

Public Consultation 2 Report Bray Head to Greystones North Beach Coastal Cell Area 5



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



Iarnród Éireann
Irish Rail

Protecting
our coastal railway

An tAonán Iomparáil
Department of Transport

Rialtas
na hÉireann
Government
of Ireland

Téarmaidil Eireann
Project Ireland
2040

NTA
National Transport Authority

Executive summary

The East Coast Railway Infrastructure Protection Projects (ECRIPP) is a strategic initiative by Iarnród Éireann to safeguard the Dublin to Wicklow coastal railway corridor against climate change impacts, including coastal erosion, flooding, and wave overtopping. The project focuses on five vulnerable Coastal Cell Areas (CCAs), with this report addressing CCA5 Bray Head to Greystones North Beach.

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

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

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

Submissions: 14 submissions received

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

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

Website: Project webpage viewed 5,500 times.

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

Leaflet Drop: Distributed to 209 addresses along the project corridor.

The five-week non-statutory consultation generated 14 submissions. Feedback ranged from technical engineering observations, statutory and policy concerns, heritage considerations and environmental queries to broader comments about amenity, public access, construction impacts and long-term resilience of the railway.

Key themes included:

1. Changes to project objectives and consultation transparency
2. Compliance with the Bray Head Special Amenity Area Order (SAAO)
3. Naylor's Cove: rock armour size, construction access, heritage and amenity impacts
4. Greystones North Beach: erosion, headlands and hydrology
5. Bray Head cliff instability and rockfall risk
6. Coastal processes and potential sediment impact at Bray Seafront
7. Amenity, access, recreation and opportunities for enhancement
8. Environmental and biodiversity concerns
9. Construction access, noise, traffic and local disruption
10. Strategic alternatives to the coastal railway alignment
11. Integration with other projects (e.g., Cliff Walk, greenways, coastal access)

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

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Acronyms and abbreviations

ECRIPP – East Coast Railway Infrastructure Protection Projects

IÉ – Iarnród Éireann (Irish Rail)

CCA – Coastal Cell Area

ODM – Ordnance Datum Malin

NTA – National Transport Authority

EIAR – Environmental Impact Assessment Report

SPA – Special Protection Area

SAC – Special Area of Conservation

FAQ – Frequently Asked Questions

S2S – Sutton to Sandycove (Coastal Greenway)

CPLO – Community Public Liaison Officer

SAAP - Special Amenity Area Order

1. Introduction

1.1 ECRIPP Overview

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

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

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

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

These five locations are;

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



Figure 1.1 ECRIPP Overview Map

The primary focus of this project is to address and implement protection of the existing railway and coastal infrastructure against the effects of coastal flooding and erosion in Coastal Cell Area 5 (CCA5) Bray Head to Greystones North Beach. The project aims to ensure the long-term safety, resilience, and sustainability of the rail network.

1.2 Bray Head to Greystones North Beach

The Project is located between Bray Head and Greystones North Beach and is divided into two sections. The first section, Bray Head, spans approximately 4 km of hard rock coastline from Naylor's Cove to the southern exit of Tunnel 3. It includes intermittent coastal defences and three tunnels.

The second section, Greystones North Beach, covers about 3 km of predominantly soft cliff coastline from Tunnel 3 to Greystones Harbour Marina and includes one tunnel. This section has experienced cliff instability and erosion, resulting in parts of the railway being rerouted inland through tunnels.

The primary hazards in both sections include cliff instability above and below the railway, undermining of coastal defences, and beach erosion. These issues increase the coastline's vulnerability to further hazards. Drainage and rock slope stability are managed through ongoing maintenance by Iarnród Éireann.

1.2.1 Project Objective

The objectives of the Bray Head to Greystones North Beach project are focused on protecting the railway infrastructure from coastal hazards.

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

1.2.2 Preferred Scheme

Rock Revetments at Bray Head:

- The railway line runs along the cliff and is supported from below and protected by various masonry and rock structures. Rock revetments are proposed to protect vulnerable masonry/concrete structures from wave impact.
- Heavier rocks (6–10 tonnes) will be used in difficult construction areas to ensure stability and resistance.
- The revetments will sit on existing rock platforms with a thin layer of gravel spread over the rock platform.



Figure 1.2 Illustrative view of proposed rock revetment at Naylor's Cove

Rock Revetments at Greystones North Beach:

- Initial designs with detached rock headlands on the beach at the base (toe) of the soft cliffs were revised due to safety and access concerns. These structures are now placed directly against the cliff to improve beach access and safety.
- Two revetments will protect the railway, built close to the cliff to maintain beach access. These will use 6–10 tonne rocks with a 0.3–1 tonne underlayer. Any beach material that is excavated during construction will be placed over the toe and lower slope of the revetment to restore the beach profile and natural shape.
- To maximise beach access, revetments will be built close to the cliff by excavating debris at the cliff toe. Temporary sheet piling will be installed during construction to prevent cliff instability during excavation and removed after construction is complete.



Figure 1.3 Illustrative view looking south along Greystones North Beach

2. Public Consultation 2

2.1 Consultation Overview

A Phase 3 Design Report was published on 15 September 2025 which outlined the Preferred Scheme for Coastal Cell Area CCA 5 Bray Head to Greystones North Beach. Irish Rail asked for feedback from stakeholders during a five-week, non-statutory public consultation that was held between Monday 15 September 2025 to and Friday 17 October 2025.

Public Consultation 2 sought feedback on the Design Report and Preferred Scheme for each of the five Coastal Cell Area projects. This report summarises the submissions received in relation to CCA 5 Bray Head to Greystones North Beach.

Comments and feedback received during Public Consultation 2 will inform the finalisation of the Design Report as part of the Phase 3 Preliminary Design stage. This updated report will then progress to Phase 4 Statutory Process, in line with the National Transport Authority (NTA) Project Approval Guidelines, where the Preferred Scheme—presented at Public Consultation 2 in autumn 2025—will be finalised.

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

Stakeholder and landowner engagement will be ongoing throughout the project.

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

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

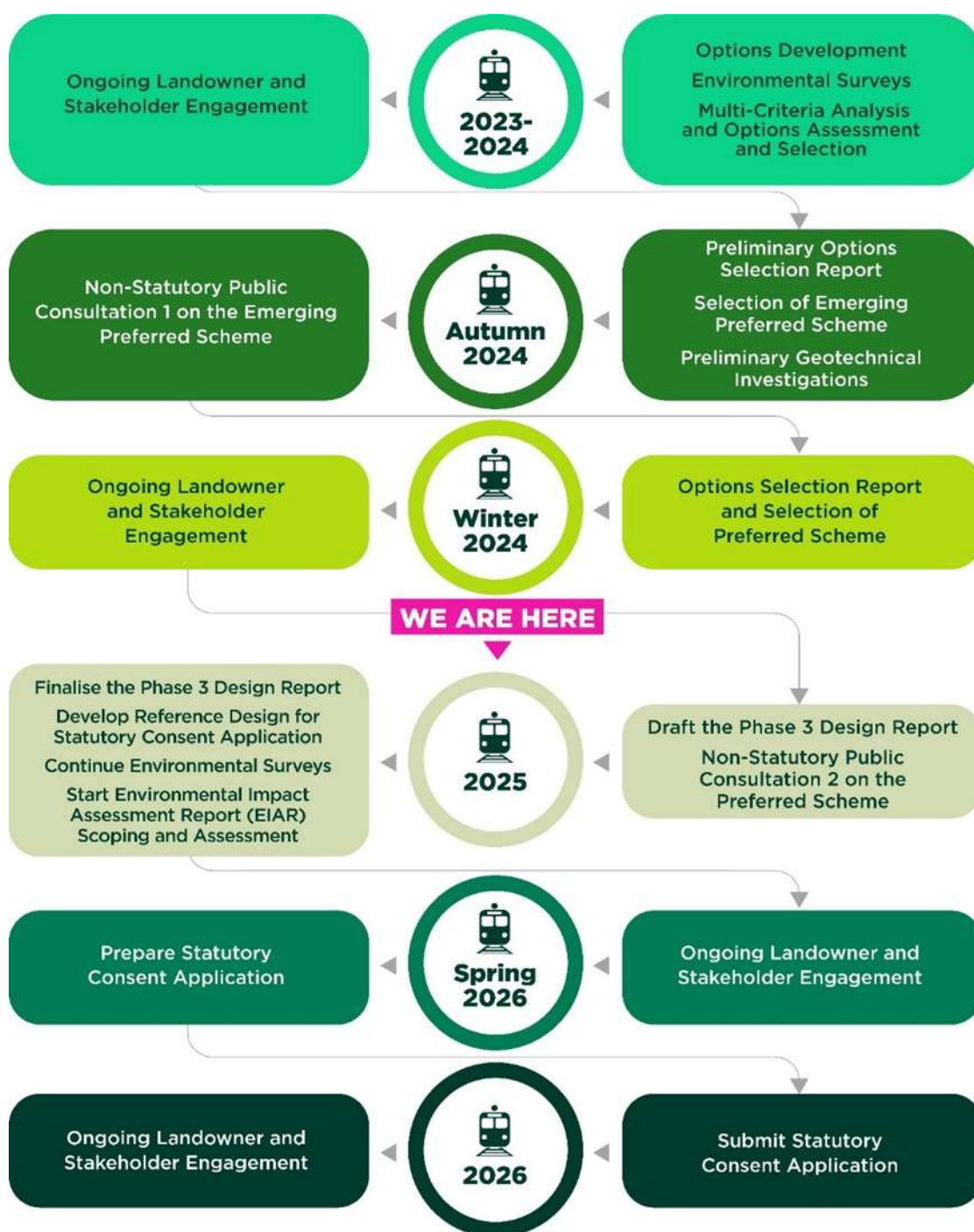


Figure 2.1 ECRIPP Consultation Roadmap

2.2 Consultation Materials

Phase 3 Design Report – A Phase 3 Design Report for Bray Head to Greystones North Beach was available online and at the in-person events.

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

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

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

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

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

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

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

2.3 Media

2.3.1 Station Posters

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

2.3.2 Newspaper Adverts

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

2.3.3 Press Release

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

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

2.3.4 Social Media

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

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

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

Table 2.1 Social Media Statistics

For sample content, please refer to Appendix F.

2.4 Direct Engagement

2.4.1 Emails

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

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

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

2.4.2 Briefings

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

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

Table 2.2 Briefings

2.4.3 Public Information Events

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

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

Table 2.3 Public Information Events

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

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

2.4.4 Leaflet Drop

A leaflet drop was carried out to over 209 addresses between Bray Head and Greystones North Beach.

The leaflet included:

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

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

2.4.5 Webinar

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

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

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

2.5 Information Services

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

Email: ecrippenquiries@irishrail.ie

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

Telephone: 01 202 7900

3. Feedback from Public Consultation 2 Bray Head to Greystones North Beach

3.1 Assessment Methodology

All submissions received during Public Consultation 2 relating to Bray Head to Greystones North Beach, were reviewed and analysed by the project team. Submissions were received via email, online feedback forms, and from stakeholder organisations, including community groups, local authorities and national stakeholder bodies.

