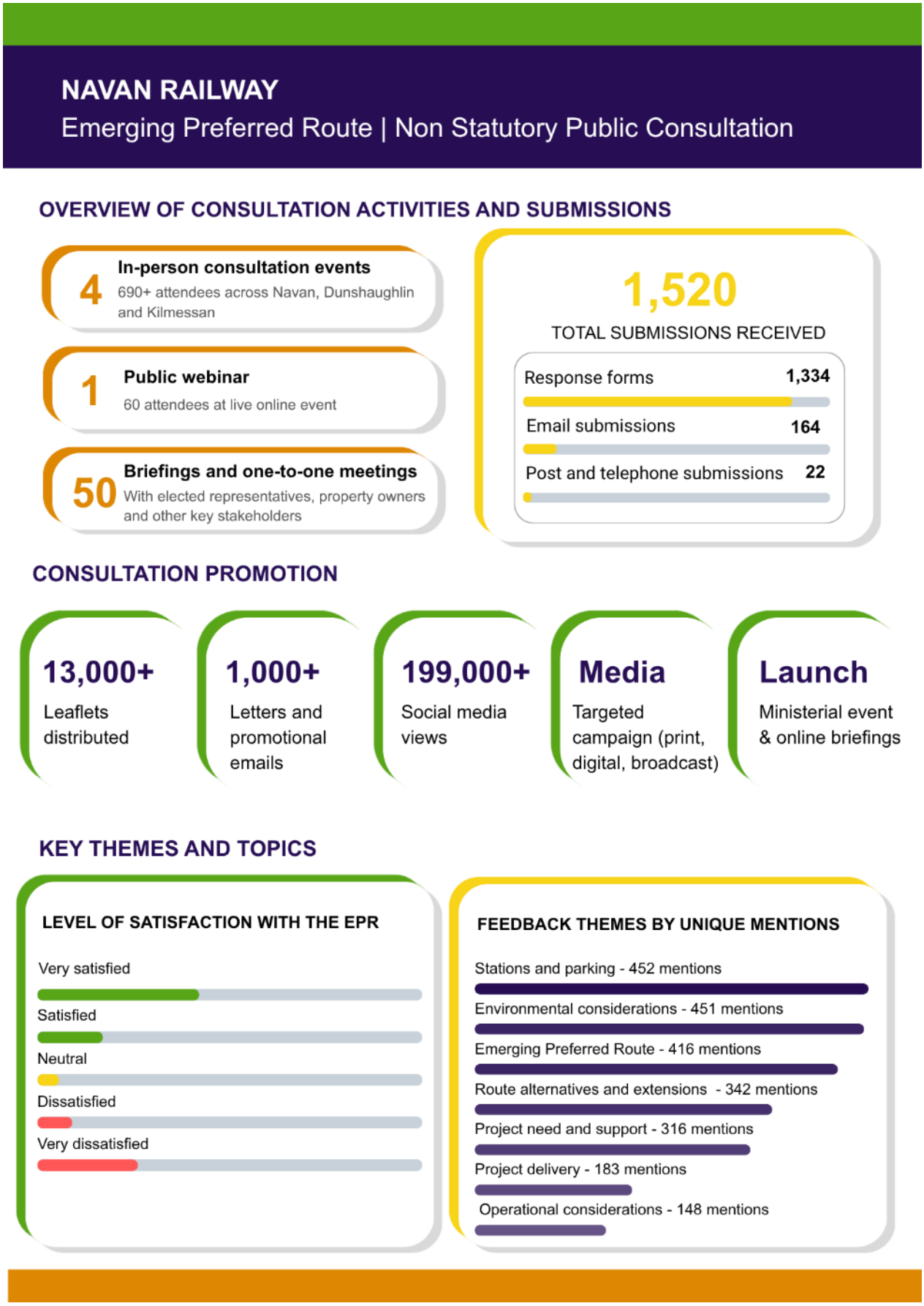
Almost two-thirds (65.1%) of respondents stated that they were satisfied, very satisfied or neutral with the Emerging Preferred Route. Some respondents provided feedback on route enhancements and proposed alternatives to the EPR. The feedback is reported by theme and location in **Section 4 Feedback Received and Responses**.

This section also sets out Iarnród Éireann's response to the issues raised and provides an overview of how the feedback has informed the ongoing design, assessment and consultation process.

The consultation feedback, together with the findings of the additional technical and environmental studies, has informed the selection of the Preferred Route for the Navan Railway. The next stages of the project will include further design development, ongoing stakeholder engagement and the progression of the relevant statutory processes.

Figure 1-1 overleaf provides a summary of the consultation activity, promotion and key themes and topics.

Figure 1-1 Consultation summary



Consultation Findings Summary

Overall, the consultation demonstrated broad support for the Navan Railway and for the principle of improving public transport connectivity between Navan, County Meath and Dublin. Respondents identified potential benefits including reduced car dependency, improved access to employment and education, support for economic growth, enhanced regional connectivity and progress towards sustainable transport and climate objectives.

There was also a strong interest in the timely delivery of the railway. Some respondents sought greater clarity regarding the project programme, funding, delivery certainty and the relationship between the railway and other planned transport and development projects.

Feedback Received

The qualitative feedback was extensive and covered the following principal themes:



Support for the need for the railway and improved connectivity



The urgency and delivery programme for the project



The rationale of the option-selection process and suggestions for alternative routes and future extensions



The detailed alignment of the Emerging Preferred Route and potential localised route changes



The location, accessibility and functionality of the proposed stations, as well as parking capacity, traffic impacts and road-network constraints



Walking, cycling and public transport connections to stations



Property, agricultural and business impacts



Environmental considerations, including biodiversity, cultural heritage, hydrology, landscape, noise, air quality and climate



Construction impacts and the need for local engagement and mitigations



Operational considerations including service frequency, journey time, fares and rolling stock

The proposed stations were generally viewed positively or neutrally. Common station-related comments included sufficient Park & Ride capacity, safe and accessible pedestrian and cycling connections, accessible facilities, real-time passenger information, sheltered waiting areas, toilets, secure parking, traffic management and provision for future expansion.

Localised concerns were raised regarding road capacity and construction or operational traffic, particularly around Kilmessan, Dunshaughlin and Navan. Property owners and occupiers sought early engagement, clarity regarding land requirements and appropriate measures to avoid or reduce impacts on homes, farms, businesses and landholdings.

Environmental feedback highlighted the need for robust assessment and mitigation, particularly in relation to biodiversity, watercourses, archaeology and cultural heritage, landscape and visual effects, noise and vibration, air quality, climate and human health.

Main Feedback Points and Responses

Main feedback point	Summary of response
Support for the Navan Railway	Iarnród Éireann acknowledges the broad support for improved rail connectivity and the potential benefits for sustainable travel, economic development and reduced car dependency. The EPR was identified through a structured option-selection process incorporating engineering, cost, demand, environmental, economic and transport appraisal.
Need for timely delivery and programme certainty	The project team acknowledges the importance placed on project delivery and will continue to progress design, assessment and the relevant statutory processes. Further programme information will be provided as the project develops and key milestones are reached.
Option selection process and suggestions for alternative routes	A wide range of options have been assessed through the structured option selection process incorporating engineering, cost, demand, environmental, economic and transport appraisal. The EPR represents the option carried forward at this stage, while potential future network improvements may be considered separately.
Route alignment, station arrangements and localised impacts	Comments on specific areas were reviewed. Additional studies and technical assessments were undertaken to examine localised issues and potential route refinements. The findings are reported in the *Technical Review of Feedback on the EPR Report*.
Potential Navan South station	In response to the feedback received, Iarnród Éireann undertook a further assessment of the potential demand for an additional station in south Navan. The findings are reported in the *Technical Review of Feedback on the EPR Report*.
Parking, traffic and station access	Station and parking proposals will be further developed with consideration of capacity, accessibility, traffic management, sustainable travel and future expansion, in consultation with relevant stakeholders and authorities.
Property, agricultural, business and	Iarnród Éireann acknowledges the concerns raised by property owners, residents, farmers and businesses. A Landowner Liaison Officer has been appointed, and continued one-to-one engagement will take place. Further

residential impacts	design and environmental assessment will identify accommodation works and mitigation measures where required.
Environmental impacts	Environmental issues raised through the consultation will be considered through ongoing design and environmental assessment process. An Environmental Impact Assessment Report will be prepared for submission as part of the Railway Order application, with appropriate mitigation and environmental commitments identified and implemented subject to approval.
Dunsany Estate	Numerous submissions raised concerns about maintaining the Emerging Preferred Route along the original rail line through Dunsany Estate. In response, the Project Team considered alternative route options that move away from the original railway corridor between Leshemstown and Kilmessan which pull the alignment further outside the Dunsany Demesne and minimise loss of mature trees bordering the original railway corridor. The findings are reported in the *Technical Review of Feedback on the EPR Report*.
Operational considerations	Iarnród Éireann acknowledges feedback and suggestions in relation to the operation of Navan Railway. These matters will be considered as the operational planning and detailed design progress.

Conclusion and Next Steps

The consultation generated significant engagement and provided a substantial body of public, stakeholder and local knowledge to inform the development of the Navan Railway. While the overall response to the EPR and proposed station locations was positive, respondents also identified important, localised considerations requiring further investigation and design development.

The consultation feedback, together with additional technical and environmental studies, will inform the selection of the Preferred Route. In particular, the consultation led to further work on:

- the route in the Rathregan area;
- the Dunshaughlin Station arrangement and active-travel connection;
- the Leshemstown / Readsland area;
- the Dunsany area; and
- the potential for an additional station in south Navan.

The findings of these assessments are detailed in the *Technical Review of Feedback on EPR Report* which is available on the project consultation webpage.

The next stages will include further route and station design, preliminary design, environmental assessment, continued engagement with affected landowners and communities, and progression of the relevant statutory processes. Feedback received through NSPC1 will continue to be considered alongside technical, environmental, economic and transport evidence as the project progresses.

2 Introduction

This consultation findings report presents the process, findings and outcomes of the Non-Statutory Public Consultation No. 1 (NSPC1) on the Emerging Preferred Route for Navan Railway. NSPC1 was delivered by Iarnród Éireann in collaboration with the National Transport Authority (NTA).

NSPC1 was officially launched by Minister Darragh O'Brien TD on 20 May 2026. It was initially scheduled to run for just over six weeks to 3 July 2026. In direct response to feedback received from stakeholders requesting additional time to submit responses, the consultation was extended by two weeks and closed on 17 July 2026.

The consultation was undertaken to seek feedback, insights and local knowledge on the Emerging Preferred Route and station locations to help inform the Preferred Route and the project's ongoing design and development.

2.1 Project Overview

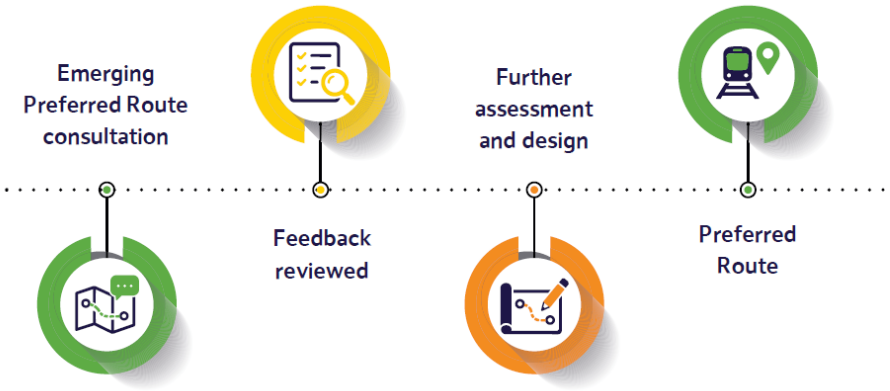
The Navan Railway is a proposed extension of Iarnród Éireann's network. This new rail line will deliver frequent, reliable and sustainable public transport between Navan and Dublin City Centre, via M3 Parkway. Delivering a new commuter railway to Navan is identified as a key measure in the NTA's Greater Dublin Area Transport Strategy 2022 - 2042.

A multi-disciplinary consultant (Tetra Tech) was appointed in 2024 to identify a Preferred Route for Navan Railway. The Navan Railway is currently in the option selection phase.

An Emerging Preferred Route for the project was identified following a robust, step-by-step process, in line with the Department of Transport's Transport Appraisal Framework (TAF) guidelines.

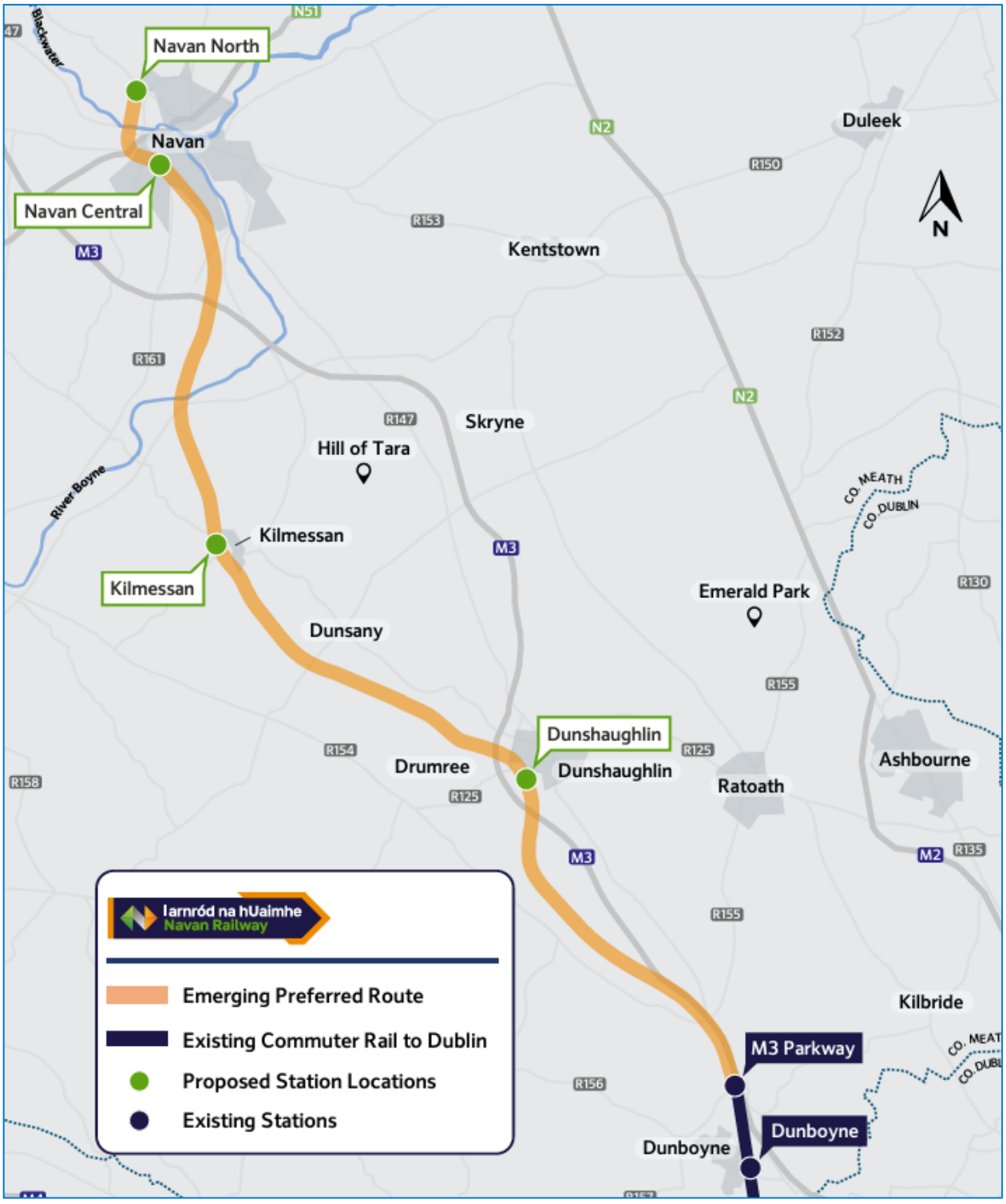
The Emerging Preferred Route includes four stations, located at Dunshaughlin, Kilmessan, Navan Central and Navan North. The Emerging Preferred Route is presented as a wide corridor within which the proposed railway, stations and other associated infrastructure will be located.

Figure 2-1 Consultation steps



NSPC1 is an important step in the option selection process and is key to ensure the project is informed by stakeholders' feedback, comments and local knowledge. Feedback from NSPC1 will inform the Preferred Route for Navan Railway, which will be subject to a second non-statutory public consultation. The Preferred Route for the Railway will then be progressed through the design and development phase so that a planning application (Railway Order application) can be prepared.

Figure 2-2 The Emerging Preferred Route



3 Approach to Consultation

This section outlines the approach taken to the consultation under three headings - process, promotion and participation. It summarises how the consultation was defined, how it was publicised to support awareness and participation, and how people engaged with it.

Figure 3-1 Approach to consultation



3.1 Process

The consultation process was designed to gather feedback on the Emerging Preferred Route from a wide range of stakeholders to inform the project's ongoing design and development. It was intended to be accessible, clearly defined, proportionate and transparent, with sufficient opportunity for meaningful engagement and informed submissions.

NSPC1 also aimed to raise awareness of the project and build understanding of what is being proposed, while capturing local, regional and sectoral knowledge to help shape the next stage of development. In doing so, it sought to engage a diverse range of stakeholders, build relationships and ensure that participants had access to accurate and understandable information.

3.1.1 Consultation Questions

The consultation invited participants to submit comments on:

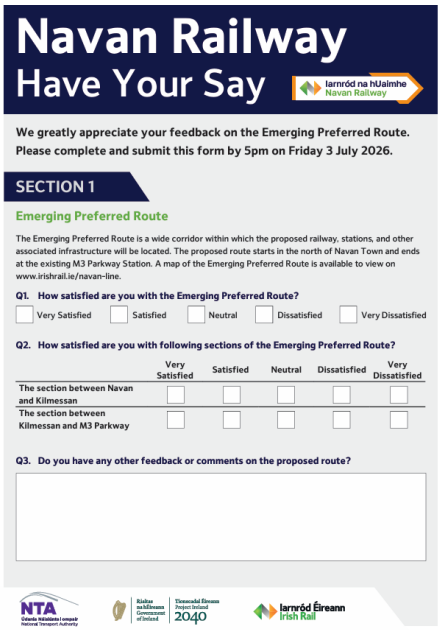
- The Emerging Preferred Route.
- The proposed station and parking locations.
- Any environmental considerations during design, construction, operation or maintenance of the project.
- Any local knowledge stakeholders believed the Design Team should be aware of.

Participants were asked to indicate their level of satisfaction with the Emerging Preferred Route, including the sections between Navan and Kilmessan, and between Kilmessan and M3 Parkway, as well as their level of satisfaction with each of the proposed station locations.

A consultation questionnaire was developed and was available online or in print format. **See Appendix A**

The questionnaire also sought demographic information to enable more detailed analysis of the feedback received. These questions were optional - participants were not required to provide personal information if they did not wish to do so and anonymous feedback was accepted.

Figure 3-2 Feedback form


Navan Railway
Have Your Say
Iarnród na hUaimhe
Navan Railway

We greatly appreciate your feedback on the Emerging Preferred Route.
Please complete and submit this form by 5pm on Friday 3 July 2026.

SECTION 1

Emerging Preferred Route

The Emerging Preferred Route is a wide corridor within which the proposed railway, stations, and other associated infrastructure will be located. The proposed route starts in the north of Navan Town and ends at the existing M3 Parkway Station. A map of the Emerging Preferred Route is available to view on www.irishrail.ie/navan-line.

Q1. How satisfied are you with the Emerging Preferred Route?

☐ Very Satisfied ☐ Satisfied ☐ Neutral ☐ Dissatisfied ☐ Very Dissatisfied

Q2. How satisfied are you with following sections of the Emerging Preferred Route?

	Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
The section between Navan and Kilmessan	☐	☐	☐	☐	☐
The section between Kilmessan and M3 Parkway	☐	☐	☐	☐	☐

Q3. Do you have any other feedback or comments on the proposed route?

NTA
2040
Iarnród Éireann
Irish Rail

3.1.2 Consultation Materials

A range of documents and materials were published as part of the public consultation. This included both technical documentation and non-technical summary materials designed to present the consultation information in a clear and understandable format. The consultation documentation is outlined in the table below.

Emerging Preferred Route Boundary Drawings	Technical drawings showing the Emerging Preferred Route corridor, proposed station locations and road realignments were published, including the Meath County Council (MCC) Rail Reservation Corridor for reference. Boundary drawings were made available in both Irish and English online, at consultation events and in printed form on request.
Interactive map	An online map was published showing the Emerging Preferred Route corridor to enable participants to enter an address or Eircode to see the proposals in detail at that location.
Preliminary Option Selection Report (pOSR)	A pOSR documenting the process followed to identify the Emerging Preferred Route was available on the project website. Printed copies were made available upon request.
NSPC1 Consultation Brochure	A plain language consultation brochure was published in English and Irish, providing an overview of the project and the Emerging Preferred Route, together with key information on the consultation. **See Appendix B**
NSPC1 Consultation Leaflet	A dual-language consultation leaflet summarised the consultation and promoted participation, while also providing a high-level overview of the Emerging Preferred Route. **See Appendix C .**

NSPC1 Consultation Display Boards	Large A0 display boards were developed for the consultation events, providing a visual overview of the project and key information. **See Appendix D**
NSPC1 Project Website	The project website included a plain language overview of the project, a detailed Frequently Asked Questions (FAQ) section and links to download all consultation materials.

The materials were provided in accessible, downloadable formats via the project webpage, with printed versions available at all in-person events.

3.1.3 Methods of Engagement

A range of engagement methods were made available during the consultation to enable participation including:

	**Four public information events** were held in local venues, where members of the public could view project display boards, drawings and interactive screens, and speak with members of the project team. Project team members from across a range of disciplines were available to listen to stakeholder's feedback, answer queries and document attendee's comments.
	**An online webinar** was held to present the Emerging Preferred Route, including the option selection process and consultation arrangements, followed by a facilitated question-and-answer session.
	**A dedicated project phone line, email and postal address** were available throughout the consultation period to receive submissions and respond to queries.
	**Stakeholder briefings and meetings** were held with individual stakeholders to discuss localised or specific issues.

All feedback received during the consultation, both formal and informal, was collected, analysed and reported on. The consultation accepted submissions through various channels such as:

- Written submissions – email and postal submissions.
- Verbal submissions – engagement on phones through the information service, notes and records from in-person events and meetings.
- Feedback form – printed and digital submissions.

Figure 3-3 Photographs from in-person consultation events





3.1.4 Data Protection

All personal data collected during the consultation process was processed in line with GDPR requirements.

3.2 Promotion

This section details the efforts undertaken to promote the public consultation, with the aim of raising awareness across a diverse range of stakeholder groups and encouraging participation in the process.

3.2.1 Ministerial Launch

The consultation was launched by the Minister for Transport, Darragh O'Brien TD, on 20 May 2026 at an open media event at the site of the proposed Navan Central station. The event was attended by representatives of local and national media, along with elected members.

Figure 3-4 Photographs from the consultation launch





The consultation was supported by a proactive media campaign to gain organic coverage in national and local publications. The public consultation launch received widespread coverage across online, print and broadcast media both locally and nationally, including in the Irish Times, RTÉ News, RTÉ Radio 1, Irish Independent, The Journal, Newstalk, Meath Live, the Meath Chronicle and LMFM, as well as in special-interest publications.

A sample of media coverage is included in **Appendix E**

3.2.2 Elected Representative Engagement

A total of 88 letters were issued by certified post in advance of the consultation to the relevant elected representatives, including:

- Cabinet Ministers.
- Teachtaí Dála (TDs) from Meath-East, Meath-West and Dublin-West.
- Meath-based Senators and Members of the European Parliament (MEP).
- Councillors from Meath, Fingal-Ongar and Fingal-Castleknock.

In addition, circa 300 emails were issued from the dedicated project email address to the elected representatives listed above, as well as all TDs, Ministers of State, Senators and MEPs.

An elected representatives' briefing was held at the consultation launch on 20 May 2026 at 12pm. The briefing was attended by 20 elected representatives, or their delegate, comprising Councillors (12), TDs (3), Senators (2) and MEPs (3). A second briefing was held for another TD who was unable to attend.

