

ID	Start time	Completion time	Submission
1	1/13/26 11:37:17	1/13/26 11:41:34	<p>To whom it may concern,</p> <p>I would like to express my strong support for the Wicklow to Greystones Greenway scheme. This greenway represents a hugely beneficial opportunity for the local community and the wider county. It will provide a safe, accessible and attractive route for walkers, cyclists, families and visitors of all ages and abilities. The social and health benefits of encouraging active travel and outdoor recreation cannot be overstated.</p> <p>From an economic perspective, the greenway will be a major boost to tourism in Wicklow. Similar projects across Ireland have shown how greenways attract visitors year-round, supporting cafés, shops, accommodation providers and other local businesses in towns and villages along the route. This scheme has the potential to become a flagship amenity for the area and a strong draw for domestic and international visitors.</p> <p>The greenway also offers an important sustainable transport option. Providing a safe cycling route between Wicklow and Greystones will allow people to access the DART by bike, reducing car dependency and supporting national and local climate goals. This improved connectivity will benefit commuters, students and leisure users alike.</p> <p>Overall, this project is an exciting and forward-looking opportunity for all the towns and communities along the route. It will enhance quality of life, strengthen local economies, and create a lasting piece of infrastructure that future generations can enjoy.</p> <p>I fully support the progression of the Wicklow to Greystones Greenway and encourage Wicklow County Council and Transport Infrastructure Ireland to continue developing and delivering this important project.</p> <p>Yours sincerely,</p>

Wicklow to Greystones Greenway Website

2	1/14/26 14:41:29	1/14/26 14:45:00	<p>Fence making sure people won't access East Coast Nature Reserve from greenway.</p> <p>Very frequent signs saying dogs on lead and enforcement if possible (cctv points) it can be a massive safety hazard for a cyclist and may cause injuries or even kill a dog. No off leash , bike wheels can cause serious harm. Please note this as this will attract more users to this greenway.</p>
3	1/14/26 20:39:36	1/14/26 20:43:36	<p>I have seen the "emerging preferred option" map and it is not what I or other walkers would want. This greenway is a coastal walking route, not a cycleway. Walkers want to walk along the coast, not in and out through fields or marsh areas. We need to keep the route along the coast at all times.</p>
4	1/14/26 23:05:04	1/14/26 23:06:17	<p>Yes</p>
5	1/15/26 17:44:40	1/15/26 17:47:05	<p>Great to see this progressing!</p> <p>It would be great if the routes leading to it could also be improved - we are in Newtownmountkennedy and would love a safe cycle path to kilcool to access amenities and the sea and new greenway!</p>
6	1/19/26 13:56:20	1/19/26 13:59:35	<p>Can I ask why the consultant never looked at the Greystones Pathfinder Scheme route between Greystones and Kilcoole as part of its options selection report? The route is only 1km west of the preferred route and also seeks to provide an off road route between Greystones and Kilcoole. It seems particularly neglectful to not have considered it and it would be wasteful to create two off road routes between these two close neighbouring urban areas only 1km apart.</p>
7	1/20/26 11:13:17	1/20/26 11:15:47	<p>I think this is a fabulous decision. If some farmers are objecting is it possible to go along the borders of their farms? I cannot wait to see how the process progresses. Thank you</p>

8	1/21/26 11:22:46	1/21/26 11:34:21	<p>We live in Kilcoole and have commercial property interests in the area. We have a young active family, the perfect target users for a greenway.</p> <p>However, the absence of proper jump-on / jump-off points from our village would limit our use of the greenway or the benefits of it to the locals. There is no path or cycleway from Kilcoole to the beach to meet the emerging preferred route. It is more and more dangerous to bring children along that country road (1 mile+) and there is limited parking capacity at Kilcoole train station. Efforts to bring a path all the way to the beach have been ongoing for many years to no avail and there is no proposal to include it in the EPR drawings.</p> <p>Therefore, in the absence of proper infrastructure to jump on / jump off at Kilcoole my submission is to amend the EPR from the coastline to continue the route from the old Charlesland GC closer to Kilcoole to improve ease of access (on foot or bike from the village) and encourage more use as well as increasing the potential benefits to local businesses.</p> <p>Finally, a greenway along the rail line potentially inhibits the possibility of future moves towards a second rail track South of Greystones.</p>
9	1/22/26 21:48:45	1/22/26 21:50:01	<p>The tourism benefits from a cycling greenway joined up with the tackling of the clear coastal erosion in Wicklow will help revitalise many areas that have seen a decline over the years.</p>
10	1/22/26 21:49:39	1/22/26 21:53:35	<p>I do not support this proposition for the new proposed route.</p> <p>Wicklow county council show a lack willingness to deliver on a coastal greenway that was first proposed to Wicklow residents. Rather than address the key issue of coastal erosion they would prefer to waste money and resources by destroying ecological habitats inland, building on land that is subject to flooding and having to CPO active farm land.</p> <p>It's truly disgraceful to propose wasting taxpayers money on a project like this and the residents of Wicklow do not support this proposed route</p>

Wicklow to Greystones Greenway Website

11	1/22/26 22:12:34	1/22/26 22:13:36	<p>Please complete it as quickly as possible.</p> <p>Preferably a mostly costal route but honestly which ever route you can complete most quickly.</p>
12	1/22/26 22:18:05	1/22/26 22:21:05	<p>This is not good enough. It is clearly stated that negating coastal erosion is a key pillar of this project and yet the proposed route negates any responsibility of the council to actually do anything about the increasingly devastating effects of coastal erosion on the Murrough. Furthermore the proposed route clearly ignores the stated areas of biodiversity protection and will likely result in public funds being transferred into the hands of a few land owners who stand to benefit hugely from this route. This will not stand and is farcical. There is no justification provided for this route.</p>
13	1/22/26 22:26:42	1/22/26 22:30:39	<p>I am in favour of the greenway route being along the coastline. This will enhance tourism and allow the coastline to be part of an important social amenity for locals for generations to come. I have seen this in other countries eg Australia, Canada and it works well.</p> <p>Thank you.</p>

14	1/23/26 11:14:28	1/23/26 11:44:45	<p>Hi. Firstly I would like to say that I am 100% behind the provision of a greenway between Wicklow and Greystones. I think it's a fantastic idea and will be a wonderful amenity for the people of Wicklow and beyond.</p> <p>However I am very disappointed to hear of the "Emerging Preferred Route" which takes sections of the greenway well inland away from the coastline itself. From the very beginning, when this greenway was first mooted, the whole idea centered around the route being right along the coastline, showcasing the beautiful shoreline. As a native of Wicklow Town and regular user of the Murrough, I have been appalled by the erosion taking place there over many years with swathes of land lost with east passing storm. I, like many other inhabitants of Wicklow Town, saw this greenway as the answer to the erosion problem, as Wicklow Co. Council would finally need to put funds in place to protect the area in order to provide the greenway itself. We were led to believe the two would go hand in hand. I</p> <p>It cannot be left to Irish Rail to constantly be the ones doing protection works. They understandably are only interested in protecting the railway line as a priority. And as there project does not even begin until 2029 there could be no Murrough left by then!</p> <p>Saving the Murrough has to be your responsibility. As I say, we were all led to believe that the only way to provide a greenway along the coastline would be for vulnerable areas of the coastline to get the protection they deserve. The whole idea was sold to the public this way. This "Emerging Preferred Route " effectively means Wicklow Co. Co. are abandoning their duty to protect our Murrough, which they have shamefully neglected over the years. So , looking at the various route options, I would implore Wicklow Co. Co. to adopt route B3 or B4 and do not bring any of the route inland away from the coast itself. Otherwise it is just a glorified pathway through fields, farms , marshland etc. involving unnecessary CPO' s of land, court cases, and many delays .</p> <p>We have a golden opportunity to gain a brilliant tourist attraction and amenity along our beautiful coastal strip. Please keep the route along the coastline and do the right thing, protecting what little we have left of the Murrough.</p>
----	------------------	------------------	---

			Thank you.
15	1/24/26 14:56:13	1/24/26 14:56:51	<p>I think the whole idea of creating a greenway in the area is ill conceived. Creating a greenway over, for example, an existing disused railway line is one thing, and there are examples in Ireland where this has happened . However, making a greenway by running new paths through countryside thereby destroying tracts of greenery makes no sense to me. I also think that the money necessary to create such a greenway could be put to far better use.</p> <p>I am particularly concerned about the impact of a greenway on the nature reserve at Kilcoole, an internationally important area for birds. The construction work, which would no doubt be protracted, would be very disruptive to breeding and visiting birds in the nature reserve. Once the greenway is in place, the presence of people on bikes and e-scooters, and probably dogs,</p>

Wicklow to Greystones Greenway Website

			would ensure that birds would not be able to settle in the area. As things are currently, people are able to enjoy walking along the coastal path without disturbing the wildlife in the reserve. Creating a greenway would simply destroy the nature reserve.
16	1/26/26 11:21:51	1/26/26 11:26:04	Thanks for sharing the info on the project. I want to: 1 commend all the work you are doing to create this greenway - it should benefit many for generations to come 2. Agree with the proposed route - especially where it avoids the fragile seashore 3. Wish the project team well as its a challenging project!

17	1/27/26 20:06:28	1/27/26 21:20:34	<p>Having viewed details of the proposed Greenway from Greystones to Wicklow I wish to raise the following points:</p> <p>1. Why?</p> <p>Given the huge budget allocated for consultation which will be followed by an even larger budget to acquire private land for path access, all the auxiliary works, surfacing and fencing 20 km, how is any of this spend justified?</p> <p>Impact on wildlife Kilcoole:</p> <p>Although the proposal has suggested an inland path to skirt the wild bird conservation area what is not taken into consideration is the large number of birds that graze in the adjoining fields during the winter. The fields are not in the conserved area but are an integral part of the feeding area for the Canadian geese, mute swans, lapwings and curlews. Likewise the adjoining fields form part of a wider ecosystem which supports many birds of prey, foxes, rabbits and otters. Putting a path through this countryside is foolish, destructive and frankly selfish, just to serve the entertainment of day trippers and rambblers.</p> <p>Who will access this Greenway?</p> <p>This huge spend and damage to the countryside will be to facilitate a small number of runners, cyclists and day trippers. Families can only walk so far with children, runners have plenty of other options (forests, beach, running tracks), cyclists will be the biggest user group and this in turn will make the path more dangerous for walkers.</p> <p>How will people access the Greenway in Kilcoole and Newcastle?</p> <p>Currently there is very limited parking at Newcastle. The parking at Kilcoole is also limited because train users park there. Currently at weekends and on sunny days, without the Greenway it is almost impossible to get parking at the Kilcoole sea entrance.</p> <p>What Benefit to Kilcoole and Newcastle?:</p> <p>The fact that the path from Kilcoole to Newcastle will not run near either village, the Greenway will have no economic benefit to the villages. In fact, it will serve to make our local access to the beach less and much busier than it currently is. It will encourage the set up of mobile coffee outlets which in turn will cause more litter and so be less environmentally sustainable than our current situation.</p>
----	------------------	------------------	--

			<p>Encourage anti-social behavior: Currently unbuilt areas of Greystones and Kilcoole have fallen victim to groups of young people causing damage, littering and breaking into private lands. These areas are used for parties, large group gatherings, many fires has been set, streams littered and lands littered. This is an ongoing concern for local landowners so adding nice access paths which will be quiet at certain times will only make this kind of activity easier and more attractive. It is also a nice get away route, off road and not in view.</p> <p>Alternative Suggestion: When the Cliff Walk is re-opened there will be a good pathway from Bray to Greystones. Adding to this is the a beach walk from Greystones to Kilcoole. This walk could terminate at Kilcoole and loop back up into the village with the addition of a footpath along the Sea Road. Or, for those who wish to stay off road, they can walk up the Ballydonarea loop path which is a current right of way. This path goes from the seafront up to the village along the fields. Then people have the option of walking/cycling back to Greystones via the footpath along the road or by the new proposed greenway which is proposed to facilitate the students getting to the new school in Charlesland. There is also the option to take a second right of way path the Kilcoole Mass Path, from Kilcoole village, up along the fields to Kilquade. Another section of this path goes from Kilquade to Farrenkelly Road and then on to Delgany. This is a considerable greenway already in existence so why do we need another one? This is a Greenway from Bray, Greystones, Kilcoole to Delgany in essence. Much more cost effective and much less harmful as most of it exists already. It will not run the risk of coastal erosion like the current proposal will.</p>
--	--	--	--

18	1/28/26 10:42:19	1/28/26 11:07:19	<p>Re: Greenway Proposal</p> <p>I am writing to express my support for the proposed greenway project. The vision behind the initiative is truly positive — enhancing local amenities, encouraging sustainable travel, and opening new opportunities for communities along the route. The long-term benefits for recreation, tourism, and connectivity are clear, and it is encouraging to see such forward-thinking planning.</p> <p>That said, I believe it is important to acknowledge many significant realities</p> <p>Given the timelines involved with the current programme, which indicates that a planning application should be submitted by 2026/2027, a projected finish time of 2031 and the ever-progressing level of coastal erosion on the east coast, specifically between Wicklow Town and Kilcoole will mean that there will be severe implications for the current coastline, which changes daily due to storm damage and coastal erosion. I have witnessed this as I am a regular cyclist and walker between Wicklow Town and Kilcoole,</p> <p>We need to urgently address the coastal erosion and protect the rail line between Wicklow Town and Greystones. Running a Parallel cycle route + railway + coastal erosion protection would be the best way to achieve this in the long term.</p> <p>Evidence of this has been done in Cornwall where Long Rock demonstrates how a cycle route and coastal path can run parallel to a mainline railway, while rock armour and dune reinstatement protect all three assets. The cycle route between Penzance and Marazion sits atop reinforced coastal defences. Rock armour and sheet piling protect both the cycle route and the adjacent rail line. [cormactd.co.uk]</p> <p>The Emerging Preferred Route Corridor and the Emerging Preferred Route have many problems and do nothing to protect the railway line or address coastal erosion. As many individual landowners are involved, progressing this project will not be simple. Each property has its own history, boundaries, uses, and sensitivities, and meaningful engagement with landowners will be essential to building trust and avoiding unnecessary conflict. A collaborative, respectful approach will be the key to achieving an alternative greenway that works for everyone and strengthens local relationships rather than strains them.</p> <p>I nevertheless welcome the proposal to develop a greenway along the east coast and look forward to seeing it develop, but I would strongly encourage a process that prioritises transparency, consultation, and flexibility in dealing with landowners. Done well, this project can be a success for the entire region.</p>
----	------------------	------------------	--

Wicklow to Greystones Greenway Website

			Thank you for the opportunity to comment. Wicklow Town Jan 2026
19	1/28/26 15:15:50	1/28/26 15:16:26	I am in full support of the Wicklow to Greystones Greenway and believe that the preferred route would be best.
20	1/30/26 16:25:15	1/30/26 16:26:12	