Each submission was logged, anonymised where applicable, and assessed to identify emergent themes, key issues, recurring concerns and suggestions. Submissions were read in full and coded manually, ensuring that thematic groupings were derived directly from stakeholder content during public consultation 2 and not influenced by themes identified in previous consultation reports.

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

Given the localised nature and complexity of Greystones North Beach, the issues raised differ markedly from other Coastal Cell Areas in the ECRIPP programme. Themes presented in this section are therefore unique to Greystones North Beach and reflect the distinct environmental, social, amenity and safety conditions of the Bray Head–Greystones North Beach section of coastline.

This section summarises feedback received and does not represent the views of Irish Rail.

3.2 Overview of Submissions Received

A total of 14 submissions relating to Greystones North Beach were received during Public Consultation 2.

Breakdown of submissions:

- 5 email submissions including 3 organisational submissions:
 - Bray Head Residents' Association (BHRA)
 - Wicklow County Council (WCC)
 - Irish Cycling Campaign (ICC)
- 9 online form submissions, many containing detailed free-text responses

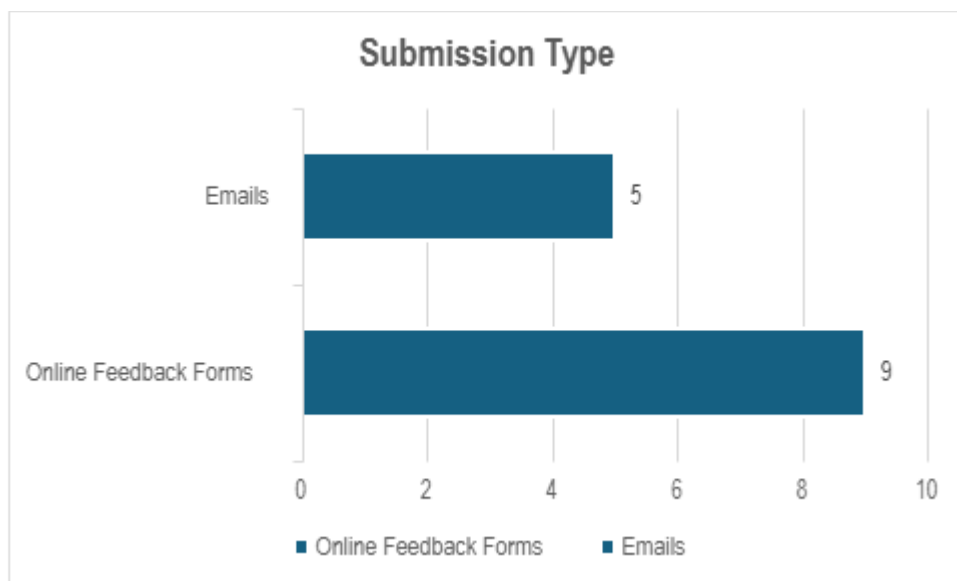


Figure 3.1 Submission Type

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

Several submissions, including from BHRA and WCC, provided detailed technical analyses, with BHRA's comprising a 25-paragraph structured document addressing the overall project objectives, engineering, coastal processes, cliff stability and statutory matters.

Email submissions contained historical accounts, photographs and locally informed observations about Naylor's Cove, while form submissions provided community-based insights on access, biodiversity, erosion and long-term solutions.

Wicklow County Council provided professional commentary on erosion, hydrology and coastal processes affecting North Beach, while the Irish Cycling Campaign commented on amenity and integration considerations.

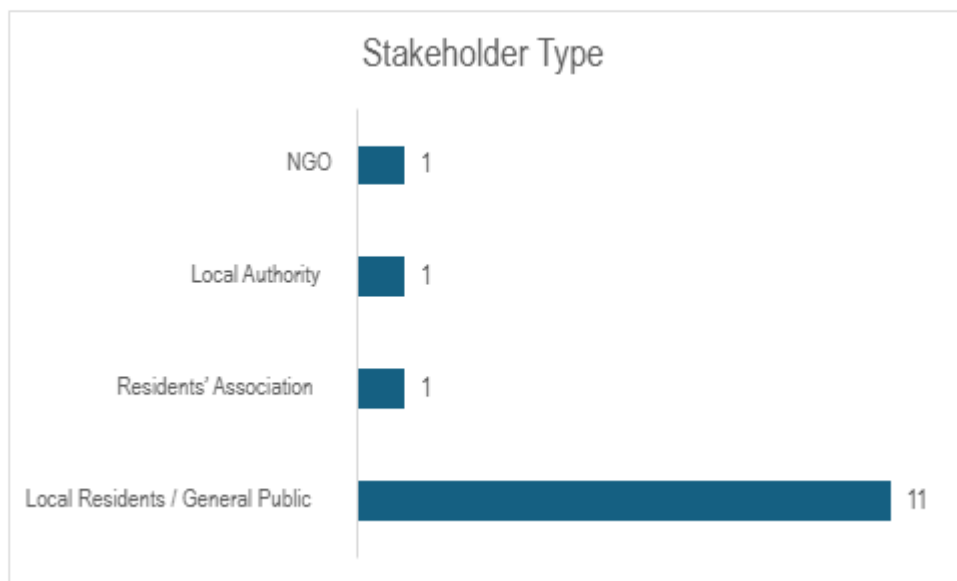


Figure 3.2 Stakeholder Type

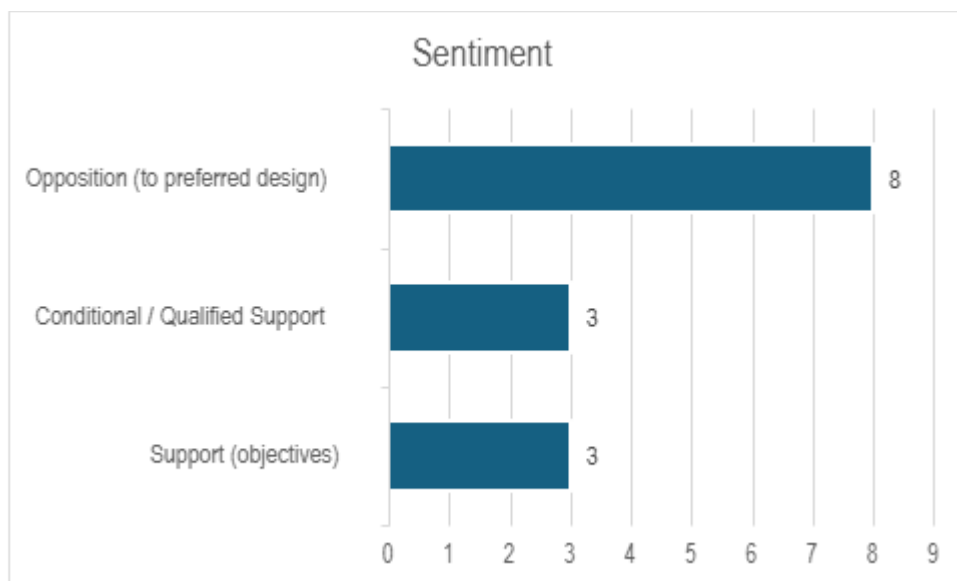


Figure 3.3 Submission Sentiment

3.3 Themes Raised During Consultation Process

Review of the 14 submissions identified the following themes as central to stakeholder feedback for Greystones North Beach. These themes reflect genuinely emergent issues raised by the public and stakeholder organisations:

1. Changes to project objectives and consultation transparency
2. Compliance with the Bray Head Special Amenity Area Order (SAAO)
3. Naylor's Cove: rock armour size, construction access, heritage and amenity impacts
4. Greystones North Beach: erosion, headlands and hydrology
5. Bray Head cliff instability and rockfall risk
6. Coastal processes and potential sediment impact at Bray Seafront
7. Amenity, access, recreation and opportunities for enhancement
8. Environmental and biodiversity concerns
9. Construction access, noise, traffic and local disruption
10. Strategic alternatives to the coastal railway alignment
11. Integration with other projects (e.g., Cliff Walk, greenways, coastal access)

