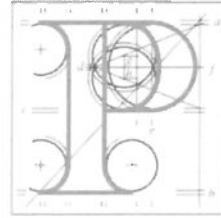


Our Case Number: ACP-324410-26



An
Coimisiún
Pleanála

National Greenway Action Association
c/o Cleona O'Shea (Chairperson)
Carrigabrick
Fermoy
Co. Cork
P61 HY98

Date: 01 October 2026

Re: Proposed West Clare Railway Greenway Section 1: Kilrush to Kilkee Project
Kilrush to Kilkee via Moyasta, Co. Clare

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent submission (including your fee of €50) in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

Please note that the proposed road development shall not be carried out unless the Commission has approved it or approved it with modifications.

If you have any queries in the meantime, please contact the undersigned officer of the Commission at laps@pleanala.ie

Please quote the above mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Kevin McGettigan

Kevin McGettigan
Executive Officer
Direct Line: 01-8737263

HA02

Teil
Glao Áitiúil
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Website
Email

(01) 858 8100
1800 275 175
www.pleanala.ie
communications@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902



An
Coimisiún
Pleanála

SID Online Observation

Online Reference
SID-OBS-006129

Online Observation Details

Contact Name
Cleona O'Shea

Lodgement Date
30/09/2026 17:38:14

Case Number / Description
West clare greenway

Payment Details

Payment Method
Online Payment

Cardholder Name
Cleona O'Shea

Payment Amount
€50.00

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG—

Reason for Refund

Documents Returned to Observer

☐

Yes

☐

No

Request Emailed to Senior Executive Officer for Approval

☐

Yes

☐

No

Signed

EO

Date

Finance Section

Payment Reference

ch_3ULQWIB1CW0EN5FC1nhmk2WH

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

SEO (Finance)

Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board
Member

Date

Date

From: cleona o' shea <cleona.1@hotmail.com>

Sent: Wednesday 30 September 2026 22:52

To: LAPS <laps@pleanala.ie>

Subject: HA03.324410 – URGENTCorrection of document submitted with observation SID-OBS-006129

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Dear Sir/Madam, I am writing in relation to my observation on the West Clare Railway Greenway, case HA03.324410, submitted today under reference SID-OBS-006129.

Because of severe thunderstorms, fallen trees and an ESB electricity outage affecting our rural area yesterday and again this morning, I was unable to access the final completed version of my submission on my computer before the deadline.

In order to ensure that my observation itself was lodged before the closing time, I submitted a file from my phone. I subsequently realised that the file attached was an earlier working draft rather than the final completed version intended for submission. I am attaching the correct final version now and respectfully ask that it be accepted as a correction/replacement for the document uploaded with observation SID-OBS-006129. The observation itself was submitted and the €50 fee was paid through the online system.

The corrected document does not represent a new observation from a different party. It is the completed version of the submission I was attempting to lodge within the statutory period.

The difficulty arose solely because the final file was stored on the computer that I could not access during the electricity outage, while I had to use my phone to complete the online submission.

I would be grateful if the earlier draft could be disregarded and the attached final version placed on the case file instead. If that is not administratively possible, I ask that this email and the corrected document at least be placed before the Commission together with the original observation, with the circumstances of the incorrect attachment recorded.

I have attached proof of power outage.

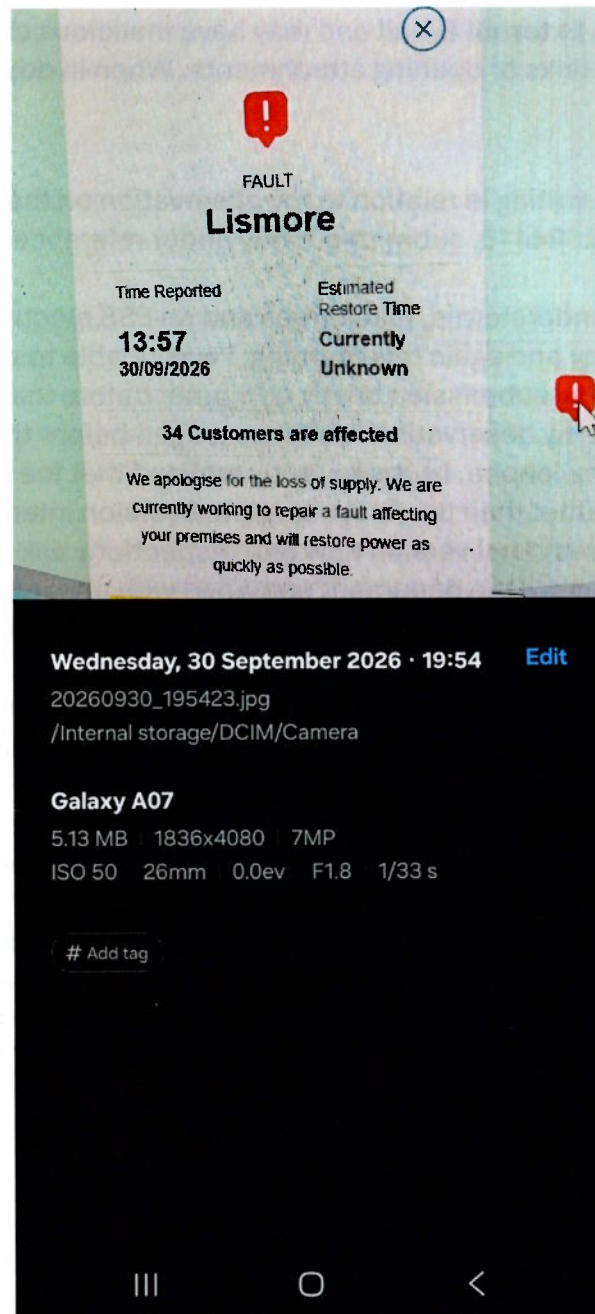
Please confirm receipt and advise whether the corrected document can be substituted for the earlier draft.

Kind regards,

Cleona O'Shea
Chairperson National Greenway Action Association
Carrigabrick,
Fermoy,

Co. Cork,
P61 HY98
Telephone: 089 405 9035
Observation reference: SID-OBS-006129 Case: HA03.324410

Sent from [Outlook for Android](#)



NATIONAL GREENWAY ACTION ASSOCIATION

WEST CLARE RAILWAY GREENWAY – SECTION 1 KILRUSH TO KILKEE VIA MOYASTA

Submission to An Coimisiún Pleanála
Case HA03.324410
30 September 2026

Cleona O'Shea, Chairperson
National Greenway Action Association
Registered with Lobbying.ie

NGAA is not opposed to Greenways. Public land first. Private land by genuine voluntary agreement.

The Greenway must accommodate the farm; the farm should not be required to accommodate the Greenway.

Introduction, status and scope

I write as Chairperson of the National Greenway Action Association (NGAA) in relation to Clare County Council's application for approval of the West Clare Railway Greenway Section 1, Kilrush to Kilkee via Moyasta, under section 51 of the Roads Act 1993 (as amended). The statutory material describes a pedestrian and cycle route of approximately 15.2 km affecting approximately 27.3 ha. [S1]

NGAA is not opposed to the principle of Greenways. It supports the use of public and State-owned land in the first instance and genuinely voluntary agreements where private owners freely consent. The planning question is whether this particular development, on this particular alignment and subject to these particular consequences, is compatible with proper planning and sustainable development, safe continued farm operation and the protection of the receiving environment.