The briefing presentation is provided in **Appendix F**

3.2.3 Property Owner and Occupier Letters

Letters were issued to all property owners and occupiers whose property is located within the Emerging Preferred Route corridor. The letters were issued by certified post to the addresses associated with the land registry information (folios). Letters including a FAQ leaflet were issued on Monday 18 May 2026, in advance of the consultation announcement in an effort to ensure property owners and occupiers were aware of the potential impact on their property.

As the consultation progressed, additional impacted landowners were identified (where information on land ownership/folios was not available) and further engagement was undertaken through phone calls, letters and private meetings with landowners and businesses located along the proposed route.

A copy of the letter and leaflet is included in **Appendix G**

3.2.4 Notification emails and Iarnród Éireann newsletter

Approximately 450 emails were issued to key stakeholders during the week of the consultation launch to raise awareness of the project and the opportunity to provide feedback. Publicly available email addresses were identified through a research exercise to cover:

- Community stakeholders including to MCC's public participation network.
- Voluntary and Action groups, including Disabled Persons Organisations.
- Local industry stakeholders and representative bodies.
- Local and national environmental organisations.
- Technical stakeholders.

The notification email is included in **Appendix H**

3.2.5 Leaflet Distribution

To build awareness of the consultation within local communities, an NSPC1 Information Leaflet was distributed to over 13,000 homes within 500m of the Emerging Preferred Route's centre line, as well as all properties in the urban areas of Navan, Kilmessan and Dunshaughlin.

3.2.6 Media and Social Media

NSPC1 was promoted using paid and organic social media posts at the commencement of and throughout the consultation period, geographically targeted as appropriate. Another round of targeted social media advertisements was undertaken to inform stakeholders of the extension to the consultation deadline.

Posts were promoted across Instagram, TikTok and LinkedIn. A summary of the key metrics for this activity is included in **Table 3-1** below.

Table 3-1 Overview of social media statistics

Platform	Metric	Amount
Instagram 2 promoted posts (3rd June & 17th July)	Total Views	36,262
	Total Accounts Reached	14,020
	Total Likes	666
Facebook 6 promoted posts from 20th May to 14th July	Total Views	121,967
	Average Reach	13,665
	Total Reactions	571
	Total Link Clicks	414
LinkedIn 3 promoted posts (20th May, 3rd June and 17th July)	Total Impressions	40,863
	Total Engagements	3,802
	Average Click-through rate	5.7%

A sample of social media posts and press adverts are included in **Appendix I**

3.3 Participation

This section of the report details participation in the consultation. There was significant public interest in and engagement with the consultation, with 1,520 submissions received.

Table 3-2 Submissions breakdown by method

Submission Format	Number of Submissions
Online Response Forms	1,276
Response Forms completed at events	58
Email submissions	164
Submissions via post	19 (15 letters and 4 response forms)
Phone call submissions	3
Total	**1,520**

In addition to the formal submissions received, extensive engagement was undertaken during the eight-week formal consultation period. This engagement included approximately:

- 693 attendees at public consultation events
- 50 meetings with potentially affected property owners and occupiers
- 2 briefings for elected representatives
- 60 attendees at the online webinar
- 80 telephone calls
- 600 incoming and outgoing emails
- 21,393 total webpage views from 8,026 unique users

During all engagement activities – including events, briefings, meetings and telephone calls - the project team noted consultees' comments and views on the project. This feedback formed part of the material considered during the consultation feedback analysis, in addition to the formal submissions received.

3.3.1 Consultation events

Four open day information events were held as part of the consultation process. The locations of the events were chosen to support engagement across the proposed route and to maximise opportunities for participation. In-person engagement was strong, with approximately 690 attendees across the four days.

Table 3-3 Consultation event attendance

Date	Location	No. of Attendees
27 May 2026	Navan Solstice Arts Centre	167
4 June 2026	Dunshaughlin Pastoral Centre	288
9 June 2026	Navan Education Centre	74
16 June 2026	Kilmessan Station House Hotel	164
18 June 2026	Online Webinar – Microsoft Teams	Over 200 registrations and approx. 60 attendees

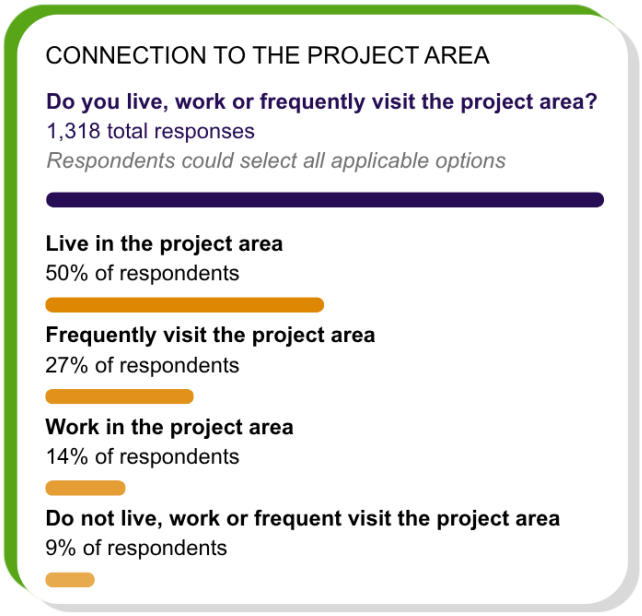
3.3.2 Overview of Participants

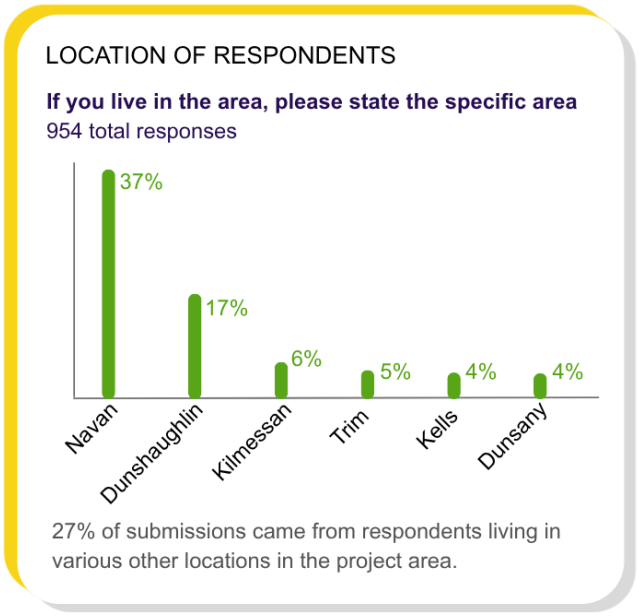
Submissions were received from a wide range of stakeholders, including elected representatives, local communities and businesses, property owners and occupiers, and special-interest groups and organisations. Of the 1,520 submissions received, 45 (3%) were from organisations and 10 (1%) were from elected representatives.

Organisations who made submissions included national representative bodies, local and national environmental organisations, as well as local tidy towns committees, resident groups, schools, sports clubs, businesses and history, heritage or other interest groups.

Questions 8 and 9 in the consultation response form asked questions on respondents' connection to the project area. These were optional questions and respondents were not obligated to provide a response.

Figure 3-5 Respondent responses to Questions 8 and 9



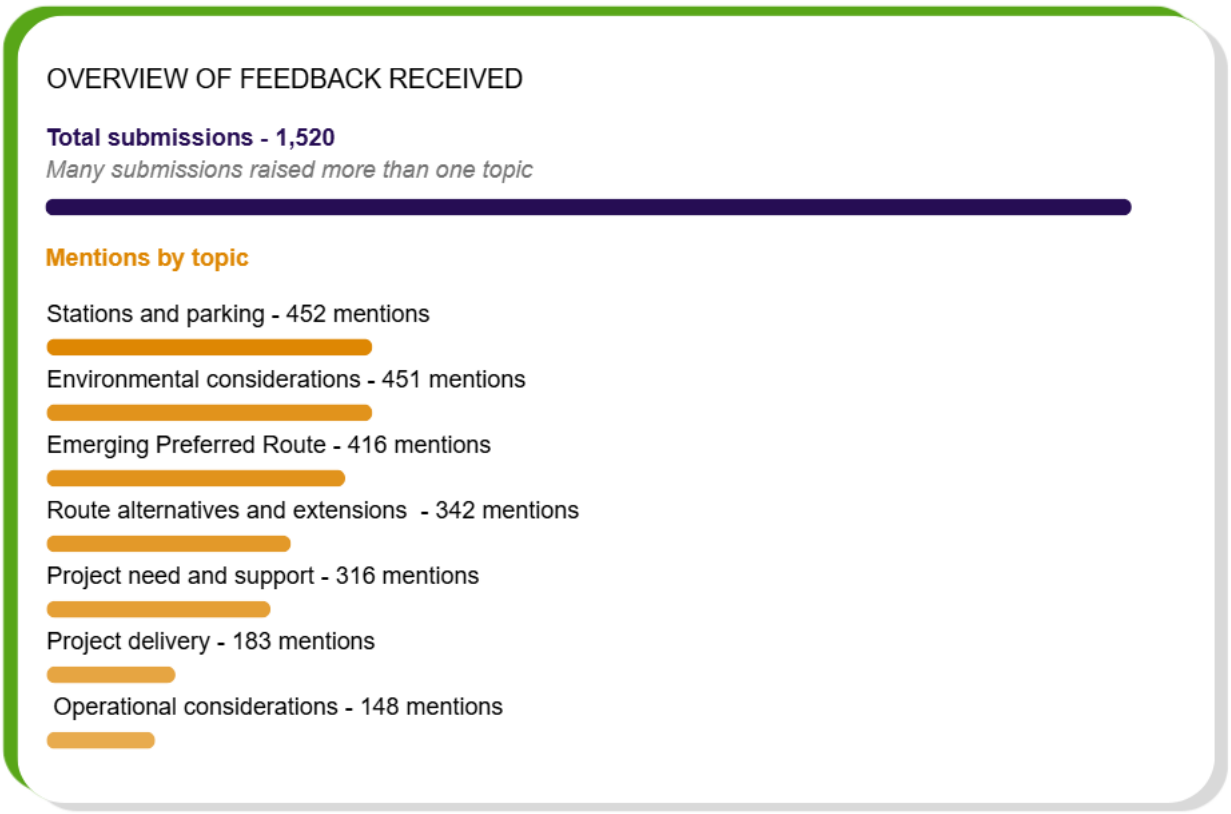


4 Feedback Received and Responses

All submissions received during the public consultation were logged by the project team and recorded in a dedicated consultation database. Each submission was reviewed individually, with comments categorised and tagged according to theme. Feedback on each topic was then analysed in detail by the relevant members of the project team.

The feedback received is summarised in the following sections by theme and, where relevant, by location. As many submissions addressed more than one theme, individual comments may be reported under multiple relevant themes. A summary of the key themes and topics raised is presented in Figure 4-1 below.

Figure 4-1 Overview of submissions by theme



Iarnród Éireann's responses to the feedback received are also provided by theme at the end of each section, presented in orange boxes.

4.1 Support for Navan Railway

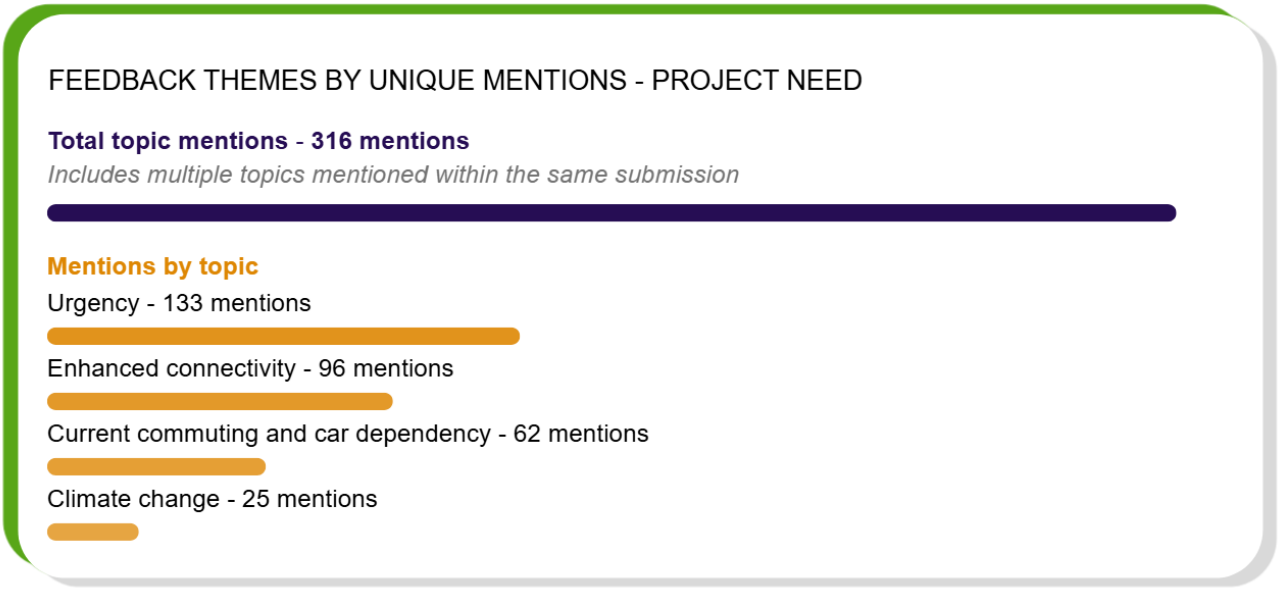
The Navan Railway project is strongly supported in the feedback and the overarching sentiment across all submissions was that this is a much-needed project which will bring considerable benefit to the project area. While many participants in the consultation had comments or suggestions in relation to the Emerging Preferred Route, the majority of submissions expressed support for the project in principle.

Respondents described Navan Railway as "absolutely essential", "welcome" and "long overdue", and highlighted the need to improve public transport in the project area and to reduce car dependency. The social, environmental and economic benefits of Navan Railway were also widely recognised in the feedback.

4.2 Project Need

The need for Navan Railway is emphasised across the submissions with 316 respondents (approx. 21% of all submissions) referencing the importance of the project. This feedback is presented below by theme. Iarnród Éireann's response to the feedback is included at the end of this section.

Figure 4-2 Project need mentions by sub-theme



Respondents consistently described the project as a much-needed response to the transport challenges facing Navan and the wider project area, while also highlighting its potential to deliver broader benefits for the region. The submissions point to the railway's role in improving connectivity, supporting sustainable travel and contributing to economic, social and environmental objectives.

4.2.1 Urgency

A total of 133 respondents referred to how urgent delivering Navan Railway is, with repeated calls to expedite project delivery. Stakeholders emphasised the current transport challenges and the impact this is having on local communities, as well as the local environment and economy.

Some stakeholders expressed concern that the proposed project delivery timeline is too long, suggesting that the project should be operational before 2030 or sooner if possible.

There is a sense of fear that the project may be delayed in the planning system. Concern was expressed that people opposed to the Emerging Preferred Route will cause Navan Railway to be delayed or stopped completely, and respondents emphasised that this would be unfair to the local populations who support and need the project. It was suggested that this project should be classified as Critical Infrastructure under the Critical Infrastructure Act with respondents putting forward that "this designation is vital to shield the project from frivolous judicial reviews, streamline planning permissions, and fast-track the Railway Order".

Other submissions referenced previous proposals to deliver a Dublin-Navan railway and expressed scepticism about the project coming to fruition. Respondents argue that the project's long history underscores the need for its delivery to be expedited and protected. Respondents requested that funding for this project be ringfenced to ensure its delivery to completion.

"The sooner the better"

"This is long awaited and well overdue, but very much needed!"

"Get it done as soon as possible"

"We need this line as soon as possible!"

4.2.2 Enhanced Connectivity

The project's role in enhancing connectivity in the project area is referenced in 96 submissions. Navan Railway is described in the submissions as a major investment in the region's future, with the potential to support an integrated public transport network and deliver significant economic benefits locally and regionally. Feedback highlights the role the railway could play in improving access to education, employment, healthcare and other key destinations for communities in Navan and the surrounding area. Submissions also emphasise the project's wider economic value, including support for local businesses, improved access to labour markets, and enhanced attractiveness for enterprise, investment and long-term regional development across County Meath, the Eastern and Midlands Region and the wider Greater Dublin Area.

There was support for a railway that would strengthen connectivity beyond Navan, with respondents asking that links to surrounding towns, employment centres and other trip generators be considered as part of the project planning. The potential benefits for tourism were also noted, with the railway seen as having the capacity to improve access to visitor destinations and support the wider visitor economy. Additionally, some submissions referred to the potential for future extensions of Navan Railway.

"We strongly support the Emerging Preferred Route for the Navan Railway and considers the project to be a transformative investment that will enhance regional competitiveness, improve connectivity, strengthen investment attractiveness and support sustainable economic development"

"It will greatly improve public transport, reduce traffic congestion, support local businesses, and provide better connections for workers, students, and families."

"The provision of a new rail line will allow tourists to more easily and visibly access cultural and historical sites in Meath that previously would not have been considered"

"Make it happen, Ireland needs more connectivity."

"We envisage our 3 children using rail transport to attend third level education and or work in Dublin in the coming years. The benefits of this train line are immense and crucial for the people of Meath."

4.2.3 Current commuting, traffic and car dependency

A total of 62 submissions emphasised the need for Navan Railway based on current traffic and commuting in the project area with respondents frequently referring to heavy congestion, tailbacks, bottlenecks and peak-hour queues both locally and along the M3/N3 corridor and M50 to Dublin.

Stakeholders referenced current congestion and the impact it is having on commuters' livelihoods with respondents describing the current commute to and from Dublin as slow. Respondents explained how, at present, they spend hours each day commuting by car or by bus. The mental, physical and financial impacts of long and unpredictable commutes are highlighted in the submissions.

Car dependency is highlighted as an issue in the project area. Respondents also described current bus services as unreliable and frequently delayed noting that buses are also affected by congested roads.

Respondents felt that this project would provide a reliable and attractive alternative to travelling by road and would alleviate current "gridlocked" conditions by significantly reducing the number of cars on the road and supporting modal shift away from private vehicles.

"We desperately need more rail infrastructure (ideally electrified), nobody wants to spend their lifetime in a static car. The existing bus route is wildly oversubscribed, slow and just as affected by congestion as a private car"

"As a Navan native it would greatly improve the work life balance of commuters, gone are the days of only 40 minutes from Dublin but the rail line would be fantastic"

"The daily misery caused by three, four and even five-hour commutes for tens of thousands of families cannot be overstated. People across Meath are living with unacceptable levels of congestion, spending hours every week sitting in traffic"

"The towns on the line are all growing. Traffic is getting worse."

"Peak-time traffic into Dublin is so significant that many commuters must leave before 6:00am to reach the city for a 9:00am start."

4.2.4 Climate Change

Climate change is mentioned in 25 submissions which referenced the importance of Navan Railway in achieving national, regional and local climate goals, and supporting the transition to a low-carbon society. It is recognised by respondents that Navan Railway will reduce the number of cars on the road, which will in turn reduce greenhouse gas emissions and improve air quality. Respondents welcome that Navan Railway will be an electrified railway and see this project as critical to delivering sustainable transport in Meath.

"As Ireland's largest town currently without a passenger rail network, this project is a vital step forward for sustainable transport, climate action, and regional development in County Meath."

"The urgency is paramount for the greater good of the environment by getting cars off the road."

"Connecting our town to a sustainable, electrified rail network will … significantly lower transit carbon footprint in line with national climate targets."

Response to feedback

Iarnród Éireann welcomes the strong level of support received for the project during public consultation. The feedback demonstrates broad recognition of the need for the Navan Railway and of the benefits it is intended to deliver in line with the project's stated objectives, including improved connectivity, better access to work, education and healthcare, and support for sustainable transport and climate action.

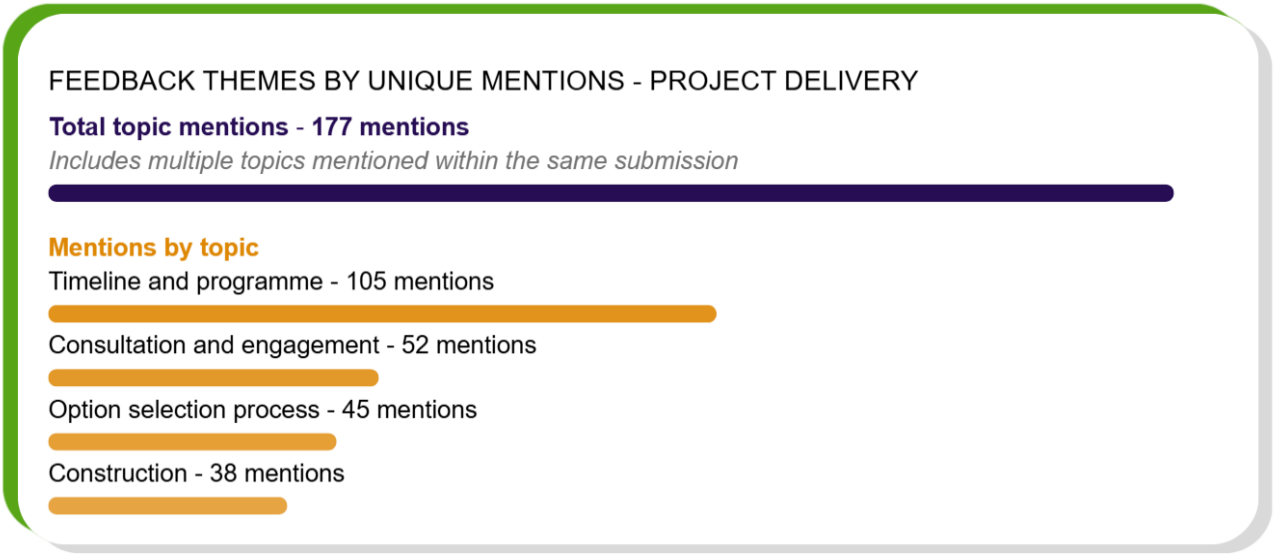
Iarnród Éireann acknowledges comments received on current commuting and traffic conditions and the associated personal, social, environmental and economic impacts, and notes the strong views expressed regarding the urgency of the project. This feedback is acknowledged and Iarnród Éireann is committed to progressing the project as efficiently as possible in line with the necessary statutory, planning and project approval processes.

4.3 Project Delivery

Comments relating to the delivery of Navan Railway were raised in 183 submissions (approx. 12% of all submissions). This feedback is presented below by theme. Iarnród Éireann's response to the feedback is included at the end of this section.

Respondents submitted comments on the need for a clear and timely project programme, effective consultation and engagement with stakeholders and potentially affected property owners, the robustness of the option selection process, and the proposed construction approach and sequencing.

Figure 4-3 Project delivery mentions by sub-theme



4.3.1 Timeline and Programme

A total of 105 submissions raised the programme and delivery timeline for Navan Railway. Some respondents asked for a clear and credible delivery programme, with requests that planned dates for various project milestones are published. This project's history, as well as the typical timelines to deliver public infrastructure in Ireland were mentioned, with stakeholders citing concern that the project will take too long to deliver.

It was asked whether Iarnród Éireann could publish regular progress reports to make the project's progress transparent. Consultees also emphasised the need to consider lessons learned from other major projects both nationally and internationally that have been subjected to delay.

There was particular interest in the next steps for the project and stakeholders asked when the proposed route for Navan Railway will be confirmed.

"Please expedite the delivery of this vital infrastructure"

"The people of Meath now need delivery, not further delay."

"I request that we do not use a linear or sequential development process but that steps that are needed are carried out concurrently where possible"

"Ireland has made planning mistakes in the past by prioritising short-term convenience over long-term vision"

Response to feedback

Iarnród Éireann acknowledges comments received regarding the need for a clear and timely delivery programme for the Navan Railway Project. Iarnród Éireann is committed to progressing the project as efficiently as possible, noting that delivery remains subject to the completion of the necessary statutory, planning and approval processes, as well as securing funding. Key project milestones and target dates will continue to be reviewed and updated as the project progresses.

Iarnród Éireann is committed to working with the relevant stakeholders to progress the project in a timely manner, and stakeholders will be kept informed.

The feedback regarding lessons learned from other major infrastructure projects is also acknowledged. These considerations form part of standard project development, risk management and delivery planning, and will continue to inform the progression of the Navan Railway Project.

4.3.2 Public Consultation and Engagement

Comments relating to public consultation and engagement were raised in 52 submissions. These comments related to the public consultation itself, as well as engagement with potentially impacted property owners and occupiers as part of the consultation.

4.3.2.1 Public Consultation

Respondents welcomed the opportunity to provide feedback on the project and thanked the project team for the public information events and for facilitating one-to-one meetings throughout the consultation process.

