



An
Coimisiún
Pleanála

Inspector's Addendum Report

ACP-322994A-25

Development	Demolition of terrace block on site and construction of 52 no. dwellings.
Location	Bohernasup, Ballina, Co Mayo.
Planning Authority	Mayo County Council.
Planning Authority Reg. Ref.	2560008.
Applicant(s)	Knocknalyre Limited.
Type of Application	Permission.
Planning Authority Decision	Grant Permission.
Type of Appeal	Three no. Third Parties vs Grant.
Appellant(s)	Lansyn Residents Association; Patrick Corcoran and Dorothy O' Regan; and Breege Gordon.
Observer(s)	Dr Charles and Samantha Meehan.
Date of Site Inspection	16 th October 2025.
Inspector	C. Daly.

1.0 Introduction

- 1.1. This report is an addendum to the Inspector's Report in respect of ACP-322994-25 (dated 5th November 2025) and should be read in addition to the previous assessment contained therein.
- 1.2. On the 10th November 2025, the Commission decided to defer consideration of this case and to issue a notice under Section 132 of the 2000 Act as amended. This was because it considered that a Traffic Impact Assessment was required given the wording of Volume 2, Section 7.5 of the CDP. This was requested by letter to the applicant on 12th November 2025. A response to this with a Traffic Impact Assessment report was received by the Commission on 2nd December 2025.
- 1.3. This response was cross-circulated under Section 131 to all parties on 9th December 2025. Responses to this were received from Alexander Patrick Corcoran and Dorothy O' Regan and Lansyn Residents Association. No other responses were received from these parties within the required timeframe.
- 1.4. On the 21st January 2026 the Commission decided to defer this case and to seek an Addendum Report from the Inspectorate. They requested an assessment and additional recommendation (if any) of the Traffic Impact Assessment and associated submissions from the parties.

2.0 Response to the Commission's Request

- 2.1. The response to the Section 132 request of the Commission can be summarised as follows:
 - The cover letter from the applicant's planning consultant noted that the TIA report states that "*the proposed development will thus have a very limited impact on the efficient movement of traffic at the Lansyn / Development Entrance junction*".
 - The Traffic Impact Assessment prepared by Martin Rogers Consulting Ltd includes the following:

- A traffic survey was carried out on Tuesday 25th November 2025 between 7am and 10am and between 4pm and 7pm at the Lansyn development T-junction and this informed the TIA analysis.
- The Traffic and Transport Assessment (TTA) within the TIA analysed the junctions in detail and it includes a number of assessments for the opening year of 2027 and for design years plus 5 (2032) and plus 15 (2042).
- The report seeks to address the Commission request by including an assessment of traffic conditions, predicted trip generation, distribution and assignment and a detailed junction capacity analysis.
- The report notes that the traffic flows exceed the 10% threshold at the site access but that *“the junction continues to operate with very high levels of spare capacity in all scenarios”*.
- The TIA analysis noted that *“the development entrance priority junction is predicted to be very lightly trafficked on the day of opening in 2027, and will continue to be so by 2042. Queuing and delays are at very low levels, with a minimum of 94% space capacity predicted to exist by 2042 with all assumed development in place”* and that *“the proposed development will thus have a very limited impact on the efficient movement of traffic at the Lansyn / Development Entrance junction”*.
- Given that the development is projected by the report to only generate a modest amount of traffic and that *“the junction analysis shows that the road network can accommodate this without any operational issues”* it does not recommend any specific traffic mitigation measures.
- The report concludes that given the access to sustainable travel modes and the limited traffic generated by the development, that the overall transport impact of the development will remain low and consistent with local and national policy objectives.

2.2. The response of the third parties to the Section 131 request of the Commission can be summarised as follows:

- A TIA should have been requested where 52 new houses are proposed through an estate of 24 houses.
- The TIA is limited as it fails to consider the main T-junction connecting Lansyn with the main Bohernasup road.
- The baseline traffic survey data is inadequate given the limited timeframe.
- The increase in traffic will negatively impact on the Lansyn residents.
- Exceedance of the 10% threshold is not acceptable given the limited scope of the traffic survey and analysis.
- The development will bring at least 52 to 156 additional vehicles through the Lansyn estate.
- Walking and cycling are primarily leisure activities for most and human behaviour will not change.
- The TIA is inadequate and in favour of the applicant.
- The Council breached planning laws by granting permission despite the absence of the TIA and allegations are made that this related to an advance purchase agreement with the applicant.
- Bohernasup is a road and not a townland and the location described in the TIA is not correct.
- There are multiple alternative ways to access the site without doing so through Lansyn where no right of way exists.
- The TIA is not an independent assessment as it was commissioned by the applicant.
- The TIA relates to one junction only rather than the entire Lansyn estate including the older part of the estate.

