



Variation No.6

Who are you:	Private Individual
Name:	Edwina and Dale Allman
Reference:	VAR6-202330
Submission Made	January 14, 2026 9:16 PM

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- Chapter 1 – Proposed Variation No. 6
- Chapter 3 – Proposed Variation No. 6
- Chapter 6 – Proposed Variation No. 6

Write your observations here:

Submission to Variation No.6 of the Wicklow CDP 2022-2028

Our community supports sustainable housing, as is testified by the number of developments completed and in progress to date, in and around Enniskerry Village, however the risks of further over development that the adoption of the proposed variation No.6 will cause, is to further damage the fabric of the village including the community life using the village.

The proposed changing Enniskerry status to a 'Key Town / Large Town or Small / Medium Town Centre', along with increased densities of over 100% according to

the Table 6.1 in the Proposal, are of deep concern.

The published Proposal for Variation No.6

Impact to Enniskerry Village:

The densities proposed require High-Capacity Public Transport. Enniskerry is served only by low-frequency bus routes. The Bus routes currently available do not adequately service the schools in Bray and do not give the many children who have to attend school in Greystones any access. The village has no secondary school and no plan for one. All children of secondary school age have to be transported out of the area.

The village has no rail or DART link. The high densities noted in the proposed variation will further increase the traffic gridlock on the R117 and R760, creating a public safety risk for emergency vehicle access. These routes are also served by Coillte who have over 5 forestry sites west of the village and the only exit for HGV trucks is through the village centre, which as a village of historical interest, heavy goods vehicles impact those buildings/monuments with repeated vibrations. The additional HGV that would require access through the village centre during construction phase, would be hugely disruptive and damaging.

Increasing density by 2 to 5 times without a costed plan for a proper sustainable infrastructure for transport result in an unsustainable surge in traffic on our narrow rural style roads and contradicts the WCC Climate Action Plan 2024.

The traffic has increase to a dangerous and unsustainable level along the Bridge road as the increase in houses in both Enniskerry and further south Wicklow has caused the road to become a rat run. The current roads are unable to support the traffic and people are finding alternative routes via local unsuitable roads such as bridge road.

There is currently a huge problem with lack of parking within Enniskerry village. There are further developments underway at present or due to begin soon which will only add to the stress on the bog meadow car park. The allocation of one parking spot per unit will with out doubt further cause problems within the village.

Enniskerry is unique in its formation, the area around Enniskerry is a geologically significant glacial basin. With so much history and Heritage within the village this needs to be protected. This is something that needs to be treasured and ensured that the character of the village is not lost for ever. In the UK and many European villages, "heritage villages" are typically designated as Conservation Areas, which involve strict planning controls to preserve their special architectural or historic character. These restrictions modify standard planning permission rules, meaning property owners must obtain consent for many external changes that would be permitted development elsewhere. The uniqueness and Character of the village is under threat and needs to be protected. The impact of over development on the quality of life for those already resident within the village, the lack of facilities and the threat to further employment via Film and Tourism is extremely concerning.

Impact to Knocksink Woods SAC.

It is inconceivable in the environmental assessments supporting the Proposed Variation that higher densities will not significantly or otherwise negatively impact the Tufa Spring regime, (protected under EU Habitats Directive and Irish Law) in Knocksink Woods our Special Area of Conservation (SAC). The evidence and concerns provided by independent experts and NPWS have clearly stated to the contrary.

In conclusion.

The Proposed Variation No.6 is ambiguous and confusing. I have found it extremely difficult to follow.

Enniskerry has experienced material development growth that is having adverse effects on the fabric of the village at present without additional development being considered.

Knocksink Woods SAC as a protected nature reserve under the EU Habitats directive cannot be undermined by not adhering to the evidence stated here in our observation. Allowing increased density levels near this Special Area of Conservation will only further increase the risk of damage to its qualifying interests and incur penalties from the EU.

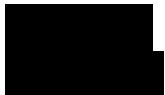
I ask that the proposed Variation No. 6 be amended to:

Align Enniskerry to no greater than Small Medium Town in Table 6.1.

Maximum density cap of 25 units per hectare.
Revisit the environmental Appropriate Assessment for Knocksink Woods and reflect the view of the National Parks and Wildlife Service in their previous submissions in relation to planning matters at AA2 lands, Parknasillogue. (Ref. (Department Submission dated 10 March, 2022 to An Bord Pleanála),

Yours sincerely

Edwina and Dale Allman



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