This submission should be read alongside, but does not replace or narrow, the related CPO objections or any property-specific submission made by an affected owner, lessee or occupier. Individual landowners may have title, valuation, agricultural, personal or property-specific matters which only they and their advisers can properly advance.

NGAA asks the Commission to refuse approval where the application has not demonstrated that the development can proceed with safe, workable and enforceable arrangements. If approval is contemplated, NGAA asks that the Commission require any further information, redesign, assessment and oral examination needed before consent, and that conditions not be used to postpone principal design, safety, access, drainage or Appropriate Assessment questions that must be resolved before approval.

This version restores the full section structure and the previously retained West Clare arguments. It should be read as a single submission: agricultural, economic, safety, ecological, social, insurance and maintenance effects are interdependent and should not be assessed in separate silos.

1. What An Coimisiún Pleanála is being asked to authorise

The application is not merely for a line on a map or a recreational surface. Approval would authorise a permanent new public use through and beside existing farms, homes, access systems, drainage systems, businesses and sensitive ecological areas. The Greenway is the new use; the farms, homes, private access routes, agricultural businesses and habitats are the receiving environment.

The applicant's own documentation acknowledges agricultural crossings, shared agricultural access at Moyasta, permanent fencing, drainage works, bridges, culverts, accommodation works, public use, dog use, ecological mitigation, maintenance and management requirements. These are not secondary details. They determine whether the development works safely and lawfully after construction.

The planning and CPO processes are separate statutory processes, but they concern the same proposed route. The planning assessment cannot ignore the permanent land-use and operational consequences that arise because this route is also being advanced through compulsory acquisition.

The proposed development is a permanent public intervention into an existing rural working environment. The planning question is therefore not only whether a Greenway surface can physically be constructed, but whether the permanent public use, structures, fencing, drainage, crossings, shared sections, ecological controls, maintenance obligations and operational rules can coexist safely and lawfully with the farms, homes, businesses and habitats already there.

The farm is the existing lawful use. The Greenway is the new use.

2. The Commission must make its own assessment

The EIAR and NIS are applicant evidence. They are not the Commission's conclusions. The Commission must independently assess the environmental effects of the proposed road development and, for European sites, carry out the Appropriate Assessment required by Article 6(3) of the Habitats Directive on the basis of complete, precise and definitive findings capable of removing reasonable scientific doubt. [S2, S20, S24]

Where mitigation is relied upon, the issue is not simply whether a measure appears somewhere in the documents. The Commission should ask whether it is fixed, measurable, secured, funded, assigned to a responsible body, capable of being enforced, of adequate duration and capable of being monitored. Language such as 'where possible', 'where practicable', 'to be agreed', 'subject to landowner agreement', 'detailed design' or 'contractor method statement' must be tested where the effectiveness of the measure is necessary to the environmental or operational conclusion.

Where the applicant relies on later agreement, detailed design, contractor method statements, landowner cooperation or post-opening monitoring, the Commission should distinguish between a measure that is sufficiently defined and secured at consent stage and a matter that is merely deferred. A planning condition cannot cure an evidential gap where the missing information is necessary to determine whether the development is acceptable in the first place.

3. Agricultural impacts remain substantial after mitigation

The applicant's agricultural assessment covers 40 directly affected agricultural properties. It identifies nine properties with significant pre-mitigation effects. After the applicant's mitigation, 19 of the 40 holdings - 47.5% - remain at Moderate residual effect; 10 are Slight; 11 are Not Significant; none is Imperceptible. [S5]

For the highest-impact enterprises the EIAR accepts that continuation may require "considerable management changes", potentially involving livestock type and numbers, fodder or crop production and the use of farmyard facilities. [S5] These are changes to the operation of the business, not merely inconvenience at the edge of a field.

The same chapter says no specific agricultural monitoring is required and indicates that complaints or issues may be addressed through land-acquisition and accommodation processes where feasible. [S5] The Commission should examine whether that is adequate where almost half of assessed holdings remain at Moderate residual effect after mitigation.

The age and labour profile of farming matters. The CSO Farm Structure Survey 2023 records a mean farm-holder age of 59.4 years nationally and in Clare, with a median age of 60 in Clare, while farm work

remains heavily dependent on holders and family labour. [S14] Measures that add gates, waiting, supervision, animal handling or traffic-management duties therefore have real operational and human consequences.

Mitigation is not the same as avoidance, and a residual “Moderate” effect is not “no effect”.

4. First Greenway under the 2021 Code – process and sequencing

Roughan & O'Donovan has described West Clare Section 1 as the first Greenway in the country to be developed in line with the 2021 Code of Best Practice. [S26] That makes this project a national test of whether the Code's protections work in substance when a project reaches planning and compulsory acquisition.

The Code was intended to provide fair and equitable treatment of farmers and landowners. It recognises voluntary agreement as the preferred mechanism, requires fair assessment of affected farms and businesses, provides for accommodation works and contains an indemnity provision. It also states that farming practices can and will continue as heretofore, subject to existing Good Agricultural Practices. [S8]

Clare County Council's West Clare Municipal District minutes of 23 September 2024 recorded a Council statement that Phase 3 would include the voluntary land acquisition process and preparation for planning, and that key aspects including design and compensation would be agreed before the planning application. The planning/CPO process has nonetheless advanced while material issues remain disputed or unresolved. [S11]

The Commission should require a clear explanation of what changed, what was unresolved at lodgement, which accommodation works remained to be agreed, and how the applicant reconciles the present process with the sequence it publicly described.

The Code's central protections are therefore directly material to this case: State-owned land should be prioritised when determining route options; voluntary acquisition is preferred; affected farms and businesses are to be fully and fairly assessed; farming practices are stated to be capable of continuing “as heretofore”; and compulsory acquisition is described as a last resort where comprehensive voluntary negotiations fail and no economically feasible alternative meeting the scheme objectives exists. [S8]

The mere fact that meetings took place, letters issued or a voluntary-acquisition process formally existed does not establish that the process worked in substance. The relevant evidence is whether unresolved access, severance, fencing, safety, compensation, insurance, biosecurity and accommodation issues were actually resolved before the statutory applications advanced.

The first Greenway developed under the Code should not become the precedent by which unresolved agricultural consequences are pushed beyond consent and left to be solved after the public authority has secured the land.

5. Farm-Business Loss, Unresolved Land Take and False Economy

A reduction in land can reduce stocking capacity and fodder production. Reduced fodder area can create purchased-feed costs. Severance can add labour, machinery time, gates and waiting. Altered access can change the way the holding is operated. If such changes are relied upon as mitigation, the applicant should demonstrate the resulting income, operating cost, productive capacity and long-term viability rather than simply concluding that an enterprise remains viable.

