

Public Consultation 2 Report Whiterock Beach to South Killiney Coastal Cell Area 2/3



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 CCA2/3 Whiterock Beach to South Killiney.

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 Whiterock Beach to South Killiney. The engagement process included multiple channels to ensure broad participation and transparency.

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

Submissions: 39 submissions received

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

Webinar: Hosted on 1 October with 39 registered attendees.

Website: Project webpage viewed 5,500 times.

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

Leaflet Drop: Distributed to 356 addresses along the project corridor.

The five-week non-statutory consultation generated 39 submissions from residents, organisations, and elected representatives. Key themes included:

- Significant visual and landscape impact of the proposed rock revetment
- Loss of public beach, access and safety risks for swimmers and surfers
- Concerns regarding accuracy and transparency of consultation information
- Lack of site-specific sediment modelling and coastal process evidence
- Preference for nature-based or hybrid alternatives over rock revetment
- Environmental and ecological concerns (habitat, reef, marine fauna, vegetation)
- Need to consider wider coastal processes, rivers and flooding interactions
- Construction impacts, compounds and local disruption
- Amenity, recreation and cultural value of Whiterock as a unique sandy beach
- Integration with other major coastal, flood and offshore energy projects
- Calls for a broader, multi-use or strategic coastal planning vision

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

1. Introduction

1.1 ECRIPP Overview

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

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

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

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

These five locations are;

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



Figure 1.1 ECRIPP Overview Map

The primary focus of this project is to address and implement protection of the existing railway and coastal infrastructure against the effects of coastal flooding and erosion in Coastal Cell Area (CCA)2/3 Whiterock Beach to South Killiney. The project aims to ensure the long-term safety, resilience, and sustainability of the rail network.

1.2 Whiterock Beach to South Killiney

The Whiterock Beach to South Killiney project spans a diverse coastal area that includes natural hard cliffs, engineered embankments, and steep natural cliffs ranging from 6 to 12 meters in height. The area is largely non-urban, with a railway line elevated above the coastline and supported in places by man-made structures. The project is divided into two main sections: Whiterock, which features an existing masonry wall supporting the rail embankment, and Killiney/South Killiney, which extends from Killiney Beach car park to the Seafield Road underpass.

Key hazards in this area include cliff instability, coastal erosion, and shore platform lowering.

1.2.1 Project Objective

The key objectives of the project include;

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

1.2.2 Preferred Scheme

The preferred scheme includes rock revetments at Whiterock and a raised footpath with a rear wall and beach access steps along Killiney.

Whiterock

The preferred solution at Whiterock is to construct a rock revetment in front of the existing masonry wall to reduce wave forces and the risk of slope erosion caused by overtopping. The Phase 3 design has focused on narrowing the revetment to lessen its impact on the beach. This was achieved by steepening the slope and reducing how much space the revetment takes up on the beach. Lowering the crest level also eliminated the need to raise the existing wall behind it.

The revetment will consist of two layers of 6-10 tonne armour rock placed over two layers of 0.3-1.0 tonne underlayer rock, with a geotextile beneath to prevent material loss. Where the existing wall is lower the crest width of the revetment will be approximately 5.8 metres (four rocks wide), and where the wall is higher, it will be reduced to about 4.3 metres (three rocks wide).



Figure 1.2 Illustrative view of Whiterock

Killiney and South Killiney

The design has been refined to improve beach access and reduce visual impact. The front wave wall has been removed and replaced with steps from the footpath to the beach. Rock toe protection has been removed in northern Killiney but remains necessary in South Killiney due to anticipated beach lowering.

A continuous 3.0m-wide shared footpath will run along Killiney and South Killiney, with a rear wall behind it varying in height from +5.6mODM in the north to +6.5mODM in the south. The footpath elevation will rise gradually in the southern section to maintain accessibility.

The Whiterock to South Killiney project spans a diverse coastal area with natural cliffs, engineered embankments, and an elevated railway supported by man-made structures. Key hazards include cliff instability, water run-off, coastal erosion, and shore platform lowering.

The northern section of Killiney will feature a raised footpath connecting to the existing ramp, a new pedestrian ramp, and continuous access steps for approximately 50m to ensure long-term beach access. South of the station, wider amenity steps will extend for 170m, maintaining existing structures and a 3.0m-wide walkway. Further south, over a 360m stretch, the rear wall height will increase, and the footpath will rise gradually to reduce visual impact. Amenity steps will continue with buried rock at the toe, and a pedestrian ramp will be provided at the southern end to maintain access.

Safety features such as handrails and kerbs will be added where necessary to prevent falls.



Figure 1.3 Illustrative view of Killiney 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 2/3 Whiterock Beach to South Killiney. 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 CCA2/3 Whiterock Beach to South Killiney.

Comments and feedback received during Public Consultation 2 will be used to finalise the Design Report during Phase 3 (Preliminary Design). The updated Design Report will then progress to Phase 4 (Statutory Processes), 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 (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.

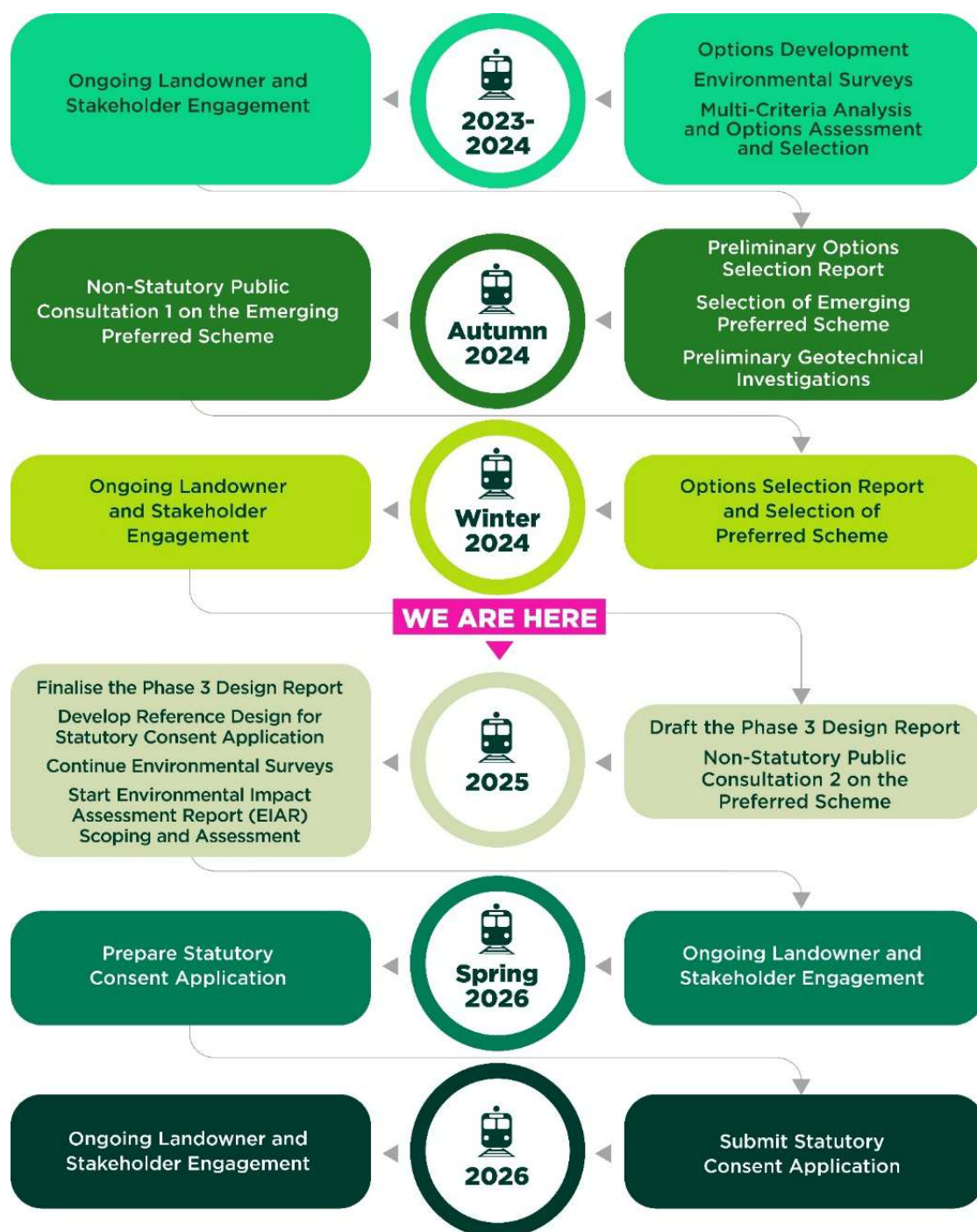


Figure 2.1 ECRIPP Consultation Roadmap

2.2 Consultation Materials

Phase 3 Design Report – A Phase 3 Design Report for Whiterock Beach to South Killiney was available online and at the in-person events.

Whiterock Beach to South Killiney Consultation Brochure - The brochure for Whiterock Beach to South Killiney 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 Whiterock Beach to South Killiney 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, in Blackrock, Seapoint, Salthill and Monkstown, Dún Laoghaire, Sandycove & Glasthule, Glenageary, Killiney, Dalkey, Shankill, Bray, Greystones, Kilcoole and Wicklow. To view the poster please see Appendix C.

2.3.2 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 a detailed breakdown of post-performance and 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
- Dún Laoghaire Rathdown County Council (DLRCC).

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

2.4.2 Briefings

During the consultation period, the project team was available to meet with interested stakeholders. Presentations were held with local authorities, interested stakeholders and Councillors in August, September and October.

Public Consultation 2 Report

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 356 addresses between Whiterock Beach and South Killiney.

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 Whiterock Beach to South Killiney

3.1 Assessment Methodology

All submissions received during Public Consultation 2 relating to Coastal Cell Area Whiterock Beach to South Killiney, were collated and analysed by the project team. Submissions were received through online feedback forms, detailed written objections, community group observations, ecological submissions, technical commentary, and correspondence from local residents, surfers, walkers, and regular beach users. Organisational submissions were also received from the Irish Cycling Campaign and Killiney Bay Community Council.

Each submission was read in full, anonymised where appropriate, and manually coded to identify recurring issues, emerging themes, local context, technical concerns and broader social or environmental considerations. No themes were imported from other coastal cell areas; instead, the analysis was grounded entirely in the content specific to Whiterock Beach to South Killiney. This ensured that the distinct characteristics of Whiterock Beach and South Killiney — including its sandy cove, recreational value, scenic setting, coastal geomorphology and proximity to the Shanganagh estuary — were captured accurately.

