

	<h1>Greystones-Delgany & Kilcoole LPF Variation No.4</h1>
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Reference:	GDKLPF-115524
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Choose one or more categories for your submission. Please also select which settlement you wish to make a submission / observation about.

- Proposed Changes to Volume 1 of the Wicklow County Development Plan 2022-2028

Local Planning Framework PART A Strategy

- A.1 Introduction
- A.2 County Development Plan strategy for Greystones – Delgany & Kilcoole
- A.3 Factors influencing future development options
- A.4 Overall strategy

Local Planning Framework PART B Settlement Specific Objectives.

- B.1 Town Centre Regeneration
- B.2 Residential Development
- B.3 Economic Development
- B.4 Tourist Development

- B.5 Community development, including schools, and active open space
- B.7 Infrastructure, including transport and flooding
- B.8 Land Use Map and Zoning
- Strategic Environmental Assessment
- Appropriate Assessment

Write your observations here:

Please see my attachment

Please select which town you want to comment on:

Greystones/Delgany

Observation relevant to the settlement:

Please see my attachment

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Submission by Alan Richardson on Proposed Changes to Volume 1 of the Wicklow County development Plan 2022.docx, 0.04MB

Submission by Alan Richardson on Proposed Changes to Volume 1 of the Wicklow County Development Plan 2022-2028

Review of Greystones -Delgany & Kilcoole Draft Local Planning Framework 2025-2031

Page 3 – Settlement of Greystones-Delgany – Table 1

‘Towns with good transport links’ is not based on factual evidence. The train commuter service from Wexford/Gorey is pathetic, the DART service is worse than the 1955 steam run timetable (source – Bray People), the bus service is erratic with phantom buses in the system with long delays and a poor service. Stating that there were good transport links is just fairytale stuff.

Page 3 – Infrastructure – Walking etc

‘Enhance infrastructure to facilitate walking, cycling and increased use of public transport’ is pure aspiration. Greystones is a commuter town with an indifferent transport service and too far from Dublin to be a realistic proposition for cycling or walking with distances in excess of 20kms. The provision of more Park & Ride facilities with the appropriate transport links can enable commuters to leave their vehicles – however vastly improved rail and bus schedules must be put in place for this to happen. WCC cannot close its eyes to the need to upgrade the road network for all road users and not just pedestrians and/or cyclists.

Page 3 - Infrastructure – Water

WCC needs to work with Uisce Éireann in ensuring that there is an adequate water supply for all new developments and to make sure it is provided for in a timely manner. Where planning obstructions are getting in the way of development, these need to be removed without delay. It is incongruous that WCC makes a charge per housing unit for infrastructural development and then takes an inordinately long term to put it in place.

‘Served by high quality transport links’ and ‘good quality bus links’ are inaccurate, misleading and not supported by facts. Please revise the description to reflect the real situation. Due to its commuter status, it has a very low ratio of jobs to residents, due to the lack of support by the IDA, Enterprise Ireland and WCC. The IDA performed so badly over the past 50 years that it sought to divest itself of its Charlesland property. A much better effort at attracting jobs to the town is required by all interested parties. A stronger emphasis on growing the indigenous sector would be a step in the right direction.

References to DART+ are without any credibility due to Iarnród Éireann’s (IE) appalling record on delivery. Despite the best efforts of some, it now looks that even the 2031 for the service is in doubt. Question marks should be placed on any references to DART+.

Cliff walk – Bray to Greystones

Until the walk is actually re-instated, any conjecture on it best remains silent.

Page 8 A2.4 Population

Table 2.1	2016	2028	2031	Change	Change %	2022
Greystones-Delgany	18140	21727	22081	3941	21.7%	22009

Table 2.2 Housing

Greystones-Delgany	6766	8549	8719	1953	28.9%	7636
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There is a serious error in the population data for 2028 and 2031 which shows lower figures than for 2022 as published by the Central Statistics Office (cso) at 22009. It shows a very poor level of credibility when WCC

cannot even use published figures accurately. The projections for 2028 and 2031 should be revised with cso projections or other evidence based figures. Using WCC figures, will seriously underestimate the true housing needs and requirements for school places and jobs in the area. Why was the 2022 figure shown on page 22 not used?

Page 13 – Service Infrastructure Strategy paragraph A2.8

The promotion of improved public transport requires efficient delivery of:

DART and Commuter rail on a consistent basis

A much improved bus service with better links to Dublin and other Wicklow and Wexford towns

More Park and Ride Hubs with bus/rail connections

Buses should not have priority outside core hours, and no roads should give 24 hour priority to them, particularly as there are no 24 hour bus services.

A gigantic leap in speeding up the planning process to eliminate the housing crisis.

Page 24 - Impact on future options

There is no rationale for the arbitrary 2.5km limit from Greystones Railway Station for future development. Pursuing such a strategy will lead to less housing being built thus increasing the shortage and increasing prices even further. There is more than adequate land to fulfil housing need. This is not the way to solve a housing crisis.

Page 30 Greystones South

The lands at the former Charlesland golf club should be rezoned for housing and any other lands in the Greystones realm to alleviate the housing crisis. At Charlesland, an adequate boundary should be planned for to protect the railway and the nearby bird habitat.

Page 42 – GDK 2

The idea of pedestrianising that part of Killincarrick Road between Church Road and Burnaby Road is without any merit. There is no plan as to what this might achieve as there is no supporting evidence for this proposal.

Page 70 Table 7.1 – Lack of Tourism facilities

Greystones has no hotel or other major accommodation facilities. In addition, it provides no facilities for camper vans either at the Marina or elsewhere. Planners should make every effort to facilitate prospective developers of such resources without delay. Perhaps some members of WCC could visit France to see how such facilities are provided there and the spin off benefits to shopping and catering.

Page 72 Paragraph - 5.1 Education

Secondary education:

Every September, we learn of insufficient places for children trying to attend secondary schools in Greystones. This must be down to using woefully out of date data with regard to school going numbers and the ineptitude of the Department of Education & Youth. Can provision for temporary accommodation not be anticipated so to avoid this annual dilemma?

Page 75 Paragraph 5.3 – Health/Medical Infrastructure

Not only do we need more GP surgeries, but the long promised Primary Health Care Centre still awaits development. What is the reason for such a delay? WCC needs to address issues that affect all of the population and get busy on this topic.

Pedestrian, cycling and road layout improvements in Castle Villas, Carrig Villas and New Road in Killincarrig in order to create a 'homezone' environment. There is no definition of what 'homezone' means but it is likely to impact on those residents who need a car to go to work, school, shopping etc without any consultation. Further parking spaces here would reduce the need for some of the spaces in the village coming from the Kilcoole side which negatively impact on the sightlines for the pedestrian crossing.

Alan Richardson

[REDACTED]

Killincarrig

Greystones

Co Wicklow [REDACTED]

18/06/2025