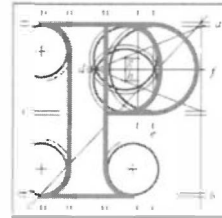


Our Case Number: ACP-324410-26



An
Coimisiún
Pleanála

Tim Danaher and Others
No. 9 Percy French
Kilkee
Co. Clare
V15CY20

Date: 30 September 2026

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

Dear Sir / Madam,

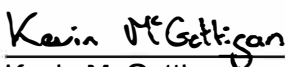
An Coimisiún Pleanála has received your recent submission (including your fee of €50) in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

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
Executive Officer
Direct Line: 01-8737263

HA02

Tel
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

From: Timdanaher@hotmail.com <Timdanaher@hotmail.com>

Sent: Thursday 24 September 2026 13:05

To: LAPS <laps@pleanala.ie>

Subject: Case Ref. No. 324410

You don't often get email from timdanaher@hotmail.com. [Learn why this is important](#)

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.

For the attention of Kevin McGettigan.

Hello Kevin,

Thank you for taking my phone call earlier today.

As discussed I sent our submission to An Coimisiún Pleanála by registered post yesterday but unfortunately I forgot to include the list of home owner signatures.

I am now attaching same to be added to the file please.

The complete submission should then include our submission letter, a postal order for €50, some photographs with an explanation sheet and the attached list of signatures.

Thank you again for your help in this regard, it is much appreciated.

Tim Danaher
No. 9 Percy French,
Kilkee,
Co Clare
V15 CY20

Mobile No. 087-2592873

APPENDIX: SIGNATURE LOG SHEET

Proposed West Clare Railway Greenway - Kilkee Section

Declaration of Support and Alignment: By signing below, we, the undersigned homeowners and residents of Percy French and Dough, Kilkee, Co. Clare, explicitly endorse, support, and align ourselves with the accompanying formal submission to An Bord Pleanála. We stand united in our absolute objection to the preferred route option routing through our residential cul-de-sac, and we jointly request the formal reconsideration of the N67 alternative route.

Property Address	Printed Name	Signature	Date
No. 1 Percy French, Kilkee	KEVIN MC HUBB	Kevin McHubb	22/9/26
No. 2 Percy French, Kilkee	MARGOT FURLONG	Margot Furlong	20/9/26
No. 3 Percy French, Kilkee	MICHAEL FRAWLEY	Michael Frawley	22/9/26
No. 4 Percy French, Kilkee	Trudy Meaney	Trudy Meaney	20/9/26
No. 5 Percy French, Kilkee	BRID GULLY	Brid Gully	19/9/26
No. 6 Percy French, Kilkee	Owen O'Reilly	Owen O'Reilly	19/9/26
No. 7 Percy French, Kilkee	Elaine Walsh	Elaine Walsh	20/9/26
No. 9 Percy French, Kilkee	Tim Danaher	Tim Danaher	17/9/26
No. 10 Percy French, Kilkee	TOM O'CONNELL	Tom O'Connell	23/9/26
No. 11 Percy French, Kilkee	LEONARD FITZGERALD	Leonard Fitzgerald	20/9/26
No. 1 Dough, Kilkee	NORA O'MEARA	Nora O'Meara	22/09/26
No. 2 Dough, Kilkee	ROSEMARY O'CONNELL	Rosemary O'Connell	19/9/26

FORMAL PLANNING SUBMISSION / OBJECTION

TO:

An Coimisiún Pleanála
64 Marlborough Street
Dublin 1
D01 V902
Ireland

FROM:

The Homeowners of:
• 10 Households, Percy French
• Nos. 1 & 2 Dough
Kilkee, Co. Clare
Ireland

Homeowners representative/contact:

Tim Danaher
No. 9 Percy French,
Kilkee,
Co. Clare.
V15 CY20
087-2592873

AN COIMISIÚN PLEANÁLA	
LDG-	<u>090421-26</u>
ACP-	_____
24 SEP 2026	
Fee: €	<u>50</u> Type: <u>PM10</u>
Time: <u>9:10</u>	By: <u>hcc. west</u>

RE: SUBMISSION ON THE PROPOSED WEST CLARE RAILWAY GREENWAY (KILKEE ENTRY ROUTE)

Subject: Formal Objection to the Preferred Route Option routing through the private residential cul-de-sac at Percy French and Dough, Kilkee.

Case Reference Number 324410

To Whom It May Concern,

This formal submission is lodged collectively on behalf of twelve (12) households directly impacted by the current preferred route option for the West Clare Railway Greenway as it enters Kilkee. This includes the ten (10) homeowners within the Percy French development and the two (2) homeowners at Numbers 1 and 2 Dough, Kilkee.