The Commission should also examine the internal consistency between those management changes and the 2021 Code statement that farming practices can and will continue ‘as heretofore’. A business required to reduce stock, alter crop or fodder production, change farmyard arrangements or reorganise access is not self-evidently continuing as heretofore.

The Greenway must accommodate the farm. The farm should not be required to reorganise itself around the Greenway.

NGAA has not identified an equivalent whole-farm economic assessment that monetises recurring agricultural losses and additional costs and places them on the opposite side of the appraisal from recreation and tourism benefits. If the appraisal counts economic activity generated by the new use, it should also count economic activity displaced or diminished by the same project.

If the new economic activity is counted, the economic activity displaced or diminished by the same project must also be counted. Otherwise the appraisal records one side of the transaction, not net public benefit.

Compensation is a separate matter. Payment may compensate quantifiable loss, but it does not restore hectares, physical width, exclusive access, stocking capacity or fodder area. Compensation cannot demonstrate that the land had to be taken, and it cannot make an unsafe or unworkable interface safe.

A working farm must be assessed as a whole business. The relevant questions include stocking capacity, grazing area, silage and crop area, bought-in fodder, slurry and nutrient-management implications, machinery use, labour, contractor time, access, animal handling, future enterprise development and the effect on the retained holding. A strip valuation alone cannot answer those questions.

If land take reduces productive area, the result may be fewer livestock, less home-produced fodder, additional bought-in feed, greater contractor or labour cost, altered grazing rotations and reduced resilience in a poor growing year. Those costs can recur every year long after the capital project is complete.

The same discipline must be applied to the claimed economic benefit. Tourism and recreation spending created by the Greenway should not be counted while displaced farm output, reduced agricultural spending and additional operating costs are omitted from the other side of the ledger.

That would be robbing Peter to pay Paul - and then recording only Paul's gain.

At Moyasta this is particularly important. The project proposes to appropriate the functional value of an existing agricultural access and bridge for a new public amenity while the farmer is expected to continue operating around the public use. The economic value of the project cannot be separated from the value, labour, access and productive capacity transferred away from the existing farm business.

Compensation is not the answer to necessity. Payment may compensate particular legally recoverable losses, but payment for land does not demonstrate that the land had to be taken, nor does it physically restore hectares, access width, exclusive control, productive capacity or a safe operating envelope.

If the new economic activity is counted, the economic activity displaced or diminished by the same project must also be counted. Otherwise the exercise measures gross gain to one part of the rural economy rather than net benefit to the community as a whole.

6. Necessity, alternatives and compulsory acquisition as last resort

The 2021 Code identifies voluntary agreement as the preferred mechanism and CPO as a last-resort mechanism where comprehensive negotiations do not secure agreement and no economically feasible alternative meeting the scheme objectives exists. [S8]

At the Agriculture Committee on 10 June 2026, TII's Chief Executive said CPO was not intended to be the first step, acknowledged that route selection had in some instances been 'somewhat too rigid', and referred to greater flexibility to skirt the circumference of a farm or property where possible. [S12]

The applicant's own options work contains examples where agricultural operational information changed an alignment and examples where options were rejected because of daily heavy farm machinery,

severance and operational disturbance. That demonstrates that agricultural function can be route-decision evidence, not merely a post-selection mitigation issue. [S3]

The Commission should test whether public land, quiet roads, road-parallel solutions, field-boundary alternatives and other less intrusive options were rejected consistently. Particular scrutiny is required where narrow road interaction with farm machinery was used against alternatives while longitudinal sharing with agricultural machinery is proposed at Moyasta.

Last resort should describe exhaustion of genuine solutions, not merely arrival of the project timetable.

The applicant's own option records show that agricultural information can be route-determinative. In one instance a former-railway option was changed when an affected landowner explained that the railway alignment remained in agricultural use and requested a field-boundary alternative. Elsewhere feasibility material identifies daily heavy farm machinery, severance and operational disturbance as reasons why a route should be avoided. [S3]

That evidence matters because it demonstrates that farm operation is not merely an accommodation matter to be addressed after a route has matured. It is capable of changing the route itself.

The Code also requires State-owned land to be prioritised in route-corridor consideration and describes CPO as a last resort. [S8] The Commission should therefore be shown, parcel by parcel where necessary, what less intrusive alternatives were examined, why they were rejected, what public land was available or unavailable, what negotiations occurred, what agricultural evidence altered the route, and why compulsory acquisition remained necessary at the date it was invoked.

Last resort should describe exhaustion of genuine solutions, not merely arrival of the project timetable.

Public want should not be confused with public need. Support for Greenways in principle does not establish necessity for this precise alignment or for every private property affected by it.

7. Moyasta Red Bridge – Safety and Continued Farm Operation

Moyasta is not a conventional right-angle farm crossing. The proposal involves longitudinal shared use of an existing agricultural access across the Red Bridge and its approaches. The applicant itself has described the bridge at Moyasta as the scheme's shared access and has discussed agricultural vehicles, cattle, heavy agricultural movements, priority and possible temporary closure. [S3, S6]

The official lodged material identifies a minimum Greenway dimension of approximately 2.6 m on the bridge embankment and approximately 3.7 m on the bridge. Those dimensions must be tied to exact chainages and measured clear widths. They do not, by themselves, prove a safe operating envelope for tractors, trailers, implements, loads, mirrors, overhang, Greenway users, fencing and any refuge. [S3, S7]

TII's DN-GEO-03047 expressly recognises that facility width may need to exceed normal minimums where local or farming access is required, and recognises passing/refuge arrangements for agricultural traffic. It also says its standard farm-crossing gate arrangement may not be suitable for intensive farm operations and that grade-separated alternatives may need to be considered. [S9]

The Commission should require a complete swept-path and operating assessment from the public road through every gate, bollard, access control, embankment and bridge to the retained land, together with a clear operational protocol identifying who controls the route when machinery or livestock must use it and who bears the labour and liability.

Signage cannot create width. Road markings cannot create a refuge. Courtesy cannot create stopping distance.

The assessment should not freeze reasonable future agricultural use at the exact machinery or enterprise pattern existing in 2026. A permanent public route must coexist with the reasonable evolution of the retained farm.

Moyasta is not a conventional right-angle farm crossing. The proposal is for longitudinal sharing of an existing agricultural access over the Red Bridge and approach embankments. The applicant has described the bridge as the only feasible Greenway crossing of the bay and, at pre-application stage, identified Moyasta as the scheme's only shared access. [S3, S6] That makes the agricultural/public interface a core design issue, not a minor accommodation detail.

The lodged cross-sections identify approximately 2.6 m on the bridge embankment and approximately 3.7 m on the bridge. [S7] Those dimensions do not, by themselves, demonstrate a safe operating envelope for a tractor, trailer or implement, its mirrors and overhang, a vulnerable Greenway user, barriers or parapets, and a usable refuge. The applicant should provide measured clear widths, chainages and swept-path evidence for the actual agricultural combinations that must use the route.