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

The themes set out in this section reflect the genuinely emergent issues raised by members of the public and stakeholder organisations. This section summarises those views and does not represent the views of Irish Rail.

3.2 Overview of Submissions Received

A total of thirty-one (31) individual and organisational submissions were reviewed relating specifically to Whiterock Beach to South Killiney.

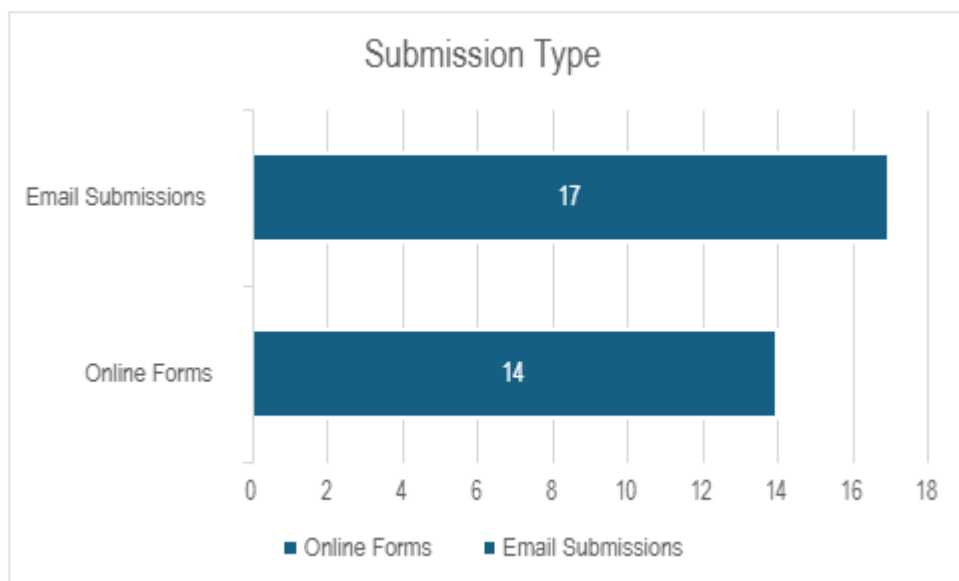


Figure 3.1 Submission Type

These included:

Online Feedback Forms

Multiple detailed responses emphasising visual impact, beach loss, environmental concerns, perceived lack of alternatives and the importance of the 'Sutton 2 Sandycove' coastal greenway(S2S). Several respondents supported the need for coastal protection but opposed the proposed approach for this section.

Long-Form Written Submissions

A large number of highly detailed objections were received from individual residents, surfers, architects, engineers and regular beach users. These covered a wide spectrum of issues including:

- modelling adequacy
- sediment transport
- safety
- amenity loss
- visual impact
- cumulative project pressures
- alternative engineering solutions
- transparency of consultation materials
- Community and Environmental Groups

Killiney Bay Community Council (KBCC) provided a comprehensive six-page submission raising concerns regarding environmental assessment, EU Directive compliance, cumulative impacts, underwater noise, sediment disruption and legal obligations.

Dun Laoghaire Rathdown Coastwatch contributors highlighted sensitive ecological features, drift-line vegetation, kelp beds, rocky reefs, and cumulative pressures from offshore wind farm development and river flood schemes.

Irish Cycling Campaign (ICC) broadly welcomed aspects of the scheme (in particular, amenity enhancements elsewhere along the route) but emphasised the importance of maintaining coastal access, scenic value and connectivity.

Email Correspondence

Emails from residents and regular users of Whiterock expressed concern regarding rock stockpiling, marine habitat disruption, loss of recreational space, cliff instability, and the relationship between this scheme and other major projects already planned along the Killiney–Shanganagh coastline.

Collectively, submissions demonstrated exceptionally strong local interest in this section, reflecting Whiterock Beach's status as a significant public amenity, cultural landmark and sensitive coastal environment.

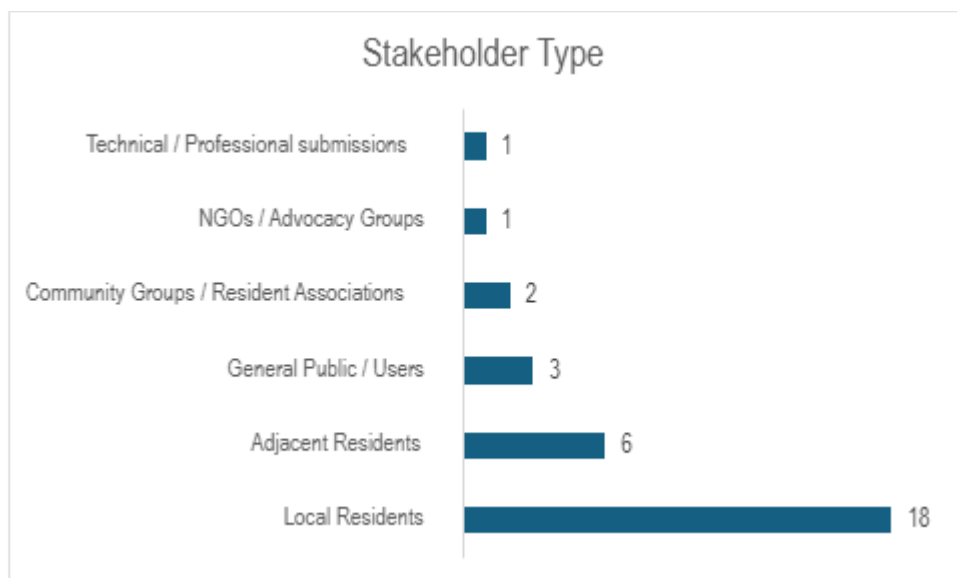


Figure 3.2 Stakeholder Type

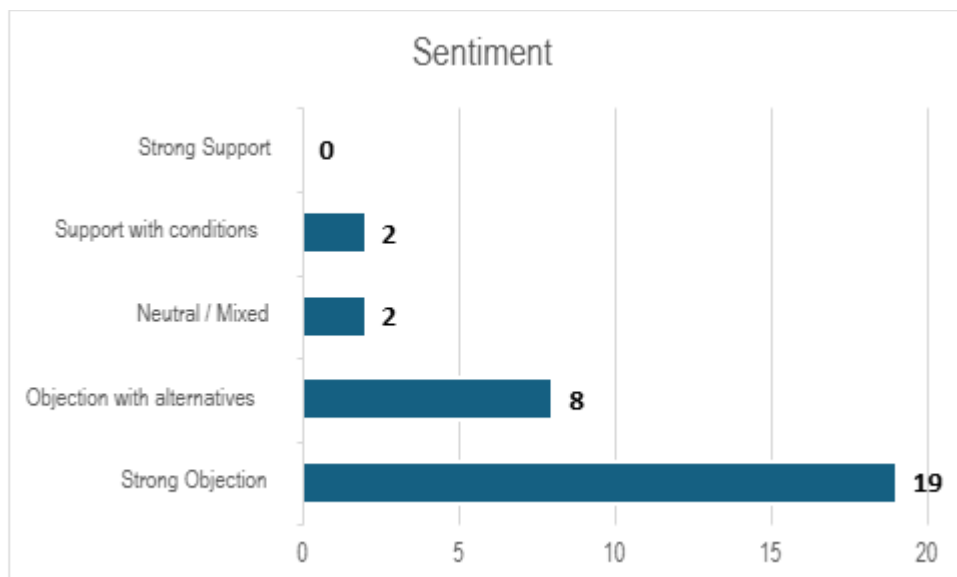


Figure 3.3 Submission Sentiment

3.3 Themes Raised During Consultation Process

The review of submissions identified eleven distinct themes specific to Whiterock Beach to South Killiney. These themes reflect the wide-ranging technical, environmental, aesthetic and social issues raised by respondents, and differ markedly from those in other coastal cell areas due to the unique characteristics of this section of coastline.

The eleven themes identified were:

- **Significant visual and landscape impact of the proposed rock revetment**
- **Loss of public beach, access and safety risks for swimmers and surfers**
- **Concerns regarding accuracy and transparency of consultation information**

- Lack of site-specific sediment modelling and coastal process evidence
- Preference for nature-based or hybrid alternatives over rock revetment
- Environmental and ecological concerns (habitat, reef, marine fauna, vegetation)
- Need to consider wider coastal processes, rivers and flooding interactions
- Construction impacts, compounds and local disruption
- Amenity, recreation and cultural value of Whiterock as a unique sandy beach
- Integration with other major coastal, flood and offshore energy projects
- Calls for a broader, multi-use or strategic coastal planning vision

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

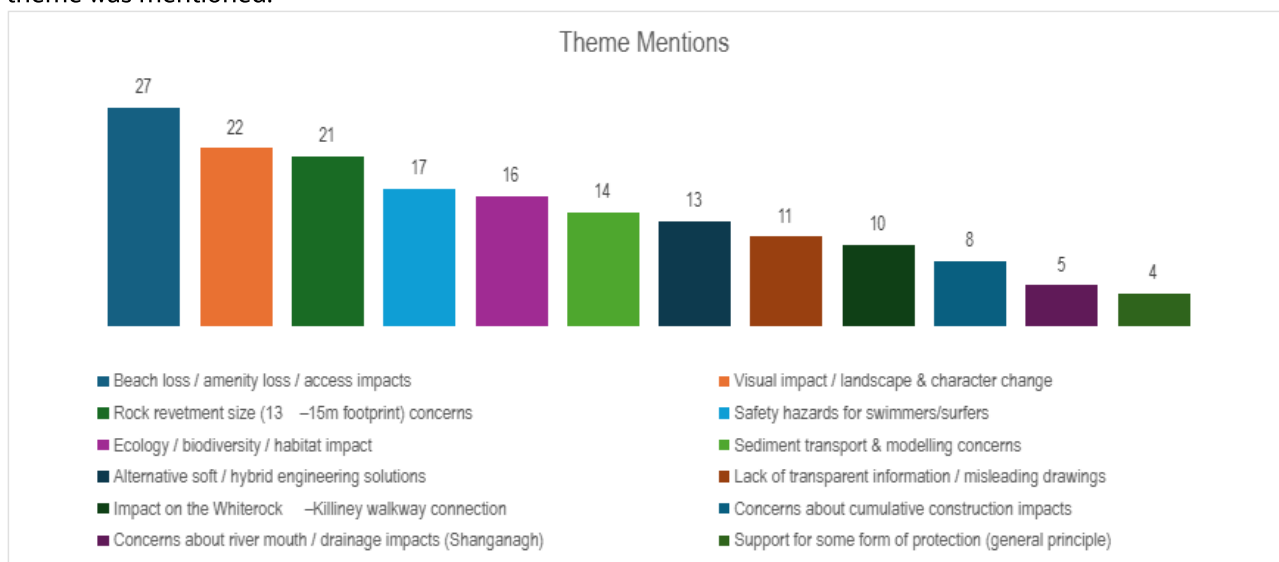


Figure 3.4 Submission Theme Mentions

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

4. Summary of Feedback from Public Consultation 2 – Whiterock Beach to South Killiney

The following section summarises the feedback received during Public Consultation 2 relating to Whiterock Beach to South Killiney. The themes presented reflect the issues raised by stakeholders and do not represent the views of Irish Rail.

