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Attention- Senior Executive Officer

Transportation, Infrastructure Delivery and Emergency Services Department
Wicklow County Council
County Buildings
Whitegates
Wicklow Town
A67FW96
E:wicklowgreenway@wicklowcoco.ie


10th February 2026

Re: Objection to emerging Preferred Route Wicklow to Greystones Greenway

To whom it may concern,

I write as a landowner and effected farmer to strongly object to the emerging proposed Preferred Route of Wicklow County Council. My strong objections are based on the following reasons:-

1. **No consultation** with the landowners at [REDACTED]. We are now at Phase three of this Wicklow to Greystones Greenway proposal with no engagement whatsoever.
2. **Loss of livelihood for our family.** As Irish citizens we all have a right to work and to earn a living I firmly believe that the proposed greenway will destroy our ability to continue to farm as we have been doing for the past forty years. Severance of our farm to allow for the proposed greenway is not accepted.
3. **Loss of privacy** I fear for my personal safety in my own home if anti-social behaviour and trespass occurs on or near our property.
4. The emerging preferred route is in breach of the **Code of Best Practice for National and Regional Greenways** as published by the Department of Transport on 17th December 2021. The principal stakeholders of this code include the Department of Transport, Local Authorities, The Irish Cattle and Sheep Farmers Association, the IFA and most notably Transport Infrastructure Ireland who will be the ultimate funder and decision maker for this proposed Greenway. The lack of


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5. adherence to this code is illogical and makes no sense, proposing to acquire privately owned land instead of utilising existing state controlled land shows an inability to follow procedures and work in cooperation with all the stakeholders.
 6. **Compliance with SAC and SPA environment protection.** The proposed preferred route poses permanent disturbance and serious environmental risk to the existing protected habitat. The designated SAC and SPA lands are part of our farm. Any disturbance to the species and wildlife living on our farm will be in breach of EU and Irish legislation (disturbance of badgers, otters, birds, flora and fauna), as well as having a detrimental and devastating environmental outcome. This I cannot support or agree to.

Wicklow County Council Climate Action Plan 2024-2029 calls for Climate Resilience & Biodiversity Richness. The construction of the Greenway by stripping land, removing trees & hedgerows on private land will destroy existing carbon sequestering farmland.

In consultation with the Department of Agriculture we implement a rotational grazing system for positive impacts on the land. The rotational grazing reduces atmospheric CO2 levels and improves soil health and agricultural productivity. On our farm we manage our grazing by implementing rotational grazing systems. The maps of the preferred route seeks to build a path through peaty soils which are high density carbon stores, which could be a high risk and a net negative for the climate.

Any proposed construction on these protected areas requires deep soil stripping and significant drainage works. The soil in these areas is unsuitable for heavy construction works with the consequences of massive ecological and hydrological disruption. This will disturb our wildlife and most particularly our Badger setts. It will trigger Bovine TB spread which we cannot support or agree to as we are cattle farmers.

7. **Flood Plain.** The proposed preferred route runs through a raising flood plain. In light of the recent flooding we have witnessed in our county, Wicklow county council must be on high alert that the proposed preferred route is planned to run directly through a flood plain. Large sections of the preferred route have flood risk and are identified as Flood Zone A and B and a high water table to include farmland north of the sea road at Newcastle, the Birdwatch East Coast Reserve, Broadlough and Tinakilly Lower.



Wicklow County Council Climate Action Plan 2024-2029 calls for adaption for future sea-level rises & flooding. Given the preferred route is inside the Flood zone A, the idea of seeking to build a Greenway as per the preferred route is, in my opinion;

- a complete failure to properly research and survey the area under consideration;
- a wanton disregard for climate change accountability; and
- a failure to adhere to climate resistant planning.

Such lack of research and absence of attention to detail is a sure sign of failure at Bord Pleanála stage.

I attach recent drone footage taken last week to demonstrate the extent of the flooding. It would be a very wilful waste of public resources with no attention given to climate-resistance planning to grant planning to construct a greenway on the proposed preferred route.

There is no logic or justification to acquiring privately owned land at a great cost to the national exchequer and tax payers of Ireland on a flood plane route where access will not be available all year round. Most especially during periods of severe bad weather.


8. The existing amenity the costal route and the Murrough

An already popular coastal walkway exists along the Dublin–Rosslare railway corridor between Wicklow Town and Greystones which provides access to everyone who wishes to cycle and walk beside the sea.

This route lies predominantly on State-controlled land and must be upgraded in any event as part of an unavoidable coastal erosion and rail protection programme.

This existing facility merits any potential infrastructure investment monies available to be deployed to this existing amenity; this will allow for proper and adequate use of the facility that runs by the sea and in my opinion is a preferred route which already exists and serves the people of Wicklow and beyond.

The Murrough is a much loved local amenity that the people of Wicklow have enjoyed for centuries. The rate of costal erosion of this facility and national



resource is frightening and it deserves a large investment of capital to stem the ever increasing coastal erosion.

The constraints study report identifies the route as being within Flood zone A and Annex I habitats. Why is the Council following a high risk privately owned land route when the existing costal path represents the least resistance path under the Habitats Directive

In summary and for clarity I am not opposed to Greenways I believe they should provide accessible infrastructure in nature for everyone to enjoy.

I do, however, firmly object to the emerging preferred route Wicklow to Greystones greenway. The preferred route is fundamentally unsuitable, it will destroy existing viable businesses permanently destroy protected habitats and peoples livelihoods by severing farms and should not proceed

I await hearing from you to confirm safe receipt of this letter.

Yours faithfully,