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

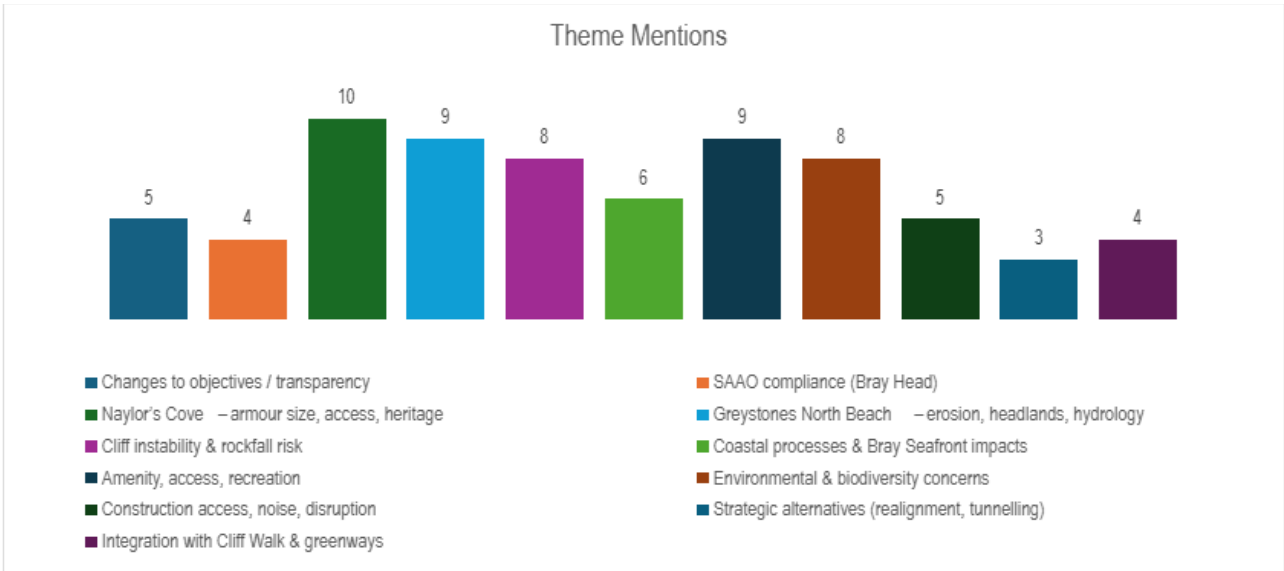


Figure 3.4 Submission Themes

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

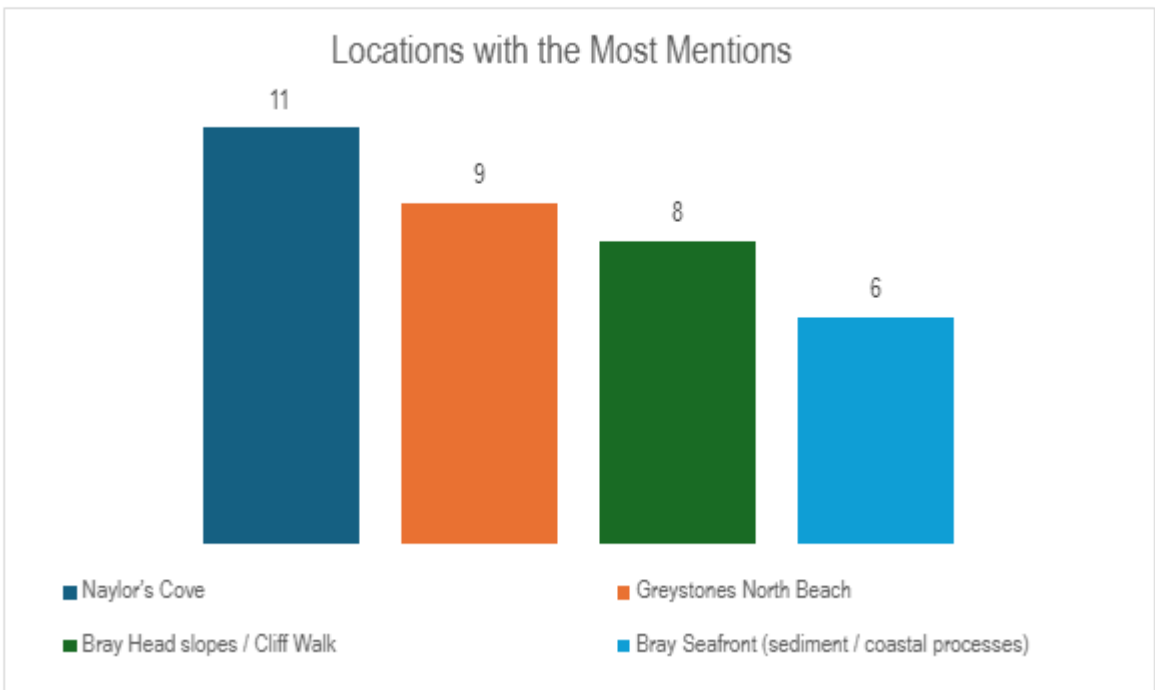


Figure 3.5 Locations with the Most Mentions

These themes are discussed in detail in Section 4.

4. Summary of Bray Head to Greystones North Beach Feedback from Public Consultation 2

The following section provides a detailed summary of all issues raised during Public Consultation 2 relating to Bray Head to Greystones North Beach. The themes reflect the concerns, suggestions and observations received and do not represent the views of Irish Rail.

4.1 Changes to Project Objectives and Consultation Transparency

Feedback received from stakeholders referred to changes to the stated objectives for CCA5 between Public Consultation 1 and Public Consultation 2, particularly the removal of the reference to “enhancing the receiving environment”.

This issue was raised in detail by the Bray Head Residents’ Association (BHRA), who stated that this objective had been included in earlier CCA5 documentation and that its omission required explanation. Their submission referred to the wording of Objective 4 as originally published — “to minimise environmental effects during the construction and operational phases, [and] insofar as is practicable enhance the receiving environment” — and questioned why the final clause no longer appeared in the current iteration of the project objectives.

BHRA stated that “removing an important stated objective of a multi-million Euro project in the course of consultation, without explanation, reduces stakeholder confidence in the process”. Other submissions also commented on the removal of the reference to environmental enhancement and raised questions regarding how environmental considerations are reflected in the current project objectives.

Some submissions acknowledged that the primary purpose of ECRIPP is to protect the operational integrity of the railway line, while also referring to the inclusion of environmental and amenity considerations in earlier objective wording.

The Irish Cycling Campaign noted that responses to submissions made during Public Consultation 1 had not been published at the time of Public Consultation 2 and stated that it was “incumbent on Irish Rail to respond to the observations made by the multiple submissions, in order for the general public to understand and have faith in the overall decision-making process”.

4.2 Compliance with the Bray Head Special Amenity Area Order (SAAO)

Submissions referred to the Bray Head Special Amenity Area Order (SAAO) and its relevance to the proposed works within CCA5. This issue was raised primarily by the Bray Head Residents' Association.

BHRA stated that the proposed works at Bray Head fall within or adjacent to the SAAO boundary and that development within this area is subject to specific statutory requirements. Their submission noted that works which may otherwise constitute exempt development may not be exempt within an SAAO and that planning permission may therefore be required.

The submission queried how compliance with the SAAO would be addressed as the project progresses and stated that "no information is given as to how you will engage with the Management Committee and otherwise comply with the requirements of the SAAO". Reference was also made to the role of the SAAO Management Committee in overseeing development within the designated area.

Other submissions referred more generally to Bray Head's protected status and its sensitivity as a landscape of recreational, environmental and cultural importance.

4.3 Naylor's Cove – Rock Armour Size, Access, Heritage and Amenity Impacts

Naylor's Cove was the subject in a number of submissions from residents, community groups and individual respondents and issues raised included the proposed size and grading of rock armour. The Bray Head Residents' Association queried the use of 6–10 tonne armour units at this location and referenced differences in rock size ranges across project documentation, noting that the Option Selection Report identified armour sizes "up to 10–15t (worst case assumed at this stage)" elsewhere. Their submission questioned whether the proposed sizes for Naylor's Cove had been selected by necessity, stating that "the size of rock required for Naylor's Cove should be the smallest needed from an engineering perspective".

Construction access was also raised in submissions. Reference was made to statements provided at consultation events indicating that access to Naylor's Cove for machinery and materials may be particularly constrained. BHRA stated that access to the Cove "is likely to be the most difficult of any location along the whole of the stretch from Merrion Gates to Wicklow Town".

Several submissions referred to the remains of the former bathing facilities at Naylor's Cove and raised concerns regarding the potential for construction activity to affect existing structural remnants. Historical photographs and references to the former bathing complex were provided by respondents.

Submissions described ongoing recreational use of the Cove, including swimming, fishing, walking and informal gatherings. One respondent stated that "Naylor's Cove is used by the public before and consistently since the introduction of the first railways... walkers, swimmers, fishing and diving clubs... families enjoy picnics". Concerns were raised that rock armour could reduce usable space or affect access at certain tide levels, with one submission stating that the proposed works could "take up a quarter of the area of the Cove".

Some submissions also referred to the potential for rock armour to trap litter and debris, noting that "removing waste from between the boulders... may cause injury to volunteers who range in age from five years to 80".

A number of submissions referenced the historical and geological significance of the Cove and suggested that the works could incorporate heritage interpretation or alternative design approaches. Alternative options referenced included stepped revetments, seating elements and the use of different armour types. BHRA queried whether "relatively small interlocking Tetrapods" had been considered for use at Naylor's Cove.

4.4 Greystones North Beach – Erosion, Headlands and Hydrology

Feedback relating to Greystones North Beach focused on erosion processes, the proposed rock headlands and hydrological considerations.

Wicklow County Council (WCC) provided a detailed technical submission addressing the proposed headlands and their relationship to existing coastal protection measures. The submission noted that the two proposed headlands would not extend continuously to the existing rock revetments at Greystones North Beach and highlighted that the gap between the proposed headlands and existing defences would be in excess of 1 km. WCC stated that "Greystones North Beach has two proposed rock headlands which do not solve coastal erosion between the proposed headlands and the existing rock revetments".

The WCC submission also referred to the characteristics of the coastline at North Beach, including the presence of soft, fine-grained till cliffs. It stated that the proposed rock headlands "may in fact increase the level of erosion between the proposed headlands and the existing coast", noting that cliff recession could be influenced by wave energy distribution following the installation of hard structures.

Hydrological factors were also raised in submissions. Respondents referred to surface water runoff affecting the cliffs and beach, particularly following rainfall and storm events. One submission noted "obvious signs of soft cliff degradation after most rains and storms" and suggested that surface water from inland areas and paths contributes to erosion.

Public submissions also referred to natural watercourses discharging onto the beach. One respondent stated that "two streams that feed into the sea will be blocked... and should be restored for optimal ecological benefit", referring to perceived changes in drainage behaviour and their interaction with erosion processes.

Some submissions raised questions regarding sediment transport and the potential effects of the proposed headlands on beach morphology. Concerns were expressed regarding changes to sediment movement and the potential for impacts on beach width and access.

Several submissions referred to the amenity value of Greystones North Beach. One respondent stated that “I really would rather not see any revetments as I consider North Beach to be one of the last peaceful and unspoiled coastal areas in the region”, while acknowledging the context of coastal protection works.

4.5 Bray Head Cliff Instability and Rockfall Risk

Cliff instability and rockfall risk were raised in several submissions, most notably by the Bray Head Residents' Association.

BHRA's submission referenced the RPS Bray to Greystones Cliff Walk Assessment (2025) and noted that multiple slopes along the northern section of Bray Head were classified as high or moderate risk. The submission stated that three slopes were identified as "red" and a further six as "orange", with several of these slopes identified as having the potential to affect both the Cliff Walk and the railway line.

BHRA stated that for the slopes classified as "red", "the risk of rockfall is more than 75%, and is a recurring risk", with estimated rockfall volumes in the order of 1–2 m³. Reference was also made to the potential for lower-volume rockfall from "orange" slopes to reach the railway corridor.

The submission raised questions regarding the differing risk management approaches applied to the Cliff Walk and the operational railway line, stating: "If the Cliff Walk must remain closed due to the risk from these same rockfall risks, why is it considered safe to allow passenger trains use the line?"

BHRA also queried how cliff instability risks are being addressed alongside the proposed coastal protection works and stated that "there needs to be explicit coordination within ECRIPP CCA5-A between the revetment works proposed and the protection of the Cliff Walk from rockfall and landslip".

Public submissions also referred to observed slope instability following heavy rainfall and storm events and noted the influence of surface water on slope conditions.

Some submissions suggested that Irish Rail should contribute to the cost of works required to stabilise the cliffs above the railway line, with BHRA stating that "Iarnród Éireann must be a significant contributor to the cost of protecting the Cliff Walk to enable it to be reopened".

4.6 Coastal Processes & Potential Impacts on Bray Seafront

Submissions referred to coastal processes beyond CCA5, including potential impacts on Bray Seafront.

The Bray Head Residents' Association referenced historical erosion and beach nourishment works undertaken at Bray Seafront during the 1990s and noted that the beach had previously required intervention to maintain its profile. The submission stated that "Bray Seafront required extensive beach nourishment in the 1990's" and raised questions regarding sediment movement along the wider coastline.

BHRA stated that coastal protection measures can affect longshore sediment transport and noted that "disruption of natural sea-cliff processes, including erosion, can occur from protection works, with disruption of erosion possibly leading to beach starvation further along the coast".

Submissions referred to the need to consider cumulative effects arising from coastal protection works across multiple CCAs, including those at Greystones North Beach, Whiterock and Killiney. The BHRA submission stated that sediment modelling should "address any impacts on Bray Beach, even if only to exclude any risks to the beach".