4.1 Significant Visual and Landscape Impact of the Proposed Rock Revetment

Feedback from stakeholders expressed concern regarding the visual and landscape impacts associated with the proposed rock revetment at Whiterock Beach. Many respondents described Whiterock as one of South Dublin's most beautiful and iconic natural beaches, and referenced its intimate cove-like setting, open coastal views and distinctive character. Submissions stated that the introduction of a 13–15-metre-wide rock armour slope projecting seaward from the existing wall would alter this character. Respondents described the proposed structure as likely to dominate views of the beach and affect the aesthetic qualities associated with the area. Several respondents characterised the proposed structure as an “eyesore,” “brutalist,” or “massive-looking embankment,” and stated that the heavy stone footprint would visually overwhelm what they described as a small, delicate coastal setting.

Submissions referred to the surrounding landscape context, noting that Whiterock sits directly beneath Killiney Hill and adjacent to a valued, visually dramatic headland. In that context, respondents stated that the visibility of rock armour—particularly during the majority of tide states—would be incompatible with the natural setting. The resulting structure was described in submissions as “disproportionate” and “out of scale,” with respondents referring to an engineered shoreline dominated by quarried stone in place of a sandy, picturesque beach. Several submissions urged Irish Rail to “tread carefully” in modifying these landscapes, with references to their cultural, recreational and aesthetic importance for residents and visitors.

This concern was also raised in relation to views from the DART. Several respondents noted that the coastal section from Dun Laoghaire to Killiney is widely regarded as one of the most scenic railway journeys in Ireland. They stated that the introduction of rock armour, or elevated walls in adjacent areas, would diminish passengers' views of Dublin Bay and Killiney Bay. One submission described the experience of seeing the bay from the DART as “one of the rare times in the city where people can experience a proper sunrise or sunset,” and stated that these views should be protected rather than obscured by new infrastructure.

Across submissions, respondents stated that interventions at Whiterock should consider visual and landscape consequences. Submissions described the area's scenic value as integral to Whiterock and to the wider Dublin coastline and referred to the potential replacement of the existing sandy foreshore with a large rock revetment as a loss affecting local enjoyment and the experience of the east coast rail corridor.

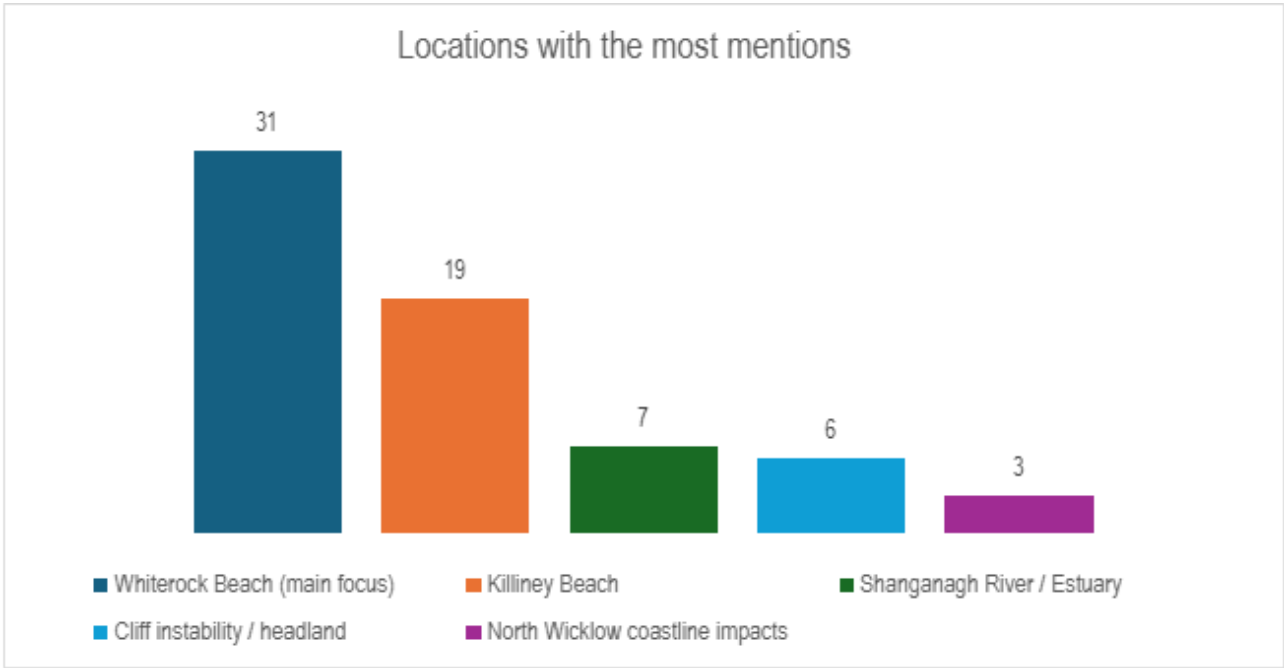


Figure 4.1 Location with most mentions.

4.2 Loss of Public Beach, Access and Safety Risks for Swimmers and Surfers

Feedback from stakeholders raised concerns regarding the loss of beach area and associated impacts on public access, amenity and safety. Respondents described Whiterock as one of the few remaining sandy beaches along Dublin's southern coastline and referred to it as a community asset. Several submissions stated that the southern half of the beach—where the rock revetment is proposed—is the primary sandy portion of the cove and is used by swimmers, surfers, families and walkers.

Submissions stated that the proposed revetment, extending 13–15 metres seaward at its toe, would remove the sandy foreshore at anything other than extreme low tide. Respondents stated that this would “seal off access to the water at high tide,” leave “no beach visible” during much of the tide cycle and reduce the recreational usability of Whiterock to periods of low-tide exposure. Multiple submissions stated that the walk between Whiterock and Killiney Beach would no longer be possible except during spring lows, affecting an established pedestrian route.

Safety concerns were also raised. Several respondents stated that during high tides or storms, swimmers or surfers in the southern half of the cove would have “no beach to come ashore on,” and would instead face a steep, angular rock armour slope. Submissions described this configuration as a “death trap” or “significant safety hazard,” and stated that wave action could force people against the boulders. Respondents referred to local experience of surf conditions at Whiterock, stating that conditions are typically calm but can intensify during storm swell events. Several submissions stated that the loss of the existing beach gradient would introduce risks not currently present on the natural foreshore.

Submissions also stated that the footprint would reduce space for sitting, walking and informal recreation. Respondents described Whiterock as providing social, physical and mental health benefits, and stated that its loss would affect residents of different ages. Several submissions stated that Whiterock has limited lateral extent and cannot absorb displacement of activity associated with a large rock structure.

Stakeholders stated that protection measures should avoid eliminating the beach or reducing safe access for water users. Submissions stated that maintaining the usability of Whiterock Beach—both physically and safely—is important to its role as a local amenity.

Figure 4.2 outlines the top concerns and number of mentions in submissions in relation to Accessibility and Safety.



Figure 4.2 Accessibility and Safety

4.3 Concerns Regarding Accuracy and Transparency of Consultation Information

Several submissions raised concerns regarding the accuracy, completeness and clarity

Several submissions raised concerns regarding the accuracy, completeness and clarity of information presented during the consultation process. Respondents stated that consultation materials referred to a 5-metre crest width, while technical drawings indicate a width of 13–15 metres when the buried toe and slope are included. Stakeholders described this discrepancy as “misleading,” “inaccurate,” or “concealed,” and stated that it prevented full understanding of implications for beach loss and visual impact.

Concerns were also raised regarding the use of artist’s impressions described as “not to scale” and confirmed by respondents as minimising the apparent visual presence of the rock armour. Submissions stated that these renderings did not reflect the mass, breadth or profile of the structure and could give “a false sense of scale.” Some submissions requested that these materials be corrected or withdrawn and requested a new round of consultation supported by fully transparent visuals and footprint information.

Stakeholders also stated that environmental and technical reports were not available during the consultation phase. Submissions referred to modelling reports, sediment transport analyses, environmental constraints documentation and related studies, which respondents stated were incomplete or not provided. The Killiney Bay Community Council stated that technical appendices listed in the Option Selection Reports were not published and stated that this limited access to baseline information relevant to evaluating environmental risks associated with the Preferred Scheme.

Across submissions, respondents stated that limitations in clarity and transparency affected confidence in the consultation process. Submissions referenced the Aarhus Convention and planning legislation, and stated that access to relevant technical data, accurate visualisation of the proposed works, and clear description of the extent of beach loss are required for participation in decision-making.

4.4 Lack of Site-Specific Sediment Modelling and Coastal Process Evidence

Feedback from stakeholders raised technical concerns regarding the adequacy and site-specificity of sediment transport and coastal process modelling used to support the Emerging Preferred Scheme. Several submissions criticised the absence of long-term sediment modelling for Whiterock Beach, while also referencing project documentation that the revetment could reduce sediment supply by 20–30%. Respondents stated that, without robust modelling, long-term beach stability—and the potential for the beach to disappear—could not be reliably assessed.

Specific issues raised included reliance on assumed sediment availability based on Google Earth imagery rather than bathymetric surveys or benthic dive assessments. Respondents stated that dark patches on satellite imagery may have been interpreted as rock rather than seaweed-covered cobbles. Submissions stated that such assumptions could affect estimates of sediment transport and longer-term predictions.

Concerns were also raised that wave climate inputs used in modelling may not represent Whiterock's conditions. Respondents referred to the influence of Dalkey Island on wave refraction and sheltering and stated that using Killiney wave conditions to model Whiterock may not provide an appropriate basis for longshore drift or wave transformation. Stakeholders also referred to the interaction between coastal structures and the surf break.

