



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

Submission Details

Ref	VAR7-180036
Who Are You?	Private Individual
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Submitted Time:	September 14, 2026 6:27 PM

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

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Submission on Proposed Variation No. 7

Enniskerry - EK1 and EK2

Wicklow County Development Plan 2022-2028

I broadly support the principle of the proposed rezoning of EK1 and EK2, provided that any additional residential development is matched by the infrastructure, services and transport capacity required to support it and the existing village.

For EK1, I do not object in principle to the proposed residential zoning. However, Enniskerry already has very limited parking and relatively limited day-to-day retail provision. The proposal for EK1 includes significant new residential development, active open space and improvements to Kilgarron Park, but no specific retail provision.

I believe the development should therefore be required either to include a suitably scaled local shop or convenience retail unit, or to make provision for the expansion and improvement of the existing local shop serving this part of the village.

It should not be assumed that residents will be served by future retail development elsewhere unless that retail provision is secured and delivered. Other proposed retail development in the area has already been delayed for a number of years, so it would be inappropriate for the planning of EK1 to depend on infrastructure or services that may not materialise within the same timeframe as the housing.

I welcome the requirement for EK1 to provide pedestrian and cycling links to the wider settlement and for access via Kilgarron Park to include necessary road improvements. However, these works should be delivered at an early stage and should be sufficient not only for the development itself but also to avoid worsening existing traffic and pedestrian safety issues.

I also broadly support the principle of EK2. I welcome the inclusion of a Small Local Centre, the proposed distributor road between Ballyman Road and the R117, and the requirement for pedestrian and cycling infrastructure along the R117.

However, the scale of the proposed development means that these transport works should be treated as essential enabling infrastructure rather than works that can follow after substantial occupation. The new road should be designed to a high standard with safe walking and cycling provision, and the cycling network should connect meaningfully beyond the site towards Kilternan and other existing routes rather than ending at the development boundary.

The Small Local Centre proposed for EK2 is a positive element, particularly as the plan states that it is to be provided in the first phase. This phasing should be retained and strengthened so that local services are delivered alongside the housing, rather than after the majority of homes have been occupied.

More generally, the cumulative transport impact of EK1, EK2 and other planned housing in the area needs to be considered. Enniskerry is a small village with constrained roads and very limited on-street parking. Additional housing cannot be accommodated sustainably if most new residents remain dependent on private cars for commuting, school journeys and access to services.

For this reason, improved public transport should form a central part of the infrastructure strategy for further development in Enniskerry. The frequency and capacity of the 44 and L15 bus services should be substantially increased, with a target peak frequency of approximately every 15-20 minutes.

The development of the Fassaroe Park & Ride creates an opportunity to provide much stronger public transport connections through and around Enniskerry and to reduce the number of cars travelling through the village. Increased bus frequency should therefore be planned alongside the additional residential population, rather than waiting until congestion and parking pressures have increased further.

I therefore ask that the Council ensure that the rezoning of EK1 and EK2 is accompanied by clear requirements for:

- delivery of local retail and services alongside new housing, including provision serving EK1;
- early delivery of the EK2 Small Local Centre;
- road improvements and safe pedestrian and cycling infrastructure before or in parallel with significant occupation;
- continuous cycling connections towards Kilternan and the surrounding network;
- measures to prevent additional development from worsening parking and traffic pressure within Enniskerry village; and
- significantly improved bus frequency and capacity, particularly on the 44 and L15 routes.

I am not opposed to additional housing in Enniskerry. My concern is that residential development should not be delivered in isolation from the transport, retail and community infrastructure needed to make it sustainable.

If these elements are secured and delivered in parallel, the proposed rezonings have the potential to contribute positively to the village without placing an unreasonable additional burden on its existing roads, parking and services.