TII's own DN-GEO-03047 recognises that additional width may be required for local or farming access and that widening or passing bays can be needed to allow agricultural traffic to pass safely. It also states that its standard farm-crossing gate arrangement may be unsuitable where farming movements are intensive and that grade-separated accommodation should then be considered. [S9]

The safety question is simple: when a tractor, trailer, tracked machine or livestock group is committed to the confined shared section, where does a child, wheelchair user, person with a buggy, cyclist or dog walker go? Signage cannot create width. Road markings cannot create a refuge. Courtesy cannot create stopping distance.

Agricultural access cannot be reduced to a "maintenance-type" event. It is part of the existing farm. The public recreational use is the intervention. Any priority rule, temporary closure procedure or traffic-management arrangement must therefore be engineered, legally secured and funded by the project rather than imposed informally on the farmer.

The design must also accommodate reasonable future lawful farming. A permanent public route should not freeze the holding at its exact 2026 enterprise, machinery mix or stocking pattern. The Code itself recognises future farm expansion. [S8]

The Greenway is severing the farms. The farms are not severing the Greenway.

The Greenway must accommodate the farm. The farm must not be required to accommodate the Greenway.

This is also the clearest example of the "robbing Peter to pay Paul" problem. The project seeks public recreational and tourism value from infrastructure and land that already have productive agricultural value. If the farmer loses control, flexibility, time, capacity or safe access so that a public amenity can gain value, that transfer must be identified rather than disappearing from the appraisal.

8. Working farms are workplaces – health and safety must be assessed as farm safety

TII's DN-GEO-03047 defines a Greenway as a facility for people walking, wheeling and cycling in a mainly recreational environment. [S9] West Clare's affected farms are not recreational environments. They are operating workplaces and food-production systems involving animals, machinery, implements, slurry, spraying, gates, contractors, family members, vets, hauliers and lone working.

DN-GEO-03047 requires road-safety audits where a rural cycleway interacts with the road network and quality audits focused substantially on the user experience. [S9] A road-safety audit or Greenway-user safety assessment is not automatically the same thing as a holding-specific farm-workplace risk assessment.

At the Agriculture Committee on 10 June 2026, TII's Chief Executive was asked whether TII had carried out a national farm-safety assessment for Greenways passing through or adjoining active farms and whether HSA had been consulted. He did not know the direct answer. Asked whether local authorities were obliged to undertake a farm-specific safety assessment before selecting a preferred route through farmland, he said he did not know off the top of his head. [S12]

Those answers are not proof that no project-specific assessment exists in Clare. NGAA therefore asks the Commission to require the applicant to produce the holding-specific agricultural workplace risk assessments relied upon for farm interfaces.

Such assessment should address tractors, trailers and implements; reversing and turning; livestock behaviour; gates and access controls; children and dogs; pedestrians and cyclists of differing mobility; visibility; refuge; weather; emergency access; spraying and slurry operations; lone working and any additional labour assumed by the design.

Neither public popularity nor recreational status creates a hierarchy of human safety. The farmer, family members, employees, contractors, vets and hauliers are not secondary where safety is concerned.

The NGAA opening statement to the Joint Committee on Agriculture and Food on 6 May 2026 put the point plainly: "Active farms are not recreational environments. We are not zoos. We are not public parks. We are food-producing workplaces." [S23]

The HSA has repeatedly identified agriculture as one of the State's most dangerous working environments. [S13] Ordinary farm hazards include machinery, vehicles, livestock, reversing, bulls, cows with calves, slurry, spraying, seasonal pressure, lone work and contractors. A project that inserts large numbers of unfamiliar members of the public into that environment creates an additional interface that requires its own assessment.

DN-GEO-03047 requires road-safety audits where the route interacts with the road network and quality audits from the user perspective. [S9] Those are important but they are not automatically equivalent to a holding-specific agricultural workplace risk assessment of the farm/public interface.

At the Oireachtas Agriculture Committee on 10 June 2026, TII's Chief Executive was asked whether there had been a national farm-safety assessment and whether the HSA had been consulted; he said he did not know the direct answer. Asked whether local authorities were obliged to carry out a farm-specific safety assessment before route selection, he again said he did not know offhand. [S12] Those answers do not prove that no West Clare assessment exists. They make it reasonable for the Commission to require the applicant to produce the assessment relied upon.

These are working farms, not public parks or zoos. The most dangerous working environment in the land cannot be treated as scenery through which a recreational route is simply threaded.

9. Public-road status, agricultural machinery and livestock movements

The application should clearly state the legal status of the completed route, the shared sections and the agricultural crossing/interface points for the statutory purposes that matter in practice. NGAA does not assume that every Greenway has identical legal consequences for every road-traffic, occupiers' liability or insurance purpose.

The practical issue is that movements which were previously internal to a private holding may become movements across or along a public interface. The applicant should state what that means for agricultural machinery, registration, roadworthiness, lighting, braking, insurance, livestock movement and traffic control in each relevant location.

The existing farm is the lawful working use. The Greenway is the new public use. Any additional safety or compliance burden created solely by the new public interface should be identified and should not be silently transferred to the farmer.

The application is advanced as proposed road development under section 51 of the Roads Act. [S1, S2] The Commission should therefore require the applicant to state precisely the legal and operational status of the completed route, the longitudinal shared sections and the farm crossing points for the purposes that matter in daily agricultural practice.

Movements that were formerly wholly internal to a private holding may become movements across or along a public interface. The applicant should explain the implications, if any, for machinery registration, roadworthiness, lighting, brakes, insurance, animal control, gates, temporary closure and responsibility for users present during ordinary farm operations. NGAA does not assume that every Greenway has identical legal consequences for every statutory purpose; that is exactly why the project-specific answer should be stated.

10. Cross-Holding Biosecurity and Disease Transmission

The proposed Greenway creates repeated public interfaces between and along separate livestock holdings. The relevant biosecurity question is not confined to whether a dog attacks livestock. Mud, faecal material, footwear, bicycle tyres, dog paws, contractor vehicles, equipment and runoff are recognised categories of biological transfer that warrant assessment in livestock systems. [S20]

The applicant's own NIS recognises the principle of biological material being carried between locations in its invasive-species Biosecurity Protocol: vehicles, plant and equipment are to be cleaned to avoid importing or spreading invasive species. [S20]

NGAA has not identified an equivalent route-wide livestock-disease biosecurity assessment addressing the movement of contaminated mud, animal faeces, footwear, bicycle tyres, dog paws and runoff between livestock holdings. That should be assessed rather than assumed harmless.

Recognised livestock-health examples include BVD, IBR, Johne's disease, leptospirosis, salmonellosis, pathogenic E. coli, Cryptosporidium, coccidiosis and Neospora. NGAA does not claim that every disease will be transmitted by Greenway users or that Greenways cause outbreaks. The point is that recognised transmission pathways should be assessed where the project creates new repeated interfaces.

The project should also identify how biosecurity requirements would operate during a disease emergency and who bears the cost and labour of project-created controls. Project-specific measures should be project-funded and should not become permanent unpaid private labour.

The route creates repeated uncontrolled interfaces between separate beef and dairy holdings. Recognised farm-biosecurity pathways include boots, wheels, vehicles, equipment, faecal contamination and contaminated water or mud. [S20] The applicant already accepts the principle that plant and vehicle hygiene is needed to prevent transfer of invasive biological material. The livestock-disease question should not be treated as conceptually different simply because the organisms of concern are animal-health pathogens rather than invasive plants.