21	1/31/26 15:28:02	1/31/26 15:29:16	<p>Opposition to Emerging Preferred Route</p> <p>Since the publication of the emerging preferred route for the Greystones to Wicklow Greenway, I have attended both public information presentations held in Greystones and Wicklow. Spoken to members of the council and their consultants. In addition, we have met with a number of local landowners who would be directly affected by the proposed route and have also spoken with friends and neighbours who, while not directly impacted, have a strong interest in the project.</p> <p>From these engagements, it is clear that the concept of a Greenway running along or near the coast is broadly welcomed and would be appreciated by many people. There is general support for improved walking and cycling infrastructure in the area. However, there is very little support for the current Emerging Preferred Route, which faces significant practical, environmental, and deliverability challenges.</p> <p>The proposed route has generated considerable concern among affected landowners and local residents. It presents numerous obstacles, including land acquisition issues, environmental constraints, coastal protection requirements, and long-term viability concerns. Despite a considerable amount of public money already having been spent attempting to establish a Preferred Route, it is increasingly apparent that delivering a viable compliant Greenway between Wicklow and Greystones may not be possible.</p> <p>Given these realities, it would be prudent for the Council to reconsider its approach. Rather than continuing to pursue a Greenway route that encounters so many difficulties and uncertainties, an alternative solution should be examined.</p> <p>A more practical and cost-effective option would be to focus on upgrading the existing road R761 by providing dedicated cycle lanes and pedestrian facilities (some of which already exist for part of the route). While this may not meet the strict definition of a “Greenway,” it would nonetheless achieve many of the core objectives of the Greenway project. It would deliver safer walking and cycling access along the country road, provide meaningful connectivity between villages such as Newcastle and Kilcoole, and significantly improve safety for all road users.</p>
----	------------------	------------------	--

			<p>This approach would represent a more efficient use of public funds, avoid many of the environmental and land-use conflicts associated with the current Emerging Preferred Route, and deliver tangible benefits to local communities in a realistic and timely manner.</p>
22	1/31/26 17:29:00	1/31/26 17:31:02	<p>I live in Wicklow and work in Greystones. Currently I commute by car. I would love to be able to bike to/from work safely. 100% in favour of greenway.</p>

23	1/25/26 17:16:32	2/1/26 13:37:02	<p>A Chairde,</p> <p>Thank you for the opportunity to provide feedback on the proposed Wicklow to Greystones Greenway.</p> <p>We live on, and own property along the Emerging Preferred Route . Our family business, is located in Kilcoole and has operated as a tourism attraction and commercial enterprise for over 30 years, with land immediately adjacent to the proposed greenway route. As such, the Greenway’s Emerging Preferred Route directly affects our lands and business operations.</p> <p>We would request further engagement with Wicklow County Council and the project design team to agree on a greenway layout and boundary treatment that is appropriate, proportionate, and cognisant of the ongoing operation of our family business. In particular, we request that consideration be given to the following:</p> <p>1 - The potential for a managed and controlled access link between the greenway and Glenroe Open Farm, which could enhance the overall user experience, provide a family-friendly attraction along the route, and deliver mutual benefits for our shared interest in improving the local tourism economy.</p> <p>2 - The provision of a robust and secure boundary treatment along the interface with our lands to ensure that the operation of our business is not adversely affected. This should prevent uncontrolled access, including any potential for pedestrians to bypass the admissions process by entering the farm via the greenway or its adjoining lands. We have serious concerns that unregulated access to our farm poses public safety risks and, if not properly managed, could significantly threaten the survival of our family business.</p> <p>We are currently planning for the future growth and diversification of our family business and have recently submitted a planning application (Ref: 2660020) for six no. self-catering accommodation units. Subject to a successful planning outcome, this development could provide an additional visitor amenity along the greenway corridor. This information is provided simply for context and to support our request for continued and meaningful engagement as the design and development of the Emerging Preferred Route progresses.</p>
----	------------------	-----------------	--

			<p>In conclusion, we wish to acknowledge the project team's work and commend the facilitation of a clear, structured, and constructive public consultation process to date. We look forward to engaging further on this matter.</p> <p>Kind regards,</p>
24	2/2/26 15:39:17	2/2/26 15:43:13	<p>Fix bray to graystones first and learn lessons Make it wide enough for everyone to pass safely. Ensure there is green for pets to walk on Make it far enough inland not to have to move it in the next 100years due to errosion Ensure green way can take an ambulance or rubbish truck to empty bins along path</p>

25	2/2/26 16:11:39	2/2/26 16:21:49	<p>A straight path following the sea is the most obvious and desired option. Not to mention the most straightforward and cost effective. Working in conjunction with Iarnrod Eireann on coastal and railway track protection would deliver obvious savings in time and money. This path between greystones and kilcoole during coastal protection works was lauded by all who used it, even in its uneven state. The other option is convoluted, and not wanted by most. Its a very Irish solution, akin to the red and green Luas lines not joining up, or the port tunnel not being big enough to handle the larger trucks. And it has the same amount of short sightedness as the continued over development of houses feeding onto the n11. And dont get me started on the m50! Perhaps a well advertised public vote on the matter would be better before countless more millions are wasted.</p>
26	2/2/26 17:01:52	2/2/26 17:04:06	<p>I live on the seafront in Kilcoole down a little private laneway owned by Iarnrod Eireann. The lane belongs to Irish Rail, as stated on their signage and my neighbours and I hold legal easements for access to my home as per Irish law. Easement law is fairly straightforward.</p> <p>I am unnerved to say the least that nobody has approached us directly about this proposed major change of use, and the people assigned to answer questions at the library last week had no information for me of any value.</p> <p>Limerick greenway claims user numbers of over 100,000 per year. Even if Wicklow greenway had only half that amount of users (more likely to have double) those numbers would cause a significant change in both the use of our lane and our enjoyment of our property - but it would also be a danger.</p> <p>Each driveway here is a blind spot, and the handful of cyclists who mistake our lane for a public road already cause issues. Our children play outside and bicycles flying by with no cycle path or slow down mechanism has resulted in many near misses.</p> <p>It would be hugely inappropriate for plans to be made without proper attention given to the already overburdened lane way leading to our house. The train station car park causes trouble for residents of the lane on any day with good weather (often needing the police to move cars) , and the lane is only wide enough for one car which means residents need to (and do) communicate with one another when there is deliveries and septic tanks etc coming. A few years ago we had an incident where an ambulance was prevented from attending a seriously ill</p>

			<p>child next door because of the cars blocking the entrance.</p> <p>But we also enjoy a real sense of privacy, peace and quiet down here as the lane is residents only. A greenway would significantly deny us that enjoyment.</p> <p>I insist that a proper meeting is held with the planners and the residents as soon as possible so that any concern or issues we have can be expressed sooner rather than later.</p>
27	2/2/26 17:14:02	2/2/26 17:17:48	The preferred route should be the one that accommodate coastal protection by placing the cycle way as close to the sea as possible, using existing paths people use for years.
28	2/2/26 17:10:00	2/2/26 17:18:15	I welcome the proposed Wicklow–Greystones Greenway and recognise the value it will bring to the community. However, I believe significantly greater long-term benefit can be achieved by positioning more of the route closer to the coastline and, crucially, by integrating the Greenway with coastal erosion prevention works. A combined approach would not only create a more attractive and scenic route, but also deliver stronger protection for public and private assets along the shoreline. Coordinating these two strands of investment—active travel infrastructure and coastal defence—would maximise public value, enhance climate resilience, and future-proof access to one of Wicklow’s greatest natural amenities. I respectfully request that the project team fully explore a coastal-proximate alignment and the potential for joint delivery with planned or required erosion mitigation measures.

Wicklow to Greystones Greenway Website

29	2/2/26 17:17:25	2/2/26 17:22:42	<p>Absolute waste of time and money.</p> <p>It would be far more beneficial to look at spending the money on protecting the existing paths from erosion.</p> <p>If people want a nature walk then expect to walk in nature on a slightly uneven path at times, that's life, stop trying to drag roads and footpaths into natural habitats so you can hold your coffee in one hand while pushing the stroller god forbid they'd have to put two hands on it and push. What's next a dual carriageway for bikes and prams though glendalough or devil's glen?</p>
30	2/2/26 17:22:04	2/2/26 17:22:42	<p>It should be a costal walk and we need dart more than this walk</p>
31	2/2/26 19:49:05	2/2/26 19:50:15	<p>Of all the routes provided the seascape route seems the most sensible along the actual coast , straightest and most enjoyable</p>
32	2/2/26 21:03:31	2/2/26 21:05:29	<p>We already have a walkway between wicklow and newcastle that the council refuses to protect properly. spending public money on a new greenway is a futile exercise which will require public land acquiescence and cost more money than it is worth. serious reconsiderations are needed with this project</p>
33	2/2/26 21:09:08	2/2/26 21:18:09	<p>I personally believe the current preferred route to be unsuitable as it is too far inland, non-adjacent to the sea, very prone to flooding and passing through an area of protected wildlife habitat.</p> <p>A joint effort between Irish Rail and WCC to install coastal defences and construct a walkway on the seaside of the railway (the existing route) would be far more advantageous in my opinion. Thank you.</p>
34	2/2/26 21:14:36	2/2/26 21:25:29	<p>I ask the council to really prioritise people's need to commute efficiently into Dublin. I think the greenway while desirable is not going to help people have the real quality of life for all the cost it is going to take to get it up and running. Make a decision to push hard for the funding to make transportation a priority without widening the motorway but work with other public servants to provide what people want a better rail service into Dublin. Pull the finger out and press hard to secure funding from government. Wicklow county council should do something big for Wicklow town rather than faffing around on less important greenway.</p>
35	2/2/26 21:24:00	2/2/26 21:29:06	<p>I think it would be more in line to sort out the erosion at the murrough .it its happened a varosious speed and pretty soon it will reach a point of no return.</p>
36	2/2/26 21:42:01	2/2/26 21:42:51	<p>Keep the coastal way and no to the new option away from the coast</p>
37	2/2/26 21:46:02	2/2/26 21:46:49	<p>Looks horrific, will not bring tourists. Comparison is Dungarvan thats what people want.</p>

Wicklow to Greystones Greenway Website

38	2/2/26 22:21:19	2/2/26 22:24:33	I would love to have the greenway being very much coastal focused, while also taking into account the need to avoid any harm to animals and biodiversity in the area - so having one that incorporates as much coastal scenery as possible while also making accessions for biodiversity would be best I feel. Having easy on and off ramps for the villages on the way too to increase tourism and footfall there.
39	2/3/26 0:27:14	2/3/26 0:27:52	Please do not damage the wetlands

40	2/3/26 5:20:14	2/3/26 5:58:29	<p>Dear Sir or Madam,</p> <p>I am writing to submit observations regarding the proposed Greystones to Wicklow greenway development at Ballybla and Clonmannon. The proposed emerging route poses significant and potentially irreversible environmental, ecological, and social impacts, particularly given the high ecological sensitivity of the adjacent Murrough Wetlands complex. In fact it continues a irreversible trend of degradation of an area of outstanding beauty, with its associated SAC/SPA.</p> <p>1. Environmental Impacts The Murrough coastal wetland system depends on stable hydrological conditions. Construction adjacent to these lands risks:</p> <ul style="list-style-type: none"> - Hydrological Disruption: Altered groundwater levels and surface water flow from excavation and drainage works may degrade fen habitats. - Soil and Water Quality: Soil compaction and sediment runoff threaten sensitive vegetation and water quality. - Habitat Loss and Carbon Release: Permanent modification of wetland soils undermines their role as carbon sinks and conflicts with climate-mitigation objectives. <p>2. Ecological Impacts The Murrough Wetlands are designated as a Special Area of Conservation (SAC) and a Special Protection Area (SPA). Key concerns include:</p> <ul style="list-style-type: none"> - Sensitive Habitats: Vulnerability of alkaline fens, salt meadows, and drift line vegetation to physical disturbance. - Species Disturbance: Increased noise and human presence may reduce the breeding and feeding success of protected bird species. - Fragmentation: Permanent Linear infrastructure divides continuous habitats, increasing vulnerability to predators and invasive species. <p>3. Social and Community Impacts The proposal raises significant local concerns regarding:</p>
----	----------------	----------------	---

			<ul style="list-style-type: none"> - Landscape Character: The permanent loss of the undeveloped, natural character of this area. - Access Pressure: Increased risk of littering, off-path damage, and conflict between recreation and conservation. - Land Use: Impacts on farming activity, including land fragmentation and biosecurity concerns. <p>4. Planning and Legal Concerns Due to the ecological connection with EU-designated sites, I am concerned that:</p> <ul style="list-style-type: none"> - The proposal may fail to demonstrate "no adverse effect" on the integrity of the SAC/SPA under Appropriate Assessment. - Proposed mitigation measures may be insufficient for habitats of this sensitivity - Alternative routes, have not been adequately explored. <p>In summary, the proposed greenway presents substantial risks to the Murrough SAC/SPA. I urge the relevant authorities to prioritize the protection of these sensitive habitats over the proposed development.</p> <p>Regards</p> <p>William McNamara</p>
41	2/3/26 8:06:31	2/3/26 8:09:31	No. It's so wrong and it even looks wrong. Flood plain. Wildlife needs it. Plenty of other places for people to walk/cycle

Wicklow to Greystones Greenway Website

42	2/3/26 10:08:28	2/3/26 10:11:59	The route should be coastal as much as possible. Path through farms should be optional and those sections must have coastal alternatives
43	2/3/26 10:53:29	2/3/26 10:57:09	The route that is suggested ignores the existing coastal walking path, diverts inland through farmland, and cuts across nationally important wildlife areas. Proposed route is wrong and involves huge public spending which can be diverted to more vital projects, e.g. to protect the coastline from erosion. I object the proposed route.
44	2/3/26 11:07:57	2/3/26 11:13:29	My preference for the walk would be to keep as close to the coast as possible. Going through farmland is not really what people want from a coastal route. I know it is difficult as there is the railway line etc. Also, going through wildlife areas would be quite disturbing for the wildlife to have people walking through it.
45	2/3/26 11:43:42	2/3/26 11:44:41	By the coast .
46	2/3/26 11:58:59	2/3/26 12:02:20	Part of the joy of the existing path from wicklow to greystones is the proximity to the sea - hearing the waves on the pebble beach and seeing various wild life - moving the path inland would remove this element - the challenge of sea defenses accepted - i would much prefer to see a greenway taking advantage of the coast than one that veers too much inland
47	2/3/26 11:58:24	2/3/26 12:03:57	I object to the current plans on the grounds:- They encroach on sensitive ecological areas They do not represent good value for public expenditure They are unnecessarily complex They divert from a route that would entice usage
48	2/3/26 17:32:33	2/3/26 17:35:58	Hello, The Greenway should be built on the seaside. To build inland loses the benefits of existing space already opened by the train line, a chance to bolster the sea defences along the coast and improve amenities along The Murrough in Wicklow Town by ending the greenaway on the Wicklow Town seafront. Each route compromises wildlife, the seafront route will offer a unique experience to all users, attract tourism and become part of the coastal infrastructure for Wicklow. Kind regards

49	2/3/26 20:28:49	2/3/26 20:30:39	<p>The proposed route transverses the Sea Road in Kilcoole, which is the only access point to Kilcoole railway station, beach and residents of that area. This is a narrow country road, and the resulting increase in traffic on this road would cause danger to the pedestrians, cyclists and drivers who access this train station, beach and dwellings.</p> <p>This proposed route then continues over a narrow bridge and into the small car park, the entrance to which is so narrow that either a single vehicle, pedestrians or cyclists only can pass at any one time. This is a hazzard. Also, the capacity of this car parking is a maximum of 30 cars and parking is so oversubscribed, particularly at weekends and on fine days, that cars regularly park on the grass area there, and along the Sea Road. A greenway route along this road, and through this carpark would both reduce the available parking and increasing the requirement for parking, which will inevitably result in an increase in random illegal parking.</p> <p>All of these issues will negatively impact access for users, residents and more worryingly, emergency services.</p> <p>I am honestly horrified at this proposed route, for the reasons stated above, as well as the impact of the wildlife along the route during the construction and use of this greenway. The impact on farm families who’s farms are being dissected by the route, and the impact on the safety and security of the residents who live near to or beside this proposed route</p>
50	2/3/26 20:52:53	2/3/26 20:54:17	<p>This will destroy natural beauty in our community. I oppose this waste of money. Wicklow would benefit from affordable housing to locals.</p>
51	2/3/26 21:15:42	2/3/26 21:28:18	<p>Most of the wonderful greenways in Ireland have been developed along unused railways , canal towpaths, forest ways etc. This proposed greenway which is now being routed inland, will be developed alongside two European protected areas. These areas between Kilcoole and Wicklow are SO important to a huge number of birds throughout the winter months and equally to nesting birds, ducks and a large number of wading birds during spring and summer. To develop this greenway along these special areas is just wrong. It would cause huge disruption and damage along the route during development. Surely the money would be better spent, perhaps reopening the Cliff Walk, a fabulous cliff top walk along the sea or even a mentioned greenway from NTMK to Roundwood. Please reconsider this decision before it is too late</p>
52	2/3/26 22:01:59	2/3/26 22:02:55	<p>This looks fantastic! I live on the Sea Road in Kilcoole. My family and I would get huge benefit from this. Best of luck with it all!</p>