Several submissions stated that modelling outputs were limited and did not include scenarios showing medium- or long-term beach profile change associated with the proposed revetment. Respondents described potential accelerated scour at the revetment toe, leading to deepening water and loss of beach area. Submissions stated that wave breaking pattern assessment was presented only for southerly waves and did not include easterly swell events, which respondents associated with recreational surf conditions.

Stakeholders stated that detailed, site-specific and transparent modelling should inform any intervention at Whiterock. Submissions stated that, without such evidence, long-term consequences remain uncertain and may pose risks to the beach, the surf break and the wider coastal system.

4.5 Preference for Nature-Based or Hybrid Alternatives Over Rock Revetment

Feedback confirmed a preference for nature-based, softer or hybrid approaches rather than relying solely on rock revetments. Many submissions described the proposed scheme as overly dependent on “heavy engineering,” and stated that it does not reflect contemporary coastal management approaches favouring adaptable and environmentally sympathetic options. Stakeholders referenced international examples, including geotextile sand container systems in Lubmin, Germany, and modular EcoReef structures in Te Awanga, New Zealand, as examples of coastal protection approaches that avoid visually intrusive rock armouring.

Respondents stated that these systems provide wave energy dissipation, storm resilience and shoreline stabilisation while maintaining a natural beach appearance and allowing sediment interaction. Several submissions stated that these approaches could be suited to Whiterock’s constrained foreshore and avoid the seaward expansion associated with rock revetments. Stakeholders also referred to reversibility, adaptability and lower visual impact compared with permanent rock structures.

In addition, submissions proposed locally relevant hybrid options, including steel sheet pile toe protection, vertical seawall reinforcement and periodic beach nourishment. Respondents stated that these approaches could strengthen the existing wall and stabilise the slope above the railway, without sacrificing the beach or altering landscape character to the same extent.

Several submissions also questioned the assumption that rock revetments represent the only cost-effective or resilient solution. Respondents stated that slope stabilisation, wall reinforcement and hybrid designs are used in other locations to protect infrastructure vulnerable to erosion. Some submissions also expressed concern that the focus on a single engineering approach reflects a remit to “stop wave action,” rather than consideration of amenity, ecology, heritage and public safety.

Figure 4.3 lists the top alternatives proposed and number of mentions in submissions.

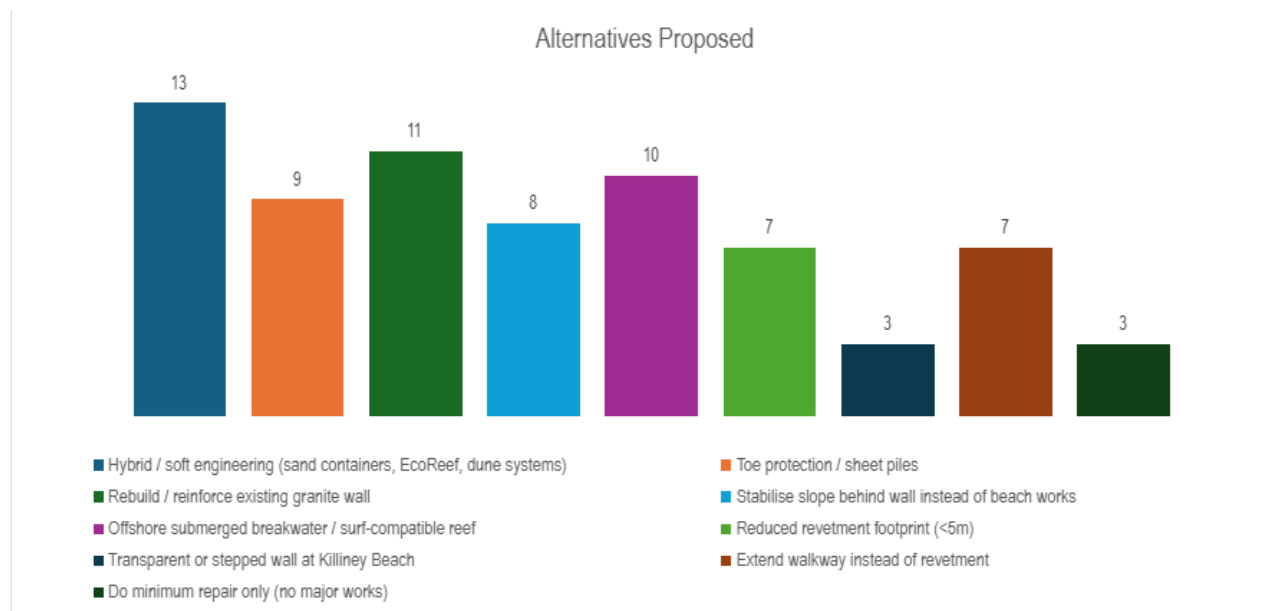


Figure 4.3 Alternatives Proposed

4.6 Environmental and Ecological Concerns

Feedback raised concerns regarding environmental and ecological implications of the Emerging Preferred Scheme, with references to the diversity and sensitivity of habitats at Whiterock and Killiney Bay. Respondents referenced drift-line vegetation, rocky reef ecosystems, inshore kelp beds, sand dune flora and marine fauna, including bird species associated with the Dalkey Islands SPA and marine mammals linked to the Rockabill to Dalkey Island SAC. Submissions stated that rock armouring and sediment disturbance could affect habitats

and species through physical encroachment, smothering, altered wave dynamics or changes in sediment deposition.

One submission referenced mapping of shallow-water rocky reefs, kelp beds and inshore ecology by NPWS and DLRCC, and stated that these systems are sensitive to sedimentation and turbidity. Respondents raised concerns about construction activities, including rock stockpiling, transport along the beach and foreshore disturbance, and the potential for increased siltation or changes in water quality affecting reef integrity and marine biodiversity. Submissions also referenced potential disturbance to seabird species, including terns and kittiwakes, associated with nearby feeding or migration activity.

Some submissions referred to cumulative pressures on the coastline, including offshore wind farm surveys, cable landfalls, flood protection works and wastewater infrastructure upgrades. Respondents stated that cumulative effects have not been assessed holistically and raised concerns about the timing of assessment in relation to statutory phases and obligations under the Birds and Habitats Directives.

Submissions also referenced the ecological value of habitats at the Shanganagh River estuary, including wetlands supporting sea trout, eel, lamprey, otter and reed bed fauna. Respondents stated that construction activity in the vicinity could affect these areas through altered drainage, disturbance or changes in flood behaviour.

Stakeholders stated that environmental and ecological considerations should be addressed at an early design stage and treated as part of decision-making.

4.7 Need to Consider Wider Coastal Processes, Rivers and Flooding Interactions

Feedback highlighted the need to consider broader coastal processes and hydrological dynamics associated with works at Whiterock and South Killiney. Submissions stated that this coastline is influenced by marine processes and by nearby rivers, estuaries and cliff systems. Respondents raised concerns that coastal protection works could alter these interactions unless carefully planned.

Several submissions referred to the Shanganagh River mouth and flood risk. Respondents stated that the river mouth is periodically dredged to prevent blockages that could lead to upstream flooding, particularly during heavy rainfall combined with high tides or easterly winds. Submissions cautioned that placement of rock armour or material near the estuary edge should avoid obstructing outflow or increasing flood hazard.

Submissions also referred to accelerated erosion of glaciated cliffs between Shanganagh River estuary and Corbawn Lane, with references to landslides and cliff failures. Respondents stated that landward processes represent an ongoing hazard and may interact with coastal defences. Some submissions stated that works focused on wave action may not account for rainfall, groundwater flow and freeze–thaw processes contributing to slope instability.

Stakeholders also referenced the natural sediment regime and expressed concerns that interventions could disrupt longshore drift and sediment supply to adjacent beaches. Submissions stated that changes associated with a revetment could affect Killiney Beach and other shoreline sections.

4.8 Construction Impacts, Compounds and Local Disruption

Feedback raised concerns about the scale and impacts of construction activities associated with the Emerging Preferred Scheme. Several submissions noted that Whiterock and South Killiney are expected to host multiple infrastructure works in coming years, including offshore wind farm landfall works, wastewater facility-related construction and flood protection projects. Respondents raised concerns that ECRIPP construction could add disruption, with references to rock stockpiling, access routes across the beach, temporary causeways and machinery movement.

Specific concerns included potential staging areas near Shanganagh WWTP, which respondents stated is already affected by other projects. Submissions referred to experiences during works at Corbawn Lane, where beach access was used as a construction route, and described compaction of shingle, prolonged beach disturbance and night-time operations under floodlights. Respondents stated that similar impacts could occur at Whiterock, affecting local amenity and quiet enjoyment.

Submissions also referenced the need to maintain emergency access along clifftop green spaces and nearby roads, including references to incidents requiring helicopter rescue from the beach. Respondents stated that compounds and access restrictions should not interfere with emergency response.

4.9 Amenity, Recreation and Cultural Value of Whiterock as a Unique Sandy Beach

Feedback emphasised recreational and cultural importance of Whiterock Beach for local communities and visitors. Submissions described Whiterock as “South Dublin’s only sandy beach” of its kind and referenced its rarity and local attachment. Respondents stated that Whiterock provides a space for swimming, surfing, walking, family visits, social gatherings and quiet enjoyment of the coastline.

Several submissions referred to the walk between Killiney and Whiterock Beaches as a valued local route within a wider recreational network around Killiney Bay. Respondents stated that the proposed revetment would prevent this walk except at extreme low tide, described in one submission as “a travesty for the community.” Submissions also referred to effects on access to nature and associated health and wellbeing benefits.

Submissions included cultural references, with one respondent stating that James Joyce’s writing drew inspiration from this coastline. Others described intergenerational connections, including childhood visits, family traditions and long-standing routines of residents who have walked, swum or surfed there for decades.

Across submissions, respondents stated that Whiterock’s amenity value is central to local identity and quality of life. Stakeholders stated that interventions should protect and, where possible, enhance this community asset, and avoid diminishing access or experiential qualities.

4.10 Integration with Other Major Coastal, Flood, and Offshore Energy Projects

Feedback raised the need for integrated planning across major infrastructure projects proposed for the Killiney and Shanganagh coastal area. Submissions referred to overlapping pressures from offshore wind farm cable landfalls, wastewater treatment upgrades, flood protection works on the Shanganagh and Deansgrange Rivers, and erosion management at other shoreline locations. Respondents stated that concurrent initiatives will place pressure on coastal space, access routes, vegetation and local amenity during construction.

Stakeholders stated that the ECRIPP scheme should not be planned in isolation, and that its compounds, access requirements and shoreline works could interact with other projects. Submissions raised concerns that compound locations, beach access routes and staging needs could conflict with those for wind farm landfalls or flood projects, with potential cumulative disruption and environmental risk.