"We welcome the launch by Iarnród Éireann of the public consultation on the Emerging Preferred Option for the Navan Railway."

"We welcome the opportunity to participate in the non-statutory public consultation regarding the Emerging Preferred Route for the Navan Railway Line."

Some respondents were critical of the promotion of the public consultation, stating that greater effort should have been made to directly consult with residents who are particularly impacted by the Emerging Preferred Route, for example where there are road realignments or new access routes proposed, and in locations where the Emerging Preferred Route runs close to people's property.

Feedback was received in relation to the consultation materials, with views that the information available was too vague. Some respondents sought more detailed information on the option selection process, the alternatives considered, the proposed alignment, the proposed stations and Park & Ride locations, permanent and temporary land take requirements, locations of construction compounds and access routes, and the project's proximity to sensitive receptors.

There is also a view expressed by some stakeholders that consultation should have sought feedback on the alternative routes considered so respondents could make fully informed submissions.

Respondents requested close collaboration and ongoing engagement with local communities, impacted property owners and occupiers, as well as collaboration between Iarnród Éireann, MCC, the NTA and other key stakeholders throughout the design process.

4.3.2.2 Engagement with potentially impacted property owners and occupiers

There was feedback from potentially affected property owners and occupiers regarding the engagement process. Some respondents felt that insufficient effort had been made to engage with, and directly notify, potentially affected property owners and occupiers. Others expressed the view that advanced consultation

and engagement should have taken place at an earlier stage of the project, ahead of the public announcement of the Emerging Preferred Route.

Concerns were expressed around the level of detail provided in the proposals and that property owners and occupiers had not been given sufficient time to consider and respond to the consultation.

Stakeholders requested that potentially affected property owners and occupiers be meaningfully engaged with and kept fully informed throughout the development of the project.

"I strongly encourage the project team to engage meaningfully with affected landowners and farming families before any final decisions are made."

"We believe affected landowners should be kept fully informed throughout the process."

Response to feedback

Iarnród Éireann welcomes the feedback received on the public consultation and engagement process and thanks all stakeholders for their participation. Public consultation is a key stage in the overall project development, and the level of engagement received reflects strong public interest in the project.

Significant efforts were made to ensure that stakeholders, and in particular potentially affected nearby residents, were made aware of the consultation and given the opportunity to participate. The promotion of the consultation is outlined in **Section 3.2 Promotion** of this report. While every effort is made to reach all stakeholders, Iarnród Éireann recognises the feedback received regarding the need for direct engagement with those most likely to be affected and is committed to ongoing engagement as the project progresses.

The public consultation events were well attended, and the project team discussed the project with attendees and answered queries. Where more detailed technical input was required, follow-up responses were provided by email and phone, and additional one-to-one meetings were arranged with members of the project team where required.

It is acknowledged that some respondents considered the consultation materials to be too high-level or lacking in detail. However, at this stage of the project, the Emerging Preferred Route Corridor and potential station locations represent an initial project corridor rather than a detailed design. Further development and design work will be informed by feedback received at the public consultation, ongoing surveys, assessments, and consultations as the project progresses. Information on the alternatives considered, and the criteria used to assess them, was included in the pOSR published as part of the consultation documentation.

Iarnród Éireann acknowledges the feedback received from potentially impacted property owners and occupiers regarding notification and engagement. Direct notification by letter was issued to registered property owners, of lands that fell within the Emerging Preferred Route Corridor, in accordance with standard practice. This correspondence included contact details for the project team and an invitation to arrange a one-to-one meeting with the project team.

The consultation deadline was extended by two weeks in response to feedback received at the early stages of the consultation.

Consultation with those directly impacted by the developing project will continue throughout the project development phases to ensure ongoing meaningful engagement and successful delivery of the project.

4.3.3 Option Selection Process

A total of 45 consultees shared their views on the process followed to identify the Emerging Preferred Route. While some respondents recognised the “extensive evaluation” and assessment undertaken, others questioned the robustness of the assessment and appraisal process and sought further clarity on the criteria used to evaluate the alternative options, particularly in relation to cost and environmental considerations.

Views were expressed regarding the fact that the route does not follow the railway reservation corridor identified in the Meath County Development Plan and that planning in Meath has proceeded on the basis that it would form the route corridor. It was argued that any departure from the reserved corridor requires strong justification.

Conversely, other respondents suggested that the Emerging Preferred Route relies too heavily on the reserved corridor, and the existence of a historic railway line, and suggested that this was used to justify the selected route.

“I believe the proposal places too much emphasis on following the historic railway corridor rather than on where the greatest transport demand exists today.”

Feedback relating to alternative routes is discussed in **Section 4.5 Route Alternatives and Extensions**

Response to feedback

Navan Railway is a new project, and its planning and development has been undertaken in accordance with current Irish and European Union (EU) legislation, as well as relevant government policies. The project's delivery is in line with the NTA’s Project Approval Guidelines 2024 which includes undertaking an option selection process to identify the proposal that is progressed to preliminary design and statutory phases of the project. The option selection process considered many possible options using a robust and methodological process, aligned to the Department of Transport’s TAF guidelines. Further detail on the alternatives considered, the assessment criteria applied, and the outcome of the option selection process is set out in the pOSR, which was published as part of the public consultation documentation.

4.3.4 Construction

Consultees were interested in the construction of Navan Railway with mentions in 38 submissions. Respondents were particularly interested in when construction could commence and how long construction would take.

Respondents asked about the construction programme and requested that a clear timeline setting out the duration of works be made available. Suggestions were made that the railway could be constructed section by section and become operational in stages. Respondents put forward that this would facilitate earlier benefits and revenue generation.

Procedures for managing delays and cost overruns during construction were queried in submissions, as well as the importance of supporting local employment and suppliers during construction.

Response to feedback

Iarnród Éireann welcomes feedback received in relation to the construction stage of the project. Navan Railway is at an early stage of the project’s development, and it is too early to confirm how the construction will be procured, sequenced, programmed and managed. These matters will be considered as the design

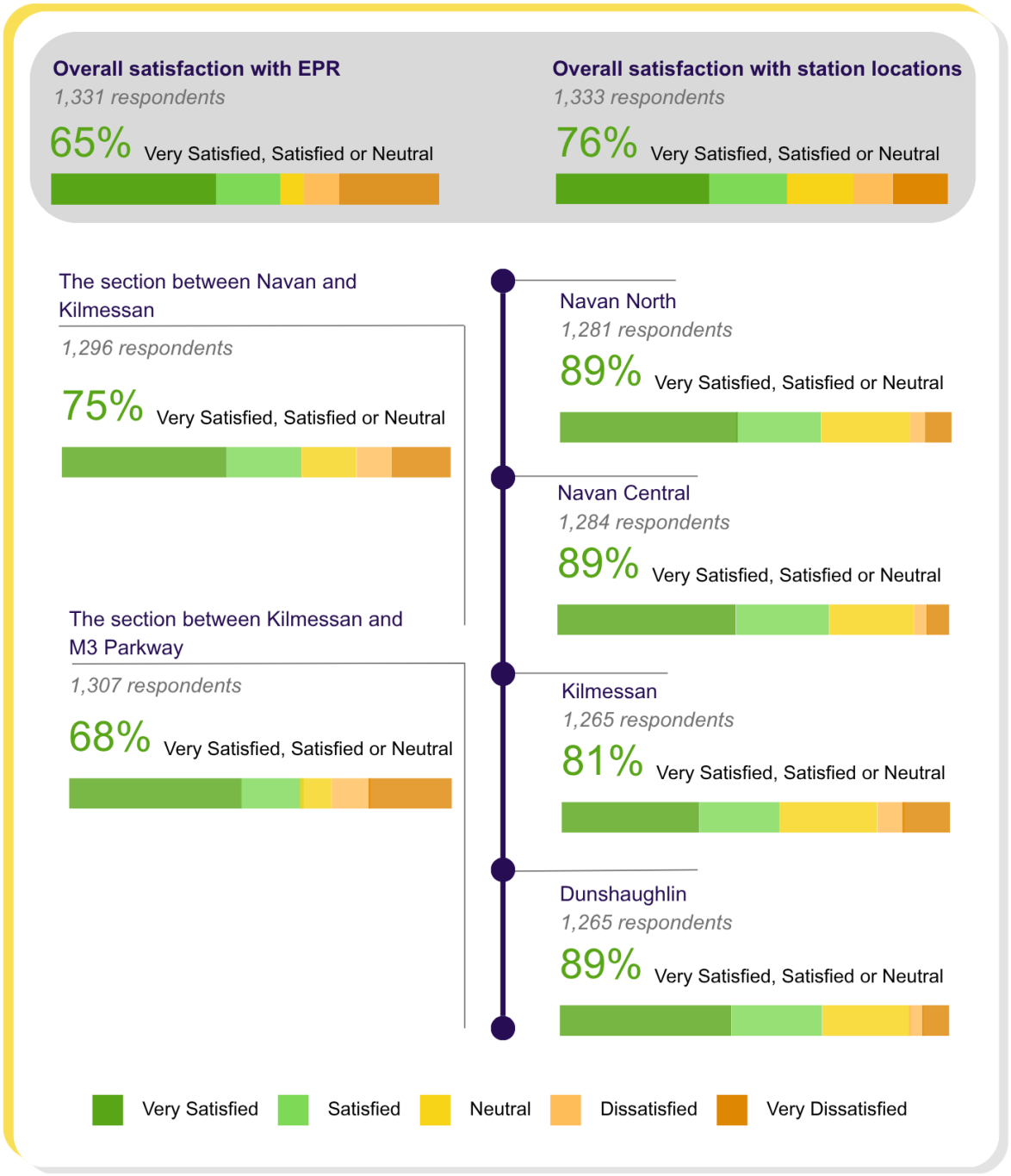
and project advances. Iarnród Éireann is committed to progressing the project as efficiently as possible in line with the necessary statutory, planning and project approval processes.

4.4 Emerging Preferred Route, Stations & Parking

The Emerging Preferred Route and proposed station locations for Navan Railway is broadly welcomed in submissions as an important opportunity to improve connectivity between Meath and Dublin, support sustainable travel and provide a reliable alternative to private car use.

Respondents to the questionnaire were asked to rate their level of satisfaction with the Emerging Preferred Route, including two distinct sections, as well as their satisfaction with the proposed stations. The responses to these questions are illustrated in **Figure 4-4** below.

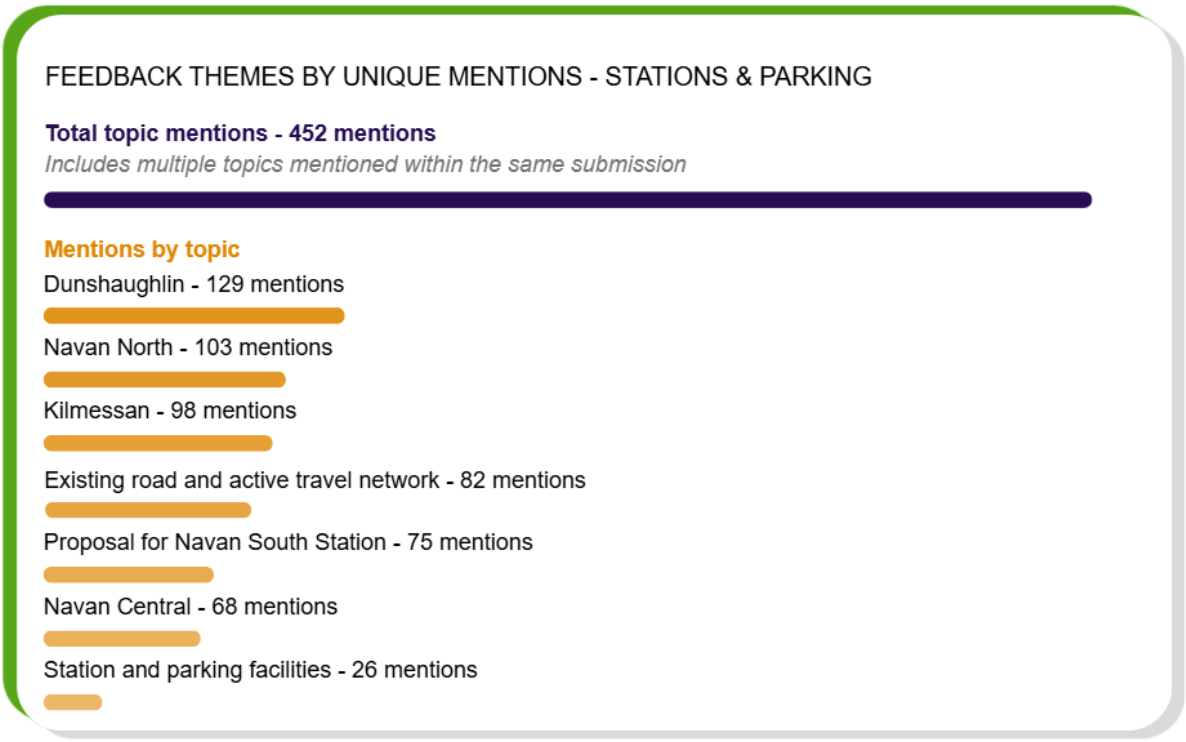
Figure 4-4 Level of satisfaction with the Emerging Preferred Route



4.4.1 Stations and Parking

Feedback on the four proposed stations was generally positive or neutral, with respondents recognising their potential to improve public transport connectivity and support sustainable travel. Station-specific feedback was provided for Dunshaughlin, Kilmessan, Navan Central and Navan North in the submissions.

Figure 4-5 Stations and parking mentions by sub theme



4.4.1.1 Navan North

Navan North is viewed as an important addition to the Emerging Preferred Route. Respondents recognised the station's potential to improve transport connectivity, reduce commuting times and support the local economy, growth and development. The station's importance for regional connectivity with the ability to support the wider catchment is acknowledged.

The need for sufficient parking to meet regional demand is highlighted in the submissions. Some respondents expressed concern that the proposed location will not effectively intercept regional traffic before it enters Navan, and others cautioned that the location could draw traffic into Navan, worsening congestion. Alternative locations were suggested in the submissions.

Respondents emphasised the importance of safeguarding the former Great Northern Railway/Kells alignment so that potential future extensions remain feasible.

4.4.1.2 Navan Central

Respondents welcomed a direct rail connection from Navan to Dublin emphasising the station's value to improving commuting conditions, enhancing access to employment and supporting growth and development in Navan.

The importance of delivering Navan Central as part of an integrated transport network was highlighted in submissions. Some respondents referenced existing parking constraints in Navan and expressed a view that

parking should be provided in Navan Central. The need for accessible walking and cycling routes, and integration with local bus services was highlighted.

4.4.1.3 Kilmessan

Feedback was varied in relation to Kilmessan Station. While the station was welcomed in the feedback, some consultees sought clarity on the rationale for including a Kilmessan station in the EPR.

Kilmessan is described in the submissions as a small and rural village, and respondents questioned whether there would be sufficient demand for a station, with suggestions that other larger settlements in the area may offer greater passenger demand.

Consultees expressed concern that station-led development could alter Kilmessan's rural identity, heritage and landscape and contribute to its transformation into a commuter town. Respondents questioned the ability of local services and infrastructure to support growth and the need for supporting investment was emphasised.

The capacity of the existing road network to support increased traffic both during construction and operation was raised, with a view expressed that the parking facilities will attract commuters from the wider area into Kilmessan.

4.4.1.4 Dunshaughlin

Respondents welcomed Dunshaughlin station, viewing it as having the potential to support transport orientated development. A station within walking distance and integrated with planned and sustainable growth was supported in submissions. The importance of aligning the station's development with local and county planning objectives, as well as planned developments in the area, was emphasised.

While station's proximity to Dunshaughlin town was welcomed by most, some respondents expressed concern that it will draw traffic and footfall through the town and nearby residential areas. The need and cost of crossing the M3 was questioned in some submissions. Others suggested a location east of Dunshaughlin to better serve the wider catchment, including Ratoath.

Existing parking constraints in Dunshaughlin were highlighted, with respondents reiterating the importance of sufficient parking to meet demand.

4.4.1.5 Proposal for a Navan South Station

Respondents called for Johnstown, Athlumney and the wider Navan South area to be considered in the development of the project, including the potential provision of a third station to serve the area's growing population, commuter catchment and planned development.

Respondents considered that the proposed stations may not adequately serve the population in these areas, and that a station in the south of Navan would improve accessibility and encourage greater use of public transport.

4.4.1.6 Station & Parking Facilities

Respondents made a wide range of suggestions regarding the facilities to be provided at the stations and associated car parks. These are summarised under the thematic headings in Error! Reference source not found. below.

Table 4-1 Summary of feedback on station and parking facilities

Passenger Facilities	Accessibility and Inclusive Design
• Sheltered and comfortable waiting areas • Bins, public toilets and general station maintenance • Clear and real-time passenger information • Cafés, shops or other facilities	• Facilities for older people, people with disabilities and families with buggies • Step-free access with lifts and ramps • Suitable lighting and clear signage • Easy-to-follow access between parking areas, platforms and station facilities
Safety and Security	**Interchange and Passenger Movement**
• Appropriate station lighting, CCTV and other security measures • Staffed or supervised stations • Safe waiting and interchange areas, and routes through stations and parking • Measures to reduce anti-social behaviours	• Set-down / pick-up areas, taxi ranks, bus bays and passenger shelters • Integration with local and regional bus services with coordinated timetables • Safe and convenient movement between different transport modes
Cycling Facilities	**Car Park Facilities**
• Adequate, secure and covered cycle parking • Capacity for bicycles, trailers and other mobility equipment • Electric bike charging facilities • Connections with local cycling routes	• Provision for future expansion and changing passenger demand • Electric-vehicle charging points • Clear signage, markings and information • Accessible and Blue Badge spaces

4.4.1.7 Station Accessibility

Access to the four proposed stations was a route-wide theme viewed as an important element of transport-oriented development.

Consultees sought clarity on the proposed station access routes and provided feedback on the need for road and active travel network improvements to support the railway, stations and parking.

Consultees emphasised the importance of safe, direct and accessible pedestrian and cycling connections to each station with links to nearby residential areas, schools, employment areas and community facilities. Active-travel infrastructure was viewed as important to support wider efforts to encourage modal shift. Suggestions for local routes and connections at each of the four stations were included in submissions.

The capacity, condition and safety of existing roads was highlighted in the submissions with a view expressed that the proposed stations and parking are going to increase traffic through Navan, Kilmessan and Dunshaughlin. Submissions describe the project area as congested and prone to delays, bottlenecks and road-safety incidents. The need for coordination between the railway and planned road improvements was highlighted. Many specific local roads experiencing congestion were referenced in the submissions.

Response to feedback

Iarnród Éireann welcomes support for the four proposed station locations and acknowledges the stations' potential to improve connectivity, support sustainable travel, reduce commuting times and complement local growth and development.

The proposed station and parking locations were identified following a robust and structured option-selection process, which included consideration of alternative routes and locations. Further information on this process is provided in the pOSR, which was published as part of NSPC1 and is available on the project consultation webpage.

The need for the stations to be delivered as part of an integrated transport network is recognised, as well as wider infrastructural needs to support station-led growth in Navan, Kilmessan and Dunshaughlin. Iarnród Éireann will continue to engage with MCC, the NTA, TII and other relevant stakeholders regarding supporting infrastructure.

The design of the proposed stations for Navan Railway is progressing and the feedback and suggestions submitted as part of this consultation will be considered by the project team as part of the design process. All new stations and associated facilities will be designed and developed in accordance with applicable national and EU standards, Iarnród Éireann requirements and relevant regulations. Parking provision will be developed to meet projected demand to 2050. The proposed parking locations are considered to have sufficient capacity to provide parking to meet the anticipated demand, including provision for future growth where required.

Further information on stations and parking will be available at Non-Statutory Public Consultation No. 2 (NSPC2) and as the project moves to preliminary design.

The feedback received on each of the four proposed stations, as well as suggestions to include a fifth station in south Navan is also acknowledged.

Navan Central
Land availability at Navan Central is limited, preventing the provision of significant on-site parking. The station forms part of the wider urban planning for Navan town centre, including MCC's Master Plans and is intended to function as an urban station that prioritises walking, cycling and public transport.

Navan North
The proposed location of Navan North station was selected to balance provision for the northern urban area of Navan with a rural catchment. Further information is provided in the pOSR. The Emerging Preferred Route including the positioning and layout of Navan North Station will not preclude any future possible extension to Kells in the future.

Kilmessan
Kilmessan is the largest settlement along the Emerging Preferred Route between Navan and Dunshaughlin, and the proposed station is aligned with relevant national, regional and local transport and planning policy, including the NTA's Greater Dublin Area Transport Strategy 2022 – 2042. Iarnród Éireann acknowledges that the delivery of a station and Park & Ride facility would represent a significant development for the Kilmessan and recognises the importance of protecting Kilmessan's rural character, heritage features and landscape setting. The next stage of the project will include environmental assessments of the entire route including Kilmessan.

Dunshaughlin
The need to align Dunshaughlin station's development with local planning policy and objectives is recognised. Iarnród Éireann acknowledges feedback from some respondents regarding the location of proposed Dunshaughlin station. Following feedback received as part of this public consultation, an

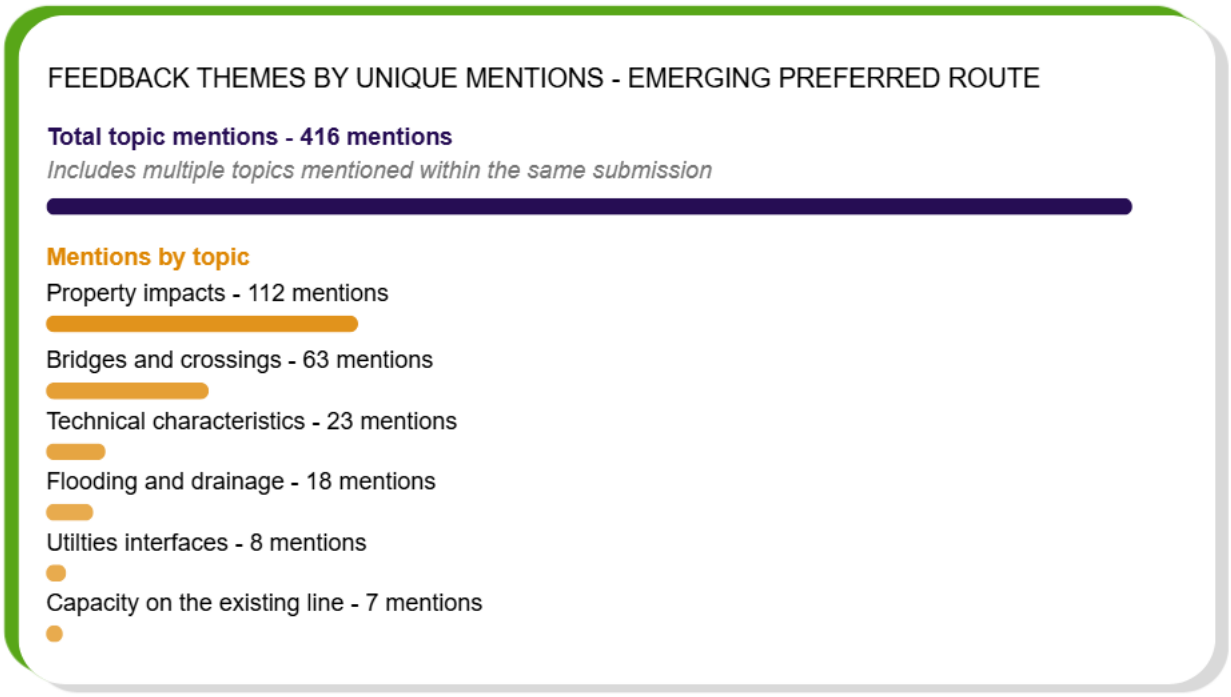
additional technical assessment of the proposed location of Dunshaughlin Station was undertaken. The findings of this assessment are detailed in the *Technical Review of Feedback on the EPR Report* which is available on the project consultation webpage.

Navan South Proposal
Iarnród Éireann acknowledges feedback received regarding the potential inclusion of a third Navan station in south Navan. In response to the feedback received, a further assessment was undertaken to consider the level of demand for such a station. The findings of this assessment are detailed in the *Technical Review of Feedback on the EPR Report* which is available on the project consultation webpage.

4.4.2 Emerging Preferred Route

While the Emerging Preferred Route was broadly welcomed in the feedback received, submissions included comments, suggestions, concerns and local insights in relation to the proposed route. This feedback is presented below thematically and by location where relevant.

