



Proposed Variation No. 7 to the Wicklow County Development Plan Submission Report

Submission Details

Ref	VAR7-043356
Who Are You?	Private Individual
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Submitted Time:	September 15, 2026 4:46 AM

Proposed Variation Parts

Topic	Part 1: Proposed Variation to town / settlement zoning maps and, where relevant, proposed new or amended site specific policy objectives.
Submission	1. Level 4: Enniskerry

Topic	Part 2
Submission	Changes consequent to Chapter 3 (Core Strategy) of the County Development Plan

Topic	Part 3
Submission	2. A. Draft Strategic Environmental Assessment Environmental Report 3. B. Draft Natura Impact Report 4. C. Strategic Flood Risk Assessment

Write your observations here:

Please see attached formal submission regarding Proposed Variation No. 7 to the Wicklow County Development Plan 2022–2028, relating specifically to sites EK1 (SLO 13), EK2 (SLO 14), and BR3 in Enniskerry. The submission raises concerns regarding cumulative road traffic capacity, public transport provision, water and wastewater infrastructure, primary school capacity, cross-boundary impact on Ballyman Road shared with Dún Laoghaire-Rathdown County Council, and village retail and parking provision. Six specific requests are set out at the end of the attached document.

Upload a File (optional)

PV7_Enniskerry_Submission_Shanagher.docx, 0.01MB

Adrian Shanagher

Variation No. 7

Administrative Officer

Planning Department

Wicklow County Council

County Buildings, Station Road, Wicklow Town, A67 FW96

Submitted via: Wicklow County Council Online Consultation Portal

Re: Submission on Proposed Variation No. 7 to the Wicklow County Development Plan 2022–2028 – Enniskerry Zoning (Sites EK1 / SLO 13, EK2 / SLO 14, and BR3)

Date: 15 September 2026

Dear Administrative Officer,

I am writing to make a submission on Proposed Variation No. 7 to the Wicklow County Development Plan 2022–2028, specifically as it relates to the proposed rezoning of lands at EK1 (SLO 13, Powerscourt Demesne townland), EK2 (SLO 14, Monastery townland), and BR3 in Enniskerry.

I do not object in principle to well-planned residential development or to Enniskerry taking its fair share of housing growth. My concern is that the Variation, as drafted, zones significant new residential land without first securing — or in most cases even assessing — the transport, water, education, and community infrastructure needed to serve it. The obligations set out in the draft SLOs are, in the main, deferred to individual planning application stage, site by site, rather than tested cumulatively and confirmed in advance. Enniskerry is a small village with a single access road, and the capacity of that road, and of the other services set out below, needs to be established before land is zoned, not after.

1. Roads and Traffic

Enniskerry's only route of scale to the national road network is the R117 ("21 Bends"), connecting the village to the N11. This is already a known bottleneck:

- The R117 is narrow and winding, with no realistic alternative route of comparable capacity.
- The N11 corridor itself, which all R117 traffic feeds into, already experiences peak-hour congestion. Wicklow County Council's own July 2026 Chief Executive's Report allocates over €20m to the Fassaroe Road Infrastructure project (N11 to Enniskerry, Bray) specifically to address capacity for housing already committed in that area — before EK1, EK2, and BR3 are added.
- EK2's own SLO (SLO 14) proposes a new distributor road from Ballyman Road (L-5007) to the Scalp Road (R-117), designed to allow the "improvement (and potential closing) of through traffic from the Ballyman Road to Monastery Grove." This confirms that existing traffic conditions in the area are already considered to require active management — yet no equivalent road capacity commitment appears for EK1 or BR3.
- EK1 (SLO 13) is to be accessed via Kilgarron Park (L-10101), with improvements "as necessary." This is not a firm capacity commitment and leaves the extent of works to be determined, potentially inadequately, at planning application stage.

- None of the three sites' documentation includes a cumulative traffic impact assessment across EK1, EK2, and BR3 together, nor does it account for seasonal peak traffic generated by tourism to Powerscourt Estate and Powerscourt Waterfall, which materially adds to village traffic in summer months over and above resident and commuter trips.

I request that the Council require a single, cumulative traffic and transport assessment covering all three sites together, incorporating seasonal peak (tourist) traffic, and covering the R117 and N11 corridor as far as its confirmed capacity to absorb this development, before the Variation is adopted.

2. Public Transport

Enniskerry's public transport provision is limited to one hourly Go-Ahead Ireland bus service to Bray and a Dublin Bus route to the city centre. There is no rail or Luas service serving the village; the nearest Luas access (Bray or the Green Line stops around Sandyford/Carrickmines) is approximately 8–10km away with no direct feeder connection.

