

	<h1>Variation No.6</h1>
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Who are you:	Private Individual
Name:	Derek mitchell
Reference:	VAR6-165037
Submission Made	January 13, 2026 4:57 PM

Choose one or more categories for your submission. Please also select which settlement you wish to make a submission / observation about.

- Chapter 3 – Proposed Variation No. 6

Write your observations here:

Submission to Wicklow County Council Revision No 6 County Development Plan

Greystones-Delgany.

Table 3.2 Settlement Hierarchy. Greystones has the lowest ratio of locally employed residents of any settlement in Wicklow. This has been the case for 30+ years in spite of significant land being zoned for Commercial. Category 4 towns refer to a weak employment base and this should be referred to in the 'Description' of Category 3. Owners of these land have lobbied to have the zoning changed to Residential and have not tried to develop jobs. It should be made clear that developing jobs is a major planning priority.

Category 4 settlements also state they 'require targeted 'catch-up' investment to become more self-sustaining'. This should also be included in the Description of Greystones-Delgany in view of the rapid recent growth.

Table 3.3. The addition of 2465 houses from 2022 to 2031 will require an infrastructure increase especially better transport but also more schools and sports facilities. Specifically it should be conditional on Irish Rail implementing the 20 minute DART service they talk about as part of DART+. These plans are unlikely to achieve a 20 minute service as they are a much lesser version of what is required in the Jacobs Report of 2019. (Jacobs are a major engineering consultancy). Irish Rail say they are short of train stabling and thus will not use the Bray Station 'Wicklow Siding 1' as a passing place, as recommended by Jacobs, nor Greystones Station 'Down siding' as a passing place. For Greystones & Wicklow Towns service they need to put stabling somewhere else, such as Charlesland, to allow a reliable service. This will need a double track to it from Greystones which can be easily achieved now before it is developed.

Table 3.5. The N/M11 improvement from the M50 to Kilmacanoge is essential to support this population growth. The present idea of a bus lane scheme will reduce car & HGV capacity but the buses will only serve South of Greystones and not provide any benefit to Bray or Greystones, half of the County population.

This table also refers to DART Underground which I understand is no longer happening. Also, it says that faster rail services will be provided on the South East rail line. This is the opposite of what is happening as the DART has steadily slowed down since it started in 2004 with the journey time from Greystones to Connolly increasing by 15% to 61 minutes for the 30Km.

Timetable reliability has become poor in the last couple of years which particularly impacts on single track operations.

The Wicklow rail line is the only single track one in the Metropolitan Area & in the Greater Dublin Area, this severely limits frequency. All proposals for new urban rail; Navan, Swords Metro, Cork expansions and Cork Luas are all double track because of this.

Bus Connects has greatly increased journey times for commuters. To Hawkins street is scheduled at 1 hour 46 minutes. The 84x used to take 1 hour. The outside rush hour express services have been eliminated, leaving only the rush hour ones. This is the opposite of the promised better services in Table 3.5. Naturally far more people drive now because of the significant decline in public commuter transport. This is why the specific DART increase to 3 per hour needs to be a condition in the

plan as part of the Core strategy.

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