53	2/3/26 22:17:04	2/3/26 22:30:10	<p>Dear Sir / Madam,</p> <p>Re:</p> <p>I wish to formally object to the proposed Greenway route passing through the middle of my family farm, which would divide the farm in two and make it unviable.</p> <p>The land along the proposed route is extremely wet and unsuitable for this type of development. Construction and ongoing maintenance in this area are likely to be challenging, expensive and could lead to further disruption, drainage issues, and damage to the surrounding areas of special protection.</p> <p>Importantly, routing the Greenway through the centre of the farm would significantly interfere with our farming operations, making the management of livestock and machinery more difficult and creating unnecessary safety and access concerns.</p> <p>I would strongly recommend that the route be redirected to the seaside of the railway track, which is also part of our land. This alternative route would cause far less disruption to our farming activities and would be much more suitable from a ground condition perspective. In addition, it would provide a more enjoyable and open experience for the general public using the Greenway, rather than confining users to a corridor through the middle of an active farm.</p> <p>I strongly object to the emerging preferred route and will take any action to protect the farm from this route selection.</p> <p>Thank you for your time and consideration.</p> <p>Yours sincerely,</p>
54	2/3/26 22:30:30	2/3/26 22:37:36	<p>Wicklow greenway should follow a coastal path using existing trail rather than tracking inland destroying natural habitats unnecessarily. Surely the joy of this greenway is to make use of the fabulous coast we have to offer. Coastal erosion defense should become part of the project therefore protecting the coast and avoiding much unnecessary and costly building of a whole</p>

Wicklow to Greystones Greenway Website

			new route. There is a natural route which should be utilized and enhanced to make a beautiful greenway we all want for Wicklow.
55	2/4/26 0:59:42	2/4/26 1:03:11	we need to focus on rewilding and biodiversity not inviting more human activities into natural areas. Wicklow Co Council should look at the rail and public transport links to encourage tourism, invest in the facilities in the towns and beaches that we already have. Coastal erosion and protection of sand dunes needs to be a priority as well as getting access to the Greystones cliff walk and the wicklow lighthouses. I think this project will be a waste of money, time and resources better spent elsewhere.
56	2/4/26 8:19:21	2/4/26 8:22:15	I fully support the emerging preferred route. It will provide a great both leisure and commuter cycling link between the towns for all ages and abilities, and allow the community to enjoy the wonderful nature between the towns.
57	2/4/26 14:39:49	2/4/26 14:57:51	In my opinion the emerging preferred greenway route is far too close to a number of highly important and sensitive bird habitats. Indeed, it runs directly alongside a number of these habitats. It will inevitably result in increased disturbance both during construction and following completion. The route should be further away from these important bird habitats. Any bird viewing areas should be far enough away from these sites so as not to cause any disturbance.

58	2/4/26 22:02:11	2/4/26 22:10:31	<p>wish to make a submission regarding the proposed Greystones–Wicklow Greenway.</p> <p>I fully support the development of a high-quality Greenway between Greystones and Wicklow Town. A safe, accessible walking and cycling route is a positive addition for residents, families, commuters, and visitors, and I recognise the long-term health, tourism, and transport benefits such infrastructure can bring.</p> <p>However, I have serious concerns regarding the apparent preference for an inland route through farmland and fields, rather than prioritising the existing coastal corridor and sea-facing alignment.</p> <p>One of the unique and defining characteristics of the Greystones–Wicklow stretch is its coastline. Sea views, proximity to the water, and the existing coastal footpath are precisely what people value and expect from a Greenway in this location. Diverting the route inland risks creating a path that could exist anywhere in the country, while failing to capitalise on the area’s most distinctive and publicly valued natural asset.</p> <p>From a public perspective, the expectation of a coastal Greenway is clear:</p> <ul style="list-style-type: none"> Scenic sea views are a major draw for both locals and tourists The existing coastal footpath demonstrates long-standing public use and demand A coastal route would enhance wellbeing, recreation, and the overall experience Tourism value is significantly higher along the coast than through inland fields <p>Routing the Greenway predominantly inland may reduce public support, limit usage, and undermine the long-term return on public investment. While I acknowledge that land access, safety, and environmental constraints must be considered, these should be addressed with the objective of maximising coastal access wherever feasible, rather than defaulting to inland alternatives.</p> <p>I strongly urge Wicklow County Council to:</p> <ul style="list-style-type: none"> Prioritise a coastal alignment with sea views wherever technically and environmentally possible Retain and enhance the existing coastal footpath rather than bypassing it Ensure public expectations and amenity value are central to route selection Provide transparent justification where coastal sections are deemed unfeasible <p>In summary, I support the Greystones–Wicklow Greenway, but only if it delivers what people reasonably expect from such a project: a scenic, coastal route that celebrates the Wicklow coastline rather than avoiding it.</p> <p>Thank you for considering this submission.</p> <p>Yours sincerely,</p>
----	-----------------	-----------------	---

59	2/5/26 11:10:37	2/5/26 11:30:59	<p>This entire Greenway plan is ridiculous, and disgraceful waste of money. Building a roadway, through pristine countryside, and in the process destroying parts of a nationally important natural environment, home to thousands of migratory birds, and important productive farmland, for zero benefit to anybody, is nonsense. Claiming it is an environmental scheme, makes this proposed development even more ridiculous.</p> <p>The proposed scheme would pass through areas frequently flooded, making it unusable for some of the year, and make livestock farming near it, nearly impossible, due to the numbers of unleashed dogs, as dogwalkers would probably be the main users of this Greenway.</p> <p>The funds that are being wasted on this scheme, should be diverted to restoring the Greystones cliff walk, a genuinely wanted, and much used Wicklow amenity.</p>
60	2/5/26 15:07:15	2/5/26 15:18:50	<p>As I am farming land on four properties along the emerging preferred route , Ballygannon kilcoole , Blackditch , The Grange , Newcastle and Ballybla Killoughter I would like to make you aware of the following difficulties.</p> <p>The land is all arable and is sprayed with chemicals and has fertilizer spread on it several times each season. When these operations are taking place there are going to be some pellets of fertilizer which will reach the walkway if it is in the actual field. there would also be a strong odour off some of the chemicals and organic fertilizers that we apply . During harvest there would be lots of dust coming from the combine harvester which would not be pleasant if you were out walking or cycling. For these reasons I think the route along the coastline would be much more appropriate. My phone number is if you require more information</p>

61	2/5/26 16:51:24	2/5/26 17:11:27	<p>When I heard about this idea, I was very pleased, and I went to the public display in Wicklow Library on the 22nd of January with high hopes.</p> <p>What I saw was a great disappointment.</p> <p>I note with real dismay the current "preferred route" and have to wonder, preferred by whom? This is the most ludicrous zig-zag route I have ever seen proposed as a cycle route. It is almost unbelievable that it runs between Greystones and Wicklow, two coastal towns with a straight line railway linking them. There are a very large number of acute angles where a cyclist would have to make an unsafe sharp turn, at many points they would have to make a series of sharp, sometimes acute turns. At some points along this so-called "preferred route" a cyclist would be actually be going back in the direction (s)he had just come from.</p> <p>There is an obvious straight line coastal route and I note that is still an option. Please choose this option. People will want to walk and cycle along the sea, where a rough footpath already goes. Very few, if any, cyclists would choose the intense succession of zig-zags the "preferred route" indicates. I certainly would avoid it.</p> <p>Quite honestly, if you can't choose the straight line option we would be better off saving the public money you propose to spend on this route and spending it on existing roads, or coastal protection. Creating a practically unusable, unsafe greenway would be a staggering waste of public money. I speak as a regular cyclist and occasional coastal walker, at least between Wicklow and Kilcoole.</p> <p>Please pick the straight line coastal option, or forget the whole idea.</p> <p>Thank you for the opportunity to give honest feedback.</p>
62	2/7/26 20:22:16	2/7/26 20:31:40	<p>I would like to object to the greystones to wicklow greenway. I believe it is very wrong to commercialise nature and to encroach on wildlife and habitats. Concrete and tarmac are not environmentally friendly. Walking in the country is about sandy or grassy trails and sometimes muddy and it's about respecting your environment . I can't get my head around why you would</p>

Wicklow to Greystones Greenway Website

			need to change it. In my view the money should be spent on making public parks that are inclusive for everyone.
63	2/8/26 14:44:24	2/8/26 14:49:33	<p>I object to this greenaway It is a waste of money. money needs to be invested in infrastructure within the communities improving road networks traffic lights. As there is an influx of housing within these communities. Roughly 600 or more additional housing in kilcoole over the coming years.</p> <p>The wildlife will be affected at the breeches.</p> <p>It is a terrible idea no idea how people are attempting to proceed with this. Attempting to line your own pockets!</p>

64	2/8/26 18:16:03	2/8/26 18:39:12	<p>Objection to Wicklow to Greystones Greenway (Environmental Grounds)</p> <ul style="list-style-type: none"> • Extensive Sensitive Wetland Habitat: The proposed route runs adjacent to and through very wet (currently underwater) lands associated with the Murrough coastal wetlands and Kilcoole marshes, internationally important habitats supporting wintering waterfowl, breeding waders (e.g., redshank, lapwing, oystercatcher), and other species of high conservation concern. These wetlands are of high biodiversity value and very vulnerable to human disturbance. • Impermeable 3 m Asphalt Surface Threatens Hydrology & Flooding: A permanent 3 m wide asphalt track — as standard for Irish greenways (we don't do soft landscaping) — introduces a large impermeable surface. This alters natural water infiltration and surface flow in the wetland system, increasing runoff and flood risk. This project is interfering with wetland hydrology that sustains plant and animal communities. (Hard surfaces in wet ground impede natural water absorption and exacerbate flooding in low-lying ecosystems – this route ignores all the general principles of wetland hydrology and rural infrastructure design). • Habitat Loss & Fragmentation: Paving and constructing embankments for the greenway will likely need to be higher than anticipated due to flooding. The project will directly remove and fragment wet grassland and marsh habitats. Such loss is especially harmful to species that require contiguous wetland mosaics for feeding, nesting, and roosting. There is evidence from similar projects that wetland birds and other fauna are highly sensitive to habitat alteration. The reasons that the Blessington Blueway did not go ahead are even more compelling in this wetland route. • Disturbance from Construction & Use: Construction activities (earthworks, compaction, drainage modifications) and ongoing human use (pedestrians, runners, cyclists, dogs, illegal hunting, feeding the sika herds, etc) will disturb wildlife. Birds are particularly sensitive to disturbance near nests; this could reduce breeding success and displace species from otherwise suitable habitat. • Fencing Across Wildlife Corridors:
----	-----------------	-----------------	--

			<p>Chain-link fencing typically used alongside greenways will cut across natural wildlife movement routes through the wetland. Fences act as barriers to ground-dwelling mammals (e.g., otters) and impede the normal movement of birds and other fauna, further fragmenting habitat and reducing ecological connectivity. Fencing also encourages artificial segregation of wildlife from parts of their habitat. Greenways fences quickly fall into disrepair, allowing dogs into the wetland birds and into livestock. The sika herds in the area are extensive. The deer have become semi domesticated in the Reserve, and suffer from dog attacks, particularly in the woods behind the Bird Watch Reserve where locals are running dogs into the deer, resulting in injuries to the deer, and humane dispatch callouts</p> <ul style="list-style-type: none"> • Loss of Landscape Integrity & Natural Character: The introduction of a formal 3 m paved route and linear fencing will transform the landscape character of this natural wetland corridor, detracting from the area’s ecological and aesthetic values and potentially reducing its value for wildlife tourism with no demonstrable ecological benefit. • Lack of Adequate Environmental Assessment at This Stage: At the emerging preferred route stage, there is insufficient publicly available evidence of robust ecological surveys, hydrological modelling, and bird disturbance assessments to demonstrate that the project will avoid significant environmental impacts. Adequate baseline data and transparent assessment are essential before route approval. <p>The railway route causes little additional disturbance, as there is ongoing recreational use. The wetland route maximises disturbance, and is useless for locals cycling or walking, as it does not go into the schools, villages or areas of employment. The road route is most be useful for all</p>
65	2/8/26 18:51:58	2/8/26 18:54:43	<p>Not in favour of preferred route as indicated. Route should follow the railway line as far as possible to allow for connection with sea as well. Route as shown would result in adverse severance of farms. Route is too meandering and would be a lost opportunity.</p>

66	2/8/26 22:20:25	2/8/26 22:33:55	<p>Dear Senior Executive Officer, Wicklow County Council,</p> <p>We are residents of the Grange area of Newcastle. We are writing to you to convey our significant concerns about the proposed Greenway between Wicklow town and Greystones. We formally object to the proposed 'emerging preferred route', specifically the section passing through The Grange and Blackditch areas of Newcastle. While support greenway in principle, the proposed route is fundamentally unsuitable for this location.</p> <p>The emerging preferred route clearly follows the railway track out of Greystones and follows the coast as far as Kilcoole. Why can this path not be maintained? Doing so would minimise the environmental impact, maximise coastal views, cause minimal disruption to local agriculture and allow for existing infrastructure to serve the Greenway without the need for major additions. In following the existing rail line costs can be minimised and efficient transport of materials.</p> <p>Regarding the environmental impact of the emerging preferred route, it must be noted that:</p> <ol style="list-style-type: none"> 1) The route severely compromises European protected areas (SPA and SAC), crosses a number of rivers and runs along the edge of the important Murrough wetlands. The Kilcoole Marshes, an area of national importance for breeding birds, is also skirted. The increased, non-controlled, and high-intensity use of this area will cause habitat loss, biodiversity decline and disturbance to wild bird populations. 2) The proposed route will create extra traffic, disrupting not only nesting birds and mammals such as otters and badgers; enhanced access can destroy riverbank habitats; swimming dogs and leached insecticide from their treated coats are also a threat to river ecosystems. 3) The proposed route would destroy mature trees, hedgerows and natural habitats – i.e., the very, 'green' elements the project should be preserving. <p>An alternative route alongside the railway would limit the environmental impact and allow the proposed amenity to still serve the public.</p> <p>The coast between Greystones and Wicklow town is a popular amenity for local residents and many of those in the surrounding areas. However, vehicular access to the sea shore is currently only available at two points in Newcastle (L5065 and Sea Road, Newcastle) and one in Kilcoole (Sea Road, Kilcoole). The L5065 is a single car lane at best and is the only public beach access between Wicklow and Newcastle village. There is no legal parking at the beach entrance, car</p>
----	-----------------	-----------------	--