Public submissions also provided observations regarding beach conditions at Bray Seafront following storm events, including changes in beach width and exposure of underlying material.

Some submissions referred to the amenity value of Bray Seafront and raised concerns regarding the potential for coastal protection works elsewhere along the coastline to affect recreational use and beach character.

4.7 Amenity, Access and Recreational Considerations

Amenity, access and recreational use were raised across a range of submissions in relation to Naylor's Cove and Greystones North Beach.

Submissions described existing recreational use of Naylor's Cove, including swimming, fishing, walking and informal gatherings. One respondent stated that "Naylor's Cove is used by the public before and consistently since the introduction of the first railways... walkers, swimmers, fishing and diving clubs... families enjoy picnics... and groups put on plays and musical evenings". Comments were made regarding the potential for coastal protection works to affect the available space and usability of the Cove.

Concerns were raised that the installation of rock armour could reduce the usable area of the Cove or affect access, particularly at higher tide levels. One submission stated that the proposed works could "take up a quarter of the area of the Cove and the loss of this recreational space is too great".

Submissions relating to Greystones North Beach referred to its use for walking, swimming and informal recreation. One respondent stated: "I really would rather not see any revetments as I consider North Beach to be one of the last peaceful and unspoiled coastal areas in the region". Other submissions acknowledged the need for coastal protection while raising concerns regarding potential changes to access and beach character.

Some submissions raised accessibility considerations, noting that rock armour could make movement across the foreshore more difficult for certain users. Suggestions were made regarding the inclusion of access features such as steps, seating or walkable surfaces as part of the works.

A number of submissions referred to the potential to incorporate heritage or geological interpretation, particularly at Naylor's Cove, including references to former bathing infrastructure and distinctive rock formations.

Figure 4.1 provides an overview of the key issues raised in submissions relating to Accessibility and Safety along with the number of times each issue was mentioned

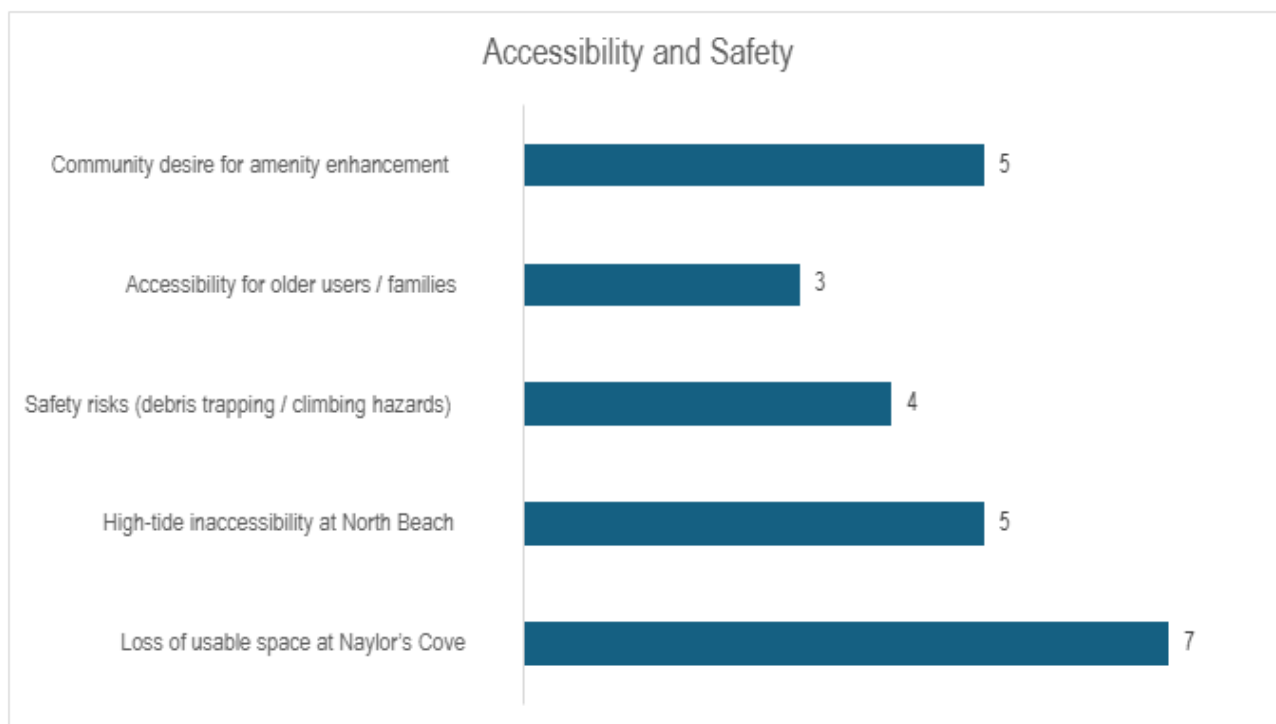


Figure 4.1 Accessibility and Safety

4.8 Environmental and Biodiversity Concerns

Environmental and biodiversity considerations were raised in several submissions and referred to marine mammals, birdlife and intertidal habitats at Greystones North Beach and Naylor's Cove. Some respondents noted the presence of seal pups along sections of the beach and raised concerns regarding potential disturbance or habitat loss. One submission referred to "seal pup habitat destruction" and "bird habitat destruction" as issues requiring consideration.

Several submissions referred to sand martins nesting in soft cliffs at Greystones North Beach and raised questions regarding the potential effects of coastal protection works on nesting habitat.

Hydrological factors were also referenced in submissions, including the role of surface water and streams in shaping erosion patterns and habitat conditions. One respondent stated that "two streams that feed into the sea will be blocked... and should be restored for optimal ecological benefit".

Some submissions raised concerns regarding the potential for rock armour to reduce intertidal habitat or to trap marine litter, with implications for wildlife and ongoing maintenance.

A number of submissions suggested that alternatives to hard-engineering approaches should be considered, including nature-based or hybrid solutions.

4.9 Construction Access, Noise, Traffic and Local Disruption

Submissions raised issues relating to construction access, noise, traffic and temporary disruption during the works.

Reference was made to constrained access at Naylor's Cove and the challenges associated with transporting materials and machinery. BHRA stated that access to the Cove "is likely to be the most difficult of any location along the whole of the stretch from Merrion Gates to Wicklow Town".

Some submissions referred to previous experiences of construction activity in the area and raised concerns regarding traffic management, vehicle speeds and noise. One respondent stated: "Traffic Management and speeding vehicles associated with Irish Rail projects has been an issue... Noise and traffic... I support the need for the works but would request that additional safeguards are put in place, particularly for any night-time works."

Concerns were also raised regarding the placement of rock armour and its implications for long-term maintenance.

Some submissions raised safety concerns, suggesting that rock armour could facilitate unauthorised access to the railway line. One respondent stated that the boulders could form a "staircase" effect, attracting anti-social behaviour.

Submissions also referred to temporary loss of access to coastal areas during construction and requested advance communication and consideration of seasonal recreational use.

4.10 Strategic Alternatives to the Coastal Alignment

A number of submissions raised broader questions regarding the long-term sustainability of the existing coastal railway alignment through Bray Head and Greystones. These comments were framed in the context of ongoing coastal erosion, cliff instability and projected climate change impacts over the coming decades.

Several respondents questioned whether continued investment in coastal protection measures represents an effective long-term strategy. These submissions suggested that, while the proposed works may address current or medium-term risks, they may not fully mitigate future risks associated with increased storm intensity, sea-level rise and ongoing geomorphological change. One respondent stated that the Emerging Preferred Scheme represents "a short-term solution" and that "the wall won't solve things long term".

Some submissions proposed that the railway alignment should be reconsidered, including suggestions for partial or full inland realignment. These respondents argued that relocating the railway away from the immediate coastal environment could reduce long-term exposure to erosion and instability. One submission stated: "The Dart needs to be rerouted before a train falls into the sea", expressing concern about the inherent vulnerability of the current alignment.

Other submissions suggested that tunnelling into or through Bray Head should be considered as an alternative approach. These comments acknowledged that such options would involve significant engineering complexity and cost but suggested that a tunnelled solution could provide greater long-term resilience by removing the railway from both coastal erosion and rockfall risk zones. One respondent recommended that the project team "consider more bold action into the cliff face" and stated that "tunnelling into the cliff should be considered".

Several submissions framed these suggestions in terms of cost efficiency and intergenerational investment. Respondents noted that coastal defence schemes require ongoing maintenance and periodic renewal and questioned whether repeated investment in foreshore protection represents an efficient long-term use of public funds when compared with more transformative interventions. Some submissions also referred to the opportunity to address future capacity or alignment constraints as part of any major reconfiguration of the railway corridor.

While these comments represented a minority of submissions, they consistently raised the issue of whether defending the existing coastal alignment is the most sustainable long-term approach. These submissions requested that strategic alternatives be considered alongside the proposed coastal protection works when assessing long-term resilience and climate adaptation.

Figure 4.2 provides an overview of the alternatives proposed raised in submissions along with the number of times each alternative was mentioned.

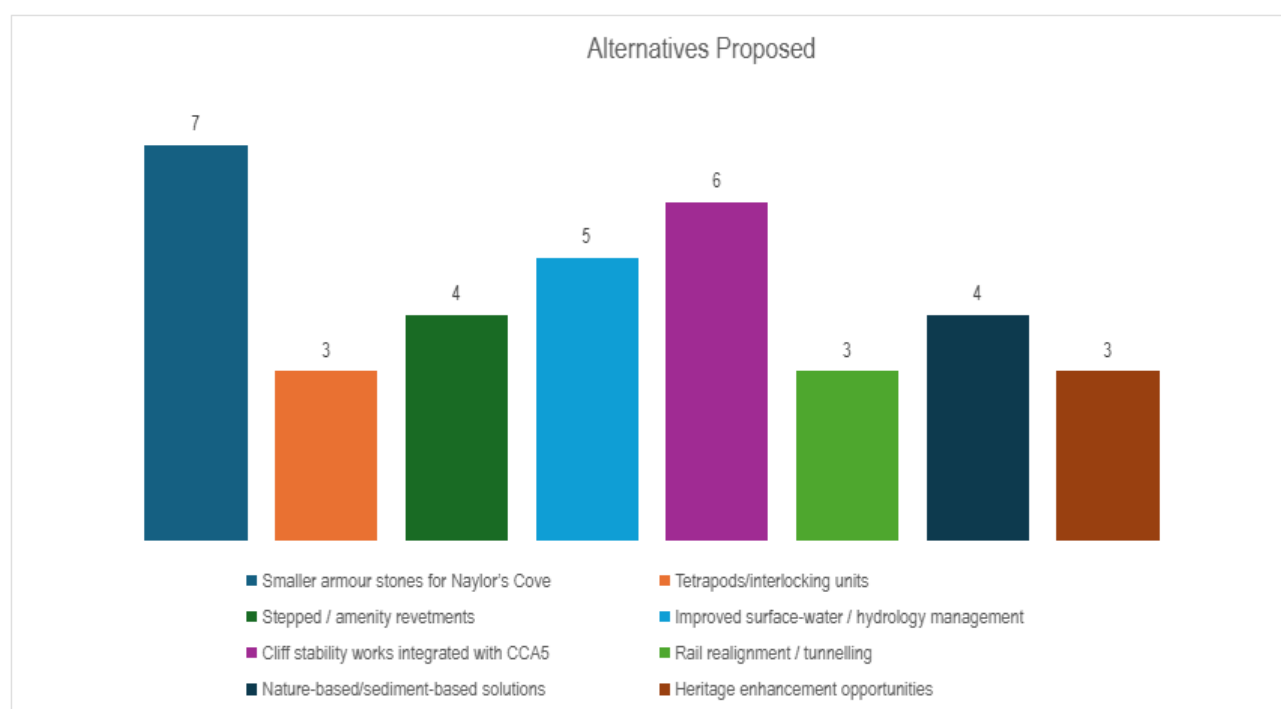


Figure 4.2 Alternatives

4.11 Integration with Other Projects (Cliff Walk, greenways, coastal access)

Submissions referred to the relationship between the ECRIPP works and other projects along the Bray–Greystones coastline.