Figure 4-6 Emerging Preferred Route mentions by sub theme



4.4.2.1 Impacts to property and local residential areas

Residents, landowners, farmers and local business owners submitted their feedback to the consultation about both direct impacts and indirect impacts on properties located close to the proposed railway and associated infrastructure.

Table 4-2 Themes and feedback on property and local resident impacts

Theme	Feedback
Property and land acquisition	Feedback was received from potentially impacted property owners and occupiers along the route in relation to potential permanent and temporary land acquisition, demolition or substantial alteration of homes and other buildings. The need to minimise impacts on properties as much as possible was emphasised in the submissions.

Land severance and changes to access arrangements	Farmers and rural businesses highlighted the potential loss, fragmentation or severance of agricultural land and the risk of holdings becoming landlocked, less accessible or commercially unviable. Submissions drew attention to difficulty of moving livestock, machinery and equipment, as well as implications for farm safety, animal welfare, biosecurity and succession. Some property owners highlighted how their lands were previously severed by the M3 motorway and expressed concern about further severance. Changes to private, residential and agricultural access were raised, particularly in locations where cul-de-sac arrangements and road realignments are proposed.
Impacts for near-by residents and communities	Residents and businesses located close to the proposed alignment raised concerns in relation to both the construction and operation of Navan Railway, including: • Environmental concerns including noise, vibration, visual intrusion, loss of privacy, changes to landscape, loss of vegetation, loss of community space and reduced enjoyment of properties and communities. • Concerns regarding changes to ground conditions including impacts to properties structural integrity, and potential flooding and drainage impacts. • Security, anti-social behaviour, parking overspill and increased footfall in near-by areas. • Some respondents queried whether there is potential exposure to electromagnetic fields associated with railway electrification.
Mitigations	Respondents requested several mitigations including: • Property-specific assessments such as surveys of structural condition, ground conditions, drainage, groundwater, noise, vibration, ecology and construction impacts. • Early engagement with affected property owners, residents and businesses. • Other measures including acoustic barriers, privacy screening, fencing, structural protection schemes, replacement access roads, bridges, underpasses and other accommodation works. • Continued consideration of alternatives, route refinements and engineering solutions to reduce impacts.
Property value and compensation	Respondents sought clarity on compulsory acquisition and compensation arrangements, including compensation for land, loss of amenity and potential property damage arising during construction or operation. Businesses queried how commercial impacts and risks to future operation will be compensated. Potential impacts on property value, saleability, future development, extensions and renovations were highlighted.

Response to feedback

Iarnród Éireann acknowledges the feedback received from property owners and residents across the route. The project team welcomes the level of engagement with the public consultation and will give full consideration to the issues raised.

A significant number of submissions related to localised property-specific circumstances. These matters will be addressed through continued engagement with affected landowners, residents and businesses, together

with further design development, technical assessment and consultation as the project progresses. A Landowner Liaison Officer has been appointed to support ongoing engagement with affected landowners.

Feedback received as part of this consultation has informed a programme of additional technical studies and assessments. The findings of these assessments will be considered in the identification of a Preferred Route and will feed into the next stage of the project which involves preliminary design and environmental assessments.

As the project progresses through the design stages, accommodation works and mitigation measures required to reduce potential impacts on properties, landholdings, agricultural activities and businesses will be developed.

Potential environmental impacts, including noise, vibration, air quality, biodiversity, and landscape and visual impacts, will be assessed through the environmental assessment process. Where significant effects are identified, appropriate mitigation measures will be developed and included in the EIAR, which will form part of the Railway Order application submitted to An Coimisiún Pleanála.

4.4.2.2 Road realignments, crossings and bridges

Respondents highlighted the importance of ensuring that proposed road realignments, crossings, bridges and embankments are appropriately designed and integrated with existing communities and infrastructure.

Table 4-3 Themes and feedback on road realignments, crossings and bridges

Theme	Feedback
Access changes	Feedback was received regarding the potential closure or alteration of established routes in areas where road realignments are proposed to accommodate the railway. Submissions highlighted the potential impacts of these changes, including the loss of, or alterations to, access to existing walking, cycling and equestrian routes, as well as sensitive and historic sites and community facilities. Concern was expressed about locations where cul-de-sac arrangements may be introduced. It was noted that these arrangements could reduce community connectivity and limit access to local services. Submissions also raised concerns about the potential implications of cul-de-sacs for security and safety.
Landscape and setting changes	The scale, height and visual impact of proposed bridges, embankments and other elevated structures were raised, particularly where these would be close to homes or prominent in the landscape, with concern that these structures may affect visual amenity, privacy and noise. Respondents sought further information on the design, levels, purpose and visual relationship of these structures with surrounding homes, land and landscape. Concern was also expressed about the potential effects of the railway and associated road changes on the setting and tranquillity of the area, particularly in locations close to areas of cultural significance.
Historic Bridges	Respondents highlighted the heritage value of the existing stone bridges and other structures and emphasised the importance of protecting these structures. Some submissions questioned how suitable historic bridges are to support modern railway requirements.

Level crossings in Navan	Feedback on the proposed level crossings suggested that they may be a potential source of congestion or delay on already busy roads in Navan. Respondents suggested bridges, underpasses or a viaduct to reduce conflicts between rail and road traffic. The need to maintain reliable emergency access to the fire station, hospital and Boyne River rescue services was specifically highlighted.

Response to feedback

The proposed road realignments, crossings and bridges are key infrastructural elements of the Navan Railway project and Iarnród Éireann recognises the feedback associated with these structures regarding the scale, height, visual impact, effects on traffic and road safety, and potential changes to existing routes.

Many of these matters raised are location-specific, and Iarnród Éireann will continue to directly engage with affected residents, landowners, community groups and other stakeholders as the design develops.

Feedback received as part of this consultation has informed a programme of additional technical studies and assessments. The findings of these assessments have informed the selection of a Preferred Route and will feed into the next stage of the project which involves preliminary design and environmental assessments.

The potential effects of the proposed structures and road changes, including impacts on landscape and visual amenity, traffic, road safety, access, noise, biodiversity, cultural heritage and construction, will be assessed through the ongoing technical and environmental assessment process. Where significant effects are identified, appropriate mitigation measures will be developed and included in the EIAR, which will form part of the Railway Order application submitted to An Coimisiún Pleanála.

The project is at an early stage of the design process and further information on the proposed road realignments, crossings and structures will be provided as the design progresses, including through the NSPC2 consultation materials where available. Further engagement will also take place with those most directly affected by the proposals.

4.4.2.3 Other Technical Feedback

Feedback addressed the proposed railway's capacity, resilience, electrification, flood-risk considerations and interaction with existing infrastructure and services.

Table 4-4 Themes and feedback on technical matters

Theme	Feedback
System characteristics	Submissions highlighted the importance of ensuring future resilience and capacity when designing the proposed railway and stations. The proposal for Navan Railway to be electrified was widely supported. Some respondents sought clarity on the electrification system that will be used. Respondents asked for more information on the railway and train heights and overhead clearances.
Flood risk data	Respondents in Rathregan questioned the flood-risk evidence used to move the route away from the reserved corridor and explained their local experience of flooding. Reassessment of the decision to deviate from the reserved corridor in that location was requested.

Interaction with utilities	Submissions included information on the proposal's interaction with public and private utility infrastructure along the route including sewerage schemes, private water schemes, private wells and pipelines associated with commercial activity.
Capacity on existing railway	Respondents questioned whether the existing rail network and fleet have sufficient capacity to accommodate additional services from Navan Railway. Capacity constraints at Connolly Station and on the approaches to Dublin were identified as potential constraints to the attractiveness of Navan Railway.

Response to feedback

Iarnród Éireann acknowledges the feedback received in relation to the technical characteristics of the railway and welcomes the local insights submitted as part of the consultation.

Design of the railway, stations and associated infrastructure will be developed further during the next stages of the project. This work will be undertaken in accordance with applicable technical and safety standards, current transport policy and relevant operational requirements.

Following feedback received as part of this public consultation, an additional technical assessment of flooding, drainage and land severance at Rathregan was undertaken. The findings of this assessment are detailed in the *Technical Review of Feedback on the EPR Report* which is available on the project consultation webpage.

The Navan Railway is being developed as an extension of the DART+ network and will form part of the DART+ West route. DART+ West is a separate project that includes significant capacity and frequency improvements to the existing railway network, including planned capacity improvements at Connolly Station.

The matters raised through the consultation will be considered as part of the preliminary design and supporting technical assessments.

4.5 Route Alternatives and Extensions

A total of 342 respondents (approx. 22% of all submissions) suggested alternative routes and extensions, with calls for the project to consider alternative routes that serve growing towns such as Ratoath, Ashbourne, Trim, as well as extensions to Drogheda, Kells and Cavan.

Respondents argued that the route should better reflect current and future demand, improve regional connectivity and where possible avoid further fragmentation of the countryside.

Figure 4-7 Route extensions and alternatives mentions by sub-theme

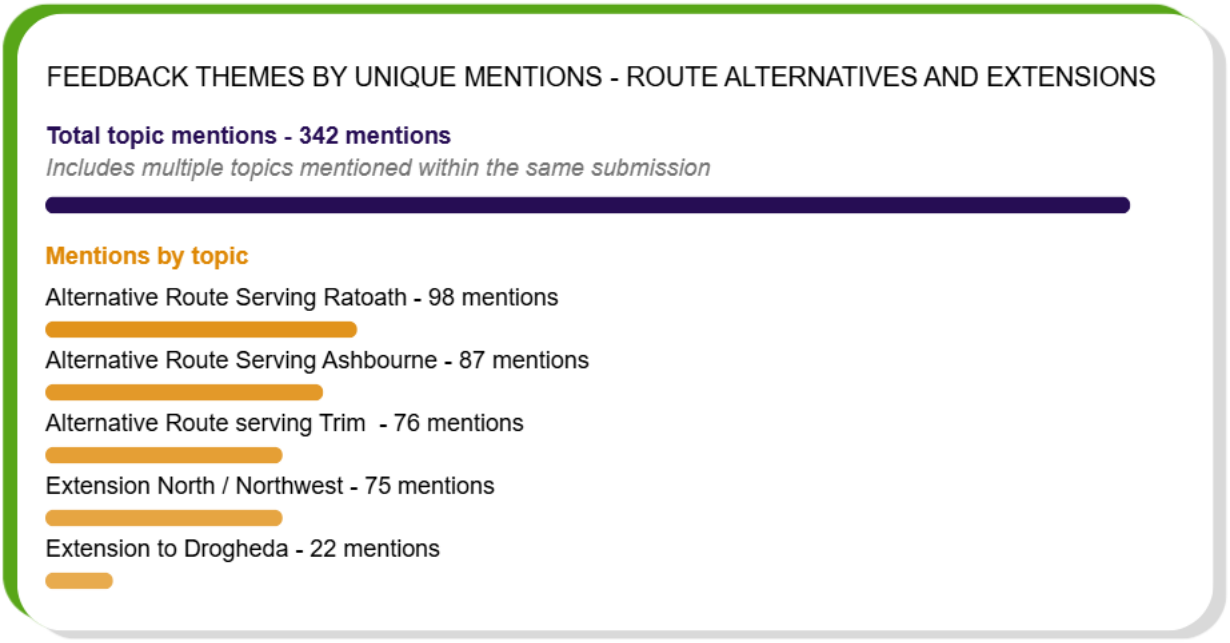


Table 4-5 Themes and feedback on alternatives and extensions

Theme	Feedback
Alternative route serving Ratoath or Ashbourne	Submissions called for an alternative route serving Ratoath, Ashbourne, or both. Respondents reference current traffic and commuting pressures in Ratoath and Ashbourne. Submissions put forward that Ratoath and / or Ashbourne would be more appropriate intermediary stops than what's proposed in the EPR and that stations here would support economic and population growth in the towns. Fairyhouse Racecourse and Emerald Park are cited as demand generators that further strengthen the case for this corridor.
Alternative route serving Trim	Submissions called for an alternative route or extension to the EPR that serves Trim to be progressed. Respondents referenced the existing commuter pressures, car dependency and congestion along the Trim to Dublin corridor. Trim's capacity to support a railway station and its planned population growth are also highlighted in responses, as well as Trim's role as a tourist destination. Alternative alignments were suggested including the proposal to locate a station in between Trim and Kilmessan.

Extension north / northwest	Respondents suggested that the line should be extended beyond Navan to locations such as Kells, Oldcastle, Virginia and Cavan to enhance regional connectivity, support balanced economic development, provide sustainable transport options for rural communities and contribute to reduced dependence on private vehicles. The importance of the railway being compatible with a future extension further north / northwest was emphasised. It was suggested that a proposed extension could be planned now so that the corridor can be safeguarded and reserved for the future.
Extension to Drogheda	Submissions called for an extension of the proposed railway to Drogheda and argued that the scheme should be planned as part of a wider regional rail network within the Dublin-Belfast economic corridor. Respondents referred to the existing Navan to Drogheda alignment as a strategic asset that could be reinstated for passenger use. Respondents stated that Navan Railway should be future proofed by protecting the corridor between Navan and Drogheda to enable an extension in the future.

Response to feedback

The overarching objective of the Navan Railway project is to provide a public transport option that is frequent, reliable, integrated, sustainable and attractive. The project also aims to deliver a public transport option that offers safe, high-capacity connectivity between Navan, the Greater Dublin Metropolitan Area and intermediate urban areas.

The Emerging Preferred Route for Navan Railway has been identified through a structured, evidence-based process, in line with the Department of Transport's TAF. This process involved a methodical and step-by-step assessment of many route options.

Ashbourne
Options serving Ashbourne were largely discounted prior to or at longlist stage. Options that crossed the M2/N2 to access Ashbourne were discounted due to technical and environmental constraints. Options remaining west of the motorway would have a station too distant from the town centre to provide convenient pedestrian access. A shuttle bus was considered; however, this was not considered likely to provide a sufficiently attractive overall journey time compared with existing bus services to/from Dublin.

Ratoath
Many options serving Ratoath were discounted at longlist stage due to the environmental impact associated with routing through the Tara-Skryne Valley, a highly significant and culturally important landscape between the Hill of Tara and the Hill of Skryne. One potential option serving Ratoath was refined to reduce impacts in this sensitive area and was included in the shortlist. However, demand modelling indicated lower demand for this station compared with the proposed Dunshaughlin station. Taken together with other engineering and environmental considerations, this meant the Ratoath-serving option was less preferable than the Emerging Preferred Route.

Trim
A route between Navan and Dublin via Trim would substantially increase overall project cost, disproportionate to the likely benefits to accessibility within the study area. Longer journey times would also make the service less attractive to some passengers using Navan stations, further weakening the case for this option.

Extension North / Northwest

Extension of the Navan Railway to Kells and beyond is not within the scope of this project, however the Emerging Preferred Route, including the positioning and layout of Navan North station, will not preclude any possible extension to Kells in the future subject to relevant funding and planning permission.

Extension to Drogheda

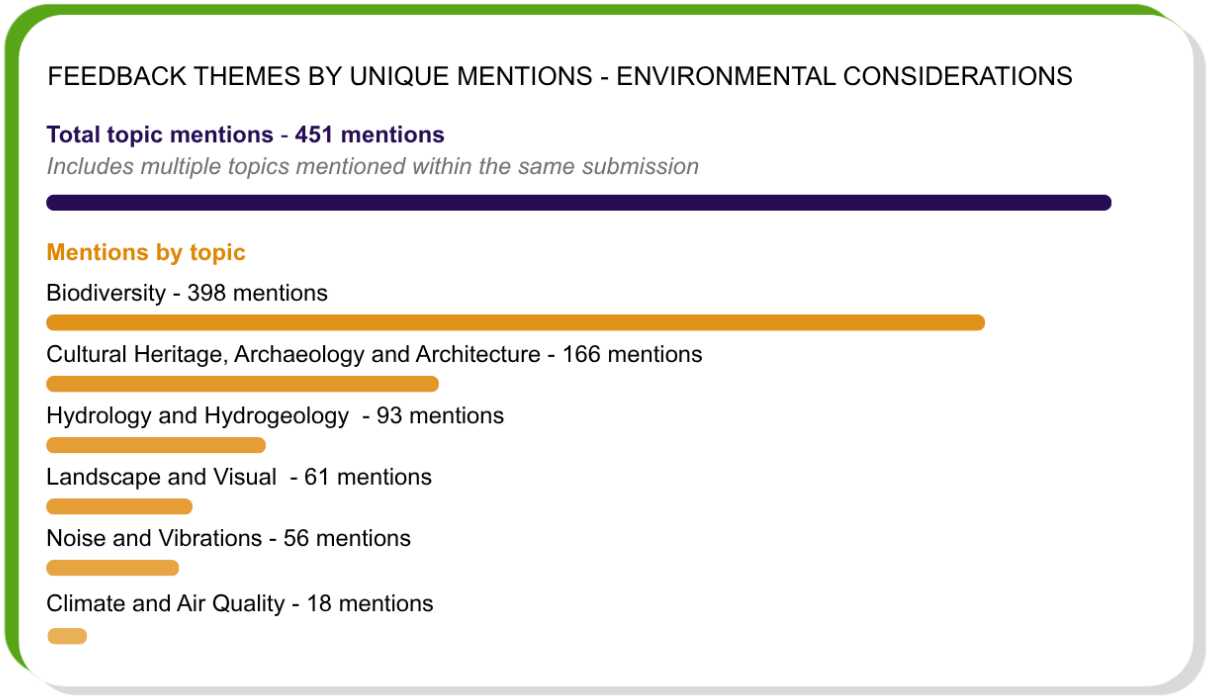
Use of the existing Navan-Drogheda freight line would not be consistent with this objective or relevant policy and would not deliver on improving transport accessibility within the study area. A route via Drogheda would not offer attractive journey times between Navan and Dublin, which, at commuter rail speeds, would be markedly longer than the Emerging Preferred Route. The Navan Railway proposals will not preclude a future extension of the network to Drogheda subject to relevant funding and planning permission.

4.6 Environmental Considerations

This section presents the feedback received in relation to the environmental considerations associated with the Emerging Preferred Route, proposed stations and associated infrastructure.

A total of 451 respondents (approx. 30% of submissions received) raised environmental considerations. The feedback is organised below thematically. Environmental considerations are also addressed throughout this report in the sections relating to the Emerging Preferred Route, stations and parking, and associated infrastructure. Iarnród Éireann's response to the environmental feedback received is provided at the end of this section.

Figure 4-8 Environmental considerations mentions by sub-theme



4.6.1 Dunsany Estate

A significant number of submissions (357 respondents) raised concerns about maintaining the Emerging Preferred Route along the original rail line through Dunsany Estate. These respondents predominantly expressed concern that the proposals will impact the private rewilding project within the estate, which is described as being of substantial ecological value comprising ancient woodlands, mature trees, mature hedgerows, protected species, wetlands and the River Skane and has connections to the River Boyne and River Blackwater Special Areas of Conservation. These submissions also referenced the cultural and architectural value of the Dunsany Castle Demesne ACA and emphasised the need to protect and conserve its history.

Response to feedback

The Emerging Preferred Route for Navan Railway has been identified through a structured, evidence-based process, in line with the Department of Transport's TAF. This process involved a methodical and step-by-step assessment of many route options.

In response to the volume of feedback received about maintaining the Emerging Preferred Route along the original rail line through Dunsany Estate, the Project Team considered alternative route options that move away from the original railway corridor between Leshemstown and Kilmessan which pull the alignment

further outside the Dunsany Demesne and minimise the loss of mature trees bordering the original railway corridor. Multi-Criteria Analysis (MCA) was undertaken to assess alternative route options in the Dunsany area. The assessment considered a range of factors, including engineering, environmental and cost criteria. The findings of this assessment are detailed in the *Technical Review of Feedback on the EPR Report* which is available on the project consultation webpage.

4.6.2 Environmental Considerations

Theme	Feedback
Biodiversity	Biodiversity was a recurring theme in the submissions received. Respondents emphasised the need to protect habitats, vegetation, wildlife and ecological corridors along the route. The rural setting of the project area, together with its rivers, wetlands, woodlands, mature trees, hedgerows and protected species, was highlighted as an important environmental consideration. Submissions highlighted the need to protect habitats and wildlife from potential effects including vegetation removal, habitat fragmentation, disturbance and pollution. The importance of safeguarding rivers and connected protected areas was emphasised, alongside balancing the railway's transport and climate benefits with biodiversity protection. Local biodiversity initiatives and ecological features were identified in the submissions. Respondents emphasised the importance of compliance with relevant legislation and policies, supported by up to date, multi-season ecological, hydrological and arboricultural assessments. Suggested mitigations included wildlife crossings, green corridors, careful management of vegetation removal and consideration of alternative routes where significant impacts cannot be adequately addressed.
Cultural heritage, archaeological and architectural features	Respondents highlighted County Meath's historical context and emphasised that the railway should be designed to protect historic sites, heritage landscapes, archaeological remains and culturally important places. Concerns were expressed that construction of a modern railway through the project area has the potential to affect both known and unknown heritage sites, historic landscapes, buildings, and other features that contribute to the character of the area. Respondents supported an approach that avoids or minimises disturbance to sensitive archaeological and historic areas, protected structures, ACAs and heritage landscapes. A number of specific archaeological and architectural areas and features near the proposed railway, stations and other associated infrastructure were raised in the submissions. These include Parsonstown Manor; the old Rathregan Cemetery; Rathregan Church; the Rathregan ring fort / rath; an abandoned medieval village in Rathregan; Kileen Castle; Dunsany Castle Demesne ACA; Kilmessan ACA; Cannistown Church; and the former railway good shed at Carriage Road. Respondents called for comprehensive archaeological and heritage assessments, including testing, geophysical surveys and mapping, before finalising the route. The importance of protecting cultural heritage and sharing findings through continued engagement with local heritage groups was emphasised.

Hydrology and hydrogeology	Respondents sought further assessment of the potential effects of the proposed railway and associated infrastructure on drainage, surface water, groundwater and flood risk, with concern that earthworks, cuttings, embankments and drainage infrastructure could alter existing water movement, increase waterlogging or flooding and affect agricultural productivity. Feedback was also received regarding potential impacts on water quality, river ecology, feeder streams, tributaries and wetlands. Submissions referred specifically to the River Tolka, River Skane, River Blackwater and River Boyne, with emphasis placed on the need to protect these watercourses and their associated environments. The need for hydrological and hydrogeological assessments, together with long-term monitoring and protection of retained lands from adverse drainage effects, was emphasised.
Landscape and visual	Residents and local communities raised concerns regarding the potential landscape and visual effects of the railway, stations and associated infrastructure including the infrastructure itself, lighting and removal of existing vegetation. Concerns were expressed that the railway may be visually intrusive, affect privacy, reduce residential amenity and impact property value. Changes to the peaceful, rural character and visual setting of areas along the route was also raised as a concern. The provision of appropriate visual screening was requested in the submissions.
Noise and vibration	Respondents queried potential noise and vibration impacts during both construction and operation on homes, schools, recreational areas, businesses, agricultural and equestrian activities, wildlife, structures and the character of quiet rural communities. Concerns were expressed about the potential effects of noise on residential amenity, sleep, health and quality of life, with some respondents stating that the railway would represent a significant change for communities that have historically experienced a quiet rural environment. Farmers and equestrian businesses raised concerns about the potential effects of noise and vibration on livestock, horses, breeding activities and the operation of their businesses. Concerns were raised that construction- or operation- related vibrations could cause ground movement and impact the structural integrity of homes and other buildings. Clarity on the management of construction related noise was sought, as well as information on the expected level of operational noise. Compliance with noise guidelines was requested, as well as mitigations such as screening and acoustic barriers. Some respondents requested pre- and post-condition surveys to monitor any construction-related property damage.
Climate and air quality	Respondents recognised the potential for the Navan Railway to deliver long-term benefits for air quality by reducing reliance on private cars and helping to reduce greenhouse gas emissions. Residents living along the proposed route raised concerns regarding potential dust impacts during construction. Farmers and agricultural stakeholders highlighted the potential for construction-generated dust to affect grazing land and forage crops.

The existing carbon-sequestration benefits of the Dunsany rewilding project were highlighted, and it was questioned whether vegetation removal associated with construction of the Navan Railway could reduce those benefits.

Response to feedback

Iarnród Éireann welcomes the feedback and local insights provided as part of the consultation. All submissions have been reviewed and considered by the project team and will inform the next stage of the project.

