

Thursday, 12th February 2026

Senior Executive, Transport and Infrastructure Delivery Department,
Wicklow County Council,
County Buildings,
Whitegates,
Wicklow Town,
A67FW96.

Re: Emerging Preferred Route – Wicklow to Greystones Greenway

To whom it may concern,

We own a home and lands at [redacted], which includes the privately gated avenue from the R761 public road for over 1km toward the sea. Other neighbours have restricted rights of way over limited parts of the avenue to access their properties; there are no public or state rights of way.

How the *Emerging Preferred Route (EPR)* for the Wicklow to Greystones Greenway would cross our land remains unclear, a letter eventually received after follow-up, only shows a crossing you want to take, but the public maps may show it also running on top of our avenue for 250m, which wouldn't be possible without blocking ours and many other homes.

This submission outlines 2 categories of concerns, which we have tried to keep concise and factual in order to assist Wicklow County Council (WCC) to get to a much improved outcome:

- 1. **Concerns Relating to our Property & Vicinity**
- 2. **Concerns about Overall Route**

As greenway users and supporters, we are highly supportive of such initiatives, however given repeatedly "lost letters" and trespass against request on our land last year, we have been paying much closer attention and putting a lot of effort into understanding the details of the EPR, and what we have found has only concerned us even more. We formally request that the EPR does not move forward in this or similar form.

To understand the EPR selection, we have requested several other key documents (including the phase 2 Options Selection Study, MCA scoring matrix, AA etc.), which are all referenced in the summary documents published on the Wicklow County Council website - we have done so in person, by email and phone, and have still not received them or any reason why they are not available.

Given the concerns shared in this submission, we fail to see how Wicklow County Council (WCC) has any choice but to:

- 1. Re-evaluate the EPR; after the 2026 Code of Best Practice Review has been completed by the Oireachtas Committee on Transport, and with formal consideration of the Wicklow Climate Action Plan 2024-2029.
- 2. Go back and properly consider upgrading the coastal path, an already disturbed path through the SAC (004186)/SPA(004186)/pNHA(000730), in conjunction with the Irish Rail protection works and hopefully badly needed Murrough protection works.
- 3. Revised and re-release the Phase 2 Options Selection Report, MCA Scoring Matrix, Appropriateness Assessment and other related and supporting documents and re-open public consultation when all relevant information has been openly shared.

We would welcome further information to inform our concerns or the opportunity to discuss them further,

Yours sincerely,



1. Concerns Relating to our Property & Vicinity

1.A. - Access, Severance, and Operational Disruption

1A1. **Background** – According the letter we eventually received, which was only after hearing from concerned neighbours and then following up with Wicklow County Council, the EPR proposes to cross our privately gated avenue that also serves over 50 other Eircode's for both residential and business use, while then the public map also shows it running along our private avenue for 200-250m, despite asking, we have received no clarity about this. The other homes and businesses have express rights of way over our avenue. The maps received, and the public map are shown here.

Map Received from WCC showing impacted Land in Orange, just crossing our avenue.



Public Map showing our likely Impacted Land in Red





- 1A2. **High Usage Arterial Route Crossing** - Since we upgraded the main electric security gate and CCTV systems on our avenue on 6th September 2023 and up to 16th January 2026, the electric gate has completed one open/close cycle 85,958 times – a true average of 99.6 users of our avenue each and every day for over 2 years. This is a high traffic critical multi-user private arterial route, and the greenway is operationally incompatible with existing land use. Further, given the WCC has yet to publish expected volumes of greenway usage, it may well be below the 100 users of our avenue per day, and so our avenue may actually exceed the public greenway traffic overall, and certainly will during particular times of the day.
- 1A3. **WCC is supposed "to make every effort to avoid crossing any private access roads"** to comply with section 3.2.5 Private Roads of the Code of Best Practice. We note there has been no consultation with us by WCC or a Project Liaison Officer (PLO) about this, indeed we don't even know if a PLO has been appointed.
- 1A4. **No Crossing Design** - The Council has failed to clarify how this "crossing" will function for residents, retired individuals, and heavy agricultural machinery. This has been followed up in person, my email and phone, we also made enquires of neighbours at Tinakilly Lane and Ballybla Killoughter, who may be in a similar situation - resident between the sea and the greenway, and none of them have any information either and many are highly concerned.
- 1A5. **Impeding Rights of Way** - Other neighbours have express rights of way over our avenue. The Council has not addressed how a public Greenway will interact with these existing private legal rights. Many neighbours are highly concerned.
- 1A6. **There is no public precedent** - there is no public or state right of passage, no dedication as a public road, and no established historic public use.
- 1A7. **Speed Differentials** - The alignment creates unavoidable and "unmitigable" speed differentials between greenway users and avenue users including cars, motorbikes, tractors, trucks, electric buggies, cyclists, children, cows and horses that currently use our avenue day to day as well as for recreation.
- 1A8. **Inadequate Widths** - There are no drawings or technical assessments showing how the greenway can meet minimum recommended widths while maintaining safe passage for heavy agricultural machinery and livestock.
- 1A9. **Accelerated Degradation** – Our avenue was not designed for continuous public traffic crossing it, and this will lead to accelerated surface degradation, drainage failure, and waterlogging.
- 1A10. **Duct Routes** – our avenue has various cable ducts running underneath it, and we have no information on how these will be handled, or indeed future requirements and needs accommodated. In addition to these we recently allowed National Broadband Ireland (NBI) to install infrastructure grade ducting and fiber connections to serve the many homes and businesses that use our avenue, and there may be legal implications there.
- 1A11. **Irreversible Conversion** - Implementing the EPR as currently mapped would require the "permanent and irreversible conversion" of a private access road into a public thoroughfare, fundamentally altering its legal status and function.
- 1A12. **Constraints Study Report** – published very late during the observation period, this failed to identify "severance of private residential access" as a critical constraint for the Clonmannon area, its omission suggests a failure in the Phase 2 Options Selection Process as the impact on existing residential entrances (e.g., high gate usage statistics and multiple Eircode's) has not been qualitatively assessed.

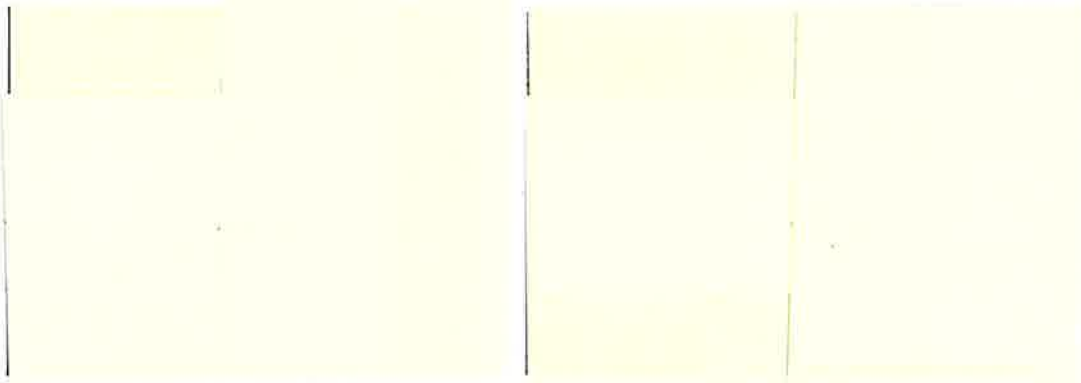
1A13. **Road Safety Audit** - Under TII DN-GEO-03047 (Feb 2025), a Stage F Road Safety Audit must be completed during the Route Selection Stage, to our knowledge we believe the WCC has failed to publish this audit, and so without it, WCC cannot prove the proposed high-volume crossing at Clonmannon is safe, and as such the EPR is technically invalid.

