

Irish Rail/Jacob Engineering Analysis of the Public Consultation Submissions received In September 2025 in respect of the proposals for the Protection of the Railway (ECRIPP).

July 25th 2026



Irish Rail/ Jacob have recently published an analysis of the results of the Public Consultation process that was conducted in September 2025 on the proposals for the protection of the railway on the east coast between Dublin and Wicklow (ECRIPP). This paper relates to Area 1- the section of the railway between Merrion Gates and Seapoint which proposed a concrete wall as the preferred solution to protect the railway line. A copy of the full analysis of this section is attached [here](#).

The report is commendable in its thoroughness and frankness. It acknowledges comments that were probably not what the promoters were hoping for or expecting to receive.

There was a total of 311 submissions, which is surprising given the short time that was afforded to those wishing to comment. **While there was overwhelming acceptance of the need to protect the railway there was an even greater number opposed to the proposed solution (a concrete wall close to 3m high).**

The Chapters 1 and 2 give an overview of the whole process and the consultation process itself. Chapters 3 and 4 give an analysis of the submissions. Chapter 5 summarizes the next steps which state that Irish Rail/Jacob will now proceed to decide on a design and prepare the documentation to make an application to An Coimisiun Pleanála for permission to proceed.

Finally, there is an **Appendix** that contains a repeat of the original proposal in September 2025 and other reference material.

The following are just some of the more notable findings in the report.

- **Pg.12 (3.2): Sentiment is 85% negative towards the proposed scheme** (203/311 strong objections, 62/311 objections w/alternatives)

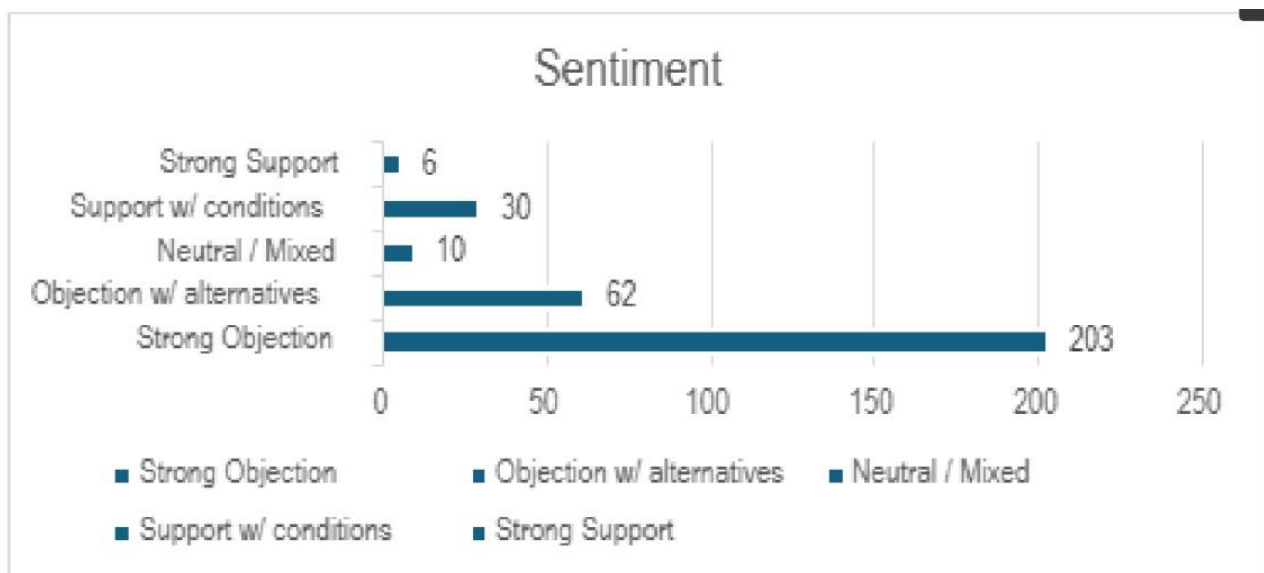


Figure 3.2 Submissions Sentiment

- **Pg. 14 (3.4)** A massive 92% of the 311 submissions oppose the proposed scheme (151/311 strongly oppose, 137/311 oppose), with the most mentions being related to Blackrock followed by Seapoint