Specifically, this will include a detailed programme of field survey along the length of the preferred route and in areas identified for ancillary infrastructure such as car parks and stations. The scope of the survey programme will be informed by the detailed information which has been received during this consultation and, in addition it will be informed by Environmental Impact Assessment (EIA) Scoping which will be undertaken with prescribed bodies and other stakeholders including but not limited to: An Coimisiún Pleanála; MCC; Inland Fisheries Ireland; Office of Public Works; the Environmental Protection Agency; NPWS; and the National Monuments Service among others. These stakeholders will be asked to advise and comment on project specific survey and assessment.

The EIA Scoping will detail the nature and extent of surveys, monitoring and modelling needed to inform the impact assessment of the Preferred Route in accordance with the EIA Directive and other inter-related EU and national legislation. It will also set out the EU and national standards and guidelines that will be applied and adhered to in the assessments and identify the interactions between different legislative requirements to ensure a full suite of supporting documents are prepared to inform the assessment.

As a basis, an EIAR, which is based on the preliminary design of the Preferred Route, will be prepared as part of the Railway Order application. This will identify, describe and assess environmental factors including human beings, fauna and flora, soil, water, air, climate and the landscape, material assets and the cultural heritage and the interaction between these factors. These will be supplemented by additional supporting documents and information including:

- Traffic and Transport Assessment
- Project Specific Flood Risk Assessment
- Water Framework Assessment
- Appropriate Assessment
- Whole Carbon Life Cycle Assessment
- Water quality monitoring data
- Geotechnical / Ground Investigation Reporting
- Noise and vibration modelling
- Photomontage and other visualisations

Preliminary surveys have already been undertaken at targeted locations as part of the options selection phase and surveys will continue throughout the next phases of the project as the preliminary design evolves.

The findings of these surveys and assessments will inform the design of the railway and associated infrastructure and will be used to avoid, minimise and / or mitigate potential significant environmental effects**.** Specialist experts will be appointed to support this work.

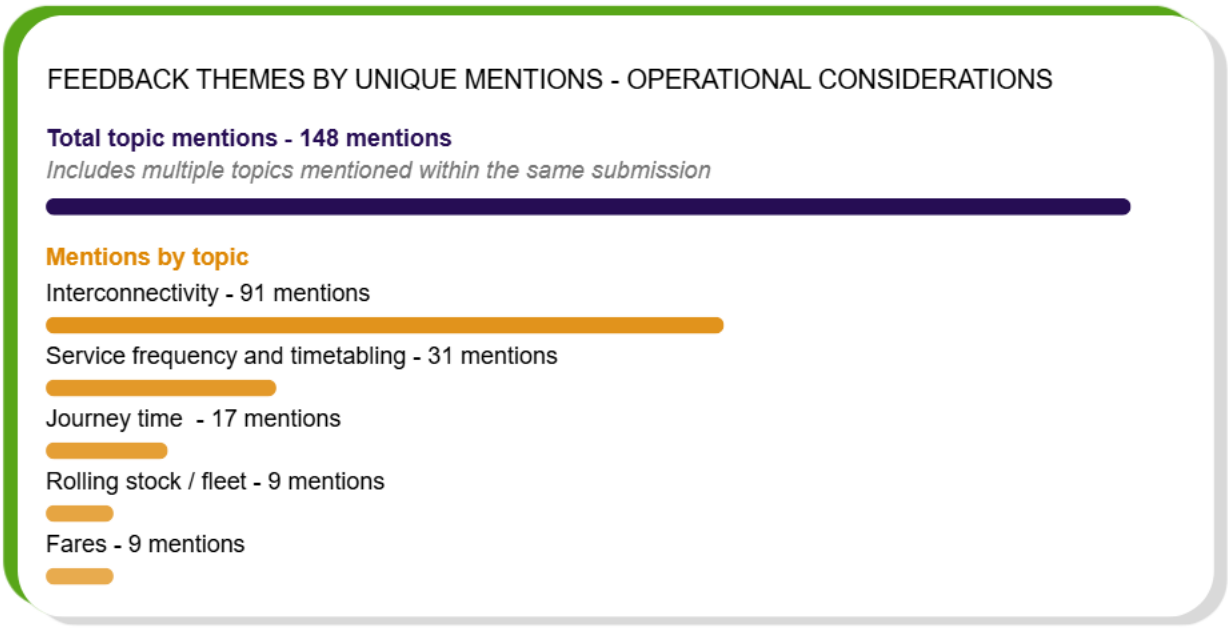
An EIAR will be prepared and submitted to An Coimisiún Pleanála as part of the Railway Order application. If the Railway Order is approved, the environmental commitments and mitigation measures identified in the EIAR, and associated documentation will be required to be implemented in accordance with the terms and conditions of the approval.

4.7 Operational Considerations

In total, 148 individual submissions (approx. 10% of all submissions) made comments in relation to the operation of the proposed railway. This includes comments on Interconnectivity (91), Journey Time (17), Rolling Stock / Fleet (9), Service Frequency / Timetabling (31) and Fares (9) with some respondents including more than one of these topics in their responses.

Feedback focused on delivering a reliable, affordable and well-integrated service, with a particular emphasis on journey time, service frequency, rolling stock, multi-modal integration and fares.

Figure 4-9 Operational Considerations mentions by sub-theme



4.7.1 Interconnectivity

Approximately 91 respondents shared their views on the importance of delivering a railway that supports modal interchange both locally in the project area, and with the wider regional transport network.

Respondents felt that a joined-up approach to bus and active travel provision would encourage rail use, reduce private car dependency and support wider climate ambitions. Some submissions also referred to how integrated public transport networks will support local planning objectives including compact growth and climate resilience.

Respondents commented on the need for coordination with local bus services to enhance accessibility and maximise demand, including suggestions to:

- Align timetables to support seamless interchange, in particular late-evening services to avoid passengers having no option for onward travel.
- Consider existing routes, stop locations and station access arrangements.
- Develop new or additional local bus routes, with respondents stating that the existing bus network is currently overwhelmed and unreliable.
- Develop bus hubs and interchange facilities at proposed stations.

Feedback was also received in relation to integrating the proposed railway with the wider national rail, tram and bus network.

"Work needs to be undertaken to investigate integration of bus services, bus stop placement and provision to minimise journey time and maximise the catchment area."

"Regular bus services to and from train stations and concurring with timetables need to be prioritised."

The need for safe and direct active travel routes including greenways, cycleways and pedestrian routes to stations is also emphasised in the feedback received.

"The project should include a high-quality network of greenways, cycleways and pedestrian routes alongside, and connecting to, the rail corridor"

"Safe pedestrian routes, secure bicycle parking, and convenient bus connections should be integrated into all stations to encourage multimodal travel"

Response to feedback

Iarnród Éireann recognises the importance of an integrated public transport network and is committed to working with relevant stakeholders, in particular MCC and with the NTA, to ensure Navan Railway supports multi-modal transport connectivity.

4.7.2 Service Frequency / Timetabling

Feedback from 31 respondents commented on the frequency of services on the proposed railway once operational.

Participants highlighted the need to provide frequent and reliable train services throughout the day, with a minimum 15-minute service frequency repeatedly suggested in the submissions.

"Make sure trains go at least every 15 minutes and from 5:30am to midnight"

"The proposed routes would be beneficial, but it is not beneficial if they aren't frequent enough"

Respondents were also interested in the operating hours of the proposed railway, with some submissions calling for late-night or 24-hour train services and extended operating hours at weekends or bank-holidays. One respondent highlighted the benefits this would bring to the night-time economy.

Response to feedback

Navan Railway will be able to facilitate up to a maximum of four services per hour, per direction at peak times. The exact number of trains throughout the day will be an operational decision that is determined when passenger services commence. Timetabling will be incorporated with DART+ West and wider network scheduling, and will be confirmed in collaboration the NTA and subject to public consultation prior to introduction.

Navan Railway is intended to be a seven-day service. 24-hour services are not intended as trains and tracks are typically maintained during the night.

4.7.3 Journey Time

A total of 17 respondents commented on the journey times. The dominant view was that direct and quick services are needed, particularly at peak times, and that additional stops or indirect routing should be avoided to reduce unnecessary travel time.

"Passenger demand is highly sensitive to journey time. All effort should be made to reduce journey time"

"There should be an express train straight from Navan to Dublin at peak hours"

Respondents felt that the proposed 60-minute journey time from Navan to Dublin City Centre is too long, with some submissions suggesting that the journey should be a maximum of 45 minutes. Some stakeholders felt that fewer stops would improve efficiency while others suggested increased train speeds to improve journey times.

Response to feedback

Iarnród Éireann welcomes feedback from respondents on the proposed journey times. An objective of the Navan Railway project is to provide a service that is attractive to passengers and supports modal shift.

At this early stage of the project, exact journey times have not yet been confirmed. These will be refined as the project progresses through the development stages.

Navan Railway is intended to operate as a commuter service, with trains serving all stations to Dublin City Centre. Direct trains with no requirement to change at M3 Parkway or Clonsilla to access the City Centre are anticipated. At this stage, express or limited-stop services are not envisaged.

Iarnród Éireann acknowledges feedback on operational matters which may slow or delay trains. The proposal for single track to Navan North is based around the constrained land available along the existing rail corridor through Navan town. Other considerations such as the speed of the Navan Railway and how the Railway will be fenced off will be considered and developed through ongoing design.

At present, commuters in the project area are largely dependent on the road and bus network for travel to and from Dublin City Centre, both of which can be subject to variable journey times. Once operational, Navan Railway is expected to offer a journey time of approximately one hour from Navan to Dublin Connolly, which would be quicker than current bus journey times and provide greater journey time reliability.

4.7.4 Rolling Stock / Fleet

A total of 9 submissions shared views on the trains and carriages that will be used on the railway once operational. Some respondents stressed the importance of having sufficient train capacity. Some submissions queried the number of trains that would be required to achieve 15-minute service frequency and highlighted the potential for delays or unreliable services without enough trains available. Respondents were also interested in the type of trains that will be used on the railway

"We need a guarantee that the number of carriages will be adequate from the get-go"

Response to feedback

Navan Railway will be an extension of the DART+ network and the new DART carriages are intended to be used on this service. Carriages will be ordered as required to augment Iarnród Éireann's fleet to meet capacity demands.

The DART+ carriages are spacious, with a high number of grab handles, to support passengers who are standing while the train is in motion. Low-level flooring and entrance doors, each fitted with an automatically deployed retractable step, will reduce the height difference between the platform and train. This will improve boarding and alighting for passengers, including persons with reduced mobility.

Each carriage will also include inductive hearing loops and passenger information displays. These will provide real-time service updates, including information on other public transport systems in the Transport for Ireland network.

4.7.5 Fares

A total of 9 submissions commented on the price of fares, with the overarching feedback being that rail tickets should remain affordable to encourage modal shift from private cars and to ensure that the railway is financially accessible. One respondent commented that the railway should be included in the Transport For Ireland (TFI) fare zone structure.

Response to feedback

Fare prices will be determined by the NTA closer to the commencement of services on Navan Railway. It is likely that fares will be in line with the current TFI commuter zone fares.

4.8 Feedback outside of project scope

Each submission received has been individually considered and independently analysed. Additional feedback not directly focused on Navan Railway or the Emerging Preferred Route was provided both in submissions and responses to surveys. This included:

- Feedback relating to wider active travel measures including requests to construct a greenway alongside the proposed railway.
- Suggestions regarding railway development / enhancements across the wider national rail network outside of the project area.
- Comments regarding the naming of existing stations within Irish Rail's network.
- Suggestions regarding proposed water, energy and telecommunications infrastructure projects.

5 Conclusion and Next Steps

All submissions received as part of this first round of public consultation will feed into the selection of the Preferred Route.

The project team have analysed the submissions and considered all relevant information which will inform the next stage of the project. This will include the further refinement of the design and additional elements which will be brought forward in the selection of the Preferred Route.

This public consultation has informed a programme of additional assessments and technical activity to inform the selection of the Preferred Route, including:

- A study of the proposed route in the Rathregan area;
- A review of the Dunshaughlin Station arrangement;
- A review of the Dunshaughlin Station active travel link;
- A study of the proposed route in the Leshemstown / Readsland area;
- A study of the proposed route in the Dunsany area; and
- A review of a potential additional station in Navan South.

The findings and outcomes of these assessments is presented in the *Technical Review of Feedback on the EPR Report*, which is available to view and download on the project consultation webpage.

Feedback from this consultation has also informed a programme of additional technical studies. These are underway and will feed into the next stage of the process which includes preliminary design.

All of the submissions relating to environmental matters have been fed back to the project team including environmental specialists and will input into the EIA process including the EIA scoping that will be undertaken during the next stage of the project, and the EIAR that will be submitted to ACP as part of the Railway Order Application.

The Preferred Route will be presented at NSPC2 at which time there will be a further opportunity for stakeholders to provide feedback on the proposals to the project team. The feedback received as part of NSPC2 will inform the preliminary design, environmental assessments and preparation of a Railway Order application for lodgement.

Appendix A NSPC1 Consultation Questionnaire

Navan Railway
Have Your Say

Iarnród na hUaimhe Navan Railway

We greatly appreciate your feedback on the Emerging Preferred Route. Please complete and submit this form by 5pm on Friday 3 July 2026.

SECTION 1

Emerging Preferred Route

The Emerging Preferred Route is a wide corridor within which the proposed railway, stations, and other associated infrastructure will be located. The proposed route starts in the north of Navan Town and ends at the existing M3 Parkway Station. A map of the Emerging Preferred Route is available to view on www.irishrail.ie/navan-line.

Q1. How satisfied are you with the Emerging Preferred Route?

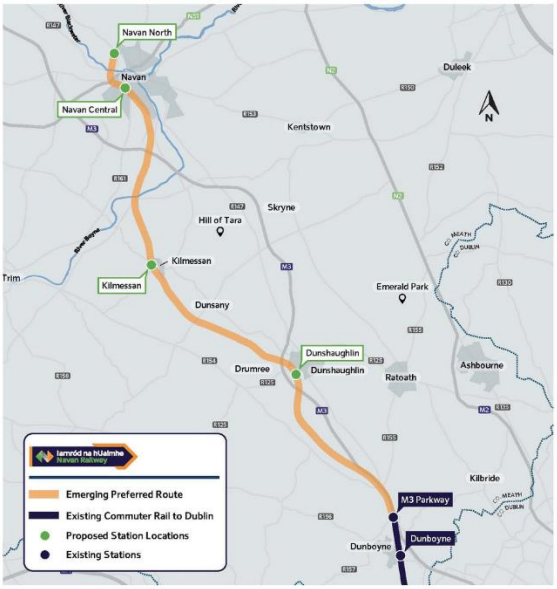
☐ Very Satisfied ☐ Satisfied ☐ Neutral ☐ Dissatisfied ☐ Very Dissatisfied

Q2. How satisfied are you with following sections of the Emerging Preferred Route?

	Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
The section between Navan and Kilmessan	☐	☐	☐	☐	☐
The section between Kilmessan and M3 Parkway	☐	☐	☐	☐	☐

Q3. Do you have any other feedback or comments on the proposed route?

NTA National Transport Authority | Rialtas na hÉireann Government of Ireland | Tionscadal Éireann Project Ireland 2040 | Iarnród Éireann Irish Rail



SECTION 2

Train Stations and Parking

Four new train stations are proposed at Navan North, Navan Central, Kilmessan and Dunshaughlin. Three of these stations will include local Park and Ride facilities. In this section, please tell us your views on these locations.

Q4. How satisfied are you with the proposed train station locations?

☐ Very Satisfied ☐ Satisfied ☐ Neutral ☐ Dissatisfied ☐ Very Dissatisfied

Q5. How satisfied are you with each proposed train station location? Please select one option per station.

	Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
Dunshaughlin	☐	☐	☐	☐	☐
Kilmessan	☐	☐	☐	☐	☐
Navan Central	☐	☐	☐	☐	☐
Navan North	☐	☐	☐	☐	☐

Q6. Do you have any feedback or comments on the train station locations and parking? Please specify which station(s) your feedback relates to.

SECTION 3

About You

This section is optional. If you wish, please tell us about yourself.

Q7. Are you responding to this consultation as an individual or on behalf of an organisation/group?

☐ As an individual

☐ On behalf of an organisation or group. Please Specify:

Q8. Do you live, work or frequently visit the project area? Please tick all that apply.

☐ Live in the project area

☐ Work in the project area

☐ Frequently visit the project area

☐ Do not live in / work in / visit the project area

Q9. If you live in the area, please state the specific area.

☐ Ardcath	☐ Donaghpatrick	☐ Kildalkey	☐ Tara
☐ Ashbourne	☐ Donore	☐ Kilmainhamwood	☐ Trim
☐ Athboy	☐ Duleek	☐ Kilmessan	☐ Skryne
☐ Batterstown	☐ Dunboyne	☐ Navan	☐ Stackallan
☐ Bective	☐ Dunderry	☐ Nobber	☐ Slane
☐ Bohermeen	☐ Dunshaughlin	☐ Oldcastle	☐ Summerhill
☐ Carlanstown	☐ Drumree	☐ Ráth Cairn	☐ Wilkinstown
☐ Carnaross	☐ Kells	☐ Rathfeigh	☐ Yellow Furze
☐ Castletown	☐ Kentstown	☐ Rathmolyon	☐ Other
☐ Curragha	☐ Kilskeer	☐ Ratoath	

Q.10 Your Details

First Name	
Last Name	
Email Address	
Mobile	
Address Line 1	
Address Line 2	
County	
Eircode	

Q11. Would you like to receive email updates on the project as it progresses?

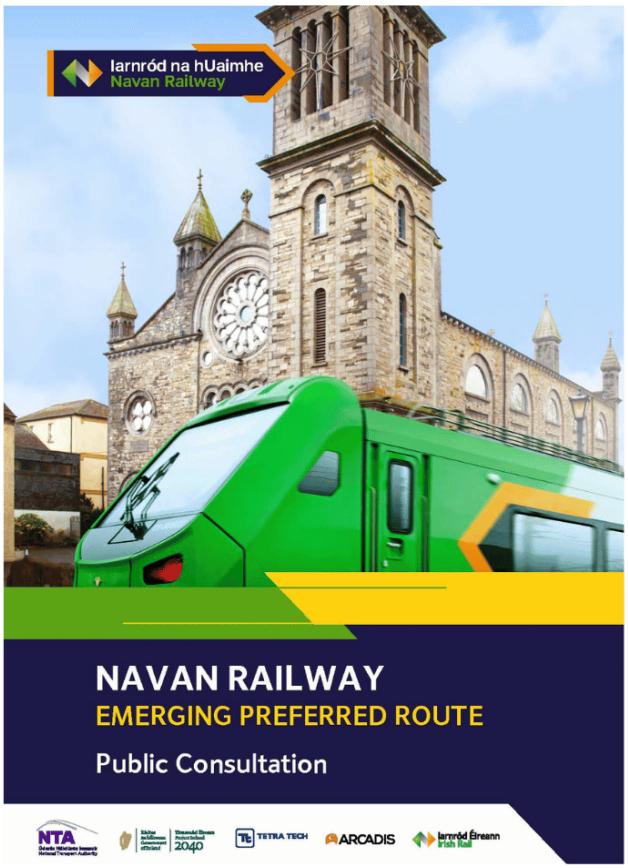
☐ Yes ☐ No

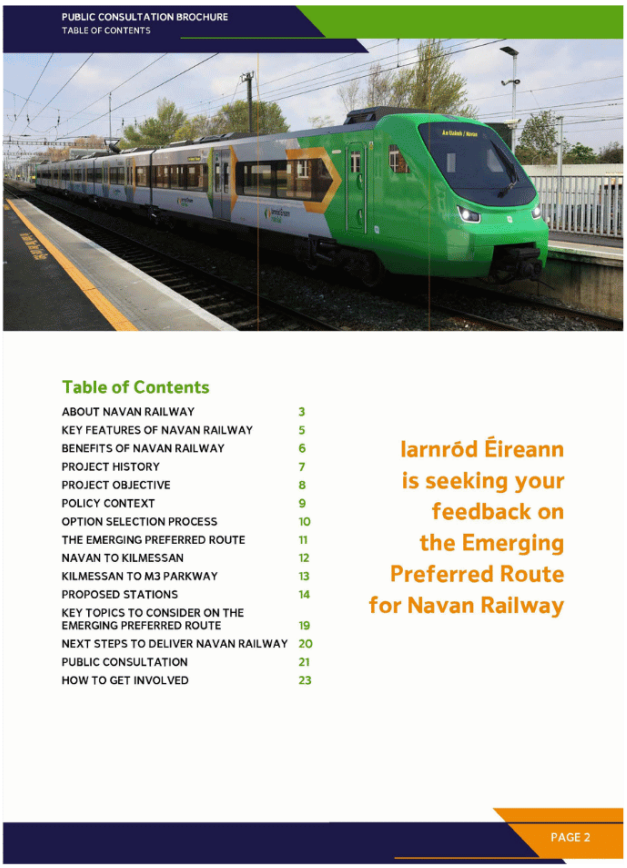
Disclaimer

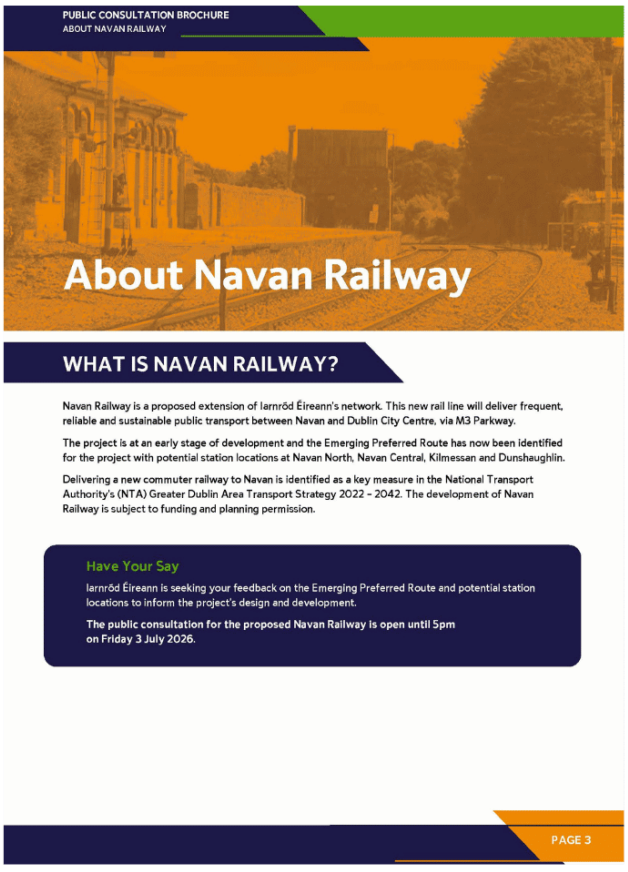
Any information provided during the public consultation will be retained during the design and construction phase of the project. By providing details during the public consultation phase, you are consenting to the use of personal data in accordance with Iarnród Éireann privacy statement which is available at **www.irishrail.ie/legal/terms-of-use-privacy-statement-cookie-policy** to allow Iarnród Éireann to better understand your needs in relation to this project.

If, for any reason, you wish to provide information or interact with the project on a confidential manner and not have such information disclosed because of its sensitive nature, then it shall be the responsibility of the person or body when supplying the information to make clear this wish and to specify the reasons for the information sensitivity.