1A14. **Conclusion** - The proposal is Technically Premature. Under the TII Rural Cycleway Design (DN-GEO-03047) guidelines (February 2025), a project must demonstrate safe junction and crossing designs. Without demonstrating standard-compliant junction designs (e.g., perpendicular crossings, required sightlines) in Phase 2, the Council has failed to prove the route is "Scenic, Sustainable, Strategic, Serene, and See & Do" as required by national policy, with further analysis of the 5 S's below in section 5.G.

1.B. - Security and Anti-Social Behaviour

1.B.1. **Background** – Our avenue at Clonmannon has electric gates with monitoring CCTV systems at the main entrances as well as other entrance/exit points along the avenue. Many of the express right of way holders also have their own inner electric or manual gates and CCTV systems given current security concerns.

1.B.2. **Well Documented Ongoing Security Issues** - There have been many recorded instances of trespass, theft, property damage which includes motorbike/scramblers, dog hunting/lurching and hunters tailgating through the electric gates to hunt, shoot and take deer away as shown in this CCTV capture from January 2026; as well as dog lurchers entering while the gate was open for an hour to allow service vehicles in one Saturday morning last November.



1.B.3. **Greenway & Public Path Users Will Roam** – As evidenced all over the county, people will turn off public paths to get to the sea, to a public road or other point of interest. A good example of this in Wicklow is the public path north of Greystones where the existing fence serves little purpose any longer given people crossing it to get across private land and out to the sea, which is where people want to be, another point supporting upgrading the coastal path (see later sections). We understand Wicklow County Council has been unable to prevent this behaviour there too. This will also be the case at Clonmannon, except at Clonmannon it will be in an even more remote and private setting, where at an avenue crossing people could turn to the east hoping to get along our avenue out to the sea or turning west in the hope of getting out to the public road, the R761. We have seen no evidence anywhere else in Wicklow that WCC will be able to prevent this behaviour and ensure our security.

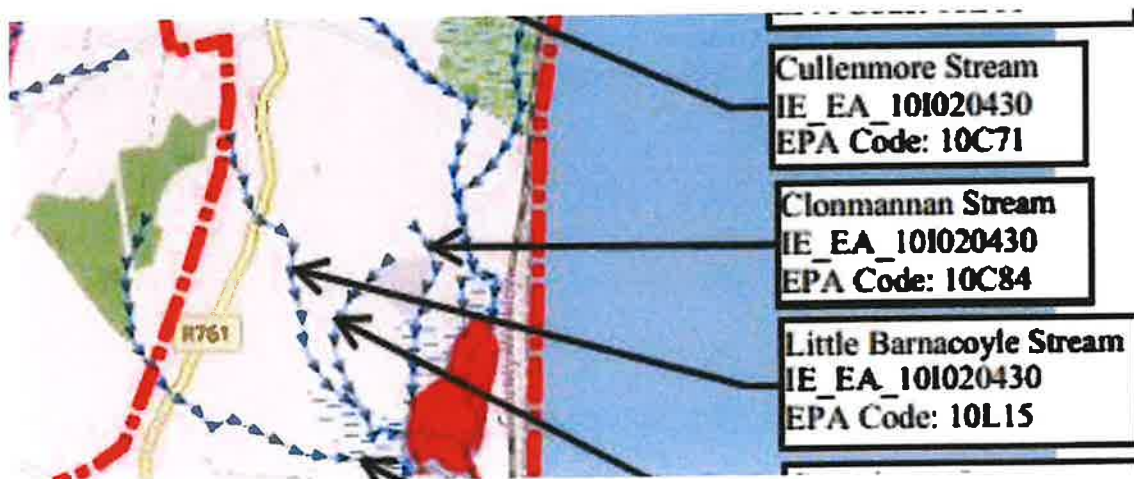
1.B.4. **Littering** - The introduction of a public thoroughfare will inevitably lead to persistent littering and illegal dumping along our private lands; given well documented cases around the county, we have no confidence that WCC will effectively manage waste removal, leaving the operational and financial burden of keeping this historically sensitive landscape clear of refuse entirely on the private landowners.

- 1.B.5. **The "Pat Dunne" Precedent** - We hold grave concerns regarding assault and personal harm to our family, friends, children and other avenue users. We see no way that WCC can guarantee there will be no increase in risk to our personal safety, where WCC and the State have been unable to keep others opening up their land to active travel users in other parts of the county, for example the unfortunate Pat Dunne case.
- 1.B.6. **Privacy & Amenity** – As well as on our avenue, our living room window will be less than 90 metres from EPR and with a direct visual line of sight to the proposed route. This will result in the complete loss of "quiet enjoyment" and the secluded nature of our home, gardens and land. We only purchased our home in this area because of its remote and private setting which will be lost. If artificial lighting is also planned along the route, or even at the crossing of our avenue (however that may happen, see 1.A. section above) this will represent a complete urbanization of our rural home, a significant change from when our home was built at the end of the 1600's.
- 1.B.7. **Conclusion** – We have yet to hear how WCC can guarantee our security if the EPR becomes a greenway, and these are guarantees we require and it is unclear how WCC can commit to this and prove that it's commitment will be met.

1.C. - Environmental & Ecological Constraints

- 1.C.1. **Background** – The townland of Clonmannon/Clonmannan is partially within the Murrough SAC/SPA/pNHA as well as being an ANC (Area of Natural Constraint).
- 1.C.2. **Hydrological Mapping Failure** – The stream maps in The Constraints Report (Jan 2026), page 69; and in the overall EPR maps published on the Wicklow Greenway Website, fail to correctly identify streams and ditches with flowing connectivity into the Broadlough SAC/SPA/pNHA. The map snapshots and photographs show some of what has been missed. The EPR runs alongside these streams which act as drainage canals functionally connected to the Murrough wetland and estuarine system.

OPW Map Snapshot, pg. 69 Constraints Report (Jan 2026)



EPR Map Snapshot including missed connected streams in red



EPR Route Marked Up in Photos in purple, where it beside the unmapped watercourses



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- 1.C.3. **Water Framework Directive Issues:** The Council has not demonstrated that the EPR can be delivered without causing a "deterioration in water status" or increasing flood risk, which is contrary to EU objectives.
- 1.C.4. **European Eels Missed:** Critically endangered European Eels migrate through a ditch within metres of the EPR, and have been recorded within the last year living just 20 metres from the EPR, photographic evidence of eels from 2024 at the edge of that very pond is shown here, and video is available if helpful. Many other neighbours have recorded, photographed and filed eels in their ponds, ditches and watercourses. There is no mention of Eels in the Constraints Report whatsoever which is very concerning.