			<p>parking is already haphazard in the area and the surface of the lane cannot hold up to current traffic demands, let alone an increase. We have previously highlighted this issue but no communication on the matter has been received in any of the current planning documents or consultation meetings. This would not be an issue with a route adjacent to the railway line.</p> <p>Much of the emerging proposed route cuts through prime agricultural land. Generational farmland in the area provides a livelihood for those that tend it and we must ensure that it will continue to do so for many years. To cut across it as proposed will divide key grazing areas, risk public and animal safety, create a biosecurity hazard and have a huge impact on the day-to-day running of farms. All of this will limit ability to raise livestock, grow crops and care for the land. Running the route along the railway line will eliminate this issue as farmland is already cut off by fencing.</p> <p>We propose that the emerging preferred route is altered and the previously discussed railway corridor becomes the preferred route. This will benefit the local people of the area, allow visitors easier access to the Greenway and limit the environmental impact of the proposal. Furthermore, we request that meaningful dialogue is opened with those who will be directly impacted by the Greenway, as to date this has not been the case.</p>
67	2/6/26 15:34:05	2/9/26 10:53:40	I support the construction of a greenway between Greystones and Wicklow Town as long as it doesn't have potential negative consequences for any proposed installation of double tracking/passing loops for the railway line. While it's a shame that some sections have to be

			<p>moved away from the coast, this has to be the case owing to potential conflicts with the function of the railway. It will be a real positive to have such a cycling amenity with connections to the railway service at Greystones, Kilcoole and Wicklow Town stations.</p>
68	2/9/26 19:38:37	2/9/26 19:52:16	<p>We would like to raise the following concerns in respect of the emerging preferred route for the Wicklow to Greystones Greenway:</p> <ol style="list-style-type: none"> 1. Running the route adjacent to the railway line would be more appropriate The current route is a significant distance from the railway line and coast for which this greenway was originally promoted. Running adjacent to the railway and coast would support an ability to combine with coastal erosion prevention measures and provide less disruption to a special area of conservation alongside the current preferred route. 2. Uncontrolled Dogs and Encroachment on Farmland There is significant concern that dogs will not be kept on leads while using the greenway. This presents a real risk of dogs straying onto our adjacent farmland, causing distress to livestock in addition to the direct impact of the greenway route crossing an active farm. Experience elsewhere shows that enforcement of dog control in rural greenways is extremely difficult. 2. Anti-Social Behaviour in Isolated Farmland Areas The stretch of the proposed greenway that runs through and is surrounded by farmland is particularly isolated. This raises serious concerns that it may become a location for anti-social behaviour, including loitering, vandalism, and gatherings outside of normal daylight use. 3. Littering and Illegal Dumping There is an existing and ongoing issue with littering and dumping along the laneway leading towards the beach, which is not controlled by Local Authorities. Introducing a greenway is likely to significantly increase footfall and usage, thereby exacerbating this problem. 4. Maintenance of Fences and Boundaries. Any failure to properly maintain fencing could result in trespass, damage to land, and safety risks for both greenway users and livestock. We do not have faith in the Local Authority ability to appropriately maintain fencing.

			<p>5. Loss of Privacy The proposed development would result in a significant loss of privacy for us. Increased pedestrian traffic, noise, and visual intrusion across farmland we operate with parents would negatively impact the quiet enjoyment of our home and farm.</p> <p>6. Risk of Users Crossing Farmland to Access the Coast There is a clear risk that greenway users may leave the designated route and cross farmland to access the coast. This would increase the likelihood of trespass, damage to land, and potential safety hazards for members of the public unfamiliar with working farmland.</p> <p>7. Capacity and Safety Issues on the Existing Lane to Five Mile Point The existing lane providing access to the beach at Five Mile Point is only wide enough to accommodate a single vehicle and already experiences significant congestion during good weather. It is heavily used by cars, pedestrians, and cyclists accessing the beach, resulting in safety concerns and traffic conflicts. The proposed greenway would inevitably increase usage of this lane, intensifying congestion and creating further risks for pedestrians, cyclists, local residents, and emergency access.</p> <p>8. Policing and Enforcement It is unclear how the greenway would be effectively policed or monitored.</p>
--	--	--	---

69	2/9/26 19:52:26	2/9/26 20:03:09	<p>We would like to raise the following concerns in respect of the emerging preferred route for the Wicklow to Greystones Greenway:</p> <ol style="list-style-type: none"> 1. Route cuts working farm The emerging preferred route cuts directly across our working farm making movement of livestock challenging and likely rendering parts of the farm impractical to operate in the future. 2. Uncontrolled Dogs and Encroachment on Farmland There is significant concern that dogs will not be kept on leads while using the greenway. This presents a real risk of dogs straying onto our adjacent farmland, causing distress and potential damage to our livestock. Experience elsewhere shows that enforcement of dog control in rural greenways is exceptionally difficult. 3. Anti-Social Behaviour in Isolated Farmland Areas A large stretch of the proposed greenway runs through and is surrounded by farmland including across our farm and as such is particularly isolated. This raises significant concerns that it may become a location for anti-social behaviour, including loitering, vandalism, and gatherings outside of normal daylight use. 3. Littering and Illegal Dumping There is an existing and ongoing issue with littering and dumping along the laneway leading towards the beach, which is not controlled / managed by Local Authorities. Introducing a greenway is likely to significantly increase footfall and usage, thereby exacerbating this problem and leading to such dumping on our land which we will be left with no choice but to clean up. 4. Maintenance of Fences and Boundaries. Any failure to properly maintain fencing could result in trespass, damage to land, and safety risks for both greenway users and our livestock. Given experience on nearby farmland, we do not have faith in the Local Authority's ability to appropriately maintain fencing to prevent damage. 5. Loss of Privacy The proposed development would result in a significant loss of privacy for us. Increased pedestrian and cycle traffic and noise crossing our farmland would negatively impact the quiet
----	-----------------	-----------------	---

			<p>enjoyment of our home and farm and potentially impact our livestock and ultimately income.</p> <p>6. Risk of Users Crossing Farmland to Access the Coast There is a clear risk that greenway users may leave the designated route and cross out active farmland to access the coast. This would increase the likelihood of damage to land and potential safety hazards for members of the public unfamiliar with working farmland.</p> <p>7. Capacity and Safety Issues on the Existing Lane to Five Mile Point The existing lane providing access to the beach at Five Mile Point is only wide enough to accommodate a single vehicle and already experiences significant congestion during good weather. It is heavily used by cars, pedestrians, and cyclists accessing the beach, resulting in safety concerns and traffic conflicts. The proposed greenway would increase usage of this lane, intensifying congestion and creating further risks for pedestrians, cyclists, local residents including ourselves, and emergency access.</p> <p>8. Policing and Enforcement It is unclear how the greenway would be effectively policed or monitored.</p> <p>9. Running the route adjacent to the railway line would be more appropriate The current route is a significant distance from the railway line and coast for which this greenway was originally promoted. Running adjacent to the railway and coast would support an ability to combine with coastal erosion prevention measures and provide less disruption to a special area of conservation alongside the current preferred route. While this would not resolve all of the concerns raised above it would go a long way to addressing the main issues.</p>
--	--	--	--

70	2/9/26 20:20:50	2/9/26 20:33:43	<p>The proposed greenway should go along the coastline in conjunction with the railway authority and the coastal defences. The inland route is low lying on soft ground and would be flooded often. The preferred route has too many sharp bends and these are unwelcome and dangerous from a safety point of view. In addition a “Greenway” suggests clear lines of sight which are necessary to prevent violent attacks around bends and on ‘blind’ stretches between sharp corners. Greenways are popular on old rail routes for that reason.</p> <p>The biological data that I read online and on the Public Display in Wicklow offices makes no mention of bat roosts. Nor does it mention Buzzard haunts on Clonmannon avenue. In addition I see no realisation that Clonmannon is the largest Rookery in Ireland which crosses Clonmannon every evening about an hour before sunset. This was featured in an RTE radio program which I recall (Mooney goes Wild?).</p> <p>In addition a fox resident on Clonmannon has been photographed by me with a Sea Lamprey in his mouth.</p>
----	-----------------	-----------------	--

71	2/10/26 11:17:21	2/10/26 11:28:00	<p>To whom it may concern,</p> <p>I am a concerned resident that is opposed to the current inland proposal of the ‘emerging preferred route’</p> <p>The emerging preferred route fails to serve the public interest:</p> <p>The National Greenway Strategy states prioritization of state owned land, the emerging preferred route violates this.</p> <p>Proposal: There is already an existing viable route alongside the railway track. This is a superior alternative and maximises state owned land. This would protect prime agricultural farmland from unnecessary development and use and minimises environmental impact.</p> <p>Impact on Biodiversity: The emerging preferred route cuts through prime agricultural land; this leads to habitat loss and fragmentation, leads to a reduced food source for birds and insects, disrupts wildlife movement and shelter, introduces invasive pressures and ecosystem imbalance, increased predation and mortality for birds and the deterioration of ecosystem health, decrease in agricultural land value, long term loss of natural resources, reduced future productivity of the land, reduced farm efficiency and increased costs, social and community impacts on agriculture.</p> <p>Proposal: The use of the path (already existing viable coastal pathway) alongside the railway protects high value agricultural land, minimises ecological disturbance, makes use of existing infrastructure, supports natural coastal protection systems, helps concentrate human activity in already affected areas, preserves local agricultural productivity and is a more cost effective route selection.</p> <p>Yours sincerely,</p>
----	------------------	------------------	--

72	2/10/26 11:15:00	2/10/26 11:38:05	<p>I wish to submit the following concerns with regard to the proposed route.</p> <ol style="list-style-type: none"> 1. The route approaching Sea Road, Newcastle and on towards Wicklow is subjected to regular flooding and this has taken place in winter and summer, most notably August. I refer specifically to OPW Flood maps with the following Flood ID: 3621 and 3623. Sea Road is prone to ever more frequent flash flooding which can pose a significant risk to children and those with limited mobility or relevant disabilities. 2. Access. The Greenway would require extensive car parking facilities and adequate road capacity as well as public transport. The majority of those accessing Ggreenways throughout Ireland use cars. Greystones has no capacity within reasonable distance for car parking and no such facilities in other access areas such as Kilcoole and Newcastle. Building the required car parking and related road and pedestrian capacity will have a signficant environmental anbd cost impact. 3. Security. Related specifically to our location (A63 NP93), as an adjoining land owner, the proposed route runs along the back of our property, leaving us significantly vulnerable to intrusion. We have two grown up children with disabilities, both of whom are especially vulnerable, even with high levels of security. 4. Impact on Birdwatch Ireland. The proposed route goes through and close to the Newcastle Bird resevoire. Birdwatch Ireland are already asking visitors to respect the area as it is. Significant activity along the Greenway would have a devastating impact on wildlife in that location. <p>Regards</p>
73	2/10/26 13:49:38	2/10/26 13:52:24	<p>Extremely excited about the scheme. I will look forward for this to be delivered. Fingers Crossed!</p>

74	2/10/26 17:26:46	2/10/26 17:33:58	<p>E:wicklowgreenway@wicklowcoco.ie</p> <p>10th February 2026</p> <p>Re: Objection to emerging Preferred Route Wicklow to Greystones Greenway</p> <p>To whom it may concern,</p> <p>I have many and huge concerns regarding this project.</p> <ol style="list-style-type: none"> 1. Firstly I was astounded at the lack of any information being given to me prior to public meetings. The news came like a bolt out of the blue. It was pure chance that I came to have any knowledge of it at all. 2. This is a working farm used to produce beef and cereal crops contributing to food security as well as providing a living to the owners. Any reduction in acreage could not be accepted. 3. Greenways around the country are very well used. Tourism is encouraged. In fact, people have booked holidays in an area because there is a greenway nearby. Sadly there is ample evidence of anti-social behavior in some greenways. Currently, even on the road where I live, there is plenty of evidence of the dumping of rubbish, e.g. full black rubbish bags, mattresses, fast food containers etc... I am concerned that such rubbish could easily be “thrown over the fence” into our land which could be dangerous to animals. 4. Dogs off leads can be worrying and stressful to animals particularly to cows with young calves. How could this be managed to avoid unnecessary disaster ? 5. Birdlife. On the land we have several birds of prey; Hawks, Buzzards and Owls as well as Kites, Herons, Woodpeckers, Egrets and Pheasants and a wide variety of smaller birds. I fear some of these birds could be subjected to disruption. <p>I am supportive of Greenways but absolutely not through privately owned farmland. I would strongly suggest the proposed Greenway is relocated to a more appropriate area such as the existing amenity route along the coast way.</p> <p>Yours faithfully,</p>
----	------------------	------------------	--

75	2/10/26 17:31:13	2/10/26 17:58:06	<p>As a local resident, I support the development of a greenway. However, I believe that a coastal route is far more appropriate and beneficial than the currently proposed inland route.</p> <p>A coastal greenway would provide a significantly higher-quality amenity as a shared walking and cycling route. By contrast, the inland proposal appears—based on the published renderings—to introduce a substantial piece of infrastructure that intensively dissects existing farmland and habitats, raising legitimate concerns about environmental fragmentation and impacts on agricultural land.</p> <p>There are already well established local concerns regarding coastal erosion, localised flooding, and the substandard rail network, all of which require strategic investment and long-term planning. Proceeding with a greenway proposal that does not meaningfully engage with or complement these existing challenges represents a missed opportunity and a questionable use of local authority resources. A coastal alignment could address multiple issues simultaneously, delivering improved public amenity while contributing to coastal management objectives and broader infrastructure planning.</p> <p>From an amenity and tourism perspective, the inland route is difficult to justify. It is unclear how a route that is removed from existing coastal amenities meaningfully supports tourism or economic activity in Kilcoole, Newcastle, or Ashford. In contrast, a coastal greenway would build upon an already well used recreational corridor and provide a destination quality experience that aligns with visitor expectations.</p> <p>Furthermore, if the route is developed inland, there is little to prevent walkers and cyclists from continuing to use the coastline regardless. This raises the risk that the proposed greenway could become partially redundant, while the coastal stretch continues to experience unmanaged use.</p> <p>The beach corridor from Kilcoole to the Murrough is already heavily used by walkers and recreational users. A greenway that formalises, enhances, and sensitively manages this existing usage—while balancing the interests of biodiversity, local farmers, and residents—appears to be the most logical, sustainable, and publicly beneficial option.</p> <p>For these reasons, I strongly urge the council to reconsider the proposed route and give serious</p>
----	------------------	------------------	--

			weight to a coastal route, which offers clear advantages in terms of amenity, tourism, environmental management, and value for public expenditure.
--	--	--	--

76	2/10/26 17:59:11	2/10/26 18:01:37	<p>As a resident of the area, I welcome the ambition to deliver a greenway and recognise the potential value such infrastructure can bring to local communities. That said, I have significant concerns regarding the proposed inland alignment and strongly believe a coastal route would deliver far greater public, environmental, and economic benefit.</p> <p>The inland route, as presented in the published drawings, appears to involve a substantial level of new infrastructure cutting through farmland and established habitats. This approach risks unnecessary fragmentation of agricultural land and ecological corridors, while delivering a relatively limited amenity experience when compared with the alternatives available along the coast.</p> <p>The coastal zone in this area already faces well-documented challenges, including erosion, flooding, and ageing transport infrastructure, particularly along the rail corridor. It is difficult to justify progressing a greenway in isolation from these wider issues. A coastal alignment would present an opportunity to take a more integrated and cost-effective approach, addressing multiple strategic concerns through a single, coordinated investment rather than treating them separately.</p> <p>In terms of tourism and local economic benefit, it is unclear how an inland route that bypasses existing amenities meaningfully contributes to visitor activity in Kilcoole, Newcastle, or Ashford. By contrast, a coastal greenway would connect directly with landscapes that are already a draw for both residents and visitors, enhancing the area’s attractiveness as a destination for walking and cycling.</p> <p>There is also a practical concern that, should the greenway be routed inland, many users may continue to travel along the coast regardless, given its accessibility and appeal. This risks undermining the effectiveness of the proposed scheme and calls into question the long-term value of the chosen route.</p> <p>The coastal stretch between Kilcoole and the Murrough is already extensively used for recreation. Developing a greenway that builds on this existing pattern of use—while being carefully designed to protect biodiversity and respect farming activity—represents a more logical, sustainable, and publicly beneficial solution.</p>
----	------------------	------------------	--