Several submissions referred to potential benefits of coordination between public bodies, including options linked to coastal amenity, biodiversity restoration and recreational access. Respondents stated that without integration, cumulative impacts of multiple projects could affect coastal resilience and environmental quality.

4.11 Calls for Broader, Multi-Use or Strategic Coastal Planning Vision

Feedback from several respondents called for a broader strategic vision for coastal protection in the Dublin and Wicklow region. Submissions described the ECRIPP scheme as focusing on railway protection and referred to it as a “brutal” or “single objective” approach. Some submissions described the proposals as a “sticky plaster fix,” and stated that they do not reflect expectations linked to climate adaptation, biodiversity enhancement and sustainable coastal management.

One submission proposed reframing the project as a multi-functional initiative described as a “Project for Enhancement and Protection of East Coast Infrastructure and Amenity (PEPECIA),” and stated that a multi-agency approach could deliver coastal protection alongside enhancements to recreation, biodiversity and public space. That submission also referred to economies of scale and alignment with broader regional objectives.

Other submissions referenced the Sutton to Sandycove (S2S) coastal greenway proposal as an example of strategic, multi-use planning. Respondents stated that a continuous coastal walkway or cycleway, combined with climate adaptation measures, could provide both railway protection and public amenity benefits.

Across submissions, respondents stated that long-term coastal strategy should address infrastructure protection alongside public access, scenic views, ecological priorities and community value.

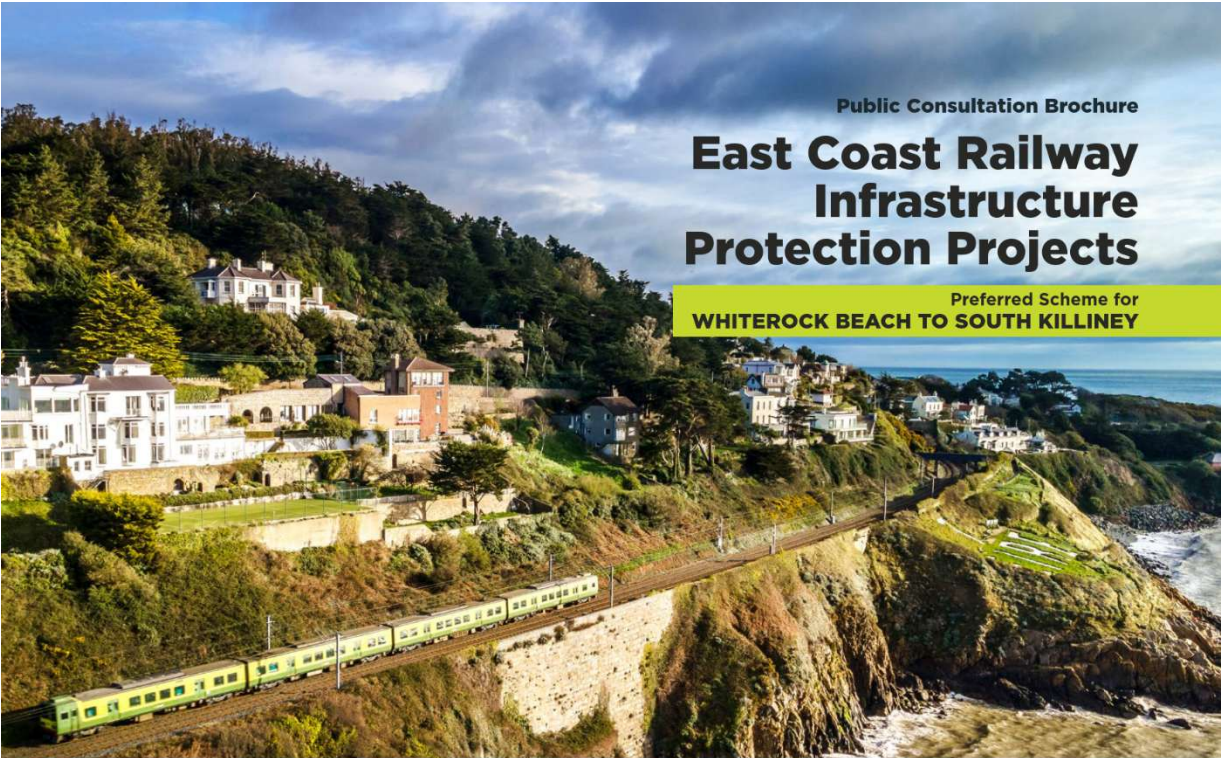
5. Next Steps

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

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

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

Appendix A. Brochure



Rialtas na hÉireann
Government of Ireland

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Project Ireland
2040



Jacobs



Iarnród Éireann
Irish Rail



East Coast Railway Infrastructure Protection Projects (ECRIPP) | Preferred Scheme Whiterock Beach to South Killiney C

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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?

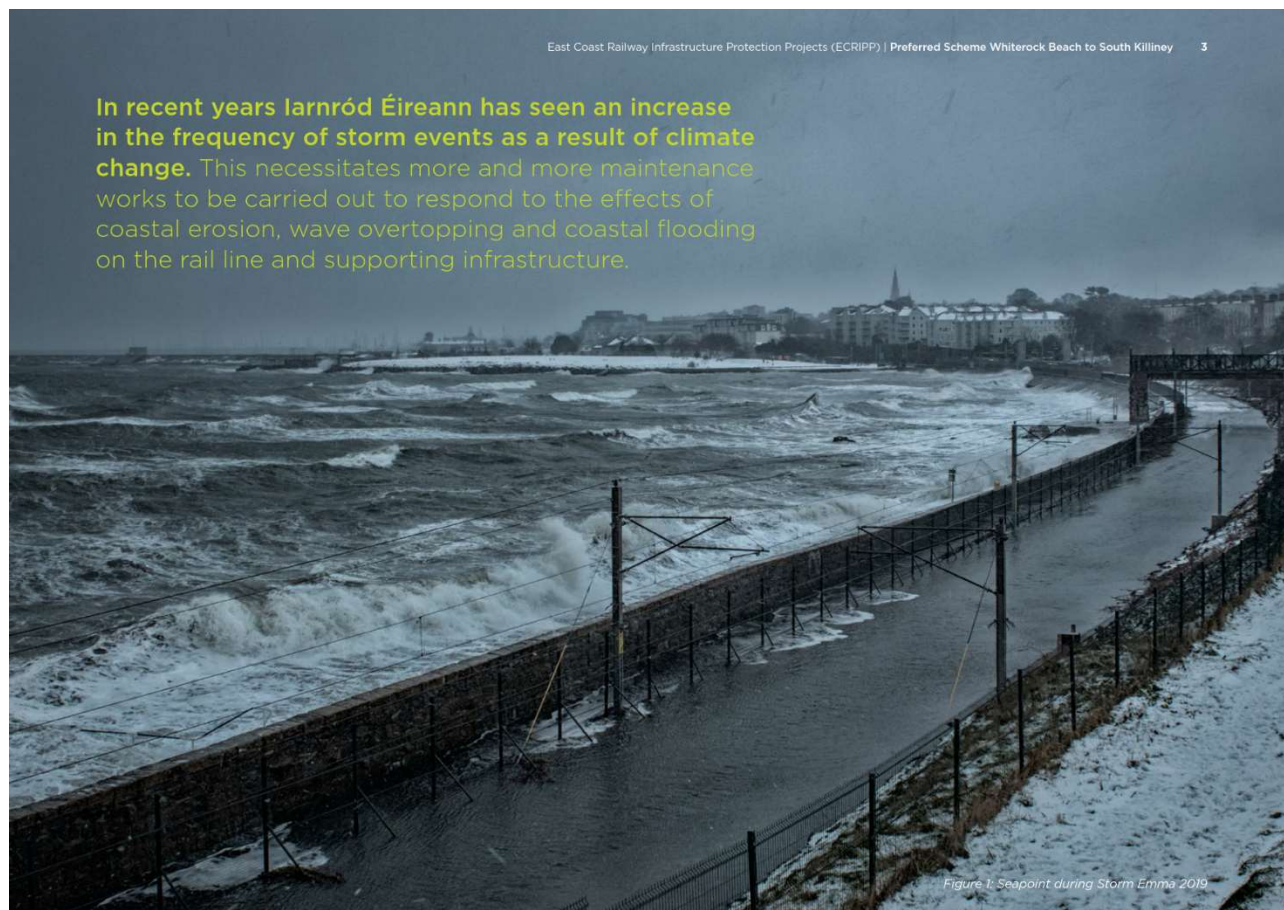
Iarnród Éireann has first-hand experience of the impacts of climate change on railway infrastructure on the east coast. Some areas of the east coast rail line have seen encroachment through the loss of coast of up to 20-30 metres in the last 10 years alone.

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.



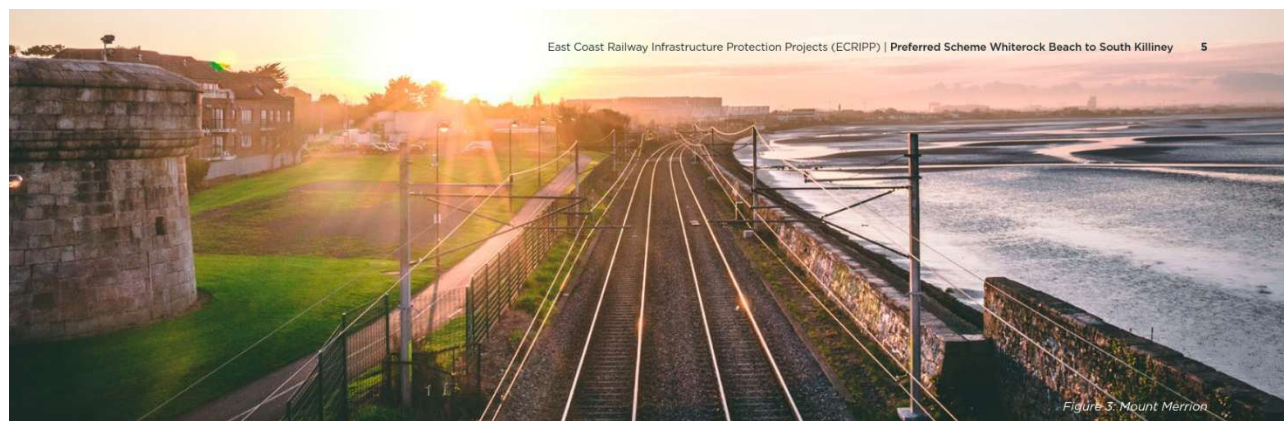


Five key locations, along a 65 km route have been identified and assessed as particularly exposed to coastal erosion and climate change effects.