Appendix B NSPC1 Consultation Brochure

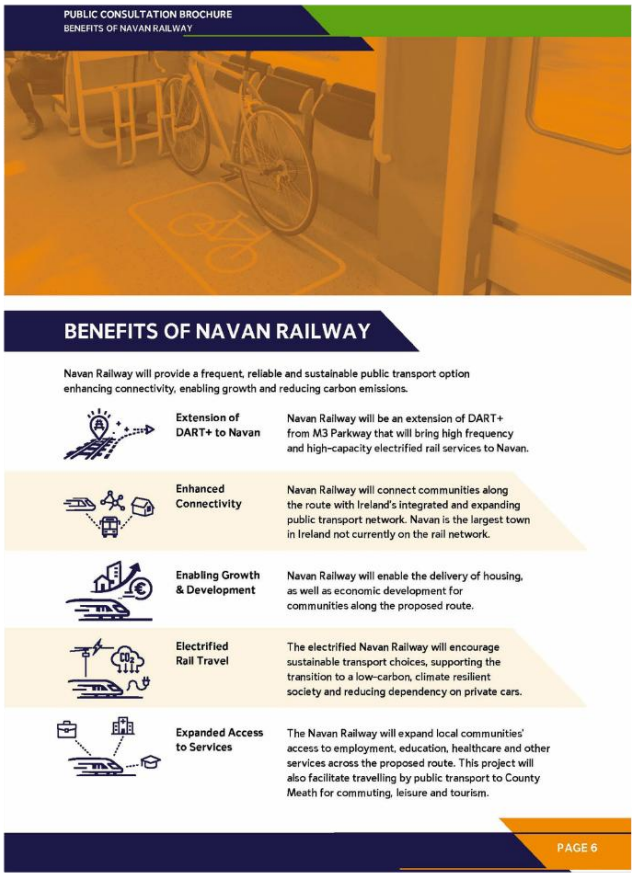


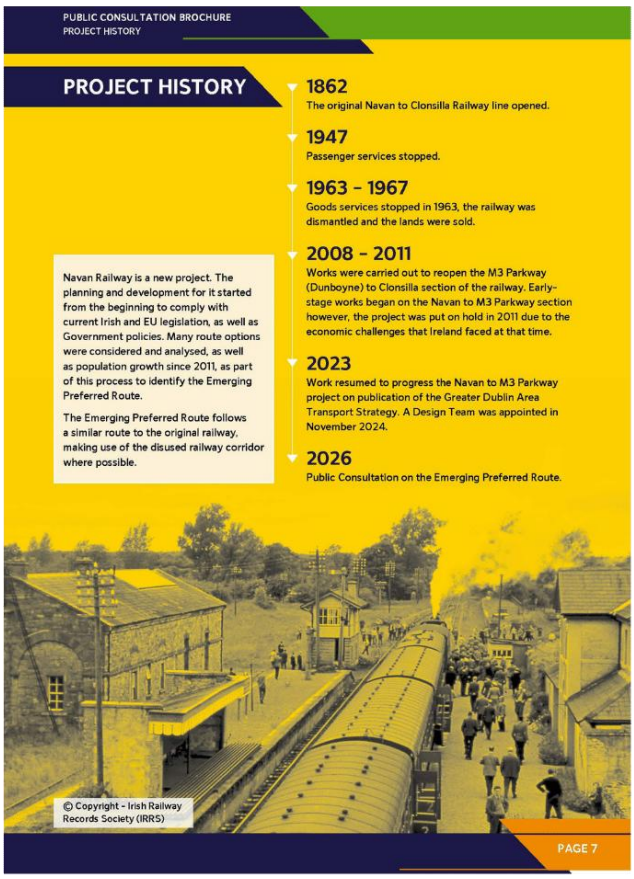







PUBLIC CONSULTATION BROCHURE
KEY FEATURES OF NAVAN RAILWAY
KEY FEATURES OF NAVAN RAILWAY
Connecting communities along the route with Ireland's integrated and expanding rail network
Direct services to Dublin City Centre
Extension of the DART+ Network to Navan
APPROX. 1 HOUR JOURNEY from Navan Central to Dublin City Centre
DUBLIN
Up to 63,000 PEOPLE within a 30 minute walk, cycle or drive of a station
Up to 4,400 PASSENGERS per direction, per hour
Up to 4 MILLION passenger movements each year by 2050
FOUR NEW STATIONS
34KM OF NEW TRACKS
THREE PARK & RIDE LOCATIONS at Navan North, Kilmessan and Dunshaughlin
ELECTRIFIED RAIL NETWORK reducing our carbon emissions to meet climate targets
1 TRAIN = 15 BUSES = 1,028 CARS
PAGE 5


PUBLIC CONSULTATION BROCHURE
BENEFITS OF NAVAN RAILWAY
BENEFITS OF NAVAN RAILWAY
Navan Railway will provide a frequent, reliable and sustainable public transport option enhancing connectivity, enabling growth and reducing carbon emissions.
Extension of DART+ to Navan
Navan Railway will be an extension of DART+ from M3 Parkway that will bring high frequency and high-capacity electrified rail services to Navan.
Enhanced Connectivity
Navan Railway will connect communities along the route with Ireland's integrated and expanding public transport network. Navan is the largest town in Ireland not currently on the rail network.
Enabling Growth & Development
Navan Railway will enable the delivery of housing, as well as economic development for communities along the proposed route.
Electrified Rail Travel
The electrified Navan Railway will encourage sustainable transport choices, supporting the transition to a low-carbon, climate resilient society and reducing dependency on private cars.
Expanded Access to Services
The Navan Railway will expand local communities' access to employment, education, healthcare and other services across the proposed route. This project will also facilitate travelling by public transport to County Meath for commuting, leisure and tourism.
PAGE 6


PUBLIC CONSULTATION BROCHURE
PROJECT HISTORY
PROJECT HISTORY
1862
The original Navan to Clonsilla Railway line opened.
1947
Passenger services stopped.
1963 – 1967
Goods services stopped in 1963, the railway was dismantled and the lands were sold.
2008 – 2011
Works were carried out to reopen the M3 Parkway (Dunboyne) to Clonsilla section of the railway. Early-stage works began on the Navan to M3 Parkway section however, the project was put on hold in 2011 due to the economic challenges that Ireland faced at that time.
2023
Work resumed to progress the Navan to M3 Parkway project on publication of the Greater Dublin Area Transport Strategy. A Design Team was appointed in November 2024.
2026
Public Consultation on the Emerging Preferred Route.
Navan Railway is a new project. The planning and development for it started from the beginning to comply with current Irish and EU legislation, as well as Government policies. Many route options were considered and analysed, as well as population growth since 2011, as part of this process to identify the Emerging Preferred Route.
The Emerging Preferred Route follows a similar route to the original railway, making use of the disused railway corridor where possible.
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PAGE 7


PUBLIC CONSULTATION BROCHURE
PROJECT OBJECTIVE
PROJECT OBJECTIVE
The overarching objective of Navan Railway is to deliver a frequent, reliable, integrated, sustainable, and attractive public transport option that provides safe and high-capacity inter-connectivity for existing and future demand between Navan, the Greater Dublin Metropolitan Area, and intermediate urban areas.
Project Sub-Objectives
Enable consolidation of compact sustainable economic development and population growth in the study area.
Reduce reliance on the private car, congestion and related environmental impacts. Deliver sustainable travel options attractive to users (including in terms of journey time, punctuality, frequency, inclusivity, comfort and personal security) when they are choosing how to access employment, education and services in Navan, the Dublin Metropolitan Area, and elsewhere in the study area.
Contribute towards national, regional and local policy goals in relation to 2050 decarbonisation targets.
Minimise the impact during delivery and operation of the scheme on the local environment, mitigating any residual impacts.
Contribute to transport safety by reducing the annual vehicle mileage on the road network (with a corresponding reduction in the number of recorded collisions total vehicle mileage) and limiting any increase in the number of conflict points.
PAGE 8

PUBLIC CONSULTATION BROCHURE
POLICY CONTEXT



POLICY CONTEXT

Navan Railway is strongly supported by national, regional, and local policy.

National Policy

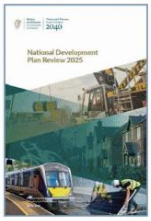
This project will support key policies including the National Development Plan Review 2025, the Climate Action Plan 2025 and the All-Island Strategic Rail Review. The project will contribute to Ireland's ambitions to decarbonise public transport, enhance regional and rural connectivity, and enable compact growth and economic development.

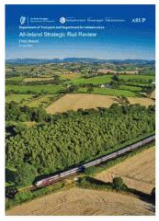
Regional Policy

Delivering Navan Railway is an objective of the Greater Dublin Area (GDA) Transport Strategy 2022-2042, which aims to develop 100km of new electrified rail line. The project is also recognised as important to economic growth and development of the wider Eastern Midlands region.

Local Policy

Navan Railway aligns with the Meath County Development Plan and other local plans and policies by contributing to the development of a well-connected and low-carbon society that supports social and economic growth.









PUBLIC CONSULTATION BROCHURE
OPTION SELECTION PROCESS



IDENTIFYING THE EMERGING PREFERRED ROUTE

Many possible options for Navan Railway have been considered following a robust, step-by-step process that is in line with the Department of Transport's 'Transport Appraisal Framework' (TAF) guidelines. This process was used to identify the Emerging Preferred Route and potential station locations.

Longlist of Options

The first step involved identifying a wide range of possible public transport options to connect Navan and M3 Parkway, including different routes and types of public transport. This resulted in a longlist of options that met the project objectives. Multi-Criteria Analysis (MCA) was used to score each option and identify a short list.

Shortlist of Options

The options that scored highest formed a shortlist. Each of these options was analysed in greater detail through:

- Engineering design.
- Detailed costings.
- Passenger demand forecasting.
- Environmental and Economic appraisal.
- Other tools such as Cost-Benefit Analysis (CBA), Cost-Effectiveness Analysis (CEA), and Transport and Accessibility Appraisal (TAA) to assess value-for-money and benefits.

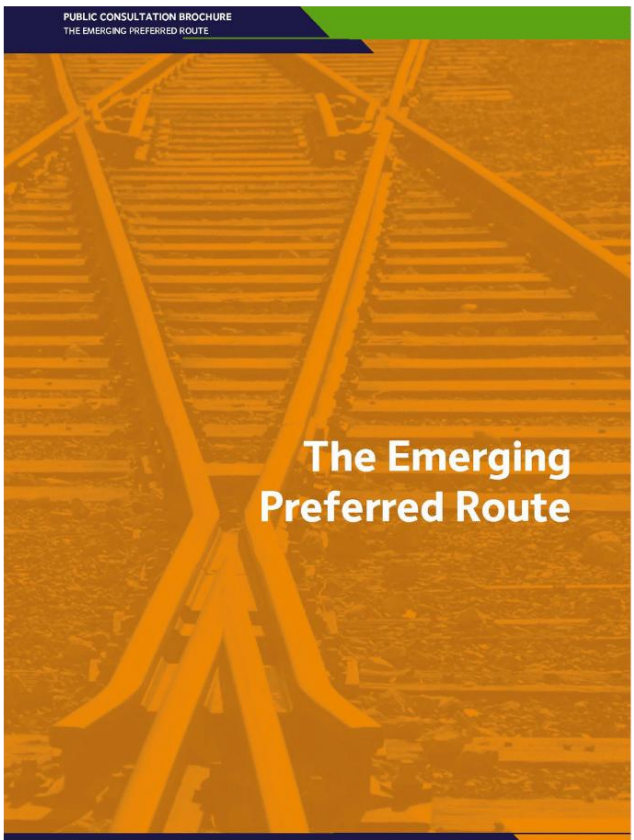
Emerging Preferred Route

The Emerging Preferred Route, including station locations, is the shortlisted option which was selected following review of the output from the detailed analysis.

Preferred Route

The Preferred Route for the project will be informed by feedback received from this consultation.

PUBLIC CONSULTATION BROCHURE
THE EMERGING PREFERRED ROUTE



PUBLIC CONSULTATION BROCHURE
THE EMERGING PREFERRED ROUTE

THE EMERGING PREFERRED ROUTE

The Emerging Preferred Route is a wide corridor within which the proposed railway, stations and other associated infrastructure will be located. Your feedback as part of this public consultation will help to refine this corridor and confirm the Preferred Route that will be progressed to planning (Railway Order application).

The Emerging Preferred Route follows a similar route to the original railway, staying within the disused rail corridor where possible.

THE PROPOSED ROUTE

NAVAN TO KILMESSAN



The proposed route begins at a new station at Navan North, located to the south of Ratholdren Road along the former Kingscourt railway line.

From Navan North, the line travels south along the disused railway, crossing the River Blackwater using the existing railway bridge, passing over the Kells Road, and joining the current Drogheda Line. The route then leaves the Drogheda Line at the point where the original Navan and Drogheda Lines once connected. It crosses Carriage Road and arrives at a new station, Navan Central.

From there, the line crosses the Trim Road and travels out of Navan Town to the south, towards the M3 motorway. The proposed route goes under the M3 motorway through an existing underpass at Cannistown.

The railway continues south towards Kilmessan, crossing over the River Boyne on the original stone arch railway bridge. The use of existing bridges will help minimise local environmental impacts, as both the River Boyne and River Blackwater are designated Special Areas of Conservation and Special Protection Areas.

As the line approaches Kilmessan, it moves away from the original railway to serve a new station located to the west of Kilmessan village.

PUBLIC CONSULTATION BROCHURE
THE EMERGING PREFERRED ROUTE

KILMESSAN TO M3 PARKWAY



From Kilmessan, the proposed route returns to the original railway corridor and continues towards Dunshaughlin.

North of Dunshaughlin, the route leaves the former railway corridor and turns east. The railway crosses the M3 motorway to reach a new station planned to the west of the town. This station will provide convenient access for people living in Dunshaughlin and the surrounding area.

The line then continues south west, crossing the M3 motorway once more before rejoining the disused railway. It will connect with the existing M3 Parkway Station, allowing passengers to travel onward to Dublin City Centre.

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PUBLIC CONSULTATION BROCHURE
PROPOSED STATIONS

PROPOSED STATIONS

Four new stations are proposed to be delivered as part of the Navan Railway project. These stations are located in Navan North, Navan Central, Kilmessan and Dunshaughlin.

The introduction of these stations will

Connect residents in Navan, Kilmessan and Dunshaughlin with the wider, integrated public transport network, enhancing access to healthcare, education, leisure, and employment opportunities.

Drive economic growth in the region and boost the local economies.

Support compact development and unlock future growth potential including the delivery of new housing.

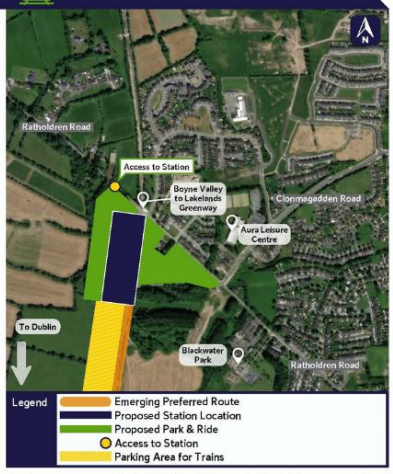
Enhance public transport options for residents in nearby towns and villages through the provision of Park & Ride facilities at three stations.

At this stage, potential locations for each station, their parking facilities and access routes have been identified. The exact location, design and features of each will be further developed as the project advances.

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PUBLIC CONSULTATION BROCHURE
PROPOSED STATIONS

NAVAN NORTH STATION



Accessed via the Ratholdren Road, near the disused Kingscourt railway line

Approx. 1 hour journey to Dublin City Centre

Up to 800,000 passenger movements forecasted each year

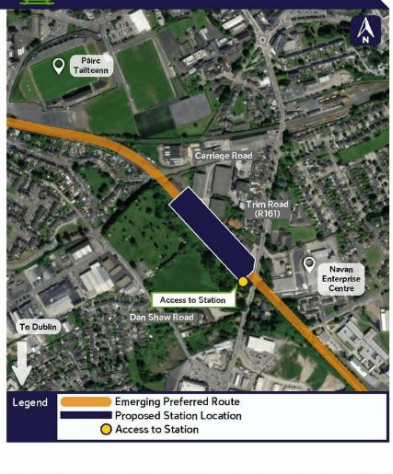
Direct access to the Boyne Valley to Lakelands Greenway

Local Accessibility	Situated in the northern part of Navan's urban area, this station will serve a large population, with nearly 39,000 residents within a 30-minute walk or cycle of the proposed station location.
Local Park & Ride Facilities	A large car park is proposed at this station, expanding the station's catchment area to nearby commuters north of Navan.
Access to Amenities	Navan North station will provide access by train to local attractions and amenities, including the Boyne Valley to Lakelands Greenway, Blackwater Park and Aura Leisure Centre.
Growth and Development	The station will support growth in the area, and will facilitate social, economic and residential development.

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PUBLIC CONSULTATION BROCHURE
PROPOSED STATIONS

NAVAN CENTRAL STATION



Located between Carriage Road and Trim Road (R161)

Approx. 1 hour journey to Dublin City Centre

Up to 1,900,000 passenger movements forecasted each year

Integration with local public transport

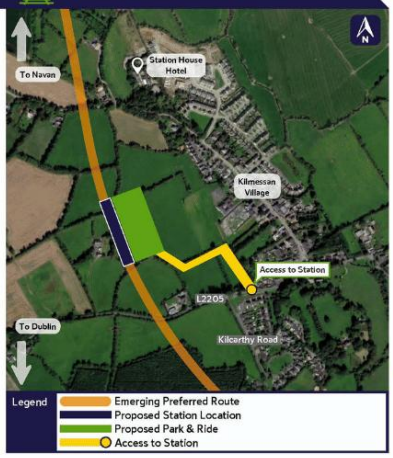
Short walking distance from the centre of Navan Town

Centrally Located	Located a short distance from the centre of Navan, this station will serve a significant population with approximately 36,000 people living within a 30-minute walk or cycle.
Pedestrian-Friendly Access	Navan Central Station will provide safe pedestrian and cyclist access. Given the station's urban location, parking facilities are anticipated to be limited however the station will feature a taxi / car drop-off area and will be fully integrated with modern and accessible pedestrian and cyclist facilities.
Interconnectivity	This station supports integration with local bus services and multimodal connectivity.
Enhanced Access to Navan	Navan Central Station will improve public transport connections to Navan's urban core, allowing passengers to access amenities including the Solstice Arts Centre and Páirc Tailteann. This station will support the town's economy and encourage travel to Navan for work, leisure or tourism.

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PUBLIC CONSULTATION BROCHURE
PROPOSED STATIONS

KILMESSAN STATION



Located west of Kilmessan village and accessed via the L2205

Less than 1 hour journey to Dublin City Centre

Less than 10 minute journey to Navan Central

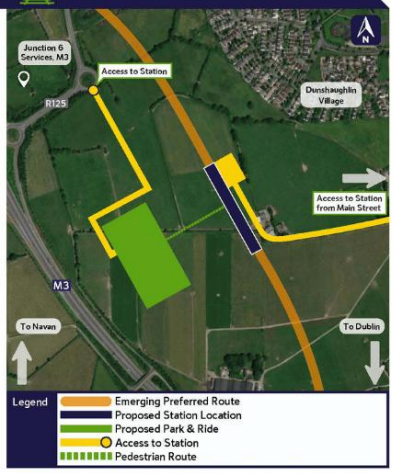
Up to 200,000 passenger movements forecasted each year

Boosting Local Connectivity	This station will significantly increase the frequency and reliability of public transport services in Kilmessan.
New Station	This new station is proposed to be located on a different site to where the former Kilmessan station was. This is to reflect development at this site since the original station was closed.
Local Park & Ride Facilities	A large car park will enable residents from surrounding towns and villages to travel to Kilmessan and park there before onward travel to Navan or Dublin.
Enhanced Connectivity	Kilmessan station will enhance access to other urban centres by public transport including Navan, Dunshaughlin and onward to Dublin City Centre and beyond, expanding access to education, healthcare and employment opportunities.
Unlocking Future Development	This station will unlock growth potential in Kilmessan and facilitate future housing delivery.

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PUBLIC CONSULTATION BROCHURE
PROPOSED STATIONS

DUNSHAUGHLIN STATION



Located west of Dunshaughlin, near the M3 motorway

Less than 50 minute journey to Dublin City Centre

Approx. 15 minute journey to Navan Central

Up to 1,400,000 passenger movements forecasted each year

Strategically Located	The proposed station is located between Dunshaughlin town and the M3 Motorway. It will be accessible from the main street in the town and from the roundabout at M3 Dunshaughlin Service Station.
Supporting Local Development	A direct public transport connection will improve travel into Dunshaughlin and will help the area evolve as a self-sustaining growth town. The station will support economic expansion, create new job opportunities and encourage compact development.
Local Park & Ride Facilities	This station will offer parking spaces, expanding its catchment area so commuters from nearby towns and villages can access the new railway.
A Thriving Commuter Town	Dunshaughlin's proximity to Dublin makes it a prime commuter location. This station will provide the town with a reliable and direct link to the city centre, unlocking access to employment, amenities and services for residents, and supporting future development.

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PUBLIC CONSULTATION BROCHURE
KEY TOPICS TO CONSIDER ON THE EMERGING PREFERRED ROUTE

KEY TOPICS TO CONSIDER ON THE EMERGING PREFERRED ROUTE

Station Locations and their Accessibility

A robust and step-by-step option selection process has been undertaken to identify the Emerging Preferred Route. As part of this process, four new station locations have been selected at Navan North, Navan Central, Kilmessan and Dunshaughlin. Many factors were considered to identify these locations, including how accessible each station would be for potential passengers travelling to and from it.

The station locations that are included in the Emerging Preferred Route aim to balance accessibility with other important considerations such as cost, engineering constraints and environmental factors. Your feedback is welcomed on the chosen station locations, and how accessible they are for you.



Property Acquisition

Iarnród Éireann will need to purchase some properties and lands to develop Navan Railway.

Although the Emerging Preferred Route follows the disused corridor where possible, Iarnród Éireann does not own the former railway lands as these were sold when the line was closed in the 1960s. The Emerging Preferred Route also moves away from the disused line's route in places to avoid impacting developments since the line was closed.

At this stage, a corridor that is wider than the final railway has been identified. If you received a letter from us, this means your property is within this corridor and may potentially be impacted and may need to be purchased to deliver this project.

Iarnród Éireann will endeavour to keep all potentially impacted property and land owners / occupiers updated as the project progresses and the corridor is refined. If you did not receive a letter from us and you are concerned that your property is potentially affected by land acquisition, please contact our team directly.

Environmental Considerations

This project will involve changes to the local environment and may impact cultural heritage features, biodiversity, landscape, visual and noise and vibration along the Emerging Preferred Route.

Navan Railway will bring both temporary and permanent impacts to the environment and local communities. The project's design will make every effort to ensure that negative impacts are avoided, reduced or mitigated as far as practicable and that positive effects are maximised.

An Environmental Impact Assessment Report (EIAR) will be submitted as part of the Railway Order application for the project. The EIAR will consider the likely effects on the local environment and where necessary identify measures to mitigate any potential adverse effects.

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PUBLIC CONSULTATION BROCHURE
NEXT STEPS TO DELIVER NAVAN RAILWAY

NEXT STEPS TO DELIVER NAVAN RAILWAY



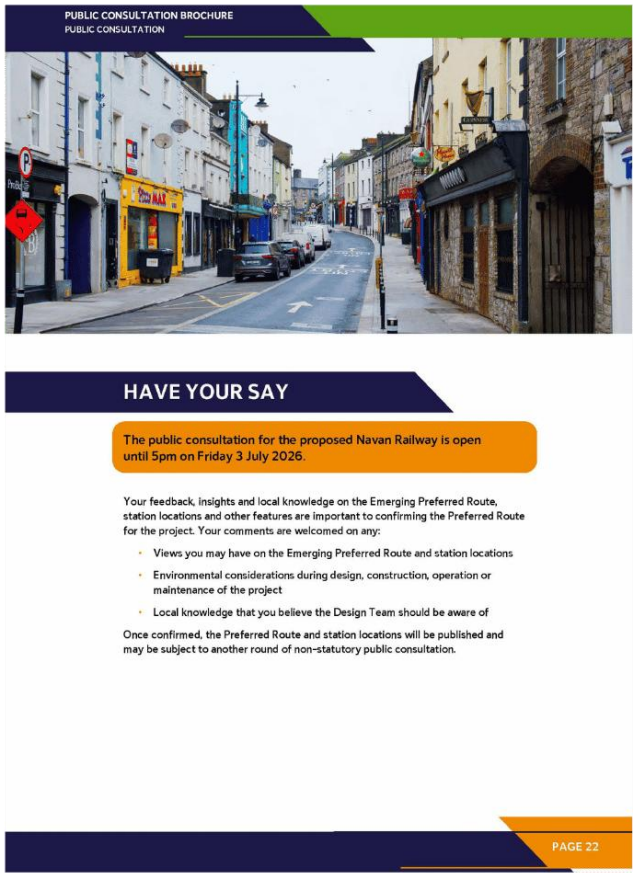
1. Option Selection Process — WE ARE HERE
2. Preliminary Design & Environmental Assessments
3. Railway Order Application
4. Decision on the Railway Order Application
5. Tendering and Procurement
6. Construction & Commissioning
7. Commence Passenger Services

Navan Railway is in an early stage of development. Over the coming months, all feedback submitted to the public consultation will be considered and further design work and environmental studies will be undertaken. The next step will be to identify the Preferred Route.