			<p>For these reasons, I respectfully request that the council reassess the proposed route and give serious consideration to a coastal option, which offers clearer advantages in terms of amenity quality, tourism potential, environmental management, and responsible use of public funds.</p>
77	2/10/26 18:58:08	2/10/26 19:03:40	<p>I'm in favour of the greenway. It's taken a very long time for the plan to get to this point, and it now seems to have changed from it's original concept of a greenway along the coastal side of the railway to one along the inland side. My concern is that this is going to further delay the implementation as there are now a lot of landowners involved whereas the coastal route is all in public ownership.</p> <p>My main suggestion therefore is to prioritise the Greystones to Kilcoole section as "phase 1". As this section mostly follows existing roads and farm tracks it should be the easiest section to complete and will also most likely be the busiest section. Getting this completed will provide more impetus to get the remainder built as people will see the benefit of having such a facility.</p>

78	2/11/26 10:18:50	2/11/26 10:19:47	<p>Attention- Senior Executive Officer Transportation, Infrastructure Delivery and Emergency Services Department Wicklow County Council County Buildings Whitegates Wicklow Town A67FW96 E:wicklowngreenway@wicklowcoco.ie</p> <p>9th February 2026</p> <p>Re: Objection to emerging Preferred Route Wicklow to Greystones Greenway</p> <p>To whom it may concern,</p> <p>I write as a landowner and effected farmer to strongly object to the emerging proposed Preferred Route of Wicklow County. This proposed emerging Preferred Route, if carried through to completion, will result in splitting our working farm in half. As a proud third generation cattle farmer breeding and raising cattle all my life I cannot agree to our farm being split in half and therefore losing half of the grazing area we currently use for our cattle and livery horses.</p> <p>No consultation or suggested meeting has taken place with my family. No correspondence has been addressed to me personally. I learned of this proposal through a neighbour of mine and not from Wicklow County Council.</p> <p>No request to survey our land had been made to me or my brother with whom I jointly own and run the farm. Needless to say our family farm where we breed and raise cattle together with livery of horses provides my family with our income.</p> <p>I object to this proposal on many grounds, the main objections being:</p> <ol style="list-style-type: none"> 1. No consultation with myself or my brother who are actively farming for the past 40 years. 2. Permanent loss to our way of life and income for my family.
----	------------------	------------------	--

			<p>3. Destruction of existing animal habitats on our farm to include badgers, otters, hares, nesting kites, buzzards, egrets and herons.</p> <p>4. Permanent damage to agricultural property. Poor track record on other farms on previous walkways in Wicklow – most notably lands at Windgates in Greystones where a public pathway was built. Good arable land has been rendered unusable due to trespass and damage caused by a total absence of maintenance and upkeep.</p> <p>5. Serious concerns regarding stock proof fencing. We have cows calves and bulls on the farm along with a large number of livery horses. I do not believe that any fencing will be adequate to keep stock away from the path and trespassers out of our fields. In addition I have huge concerns for loss or damage to people , livestock and property. Wicklow County Council will have to take full responsibility for liabilities and indemnify us for all loss and injury caused indefinitely.</p> <p>I await hearing from you to confirm safe receipt of this letter.</p>
--	--	--	--

79	2/11/26 10:27:38	2/11/26 10:28:20	<p>Attention- Senior Executive Officer Transportation, Infrastructure Delivery and Emergency Services Department Wicklow County Council County Buildings Whitegates Wicklow Town A67FW96 E:wicklowngreenway@wicklowcoco.ie</p> <p>9th February 2026</p> <p>Re: Objection to emerging Preferred Route Wicklow to Greystones Greenway</p> <p>To whom it may concern,</p> <p>I write as a landowner and effected farmer to strongly object to the emerging proposed Preferred Route of Wicklow County Council.</p> <p>1. No Communication. It was only on the 11th January 2026 that we heard form a neighbour of this proposed preferred route and that there was a county council meeting the next day, which we attended. Even though we had not the right of audience after the meeting we brought to the attention of the relevant powers that we had no communication at all on this matter. A registered letter arrived on 26th January to myself but not to my brother regarding this proposed greenway. Not good enough.</p> <p>2. Our family farms 52 hectares of which we have Cattle and a Department of Agriculture registered Livery Yard for retired horses. Cattle can be very dangerous as I have personal experience of personal injury from cattle. In the case of trespass and anti-social behaviour and Wicklow County Council’s proven historical poor track record for not maintaining fences it would be a very serious situation if either cattle or horses found their way onto the greenway or if the public trespass on our land. It could involve a serious life threatening or life changing experience.</p>
----	------------------	------------------	---

			<p>3. Biosecurity and safety is a huge priority on our farm and we have definite protocols in place to ensure these are adhered to. We have also been Bord Bia accredited for the last two decades.</p> <p>4. Fire Hazzard and Anti-social Behaviour. Unfortunately, historically we have had arson on our farm and we have a huge concern of anti-social behaviour or discarded cigarettes that will cause standing crops ditches and also the SAC to catch fire in dry weather. It is also a concern that the location of the Greenway through our land annual flooding is a fact of life, especially after heavy rain in the mountains and spring tides at sea. This area is under sea level.</p> <p>5. Right to Privacy. We are committed to safety and wellbeing of our livestock and Livery horses. Having worked in Agriculture all of my working life we take pride in the care we give to our animals and other peoples horse. It is a duty we take very seriously and to this end we do not wish to have our privacy invaded and our stock disturbed or under threat by members of the public.</p> <p>6. This proposed Greenway will cut our farm in half. With the Department of Agriculture who advised us on the best way to look after the SAC we were advised by the Department to graze judiciously every year the SAC to ensure its maintenance. The proposed greenway in parts will be coming onto the SAC in places and the rest will be adjacent within five metres of the SAC.</p> <p>7. This Greenway will make our farm unviable and my son who wants to farm this land will not be able to do so.</p> <p>I await hearing from you to confirm safe receipt of this letter.</p>
--	--	--	---

80	2/11/26 10:28:55	2/11/26 10:33:27	<p>THIS SUBMISSION IS IN TWO SECTIONS THIS IS PART 1 OF 2</p> <p>Attention- Senior Executive Officer Transportation, Infrastructure Delivery and Emergency Services Department Wicklow County Council County Buildings Whitegates Wicklow Town A67FW96 E:wicklowgreenway@wicklowcoco.ie</p> <p>10th February 2026</p> <p>Re: Objection to emerging Preferred Route Wicklow to Greystones Greenway</p> <p>To whom it may concern,</p> <p>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:-</p> <ol style="list-style-type: none"> 1. No consultation with the landowners at Coolawinna Farm. 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
----	------------------	------------------	--

			<p>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</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
--	--	--	--

			SECTION 2 by SEPERATE Email points 7 and 8. onward
--	--	--	--

81	2/11/26 10:33:45	2/11/26 10:35:59	<p>THIS IS PART 2 OF MY SUBMISSION PART 1 CONTAINS POINTS 1 TO 6</p> <p>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 pain. 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.</p> <p>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;</p> <ul style="list-style-type: none"> • 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. <p>Such lack of research and absence of attention to detail is a sure sign of failure at Bord Pleanála stage.</p> <p>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.</p> <p>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.</p> <p>8. The existing amenity the costal route and the Murrough</p> <p>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.</p> <p>This route lies predominantly on State-controlled land and must be upgraded in any event as</p>
----	------------------	------------------	--

			<p>part of an unavoidable coastal erosion and rail protection programme.</p> <p>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.</p> <p>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.</p> <p>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</p> <p>In summary and for clarity I am not opposed to Greenways I believe they should provide accessible infrastructure in nature for everyone to enjoy.</p> <p>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</p> <p>I await hearing from you to confirm safe receipt of this letter. Yours faithfully,</p>
--	--	--	---

82	2/11/26 10:36:17	2/11/26 10:37:22	<p>Attention- Senior Executive Officer Transportation, Infrastructure Delivery and Emergency Services Department Wicklow County Council County Buildings Whitegates Wicklow Town A67FW96 E:wicklowngreenway@wicklowcoco.ie</p> <p>10th February 2026</p> <p>Re: Objection to emerging Preferred Route Wicklow to Greystones Greenway</p> <p>To whom it may concern,</p> <p>I write as the son of a landowner and effected farmer to strongly object to the emerging proposed Preferred Route of Wicklow County.</p> <ol style="list-style-type: none"> 1. Fires on Broad Lough Estuary. In the summertime in the SAC and NHA it becomes a potential fire hazard. I worry that people out walking will be smoking and discard their cigarettes causing a fire or even deliberately set a fire. This will cause huge destruction to this protected area. I regularly see Otters, Badgers, the Great Spotted Woodpecker and Red Kites when I am herding our cattle. All of these birds nest here and throughout the farm. 2. The proposed route will sever our farm in half making it impossible for us to graze our cattle on the SAC area which is approximately twenty percent of our farm, which will be very difficult to use. 3. 3 (a) Inadequate stock proof fencing will allow cattle and horses to escape onto the Greenway and potentially run as far Greystones and Wicklow causing havoc and a threat to human life and safety not to mention children in prams and people in wheelchairs. 3(b) Inadequate stock proof fencing I have serious concerns that the inadequate stock fencing will allow dogs to escape their leads and worry the sheep who are on our lands.
----	------------------	------------------	--

			<p>4. When the N11 was being built we had a mass explosion of Bovine Tuberculosis as the deer and the badgers were forced out of their habitats and spread disease and infection and our cattle were effected. We were essentially locked up for 2 full years unable to sell stock while at the same time trying to eradicate the problem. We were what is called a restricted herd at that time which means no buying and selling of cattle during this period and selling only to factories at the factory prices.</p> <p>5. We are not in a position to facilitate access of heavy machinery across our land in order to facilitate the building of the Preferred route at any time of the year as it will permanently damage our access laneway and fields.</p> <p>6. As a young Farmer I feel my future is at risk if our way of life disappears due to the building of this preferred route and resolutely oppose the emerging preferred route Wicklow to Greystones Greenway.</p> <p>I await hearing from you to confirm safe receipt of this letter.</p> <p>John Edward Crowley E:johnedwardcrowley1@gmail.com</p>
83	2/11/26 11:16:25	2/11/26 11:18:19	As a cyclist, route options B3 and B4 which follow the railway are my preferred routes

84	2/11/26 12:39:45	2/11/26 12:55:55	<p>TO WHOM IT MAY CONCERN</p> <p>I am deeply saddened by the lack of communications to landowners along the preferred route of the greenway, which we were only informed of by a neighbour on the 11th January 2026 at the phase 3 of the preferred route of the Wicklow to Greystones greenway, of which 90.2% of this route is privately owned land. No communication had been forwarded from the Greenway project or Wicklow County Council to any of my family who work a farm along this preferred route.</p> <p>I wish to object to the emerging preferred route for the Wicklow to Greystones greenway for the following reasons:</p> <ul style="list-style-type: none"> • We live on a working farm of 52 hectares which is utilised grazing for our cattle, private horse livery, and cereal crops. The preferred route would dissect our farm making access to grazing and tilled land problematic, as access to both sides is essential. • I would have concerns re the policing of the greenway and the proposed fencing being used, as cattle are unpredictable and we have multiple bulls as part of our herd. The lack of policing of dog owners along the greenway, the worrying of cattle and sheep if they make it off the greenway onto our farm. We are all very aware of the devastation a dog strike can have on livestock farming. • Our farm has a protected diverse ecosystem which in conjunction with the Department of Agriculture we try and protect. We have multiple large badger sets that are protected by the Wildlife Act, 1976 and monitored by the Department of Agriculture. We also have several protected species that we work closely with the Department of agriculture to protect and nurture in their wild habitat of the Saltwater marsh that is part of our land. These species include otters, hares, red kite, herons, buzzards, woodpeckers, owls, egrets, Canadian geese, and bats. Giving a broad summary of the species that inhabit our land. The introduction of the greenway would affect these species greatly and would have a devastating consequence to their protected environments. There are also protected fauna in the saltwater marsh such as yellow iris and red clover. • We have been Bord Bia registered for over two decades, this comes with strict bio protection to our herd of cattle. There are specific procedures and protocols that we are required to adhere too by law in the transmission of disease and the protection from disease into our farm. With the proposed emerging route of the greenway, we will have a lot less control over the protection and the bio security against the transmission of diseases to our livestock. As we cannot assume that
----	------------------	------------------	---

			<p>there would be no breach from the greenway onto our land, we will be unable to provide one of the first steps of bio security to our herd as in controlling access to the herd and our farm.</p> <p>Lastly, I would like to address the lack of privacy the emerging preferred route would present to our homes along the route. There is no shut off time for access to this route which means it is open to the public 24 hours a day, seven days a week, 365 days a year. There is no proposed policing along the route to ensure that those using the greenway stay on the greenway. I do not feel very secure to know that someone could be walking past kitchen windows, bedroom windows or up our shared access avenue on the farm at anytime</p>
--	--	--	---

85	2/11/26 17:52:05	2/11/26 17:52:11	<p>I formally object, as the daughter of a landowner, to the preferred inland route of the proposed greenway. My objection is based on procedural failures, serious ecological and legal concerns, biosecurity risks, and the availability of a more appropriate coastal alternative. The proposed route would significantly impact my family’s way of life and the viability of our farm.</p> <p>1. Procedural Failure and Lack of Consultation I only became aware of the project on 11 January 2026 through a neighbouring landowner, after it had already progressed to Phase Three. This represents a clear failure of early engagement and transparency, particularly given that the route crosses private land. We were denied meaningful participation in route selection, contrary to best practice and established Irish greenway guidance.</p> <p>2. Ecological and Legal Concerns The land supports numerous protected species, including red kites (10+ nesting sites), bats, otters, hares, dragonflies, great spotted woodpeckers, and badgers with established setts. These species are strictly protected under the Wildlife Acts 1976–2018, the EU Birds Directive, the EU Habitats Directive, and associated Irish regulations (including S.I. 477/2011 and S.I. 356/2015).</p> <p>It is a criminal offence to disturb protected species or damage breeding sites and habitats. Bat roosts are protected at all times, and badger setts cannot be interfered with except under exceptional licence.</p> <p>Previous badger disturbance during the N11 motorway construction led to the spread of bovine TB onto our farm, resulting in a two-year shutdown and severe financial loss. Further disturbance presents an unacceptable biosecurity risk. We are also officially partnered with the Department of Agriculture in monitoring badger setts nationally.</p> <p>3. Not Opposed to the Greenway in Principle I am not opposed to a greenway; my objection is solely to the inland route.</p> <p>4. Coastal Route as a Preferable Alternative Wicklow’s coastline faces severe erosion. A coastal route would help protect vital infrastructure,</p>
----	------------------	------------------	--

			<p>including the railway line, support erosion mitigation, and preserve productive farmland and sensitive inland habitats. Strategic coastal investment is both necessary and forward-thinking.</p> <p>5. Conflict with IFA Guidelines The proposed route—90.2% of which crosses private land—departs significantly from IFA Greenway principles. It fails to prioritise voluntary agreements, public land use, avoidance of farm severance, early engagement, and biosecurity protection. This places an unfair burden on landowners where viable alternatives exist.</p> <p>Conclusion Due to procedural failures, ecological and legal risks, biosecurity concerns, conflict with national guidelines, and the availability of a more suitable coastal alternative, I strongly object to the preferred inland route and request that it be fully reconsidered.</p> <p>I would appreciate confirmation of receipt of this letter.</p> <p>Gabrielle Crowley</p>
--	--	--	--