Key Locations

The locations of the five projects are:

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



Objectives of the East Coast Railway Infrastructure Protection Projects

The objectives of the projects are:

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

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

Benefits of the East Coast Railway Infrastructure Protection Projects

Iarnród Éireann's role as a sustainable national transport system is recognised in the publication of the All-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.

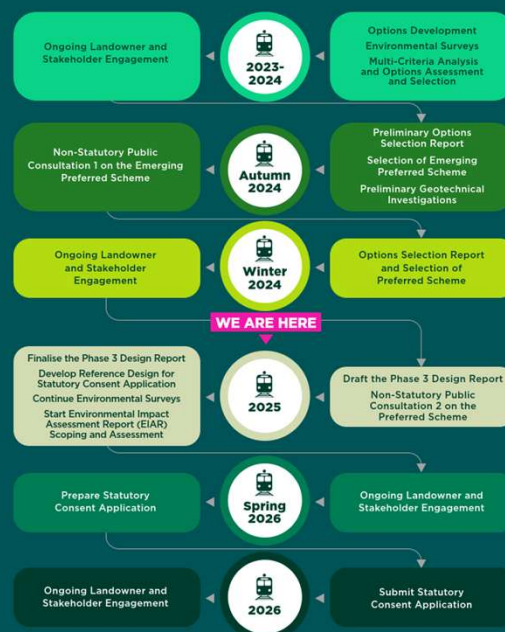


Figure 4: Consultation Roadmap



East Coast Railway Infrastructure Protection Projects (ECRIIPP) | Preferred Scheme Whiterock Beach to South Killiney

Figure 5: Bray Tunnel

03 Current Design Status

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

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

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

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

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

8 East Coast Railway Infrastructure Protection Projects (ECRIPP) | Preferred Scheme Whiterock Beach to South Killiney



Figure 6: Seapoint

East Coast Railway Infrastructure Protection Projects (ECRIPP) | Preferred Scheme Whiterock Beach to South Killiney 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.
- Initial rock stability calculations have been undertaken to identify the required rock size to ensure long term stability of the rock armour.
- An assessment of wave overtopping rates during storm events has been undertaken. This includes an allowance for sea level rise. This analysis informs the required geometry of the improved defences to provide the required Standard of Protection (0.5% Annual Exceedance Probability, also known as a 1 in 200-year storm protection level).
- The condition of the existing coastal defences has been informed by condition survey.
- Defence type and material selection have been selected to provide a long design life and to minimise future maintenance requirements.
- Constructability and technical viability have been considered in the design to ensure the options are feasible.
- Within the bounds of each option form, the impact on the environment and community have been considered at a high level through multicriteria assessment (MCA).

05 Option Selection Process

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

STAGE 1

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

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

STAGE 2

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

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

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

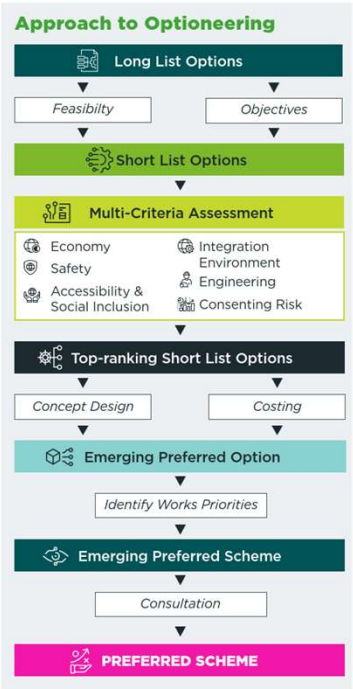


Figure 8: Approach to Optioneering Scheme



Figure 9: View from Blackrock beach

06 The Preferred Scheme – Whiterock Beach to South Killiney

The preferred scheme includes rock revetments at Whiterock and a raised footpath with a rear wall and beach access steps along Killiney. The Phase 3 design builds on the initial Phase 2 concept designs. Key improvements include optimised access to amenity areas compared to the earlier design.

The Whiterock Beach to South Killiney Coastal Project spans a diverse coastal area featuring natural hard cliffs, engineered embankments, and steep natural cliffs ranging from 6 to 12 meters in height.

The area is largely non-urban, with a railway line elevated above the coastline and supported in places by man-made structures. The project is divided into two main sections: Whiterock, which includes a masonry wall along the embankment, and Killiney/South Killiney, which extends from Killiney Beach car park to the Seaford Road underpass.

Key hazards include cliff instability, water run-off, coastal erosion, and shore platform lowering, with evidence of past structural failures due to these risks.

Project Objectives

The objectives of the project between Whiterock Beach and South Killiney are:

- To reduce the impacts of wave overtopping leading to erosion of the embankments that support the railway
- To reduce the risk of coastal erosion undermining the embankments that support the railway

Preferred Scheme

Design at Whiterock

The preferred solution at Whiterock is to construct a rock revetment in front of the existing masonry wall to reduce wave forces and the risk of slope erosion caused by overtopping. The Phase 3 design has focused on narrowing the revetment to lessen its impact on the beach. This was achieved by steepening the slope and reducing how much space the revetment takes up on the beach. Lowering the crest level also eliminated the need to raise the existing wall behind it.

The revetment will consist of two layers of 6-10 tonne armour rock placed over two layers of 0.3-1.0 tonne underlayer rock, with a geotextile beneath to prevent material loss. Where the existing wall is lower the crest width of the revetment will be approximately 5.8 metres (four rocks wide), and where the wall is higher, it will be reduced to about 4.3 metres (three rocks wide).

Design at Killiney and South Killiney

Phase 3 design has been refined to improve beach access and reduce visual impact. The front wave wall was removed and replaced with steps from the footpath to the beach. In northern Killiney, rock toe protection was also removed, but it remains necessary in South Killiney due to expected future beach lowering.

The footpath will be 3.0m wide along the whole of Killiney and South Killiney, providing a shared access path along the back of the beach for the full length. A rear wall, at the back of the footpath will also continue for the full length varying in height from +5.6 mODM at the north to +6.5 mODM in the south. The height of the footpath will also increase in south but this change in level will happen gradually to limit impact on access.

At the northern section of Killiney the new raised footpath will tie into the existing ramp. A new pedestrian ramp will also be incorporated to provide accessible access to the beach. Continuous access steps from the raised footpath to the beach will be included for approximately 50m. These access steps, as well as the ramp, extend below the existing beach level to ensure long-term beach access, even if beach levels drop. The existing access ramp and building south of the station car park will remain and in this location the footpath will extend seaward to maintain the 3.0m wide walkway in front of the existing building.

South of the existing building at Killiney, the access steps transition to wider, taller amenity steps over a 170m stretch, continuing to the existing concrete steps near Killiney station. The existing building and existing concrete steps along this section will be maintained with the footpath extending seaward to maintain the 3.0 m wide footpath in front of the structures.

South of the existing concrete steps and running 360m to the Seaford Road underpass, the beach narrows and wave conditions are stronger. Here, the rear wall height needs to be higher, and the footpath rises gradually to reduce the wall's exposed height. Amenity steps continue along this section with the addition of buried rock at the toe of the steps. At the southern end, the footpath slopes down to +3.5mODM to meet the existing path, and a pedestrian ramp is included to maintain beach access.

Safety features such as handrails and kerbs will be added where needed to prevent the risk of falls.

Future Adaptability:

The designs have been developed with future adaptability in mind. At Whiterock, extra rock armour can be added later if needed to reduce wave overtopping and erosion.

At Killiney and South Killiney, where future beach erosion is expected, structures include a sheet pile toe. This allows for the future addition of rock toe protection to prevent undermining and manage wave energy. In the long term, full rock revetments can also be added in front of the defences if required.

Maintenance

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

Land Acquisition

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

Environmental Assessments

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

Construction

The project's construction approach remains largely unchanged from the Option Selection Report, with consistent materials and methods. Due to limited road access, rock armour will be delivered by sea, while plant and other materials will arrive by road. A main compound and smaller satellite compounds will support site operations.

Large volumes of rock will be stockpiled both on land and in the water, requiring heavy equipment that must be stored on-site. Killiney Beach, adjacent to Shanganagh Wastewater Treatment Plant is proposed as a staging area for equipment assembly and beach access. Rock is likely to be sourced from overseas, particularly Norway, with some local supply delivered by road.

Marine delivery involves self-discharging barges offloading rock at high tide, which is then moved up the beach at low tide using excavators. A temporary causeway may be needed. Precast concrete will be used for walkway sections to improve efficiency, with units delivered by road or rail and transported along the beach.



Figure 10: Preferred Scheme Location Plan



Figure 11: Illustrative view of raised footpath with a rear wall and beach access steps along Killiney Beach



