



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

Submission Details

Ref	VAR7-161024
Who Are You?	Private Individual
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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

Write your observations here:

Enniskerry is a village, which is physically constrained by its important local landscape and geology. The scale of further housing proposed by EK2 and EK1 cannot be supported in terms of the infrastructure required for this housing. Road Infrastructure: the village is already congested with car traffic and very little parking. The design guidelines in the Amendment for the development of EK2 requires upgrades of cycle paths and pedestrian paths to facilities in the village, such as the doctor's surgery and the primary schools. However due to the topography of the village, no such cycle routes can be provided. Increased car traffic is inevitable and will endanger pedestrians and cyclists on the roads to the village.

Public transport: the bus transport is infrequent and takes a long time to get into Dublin. Public transport routes exist from Enniskerry to Bray (Dart) but there are no direct buses to the Luas at Carrickmines. Bus frequency to these relatively distant public transport nodes would need to be significantly increased and this will also add to congestion in the village. Note that it would be a minimum 20 minute walk from the nearest point of Ek2 to the village to reach that public transport; only the 44 bus serves the R117. Pedestrian access is by way of a very steep hill, not really suitable for elderly or disabled pedestrians.

Social Infrastructure: the two primary schools in the village are at or near to capacity, but the land release would not justify a new primary school provision. The impact on the two schools would therefore be unacceptable. There is no secondary school so this would add to increased car journeys and congestion. The GP surgery in the village is at capacity. I note that there is a requirement to provide child care facilities as part of the EK2 development but this does not mean that such a facility will actually be operated.

Nature and Landscape conservation: Enniskerry and its environs are covered by a number of nationally significant designations which are important not only in terms of the natural environment but also a significant contributor to the local and Wicklow economy. The Knocksink Woods SAC, Ballyman Glen SAC and Monastery Glen SAC, and nature networks links to the Wicklow Mountains SAC are all evidence of the importance of the rich biodiversity of the area. The Knocksink Wood SAC has a complex and vulnerable hydrogeology. This limits available land for road widening or cycle routes, as mentioned above, and also for any increased parking in the village. The Bog Meadow car park has been a welcome addition in recent years but this cannot be expanded further as the site

is policy protected as open space and recreation, also very important for existing residents of the village.

The views of the Scalp are also of great landscape importance and this development EK2 will have a direct negative impact on these long views, which I understand have landscape protection.

Heritage Character of the village: although EK1 and EK2 are outside the heritage area of the town/village centre, the impacts of further development through congestion and road development will have a negative effect on the character and appearance of the conservation village centre.

Impact on Ballyman Road: increased traffic along Ballyman Road is already causing problems for residents and this development would cause further traffic impacts. Pedestrians and cyclists on the road are already at risk. If the road is widened then important trees and hedgerows would be lost, and in some places the road cannot be widened (and no cycle routes provided) due to pinch points of housing, the bridge at the Countybrook etc.

In conclusion, recent and ongoing housing sites already provided in Enniskerry have resulted in an infrastructure, both physical and social, which is already at capacity and struggling. My view is that the village cannot take any further significant housing land release with the supporting physical road and cycle (and drainage) infrastructure required, without very negative impact on the existing residents and the place itself.