Wicklow to Greystones Greenway Website

86	2/11/26 18:31:12	2/11/26 18:46:51	<p>I wholly support this development. Coastal walking and cycling infrastructure would be a great addition to the area. It will bring in more day visitors and will stimulate the local economy along the route.</p> <p>Complaints about the negative impact on the environment disregard the fact that this entices people to travel by bike on this route instead of cars. Therefor reducing air and noise pollution along the route.</p> <p>Adding native hedging and wildflowers along the route will enhance the local wildlife and insects.</p> <p>Let's not let the few car centric and/or change wary nay-sayers ruin a positive public realm improvement. As for the ecologists: it's cycle and walking infrastructure, not a motorway.</p>
87	2/11/26 21:07:09	2/11/26 21:09:06	<p>While I believe the environmental impact needs to be worked out (married to an ornithologist), we must have the project proceed in some fashion.</p> <p>Wicklow is shamefully under-served with Greenways, and we need to get the next generation active, safe from motor vehicles.</p>
88	2/11/26 21:49:05	2/11/26 21:51:19	<p>Greenways are the main reason why I've been visiting Ireland more than ever before because they're an absolute pleasure to use and I'll take every opportunity to support their development because the roads are like hell to use and the Greenways are like heaven in comparison.</p>

89	2/12/26 10:49:19	2/12/26 10:50:45	<p>To Whom It May Concern,</p> <p>I am writing to express my strong support for the proposed Wicklow to Greystones Greenway and, in particular, the identification of a preferred route corridor. This project represents a significant opportunity to enhance connectivity, recreation, sustainable transport, and economic vitality along the coastal corridor of Co. Wicklow.</p> <p>Support for the Preferred Route: The selection of a preferred route is a positive and important milestone in progressing the project. The chosen corridor offers a varied and engaging journey, passing through a mix of coastal scenery, rural landscapes, natural habitats, and established settlements. The diversity of landscapes and points of interest along the route will greatly enhance the user experience, making the Greenway attractive not only for commuting and recreation, but also as a destination in its own right. By connecting Wicklow Town, Rathnew, Newcastle, Kilcoole and Greystones, the route links communities, heritage features, coastal views, and local amenities. This variety will encourage repeat use by residents and increase its appeal to visitors, supporting both everyday active travel and leisure tourism.</p> <p>Tourism and Local Economic Growth: The Greenway will also provide a much-needed boost to the local economy. Coastal Wicklow has experienced economic impacts in recent years following the closure of the Bray to Greystones Cliff Walk, which was a significant tourism draw. The development of a high-quality greenway will help re-establish the area as a premier walking and cycling destination, encouraging visitor spend in cafés, restaurants, accommodation providers, and local shops. Greenways elsewhere in Ireland have demonstrated clear economic benefits for rural and coastal communities, and this project has similar potential to stimulate sustainable tourism growth while enhancing quality of life for residents.</p> <p>Community and Recreational Benefits: The Greenway will provide a safe, accessible, and high-quality active travel corridor for walking and cycling for people of all ages and abilities. It will promote healthier lifestyles, reduce car dependency, and strengthen social and community connections between coastal settlements.</p> <p>Sustainable Commuting: Importantly, the Greenway will offer a practical alternative for commuting between Wicklow and Greystones. With limited safe cycling infrastructure currently</p>
----	------------------	------------------	---

			<p>available along this corridor, the proposed route will facilitate low-carbon travel for work, education, and local trips, aligning with national climate and active travel objectives.</p> <p>Conclusion: The Wicklow to Greystones Greenway — particularly through the advancement of the preferred route — represents a strategic investment in active travel, tourism, and community wellbeing. The varied landscapes and points of interest along the corridor will make it an attractive and distinctive addition to Ireland’s growing greenway network.</p> <p>I strongly urge the Council to continue progressing this important project toward detailed design and delivery.</p> <p>Yours sincerely,</p>
--	--	--	---

90	2/11/26 14:31:58	2/12/26 13:14:20	<p>I live on Sea Road North in Kilcoole on the one track road alongside the railway. This has been identified as the preferred route for this section of the Wicklow-Greystones Greenway. While I am very much in favour of greenways as an amenity and as an alternative mode of travel, I don't believe that this is the best route for this greenway. I have outlined my objections below.</p> <p>1.Access to houses This lane is one track with no space to pass pedestrians or cyclists. We require and have a right to access to our houses 24hrs per day. The proposed Greenway cannot respect this as our access will be constantly interrupted by both pedestrians and cyclists.</p> <p>2.Security risk. There is currently no fencing on the boundary of our house. If a greenway were to go ahead there would be open access to our property. This poses a serious security risk. With no lighting (which I agree with from a nature and biodiversity perspective) this will lead to antisocial behaviour. We already have groups gathering in the the carpark and often racing down our road at night. If we gate our house no one can turn their car, increasing danger of collision. The only way out is to reverse the full length of the lane.</p> <p>3.Dog fouling & littering. Already a huge issue with only a handful of walkers.</p> <p>4.Threat to biodiversity. The proposed route down Sea Road North, borders Natura 2000 SAC protected land. Increased footfall will have a detrimental effect on nature - home to hedgehogs, foxes, deer on occasion. Already so much development has happened off Lott Lane that animals have relocated to the island in the reed bed. We spot a herd of deer often and they have also appeared on the road on occasion. Foxes and hedgehogs regularly visit our gardens.</p> <p>5. The road is subject to wave overtopping and flooding. Just this December rocks from the railway were washed onto the road blocking access and waves were at the front doors of our houses. Who will be responsible for the this, who will foot the cost of maintaining the road which is already poor repair? I was told at the public consultation that there are no plans to do anything to the road as part of the greenway. This suggests that the Project is already abdicating responsibility for any impacts this has.</p> <p>6.The route down to the small Beach/trains station carpark is not safe to walk on. There are no paths and just space for two cars to pass. The increased traffic on this road is a danger to everyone using it. Even walkers from the train on dark evenings pose a serious hazard to themselves and motorists.</p>
----	------------------	------------------	--

			<p>7.The carpark is not sufficient to allow for more cars than already use the carpark, both or commuting and walking on the beach. In summer it is almost impossible to get to our house at times, and an emergency services vehicle certainly couldn't.</p> <p>8. Not a credible alternative to car travel for those accessing Greystones from Kilcoole. There is already a plan for a cycle/walking link road from the end of Lott Lane to Charlesland as part of WicklowCoCo Pathfinder which makes perfect sense. As proposed, it does not offer an alternative to car travel for the majority and it is certainly not future proofed as we face rising sea levels and increasingly violent coastal storms.</p> <p>9. A coastal greenway does not help the villages along the route. Inland it has the potential to bring walkers into the village which would support the economy of a small semi-rural village, Glenroe.</p> <p>On a more personal note, we live here because it is isolated and wild and free from people. My son is Autistic and every time a car drives down the road he has to check who it is. When strangers are on the road he thinks they're robbers. He is highly anxious and cannot cope with unexpected visitors or any added pressure to face the world in his own home. We cannot continue to live here if there is a Greenway. He could not cope. Please redact if published.</p>
--	--	--	--

91	2/12/26 14:01:05	2/12/26 14:08:12	<p>I disagree strongly with the proposed Greenway. As someone who cares a lot about animal welfare, I'm aware there are multiple bird species present on the farms that are planned to be used for the greenway. Going ahead with this idea without any proper environmental impact assessment having been done is wrong.</p> <p>I'm also concerned about the privacy of land owners, whose general peace and ability to work on their land will be disrupted by the greenway.</p>
92	2/12/26 17:19:45	2/12/26 17:31:51	<p>The "Emerging Preferred Route" is better known as the "Submerging Nonpreferred Route" .</p> <p>A fully coastal route should be selected - A2.B4.C3,D4,E5, and alongside the rail line directly into Wicklow Station</p> <p>Irish Rail is planning the East Coast Railway Infrastructure Protection Projects (ECRIPP) - the greenway should form part of these works.</p> <p>Historically, there was double tracking from Newcastle station, south completely into Wicklow station.</p> <p>The should be ample space to achieve this with sufficient ambition.</p> <p>The proposed zig-zag route is horrendous, it proposed a ridiculous amount of sharp turns following the boundaries of fields decided centuries ago.</p> <p>It is a dangerous route and passes through fields prone to flooding.</p> <p>It is unattractive and will not encourage people to walk/cycle along the route.</p> <p>I and many others would rather take our chances on the Newcastle-Rathnew road than zig zag along ditches.</p> <p>Do better.</p>

93	2/12/26 20:20:58	2/12/26 20:21:22	<p>The emerging preferred route for the Wicklow to Greystones Greenway is totally unsuitable for a number of reasons:</p> <ol style="list-style-type: none"> 1. Substantial portions of the proposed route traverses flood plains, and interfering with these flood plains will negatively impact residents, farmland and wildlife. 2. The route passes through and beside sensitive wildlife inhabits and an internationally recognised and protected under SAC and SPA. The construction phase alone of this proposed greenway will have a detrimental impact on these areas. 3. There was originally intended as a coastal route, but the emerging preferred route is not coastal. Why was this decision made? There are references to ‘cost effectiveness’ in your report, but no clear indication of the level of this cost, and how it compares to the costs for the purchase of land for the emerging proposed route. 4. One of the key advantages of this route in the report is the access points to transport nodes. Are there plans to increase parking facilities at access points along the greenway, bearing in mind that most greenway users drive to their locations. 5. The greenway will bring a level of antisocial behaviour, criminal damage and trespassing along its route. 6. Section B2 of the emerging preferred route utilises an existing Irish Rail service road, which is a narrow lane not wide enough to allow Irish Rail vehicles and residents pass at the same time. It is not possible for a greenway to share this road without danger to all users and impeding access for emergency services, Irish Rail and residents along this lane.
94	2/12/26 20:10:26	2/12/26 20:37:23	<p>Rejection - On basis - This proposal should be relocated to run adjacent to the railway track from Kilcoole to Wicklow, where the current flat land runs in parallel to the breaches/estuary river. The current proposal dissects through family farm land - practically in my area between Kilcoole/Newcastle. used for generations for livestock and tillage farming, still active to this day and for many generations to come. The proposal runs on top of marsh lands which are home to many rare and seasonal birds and wildlife (monitored through protection program; birdwatch ireland) Netherless cutting through farms that actively have dangerous livestock grazing in immediate proximity is extremely dangerous and will not be monitored by the county council for trespassing nor have public health and safety considerations been implemented via the form of a fence/gate separation between these live farms/wildlife inhabitants. Farm lands are highly sensitive, dangerous & private property and will pose risks of legal proceedings against the county council and the land owners.</p>

95	2/12/26 20:37:38	2/12/26 20:41:35	Rejection to this greenway design between Kilcoole and Newcastle. This section of the greenway intersects protected farmlands used for wildlife habitation, livestock and protected bog land. In line with Irelands NWPS management plan; this area is protected in form of special conservation as bogland. It should at all costs be protected against any upturn, human disruption, depletion of wildlife and natural groundings. The construction alone along this stretch of intersection will have devastating long term effects on this environment and ground infrastructure that may not recover entirely.
96	2/12/26 20:41:39	2/12/26 20:43:30	Rejection to this greenway design between Kilcoole and Newcastle. This section of the greenway intersects protected farmlands used for wildlife habitation, livestock and protected bog land. In line with Irelands NWPS management plan; this area is protected in form of special conservation as bogland. It should at all costs be protected against any upturn, human disruption, depletion of wildlife and natural groundings. The construction alone along this stretch of intersection will have devastating long term effects on this environment and ground infrastructure that may not recover entirely.
97	2/12/26 20:43:33	2/12/26 20:44:40	Rejection to this greenway design between Kilcoole and Newcastle. This section of the greenway intersects protected farmlands used for wildlife habitation, livestock and protected bog land. In line with Irelands NWPS management plan; this area is protected in form of special conservation as bogland. It should at all costs be protected against any upturn, human disruption, depletion of wildlife and natural groundings. The construction alone along this stretch of intersection will have devastating long term effects on this environment and ground infrastructure that may not recover entirely.

98	2/12/26 20:09:51	2/12/26 20:47:49	<p>We live on the Sea Road in Newcastle and we strenuously object to this preferred route on the following grounds:</p> <ol style="list-style-type: none"> 1. Damage to the Environment. The “Inland Field Boundary Route Corridor” will have a massive environmental impact on this already fragile ecosystem. The idea of paving and fencing in a 3m wide plus tarmac roadway through virgin pasture and pristine natural habitats is horrifying. The birds and wildlife that still survive in this special area will not be able to roam freely. Their natural hunting and foraging routes will be dissected. These areas naturally flood and mitigation against this will adversely impact our visiting migrating birds and change the nature of the land. Ground nesting birds will be constantly disturbed, as will so many other species. Any form of artificial light at night is known to have profound and generally negative effects on the natural environment. ‘Ecological light pollution’ disrupts the behaviour, physiology and reproductive cycles of countless species, including insects and pollinators, birds, bats, trees and animals. We do not see how this could possibly bring “significant environmental benefits” to Co. Wicklow and it is definitely not “preserving and promoting the natural environment”. 2. Increased traffic and footfall. The Sea Road in Newcastle is a narrow, rural road, which becomes a bog road the closer it gets to the wetlands before the beach. Increasing the traffic and footfall on this road would be dangerous. 3. No parking. There is no adequate parking in the village or at the end of the Sea Road as it is. Where would additional traffic park? 4. Opening up access to land for poachers. There are already problems with illegal deer hunting in the area. A roadway through this land will increase access for poachers. 5. Increased security issues for all homes and properties in the surrounding area. Additional traffic and footfall on the Sea Road will cause security issues for residents. The ‘preferred corridor’ will provide an easy access and getaway route, particularly for motorised bikes/scramblers. 6. Threat of anti-social behaviour. When the GAA car park first opened up on the Sea Road, it attracted noisy gatherings and dangerous anti-social behaviour (not by GAA members). We had cars speeding up and down the road at night and doing ‘donuts’ in the car park. The GAA put a stop to this, but who is going to stop similar happenings when there is a new ‘road’ to gather and speed on? Scrambler bikes will be able to access this route. Who is going to police it? 7. Issues dog fouling. There are already issues with dog fouling on Newcastle Beach. The impact of this poo-bag littering and fouling on the surrounding wetlands and farmland could be
----	------------------	------------------	--

			<p>disastrous.</p> <p>8. Issues with loose dogs. There is a fear of loose dogs entering the neighbouring farmland and sanctuaries, worrying animals and birds. Who is going to maintain the fences along this route to ensure this cannot happen?</p> <p>9. Increased litter. Increased footfall = increased littering. This will cause damage to the ecosystem. Who is going to clean this up?</p> <p>10. Increased risk of flooding. The Sea Road and the wetlands have always flooded. Depending on the weather, the river can break out on the roadway just past our gate and continue nearly all the way down to the beach. It also floods into fields closer up towards the village. With increased development already in the village, we are very concerned about any knock on impact this route would have on flooding in the surrounding areas and closer up towards the village.</p> <p>11. Inappropriate spending of public funds. We understand that public funding has been ‘ring-fenced’ for this project. However, Wicklow already has existing amenities urgently in need of funding. The coastal erosion along the Murrough and the Cliff Walk from Greystones to Bray ought to be prioritised and funding should go towards these projects first.</p>
99	2/12/26 20:44:42	2/12/26 20:50:15	<p>Rejection to this greenway design between Kilcoole and Newcastle. This section of the greenway intersects protected farmlands used for wildlife habitation, livestock and protected bog land. In line with Irelands NWPS management plan; this area is protected in form of special conservation as bogland. It should at all costs be protected against any upturn, human disruption, depletion of wildlife and natural groundings. The construction alone along this stretch of intersection will have devastating long term effects on this environment and ground infrastructure that may not recover entirely.</p>