Each SLO refers only to development being “well connected to... transport services” as an aspiration, with no specific bus route, frequency, or capacity commitment attached. Given the scale of new residential development proposed, this is inadequate. I request that the Council require a public transport capacity assessment, and a funded commitment to service improvement, as a precondition of zoning rather than an unfunded aspiration.

3. Water Supply and Wastewater

Both SLO 13 and SLO 14 require compliance with Sustainable Urban Drainage (SuDS) policy and hydrogeological assessment tied to the nearby Special Areas of Conservation (Ballyman Glen and Knocksink Wood respectively). This addresses surface water drainage and ecological protection, but not water supply capacity.

The Uisce Éireann Wastewater Treatment Capacity Register (published April 2026) currently lists the Enniskerry and Environs WWTP (Reg. No. D0088) as “Green” – spare capacity available. However, this register is explicitly described by Uisce Éireann as indicative only, based on prior-year loads, and does not address sewer network capacity, only treatment plant capacity. It also cannot reflect the cumulative additional load of all three proposed sites combined, nor water supply (as opposed to wastewater) capacity.

I request that the Council obtain and publish written confirmation from Uisce Éireann of both water supply and wastewater network capacity (not only treatment plant capacity) sufficient for the cumulative development proposed across EK1, EK2, and BR3, before the Variation is adopted.

4. School Places

I have not been able to locate any published assessment of primary school capacity for Enniskerry National School (St Mary's & St Gerard's NS) in the context of this Variation. SLO 14 (EK2) alone proposes a c.7.5ha residential zone; combined with EK1 and BR3, this represents a material increase in the school-age population of a village currently served by a single primary school.

I request that the Council obtain and publish a school capacity assessment from the Department of Education, addressing whether existing school infrastructure in Enniskerry can accommodate the cumulative population increase proposed.

5. Cross-Boundary Impact – Ballyman Road and Dún Laoghaire-Rathdown

Ballyman Road (L-5007), which forms part of the access solution proposed for EK2, runs along the boundary between Wicklow and Dún Laoghaire-Rathdown County Council. Dún Laoghaire-Rathdown has separately progressed its own Proposed Variation No. 1 to its County Development Plan 2022–2028 (on public display December 2025 to January 2026, and considered by its elected members in March 2026), which itself included proposed rezonings, new Long-Term Strategic Sites, and new Specific Local Objectives.

I am not aware of any joint or cross-referenced traffic, water, or infrastructure assessment between the two Variations, despite both potentially placing additional load on the same shared road and catchment. I request that the Council confirm whether any cross-boundary assessment has been, or will be, carried out with Dún Laoghaire-Rathdown County Council in respect of Ballyman Road and the surrounding area, and that this be completed before adoption of Variation No. 7.

6. Village Retail and Parking

Enniskerry village currently has limited local retail provision and constrained parking, a situation that is already noticeable given seasonal tourist demand from Powerscourt Estate. SLO 14 (EK2) proposes a Small Local Centre providing retail, professional, and community services at the junction of the new distributor road and the R117. This is a welcome element of the plan, but it is tied only to EK2 and phased with that development.

Neither EK1 nor BR3 includes equivalent retail or parking provision, and no SLO addresses general village-wide parking for existing retail, tourism, or the visitors of new residents. I request that the Council confirm whether the single Small Local Centre proposed under EK2 is intended and sized to serve the combined new population of all three sites, and require a village-wide parking assessment addressing existing and cumulative future demand.

Summary of Requests

I respectfully request that, before Variation No. 7 is adopted, Wicklow County Council:

1. Commission a single cumulative traffic and transport assessment covering EK1, EK2, and BR3 together, including seasonal peak/tourist traffic, and addressing capacity on the R117 and the N11 corridor.
2. Require and publish a public transport capacity assessment and a funded commitment to bus service improvement for the area.
3. Obtain and publish written confirmation from Uisce Éireann of both water supply and wastewater network capacity (not just treatment plant capacity) for the cumulative development proposed.
4. Obtain and publish a Department of Education assessment of primary school capacity for Enniskerry.
5. Confirm whether a cross-boundary assessment has been or will be undertaken with Dún Laoghaire-Rathdown County Council regarding Ballyman Road and the surrounding area, in light of DLR's own concurrent Proposed Variation No. 1.
6. Confirm whether the Small Local Centre proposed under SLO 14 (EK2) is sized to serve the combined population of EK1, EK2, and BR3, and commission a village-wide parking assessment.

I would welcome the opportunity to discuss this submission further and to be kept informed of the outcome of the consultation process. I look forward to the Council's response and to the Chief Executive's Report addressing these points.

Yours sincerely,

Adrian Shanagher