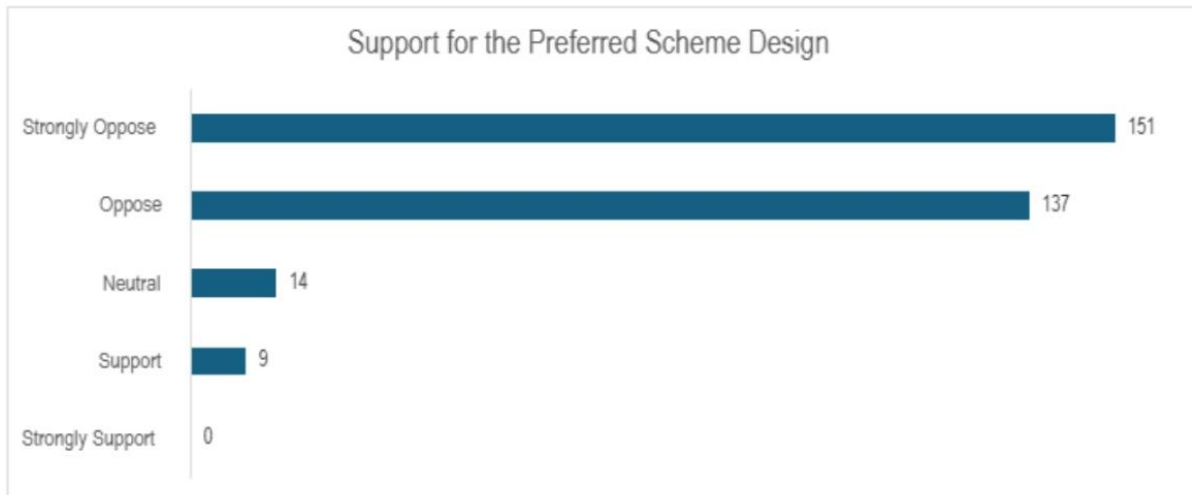


Figure 3.4 Support for the Preferred Design

- **Pg. 16 (3.6)** Key themes that came up included *"Loss of Sea Views & Visual Impact"*, *"Public Amenity, Beach Use and Coastal Recreation"* and *"Integrated Coastal Solutions incl. S2S"*

