



Variation No.6

Who are you:	State Body
Name:	National Transport Authority
Reference:	VAR6-155852
Submission Made	January 14, 2026 4:00 PM

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

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

Write your observations here:

Please see attached a submission on behalf of the National Transport Authority.

Upload a File (optional)

NTA_Submission_WCC_Wicklow CDP 2022-2028_Var 6_FINAL.pdf, 0.27MB

Variation No. 6,
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13th January 2026

Re: Proposed Variation No. 6 to the Wicklow County Development Plan 2022 - 2028

Dear Sir/Madam,

The National Transport Authority ('the NTA') welcomes the opportunity to comment on Proposed Variation No. 6 to the Wicklow County Development Plan 2022 - 2028, and based on the Greater Dublin Area Transport Strategy 2022 – 2042 (hereafter, the Transport Strategy), which is a consideration material to the proper planning and sustainable development of the Greater Dublin Area (GDA), would submit the below comments for consideration.

The NTA welcome and support the proposed variation which takes account of recently published Guidelines for Planning Authorities, namely '*NPF Implementation: Housing Growth Requirements*' and '*Sustainable Residential Development and Compact Settlements*'. The NTA note the new housing targets which the Local Authority have incorporated to reflect the new guidelines and the associated changes proposed to the County's Core Strategy. It is considered that a continued focus on the delivery of sustainable transport infrastructure and services in the County will assist with the fulfilment of these targets.

The emphasis placed on compact growth as part of the Variation is acknowledged and it is considered that this can be supported through Transport Oriented Development (TOD), in line with the Avoid – Shift – Improve approach set out in the National Sustainable Mobility Policy. This not only promotes sustainable travel patterns and healthy urban environments, but may also reduce the need for additional infrastructure provision, thereby reducing the timescales involved for housing delivery. It is important that this policy is appropriately implemented at the settlement level and that sites which could potentially align with TOD principles are adequately promoted and supported as part of any future local land use plans.

With regards to future transport provision in the County, existing frameworks should continue to be used for planning and investment purposes, namely the Transport Strategy for the GDA and the transport plans that have been prepared for the County's primary settlements as part of their respective land use plans. For significant settlements where LTP's have not been prepared, the preparation of same should be a short-term priority, through engagement with the NTA and TII. These frameworks can ensure schemes are prioritised in a manner that best supports the transport demands of each settlement and ensure that transport networks are integrated with land use plans.

The NTA are open to continued engagement with WCC on planning and transport matters in Wicklow and would encourage the local authority to engage with the NTA in relation to the commencement of a Local Transport Plan for Bray. As sites in the County continue to be brought forward for residential use, a plan-led and phased approach to their development should continue to be implemented, based on close collaboration between the local authority and key service providers including the NTA. This can ensure housing targets are delivered in a timely manner and in a form that supports the proper planning and sustainable development of the County.

Yours sincerely,



Michael Mac Aree
Head of Strategic Planning