The Bray Head Residents' Association referenced the closure of the Bray to Greystones Cliff Walk and the findings of the RPS Cliff Walk Assessment (2025). Their submission stated that “there needs to be explicit coordination within ECRIPP CCA5-A between the revetment works proposed and the protection of the Cliff Walk from rockfall and landslip”.

BHRA also stated that “should the ECRIPP works proceed and succeed in protecting the railway line out to 2100... this investment would be completely negated should a significant rockfall or landslip on the land side require the railway to be closed”.

Some submissions suggested that Irish Rail should contribute to the cost of works required to stabilise the cliffs, with BHRA stating that “Iarnród Éireann must be a significant contributor to the cost of protecting the Cliff Walk to enable it to be reopened”.

The Irish Cycling Campaign referred to the importance of maintaining coastal access and connectivity and noted that the proposed works “should in turn help to ensure the continuity of the valuable social amenity of the Bray to Greystones cliff walk”.

Some public submissions suggested that ECRIPP should be considered alongside wider coastal access, greenway and amenity initiatives along the Bray–Greystones corridor.

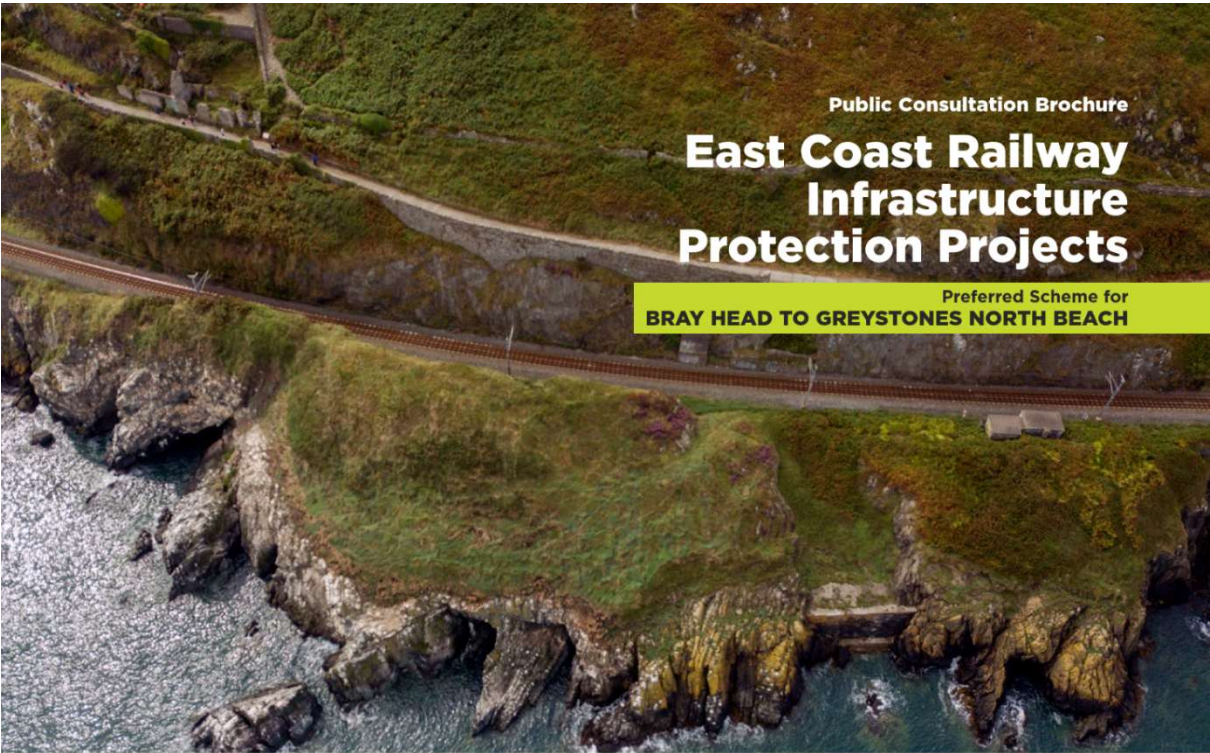
4.12 Next Steps

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

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

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

Appendix A. Brochure



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01 Introduction to the East Coast Railway Infrastructure Protection Projects

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

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

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

Why are Coastal Protection Measures Required?

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

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

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

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

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

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

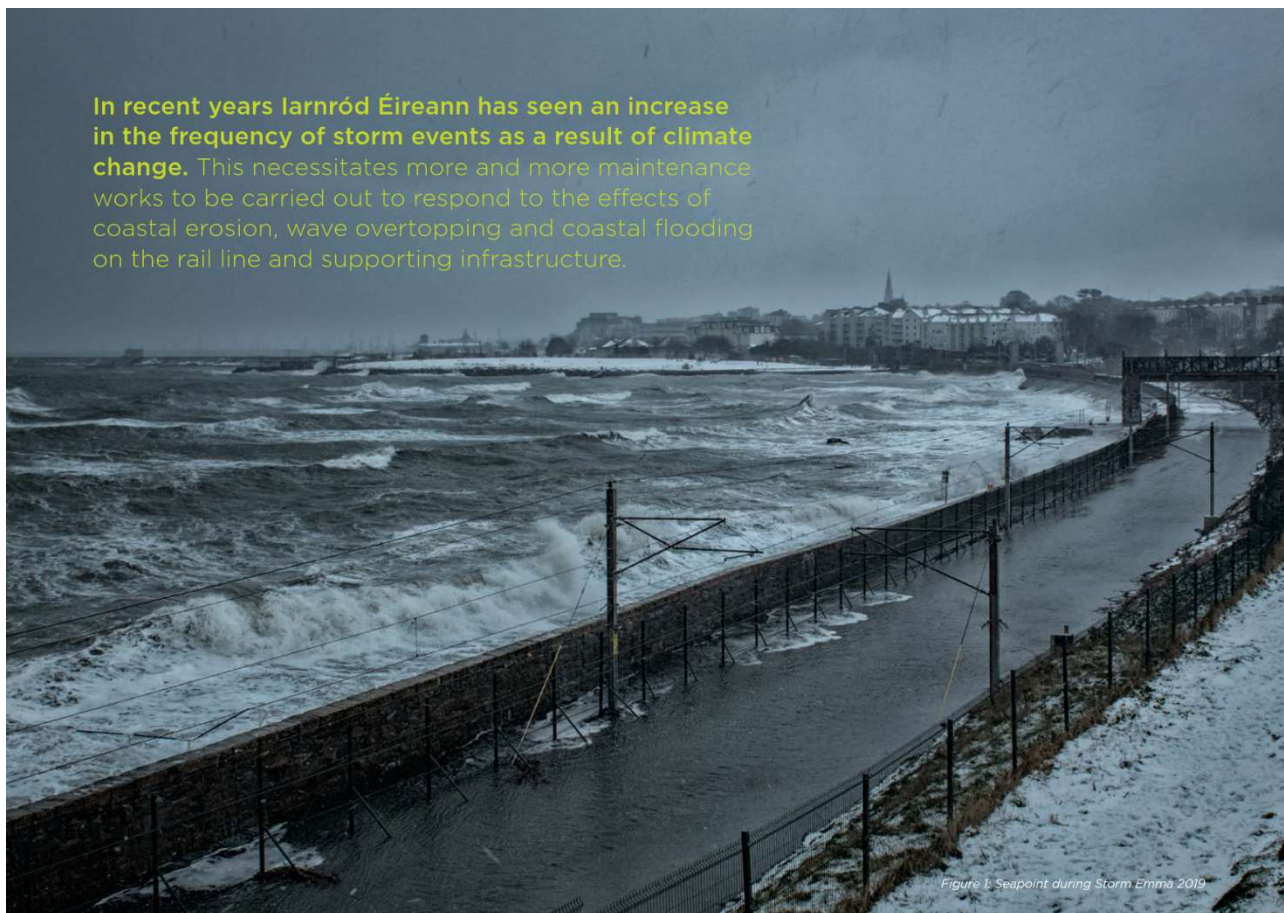


Figure 1: Seapoint during Storm Emma 2019

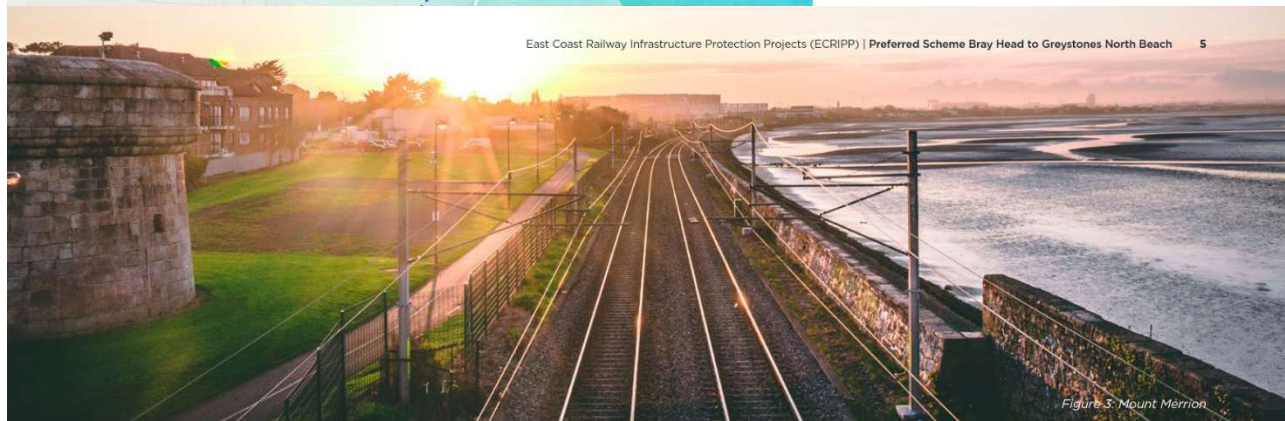


Five key locations, along a 65 km route have been identified and assessed as particularly exposed to coastal erosion and climate change effects.