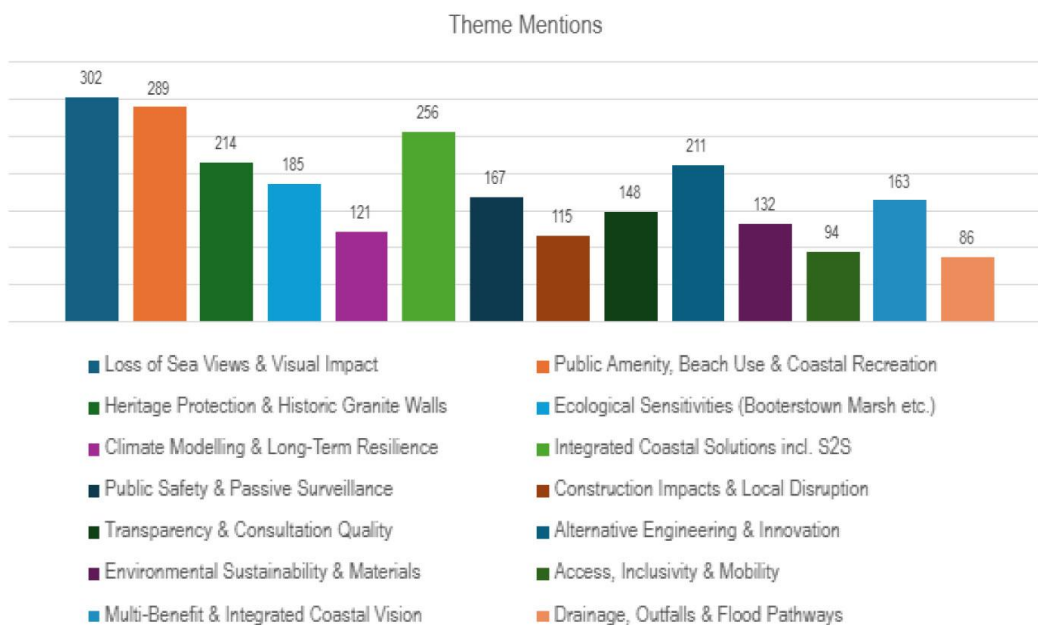
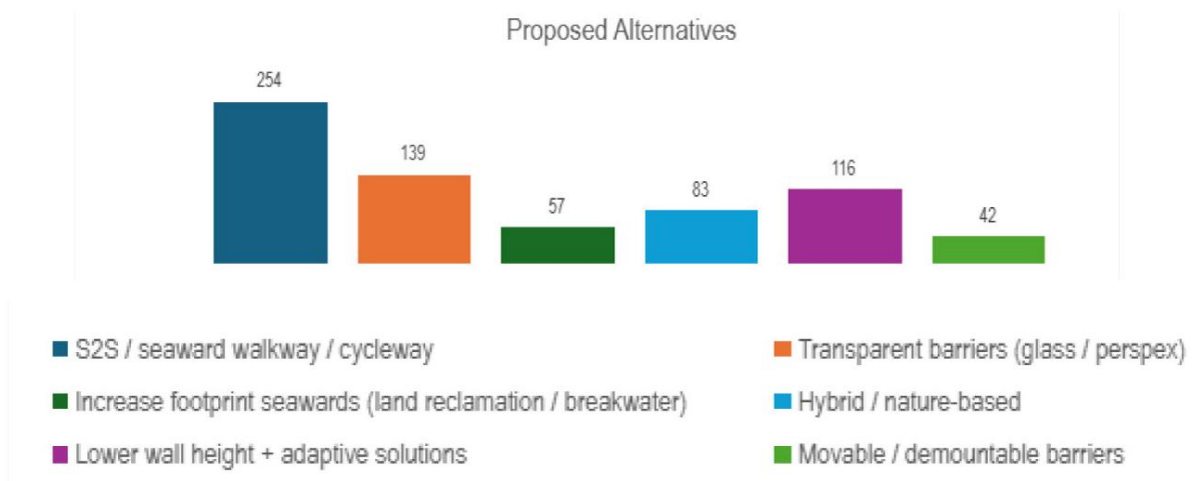