The assessment should address cattle-crossing points, runoff and flooding, dog faeces, users leaving the path, bicycle tyres, contractor movements and the arrangements that would apply during a notifiable or serious disease event. It should also explain who pays for and performs any extra cleaning, gating, supervision or exclusion measures created by the project.

Project-created biosecurity controls should be project-funded; they should not become permanent unpaid private labour.

11. Wildlife Displacement and Farm-Disease Contact Pathways

Construction, new fencing, habitat clearance, lighting and increased human activity can change wildlife movement. The ecological assessment should consider not only whether protected wildlife is conserved in the abstract but whether mitigation or linear fencing redirects badgers or other wildlife through livestock holdings, feed areas or water points and thereby changes disease-contact patterns.

NGAA does not claim that the Greenway will cause a bovine TB outbreak. The assessment question is whether wildlife-displacement effects and agricultural biosecurity have been examined together rather than separately by different disciplines.

An ecological measure should not be regarded as successful merely because it protects or redirects wildlife if the consequence is an additional disease-contact risk on an adjoining farm.

Badger and other wildlife movement is not only an ecological-conservation question. Where new fencing, clearance, lighting, construction or sustained human activity alters established paths or territories, the project should assess whether animals are redirected through livestock fields, yards, feed areas or water points and whether that changes livestock-contact risk.

NGAA does not claim that the Greenway will cause a bTB outbreak. The point is narrower and testable: ecological mitigation should be assessed together with farm biosecurity so that a measure is not treated as successful merely because wildlife is protected or redirected if the resulting movement increases contact pressure on an adjoining livestock holding.

12. Insurance, Indemnity and Liability

The 2021 Code contains an indemnity provision for claims arising from surveys, investigation, acquisition, construction and operation, subject to an exception for negligence or neglect by the landowner. [S8] Council public-liability insurance, a project indemnity and a farmer's own policy are different instruments and should not be treated as interchangeable.

The Commission should require a written liability and coverage matrix addressing at least: injury on the Greenway; users straying onto retained land; livestock entering the Greenway; machinery/public collisions; dogs or users disturbing livestock; failure or interference with gates/fences; contractors; family members, staff, vets and hauliers; joint allegations against Council and farmer; legal defence costs; and the practical position while insurers dispute coverage.

A landowner should not have to discover whether he or she was insured only after an accident has occurred. The arrangements must work for the lifetime of the Greenway and for future owners and occupiers, not simply as a verbal assurance to the present owner.

The Code indemnity, the local authority's public-liability policy, any Sport Ireland or trails policy, and the farmer's own public-liability cover are separate arrangements. [S8, S27] The planning decision should not depend on an assumption that one automatically fills gaps in another.

The applicant should identify who defends and pays from the first notification of a claim where an incident involves both Greenway land and retained farmland; where livestock escape following interference with a gate or fence; where a user strays from the route; where machinery and users interact; where a dog worries livestock; or where a claimant pleads negligence against both the Council and the farmer. The position on legal costs and the negligence/neglect exception should be explicit.

A landowner should never have to discover whether he or she was insured only after an accident.

13. Environmental assessment – Article 6(3), wintering birds, dogs, water quality and shellfish

The applicant's own ecological record shows that NPWS concerns were not generic. In November 2021 NPWS described Poulmasherry as a very important site for migratory birds, identified walkers with dogs as a particular concern and warned that hedges used as mitigation can provide raptor perches. In January 2024 NPWS remained concerned about potential effects on wintering birds and European sites and suggested further surveys because of the passage of time. [S19]

The NIS describes much of the route as undeveloped and relatively undisturbed, identifies Moyasta Bridge as particularly sensitive because of intertidal habitat on both sides, and recognises that Greenway

users and dogs can disturb waterbirds through visible presence, noise and access outside the route. It also recognises that dogs can cause a disproportionate level of disturbance. [S20]

Monitoring after opening cannot substitute for sufficient certainty at the consent stage. If monitoring first discovers that birds have abandoned or reduced use of an important feeding or roosting area, the ecological effect has already occurred. Monitoring should verify predicted mitigation; it should not become the experiment by which the Commission discovers after opening whether the mitigation worked.

The NIS also expressly anticipates an increase in dog fouling and human waste and accepts that a proportion of dog owners will not clean up. It states that runoff contaminated with dog faeces could increase nutrient levels and oxygen demand in receiving surface waters. Elsewhere the documentation describes dog waste as a permanent source of disturbance while also reaching conclusions of imperceptible/temporary water-quality effect. The internal basis for those different characterisations should be reconciled. [S20]

The project uses over-the-edge drainage and existing field drains in places. The Commission should therefore examine actual preferential pathways from the Greenway to grazing land, field drains, watercourses and Poulnasherry Bay rather than relying on a general assumption that vegetated buffers will intercept contaminated runoff.

Poulnasherry is a shellfish-water/aquaculture environment. NGAA asks the Commission to require the applicant to identify the relevant microbiological pathways, baseline conditions and operational monitoring sufficient to protect shellfish waters and food-production interests. NGAA will not overstate the evidence: any specific Chapter 10 wording regarding *E. coli* accumulation in shellfish tissue should be checked against the original lodged chapter before final filing.

The legal standard remains preventative. Bags are a facility, not proof of compliance. Signs are an instruction, not proof that every instruction will be followed. A vegetated buffer is a design feature, not proof that all contaminated runoff will be intercepted.

The central Article 6(3) question is whether the Commission can reach the required level of scientific certainty on the basis of complete, precise and definitive findings. [S24] Monitoring can verify that predicted mitigation is working; it cannot substitute for information needed to establish in advance that adverse effects on European-site integrity can be excluded.

The applicant's own consultation record shows repeated NPWS concern at Poulnasherry regarding migratory/wintering birds and walkers with dogs. [S19] The NIS itself recognises that a proportion of dog owners will not clean up and that contaminated runoff from dog faeces can negatively affect receiving water quality. [S20] These are applicant-recognised pathways, not hypothetical inventions by NGAA.

Where drainage is over the edge or into existing field drains, the assessment should trace actual pathways to receiving waters rather than assuming generic vegetated buffering will intercept contamination. Shellfish-water and aquaculture implications should be assessed on verified current classifications and operators; where NGAA has not identified a particular monitoring provision, the Commission should require production rather than assume absence.

14. Demand, MOVE, modal shift, commuting, weather and existing recreation

The applicant's June 2026 Preliminary Business Case contains a critical statement: 'Given the absence of any cycling or walking demand between Kilrush and Kilkee', future demand was evaluated using demand data from similar Greenway projects through MOVE, underpinned by community consultations. [S25]

That statement does not mean that nobody would use the Greenway if built. It means that the project case is substantially dependent on forecast or induced future use rather than an established volume of

Kilrush-Kilkee walking and cycling trips. That distinction matters where permanent environmental and agricultural effects are being justified partly by projected demand.