- 1.C.5. **Immediate Appropriate Assessment Required** - Under the EU Habitats Directive (Article 6.3), the recent sightings of critically endangered European Eels beside the EPR necessitate an immediate Appropriate Assessment (AA) as soon as possible. While an AA is mentioned in the materials available on the Wicklow Greenways Website, despite multiple requests in person, by email and by phone, it has not been shared. If one has been done, it must not have identified Eels, or they would have been mentioned in the constraints report, and it should have been shared publicly. Or if it was not done, then it must be before an Emerging Preferred Route is selected. Given WCC has refused to share the Phase 2 Route Selection Report, AA or MCA scoring matrix, we have no way to know if this very important animal will be protected.
- 1.C.6. **Mature Tree Removal** - The EPR relies on the removal of mature trees and hedgerows protected under the Wicklow County Development Plan (CPO 17.20-17.23), it fails the 'Sustainable' criteria required by national policy. The requirement to potential remove trees was confirmed by WCC staff and consultants during the public consultation, indeed the consultant said "it would be no problem" if some mature trees on our avenue had to be removed when discussing that, despite being protected and having stood for hundreds of years, and likely hundreds of years more. No tree survey has been provided to show how a greenway could be built without irreversible damage to these trees. Introducing an industrial-style Greenway boundary 20m from these protected elements would be a contradictory and harmful planning decision.
- 1.C.7. **Established Eco-systems Threatened** - The route threatens an established ecosystem for badgers (setts hundreds of years old), otters, and many red-listed birds like the Lapwing.
- 1.C.8. **Biosecurity Risks** - The introduction of public traffic and domestic pets poses a significant risk for the pathogen transmission of Bovine TB and other diseases to livestock which travel across our private avenue and into our and others farmland beside the EPR.
- 1.C.9. **Animal Welfare Risks** - Unpredictable human and dog presence increases stress and behavioural risks in horses and livestock, making it difficult for owners to meet their animal welfare obligations, and with 3 separate equine enterprises operating from fields bordering the EPR and using the avenue for access, and another equine enterprise whose primary access is also via our avenue, this is a very high risk to valuable equine stock, and bovine stock, albeit to a lesser extent.
- 1.C.10. **The Blessington (2024) precedent** - shows that An Bord Pleanála will refuse projects based on "insufficient evidence regarding water quality and disturbance of bird species" which is very clearly the case with the EPR.

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- 1.C.11. **Conclusion** – Given the above, it is very clear that WCC and its consultants have failed to consider very key ecological constraints and risks, and have no choice but to re-assess the EPR, likely considering existing "disturbed ground" walkways or roads.

1.D. – Impact on Protected Structure & Curtilage

- 1.D.1. **Protected Structure Curtilage** - Our house, Clonmannon, as well as White's Barn and Clonmannon House, are all protection structures, and the avenue is within the curtilage of a Protected Structure.
- 1.D.2. **The Avenue is a key part of the important national and regional history at Clonmannon** - with notable past owners including The Truell family, Sir Alfred Chester Beatty and Princess Colonna. The avenue itself has been well documented as a key feature of the property and is a key part of local history including strong mentions in published historical books such as "Ashford – A Journey Through Time, by Sheila Clarke (2003), as shown here.



1.E. – Property Rights & Property Value

- 1.E.1. **Constitutional Breach** - The proposed route constitutes a disproportionate interference with property rights under Articles 40.3 and 43 of the Irish Constitution.
- 1.E.2. **Severance of Landholding** - While the legal mechanism of how the EPR will run along and cross the avenue is unclear, regardless of legal mechanism it will result in the severance of our landholding.
- 1.E.3. **Privacy Loss** - A key element of value in our property is the privacy and rural setting of our property given the 1km long avenue in from the public road, and 500m setback from the public walkway along the coast, and is the key reason we purchased this property.
- 1.E.4. **Urbanization** – The 3m wide tarmac road, signage and fencing of a greenway is an urban development, even more so if there is artificial lighting, service and maintenance access and large numbers of people and pets, and this will completely destroy any sense of quiet rural existence that is the essence of our property.
- 1.E.5. **Loss of Amenity - Injurious Affection**
- The EPR will result in a significant "Injurious Affection," fundamentally devaluing our property by stripping away the specific characteristics including tranquillity, seclusion, and social control; these all define its market value and residential utility.
 - The introduction of an engineered public thoroughfare through a historically private landscape represents a permanent loss of amenity that cannot be mitigated by fencing or screening, as the noise, visual intrusion, and loss of "quiet enjoyment" are structural to the route selection itself.
 - The EPR fails the "Serene" and "Scenic" criteria of the National Greenway Strategy by replacing a high-quality private rural environment with an unsegregated corridor that forces residents and businesses to coexist with recreational traffic, resulting in a permanent reduction in residential and agricultural amenities.

- o This loss of amenity is compounded by the unmitigated liability and security risks introduced by opening our private access infrastructure to the public, an interference that is entirely disproportionate given the existence of a viable, State-owned coastal alternative.

1.F. – Other Legal Concerns

- 1.F.1. **CCTV & Data Privacy** – it is unclear if we will have the legal basis to continue monitored CCTV security camera coverage, given a public roadway through our land, and if we will no longer be able to monitor key parts of our property, it will create a monitored coverage gap, and just at the point where members of the public can enter our property easily given the greenway.
- 1.F.2. **Insurance Risk** – Given WCC would be forcing us to opening a private avenue to the public, severing our land this will significantly increase our liability and insurance premiums, and this concern is for both ourselves and our neighbours and express right of way holders. Further, opening a private estate to public traffic adjacent to several large ponds introduces unmitigated liability and will result in a significant "Injurious Affection" (reduction in value) to the property as mentioned in section 1.E.5.

1.G. – Withheld Information

- 1.G.1. **Blocking Information** – As referenced, the documented WCC defacto refusal to share the Phase 2 Options Selection Report, MCA Scoring Matrix, Appropriateness Assessment, Private Landowner Mapping and Feasibility Study, which are all mentioned in the summary reports published on the Wicklow Greenway website, prevents us, and the public, from assessing the EPR and to understand if our points of concern have even been considered, whether the required standards have been met, and so renders this consultation period fundamentally flawed. In particular, we believe it may also be in breach of the **Aarhus Convention** and the **Access to Information on the Environment (AIE) Regulations** in relation to environmental concerns and sharing of information as soon as it is available.