Key Locations

The locations of the five projects are:

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



East Coast Railway Infrastructure Protection Projects (ECRIPP) | Preferred Scheme Bray Head to Greystones North Beach 5

Objectives of the East Coast Railway Infrastructure Protection Projects

The objectives of the projects are:

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

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

Benefits of the East Coast Railway Infrastructure Protection Projects

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

02 Public Consultation Process

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

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

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

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

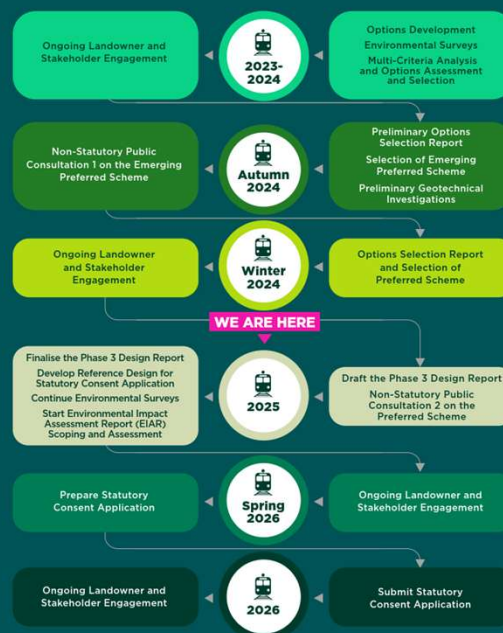


Figure 4: Consultation Roadmap

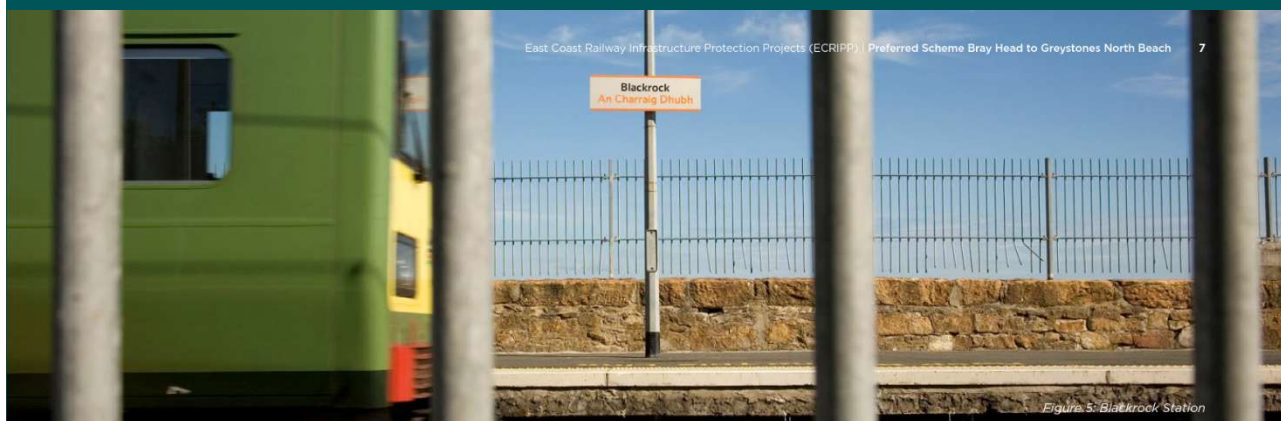


Figure 5: Blackrock Station

03 Current Design Status

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

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

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

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

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

8 East Coast Railway Infrastructure Protection Projects (ECRIPP) | Bray Head to Greystones North Beach Preferred Option



Figure 6: Seapoint

East Coast Railway Infrastructure Protection Projects (ECRIPP) | Preferred Scheme Bray Head to Greystones North Beach 9



Figure 7: Typical Rock Revetment

04 Key Inputs of ECRIPP

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

- Wave climate and extreme water level data has been extracted from hydrodynamic modelling work undertaken during preliminary investigations for ECRIPP.
- Rock stability calculations have been undertaken to identify the required rock size to ensure long term stability of the rock armour.

- An assessment of wave overtopping rates during storm events has been undertaken. This includes an allowance for sea level rise. This analysis informs the required geometry of the improved defences to provide the required Standard of Protection (0.5% Annual Exceedance Probability, also known as a 1 in 200-year storm protection level).
- The condition of the existing coastal defences has been informed by condition survey.

- Defence type and material selection have been selected to provide a long design life and to minimise future maintenance requirements.
- Constructability and technical viability have been considered in the design to ensure the design is feasible.
- The impact on the environment and community have been considered at a high level through multicriteria assessment (MCA).

05 Option Selection Process

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

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

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

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

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

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

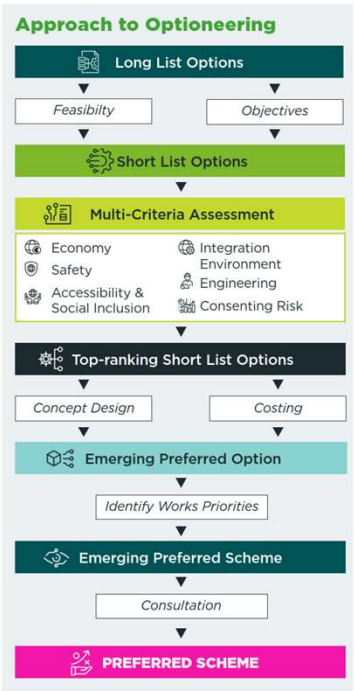


Figure 8: Approach to Optioneering Scheme



Figure 9: View from Blackrock beach

06 Preferred Scheme Bray Head to Greystones North Beach

The Project is located between Bray Head and Greystones North Beach and is divided into two sections. The first section, Bray Head, spans approximately 4 km of hard rock coastline from Naylor's Cove to the southern exit of Tunnel 3. It includes intermittent coastal defences and three tunnels.

The second section, Greystones North Beach, covers about 3 km of predominantly soft cliff coastline from Tunnel 3 to Greystones Harbour Marina and includes one tunnel. This section has experienced cliff instability and erosion, resulting in parts of the railway being rerouted inland through tunnels.

The primary hazards in both sections include cliff instability above and below the railway, undermining of coastal defences, and beach erosion. These issues increase the coastline's vulnerability to further hazards. Drainage and rock slope stability are managed through ongoing maintenance by Iarnród Éireann.

Project Objectives

The objectives of the Bray Head to Greystones North Beach project are focused on protecting the railway infrastructure from coastal hazards.

- At Bray Head rock revetments are being

installed to protect existing masonry structures that span bedrock gullies or support embankments. Although these structures are currently sound, they are not sufficient to protect the railway from the future combined effects of rising sea levels and extreme weather events.

- At Greystones North Beach, the goal is to control the rapid erosion of soft cliffs, which could threaten sections of the railway within the next 50 years. Two rock revetments are being constructed to prevent toe erosion at the most vulnerable cliff sections. The design also allows the remaining sections of the cliffed coastline to erode naturally, eventually forming a stable bay that will provide natural protection to the railway line.

Preferred Scheme

Rock Revetments at Bray Head:

- The railway line runs along the cliff and is supported from below and protected by various masonry and rock structures. Rock revetments are proposed to protect vulnerable masonry/concrete structures from wave impact.
- Heavier rocks (6-10 tonnes) will be used in difficult construction areas to ensure stability and resistance.

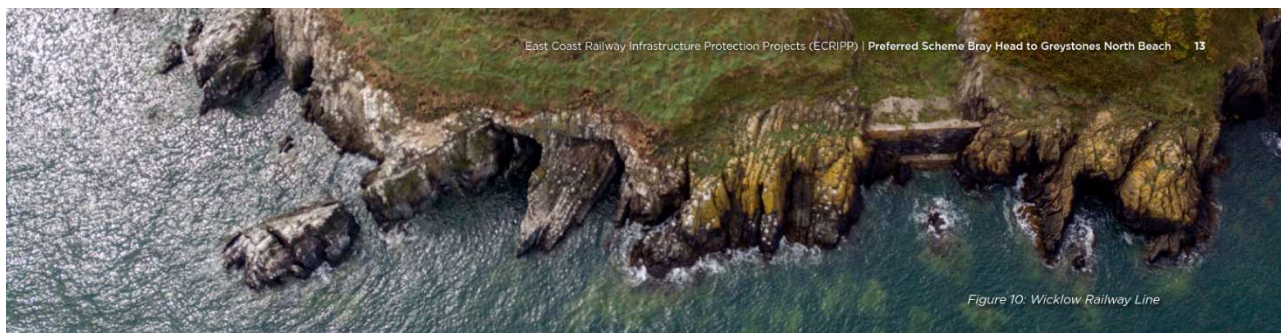
- The revetments will sit on existing rock platforms with a thin layer of gravel spread over the rock platform.

Rock Revetments at Greystones North Beach:

- Initial designs with detached rock headlands on the beach at the base (toe) of the soft cliffs were revised due to safety and access concerns. These structures are now placed directly against the cliff to improve beach access and safety.
- Two revetments will protect the railway, built close to the cliff to maintain beach access. These will use 6-10 tonne rocks with a 0.3-1 tonne underlayer. Any beach material that is excavated during construction will be placed over the toe and lower slope of the revetment to restore the beach profile and natural shape.
- To maximise beach access, revetments will be built close to the cliff by excavating debris at the cliff toe. Temporary sheet piling will be installed during construction to prevent cliff instability during excavation and removed after construction is complete.

Future Adaptability:

- Bray Head designs consider conditions up to the year 2100, with potential to add more rock or reshape (reprofile) the revetments



if needed for maintenance or adaptation to changing coastal conditions.

- At Greystones, the design allows for natural bay formation between two revetments, with potential adaptation of adding more rock to the proposed revetment, or extending the length of the revetments.

Integration with existing structures:

- At Bray head the rock revetments have been designed to tie into the existing structures
- At Greystones North beach there are no existing structures to interface with.

Maintenance

Minimal maintenance is expected for the rock revetments over their design life, as they are designed to adapt to beach changes.

Land Acquisition

The Project Team have been identifying and engaging with landowners in relation to temporary

and permanent land take for the project. This information will support the planning application and land acquisition requirements.

Environmental Assessments

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

Construction

Construction at Bray Head and Greystones North Beach is heavily constrained by poor access, tidal conditions, and wave exposure, requiring sea-based delivery and careful planning to manage environmental and structural challenges. The main risks identified for the construction project involve the interaction between construction machinery and both workers and the

public, the challenges of working in a marine environment, and the possibility of encountering unexpected underground utilities or ground conditions.

