

	<h1>Variation No.6</h1>
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<b>Who are you:</b>	State Body
<b>Name:</b>	Transport Infrastructure Ireland (TII)
<b>Reference:</b>	VAR6-150053
<b>Submission Made</b>	January 8, 2026 3:02 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:**

Please see attached submission. TII ref. TII25-134408

**Upload a File (optional)**

TII25-134408 - Proposed Variation No. 6 to the Wicklow County Development Plan 2022-2028 \_\_08.01.2026.pdf, 0.24MB

**Variation No. 6, Administrative Officer**  
**Planning Section**  
**Wicklow County Council**  
**Station Road**  
**Wicklow Town**  
**County Wicklow**

Online submission: <https://variation-no-6-wicklow.hub.arcgis.com/>

**Dáta | Date**  
08 January 2026

**Ár dTag|Our Ref.**  
TII25-134408

**RE: Proposed Variation No. 6 of the Wicklow County Development Plan 2022-2028**

Dear Administrative Officer,

Transport Infrastructure Ireland (TII) acknowledges receipt of notification of the publication of proposed as variation no. 6 of the current Wicklow County Development Plan 2022-2028 to take account of '*NPF Implementation: Housing Growth Requirements*' - Guidelines for Planning Authorities, issued under Section 28 of the Planning & Development Act 2000 (as amended) (July 2025).

Transport Infrastructure Ireland's mission is to deliver transport infrastructure and services, which contribute to the quality of life for the people of Ireland and support the country's economic growth. TII safeguards the strategic function of National Roads to promote the safe and efficient operation of the national roads network in accordance with official policy set out the commensurate Section 28 Guidelines *Spatial Planning and National Roads Guidelines for Planning Authorities* (DoECLG, 2012), and in accordance with; *Project Ireland 2040, National Planning Framework* and *National Development Plan 2021 – 2030*; the National Sustainable Mobility Policy; and the *EMRA Regional Spatial and Economic Strategy* (RSES).

County Wicklow is served and traversed by essential motorway, national primary and secondary elements of the national roads network: the M/N11 and the N81. Under the Trans-European Transport Network (TEN-T) M/N11 corridor is identified as part of the TEN-T Comprehensive Network and critical for access to Rosslare Europort. As the Council is aware the TEN-T Regulations identify a critical network of national roads, rail, ports and airport infrastructure. The Council are reminded that national roads network caters for Ireland's inter-urban and inter-regional transport requirements and gives access to regional and international markets through strategic airport and port locations.

TII welcomes and is supportive of proposals aimed at achieving *Project Ireland 2040* National Strategic Outcomes (NSOs) and the incorporation of *NPF Implementation: Housing Growth Requirements Guidelines* by this proposed variation where they are complementary to the requirements of official policy concerning maintaining the strategic capacity and safety of the national road network in accordance with *NSO 2 Enhanced Regional Accessibility*. To assist co-ordination, this submission therefore seeks to ensure that the carrying capacity, operational efficiency, safety and national investment made in national



roads in County Wicklow continue to be safeguarded by relevant Wicklow County Development Plan policies and objectives.

Having regard to the published proposed variation proposing alterations to Chapter 1 Introduction & Strategic Context, Chapter 3 Core Strategy and Chapter 6 Housing of the current County Development Plan, the Authority submits the following observations for the Council's consideration:

## **Proposed Development Variation no. 6 and the role of Transport Infrastructure Ireland (TII)**

The national roads network is a strategic transport asset of critical national importance. TII has reviewed the proposed variation and determines a potential collaboration role intended by proposed *Core Strategy Objective 3* which states as follows:

*“Wicklow County Council will proactively work with infrastructure / utilities providers to ensure any service related impediments to the granting or [of] permission for housing on zoned lands or to the delivery of permitted housing development are progressed.”*

TII notes that proposed variation revised *Population & Housing Allocations* (section 3.34 of the Plan) do not currently propose additional or revised land use zoning extents which will be function of Local Area Plan (LAPs) and / or Local Planning Frameworks (LPFs) as stated at section 3.45 *Zoning* of the Plan.

TII also notes that the proposed variation does not propose to alter Plan policies and objectives specific to the national roads network.

TII also notes that certain National Policy Objective (NPOs) from the First revision of the NPF are listed at revised *Population & Housing Allocations* (section 3.34 of the Plan) as assisting the Council “*in determining appropriate growth rates for each settlement / tier*”. TII would also highlight NPO 107 “*Continue to ensure the alignment of the National Planning Framework and the National Development Plan through delivery of the National Strategic Outcomes*”.

In accordance with NPO 107, TII seeks to ensure that national roads network objectives are not undermined and that the anticipated benefits of the investment made in the national roads network are not jeopardised.

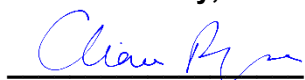
In this regard, and in pursuance of proposed *Core Strategy Objective 3*, TII is available to assist the Council in preparing appropriate evidence based transport assessments to address development and / or land use zoning proposals in the proximity of national roads where such proposals are demonstrated as being in accordance with the provisions of official policy in the first instance.

The Council is advised that any costs such as land acquisition, additional road infrastructure and environmental mitigation measures arising for the national roads network to accommodate local development proposals will be borne by the local authority. Such schemes will not be funded by TII. Thus, costs should be integrated within future local development contributions schemes.

TII welcomes the safeguarding of the strategic role of the national road network and associated junctions in catering for the safe and efficient movement of inter-urban and inter-regional strategic traffic in the implementation of the proposed variation. TII reiterates its availability to assist the Council and is available for consultation in relation to matters arising and impacting the strategic national road network in the County.

Please acknowledge receipt of this submission.

Yours faithfully,



Cliona Ryan, Land Use Planner