100	2/12/26 20:30:00	2/12/26 20:56:38	<p>Greenways running along disused railway lines or tow paths are a great idea but to push, what is effectively a new road, through the middle of fields and ancient hedgerows is not. We are supposed to be conserving our bogs, biodiversity and natural environment not turning them into a race track for electric bikes and scooters.</p> <p>What feasibility studies have been carried out to see how many people will actually use it rather than walking along the sea as they already do?</p> <p>What effect will it have on the otters that live there?</p> <p>How will the farmers manage to farm their land, move their animals, etc. if it is cut in two by a new road with fences either side they will have to open and close each time?</p> <p>What about the privacy and convenience of residents whose avenues are to be dissected by the road and, again, have to open and close several gates each time they go in or out?</p> <p>Will the Council fulfill their responsibility to keep it well maintained?</p> <p>I asked some of these questions at the information evening but did not get any proper response and was given the distinct impression that the people there didn't really care what the public thought and the presentations in the library were just a tick box exercise.</p> <p>A far better use of this money would be to re-instate the Greystones to Bray cliff walk or shore up the Murrough rather than spend it on this costly, and damaging, white elephant.</p>
101	2/12/26 20:53:52	2/12/26 20:58:31	<p>Rejection - to this greenway design - practically in my area between Kilcoole/Newcastle. The current proposal dissects through family farm land used for generations for livestock and tillage farming, still active to this day and for many generations to come. The proposal runs on top of marsh lands which are home to many rare and seasonal birds and wildlife (monitored through protection program; birdwatch ireland) Netherless cutting through farms that actively have dangerous livestock grazing in immediate proximity is extremely dangerous and will not be monitored by the county council for trespassing nor have public health and safety considerations been implemented via the form of a fence/gate separation between these live</p>

			farms/wildlife inhabitants. Farm lands are highly sensitive, dangerous & private property and will pose risks of legal proceedings against the county council and the land owners.
102	2/12/26 20:49:14	2/12/26 20:58:36	Rejection - to this greenway design - practically in my area between Kilcoole/Newcastle. The current proposal dissects through family farm land used for generations for livestock and tillage farming, still active to this day and for many generations to come. The proposal runs on top of marsh lands which are home to many rare and seasonal birds and wildlife (monitored through protection program; birdwatch ireland) Netherless cutting through farms that actively have dangerous livestock grazing in immediate proximity is extremely dangerous and will not be monitored by the county council for trespassing nor have public health and safety considerations been implemented via the form of a fence/gate separation between these live farms/wildlife inhabitants. Farm lands are highly sensitive, dangerous & private property and will pose risks of legal proceedings against the county council and the land owners.
103	2/12/26 20:52:51	2/12/26 20:58:40	Rejection - to this greenway design - practically in my area between Kilcoole/Newcastle. The current proposal dissects through family farm land used for generations for livestock and tillage farming, still active to this day and for many generations to come. The proposal runs on top of marsh lands which are home to many rare and seasonal birds and wildlife (monitored through protection program; birdwatch ireland) Netherless cutting through farms that actively have dangerous livestock grazing in immediate proximity is extremely dangerous and will not be monitored by the county council for trespassing nor have public health and safety considerations been implemented via the form of a fence/gate separation between these live farms/wildlife inhabitants. Farm lands are highly sensitive, dangerous & private property and will pose risks of legal proceedings against the county council and the land owners.
104	2/12/26 20:48:21	2/12/26 20:58:45	Rejection - to this greenway design - practically in my area between Kilcoole/Newcastle. The current proposal dissects through family farm land used for generations for livestock and tillage farming, still active to this day and for many generations to come. The proposal runs on top of marsh lands which are home to many rare and seasonal birds and wildlife (monitored through protection program; birdwatch ireland) Netherless cutting through farms that actively have dangerous livestock grazing in immediate proximity is extremely dangerous and will not be monitored by the county council for trespassing nor have public health and safety considerations been implemented via the form of a fence/gate separation between these live

			farms/wildlife inhabitants. Farm lands are highly sensitive, dangerous & private property and will pose risks of legal proceedings against the county council and the land owners.
105	2/12/26 20:49:56	2/12/26 20:58:49	Rejection to this greenway design between Kilcoole and Newcastle. This section of the greenway intersects protected farmlands used for wildlife habitation, livestock and protected bog land. In line with Irelands NWPS management plan; this area is protected in form of special conservation as bogland. It should at all costs be protected against any upturn, human disruption, depletion of wildlife and natural groundings. The construction alone along this stretch of intersection will have devastating long term effects on this environment and ground infrastructure that may not recover entirely.
106	2/12/26 20:50:18	2/12/26 21:05:27	I think it would be a great ideal to run this greenway alongside the railway track rather than turning and changing directions through farm land etc. The greenway would be very nice even beside the track and the users would get fantastic views while cycling/walking but in a safer protected manner. Not at risk of open gates, livestock crossings for example.
107	2/12/26 21:05:30	2/12/26 21:06:20	This proposal should be relocated to run adjacent to the railway track from Kilcoole to Wicklow, where the current flat land runs in parallel to the breaches/estuary river. The current proposal dissects through family farm land - practically in my area between Kilcoole/Newcastle. used for generations for livestock and tillage farming, still active to this day and for many generations to come. The proposal runs on top of marsh lands which are home to many rare and seasonal birds and wildlife (monitored through protection program; birdwatch ireland) Netherless cutting through farms that actively have dangerous livestock grazing in immediate proximity is extremely dangerous and will not be monitored by the county council for trespassing nor have public health and safety considerations been implemented via the form of a fence/gate separation between these live farms/wildlife inhabitants. Farm lands are highly sensitive, dangerous & private property and will pose risks of legal proceedings against the county council and the land owners.
108	2/12/26 21:06:23	2/12/26 21:10:06	Observation - It would be better if the greenway ran directly between the beach front and the bog lands.
109	2/12/26 21:10:09	2/12/26 21:15:11	Rejection - Greenway between Kilcoole/Newcastle as this intersects an area of special conservation and birdwatch ireland protection zone during the summer months with the birds.

			During the summer this area is monitored for human activity due to the environmental and habitat disruption it causes during nesting season. This will have considerable impacts to replenishing bird populations that have been protected for decades.
110	2/12/26 21:15:29	2/12/26 21:31:03	<p>Reject -</p> <p>The current proposal dissects through family farm land - practically in my area between Kilcoole/Newcastle that I will inherit farming lands in the next 20 years.</p> <p>This division will increase health and safety risks for both the public, farm management and livestock.</p> <p>Not to mention this intersection crosses over protected bog land, that for generations has been protected by my families land ownership.</p> <p>Let alone the support my family have provided to the county council during high tides, heavy sediment periods along the river bank adjacent to the railway line should be mentioned as the co.co have failed considerably throughout the years since the 80's maintaining the breeches between kilcoole/newcastle - My grandfather helps relentlessly without hesitation as it impacts our family farm land. I strongly oppose that the council will even apprenhend the sheer volume of work that is required to ensure this below sea level lands remains flood free!</p> <p>RISK to public safety RISK to environmental protection of lands RISK to livestock RISK to Public Health & Safety RISK to Public liability / Land Owner Liability - Court Proceedings against county council.</p>

111	2/12/26 17:51:20	2/12/26 22:19:12	<p>In May 2019, Ireland declared a Climate and Biodiversity Emergency. Proposing to construct a greenway immediately adjacent to Natura 2000 sites does not reflect this national call to arms.</p> <p>BirdWatch Ireland Wicklow Branch have genuine concerns about the potential impact of the preferred route of the Wicklow to Greystones Greenway in construction and in operation on the biodiversity along the proposed route in the sections adjoining the following Natura 2000 sites:</p> <ul style="list-style-type: none"> • The Murrough Wetlands SAC (Site Code 002249) • The Murrough SPA (Site Code 004186) <p>Potential impacts are:</p> <ul style="list-style-type: none"> • Disturbance of protected birds in their feeding, breeding and roosting sites impacting on their ability to survive. Many of the bird species in the SPA are critically endangered. • Potential degradation of the protected habitats within the SAC due to construction works and drainage associated with the greenway. This at a time when the Nature Restoration Law has set legally binding, time bound national targets for restoration of natural spaces and species. <p>As a branch we have to have faith that the Appropriate Assessment process will determine that the proposed preferred route would have a significant impact on the Natura 2000 sites and therefore will not go ahead. However, we felt that we needed to make a submission to highlight our concerns about the negative impact the proposed preferred route would have on the wildlife and habitats in the Natura 2000 sites.</p> <p>BirdWatch Ireland Wicklow Branch respectfully suggest that another route for the Greenway be considered. Ultimately, if a route that does not impact negatively on wildlife and habitats cannot be found, we believe the greenway project should be abandoned.</p>
-----	------------------	------------------	---

112	2/12/26 22:29:13	2/12/26 22:31:54	<p>Wicklow to Greystones Greenway Emerging Preferred Route Corridor</p> <p>I welcome the opportunity to provide feedback on the Wicklow to Greystones Greenway. The Greenway is a major opportunity for sustainable transport, village tourism, coastal recreation, community engagement, and biodiversity enhancement.</p> <p>Recommendations</p> <p>1. Safety and Security</p> <p>Engage early with Garda Crime Prevention to apply Crime Prevention Through Environmental Design (CPTED) principles.</p> <p>Include passive surveillance, clear sightlines, emergency access points, and voluntary digital journey logging (“Greenway Passport”) to enhance safety for solo users.</p> <p>2. Multi-Use Accessibility and Equestrian Provision</p> <p>Design for walkers, cyclists, runners, wheelchair users, dog walkers, teenagers, and equestrians.</p> <p>Where feasible, provide a parallel equestrian track with safe crossings, appropriate surfacing, and clear signage.</p> <p>Ensure village spurs continue through villages with high-quality cycle and pedestrian access.</p> <p>3. Village Connectivity and Tourism</p> <p>Village spurs should link schools, shops, and services to encourage visitor dwell time.</p>
-----	------------------	------------------	--

			<p>Scenic stop-offs, interpretation panels, and seating enhance visitor experience while avoiding ribbon commercial development.</p> <p>Integrate with rail and public transport to enable multi-modal travel.</p> <p>4. Coastal Recreation Access</p> <p>Identify safe sea swimming coves, kayak/paddle launch points, and shore fishing spots.</p> <p>Include signage with safety, tidal, and seasonal guidance.</p> <p>Provide low-impact access while protecting sensitive habitats.</p> <p>5. Nature, Biodiversity, and Multi-Agency Collaboration</p> <p>Collaborate with NPWS, BirdWatch Ireland, DFAM, local farmers, and landowners.</p> <p>Protect SACs, SPAs, nature reserves, and sensitive areas near Newcastle and the murrrough.</p> <p>Enhance habitats, hedgerows, and pollinator corridors; provide interpretation and citizen science opportunities.</p> <p>6. Community Stewardship and Tidy Towns</p> <p>Engage Tidy Towns committees and local volunteers to maintain village gateways, monitor litter, and support biodiversity projects.</p> <p>Include youth and school programmes for stewardship, citizen science, and environmental education.</p>
--	--	--	--

			<p>Seasonal events strengthen local ownership and long-term sustainability.</p> <p>7. Smart Greenway and Digital Tourism</p> <p>Use principles from the Smart Dublin Digital Twin Framework to enable journey planning, route highlights, and optional safety check-ins.</p> <p>Provide a digital Greenway Passport with badges/stamps for villages, scenic points, and activities, with optional social media “highlight reel” sharing.</p> <p>Collect aggregated, anonymised data to support planning, maintenance, visitor flows, and off-season tourism.</p> <p>Conclusion</p> <p>The Greenway should be safe, multi-use, all-weather, environmentally integrated, and community-led, combining sustainable transport, village tourism, coastal recreation, biodiversity enhancement, and digital innovation.</p>
--	--	--	---

113	2/13/26 10:06:31	2/13/26 10:26:55	<p>I strongly support the delivery of the Wicklow to Greystones Greenway and believe it is a project whose time has long since come.</p> <p>The success of the Waterford Greenway shows clearly what is possible when we commit to high-quality walking and cycling infrastructure. It has transformed the region — not only as a leisure amenity but as a powerful economic driver. Towns and villages along the route have seen cafés, bike hire shops, accommodation providers, and other small businesses flourish. It has encouraged healthy activity, drawn domestic and international visitors, and created a shared community space that people of all ages can enjoy.</p> <p>There is no reason why Wicklow and Greystones should not experience similar benefits.</p> <p>Major projects inevitably attract opposition. That is a reality everywhere, and particularly in Ireland where we can sometimes allow a culture of objection and delay to stall progress for years. While it is important that genuine concerns are addressed sensitively and fairly, we cannot allow a small number of voices to indefinitely block infrastructure that delivers overwhelming public good.</p> <p>This Greenway is already overdue. It should have been delivered years ago. However, it is better to act now than to continue postponing something that will only grow in value and importance over time.</p> <p>Beyond leisure and tourism, this Greenway would:</p> <ul style="list-style-type: none"> Provide a safe, segregated active travel route between Wicklow and Greystones. Reduce car dependency for short and medium journeys. Support climate action goals by enabling low-carbon transport. Improve public health by making everyday exercise accessible and enjoyable. Increase connectivity to rail services and coastal amenities. Enhance property values and overall regional attractiveness. <p>We should also consider the long-term vision. Infrastructure like this is not just for today’s users; it is an investment for future generations.</p> <p>In ten or twenty years, it will feel indispensable — just as other greenways now do. When</p>
-----	------------------	------------------	--

			<p>delivered properly, these routes quickly become part of the fabric of a community. Wicklow is renowned for its natural beauty. A thoughtfully designed Greenway would allow more people to experience that landscape safely and sustainably, without adding traffic congestion or environmental pressure.</p> <p>In short, the Wicklow to Greystones Greenway is: Economically sound Environmentally responsible Socially beneficial Long overdue</p> <p>I urge decision-makers to show leadership, address any real concerns proportionately, and move this project forward without further unnecessary delay.</p> <p>This is an opportunity to create something transformative. We should seize it.</p>
--	--	--	--

114	2/13/26 13:56:07	2/13/26 14:04:42	<p>Hi,</p> <p>Thank you for sharing the information and short video on the planned Greenway route.</p> <p>First of all I'd like to say I look forward to this additional connection between Greystones and Wicklow in whatever form it takes and am aware there are many constraints.</p> <p>I would like to offer my support for the project and highlight one preference which I did see mentioned, safety. As I have two young children I would like to be able to bring them cycling without worrying about interactions with the roads. I am very familiar with the Wicklow, Newcastle Greystones road as I have run on it several times and typically driven on it at least once a week.</p> <p>As such I would hope there will be no point on the proposed route where cyclists or pedestrians must travel on the road without fencing or some other guardrail against interactions with traffic. It is sharply winding, very narrow in places, with limited visibility and would not in my opinion meet the requirements of a safe for cyclists or pedestrian journey.</p> <p>Other than that my only preference is for the route to be as closely aligned with the coast as feasible because it's such a scenic area, but I understand the severe constraints here.</p> <p>I note the sea along the Murrough is now at one point approx. 50 feet from the rail line just outside Wicklow town and unless Irish Rail, the OPW or Wicklow Council act on this in the near future there will be no path along the coast northbound from Wicklow. It would be a shame to lose this amenity as during the summer months it offers a welcome route out of town into the countryside that does not require a car.</p> <p>Thank you for work on this, wishing you all the best on this endeavour and looking forward to experiencing the route first hand perhaps in a few years time.</p> <p>Kind Regards,</p>
-----	------------------	------------------	--

Wicklow to Greystones Greenway Website

115	2/13/26 14:50:40	2/13/26 15:09:51	As a regular walker on Kilcoole beach, I believe that the construction of a greenway along the proposed preferred route will negatively impact the protected birds which use the Murrough wetlands SAC and Murrough SPA. The greenway would bring an increase in foot traffic and cause disturbance to the little terns, otters and kingfishers which use these Natura 2000 sites. It is currently possible to walk from Greystones to Wicklow along the beach and grass walking routes. It is not currently possible to walk from Bray to Greystones along the cliff walk, a well-known tourist attraction that has brought huge revenue to Wicklow until recent years. Therefore, I would ask you to consider putting the money for a potential greenway into the restoration of the cliff walk so that people can walk from Bray to Wicklow town without harming important sanctuaries for nature in the midst of a biodiversity crisis.
116	2/13/26 15:04:15	2/13/26 15:10:18	I object to proposed greenway going through Tinakilly! As hotel owner and also responsible resident I cannot imagine why you would disturb wetlands in Murrough where so many birds are nesting to include kingfisher , buzzards, kites, and many many more! As I engage with bird watch Ireland this greenway would be disaster for all this exceptional wildlife ! We are already under siege with local developments in surroundings without planned infrastructure and I urge you to reconsider this greenway to more suitable route along by sea! Yours sincerely
117	2/13/26 14:53:42	2/13/26 15:11:41	I am fully supportive of the proposed emerging preferred route for the Wicklow to Greystones Greenway. While it would be preferable to run continuously along the coastline, I understand the difficulties this poses across a range of areas. With increased traffic, it is not safe to walk along the public road south of Newcastle village, and the natural coastal path is intermittent, uneven and falling away, so a Greenway would provide a much safer and accessible route to reach Greystones from where the Dart services can be reached. I hope this proposal can proceed at pace through to full completion.