To mitigate these risks, the use of machinery will be carefully planned and managed to ensure worker safety. Beach access to the public will be restricted during the construction phase to manage health and safety risks. Before construction begins, further ground investigations will be conducted to fully understand the site conditions and locate any buried services, which will be factored into the design. Additionally, value engineering will be applied to optimize the amount of rock used in construction.

There are also potential environmental impacts of the construction phase on sensitive environmental receptors. A detailed environmental assessment will be undertaken, and mitigation measures will be identified to reduce the potential for impacts insofar as possible.



Figure 13: Illustrative view looking south along Greystones North Beach



Figure 14: Illustrative view of proposed rock revetment at Naylor's Cove



Figure 15: South of Kilcoole Station

07 Next Steps

Further Design Development & Option Selection

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

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

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

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



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08 How to Engage

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

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

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

Please contact us via the following means:

Website



Email: ecrippenquiries@irishrail.ie

Phone line: 01 202 7900

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

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

Appendix B. FAQ

1.0 What is the East Coast Rail Infrastructure Project?

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

1.1 Why is the project needed?

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

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

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

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

1.2 Where are the key locations?

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

The locations of the five key locations:

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

1.3 Why are only these areas being targeted?

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

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

1.4 What is happening now?

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

1.5 What happens next?

Public Consultation 2 Report

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

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

1.6 How long will it take?

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

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

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

Email: ecrippenquiries@irishrail.ie

Website: www.irishrail.ie/ecripp

Phone: 01 202 7900

1.8 How is the project being funded?

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

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

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

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

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

1.10 Will access to the beach be impacted?

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

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

1.11 Will there be an impact on heritage structures?

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

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

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

1.12 How will the local community benefit?

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

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

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

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

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

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

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

1.14 Will access to private land be required?

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

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

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

1.15 Does DART Coastal South impact on ECRIPP?

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

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

1.16 How do I make a submission?

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

Email: ecrippenquiries@irishrail.ie

Phone: 01 202 7900

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

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

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

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

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

1.18 What will happen at the Murroughs?

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

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

1.19 How high will the proposed walls be at Seapoint?

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

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

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

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

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

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

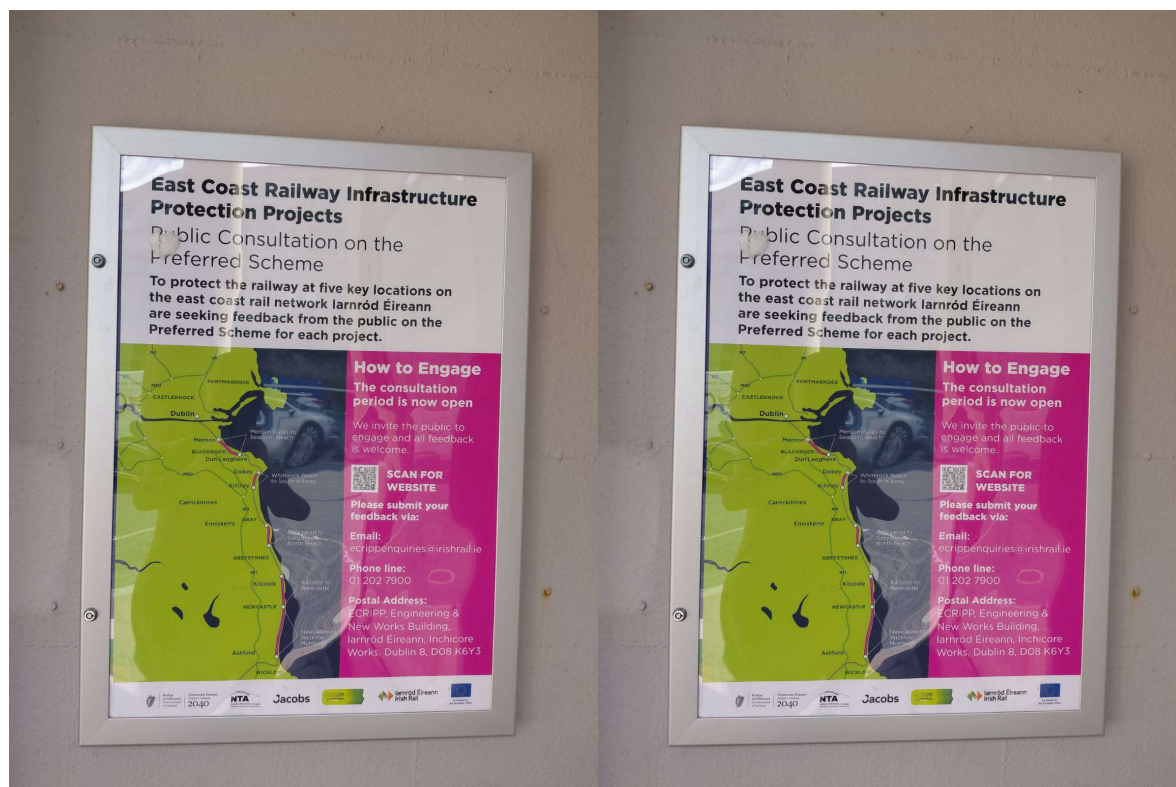
Whiterock Beach is part of the White Rock to South Killiney section, an area especially vulnerable due to its proximity to the sea and the presence of critical railway infrastructure. The proposed design includes a rock revetment to protect the existing wall from wave damage and erosion. At Killiney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

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

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

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

Appendix C. Station Posters



Cláir Chosanta Bhonneagar Iarnróid an Chósta Thoir

Comhairliúchán Poiblí faoin Scéim is Dealraithí a Roghnófar

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

Conas a bheith Rannpháirteach
Tá an tréimhse chomhairliúcháin ar oscailt anois

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

DÉAN É SEO A SCANADH DON SUÍOMH GRÉASÁIN

Cuir do chuid aiseolais isteach trí:

Seoladh Ríomhphoist:
ecrippenquiries@irishrail.ie

Line Gutháin:
01 202 7900

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

East Coast Railway Infrastructure Protection Projects

Public Consultation on the Preferred Scheme

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

How to Engage
The consultation period is now open

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

SCAN FOR WEBSITE

Please submit your feedback via:

Email:
ecrippenquiries@irishrail.ie

Phone line:
01 202 7900

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

Appendix D. Newspaper Adverts

Bray People
Wednesday, September 17, 2020

Plan for new off-licence at Bray Central

Application seeks to take over an empty corner unit

TOM GALVIN

A convenience store operator is seeking permission to take over an off-licence in the heart of Bray Central shopping plaza, south of the town centre.

The application, submitted by the applicant, seeks to take over an empty corner unit in the heart of Bray Central shopping plaza, south of the town centre.

The applicant, who is seeking permission to take over an empty corner unit in the heart of Bray Central shopping plaza, south of the town centre.

News | 9

Dangerous driving trial to go ahead

DARRAGH MCCANN

A number of dangerous driving charges will be brought against a man in the next few days following an appearance in Bray District Court.

Liam Dowling (34), of 175, Dunmore, Co. Wick, is charged with dangerous driving on October 14, 2020. The trial will take place in the District Court, where Judge John J. Conboy will preside.

The trial will take place in the District Court, where Judge John J. Conboy will preside.

The empty retail unit at Bray Central shopping centre.

Cláir Chosanta Bhoneagar Iarnróid an Chósta Thoir
Comhairliúchán Poiblí faoin Scéim is Dealraíthí a Roghnófar

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

Tabhair cuairt ar an suíomh gréasáin le haghaidh tuilleadh sonraí

East Coast Railway Infrastructure Protection Projects
Public Consultation on the Preferred Scheme

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

Visit the website for more details

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

Wicklow People
Wednesday, September 17, 2020

Kilcoole drummer teaching joy of the beat

TOM GALVIN

It's a life-long love affair for Neil Dowling, 54, of Kilcoole, Wick. The Kilcoole drummer is teaching the joy of the beat to a group of young people in the town.

Neil Dowling is a Kilcoole drummer who is teaching the joy of the beat to a group of young people in the town.

News Culture Night | 11

Neil Dowling is a Kilcoole drummer who is teaching the joy of the beat to a group of young people in the town.

Cláir Chosanta Bhoneagar Iarnróid an Chósta Thoir
Comhairliúchán Poiblí faoin Scéim is Dealraíthí a Roghnófar

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

Tabhair cuairt ar an suíomh gréasáin le haghaidh tuilleadh sonraí

East Coast Railway Infrastructure Protection Projects
Public Consultation on the Preferred Scheme

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Visit the website for more details

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

Appendix E. Press Release

Iarnród Éireann News Release

15th September 2025

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

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

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

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

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

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

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

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

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

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

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

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

Public Consultation 2 Report

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

X from the National Transport Authority said:

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

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

Issued by:

Corporate Communications,

Iarnród Éireann,

Connolly Station,

Dublin 1.

Appendix F. Social Media



Iarnród Éireann Irish Rail
41,151 followers
4w • Edited •

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



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



52

2 reposts

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 Comment

 Repost

Comment as Iarnród Éireann Irish Rail...



Organic impressions: 3,234 Impressions

Preview results





irishrail • Follow

...



irishrail 7 w

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

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



355 likes

15 September

Log in to like or comment.

Public Consultation 2 Report

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

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

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

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

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

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

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

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

 38

2 reposts



Like

Comment

Repost

Comment as Iarnród Éireann Irish Rail...



Organic impressions: 6,812 Impressions

Preview results ▾

Appendix G. Stakeholder Email

Dear Stakeholder,

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

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

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

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

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

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

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

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

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

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

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

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

Email: ecrippenquiries@irishrail.ie

Postal Address: ECRIPP,

Public Consultation 2 Report

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

Feedback Form

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



Key Locations

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

These works result in increasing disruption to existing services.



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



Key Project Objectives



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



Secure the railwayline for **future generations**



Increase railway infrastructure resilience to **climate change**



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



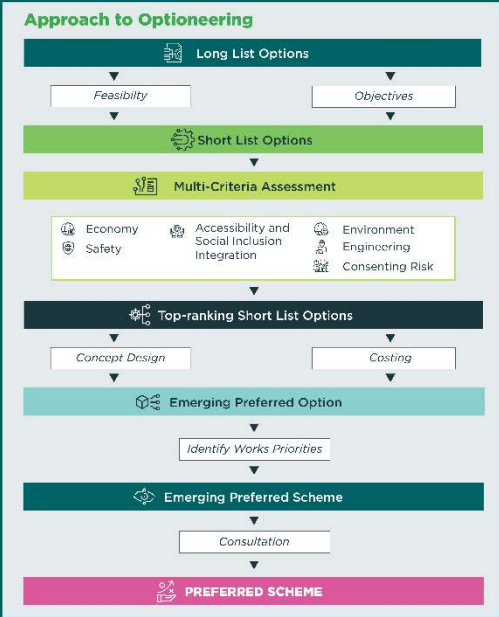
Provide improved and sustainable coastal protection works against predicted climate change effects such as sea level rise, coastal erosion and storm surges on the east coast railway corridor



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

Option Selection Process

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

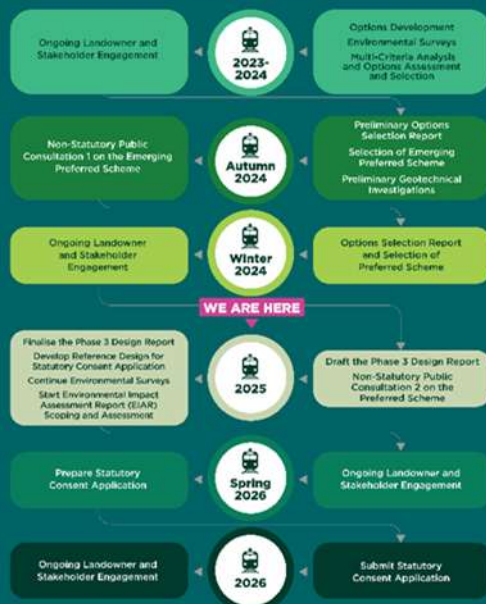


This process is detailed in the Phase 3 Design Report for each project.