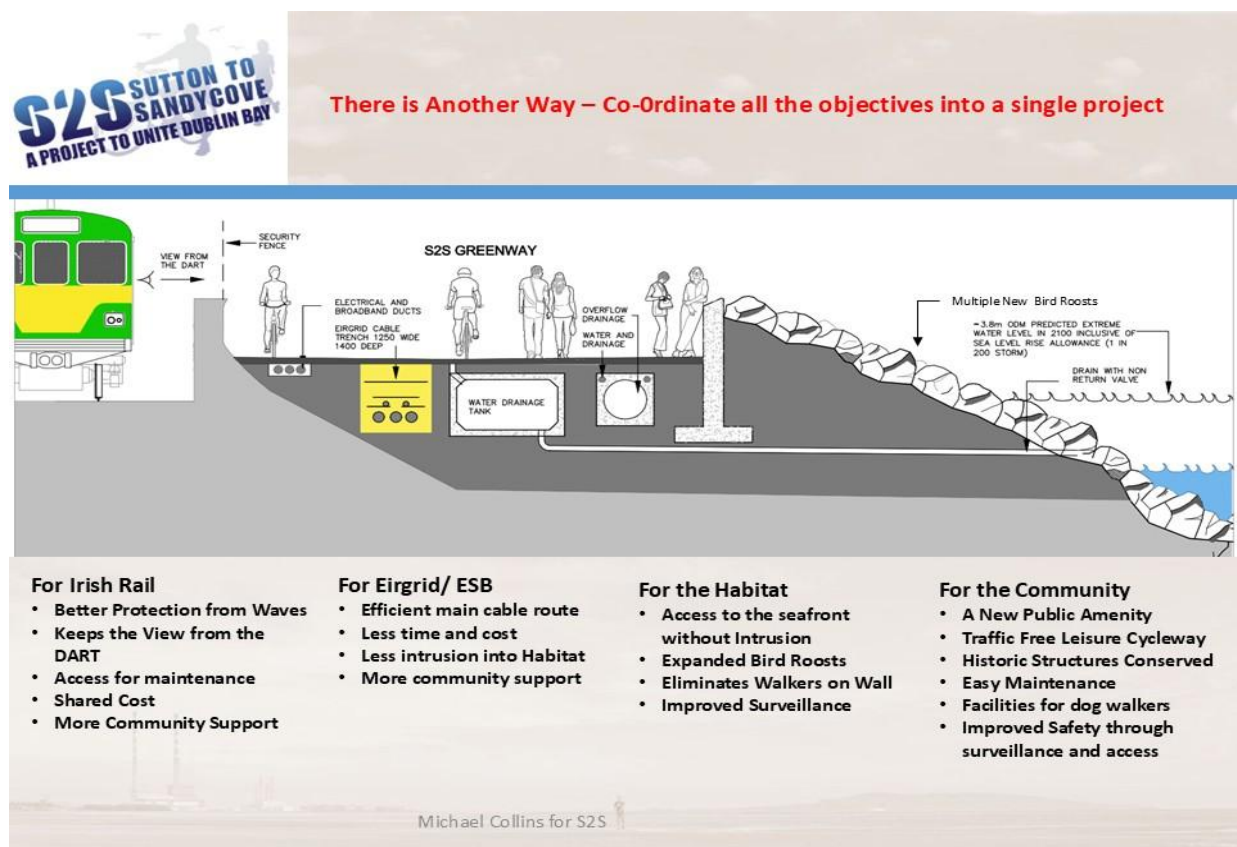
Figure 3.6 Key Themes

- **Pg. 28 (4.2)** 82% (254/311) submissions proposed an alternative like the S2S / seaward walkway / cycleway



It is quite clear across a very wide spectrum of opinion that there is overwhelming support for the protection of the railway and the service that Irish Rail provides. It is equally clear that there is overwhelming rejection of the scheme that has been proposed. The Government's initiative in relation to **Accelerating Infrastructure** presents a new and exciting possibility to combine major critical infrastructure objectives into one compact project. This would combine Irish Rail's need to protect the railway with Eirgrid's need to complete the mains cable from Blackrock to Poolbeg and allow Uisce Eireann to install a supplementary drainage pipe from Dun Laoghaire to Poolbeg to help eliminate the pollution of South Dublin Bay. All these could be combined with the long promised S2S public amenity comprising a coastal Walkway and Cycleway.

For information, an updated diagram illustrating the alternative proposal submitted to Irish Rail/Jacob in September 2025 by the S2S Supporters Group is included below. (This did not form part of the Irish Rail/Jacob report)



In conclusion Paragraph 4.10 of the Irish Rail/Jacob report is repeated in full below. These quotes eloquently express their reasons for supporting the alternative S2S proposals. We hope they will encourage the relevant Authorities and Utilities to come together and agree a way forward along these lines. It is a once in a lifetime opportunity.

4.10 Integrated Coastal Solutions Including S2S Greenway Options

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

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

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

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

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

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

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

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

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On behalf of **the Sutton to Sandycove Walkway and Cycleway (S2S) Supporters Group**

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