2. Concerns about the Overall Route

2.A. – Failure to Prioritize State Owned Land

- 2.A.1. **State Land must be the Preferred Model** - The National Greenway Strategy (2018) and the Code of Best Practice mandate that State-owned land must be the "Preferred Model".
- 2.A.2. **No Details Shared on Private Land Share** - WCC has defacto refused to provide details on the share of private land the EPR will run on, and the request for this information have been ignored to date.
- 2.A.3. **Failure to Map "State-Owned Lands" for Consultation** - the Code of Best Practice for Greenways (2021) explicitly mandates that project promoters should identify and map all potential State-owned lands as part of the public consultation process, to our knowledge, this has either not happened, or not been shared.
- 2.A.4. **Over 90% Private Land** – In the absence of WCC information, we tried to remap it and to our best estimate with the limited time available, it appears that WCC has chosen a route that is 90.3% on private land.
- 2.A.5. **Multiple Alternative Routes on State Land are Available** –
- a. **Upgrade Existing Coastal Path** - A continuous state-owned corridor (Irish Rail / Iarnród Éireann) is adjacent, and beside an existing coastal path beside the shore used by many and which already exists - indeed we have walked it from Wicklow to Greystones ourselves last month.
 - b. **Upgrading Existing Regional roads** - the R761, R762 and R750 are very popular routes for cyclists already and could be upgraded for Active Travel, which would also bring great amenity to the communities all along the route today, providing far better connectivity and stronger tourism potential than either the EPR or the existing coastal path. Our mapping efforts also show that the EPR is never more than 400-500m from these existing public routes anyway.
- 2.A.6. **Upgrading the Existing Coastal Path has not been properly considered** –
- a. To our knowledge, no map overlaying the existing coastal walkway, the Irish Rail land & boundaries and the **ECRIPP (Irish Rail Coastal Protection)** works has been published.
 - b. The Constraints report makes very limited reference to Irish Rail, and none of their operational constraints (such as safety requirements beside tracks) have been mentioned, despite Irish Rail having published operational handbooks & guidelines - this means the existing coastal path beside the railway has not been properly considered before selecting the EPR.
 - c. The only specific mention of the existing coastal path and Irish Rail in the public documents is in the FAQs document where it says "The emerging preferred route for the Wicklow to Greystones Greenway has been carefully selected to minimise exposure to coastal flooding and erosion risks and to avoid complex interactions with the East Coast Rail Infrastructure Protection Projects (ECRIPP), which could otherwise delay delivery of the Greenway."
 - d. The claim by WCC that a coastal route would fail IROPI because "alternative solutions" exist (i.e., the inland route) is not legally robust, and appears to be just a basic attempt to create a legal shield, when the Inland Route itself is legally vulnerable because a **superior alternative solution** (the State-owned Coastal Corridor) exists that avoids disrupting "virgin" carbon-sequestering land and private property.
 - e. We do not understand how "avoiding complex interactions" can be a reason to ignore the option to upgrade to the existing walkway, which is already disturbed land within the Murrough SAC/SPA/pNHA.
 - f. If the Greenway were integrated into the **existing ECRIPP works** on state land, it would share the "Critical Infrastructure" justification of the railway protection, rather than requiring a separate, unjustifiable IROPI test for an inland path through a flood plain (see section 2.C.4.).
 - g. WCC has not shown or explained in any meaningful way why the "State Land First" option was discarded.
- 2.A.7. **Lack of Co-ordination of State Resources**
- a. **No Information on Irish Rail engagement or Irish Rail views on the Greenway have been shared** - Given the above it is apparent there is a lack of complete lack of coordination between

- WCC and Irish Rail, or Irish Rail has refused to fully engage with WCC, which is also vital public information that must be shared, if that is the case.
- b. **Ministerial Directive** - We request confirmation on whether the WCC has sought a Ministerial Directive to compel Irish Rail to provide access, or if it has simply accepted "operational concerns" to avoid complex inter-agency negotiations, which would mean that WCC must go back and review the route options again, without simply discarding the existing coastal walkway for reasons not fully shared with the public. If a Ministerial Directive has not been sought, then it must be.
 - c. Avoiding complex interagency government interactions cannot be a good enough reason to take private land, when alternatives are available, and is highly questionable under constitutional property rights.
- 2.A.8. **Disturbed Ground** – The existing well used coastal pathway is "disturbed ground" through the SAC, and there are many other greenways that go through SACs already including . This ground will be further disturbed when the Irish Rail Coastal protection works progresses.
- 2.A.9. **The Cork to Kinsale Greenway Precedent:** This project underwent a "total review" because the emerging preferred corridor relied to a very significant extent on private land.
- 2.A.10. **The Sligo Precedent** - Choosing an inland route over existing state corridors can increase costs by over 22%, which is why Sligo County Council shelved their plans.
- 2.A.11. **Waste of State Resources** - Failure to integrate the greenway with the Irish Rail coast protection works (ECRIPP) on and beside State land must be a failure of the **National Investment Framework (NIFI)** to maximize existing State assets.
- a. The planned Irish Rail coastal protection works must go ahead to if the railway is to continue to exist, and will be a significant investment and future sunk cost, which may significantly improve the return on the greenway investment.
- 2.A.12. **A Cost Benefit Analysis is required** – to compare the EPR to upgrading the existing coastal path alongside the Irish Rail coastal protection works. If it has been done already, then it must be shared publicly to enable well informed public observations to be made.
- a. **TII Project Appraisal Guidelines (Unit 13.0)** states that a project must undergo a **Cost-Benefit Analysis (CBA)** or **Cost-Effectiveness Analysis (CEA)** if the project cost is over €30m, which this one will exceed given its 20+ km length.
- 2.A.13. **Conclusion** – WCC along other State Agencies must go back and properly consider options on State Land, or if the above points have all been considered they must be shared publicly before going to back to the beginning of the route selection stages and re-entering public consultation.

2.B. – Economic & Technical Prematurity & Missing Documentation

- 2.B.1. **Key Documentation has not been shared** - As has emerged and is highlighted throughout this submission, WCC has defacto refused to share the Phase 2 Options Selection Report, MCA & Scoring Matrix, the Appropriateness Assessment, the Feasibility Study, the State Owned Land Mapping, and other documents referenced throughout this submission.
- a. Without these, the public cannot verify if the "Inland Route" is truly more cost-effective or sustainable than the Coastal Route.
- 2.B.2. **Cost and Appraisal Failures** – As per section 2.A.12., under TII Project Appraisal Guidelines (Unit 13.0), the Council must prove the inland route is more cost-effective through a formal Cost-Benefit Analysis (CBA) or Cost-Effectiveness Analysis (CEA), which has not been provided.
- a. The Sligo Greenway precedent (2025) indicates that moving off existing corridors can increase project costs by 22%; without the CBA, WCC cannot prove this is a prudent use of public funds.
 - b. By defacto refusing to share the MCA Scoring Matrix and Phase 2 Options Selection Study, the Council is obstructing the public's right to verify if the inland route is truly more cost-effective than the coastal alternative.
 - c. A key requirement of the National Greenway strategy is that it is attractive to tourists and increases visitor revenues. Given the existing coastal path, and well cycled regional roads there will be questionable gains from a tourist point of view.

- 2.B.3. Under **TII Rural Cycleway Design (DN-GEO-03047)** and **Project Appraisal Guidelines (Unit 13.0)**, the Council must account for the impact of parking and traffic at "Major Trailheads", there is significant parking and traffic constraints in Greystones especially, and no detail has been shared regarding parking, traffic management,
- 2.B.4. Further, the **TII Rural Cycleway Design (DN-GEO-03047)** has also shared no detail, despite repeated requests, around how private avenue/road crossings that serve multiple homes and businesses, like at **Clonmannon**, Killoughter/Ballybla or Tinakilly Lane, which we note is creating much concern and angst amongst many residents who live between the EPR and the coast, many of whom are elderly, and as discussed further in section 1.A. above.
- 2.B.5. **We are not aware of any published Traffic Impact Assessment** showing how local roads and private avenues can handle increased visitor volume, therefore the route selection is incomplete and fails TII safety standards.
- 2.B.6. **The route is highly "zig-zagging" in nature**, through virgin land and does not appear to be currently in line with the TII DN-GEO-03047: Rural Cycleway Design (Offline & Greenway) guidelines.
- 2.B.7. **Conclusion** - The EPR is technically premature and as such the route cannot be selected until the technical safety and environmental data is released.