Earlier project material repeatedly says the Greenway will encourage modal shift, reduce reliance on private cars and provide commuting opportunities. Those are objectives. They are not, by themselves, evidence that modal shift will occur, in what numbers, for what journey purposes, at what times of year or to what extent a Greenway journey replaces a private-car journey rather than creating a new recreational journey. [S3, S25]

AECOM's published MOVE material for established Greenways records predominantly leisure and wellbeing use and distinguishes intercept-survey respondents from automated count events. Counter movements are not necessarily unique users: return journeys and repeat users can be counted more than once. [S15]

NGAA also retains a later June 2026 MOVE dashboard snapshot covering six routes. It recorded 4,610 intercept surveys, 25 count sites and 267,441 weekly movements between 07:00 and 19:00, with 56% spending, 44% no spending and 9% overnight. NGAA treats that as a saved working snapshot pending formal TII confirmation and does not merge it with the earlier AECOM dataset. [S15]

The Commission should therefore require the underlying MOVE evidence relied upon for West Clare: comparator routes; survey dates; seasons; weather; locations and hours; actual respondents versus automated movements; repeat journeys; local/day/overnight proportions; spending questions and denominators; displacement, deadweight and substitution; route-length and population adjustments; annualisation; confidence intervals and sensitivity testing.

Weather is relevant because Greenway demand is outdoor demand. TII/Failte Ireland MOVE material itself recognises that weather and holiday periods influence use and that seasonal effects matter. West Clare is an Atlantic coastal location. Comparator observations should not simply be annualised without showing how survey weather and seasonal conditions were treated and how the model was calibrated to West Clare.

Fine-weather or peak-season observations should not be annualised without demonstrating that they represent the full operating year.

West Clare also already contains substantial recreational and tourism offerings. The existence of beaches, coastal walking, cycling, marine activity and other outdoor recreation does not prove that another Greenway would have no value. It does mean that additionality should be demonstrated rather than assumed. The appraisal should distinguish activity created by the proposed route from recreation and tourism that would occur in West Clare in any event.

There is a basic evidential distinction between creating a new recreational trip and replacing a journey that would otherwise have been made by private car. If modal shift and carbon reduction are relied upon, the applicant should quantify the expected transferred journeys rather than treat all Greenway movements as transport substitution.

West Clare already contains beaches, coastal walks, water-based recreation, tourism attractions and other outdoor amenities. That does not mean a Greenway could provide no additional value. It means the case should identify the additional benefit rather than treating recreation as an unmet need simply because another recreational facility can be built.

The question is not whether some people would use the Greenway once built. The question is whether the demonstrated public benefit of that forecast use is sufficient to justify the particular permanent effects proposed, and whether the same objective can reasonably be achieved by a less intrusive route or design.

15. Fáilte Ireland evidence – tourism support is not a project-specific net cost-benefit analysis

Fáilte Ireland's West Clare submission is expressly supportive from a tourism perspective and describes the Greenway as mainly recreational. It identifies tourism, recreation, connectivity and an aspiration for year-round activity tourism. [S17]

That is relevant policy evidence. It is not, however, a West Clare-specific MOVE survey, quantified visitor forecast, spending analysis, overnight-stay analysis, modal-shift calculation or whole-project net economic assessment of losses to existing agricultural businesses.

Separately, Fáilte Ireland correspondence obtained by NGAA in the Belclare-Murrisk context confirms that Fáilte Ireland was not involved in landowner negotiation, route selection or land acquisition and regards those matters as outside its remit. [S18] NGAA does not misrepresent that correspondence as being specific to West Clare. It demonstrates the institutional distinction between tourism-policy support and the separate evidence needed to justify route choice, farm effects and acquisition.

Fáilte Ireland's tourism remit and its support for a Greenway do not determine whether the agricultural, ecological, safety and property consequences of this alignment are acceptable. Those questions remain for the applicant and the Commission. Tourism support is evidence of one side of the balance, not the balance itself.

16. Common good, community wellbeing, social cohesion and mental-health consequences

National policy support for Greenways establishes that Greenways can provide public benefits in principle. It does not decide whether every particular alignment, every particular private acquisition or every particular impact is necessary or proportionate.

The related compulsory-acquisition question is commonly expressed by reference to the public interest or the exigencies of the common good. At the Joint Committee on Agriculture and Food on 10 June 2026, TII's Chief Executive said that CPO legislation is used to secure infrastructure for the common good and that, in his view, Greenways can meet that definition through economic, societal, health and community benefits. Members of the Committee expressly challenged whose 'common good' was being measured where farms and communities carry the burden. [S12]

The relevant West Clare question is therefore not whether Greenways as a class can serve the common good. It is whether the applicant has demonstrated that this particular intervention, including its permanent effects on these particular farms, homes and habitats, is necessary to achieve the public objective and is proportionate to the project-specific benefit actually evidenced.

A general policy conclusion that 'Greenways are for the common good' cannot substitute for a project-specific demonstration that the particular intervention and compulsory acquisition are necessary for the common good.

The farms are part of the public interest. The families living there are part of the public interest. Existing rural businesses, food production, contractors, hauliers, vets and suppliers are part of the public interest. Protected wildlife and designated habitats are part of the public interest. Public benefit cannot be calculated by counting only the interests of future Greenway users while treating the people, businesses and environment already present as costs to be overcome.

The applicant and national policy rely on health, wellbeing and social benefits as part of the project case. Those benefits cannot properly be assessed only from the perspective of future users.

In NGAA's opening statement to the Joint Committee on Agriculture and Food on 6 May 2026, the Association stated that working farms are not recreational environments but workplaces and food-

production units, and warned that social cohesion cannot mean a nice amenity for future users while the farm families carrying the burden are left anxious, ignored and overrun. [S23]

The issue subsequently arose repeatedly at Oireachtas level. On 10 June 2026, Deputy Natasha Newsome Drennan expressly raised the mental-health effect on landowners. TII Chief Executive Lorcan O'Connor responded that this was 'a valid question on well-being' and accepted that issues involving private land are highly sensitive for the owner. Other members referred to pressure placed on landowners by route publication and to the way Greenway disputes can turn neighbour against neighbour and community against community. [S12]

Minister for Agriculture Martin Heydon was reported at the INHFA AGM in September 2025 as describing Greenway CPOs as 'really divisive', warning that farmers can be vilified in their communities and that scars can remain between neighbours and communities for a generation. [S22]

These statements do not establish a clinical diagnosis for any individual landowner. They do establish that wellbeing, stress and community division are recognised issues and should not disappear from the public-interest balance merely because wellbeing benefits to Greenway users are easier to count.

One group's wellbeing cannot simply be counted as a project benefit while another group's wellbeing is treated as irrelevant to the assessment.

The NGAA Agriculture Committee submission recorded that Greenway delivery can cause stress, divide communities and damage trust, and asked how social cohesion can be claimed where farm families carrying the burden are left under pressure. [S23] The same submission noted that farmers already manage regulation, weather, animal health, market volatility, succession and long working hours; a prolonged State-backed land-acquisition process can add land insecurity, valuation disputes, legal complexity and community conflict.

