

Senior Executive Officer  
Planning and Strategic Infrastructure Department  
Fingal County Council  
County Hall  
Swords  
Dublin  
K67 X8Y2

Dáta | Date  
28 January 2020

Ár dTag | Our Ref.  
TII20-108556

Bhur dTag | Your Ref.

Re: Fingal County Council Development Plan 2017 – 2023 – Variation No. 2

A chara,

Transport Infrastructure Ireland seeks to ensure that the carrying capacity, operational efficiency, safety and significant national investment being made in national roads are protected in accordance with official Government policy as outlined in DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities, the TEN – T Regulation (EU) No 1315/2013, National Strategic Outcome , Enhanced Regional Accessibility of the National Planning Framework(NPF) and also takes account of the NTA’s Transport Strategy for the Greater Dublin Area.

Within this context, TII has reviewed Variation no 2 and offers the following observations for the planning authority’s consideration:

**A. Dublin Belfast Economic Corridor P18 and P57**

The Trans-European Transport Networks (TEN-T) are a planned set of transport networks across Europe. The TEN-T regulations target a gradual development of the transport network with the core network a priority (by 2030) followed by the remainder of the comprehensive network (by 2050). The TEN-T regulations define the objective of increasing the benefits for road users by ensuring safe, secure and high-quality standards for road users and freight transport in a co-ordinated fashion to achieve integrated and intermodal long-distance travel routes across Europe.

The Council will be aware that the M1 national primary road corridor is identified as part of the TEN-T Core Network. Section 8.3 ‘Working Together for Economic Advantage’ of the National Planning Framework addresses the importance of the Dublin-Belfast Economic Corridor and advises that there will be a focus on developing the corridor as a distinct spatial area with international visibility by, inter alia;

- *Improving and protecting the key transport corridors such as the TEN-T network and strategic function of the Dublin to Belfast road network from unnecessary development and sprawl.*

In addition, in relation to the Dublin-Belfast Economic Corridor, the adopted Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy (RSES) includes the Regional Policy Objective to safeguard and improve accessibility and service by rail, road and communication between Dublin and Belfast and drive cross border networks between Drogheda, Dundalk and Newry.

Regional Policy Objective RPO 8.11 outlines the objective to support the improvement, and protection, of the EU TEN-T network and the strategic function of the Dublin to Belfast road network.

Project Ireland 2040 National Development Plan, 2018 – 2027, outlines the investment priority to ensure that the existing extensive transport networks, which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, accessibility and connectivity to transport users. Government also includes the objective to maintain the strategic capacity and safety of the national roads network, including planning for future capacity enhancements, in National Strategic Outcome 2 of the National Planning Framework.

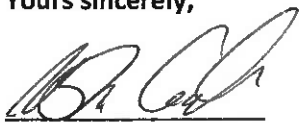
The M1 is one of Ireland's most strategic national roads and give access to regional and international markets, including through strategic airport and port locations as well as linking with other strategic national roads.

It is of particular importance that policies and objectives drafted allow the M1 as part of the Dublin Belfast Economic continues to play the intended strategic role in catering for inter-urban and inter-regional transport requirements that will serve economic competitiveness and regional accessibility by providing faster, more efficient and safer access to and from our major ports, airports, cities and large towns.

#### **Conclusion**

In conclusion, Transport Infrastructure Ireland (TII) is strongly committed to, and supportive of, the intent and delivery of the NPF and especially National Strategic Outcomes associated with High-Quality International Connectivity, Sustainable Mobility and Enhanced Regional Accessibility of the National Planning Framework. We trust the above will be of assistance and TII looks forward to continued positive engagement with the Fingal County Council in the preparation of the future Dublin Airport Local Area Plan and is as always available to meet with the LAP team, at the earliest convenience of the executive of the Council to discuss the issues raised in this correspondence.

Yours sincerely,



**Tara Spain**  
Head of Land Use Planning