2.C. – Failure to Consider Climate Change

- 2.C.1. **The WCC has failed to reference, and as such formally consider, the Wicklow Climate Action Plan 2024–2029 (2024)** in the public documents shared, and notably it's objectives around "**Climate Resilience**", "**Adaption**" and "**Biodiversity Richness**". Surely, WCC must adhere to WCC plans, and as such route selection must restart again from the beginning again.
- 2.C.2. **Climate Net Negative Likely** - Stripping carbon-sequestering "virgin" farmland and disturbing high-density carbon stores (Peaty soils) is a net-negative for the climate when a "disturbed ground" coastal route exists. The constraints report makes scant mention of peaty soils which is likely a significant miss.
 - Excavating peaty soils on private land to build a path - when the coastal rail line is already planned to be protected by placing stone boulders can only be a **net carbon negative**.
- 2.C.3. **Irish Rail coastal protections works are already being designed to factoring in climate change**, and will create a much more resilient route opportunity if the WCC were to upgrade the existing coastal path at the same time, as referenced in the ECRIPP Public Consultation 1 Report (August 2025), ECRIPP Phase 3 Design Report (September 2025).
- 2.C.4. **Building through a Flood Zone cannot make sense** - The current EPR is through an OPW classified **Flood Zone A** and while that has been identified in the Constraints report, building a tarmac path/road through a flood zone constitutes '**Maladaptation**' - planning that results in counterproductive outcomes by increasing flood risks for adjacent landowners.
 - Given the current (Jan/Feb 2026) flooding, Minister Kevin Boxer Moran, with responsibility for the OPW confirmed that the OPW will not offer any government protection for any building work on floodplains going forward (Irish Times, 10th February 2026), there is no clarity on who will take responsibility for highly likely future issues to the greenway and importantly neighbouring landowners.
 - Having spoken with local farms in the worst impacted areas, and in the last weeks (Feb 2026), along the EPR, flooding heights have reach 7-9ft above ground level. The heights are monitored closely by the farmers, as the impact of spring/kind tides and wind on the flooding can mean very fast flooding with only 2-3 hours to move sheep so they are not "washed away".
 - Constructing a greenway here may also create a "**hydraulic dam effect**," trapping water on private farmland and constituting further "Maladaptation" under National Climate policy.
 - Flood imagery from August 1986, August 2023 and February 2026 from different parts of the EPR are shown here to show that the issues are throughout the route and are not just limited to Flood Zone A areas.

- e. Please note, some of these images are during peak summer months that are typically dry with low water table levels, and evidence the high flooding risk, and risks to greenway users, not just for winter months, but throughout the year.

August 1986 Flooding Evidence Below



August 2023 Flooding Evidence Below



February 2026 Flooding Evidence Below (x2)



2.D. – General Environmental Concerns

Detailed environmental concerns specific to our home have been raised in Section 1.C. of this observation, however we would like to bring a select number of other points to your attention.

- 2.D.1. **The EPR may well create a more significant effect on the SAC than upgrading the existing coastal walkway** – given everything detailed in this submission, it is of vital importance that the WCC must make best efforts to upgrade the existing coastal walkway first.
- While under the EU Habitats Directive, the Council is legally prohibited from choosing a route that risks a "significant effect" on an SAC, the existing coastal route, is an "already disturbed route" given the existing path and railway, and there is a strong argument will have far less effect than the EPR and the land stripping it would require.
 - SACs/SPAs do not function as enclosed or self-contained environments for wildlife, many species move beyond its formal boundaries daily as part of their normal behaviour, this is an integrated ecological network and an essential extension of their habitat – and routes adjacent to an SAC can also be reviewed as a part of the SAC from an environmental point of view.
 - Under **TII Rural Cycleway Design (DN-GEO-03047)** guidelines published in February 2025, fencing must be constructed in accordance with standard detail CC-SCD-00320 to ensure safe passage across the cycleway for farmers and livestock, and this will introduce a significant barrier to this wildlife movements, disrupting the ecology, concentrating mobility, breeding and potentially bringing about population decline.
 - While upgrading the existing coastal path is closer/within the SAC/SPA than the EPR, given the points above, the route has yet to be proven that the EPR will have a lower impact than upgrading the coastal route, and must be considered fully before a route selection can be made.
- 2.D.2. **There are other examples of greenways running through SACs/SPAs in Ireland so upgrading the coastal path cannot be ruled out** without proper, publicly shared analysis, these examples include:
- Broadmeadow Way** – 6 km shared cycle/pedestrian greenway through the Malahide Estuary SAC/SPA
 - Barrow Blueway** – proposed 115 km multi-use trail along the River Barrow & River Nore SAC (Co. Kildare/Laois/Carlow). While initial plans were refused in 2019 due to habitat concerns, a shorter section was later approved with revised measures.
 - Raised Bog Boardwalks** – new boardwalk trails on raised bog SACs (e.g. Clara Bog SAC in Offaly, Carrownagappul Bog SAC in Galway, Ferbane Bog SAC in Offaly, and Cloonlarge Bog in Roscommon) built circa 2018–2021 under the "Living Bog" restoration project.
 - Carrowbehy Bog Walk** – an 850 m boardwalk linking bog roads in Carrowbehy/Caher Bog SAC (Co. Roscommon), initiated 2025 with Appropriate Assessment screening.
 - Poulanass Trail (Wicklow Mts.)** – trail repair within the Wicklow Mountains SAC (Co. Wicklow), approved in 2025 after screening to ensure no adverse effect.
- 2.D.3. **The WCC has a unique opportunity to also protect the Murrough Wetlands SAC, SPA, pHNA as part of this project**, particular along the south end. Recent storms have only further reduced the buffer at the sea boundary. The WCC and Irish Rail could work together to 1) Protect the Railway 2) Protect the Murrough 3) Upgrade the Existing Coastal Path for cyclists and walkers.
- Having walked the full sea route from Wicklow to Greystones in January 2026, and in all we have learned trying to understand the EPR and WCC's logic for it, by reviewing the few publicly shared documents, and gotten a strong flavour for public opinion on the route, it is very clear this would be in the best interests of all parties concerned, yet it feels WCC has failed to properly consider this option, given the matters we have highlighted in this report.
 - The Murrough Wetlands are of huge and well documented importance, and the need to protect it is well known and documented in the public domain, and so we won't repeat that here. There is massive public support over many years to protect it, and it has frequently mentioned in WCC monthly meetings etc.
 - Here are some photos from Feb 2026 highlighting just some of the latest erosion being allowed to happen, through WCC inaction.



2.E. – Government Discomfort & Review of CPO use for Greenways

2.E.1. As referenced in earlier sections, given the vast majority of land that an EPR would run through is privately owned, we believe WCC must wait for the conclusion of the **Oireachtas Committee on Transport** review of Greenway CPOs as confirmed on November 12, 2025 and due to be completed in 2026.

- a. The Committee highlighted that CPOs for "amenity projects" (leisure) do not carry the same weight as "critical infrastructure" (roads/hospitals).
- b. **There are many examples** of highly negative greenway projects which included large amounts of private land, including the Kerry greenway, the Sligo greenway, the Louth greenway and others.
- c. An Taoiseach, Michael Martin said in the Dail in 17th September 2025 *"once you get into the CPO you're in trouble in terms of any greenway"*
- d. An Tánaiste, Simon Harris said in the Dail in 27th November 2025 in reply to an independent TD in Louth on using CPO's for Greenways *"I'm not certain I'm comfortable with its use in relation to Greenway's"*.