The Minister for Agriculture was reported at the INHFA AGM in September 2025 as warning that Greenway CPOs can be "really divisive" and leave lasting scars between neighbours and communities. [S22] At the Agriculture Committee in June 2026, landowner wellbeing was again raised and TII's Chief Executive accepted that it was a valid question and that private-land issues are highly sensitive for owners. [S12]

Those observations do not prove a clinical mental-health outcome for any particular West Clare landowner. They do establish that social and wellbeing effects are foreseeable and recognised at national level and should not be excluded from an assessment that counts health and wellbeing benefits for future Greenway users.

The common good must include the community that is already there, not only the community of future Greenway users.

17. Maintenance and management – a lifetime development requires a lifetime plan

DN-GEO-03047 contains a dedicated Maintenance and Management chapter. It says maintenance responsibilities require careful consideration and communication between the Sponsoring Agency, landowners and other bodies, requires inspection regimes and identifies surfaces, drainage, fencing, crossings, lighting, vegetation, structures, signage, vandalism and damage among continuing maintenance matters. It also says walking, wheeling and cycling routes should form part of regular and ongoing winter-maintenance programmes. [S9]

That makes lifetime maintenance part of the planning proposition, not an afterthought. The applicant should identify who will inspect, fund, repair, renew and ultimately replace Greenway-created fencing, gates, drainage, structures, access controls, screening and other accommodation works throughout the operational life.

Recent Donegal experience is a useful operational comparator, not proof that West Clare will be maintained poorly. Donegal Daily reported in January 2026 that the completed Muff-Derry route had

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become overgrown and slippery and quoted Donegal County Council as saying maintenance was limited to existing road-maintenance resources and that there was no specific Department of Transport Greenway-maintenance budget allocation once projects were completed. [S21]

A further Donegal Daily report supplied to NGAA on 30 September 2026 records councillors warning that Greenways cannot be left to decay after opening. [S28] The significance for West Clare is straightforward: capital funding and opening-day completion do not themselves demonstrate lifetime maintenance capacity.

A lifetime Greenway requires lifetime agricultural accommodation and lifetime maintenance responsibility.

The maintenance issue is not cosmetic. Poor vegetation control, slippery surfaces, failed drainage, damaged fencing, worn markings, defective gates or structures can become safety, livestock-control, access and liability issues for adjoining farms as well as amenity issues for users.

Recent Donegal reporting provides a practical warning. In January 2026 Donegal County Council was quoted as saying Greenway maintenance was limited to existing road-maintenance resources and that there was no specific Department of Transport Greenway-maintenance budget allocation after completion. [S21] A further Donegal Daily report supplied to NGAA on 30 September 2026 records councillors warning that Greenways cannot simply be left to decay after opening. [S28]

That does not establish that West Clare will be maintained inadequately. It demonstrates why a lifetime project requires a credible lifetime plan. The applicant should identify the responsible body, inspection frequency, routine-maintenance funding, winter maintenance, emergency repairs and long-term renewal of surfacing, fencing, gates, drainage, screening and structures.

A lifetime Greenway requires lifetime agricultural accommodation and lifetime maintenance responsibility.

18. Principal contradictions and evidential gaps requiring resolution

The PBC acknowledges an absence of existing cycling or walking demand between Kilrush and Kilkee, while other project documents present modal shift and commuting benefits in affirmative terms. The Commission should distinguish objective, forecast and demonstrated demand.

The Code states that farming practices can and will continue as heretofore, while the EIAR accepts that some farms may require considerable changes to livestock numbers/type, fodder/crop production and farmyard arrangements.

The applicant rejects or downgrades some alternatives because narrow widths and farm-machinery interaction create difficulty, yet proposes longitudinal agricultural/public sharing at Moyasta. The design standards should be applied consistently.

Permanent agricultural impacts remain Moderate on 19 of 40 holdings after mitigation, but NGAA has not identified an equivalent whole-farm economic assessment placing recurring farm loss and additional cost against tourism/recreation benefits.

The NIS recognises contaminated dog-faeces runoff as a possible water-quality pathway and recognises permanent/unquantified dog-waste disturbance, while other conclusions describe effects as imperceptible and temporary. The evidential bridge between those propositions should be shown.

The applicant applies a biological-transfer biosecurity protocol to invasive plants but NGAA has not identified an equivalent route-wide livestock-pathogen biosecurity assessment for the repeated public interfaces created between farms.

Greenway road-safety/quality audits are provided for the new user environment, but NGAA has not identified holding-specific farm-workplace risk assessments for machinery, livestock, gates, shared sections, lone working and project-created labour burdens.

The project relies on permanent fencing, drainage and other mitigation while routine maintenance and end-of-life renewal are different matters. The lifetime funding and responsibility chain should be demonstrated before approval.

The application uses approximate land-take language in places while the same land area, geometry and configuration determine agricultural function, CPO effects and mitigation. The Commission should ensure that the development being approved is sufficiently precise to be assessed and conditioned.

The first national project said to be developed under the 2021 Code is advancing through planning and CPO while the national Strategy and Code are themselves under review. That does not suspend the statutory process, but it increases the importance of testing whether known weaknesses are being embedded permanently.

A further contradiction is the language of social cohesion: DN-GEO-03047 places walking, wheeling and cycling within a transport policy said to contribute to social cohesion, while the Oireachtas record and the Minister for Agriculture have recognised that coercive Greenway delivery can divide communities. [S9, S12, S22, S23] Social cohesion should therefore be measured, not assumed.

Another is safety: the project promotes a mainly recreational environment for vulnerable users while inserting that use into active agricultural workplaces. A Greenway road-safety/quality audit cannot be treated as conclusive on farm workplace safety unless it actually examines the agricultural operations and interfaces described in this submission.

19. Oral hearing and matters NGAA asks the Commission to determine

NGAA respectfully requests an oral hearing. The issues involve engineering, agricultural, ecological, safety, property, insurance and operational evidence that can be tested more effectively together than through isolated written assurances.

Before deciding the application, NGAA asks the Commission to satisfy itself on the following matters:

That the public need and project-specific benefit relied upon are evidenced, including the distinction between existing demand, induced recreational use, modal shift and tourism additionality.

That the applicant has demonstrated why the particular alignment and impacts are necessary and proportionate and why less intrusive public-land, road or alternative alignments are not reasonably capable of meeting the scheme objectives.

That the agricultural assessment is a whole-holding assessment and that the recurring economic consequences of land take, severance, reduced productive capacity, labour, machinery, access and management change have been considered in the appraisal.

That unresolved accommodation matters are identified property by property and are not deferred as post-consent or post-acquisition problems.

That agricultural access is safe, practical, legally secure and capable of accommodating reasonable current and future operations.

That the evidential basis for 'occasional' and 'infrequent' agricultural use at Moyasta is produced and that the complete measured operating envelope is demonstrated.

That holding-specific agricultural workplace risk assessments are produced for relevant farm interfaces and are distinguished from Greenway road-safety and quality audits.

That severance is assessed by practical agricultural function and not merely by whether a crossing is shown on a drawing.

That permanent stockproof boundaries and gates relied upon as mitigation are suitable for the particular holding and that inspection, repair, renewal and end-of-life replacement are assigned and funded for the lifetime of the Greenway.