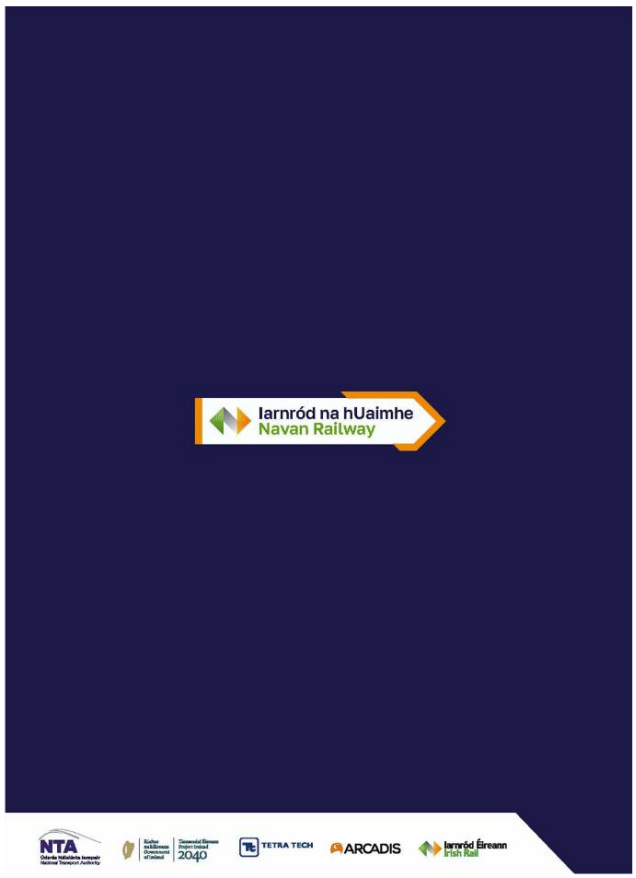
A Railway Order application (similar to a planning application) to An Coimisiún Pleanála will then be prepared and lodged. Iarnród Éireann will endeavour to keep all stakeholders updated and informed as the project progresses through the phases of development.

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PUBLIC CONSULTATION BROCHURE
PUBLIC CONSULTATION
Public Consultation
PAGE 21

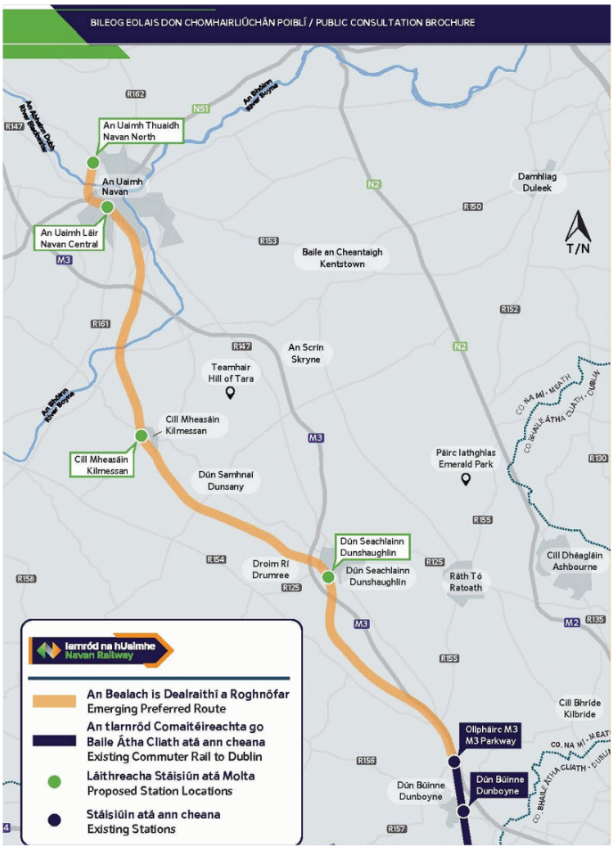

PUBLIC CONSULTATION BROCHURE
PUBLIC CONSULTATION
HAVE YOUR SAY
The public consultation for the proposed Navan Railway is open until 5pm on Friday 3 July 2026.
Your feedback, insights and local knowledge on the Emerging Preferred Route, station locations and other features are important to confirming the Preferred Route for the project. Your comments are welcomed on any:
Views you may have on the Emerging Preferred Route and station locations
Environmental considerations during design, construction, operation or maintenance of the project
Local knowledge that you believe the Design Team should be aware of
Once confirmed, the Preferred Route and station locations will be published and may be subject to another round of non-statutory public consultation.
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PUBLIC CONSULTATION BROCHURE
HOW TO GET INVOLVED
HOW TO GET INVOLVED
Project Webpage
The consultation drawings and documents are available for you to view and download on our project webpage at www.irishrail.ie/navan-line
SCAN ME TO VISIT THE PROJECT WEBPAGE
Online Feedback Form
Complete and submit our quick and easy online feedback form at: bit.ly/navan-railway-feedback
SCAN ME TO COMPLETE FORM
Events
A series of in-person and online information events are planned during the consultation period for anyone who wishes to find out more information on the proposals or ask the project team questions.
If you have any questions or would like to make a submission by phone or in writing, you can contact the project team by:
Email: navan@irishrail.ie
Phone: (01) 703 4451
Post: Navan Railway Project, Iarnród Éireann, Haymarket House, Smithfield, Dublin 7, D07 CF98
How your feedback will be processed
Navan Railway project team will consider all of the submissions made during the public consultation period. The feedback received will be used to inform the project's design and environmental assessments to progress towards the next stage of development to identify a Preferred Route. A report will be published summarising the feedback received during this consultation and how it informed the design development.
PAGE 23

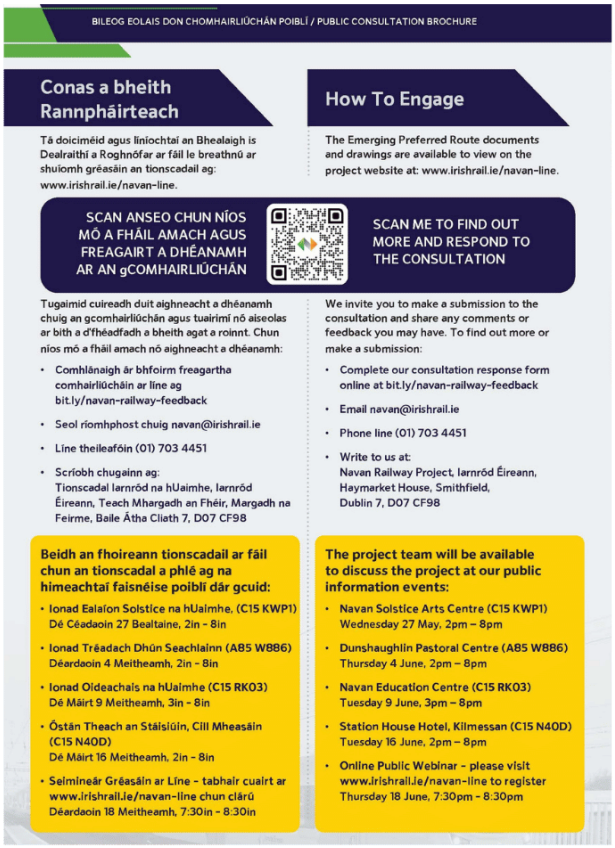

Iarnród na hUaimhe
Navan Railway
NTA
2040
TETRA TECH
ARCADIS
Iarnród Éireann
Irish Rail

Appendix C NSPC1 Consultation Leaflet

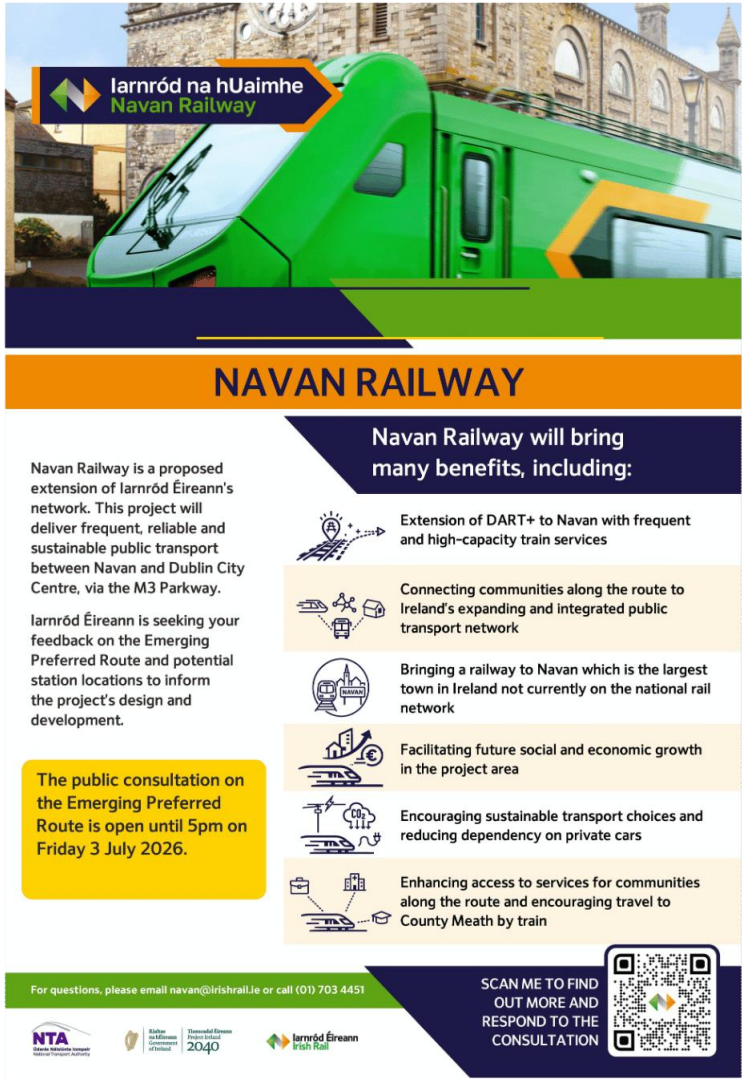


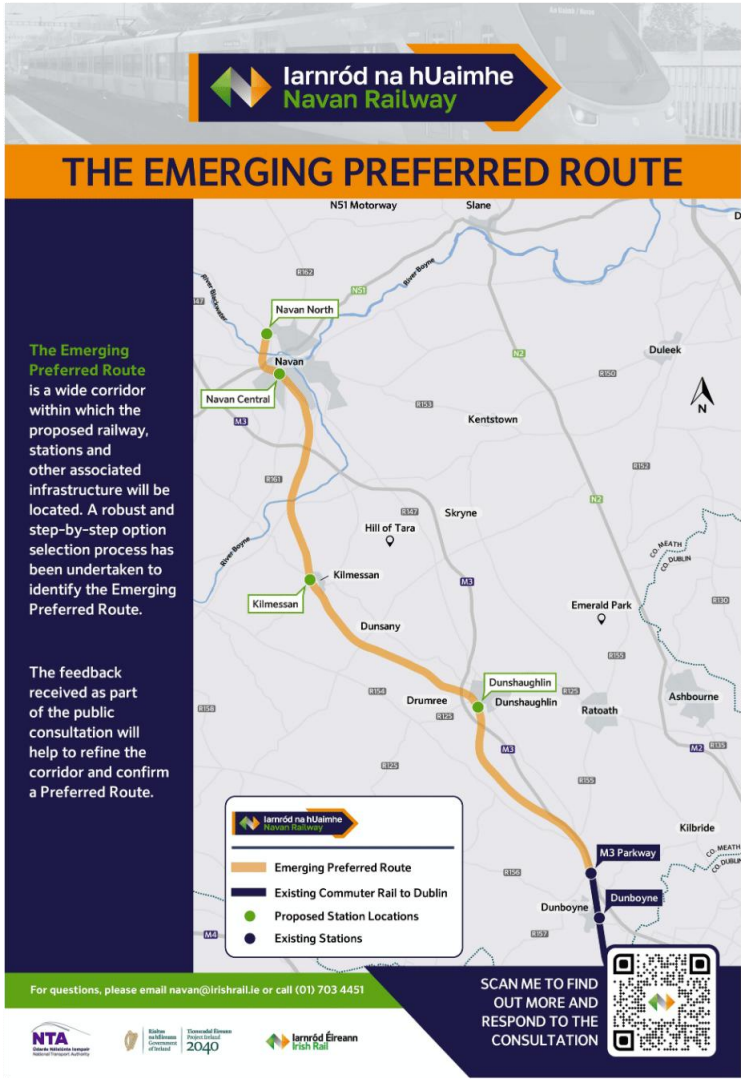


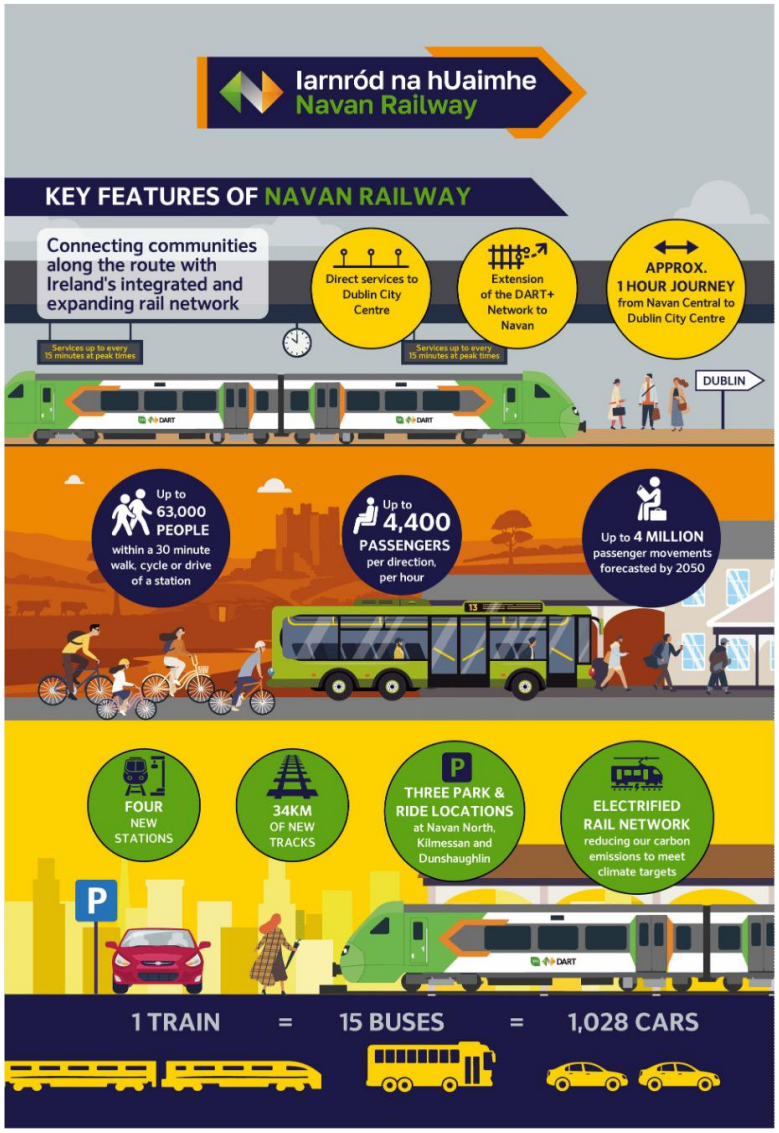




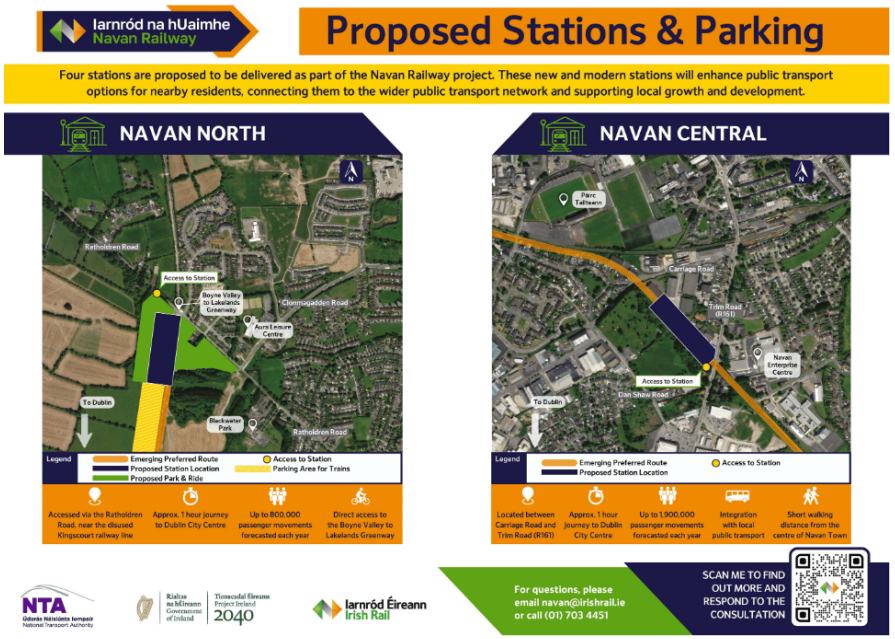
Appendix D NSPC1 Consultation Display Boards

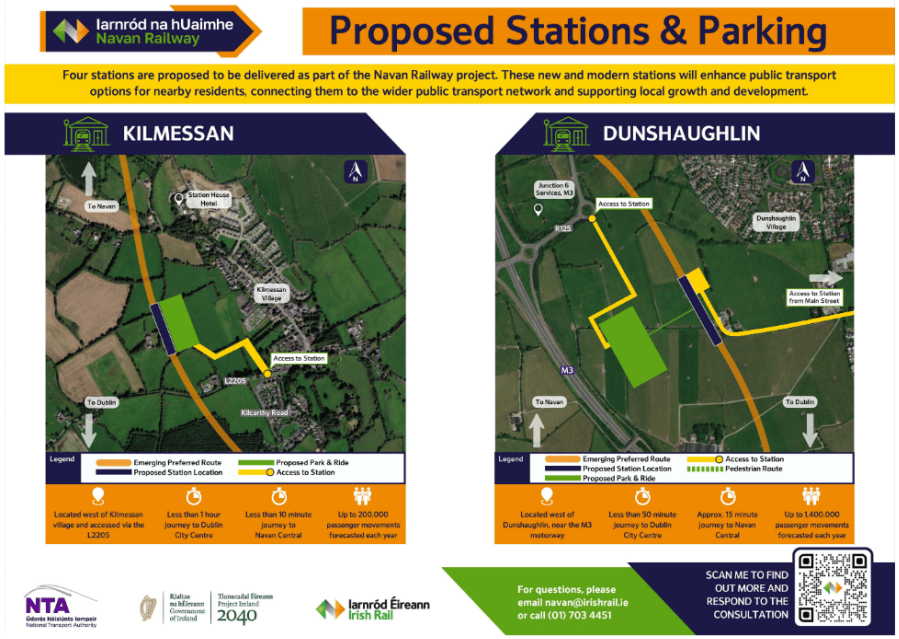




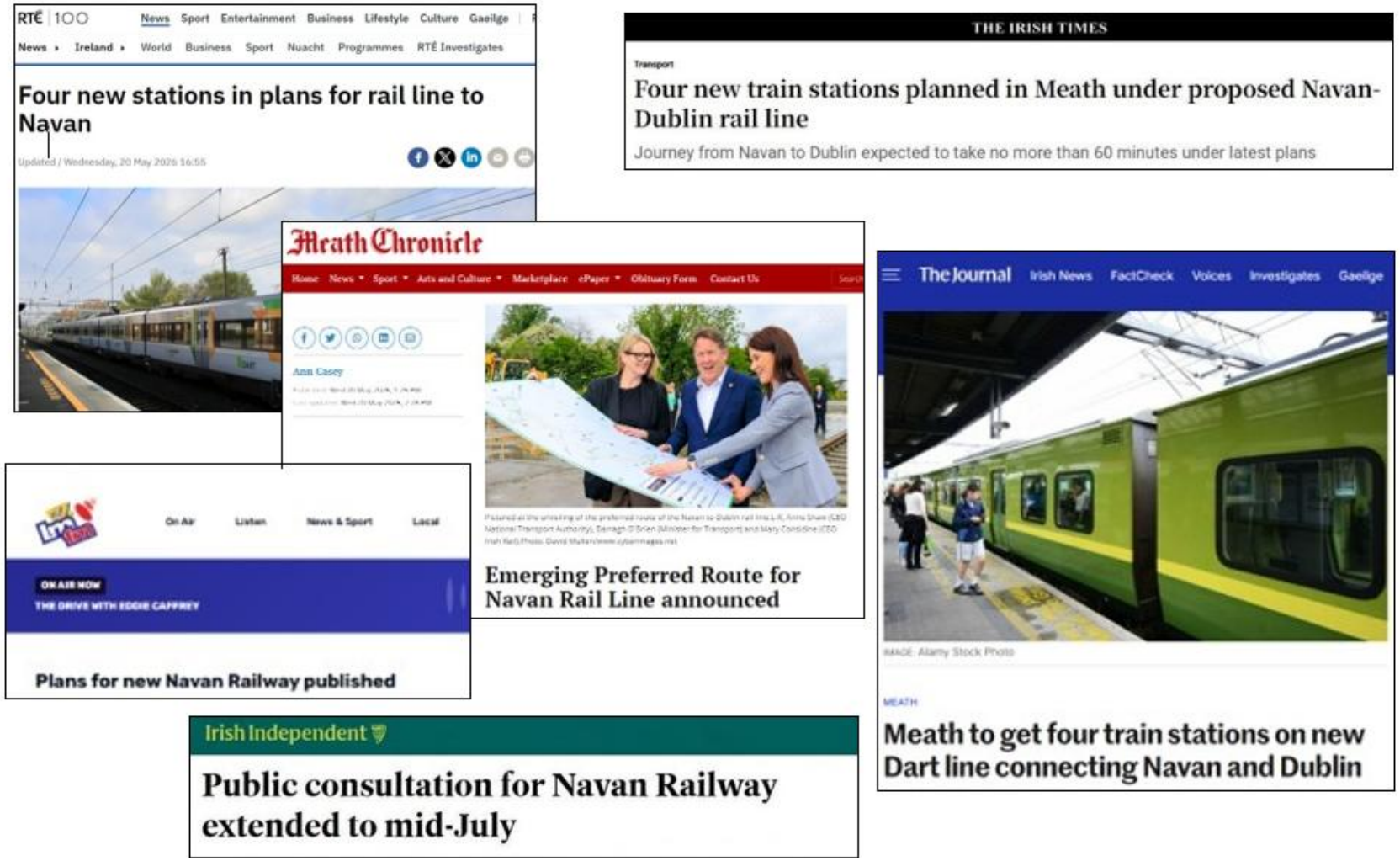

Iarnród na hUaimhe
Navan Railway
KEY FEATURES OF NAVAN RAILWAY
Connecting communities along the route with Ireland's integrated and expanding rail network
Direct services to Dublin City Centre
Extension of the DART+ Network to Navan
APPROX. 1 HOUR JOURNEY from Navan Central to Dublin City Centre
Services up to every 15 minutes at peak times
Services up to every 15 minutes at peak times
DUBLIN
Up to 63,000 PEOPLE within a 30 minute walk, cycle or drive of a station
Up to 4,400 PASSENGERS per direction, per hour
Up to 4 MILLION passenger movements forecasted by 2050
FOUR NEW STATIONS
34KM OF NEW TRACKS
THREE PARK & RIDE LOCATIONS at Navan North, Kilmessan and Dunshaughlin
ELECTRIFIED RAIL NETWORK reducing our carbon emissions to meet climate targets
1 TRAIN = 15 BUSES = 1,028 CARS


Iarnród na hUaimhe
Navan Railway
NEXT STEPS
1 Option Selection Process WE ARE HERE
2 Preliminary Design & Environmental Assessments
3 Railway Order Application
4 Decision on the Railway Order Application
5 Tendering and Procurement
6 Construction & Commissioning
7 Commence Passenger Services
This project is identified as a key measure in the National Transport Authority's (NTA) Greater Dublin Area Transport Strategy 2022 - 2042.
The next steps will be to identify a Preferred Route that will be progressed to planning (Railway Order application).
The development of Navan Railway is subject to funding and planning permission.
For questions, please email navan@irishrail.ie or call (01) 703 4451
SCAN ME TO FIND OUT MORE AND RESPOND TO THE CONSULTATION
NTA
2040
Iarnród Éireann Irish Rail