118	2/13/26 15:38:26	2/13/26 15:59:19	<p>To Whom It May Concern,</p> <p>I wish to make a submission in strong support of the proposed Greystones–Wicklow Greenway. This project represents a valuable investment in public infrastructure that will deliver long-term benefits for residents, visitors, local businesses, and the wider county. It could also form part of a bigger development if the cliff walk is opened and upgraded and potentially a future extension is added on from Wicklow to Arklow . This would have huge potential for developing activity/cultural tourism and the associated economic benefits that would bring to the county.</p> <p>High-quality greenways are proven to enhance quality of life, promote sustainable transport, and strengthen local communities. The proposed route between Greystones and Wicklow has the potential to become a flagship amenity for County Wicklow, supporting health, wellbeing, environmental protection, and economic resilience.</p> <p>Positive Benefits of the Proposed Greenway</p> <p>1. Health and Wellbeing</p> <ul style="list-style-type: none"> • Encourages regular physical activity such as walking, cycling, and running for people of all ages and abilities • Supports mental health by providing access to nature, coastal views, and quiet recreational space • Creates a safe, traffic-free environment that is particularly beneficial for children, older people, and those with mobility challenges <p>2. Sustainable Transport and Climate Action</p> <ul style="list-style-type: none"> • Provides a viable low-carbon alternative to car travel for local journeys and commuting, particularly if the proposed extension of the DART to Wicklow town goes ahead as the greenway would encourage cycling to trains stations rather than car use • Contributes to reduced traffic congestion, noise, and air pollution • Aligns with national and local climate, transport, and active travel objectives <p>3. Economic and Tourism Benefits</p> <ul style="list-style-type: none"> • Attracts domestic and international visitors, supporting local cafés, shops, accommodation providers, and service businesses
-----	------------------	------------------	--

			<ul style="list-style-type: none"> • Extends the tourism season by offering a year-round outdoor attraction • Increases the attractiveness of the area as a place to live, work, and invest <p>4. Social and Community Value</p> <ul style="list-style-type: none"> • Creates inclusive public space that can be enjoyed regardless of income or background • Strengthens connections between communities along the route • Encourages social interaction and community pride in shared public infrastructure <p>5. Environmental and Educational Benefits</p> <ul style="list-style-type: none"> • Promotes appreciation of Wicklow’s natural and coastal environment • Encourages environmental awareness and outdoor learning opportunities • Can be designed to protect biodiversity while improving access to nature <p>6. Long-Term Strategic Value</p> <ul style="list-style-type: none"> • Represents a cost-effective investment with lasting public return • Integrates with existing and future walking and cycling networks • Enhances Wicklow’s reputation as a leader in sustainable, people-focused infrastructure <p>Conclusion</p> <p>As someone who regularly walks along the bank at various parts between greystones and wicklow, I see many many other people out who probably haven't realised that submissions are required for today (i only noticed myself an hour ago) but who would otherwise be supportive. In fact, there is certainly much more support for this greenway than opposition, though those opposing may be more successful at getting submissions in.</p> <p>I strongly encourage the council to progress this proposal and to continue engaging positively with stakeholders to ensure its successful delivery. Thank you for the opportunity to make this submission and for your continued work in enhancing public amenities within County Wicklow.</p> <p>Yours faithfully</p> <p>Martin o dwyer</p>
--	--	--	---

Wicklow to Greystones Greenway Website

			<p>258 Charlesland Wood Greystones Co Wicklow A63 YY52</p>
119	2/13/26 16:06:13	2/13/26 16:09:54	<p>It seems as though the money it would take to build this greenway (disturbing the current ecosystem in a flood-prone area, which is foolish on both counts) could be put to better use in stabilizing and reopening the already existing and beloved Bray to Greystones cliff path.</p>

120	2/13/26 16:39:41	2/13/26 17:05:48	<p>As a little tern warden who's worked on Kilcoole Beach for the past three summers. I believe the preferred route proposed for the greenway (particularly section B) will negatively impact the little tern colony as well as two Natura 2000 sites - The Murrough Wetlands SAC and the Murrough SPA. Little terns and many other endangered and critically endangered bird species would be affected by an increase in bikes and pedestrians. These species are protected by law.</p> <p>At the Little Tern Colony, we are constantly present to ensure that people and dogs do not get too close to the nesting terns. Despite a generally supportive public, each year we have to ask a number of dog walkers and photographers not to cross fences into the colony. An increase in foot traffic will mean that we have to work even harder to prevent disturbance of this rare bird. Thus, this proposed route would be detrimental to the largest little tern colony in Ireland.</p> <p>Each summer I meet countless members of the public who walk in Kilcoole to connect with nature, through its flora and fauna. I do not believe a greenway along this beach will enhance this connection with nature. In fact, the construction process as well as the hard surface required for cycle lanes will damage much of the natural flora along the beach, including marram grass. In conclusion, I respectfully request that you consider alternative routes for this greenway. Building along the proposed route will have disastrous effects for wildlife during a time of alarming declines in many of our native species.</p>
-----	------------------	------------------	--

121	2/13/26 17:06:50	2/13/26 17:08:40	<p>Greenway Access Roads Capacity How will parking and access using the Sea Road in Newcastle and L5065 at Five Mile Point roads be managed? The L5065 is a single track road and the Sea Road is a narrow two way road. The Sea Road is heavily used by pedestrians and cyclists by Newcastle residents accessing the beach and Bird Sanctuary. The proposed greenway will intensifying congestion and creating safety risks for pedestrians, cyclists and emergency access. At the end of the Sea Road there is space for approximately a dozen cars. At the end of L5065 there is space for approximately half that amount. The boundaries of the L5065 are marshland and I have seen cars get stuck trying to pull in to enable two cars to pass each other. All of these possible congestion concerns were evident during the Covid lockdown period when there was a huge amount of traffic on both roads. The solution at the time was to paint double yellow lines onto the road.</p> <p>Anti-Social Behaviour There is a concern that the area along the proposed route will become a location for anti-social behaviour and littering. During the Covid lockdown periods, the beaches in the area suffered from a huge amount of littering with late night parties/gatherings.</p> <p>Flooding The recent amount of rainfall has created flooding on access roads and the proposed area of the greenway. Does this mean the route has to be modified or flood prevention plans be generated?</p> <p>Trespassing Farmland to Reach the Coast The preferred route is not immediately along the shore. As the shore would provide the most scenic views, it is probable that users of the greenway would trespass on land to gain access to the shore. Part of a walking trail in the East Coast Bird Sanctuary runs parallel to the shore and is separated by the rail line. I have often seen people cross from the walking trail to the shore, and fear the same will happen with the new greenway.</p>
-----	------------------	------------------	---

122	2/13/26 16:35:27	2/13/26 17:18:17	<p>I would be apposed to the current emerging route. I live on the very narrow road parallel to the tracks just north of kilcoole station . The following explain some of the reason why I object to this route.</p> <ul style="list-style-type: none"> -The road is not wide enough for this purpose. Walkers and cyclists are forced into uneven ground and hedging to allow cars to pass this is a safety risk. -The road is used by irish rail to carry out maintenance and their large trucks would leave no room for walkers and cyclist to stand a serious danger to all. - Road users will be forced onto my property to allow passing vehicles. Firstly this is a breach of our boundary and secondly who is responsible if someone injures themselves on my property? -Having a through road will be a security risk to the houses on the road. We will all be forced to close our gates. This will mean cars will have nowhere to turn and have to reverse back up the road. This is a regular occurrence on sundays especially in summer time. This is a significant safety risk to my young children who play on the road. - Increased traffic will impact the wildlife here. We have hedgehogs, foxes and deer on occasion. -There is already a plan for walking/cycle path from Lott lane to charlesland. This would be a safer option and support local businesses by encouraging visitors into Kilcoole village. -The area surrounding or property is of great beauty and is a protected view. This view can be appreciated by walkers on the sea wall already.
123	2/13/26 17:58:49	2/13/26 18:05:39	<p>I am unable to attach the drone footage to accompany my letter submitted in two parts on 11th February 2026 . Please advise how to do this. It is an MP4 file 7,322KB</p>

124	2/13/26 17:09:32	2/13/26 18:12:13	<p>Greenway Access Roads Capacity How will parking and access using the Sea Road in Newcastle and L5065 at Five Mile Point roads be managed? The L5065 is a single track road and the Sea Road is a narrow two way road. The Sea Road is heavily used by pedestrians and cyclists by Newcastle residents accessing the beach and Bird Sanctuary. The proposed greenway will intensifying congestion and creating safety risks for pedestrians, cyclists and emergency access. At the end of the Sea Road there is space for approximately a dozen cars. At the end of L5065 there is space for approximately half that amount. The boundaries of the L5065 are marshland and I myself have seen cars get stuck trying to pull in to allow two cars to pass each other. All of these possible congestion concerns were particularly evident during the Covid lockdown period when there was a huge amount of traffic on both roads. The solution at the time was to paint double yellow lines onto the road. I cannot see this being enough for the demand of parking spaces the Greenway will require.</p> <p>Anti-Social Behaviour The stretch of land that the proposed Greenway is being crafted through runs over farmland areas. There is a concern that the area along the proposed route will become a location for anti-social behaviour and littering. There is an existing and ongoing issue with littering and dumping along roads such as the L5065, which is currently poorly maintained. Introducing a greenway is likely to significantly increase the already high levels of littering. The lack of surveillance in the areas of the proposed route will heighten this risk. It is also unclear how the Greenway will be monitored. Without a clear and realistic plan of enforcement, which should cover dog control, trespass, traffic management on top of the previously mentioned anti-social behaviour and littering , the concerns outlined above remain unresolved and highly likely to occur.</p> <p>Trespassing Farmland to Reach the Coast The preferred route is not solely along the shore. As the shore would provide the most scenic views, it is quite probable that users of the greenway would trespass on land to gain access to the shore. Part of a walking trail in the East Coast Bird Sanctuary runs parallel to the shore and is separated by the rail line. I have often seen people cross from the walking trail to the shore, and I fear the same will happen with the new greenway. I am particularly concerned about the clear likelihood that greenway users may leave the designated route and cross farmland in order to access the coast. This would increase the probability of trespass, damage to land and wildlife, and potential safety hazards for members of the public unfamiliar with working farmland.</p> <p>Loss of Privacy The proposed development would result in a significant loss of privacy for adjacent landowners.</p>
-----	------------------	------------------	---

			<p>The increase in pedestrian traffic, noise, and visual intrusion along property boundaries would negatively impact the quiet enjoyment of private homes and farmland.</p> <p>Uncontrolled Dogs and Encroachment on Farmland I am concerned that dogs will not be kept on leads while using the greenway. I feel that this presents a real risk of dogs straying onto adjacent farmland, causing distress to livestock, damage to crops, and potential conflict with landowners. Experience elsewhere shows that enforcement of dog control in rural greenways is extremely difficult.</p> <p>Flooding The recent amount of rainfall created significant flooding on access roads and the proposed area of the greenway. Does this mean the route has to be modified or flood prevention plans be generated?</p> <p>Farms How is right to cut the livelihood of many landowners/farmers in half? Many of these individuals have had their land kept within their families for generations. Not only have many of them grown up on their land, but so have their own children and, in some cases, grandchildren. Remember you are taking land filled with pride, love and memories.</p>
--	--	--	--

Wicklow to Greystones Greenway Website

125	2/13/26 19:31:51	2/13/26 19:34:57	<p>As a local Newcastle resident, I support the idea of a greenway, but I strongly believe it should run along the coast rather than inland. The proposed inland route would cut directly across active farmland, disrupting working farms, dividing fields, and interfering with daily agricultural activities. This will seriously impact local farmers' livelihoods and fragment productive land that has been carefully managed for generations.</p> <p>The preferable route is along the coastline. Parts of the coastal terrain are already in need of redevelopment and strengthening due to ongoing erosion, and developing the greenway along the coast could work hand in hand with these necessary protection works, creating a practical and mutually beneficial solution. A coastal route would avoid slicing through valuable agricultural land, and protected landscapes and natura, while still providing a high-quality space for walking and cycling. The beach corridor from Kilcoole to the Wicklow is already widely used, so improving and properly managing this existing stretch makes far more sense than carving a new path through working farmland.</p> <p>For these reasons, I believe the council should reconsider the inland plan and give proper consideration to a coastal option that better protects local agriculture, supports coastal management, and benefits the wider community.</p>
126	2/13/26 20:40:34	2/13/26 20:42:01	I'm delighted to see this and would like it to be completed as soon as possible.
127	2/13/26 21:15:08	2/13/26 21:17:19	<p>Hi,</p> <p>I would like provide a submission that I am in favour of the greenway and the route proposed and hope that this can be brought to fruition as soon as practical.</p> <p>Kind regards,</p>
128	2/13/26 21:20:46	2/13/26 21:23:12	Can we please ensure this project follows the legal requirements of the official languages act so that we won't have to see half the signs replaced after a month due to not having them in both Irish and English as is required.

Wicklow to Greystones Greenway Website

129	2/13/26 22:49:56	2/13/26 23:11:05	<p>I, and I feel most people are very much in favour of this project. It would be of huge benefit to the people of wicklow all along the coast. I've recently seen a very vocal minority becoming quite loud and so I wanted to include this submission of support in the hopes that their noise is not given undue weight.</p> <p>Best regards,</p>
-----	------------------	------------------	--