Figure 12: Illustrative view of rock revetments at Whiterock



Figure 13: South of Killoole Station

07 Next Steps

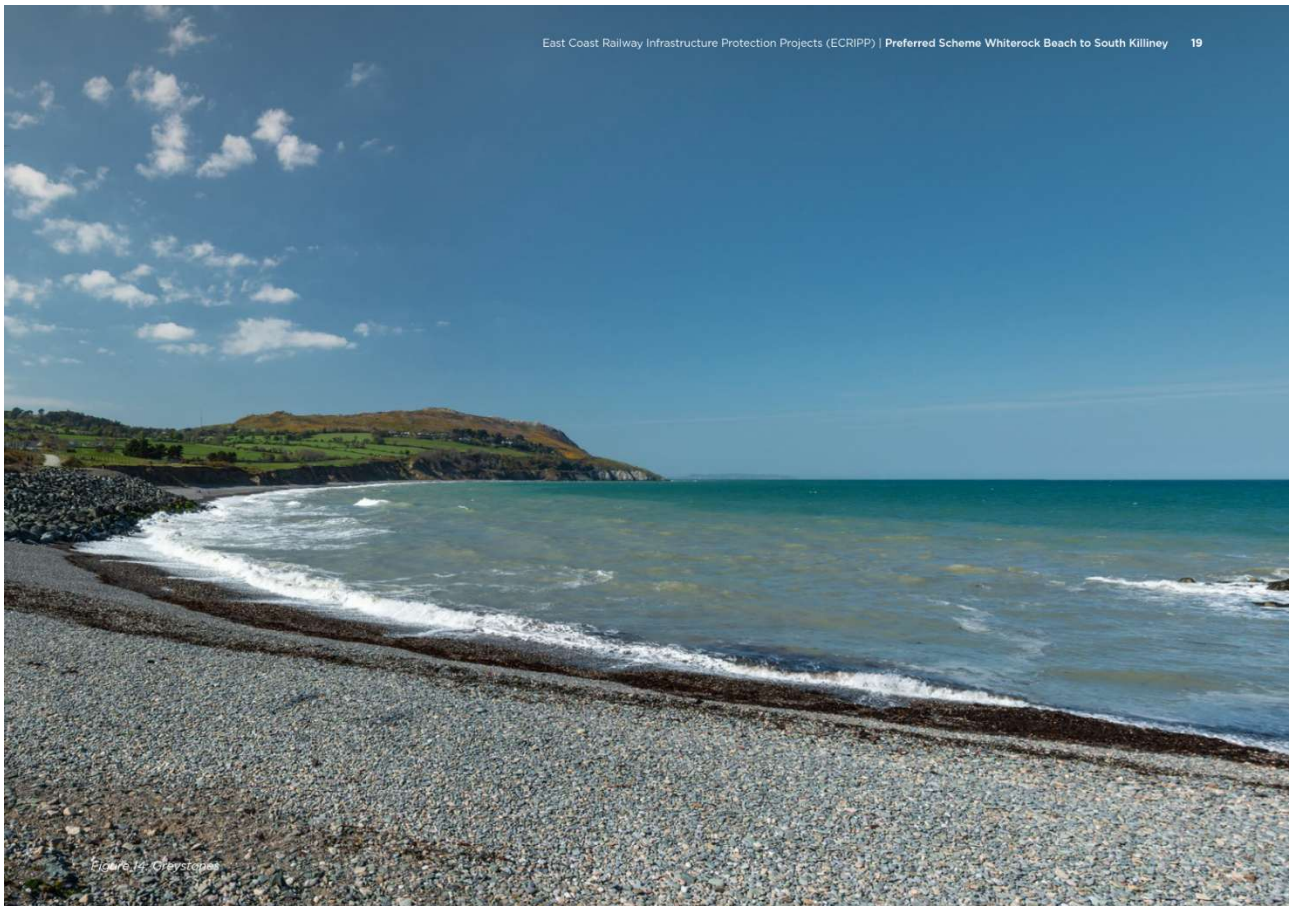
Further Design Development

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

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

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

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



08 How to Engage

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

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

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

Please contact us via the following means:

Website



Email: ecrippenquiries@irishrail.ie

Phone line: 01 202 7900

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

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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?

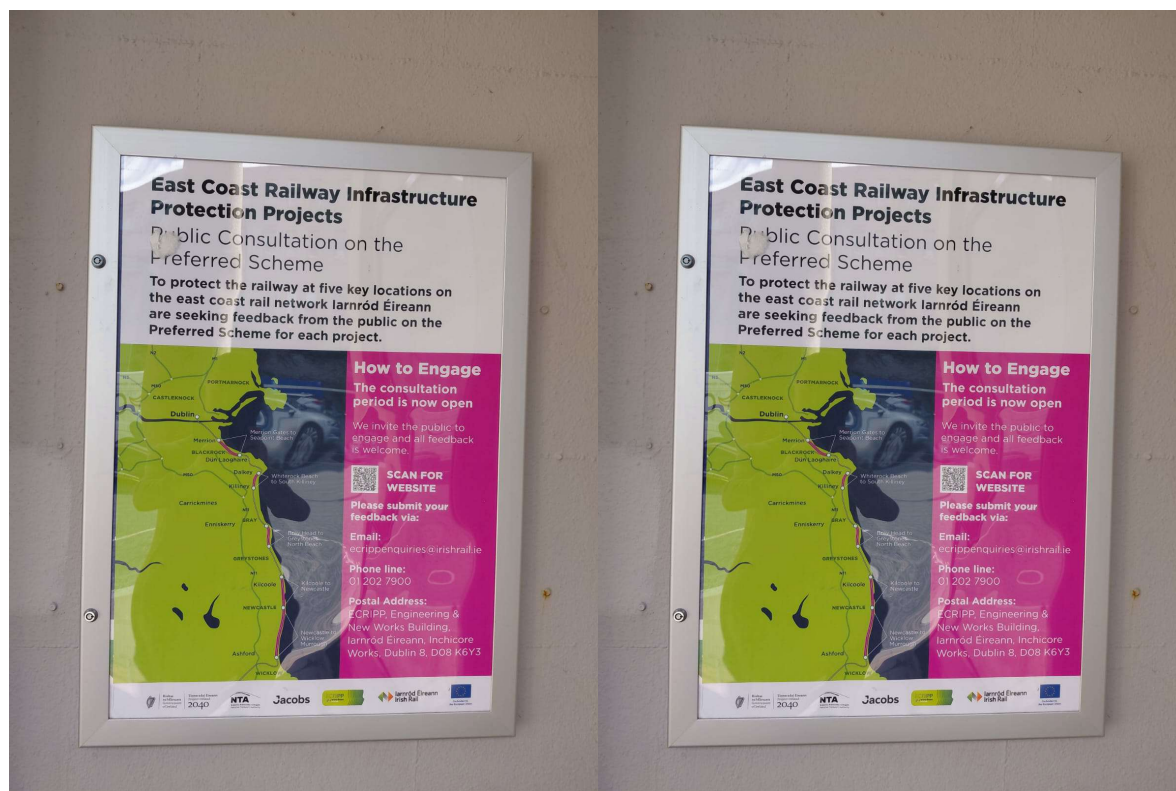
Whiterock Beach is part of the White Rock to South Killiney section, an area especially vulnerable due to its proximity to the sea and the presence of critical railway infrastructure. The proposed design includes a rock revetment to protect the existing wall from wave damage and erosion. At Killiney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

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.

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 controversial store operator is seeking permission to take over an off-licence in the heart of Bray Central's shopping plaza, with a view to selling "premium" alcoholic drinks and a range of other types and sizes of retail outlets in the area.

The applicant, who is a member of the National Off-Licence Association (NOLA), is seeking to take over the unit at the corner of the plaza, which is currently an empty off-licence. The unit is located at the corner of the plaza, which is currently an empty off-licence. The unit is located at the corner of the plaza, which is currently an empty off-licence.

The applicant, who is a member of the National Off-Licence Association (NOLA), is seeking to take over the unit at the corner of the plaza, which is currently an empty off-licence. The unit is located at the corner of the plaza, which is currently an empty off-licence.

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News | 9

Dangerous driving trial to go ahead

DARRAGH MCCANN

A number of dangerous driving charges against a Dublin driver have been dropped after a court ruled that the evidence was not sufficient to proceed with the trial.

The trial was set to take place at the District Court in Dublin, but the judge ruled that the evidence was not sufficient to proceed with the trial. The trial was set to take place at the District Court in Dublin, but the judge ruled that the evidence was not sufficient to proceed with the trial.

The trial was set to take place at the District Court in Dublin, but the judge ruled that the evidence was not sufficient to proceed with the trial. The trial was set to take place at the District Court in Dublin, but the judge ruled that the evidence was not sufficient to proceed with the trial.

Cláir Chosanta Bhoneagar Iarnróid an Chósta Thoir

Comhairliúcháin 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

NTA Jacobs Iarnród Éireann

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, 65, who has been playing drums for over 50 years. He is now teaching the joy of the beat to a new generation of drummers in Kilcoole.

Neil Dowling is a well-known drummer in Kilcoole. He has been playing drums for over 50 years and is now teaching the joy of the beat to a new generation of drummers in Kilcoole.

Neil Dowling is a well-known drummer in Kilcoole. He has been playing drums for over 50 years and is now teaching the joy of the beat to a new generation of drummers in Kilcoole.

News Culture Night | 11

Cláir Chosanta Bhoneagar Iarnróid an Chósta Thoir

Comhairliúcháin 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.

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NTA Jacobs Iarnród Éireann

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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 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.

Updated / Monday, 15 Sep 2025 13:08



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



By **Samantha Libreri**
Eastern Correspondent

Plans aimed at preventing the railway line between south Dublin and



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PADRAIG CONLON 16 SEP 2025



Feedback from last year's public consultation has contributed to the ongoing design development and lamród

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40 years on, *Back To The Future* is still timeless



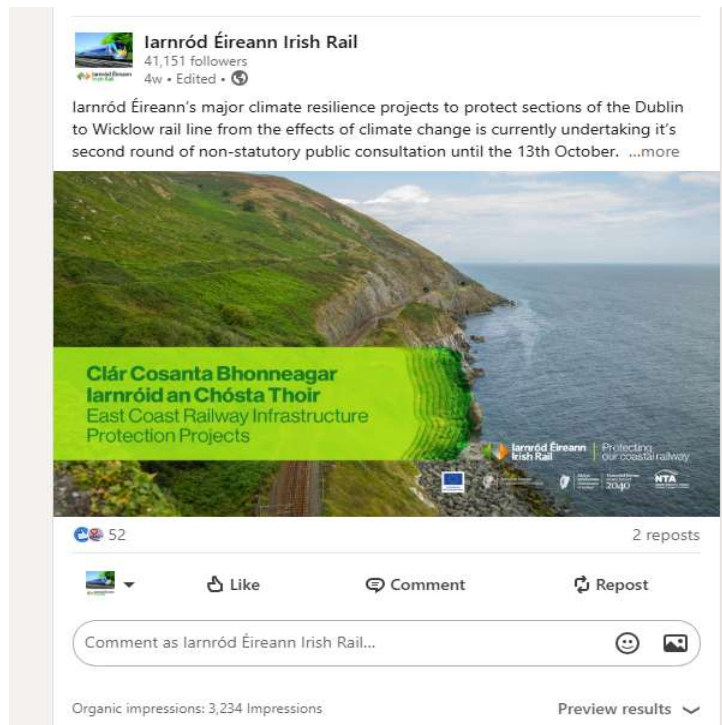
■ [Southside TDs discuss Citywest fallout](#)



Northside councillors call for improved waste services

Appendix F. Social Media

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





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

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



355 likes
15 September

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

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

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

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

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

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

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

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

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

 38

2 reposts



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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.

Appendix H. Public Information Events



East Coast Railway Infrastructure Protection Projects

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



Why are Coastal Protection Measures Required?

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

This necessitates more and more maintenance works to be carried out to respond to the effects of coastal erosion and wave overtopping on the east coast rail line and supporting infrastructure.

These works result in increasing disruption to existing services.



