

An tÚdarás Náisiúnta Iompair
Teach Mhargadh an Fhéir
Margadh na Feirme
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Forward Planning,
Planning Department,
Leitrim County Council,
Áras an Chontae,
Carrick-on-Shannon,
Co. Leitrim.

2nd September 2026

Re: Proposed Material Alterations of the Proposed Variation 1 of the CDP

Dear Sir/Madam,

The National Transport Authority (NTA) acknowledges receipt of notice and a copy of the Proposed Material Alterations of Proposed Variation 1 of the *Leitrim County Development Plan 2023-2029* (CDP) under Section 58(13) of the *Planning and Development Act 2024*, and makes the following observations and recommendations.

1. Proposed Material Alterations 1 and 15

The NTA welcomes the inclusion of Proposed Material Alterations (PMAs) arising from recommendations in its submission on Proposed Variation 1 of the CDP; in particular, PMAs no.1 and no.15 that relate to the incorporation of the land use zoning objectives and the land use zoning map in the CDP, arising from the *Carrick-on-Shannon Joint Local Area Plan 2025-2031*. The NTA is supportive of PMAs 1 and 15 on the basis that they would ensure that all zoned lands in the county are now contained in the Leitrim CDP, along with the updated text.

2. Proposed Material Alteration 10

The NTA notes Proposed Material Alteration (PMA) No.10, which proposes the zoning of additional residential lands in the townland of Tully, Ballinamore. While the proposed zoning would increase residential development capacity, the NTA has concerns regarding the extent to which the subject lands are integrated within the existing settlement structure and connected to the town centre by existing active travel infrastructure. The accompanying Settlement Capacity Report indicates that a footpath does not currently serve the site.

The NTA notes that, under the Section 28 Guidelines on *NPF Implementation: Housing Growth Requirements*, Planning Authorities should undertake a Settlement Capacity Audit to identify zoned serviced or serviceable lands with residential development potential, while also specifying the enabling infrastructure require to support development, including roads, public transport capacity and community facilities.

The lands to the south of the Ballinamore bypass comprise one existing residentially zoned site; Site 2, which was proposed to be zoned under the Draft Variation; and Site 3, which is proposed to be

zoned under PMA 10. These lands are physically separated from the town centre by the bypass corridor, creating a barrier to walking and cycling movements. The NTA considers that any development proposals for lands zoned in PMA10 should include enabling infrastructure that would ensure that residents of these lands can access key destinations by sustainable modes. In the absence of a safe and direct routes to local destinations, the development of these lands may result in increased car dependency and reduced opportunities for active travel. The NTA therefore considers that crossings of the bypass and the R204 would be required to serve Sites 2 and 3, to provide safe, convenient and direct access between the subject sites and the town centre, schools, community facilities and public transport services.

NTA Recommendation

The NTA recommends, in the interests of sustainable development and to avoid car dependent development, that the planning authority should amend PMA10 to ensure that the sites to the south of the bypass can be served by active modes, including an assessment of routes to the town centre and health centre.

I trust that the views of the NTA will be considered in the assessment of the Proposed Material Alterations to Variation No.1 of the CDP.

Yours sincerely,

Eoin Farrell

Eoin Farrell
Head of Strategic Planning