That the legal status and practical regulatory consequences of shared sections and crossings are stated for machinery, livestock, liability and insurance purposes.

That a written insurance/indemnity/liability matrix closes gaps between Council insurance, project indemnity and landowner insurance and provides defence arrangements from first notification of a claim.

That cross-holding livestock biosecurity, runoff pathways, disease-emergency arrangements and wildlife-displacement/contact pathways have been assessed together with agricultural operation.

That the Commission can complete Appropriate Assessment on complete, precise and definitive findings, including wintering-bird disturbance, dogs, screening/perches, drainage, dog-fouling runoff, shellfish-water pathways and the duration and effectiveness of mitigation.

That project-specific maintenance, inspection, winter maintenance, asset renewal and funding responsibilities are secured for the operational lifetime.

That community wellbeing and social cohesion are assessed in the round, including the wellbeing and community-division effects borne by directly affected landowners and farm families.

That the applicant explains the apparent tension between the 2021 Code promise that farming can continue 'as heretofore' and the EIAR's acknowledged need for material management changes on some holdings.

That the Commission considers the significance of West Clare being described as the first project developed under the 2021 Code and requires the Code protections to operate in substance rather than merely as completed procedural stages.

NGAA asks that the oral hearing, if held, allow the applicant's engineering, agronomy, ecology, road-safety, property, insurance and maintenance evidence to be tested together, particularly at Moyasta where the interaction of width, priority, machinery, livestock, public users, access rights and ecological constraints cannot sensibly be separated.

20. Conclusion

NGAA supports well-planned Greenways where they can be delivered without transferring unresolved safety, agricultural, environmental, liability and lifetime-maintenance consequences onto private landowners and existing businesses.

This application concerns more than an amenity surface. It introduces a permanent public use into operating farms and a sensitive coastal environment. The applicant's own evidence acknowledges substantial residual agricultural effects, forecast rather than observed Kilrush-Kilkee walking/cycling demand, sensitive wintering-bird environments, dog disturbance, drainage pathways and permanent management obligations.

The public-interest assessment must therefore be net and project-specific. It should count not only the benefits expected for future users but also the economic, safety, ecological, social and operational costs imposed on the community and environment already present.

The farm is the existing lawful use. The Greenway is the new use. The Greenway must accommodate the farm; the farm should not be required to accommodate the Greenway.

The public-interest case must be assessed net. A project should not be permitted to claim a new tourism or recreational gain while leaving the existing farm business, rural spend, ecology, safety burden, community division and lifetime maintenance cost outside the calculation. That is the practical meaning of "robbing Peter to pay Paul and recording only Paul's gain."

For the reasons set out above, NGAA respectfully asks An Coimisiún Pleanála to refuse approval where the development has not been demonstrated to be safe, necessary, proportionate and environmentally acceptable on the evidence before it. If the Commission considers approval possible, NGAA asks that

any missing principal information be obtained and tested before consent and that all necessary protections be enforceable, funded and durable for the lifetime of the development.

NGAA also respectfully requests written acknowledgement of receipt and confirmation that this submission has been placed on the statutory case file for HA03.324410.

Appendix A – Principal sources

[S1] Clare County Council / An Coimisiun Pleanála statutory notices and prescribed-body notification for West Clare Railway Greenway Section 1, HA03.324410; route approx. 15.2 km, land area approx. 27.3 ha.

[S2] Roads Act 1993 (as amended), section 51 and associated statutory development process.

[S3] Roughan & O'Donovan for Clare County Council, West Clare Railway Greenway Section 1, EIAR / Feasibility and Options material, including Chapter 3 Assessment of Alternatives.

[S4] Roughan & O'Donovan, EIAR Chapter 4 - Description of the Proposed Development and operation/maintenance provisions.

[S5] Roughan & O'Donovan, EIAR Chapter 17 - Material Assets and Land (Agriculture).

[S6] An Coimisiun Pleanála / prospective applicant pre-application consultation record, 5 March 2026.

[S7] West Clare Railway Greenway lodged drawings, cross-sections and related CPO schedule/material.

[S8] Department of Transport, Code of Best Practice for National and Regional Greenways, December 2021.

[S9] Transport Infrastructure Ireland, DN-GEO-03047 Rural Cycleway Design (Offline & Greenway), February 2025.

[S10] Transport Infrastructure Ireland, PE-PMG-02047 Project Manager's Manual for Greenway Projects, May 2025.

[S11] Clare County Council, West Clare Municipal District minutes, 23 September 2024.

[S12] Joint Committee on Agriculture and Food, Greenways - TII / CCMA evidence, 10 June 2026, Official Report.

[S13] Health and Safety Authority, farm/workplace fatality and farm-safety publications. Figures should use the latest final classification where relied upon numerically.

[S14] Central Statistics Office, Farm Structure Survey 2023, including demographic profile of farm holders and agricultural labour.

[S15] AECOM / TII / Fáilte Ireland, MOVE Greenway user research and published 2025 presentation; NGAA-retained June 2026 dashboard snapshot kept separate pending formal confirmation.

[S16] Joint Committee on Transport, TII evidence on Greenway programme, funding and Strategy/Code review, 27 May 2026.

[S17] Fáilte Ireland submission to HA03.324410, 19 August 2026.

[S18] Fáilte Ireland correspondence to NGAA, 7 September 2026, arising from Belclare-Murrisk inquiry; used only to explain institutional remit.

[S19] NPWS consultation record reproduced in the West Clare Feasibility/Options Report, including meetings of 18 November 2021, 1 March 2023 and 29 January 2024.

[S20] West Clare Railway Greenway Natura Impact Statement and associated environmental material, including dog disturbance, dog fouling/runoff, drainage and invasive-species biosecurity provisions.

[S21] Donegal Daily, "Former greenway officer shocked as paths fall into decay", 10 January 2026; includes Donegal County Council statement on maintenance resources.

[S22] Irish Farmers Journal, "Concerns raised over CPOs for greenway", 25 September 2025, reporting Minister for Agriculture Martin Heydon at the INHFA AGM.

[S23] Cleona O'Shea / National Greenway Action Association, opening statement to the Joint Committee on Agriculture and Food, 6 May 2026.

[S24] Article 6(3) Habitats Directive and CJEU Appropriate Assessment authorities including Waddenzee and Holohan.

[S25] Roughan & O'Donovan / Clare County Council, Extract from Preliminary Business Case - West Clare Railway Greenway Section 1: Kilrush to Kilkee, June 2026.

[S26] Roughan & O'Donovan, Winter 2024 project update/newsletter describing Section 1 as the first Greenway in the country to be developed in line with the Code of Best Practice.

[S27] South Kerry Greenway Oireachtas/IFA and operational evidence used only as a comparator for post-CPO accommodation, payment, insurance and lifetime issues.

[S28] Donegal Daily, "Greenways can't be left to decay after opening, councillors warn", copy supplied to NGAA on 30 September 2026; used as an operational maintenance comparator.

Cleona O'Shea
Chairperson
National Greenway Action Association
30 September 2026