Iarnród na hUaimhe
Navan Railway
Proposed Stations & Parking
Four stations are proposed to be delivered as part of the Navan Railway project. These new and modern stations will enhance public transport options for nearby residents, connecting them to the wider public transport network and supporting local growth and development.
NAVAN NORTH
Ratholdren Road
Access to Station
Boyne Valley to Lakelands Greenway
Clonmagadden Road
Aura Leisure Centre
To Dublin
Blackwater Park
Ratholdren Road
Legend
Emerging Preferred Route
Proposed Station Location
Proposed Park & Ride
Access to Station
Parking Area for Trains
Accessed via the Ratholdren Road, near the disused Kingscourt railway line
Approx. 1 hour journey to Dublin City Centre
Up to 800,000 passenger movements forecasted each year
Direct access to the Boyne Valley to Lakelands Greenway
NAVAN CENTRAL
Parc Tailteann
Carriage Road
Trim Road (R161)
Access to Station
Navan Enterprise Centre
Dan Shaw Road
To Dublin
Legend
Emerging Preferred Route
Proposed Station Location
Access to Station
Located between Carriage Road and Trim Road (R161)
Approx. 1 hour journey to Dublin City Centre
Up to 1,900,000 passenger movements forecasted each year
Integration with local public transport
Short walking distance from the centre of Navan Town
NTA
Rialtas na hÉireann Government of Ireland
Tionscadal Éireann Project Ireland 2040
Iarnród Éireann Irish Rail
For questions, please email navan@irishrail.ie or call (01) 703 4451
SCAN ME TO FIND OUT MORE AND RESPOND TO THE CONSULTATION


Iarnród na hUaimhe
Navan Railway
Proposed Stations & Parking
Four stations are proposed to be delivered as part of the Navan Railway project. These new and modern stations will enhance public transport options for nearby residents, connecting them to the wider public transport network and supporting local growth and development.
KILMESSAN
To Navan
Station House Hotel
Kilmessan Village
Access to Station
L2205
To Dublin
Kilcarthy Road
Legend
Emerging Preferred Route
Proposed Station Location
Proposed Park & Ride
Access to Station
Located west of Kilmessan village and accessed via the L2205
Less than 1 hour journey to Dublin City Centre
Less than 10 minute journey to Navan Central
Up to 200,000 passenger movements forecasted each year
DUNSHAUGHLIN
Junction 6 Services, M3
Access to Station
R125
Dunshaughlin Village
Access to Station from Main Street
M3
To Navan
To Dublin
Legend
Emerging Preferred Route
Proposed Station Location
Proposed Park & Ride
Access to Station
Pedestrian Route
Located west of Dunshaughlin, near the M3 motorway
Less than 50 minute journey to Dublin City Centre
Approx. 15 minute journey to Navan Central
Up to 1,400,000 passenger movements forecasted each year
NTA
Rialtas na hÉireann Government of Ireland
Tionscadal Éireann Project Ireland 2040
Iarnród Éireann Irish Rail
For questions, please email navan@irishrail.ie or call (01) 703 4451
SCAN ME TO FIND OUT MORE AND RESPOND TO THE CONSULTATION

Appendix E Sample Media Coverage



RTÉ 100 News Sport Entertainment Business Lifestyle Culture Gaeilge
News › Ireland › World Business Sport Nuacht Programmes RTÉ Investigates

Four new stations in plans for rail line to Navan

Updated / Wednesday, 20 May 2026 16:55

THE IRISH TIMES

Transport

Four new train stations planned in Meath under proposed Navan-Dublin rail line

Journey from Navan to Dublin expected to take no more than 60 minutes under latest plans

Meath Chronicle

Home News Sport Arts and Culture Marketplace ePaper Obituary Form Contact Us

Ann Casey

Emerging Preferred Route for Navan Rail Line announced

On Air Listen News & Sport Local

ON AIR NOW
THE DRIVE WITH EDDIE CAFFREY

Plans for new Navan Railway published

The Journal Irish News FactCheck Voices Investigates Gaeilge

IMAGE: Alamy Stock Photo

MEATH

Meath to get four train stations on new Dart line connecting Navan and Dublin

Irish Independent

Public consultation for Navan Railway extended to mid-July

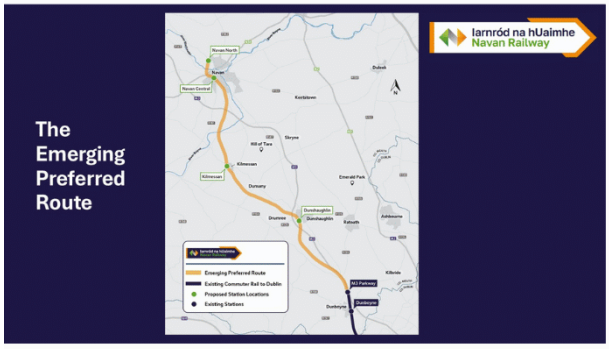
Appendix F Elected Representative Briefing Presentation Slides

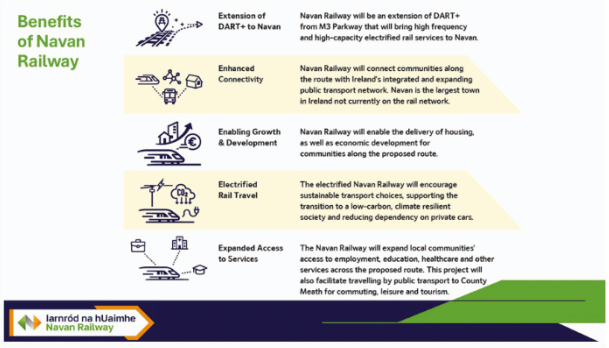




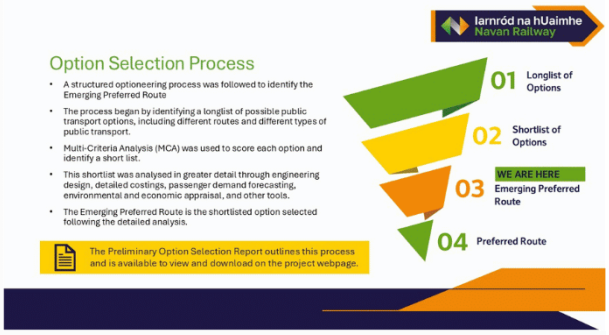
















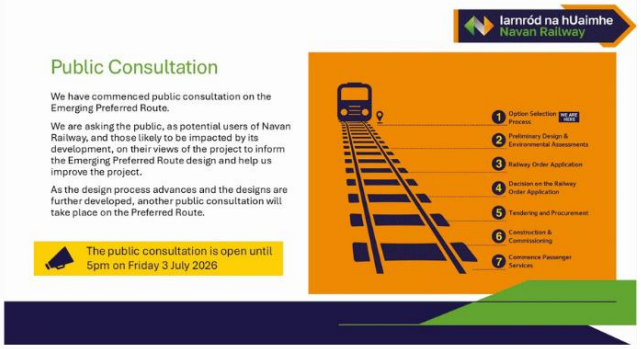

Navan North
Emerging Preferred Route
Proposed Station Location
Proposed Park & Ride
Access to Station
Parking Area for Trains
Ratholdren Road
Access to Station
Boyne Valley to Lakelands Greenway
Clonmagadden Road
Aura Leisure Centre
To Dublin
Blackwater Park
Ratholdren Road
Accessed via the Ratholdren Road, near the disused Kingscourt railway line
Approx. 1 hour journey to Dublin City Centre
Up to 800,000 passenger movements forecasted each year
Direct access to the Boyne Valley to Lakelands Greenway


Navan Central
Emerging Preferred Route
Proposed Station Location
Access to Station
Parc Taitneann
Carriage Road
Trim Road (R161)
Access to Station
Dan Shaw Road
To Dublin
Navan Enterprise Centre
Located between Carriage Road and Trim Road (R161)
Approx. 1 hour journey to Dublin City Centre
Up to 1,900,000 passenger movements forecasted each year
Integration with local public transport
Short walking distance from the centre of Navan Town


Kilmessan
Emerging Preferred Route
Proposed Station Location
Proposed Park & Ride
Access to Station
To Navan
Station House Hotel
Kilmessan Village
Access to Station
L2205
To Dublin
Kilcarthy Road
Located west of Kilmessan village and accessed via the L2205
Less than 1 hour journey to Dublin City Centre
Less than 10 minute journey to Navan Central
Up to 200,000 passenger movements forecasted each year


Dunshaughlin
Junction 6 Services, M3
Access to Station
R125
Dunshaughlin Village
Access to Station from Main Street
M3
To Navan
To Dublin
Emerging Preferred Route
Proposed Station Location
Proposed Park & Ride
Access to Station
Pedestrian Route
Located west of Dunshaughlin, near the M3 motorway
Less than 50 minute journey to Dublin City Centre
Approx. 15 minute journey to Navan Central
Up to 1,400,000 passenger movements forecasted each year


Next Steps
NTA
TETRA TECH
ARCADIS
Iarnród Éireann Irish Rail


Iarnród na hUaimhe
Navan Railway
Public Consultation
We have commenced public consultation on the Emerging Preferred Route.
We are asking the public, as potential users of Navan Railway, and those likely to be impacted by its development, on their views of the project to inform the Emerging Preferred Route design and help us improve the project.
As the design process advances and the designs are further developed, another public consultation will take place on the Preferred Route.
The public consultation is open until 5pm on Friday 3 July 2026
1 Option Selection
2 Preliminary Design & Environmental Assessments
3 Railway Order Application
4 Decision on the Railway Order Application
5 Tendering and Procurement
6 Construction & Commissioning
7 Commence Passenger Services


Iarnród na hUaimhe
Navan Railway
Come along to one of our Consultation Events:
Navan Solstice Arts Centre (C15 KWP1)
Wednesday 27 May, 2pm – 8pm
Dunshaughlin Pastoral Centre (A85 W886)
Thursday 4 June, 2pm – 8pm
Navan Education Centre (C15 RK03)
Tuesday 9 June, 3pm – 8pm
Station House Hotel, Kilmessan (C15 N40D)
Tuesday 16 June, 2pm – 8pm
Online Public Webinar – please visit www.irishrail/navan-line to register
Thursday 18 June, 7:30pm – 8:30pm


Potentially Impacted Property Owners and Occupiers
We have posted letters to all property owners or occupiers potentially impacted by land acquisition, and we have directly engaged with the most sensitively impacted properties
Our team is available by phone or email to liaise with property owner / occupiers and to arrange a meeting with relevant project team members
The design is at an early stage, and nothing has been finalised.
Listening to feedback from property owners / occupiers is important to us at this early stage.
Iarnród na hUaimhe
Navan Railway


Iarnród na hUaimhe
Navan Railway
How To Engage
To find out more or make a submission to the public consultation:
Visit the project webpage at www.irishrail.ie/navan-line
Email navan@irishrail.ie
Phone (01) 703 4451
Complete our consultation response form at bit.ly/navan-railway-feedback
Write to us at Navan Railway Project, Iarnród Éireann, Haymarket House, Smithfield, Dublin 7, D07 CF08
SCAN ME TO FIND OUT MORE AND RESPOND TO THE CONSULTATION


Thank You
NTA
TETRA TECH
ARCADIS
Iarnród Éireann Irish Rail

Appendix G Property Owner and Occupier Letter and Leaflet

Iarnród Éireann
Irish Rail

Contact the project team

Phone: 01 703 4451

Email: navan@irishrail.ie

Post: Navan Railway Project,
Haymarket House,
Smithfield,
Dublin 7
D07 CF98

Owner / Occupier

[Address Line 1]
[Address Line 2]
[Address Line 3]
[Address Line 4]

Date: 20th May 2026

Regarding: Notification to property owners and occupiers – Navan Railway Project

Property Reference Number: [Unique Reference Number]

Dear Sir/Madam,

I am writing to you regarding the Navan Railway project and its potential impact to your property. The Navan Railway is a proposed extension of the Iarnród Éireann rail network between Navan and Dublin City Centre via M3 Parkway.

At this stage, an Emerging Preferred Route for the project has been identified. This is a corridor between Navan and the M3 Parkway that is wide enough to accommodate the proposed railway, stations, parking and other associated infrastructure.

Your property is located within or near this wide corridor and may potentially be impacted by the project. The project is at an early stage of development and a public consultation seeking feedback on the proposals is open until 5pm on Friday 3rd July 2026.

The current consultation is taking place before the route is finalised. We would greatly appreciate your feedback on the proposals. Feedback from the public consultation, along with further design work, environmental studies and technical assessments will help inform the Preferred Route for the project that will be progressed to the planning stage.

Please find enclosed a leaflet with more information on the proposals. You can also visit the project webpage using the link or QR code below to find out more about the project and its proposals, and to make a submission with your feedback on the Emerging Preferred Route.

Our project team is available to discuss the proposals with you. You can contact the team by calling 01-703 4451 or by emailing navan@irishrail.ie. If you wish, we can also arrange a meeting with you either in person or virtually.

Yours sincerely,

Senan Moynihan
Programme Manager, Iarnród Éireann Capital Investments

Iarnród na hUaimhe
Navan Railway

Visit the project webpage
www.irishrail.ie/navan-line

Landowner Information Leaflet

Iarnród na hUaimhe Navan Railway

1. What is the Navan Railway project?
Navan Railway is a proposed extension of Iarnród Éireann's network. This new railway will deliver frequent, reliable and sustainable public transport between Navan and Dublin City Centre, via M3 Parkway.

2. Why have I received this letter?
You have received this letter because we want to inform you that, based on the current design, your property may be impacted by Navan Railway project.

3. How exactly is my property impacted?
At this early stage, we have identified a corridor (the Emerging Preferred Route) which is wide enough to accommodate:

- The railway
- The four proposed train stations, three Park and Ride locations, and roads to access the stations and parking
- Other necessary permanent infrastructure, for example electrical substations
- Temporary infrastructure required during construction, for example construction compounds

Your property lies within this corridor. This means that based on the current design, there may potentially be an impact to some of your land or property. The impact may be temporary (during construction) or permanent.

Contact the project team
Phone: 01 703 4451
Email: navan@irishrail.ie

Visit the project webpage
www.irishrail.ie/navan-line

Landowner Information Leaflet

Iarnród na hUaimhe Navan Railway

The type and scale of works required at each location has not been finalised. More detail will become available as the route is refined and the environmental assessments progress. You are welcome to contact our project team by phone or email to discuss the proposals.

4. Where exactly on my property or land is potentially impacted?
The Emerging Preferred Route corridor is available to view on our project website. An interactive map can be accessed at bit.ly/navan-railway-EPR-map or by following this QR code:

Entering your address or Eircode in this interactive map will show where your property is located in relation to the Emerging Preferred Route corridor. This corridor is wider than what the final railway will be and the corridor will be refined as the project advances.

You can also view and download drawings of the Emerging Preferred Route boundary in the 'Useful Downloads' section of the website.

If you need assistance locating or understanding the interactive map and drawings, please contact our project team who will be happy to assist you.

Landowner Information Leaflet

Iarnród na hUaimhe Navan Railway

5. Do I need to take any action?
At this stage, we would greatly appreciate your feedback on the proposals. We invite you to make a submission to the public consultation by completing the online response form, or by contact our team by phone or email.

6. Can I arrange a meeting with the project team?
Yes. If you wish to meet with the project team to discuss the proposals, please make contact by phone or email and we will arrange to meet you either in person or virtually.

7. How can I find out more information?
The project website contains information on the Emerging Preferred Route and the public consultation. You will also find technical drawings that show the Emerging Preferred Route corridor on our website.

Alternatively, you can contact our project team by phone or email to discuss the proposals.

8. How has this route been identified?
Many possible options for Navan Railway were considered, and these options were assessed using a robust, step-by-step process. The Emerging Preferred Route is the option that has been selected following this process.

More information on the option selection process and the other options considered is available on the project website.

Landowner Information Leaflet

Iarnród na hUaimhe Navan Railway

9. Can the route still change?
Yes. The public consultation is taking place before the route has been finalised. The feedback from the consultation, further design work, environmental studies and technical assessments will all help to inform the Preferred Route. The Preferred Route is the route that will be progressed towards the planning stage. The Navan Railway project will be subject to planning approval (Railway Order) from An Coimisiún Pleanála.

10. When will the impact on my property be confirmed?
Iarnród Éireann is committed to engaging with you as this project progresses. The project is at an early stage to select the route for the proposed railway. After this public consultation, the next stage of the project will be to confirm the Preferred Route. We will endeavour to keep you updated as the project progresses through the pre-planning stages of development. At the planning stage, you will receive formal notification if your property is impacted by the design that is submitted to An Coimisiún Pleanála for approval.

11. When will work start on this project?
Before any construction could commence, the project must complete the route selection process, secure planning approval and funding, and undergo necessary design, environmental and procurement processes. These steps will take a number of years to complete.

Contact the project team
Phone: 01 703 4451
Email: navan@irishrail.ie

Visit the project webpage
www.irishrail.ie/navan-line

Appendix H NSPC1 notification email to stakeholders

Subject: Have Your Say – Navan Railway Public Consultation now live

Good morning / Good afternoon,

Iarnród Éireann wishes to inform you that the public consultation on the Emerging Preferred Route for Navan Railway is now open.

Navan Railway is a proposed extension of Iarnród Éireann's rail network that will deliver frequent, reliable and sustainable public transport between Navan and Dublin City Centre, via M3 Parkway.

An Emerging Preferred Route for the project has now been identified. This is a corridor that is wide enough to accommodate the proposed railway, stations, parking and other associated infrastructure. The Emerging Preferred Route for Navan Railway is a 34km new railway with stations proposed at Navan North, Navan Central, Kilmessan and Dunshaughlin.

Iarnród Éireann is seeking feedback on the Emerging Preferred Route to ensure that the project's design and development is informed by stakeholder input and local knowledge. The non-statutory public consultation is open until 5pm on Friday 3 July 2026, and we would greatly appreciate your feedback on the proposals.

An information leaflet on the project is attached. You can also find out more by:

- Visiting the project webpage
- Coming to one of our public information events (details in the attached leaflet)
- Contacting our project team by phone (01 703 4451) or by email (navan@irishrail.ie)

Submissions can be made using the online response form. Please note this link will take you to an external website, eu.simplystakeholder.com.

We would be grateful if you could share details of this public consultation with your wider network.

Please do not hesitate to get in touch with the project team if you require any additional information.

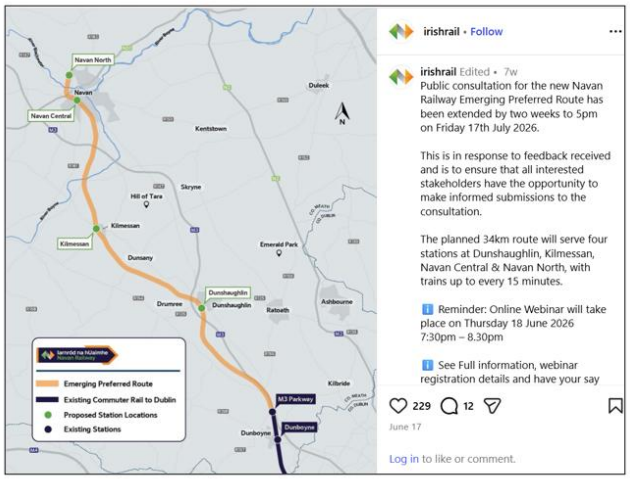
Kind regards,

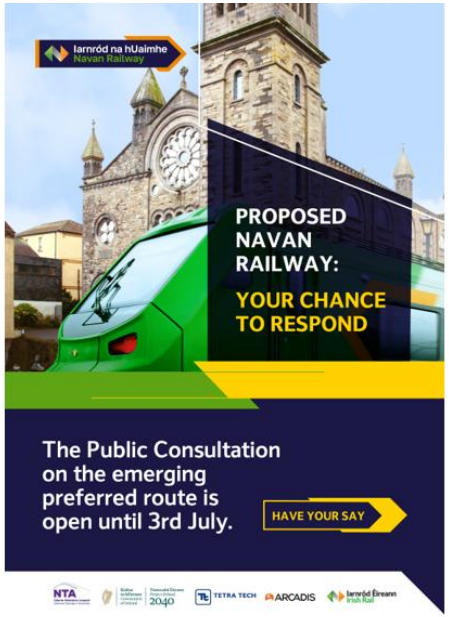
Senan Moynihan

Programme Manager, Iarnród Éireann Capital Investments

For and on behalf of the Navan Railway project team

Appendix I Sample of Social Media and Advertisements








Iarnród na hUaimhe
Navan Railway
Iarnród na hUaimhe atá molta
Do dheis chun freagra a thabhairt
Proposed Navan Railway
Your chance to respond
Iarnród na hUaimhe atá molta – Do dheis chun freagra a thabhairt
Tá an Comhairliúchán Poiblí maidir leis an mbealach is dealraithí a roghnófar ar oscailt anois.
Bíodh do thuairim agat ar líne nó ag imeachtaí duine le duine i gContae na Mí i rith mhí na Bealtaine agus mhí an Mheithimh seo.
Is é atá i gceist le hIarnród na hUaimhe ná síneadh atá molta ar ghréasán Iarnróid na hÉireann d'fhonn iompar poiblí rialta, iontaofa agus inbhuanaithe a chur ar fáil idir An Uaimh agus Lár Chathair Bhaile Átha Cliath, trí Ollpháirc M3. Le hIarnród na hUaimhe déanfar pobail a nascadh feadh an bhealaigh le gréasán iompair phoiblí na hÉireann atá comhtháite agus ag méadú.
Proposed Navan Railway – Your chance to respond
The Public Consultation on the emerging preferred route is now open.
Have your say online or at in-person events in Meath this May and June.
Navan Railway is a proposed extension of Iarnród Éireann's network to deliver frequent, reliable, and sustainable public transport between Navan and Dublin City Centre, via the M3 Parkway. Navan Railway will connect communities along the route with Ireland's integrated and expanding public transport network.
Scanáil chun tuilleadh sonraí a fháil.
Scan for more details.
NTA
TETRA TECH
ARCADIS
Iarnród Éireann
Irish Rail


Iarnród na hUaimhe
Navan Railway
Iarnród na hUaimhe atá molta
Do dheis chun freagra a thabhairt
Proposed Navan Railway
Your chance to respond
Comhairliúchán Poiblí
Tá an Comhairliúchán Poiblí maidir leis an mbealach is dealraithí a roghnófar ar oscailt anois.
Is féidir leat roghanna an bhealaigh a fheiceáil agus do thuairim a chur in iúl ag na himeachtaí seo a leanas atá le teacht:
Láthair | Dáta | Am
An Uaimh | Ionad Ealaíon Solstice, Sráid an Iarnróid, an Uaimh, Co. na Mí, C15 KWP1 | Dé Céadaoin 27 Bealtaine 2026 | 2 i.n. – 8 i.n.
Dún Seachlainn | Ionad Tréadach Dhún Seachlainn, an Phríomhshráid, Dún Seachlainn, Co. na Mí, A85 W886 | Déardaoin 4 Meitheamh 2026 | 2 i.n. – 8 i.n.
An Uaimh | Ionad Oideachais na hUaimhe, Áth Luimnigh, an Uaimh, Co. na Mí, C15 RK03 | Dé Máirt 9 Meitheamh 2026 | 3 i.n. – 8 i.n.
Cill Mheasáin | Óstán Theach an Stáisiúin, Cill Mheasáin, Co. na Mí, C15 N40D | Dé Máirt 16 Meitheamh 2026 | 2 i.n. – 8 i.n.
Seimineár Gréasáin ar Líne | Cláraigh, le do thoil | Déardaoin 18 Meitheamh 2026 | 7:30 i.n. – 8:30 i.n.
Public Consultation
The Public Consultation on the emerging preferred route is now open.
You can view route options and have your say at these upcoming events:
Location | Date | Time
Navan | Solstice Arts Centre, Railway Street, Navan, Co. Meath, C15 KWP1 | Wednesday 27 May | 2:00 PM – 8:00 PM
Dunshaughlin | Dunshaughlin Pastoral Centre, Main St, Dunshaughlin, Co. Meath, A85 W886 | Thursday 4 June | 2:00 PM – 8:00 PM
Navan | Navan Education Centre, Athlumney, Navan, Co. Meath, C15 RK03 | Tuesday 9 June | 3:00 PM – 8:00 PM
Kilmessan | Station House Hotel, Kilmessan, Co. Meath, C15 N40D | Tuesday 16 June | 2:00 PM – 8:00 PM
Online Webinar | Please register | Thursday 18 June | 7:30 PM – 8:30 PM
Scanáil chun tuilleadh sonraí a fháil.
Scan for more details.
NTA
TETRA TECH
ARCADIS
Iarnród Éireann
Irish Rail