2.F. – Public Views Against the Inland Route / EPR

- 2.F.1. **Anecdotally, the existing coastal path and route, beside the sea and beaches most closely aligns with the greenway goals of providing access to nature, scenery and high quality scenery.**
- 2.F.2. We also want to **call to attention to the fact that much of WCC's public communication and documentation refers to the EPR/inland route as a coastal route or coastal corridor** which is clearly not the case, given:

- a. 40-50% of the EPR is closer to a public road than the seashore.
- b. On average the EPR is 200-300m from the sea, and at times is nearly 800-1000 metres from the sea.
- c. Only 30% of the route is within 25 metres of the sea.

2.F.3. An anonymous public poll on the Facebook Wicklow town forum, while only receiving 164 in votes at the time of writing **was overwhelming in its conclusion (93%) that the public want a coastal path and not the inland route proposed**. We also wish to point out that we are not connected to this post in anyway, and if you read the comments under the post you will see an interesting and broad range of views that well informs on public opinion –

<https://www.facebook.com/groups/931668774465196/permalink/1692915628340503>

SeaSwim1855's Post



NEW Wicklow town open forum

SeaSwim1855 · January 15 at 7:18 PM · 🌐



Wicklow to Greystones Greenway. With the recently proposed inland route, I'm interested to know peoples views. If you had a choice would you rather walk/cycle along the coast or inland through fields?



👍 You and 2 others

164 Votes 18 comments 4 shares

- 2.F.4. **Councillor Danny Alvery posted the EPR public details and submission information on Facebook, and received many comments and responses.**
- a. Councillor Alvery is understandably and commendably trying to make a greenway to connect Wicklow to Greystones happen, and reading these comments is a great way to understand the broad views of the public and criticisms of the EPR.
 - b. We note the comments were regularly deleted, however, given they are public posts, they can be accessed on this link still, and are included in Appendix B – <https://www.facebook.com/groups/931668774465196/posts/1691918085106924/>
 - c. **All comments were negative about the EPR**, except 1 sub-comment being positive if the EPR enables kids to cycle more safely to school instead of using the public road, which it will not; indeed this comment supports directing investment into public roads for Active Travel over the EPR.

2.G. – Failure Across the 5 S's

National Greenway Strategy (2018) evaluates routes based on the "Five S" criteria: Strategic, Scenic, Sustainable, Segregated and See & Do. The EPR fundamentally fails the '5 S' Standards set out in the strategy for the following reasons:

2.G.1. Strategic

- **National Requirement:** Must be a direct, "lifeline" route that connects major hubs and fits into the broader national network.
- **Inland Route Failure:** The folder notes a "**zig-zagging route**" that meanders through private fields and requires multiple complex crossings of private avenues like **Clonmannon**, and offers less connectivity to existing roads compared to upgrading the existing coastal pathway, or the regional roads for Active Travel.
- **Coastal Advantage:** The existing coastal path is a straight, existing pathway that connects Greystones directly to Wicklow Town and has existing entry/exit points across the railway to the public road network.

2.G.2. Scenic

- **National Requirement:** Routes must offer a high-quality visual experience, typically associated with water, coastal views, or unique landscapes.
- **Inland Route Failure:** As noted, approximately 45% of the route is closer to public roads than the sea.
- **Coastal Advantage:** Much of the route will be screened by required privacy fencing, and in time farmers planting privacy hedging and trees, resulting in a "corridor effect" rather than a scenic experience. The coastal route, being **100% sea-facing**, is the only option that truly meets this requirement.

2.G.3. Sustainable

- **National Requirement:** Must be environmentally sustainable and have high "buy-in" from the local community to ensure long-term viability.
- **Inland Route Failure:** Significant environmental concerns have been raised in the sections above; and the EPR is estimated to run on **90.3% private land**, leading to massive community opposition (as evidenced by the **Wicklow Coast Route Action Group** and **Clonmannon Community Group** which we are part of), as well as more broad public opinion as captured above.
- **Coastal Advantage:** Disturbing "virgin" land and high-density carbon peaty soils—as identified on the Council's maps is inherently less sustainable than using the already "disturbed" railway embankment and existing coastal path.

2.G.4. Substantially Segregated & Shared Use

- **National Requirement:** Must provide a quiet, tranquil experience away from the noise and danger of vehicular traffic.
- **Inland Route Failure:** By running close to the R761 and intersecting active farm operations and busy private residential avenues (e.g., 57 Eircodes at Clonmannon), the route will be characterized by farm machinery noise, traffic at junctions, and domestic disruption.
- **Coastal Advantage:** This is an existing segregated path, used by many over very many years with existing exit and entry points to the public road network.

2.G.5. Offer Lots to See and Do

- **National Requirement:** A Greenway must be more than just a linear path; it should provide a high-quality user experience by linking interesting places and activities.
- **Inland Route Failure:** The EPR is not a linear route, is low connectivity and provides much fewer beach access points, and is just a "fallback" route identified only because WCC deemed the coastal corridor "not feasible" without providing technical evidence or fully exploring the option from what has been shared.
- **Coastal Advantage:** Access to all of the same public road entry/exit points, and free access to the beach and sea throughout the route.

Appendix A - References & Links

- **Wicklow Greenways Website** - <https://wicklowgreenways.ie/blessington-lakes-egreenway1/greystones-to-wicklow> & the documents published on that website.
- **Constraints Report** – The Constraints Report (Jan 2026), but only published after many requests on the Wicklow Greenways Website on Friday, 30th January 2026.
- **DN-GEO-03047 – Rural Cycleway Design (Offline and Greenways)**
- **TII PM-PRO-02004 - Project Manager's Manual for Greenway Projects**
- **Code of Best Practice for National and Regional Greenways**
- **Environmental Impact Assessment of Rural Cycleways (Offline & Greenway)**
- **Strategy for the Future Development of National and Regional Greenways (2018)**
- **The Wicklow County Council Climate Action Plan 2024–2029 (2024)**

Appendix B – Comments on Councillor Danny Alvey's Facebook Post Announcing the EPR

Public Domain Quantitative Data

[cklow town open forum](#)

2/



Contributor

4 at 10:31 AM

The team working on the Wicklow to Greystones Greenway have just published their emerging preferred route for the greenway and have now gone out for public consultation. This project has taken far longer than any of us would have hoped to get to this stage but I still firmly believe it has the opportunity to be transformative for communities along the east coast. Last year An Coimisiún Pleanála ruled that the expanded Blessington Greenway could not go ahead for fear of the impact it would have on the Special Protection Area around the Blessington Lakes. This ruling has had a huge impact on any further greenway development around the county and both the routes for the Wicklow to Greystones and Arklow to Shillelagh greenways were re-examined. As part of this the emerging preferred route for our greenway now seeks to avoid the Special Area of Conservation along the Murrough and uses a mix of coastal and inland routes. On the whole, I think this is a positive step for the protection of these really important biodiversity areas whilst still maintaining a route that would be amongst the most scenic in the entire country. An inland route along the western edge of the SAC would also have the benefit of acting as a buffer to the protected area and would encourage walking and cycling along a dedicated path away from the most sensitive habitats. There would still be the opportunity to leave the main greenway at several junctions and head down to the coast to enjoy some of our great beaches along this stretch. The biggest challenge of this emerging route however will be that it traverses field boundaries on private land (49 folios), mostly used for agricultural, and the Council will have to work very closely with these landowners to mitigate any impacts and ensure there are also benefits for these farmers if we are to get their buy-in. At our Council meeting on Monday when we were briefed on this plan, it was disappointing that there were landowners in the gallery who felt they had not been communicated with about this route selection and the Council really needs to step up here. However, for the Arklow to Shillelagh greenway, there are over 80 landowners along the route and we heard from Councillors there that there is now near unanimous support from them for that route so I remain hopeful on that front. I really encourage everyone to have a look at the files for the emerging route on and attend one of the in-person public consultations at the Greystones Library (Tues 20th Jan, 4-8pm) or the Wicklow Library (Thurs 22nd, 4-8pm) and share your thoughts on the project. I'll be at the event in the Wicklow Library and look forward to speaking to people there about how incredible this project could be if we can make it work.