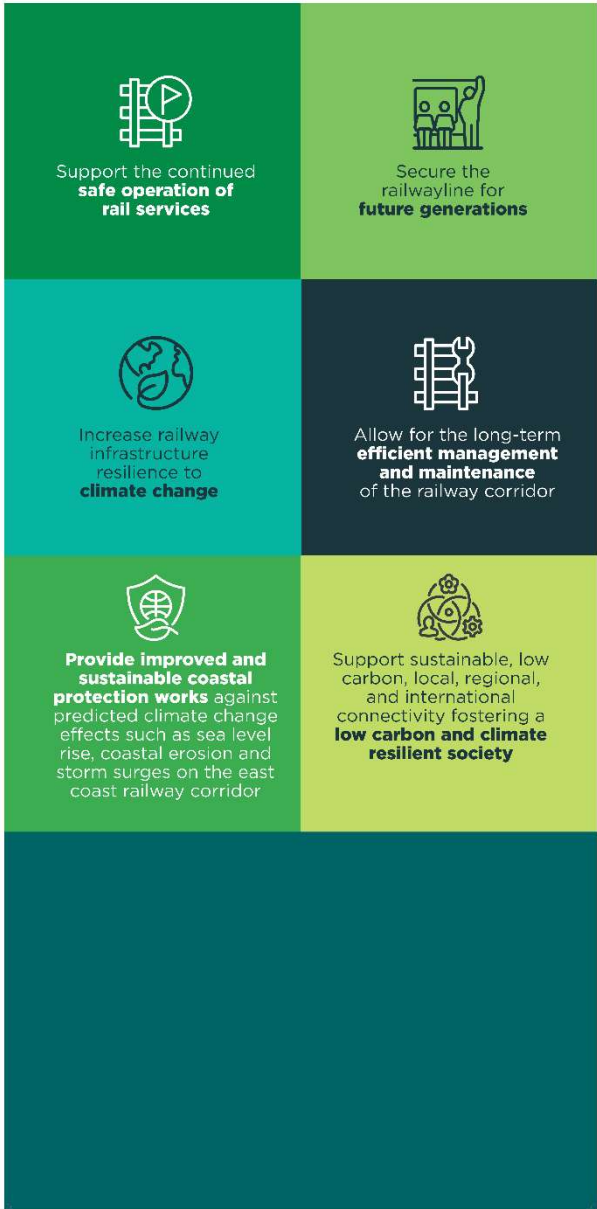
Key Locations



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

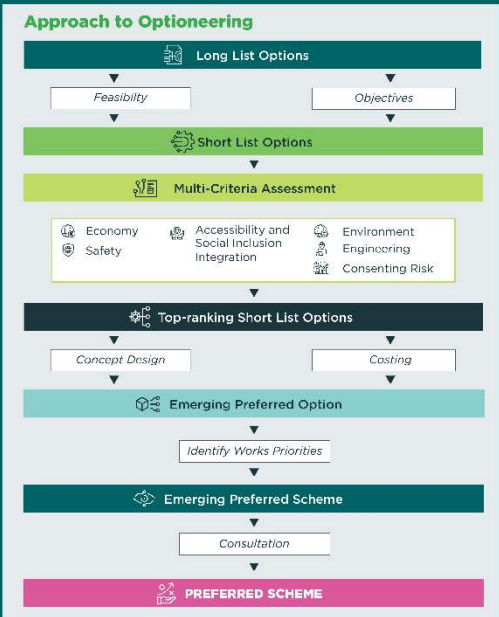


Key Project Objectives



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.

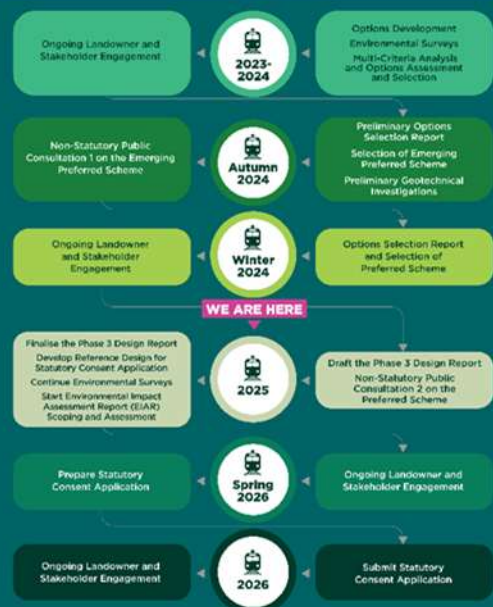


This process is detailed in the Phase 3 Design Report for each project.



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:



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

Email:
ecrippenquiries@irishrail.ie

Phone line:
01 202 7900

The Preferred Scheme Whiterock Beach to South Killiney



Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland
2040



Jacobs



The Preferred Scheme Whiterock Beach to South Killiney

Proposed works comprise:

- New 3.0m wide raised footpath/shared access way along the back of the beach
- New concrete wave wall at the back of the new footpath
- A combination of access steps and amenity steps providing continuous access from the new footpath to the beach
- Access ramps at the north and south of the scheme



Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland
2040



Jacobs



The Preferred Scheme Whiterock Beach to South Killiney

Proposed works
comprise:

- Two new rock revetments at Whiterock, one to the north and one to the south of The Bluff
- Rock revetments will be constructed against the existing masonry wall
- The rock revetments will follow the alignment of the existing wall and will not extend across Whiterock Beach
- Rock revetments will comprise two layers of large rock armour on an underlayer of smaller rock



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Iarnród Éireann
Irish Rail



The Preferred Scheme Whiterock Beach to South Killiney

Proposed works
comprise:

- Rock revetments will comprise two layers of large rock armour on an underlayer of smaller rock
- Rock armour will extend below the existing beach level to allow for future lowering of the beach
- No works are planned for the existing masonry wall



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of Ireland

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Project Ireland
2040



Jacobs



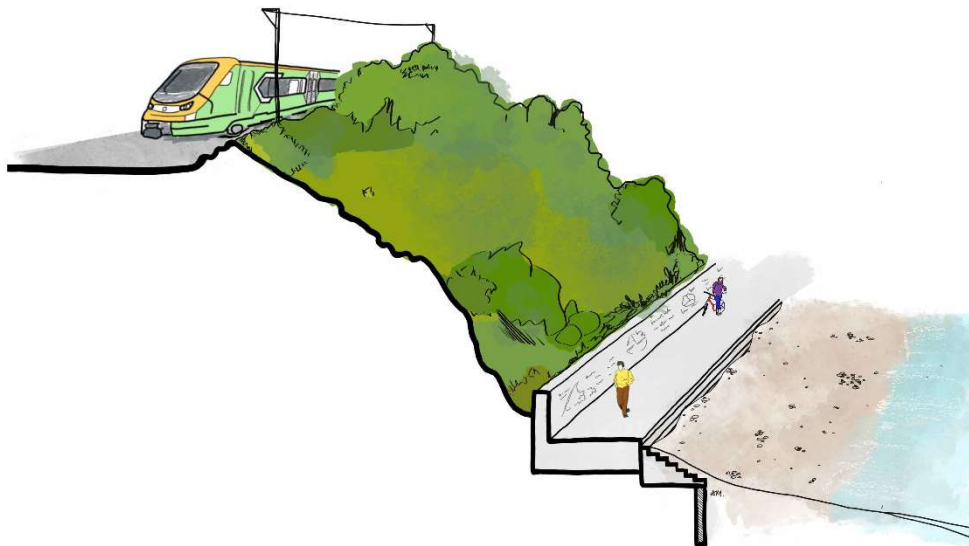
Iarnród Éireann
Irish Rail



The Preferred Scheme Whiterock Beach to South Killiney

Proposed works
comprise:

- New 3.0m wide raised footpath/shared access way along the back of the beach
- New concrete wave wall at the back of the new footpath provides overtopping protection to the cliffs to reduce the risk of undermining
- Access steps extend below the existing beach level to ensure beach access is maintained if beach levels lower in the future
- A sheet pile is provided at the base of the steps to allow future adaptation if required



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Project Ireland
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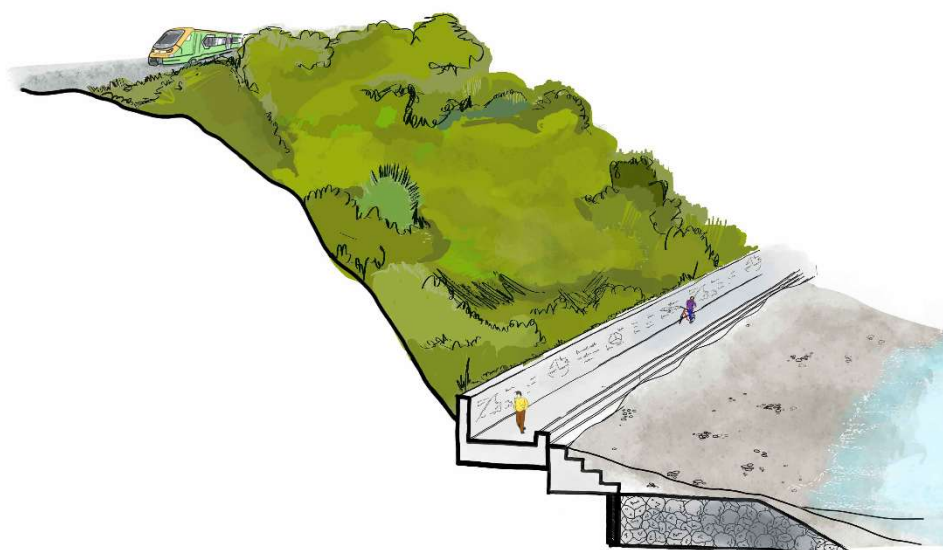
Jacobs



The Preferred Scheme Whiterock Beach to South Killiney

Proposed works
comprise:

- New 3.0m wide raised footpath/shared access way along the back of the beach
- New concrete wave wall at the back of the new footpath provides overtopping protection to the cliffs to reduce the risk of undermining
- A small upstand is provided at the seaward edge of the walkway to provide edge protection but also provides seating
- Amenity steps extend below the existing beach level to ensure beach access is maintained if beach levels lower in the future
- Buried rock to protection is provided to provide protection under lower beach levels in the future



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Appendix I Consultation Leaflet

Cláir Chosanta Bhonneagar Iarnróid an Chósta Thoir

Comhairliúchán Poiblí 2

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

Cad é a bhfuilimid ag dul i gcomhairle air?

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

Conas a bheith Rannpháirteach

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

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

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



Téigh i dteagmháil linn trí na modhanna seo a leanas:



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

Seoladh Ríomhphoist:

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Tionscadal Éireann
Project Ireland
2040



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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**

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