

Wicklow Greystones greenway submission.

From [redacted] >
Date Fri 2/13/2026 12:19 PM
To Wicklow Greenway <wicklowgreenway@wicklowcoco.ie>

1 attachment (26 KB)
wicklowgreystonesgreenwayletter.pdf;

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Please find attached letter in relation to emerging preferred route. A copy of the content has also been pasted into this email.

Regards
[redacted]

12 February 2026
Senior Executive
Transport and Infrastructure Delivery Department
Wicklow County Council
County Buildings
Wicklow Town
A67 FW96
RE: Emerging Preferred Route, Wicklow to Greystones Greenway

To Whom it may concern,
I write to you as both a user of Greenways and landowner along the emerging preferred route. I was really disappointed to see the nature of the route and consider it to be ill-conceived. Following are some of the reasons why I object to the selection of the inland route.

- The zig zag nature of the route. I would love to travel along a greenway to either Wicklow or Greystones, but not along a route with so many bends.
- The proximity of the route along side the SAC and SPA. With an understanding of the natural world it is obvious to me that there is potential for significant disruption to the ecology of the area both through the construction and during the ongoing use of such a greenway.
- The disruption to many farms that are split by this route. I am shocked how some farms will be severely impacted. And in relation to this I have not been informed on how the crossing of the greenway to access farming actives is managed.
- On a related note, myself, along with numerous other residents make use of a private lane, part of which is shared with the preferred route. How is this managed so that greenway users are protected from farming traffic and stock? And our stock protected from the likes of dogs?
- And getting more personal. My lands are a stud farm with quality thoroughbred bloodlines. The location for such an operation is ideal due to the good land and lack of disturbance. The

emerging preferred route, of which 800m would be within my lands will result in an unacceptable interference to the sensitive nature of this business.

Moving away from some of my objections to the emerging preferred route. It is obvious to me that the greenway funds should be channeled into a coastal route that will incorporate coastal protection. This coastal protection is needed to protect the essential infrastructure that is the railway and also the SAC/SPA. We need long term thinking and not be influenced to be picking an ill-conceived route through short term thinking such as delays caused by railway or coastal works.

Finally, was a route corridor further inland considered? Mainly between the R761 and M/N11.

Yours sincerely,

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12 February 2026

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