Anonymous participant 588

This plan should absolutely and unequivocally fail. The land owners in question were NOT consulted in anyway, just sent a "notice" with the new 'preferred' route. Would you want a 10 meter wide public pathway right thru the middle of your property? Have you yourself been out to any of the properties affected to see what the impact would be on their homes and farming land? There is already a beautiful path along the coast way in public domain, which is where people would prefer to walk anyway. If the council and planning committee needed a €2 million dollar consulting study to tell them stealing private farming land through compulsory purchase is a bad idea, I don't know what to tell you.

If the council cannot find the means or legal right to improve the current pathway and focus on what will really impact locals taxpayers, which is the rapid erosion of the Murrrough Beach, then they should find a more productive way to spend this money. Like perhaps on maintaining the Bray Head walking path, which closure severely impacted Greystone's economy.

 [Reply](#)
[Eileen](#)

[Cian Ginty](#)

How can the landowners be consulted ahead of a preferred route being published?

 [Reply](#)

[Anonymous participant 588](#)

Cian Ginty They should be consulted if the proposed route requires forced sale of large portions of their land, impinges privacy and security of their property, and cause disruptions to farming operations. It is a terrible use of tax payer resources to throw money at consulting firms when landowners aren't on board.

A responsible use of time would have been having an open forum for comment and proposed routes which was done in 2019 and a consensus was reached by WIDE margin that the coastal route was preferred. Then, without notice, the preferred route was changed inland, despite objections from the affected Landowners and general public consensus.

 [Reply](#)

[Keith Jameson](#)

won't work needs to be coastal another red herring , can do nothing correct without causing up roar , these owners won't want public going through their land , coastal be much better

 [Reply](#)


[Tsar Sheane](#)

I cant see that working. I guess the Arklow Shillelagh route uses the old train line so only effects land owners as far as access for construction or for land they claimed thats probably not theirs.

There is no existing route on the inland side of the trainline and using the term conservation is taking the piss as they have let the land that was available for the route, fall into the sea.

Surely sticking to the coast and not crossing the trainline is the better option and where people actually want to be - only its too late.

 [4w](#)

 [Reply](#)

[Colm Weadick](#)

[Tsar Sheane](#) Only from Woodenbridge

 [Reply](#)

[Eddie O Neill](#)

Is there a hotel in Wicklow or Grestones for people to stay or stay if they want to holiday . No . Just a thought

 [Reply](#)

[Caroline Roche](#)

B&ba and the bridge have rooms

 [Reply](#)

[Eddie O Neill](#)

[Caroline Roche](#) Look up b& bs in Wicklow town . You might be surprised .

 [Reply](#)

[Blair Somers](#)

This seems bizarre - needs to go along the coast and also fix the coastal erosion at the same time. Won't be anywhere near the "Special Protection area". It just won't be used if it goes inland. A waste of time and money

 [Reply](#)

[Els Lemahieu](#)

[Blair Somers](#) I disagree, I think more people from the communities will use it (to go from point A to b) if it goes inland. (Children cycling to school maybe). The coast road is not save to cycle... also less wind and a changing landscape! I think it's better than one long stretch that follows the sea.

 [Reply](#)

[Leonie Hogan](#)

This whole project is a farce.. already been to public consultaions in Druids Glen years back when there was a huge majority against the proposal as they cant put it through the Special area of conservation and bird sanctuary. Glad to hear the Blessington project put nature first In a time of climate crisis, the need to protect our wild areas should come before any commercial gains. Run it along and through the existing towns - Kilcoole - Newcastle - Newtown - Ashford and at least bring some benefits to these areas.

 [Reply](#)

Anonymous participant 292

Leonie Hogan Yes we need to protect nature and yes re addressing climate change which is what the green way will provide...Less people in cars and more walking and cycling to their closest train station. Seems like a win win to me. Pity it is not running the whole way along the coast as I agree with others who are saying that the inland areas will be less utilised..

• Reply

[PeacefulFrog3016](#)

Leonie Hogan yes a practical 'greenway' would be more appropriate
The roads between the villages are too dangerous to walk or cycle. No public transport from kimcoole to Newtown. Why build this vanity project when theres WAY more pressing things to spend money on. Paths needed from the beaches to Newcastle and Kilcoole is also being totally ignored. The stupid consultation fees would go a long way towards those

• Reply

[Leonie Hogan](#)

PeacefulFrog3016 agree 100%!! Atkins must be making big bucks from this for the last 8 years 🙄🙄🙄

• Reply

[Justin Doran](#)

Somebody should off stepped in years ago to have this done not waiting till it's gone...

• Reply

[Keith Jameson](#)

amazing how much industrial business is allowed to operate so close to a special conservation zone , laughable look at what's allowed go on up along broadlough , heavy industry so close to the river and lakes , sort the erosion and build the greenway up along while doing it , two way cycle / walking path , it's not rocket science

• Reply

[Gerry Scully](#)

[Keith Jameson](#) you tell them Keith lol

• Reply

[Justin Doran](#)

[Keith Jameson](#) amen

• Reply

[Ray Evans](#)

[Keith Jameson](#) when I was young we used to go up the lakes on bicycles and we were ran off it. We were told it's a bird sanctuary. Look at it now. A scrap yard up there

• Reply

[Keith Jameson](#)

[Ray Evans](#) exactly my point ray multi metals metals seeping into the river

• Reply

[Colm Weadick](#)

I thought Irish Rail were going to upgrade the railway line first, could the two not go hand in hand. Surely between the railway line and the sea they could put in a walkway?

• Reply

[Alan Waters](#)

Another load of tax payers money will be handed out as usual by wcc to their cronies and nothing will ever happen just like the cliff walk and many other projects.

• Reply

[Corbon Byrne](#)

Well that's that ruined 🙄

• Reply

[Barry Dalby](#)

The Blessington Poulaphouca proposal shouldn't really be a template for judging other routes. That idea started off as a modest circuitous walking path like the one around Roundwood Reservoir, then like a rolling snowball it multiplied in size and funding to become an over engineered and inappropriate development. Each such proposal should be judged on its own merits. In this case there is a large piece of railway infrastructure already in situ. Mind you the inland route could be less exposed to wind & rain.

• Reply

Anonymous participant 588

Barry Dalby the path still runs majority along the coast, so the wind and rain won't matter a bit. Only using the weather to justify stealing private land? Ridiculous.