Public Consultation Process Next Steps

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



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



How to Engage



How to Engage

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

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

PLEASE CONTACT US VIA THE FOLLOWING MEANS:

Website:



Email:

ecrippenquiries@irishrail.ie

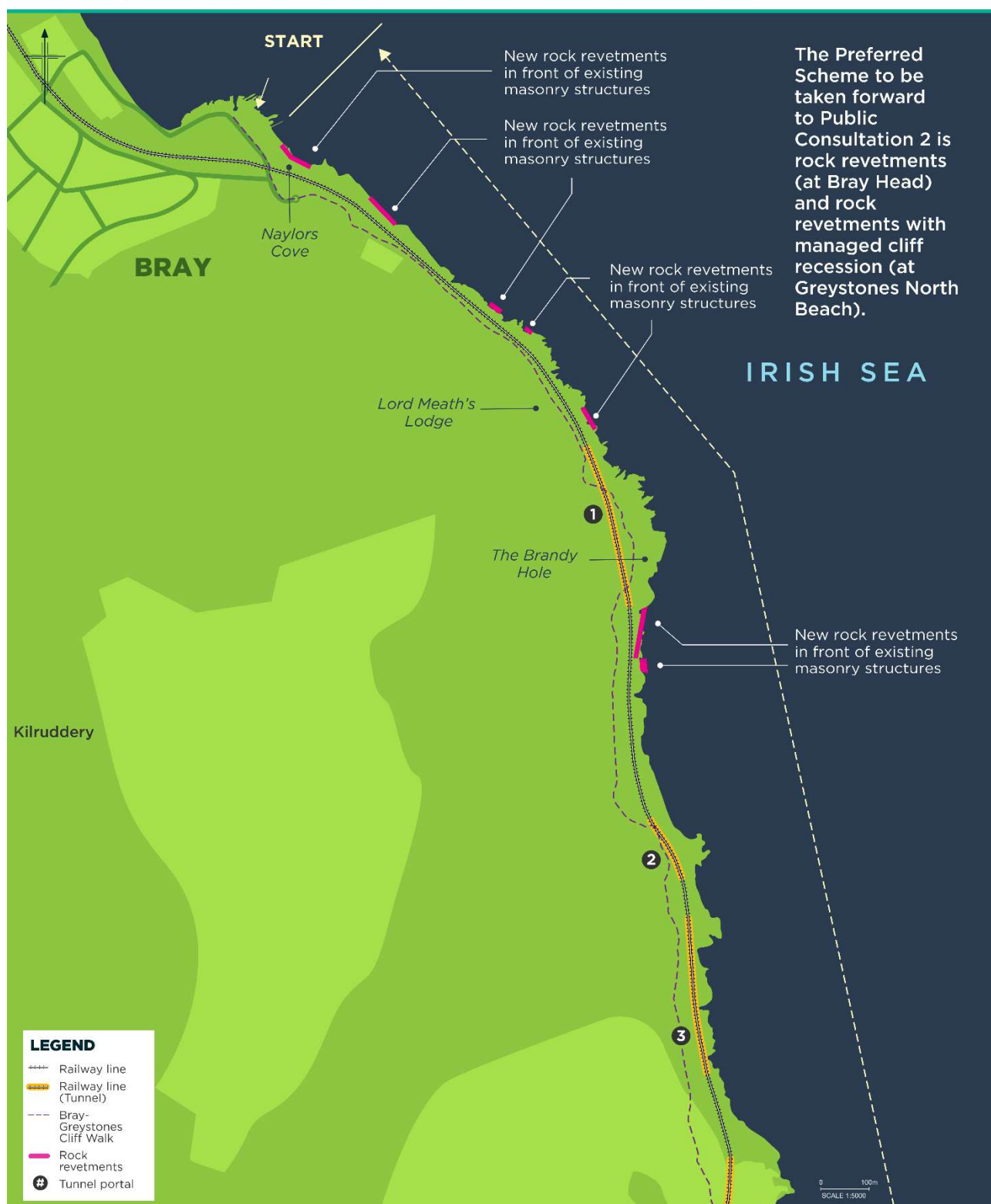
Phone line:

01 202 7900

Postal Address:

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

The Preferred Scheme Bray Head to Greystones North Beach



Rialtas na hÉireann
Government of Ireland

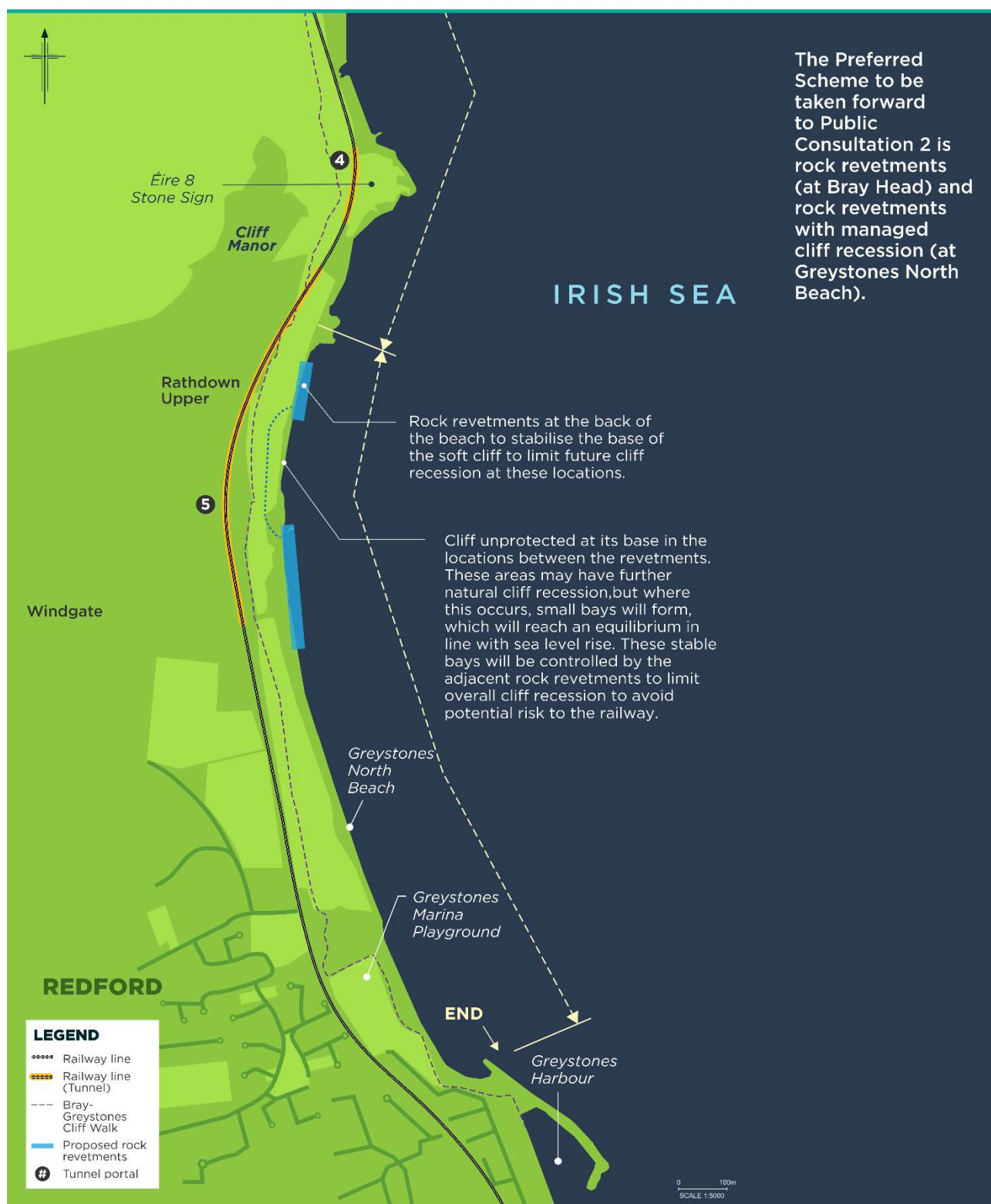
Tionscadal Éireann
Project Ireland
2040



Jacobs



The Preferred Scheme Bray Head to Greystones North Beach



The Preferred Scheme to be taken forward to Public Consultation 2 is rock revetments (at Bray Head) and rock revetments with managed cliff recession (at Greystones North Beach).



Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland
2040



Jacobs



Co-funded by
the European Union

The Preferred Scheme Bray Head to Greystones North Beach

Proposed works comprise:

- Rock revetments seaward of some of the more exposed existing masonry structures at Bray Head
- Two rock headlands at Greystones North Beach with managed cliff recession at Greystones Cliffs



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of Ireland

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Project Ireland
2040



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The Preferred Scheme Bray Head to Greystones North Beach

Proposed works comprise:

- Rock revetments seaward of some of the more exposed existing masonry structures at Bray Head
- Two rock headlands at Greystones North Beach with managed cliff recession at Greystones Cliffs



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Project Ireland
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Appendix I. Consultation Leaflet

Cláir Chosanta Bhonneagar Iarnróid an Chósta Thoir Comhairliúchán Poiblí 2

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

Cad é a bhfuilimid ag dul i gcomhairle air?

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

Conas a bheith Rannpháirteach

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

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

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



Téigh i dteagmháil linn trí na modhanna seo a leanas:



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

Seoladh Ríomhphoist:

ecrippenquiries@irishrail.ie

Líne Ghutháin: 01 202 7900

Seoladh Poist:

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



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Government
of Ireland

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Project Ireland
2040



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Iarnród Éireann
Irish Rail



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East Coast Railway Infrastructure Protection Projects Public Consultation 2

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

What are we consulting on?

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

How to Engage

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

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

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



Please contact us via the following means:



**SCAN FOR WEBSITE
AND FEEDBACK FORM**

Email: ecrippenquiries@irishrail.ie

Phone line: 01 202 7900

Postal Address:

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



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