- There are reasonable grounds to believe the applicant has control of the sites to the north and the east of the site both with their own separate accesses and they expect plans to join up these lands with the Lansyn estate.
- The access for their plans should be through their own lands and not through the Lansyn estate.

3.0 Policy Context

3.1. Mayo County Development Plan 2022 – 2028 (the CDP)

Volume 2 – Development Management Standards

- Section 7.5 Road and Traffic Assessments

A Road Safety Audit (RSA) shall be carried out for all significant developments proposed and submitted as part of the planning application. A 'significant development' includes development(s) which generate 40+ Traffic Movements per day or results in a modification to the road layout.

A Traffic Impact Assessment (TIA) shall be conducted in respect of proposed significant developments whereby traffic generated by the development exceeds 10% of the existing traffic level on the road, or 5% where the road is already congested.

Significant development proposals shall also be accompanied by a Traffic and Transport Assessment (TTA). Each RSA, TIA and TTA shall be carried out in accordance with Transport Infrastructure Ireland's requirements.

4.0 Assessment

- 4.1. Having examined the application details and all other documentation on file, in particular the response of the Applicant to the Commission's Section 132 notice and the responses to the Section 131 notice to the parties, the reports of the local authority, and having inspected the site, and having regard to the relevant local/regional/national policies and guidance, I consider that the substantive issues for this addendum report to be as follows:

- Traffic Impact.

4.2. Traffic Impact

- 4.2.1. My first report advised that I considered that the proposed development, in the absence of a TIA, would materially contravene Section 7.5 of Volume 2 of the CDP. I have reviewed the submitted Traffic Impact Assessment prepared by Martin Rogers Consulting Ltd and the responses received in relation to same. I consider the methodology of the TIA to be appropriate to a development of this scale. I note the traffic surveys carried out at the T-junction within the Lansyn estate in this regard which would lead to the proposed access points to the proposed housing estate. I consider this to be an appropriate point from which a reasonable comparison can be made in relation to the current situation and the impacts of the proposed development.
- 4.2.2. I note the third party observations in relation to the TIA and the proposed development. I do not consider the TIA to be inadequate and I note its preparation by qualified consulting engineers. I note the concerns in relation to the traffic impacts cited and I have previously assessed matters in relation to impacts on residential amenity in my previous report and based on the TIA I do not consider that there would be significant negative impacts on residential amenities in the vicinity as a result of the proposed development.
- 4.2.3. I do not consider the ownership of adjacent sites, whether that is the case or not, to be a relevant consideration in relation to this matter. I also note that the alleged motives of the Council have not been substantiated and my assessment of this case is, in any event, a de novo assessment of the matter. I do not consider that traffic figures presented by the third parties of 156 additional vehicles through the Lansyn estate to be reflective of a development of the size and number of houses proposed and this is not supported by expert analysis or evidence.
- 4.2.4. I note that based on the survey dated Tuesday 25th November, there would be an increase of 68% in the AM peak and 64% in the PM peak on the day of opening and that this relatively large percentage increase is noted to be in the context of the current low traffic levels on the estate road. I note that in terms of absolute trip numbers that the TIA analysis states that the junction within the Lansyn estate would

be relatively lightly trafficked and that queuing and delays would be at very low levels. Given the number of houses proposed, I agree with this analysis. I concur that the proposed development would have a very limited impact on the efficient movement of traffic at the junction and through the Lansyn estate and in my opinion the junctions would remain well within capacity.

4.2.5. Regarding the impact on the wider Lansyn estate (the older eastern section) and up to the junction with the Bohernasup Road, I do not consider that the limited extra number of houses served by this junction would be of such magnitude as to give rise to a significant concern in relation to the impact on the junction with the Bohernasup Road. I note this in the context of the urban location and that I consider permeability to and from and site as well as making efficient use of existing road infrastructure to be a wider planning good.

4.2.6. Based on the above, I conclude that the Commission's request for a "*A Traffic Impact Assessment (TIA) [which] shall be conducted in respect of proposed significant developments whereby traffic generated by the development exceeds 10% of the existing traffic level on the road, or 5% where the road is already congested*" to have been complied with and that it shows no significant traffic impacts of concern.

5.0 Recommendation

5.1. Referring to my previous report and the above assessment, I recommended that permission be refused in relation to the density issue previously cited. Based on the above I have not changed this recommendation. Should the Commission be minded to grant permission I would draw the Commissioners' attention to my previous report in relation to recommended conditions and to the conditions that the P.A. attached to its grant decision.

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence me, directly or indirectly, following my professional assessment and recommendation set out in my report in an improper or inappropriate way.

Ciarán Daly

Planning Inspector

11th February 2026