[Reply](#)

[Barry Dalby](#)

Anonymous participant 588 I'm not suggesting that the council steals private land. I presume if they follow this line, they'll seek to buy or agree a passage. By the railway should be good enough, if made safe. Though it would be that little more exposed. I'm not convinced many or any will cycle this routinely to get to work or school etc. More of a recreation/ tourist facility for decent days.

[3w](#)

[Reply](#)

[Rebecka Taube](#)

Barry Dalby don't know what they are at in Roundwood it's a right mess at the moment. Hope they are planning or replanting the trees they cut down with native ones but they'll probably just make it into a car park.

[3w](#)

[Reply](#)

[Barry Dalby](#)

[Rebecka Taube](#) lot of trees came down

[Reply](#)

[Rebecka Taube](#)

Barry Dalby huge amount, really hope they replace them with native trees there are red squirrels in the area wuld be great if they could expand their territory.

[3w](#)

[Reply](#)

[Tony Stephens](#)

Another farce designed to channel large sums of public funds into the pockets of consultants that inevitably recommend more consultation

[4w](#)

[Reply](#)

[Stephen Boyd](#)

As a birdwatcher and a fan of green energy and bicycles, I have to say this is an absolute disgrace. Why on earth are we building Greenways when we already have natural ones?? It's a form of totally unnecessary coastal development. It will damage bird life on on of the rare quiet coasts of Ireland.

[4w](#)

[Reply](#)

Anonymous participant 425

Stephen Boyd how is it unnecessary? There's going to be no coastline soon, have you walked up the murrough recently?

Birdwatch Ireland didn't care that much when they were slaughtering foxes in Kilcoole because they affected the Terns nesting on the beach. They can't pick and choose when they worry about causing harm to nature.

[3w](#)

[Reply](#)

[Stephen Boyd](#)

Anonymous participant 425it's not necessary because there is already a coastal rail track that could accommodate it. I don't care about your gripe with birdwatch ireland. It is totally irrelevant.

[3w](#)

[Reply](#)

Anonymous participant 588

Anonymous participant 425 Then the WCC should concern themselves with projects that preserve the coastline, not spend tens of millions building a bike track across private farm land.

[3w](#)

[Reply](#)

Anonymous participant 425

"It will damage bird life on on of the rare quiet coasts of Ireland." But when they shoot foxes...that's fine as long as Stephen can go out and look at his blue tits. How come you care so much about birds but when it comes to other animals you don't care?

This is nothing about the birds you just have a problem with greenways. Does it go through your land?

[3w](#)

[Reply](#)

[Stephen Boyd](#)

Anonymous participant 425literally have no idea what you are on about. Leave me alone now please 

[3w](#)

[Reply](#)

[Liz Meakin Gilbert](#)

Stephen Boyd exactly what I was thinking but we to have dry robes and coffee and electric bikes to keep fit. They have to commercialise everything.

[3w](#)

[Reply](#)

[Stephen Boyd](#)

[Liz Meakin Gilbert](#)it's utterly insane and it's happening all the country.

• [3w](#)

• [Reply](#)

[Just my opinion](#)

Its going to take at least 5years for the red tape , cost at least x3 the original.
PROTECT the Murrough use the magnificent coastline already available

• [Reply](#)

[SageLobster4899](#)

By the time they all agree on this ffs it will be a green swim way.

• [Reply](#)

[Hazel Johnston](#)

Get the Bray - Greystones Cliff walk sorted first!
And look after the coastal erosion all the east coast.

Failing that, the rapid erosion between Greystones and Wicklow will have rendered that train line unusable for trains ... thereby providing a perfect little track to link the two little towns. Perhaps this is actually their plan!? ... which will then lead to a requirement to add another five lanes to the N11 for all the sunny south east commuters to get to Dublin!

Climate Action Extraordinaire!! 🏡🏡🏡

• [Reply](#)

[Dick Barrett](#)

As a regular walker in that area, I have seen the preferred plan and I do not like it. Walkers prefer to stick to the coast, not to walk in and out among fields and marshlands. Also this route is a primarily walking route, not a cycleway. I say keep the route along the coast.

• [Reply](#)

[Fiona McStay](#)

Dick Barrett I've walked on other greenways that were nowhere near the coast and they were lovely. Greenways aren't coastal ways they are away from cars & road vehicles

• [Reply](#)

[Dick Barrett](#)

[Fiona McStay](#) Yes but this one is a coastal walk and should stay that way.

• [Reply](#)

[Rebecka Taube](#)

What's the point it'll all be washed away eventually if the erosion isn't sorted. This should be the main priority. Having everywhere we walk pre planned for us is annoying too theres no freedom anymore. Yes certain areas need to be protected. But we need to save the coastline now and leave the landowners alone how wpuld you like people trapesing through your own private land. Where do they stand on insurance if someone is injured. Stop ignoring the damage done to our murrough and sort that first.

• [Reply](#)

[Kat Green](#)

These decisions are so tough. A lot of people are touched or impacted by it. But the idea of being able to cycle is a wonderful thing. It's dangerous to cycle on the country roads. Thank you for informing everybody. Maybe there are creative solutions 🧑

• [Reply](#)

[Liz Meakin Gilbert](#)

Can we all get together and stop this.

• [Reply](#)

[Anonymous participant 465](#)

What is wrong with people walking along the coastline. Why do they have to cycle. Sort out the murrough erosion would be more important.

• [Reply](#)

[Glenard Martin](#)

I'm not going to say much more than I hope this does not materialise in a folly like farce trying to construct a very expensive leg slog for a few marathon runners to train on and the rest of the entire county avoiding it's remote hardships like the plague of self induced heart and panic attacks attempting it without some associated intrusive incident occurring to man or creature . rock armour on the Northern flank would be money better spent .

• [Reply](#)

[Ivan W Sheane](#)

CLONMANNON

Well Danny from what comments that I have read there seems to be little support for this proposed route, that being said how many will come out from the woodwork and express their opinion to the official forum and public consultation events that are proposed – I suggest not many and that is a huge pity because apart from the usual few smart comments and inuendo most people are making reasonable points but they will not be heard officially unless they make a submission or attend one of the consultations.

 Reply

Aimee O Flaherty

Now if only they had the same thinking for the rail way 🙄

 Reply

Clodagh Duff

Why not use the existing road nearest sea between Rathnew , Newcastle kilquade Kilcoole.. push in from road rather than seaside to create a good footpath . I would think erosion and rising sea levels will subsume what you are proposing very quickly . There will also be issues with rare plants, birds... natural vegetation...

 Reply

Fiona Kelly

Clodagh Duff because that would be using actual logic and God forbid they do that 🙄

 Reply

Anonymous participant 851

Whether on the coast or through the country side it would be a fantastic amenity. Just look at the green way down in Waterford. It has significantly boosted small towns like Kilmacthomas by driving tourism, creating jobs, and revitalising local economies through increased spending at cafes, bike hire, and B&Bs. That's just some benefits to name a few.

Do we not want that for our area.

 Reply

Sinead Francis Murray

would prefer to see one linking kilcoole newtown Newcastle etc. you can't walk from one village to the next anthracite the bus is a 50/50 by having a greenway your giving locals more freedom to move about without having to rely on public transport and a safe commute for children. Seems like a logical move

 Reply