

	<h1>Variation No.6</h1>
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Who are you:	Private Individual
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Write your observations here:

For the core Strategy, the department have requested that realistic densities. Which I full agree with as unviable densities mean, sites won't be developed.

Plus the Department have called for the housing numbers of land zoned to be 70% of the net developable areas.

This is also a good policy as there are lands zoned which lose area for a variety of factors such the 25m setbacks from streams has rendered a lot of sites losing in cases I've seen more than 20% of homes that can be built within said fields prevented from getting planning permission. Yet these lands were included in enough of land of zoned supply.

Again, this policy of housing only allocated to 70% of the net hectares zoned is a good policy by the department.

On the core strategy, Transport Infrastructure Ireland, the department of housing and government as a whole have said the land adjacent to public transport is where housing should be with Rail services (train stations) ranked as the number one priority where to put houses.

The department published a report for the lands around train stations that gives great opportunity for new housing developments. In Areas such as Gormanstown in county Meath, Rush and Lusk train stations where there is a major green belt between the 2 towns where the train station sits right between both towns and is an area where new housing should be located. Those area are being encouraged by government for major future growth even though they are settlements lower down the scale and not major towns. The train station is the key reason for the push for development there.

In Wicklow, as Kilcoole is one of the only areas where there is substantial land bank between the town and train station. It gives Wicklow the opportunity to avail of new homes close to a soon to be upgraded dart station. This will allow people live in Kilcoole, get in and out of the city and take pressure off the N-11 which is at capacity. More car focused zoning where people have to drive into Dublin City will only increase traffic congestion on the N-11.

The core strategy needs to take account of this opportunity to put homes in Kilcoole, where any infrastructure deficit such as schools etc, the Government and Taoiseach are on record to say it will meet that demand for such infrastructure but zone the land and the government will take care of what needs to be done. But zone in areas where there is good public transportation.

I appreciate you taking the time to read my submission and thank you.

Greg Kavanagh

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