As deeply affected stakeholders, we wish to state clearly at the outset: we do not object in principle to the development of the West Clare Railway Greenway. We recognise its potential value to the region. However, we unequivocally and vehemently object to the proposed alignment that funnels this high-volume public greenway directly through the heart of our established, 20-year-old residential cul-de-sac. We firmly request that an alternative, safe, and logical route option—specifically the previously considered N67 corridor—be re-evaluated and adopted.

1. Lack of Transparency and Procedural Unfairness

A core grievance of the residents is the complete lack of transparency in the public documentation and drawings published to date. The public consultation materials fail to clearly represent the integration of this intense public thoroughfare into our quiet residential estate:

- **Omission on Public Drawings:** From a review of the drawings made available in the public domain, the greenway appears to simply stop at the end of our cul-de-sac. There is no accompanying explanation, architectural drawing, or engineering schematic detailing how the route continues through our private development to connect to the start/end point which apparently is at the strand line.
- **Deflection of Civil Works:** In a recent on-site meeting, an engineer from Clare County Council (Jamie Bradley), accompanied by engineer (Eoin O Catháin) from Roughan & O Donovan Consulting Engineers confirmed explicitly to residents that our residential cul-de-sac will indeed form an active part of the proposed greenway. They dismissed the significance of this intervention by stating that 'no civil works will be required' in our cul-de-sac—as if the absence of heavy construction justifies the unannounced re-designation of our private living environment into a high-capacity public corridor.

2. Severe Loss of Residential Amenity and Privacy

Our development is a mature, 20-year-old quiet residential cul-de-sac. Residents invested in their homes here with the reasonable and legally supported expectation of privacy, peace, and security. The proposed route entirely obliterates these features:

- **Destruction of Communal Green Space:** The green area directly in front of our homes has been carefully maintained by the residents for two decades through regular grass cutting, weed control, and community upkeep. The introduction of an unmonitored public route directly adjacent to this space will render it entirely out of bounds for our children and grandchildren due to immediate, severe safety concerns.
- **Total Eradication of Privacy:** The layout of our cul-de-sac means that hundreds, if not thousands, of pedestrians, cyclists, and tourists will pass immediately outside our front doors daily. This will lead to an unprecedented loss of privacy, turning a secluded residential sanctuary into an exposed public route.
- **Security, Loitering, and Night-Time Traffic:** Funneling a highly popular tourist route through a residential zone brings well-documented risks of littering, loitering, and anti-social behaviour. Because greenways operate without curfews, residents will be forced to endure public foot and bicycle traffic passing directly beside their properties at all hours of the day and night.

3. Critical Health, Safety, and Reversing Hazards

The geometric reality of inserting a greenway into this cul-de-sac introduces unmanageable health and safety hazards for both residents and greenway users:

- **Reversing into Active Greenway Traffic:** All homeowners in the estate utilise driveways that require them to reverse their vehicles out into the cul-de-sac. Forcing residents to routinely back out into an

active, high-velocity stream of cyclists, young children on scooters, and pedestrians is an engineering failure waiting to cause severe personal injury or fatalities.

- **Extreme Proximity and Vulnerability (Nos. 1 & 2 Dough):** The two properties at the terminal end of the cul-de-sac—Numbers 1 and 2 Dough—will bear a disproportionate and dangerous burden. These houses stand a mere 1.4 metres from the footpath designated to carry the greenway traffic. Reversing safely out of these specific driveways will become functionally impossible and profoundly hazardous.
- **Impact on Vulnerable and Older Residents:** The two ladies who own and occupy Numbers 1 and 2 Dough are older residents. They have lived peacefully here for years and now hold genuine, legitimate, and deeply distressing fears regarding the sheer volume of strangers that will be brought into immediate proximity with their windows and entryways. This layout poses a direct threat to their personal safety, peace of mind, and physical well-being.

4. Emergency Service Access Compromise

The introduction of unregulated tourist parking, increased civilian vehicular confusion, and the continuous flow of greenway users will inevitably bottleneck this tight cul-de-sac. In the event of a medical emergency or a residential fire, any delay in access for ambulances or fire brigades—especially to the tightly enclosed space surrounding Numbers 1 & 2 Dough—could result in catastrophic and avoidable consequences.

5. The Viable alternative: Re-routing via the N67 Corridor

A planning authority must always seek to minimize adverse community impacts when viable alternatives exist. In this instance, a highly logical alternative route is readily available:

- **The N67 Route Corridor:** A route option that connects the greenway onto the N67 corridor as it enters Kilkee was previously under consideration by the design team and Clare County Council. This corridor is designed to handle transit volumes, possesses established setbacks, and avoids fracturing private residential developments.
- **Preservation of Civil Safety:** By routing the greenway along the N67, the public infrastructure remains safely separated from quiet residential cul-de-sacs. This protects vulnerable communities while still fulfilling the strategic transport and tourism objectives of the West Clare Railway project.
- **Urgent Call to Action:** We strongly urge An Bord Pleanála to direct the Local Authority to abandon the current preferred route through Percy French and Dough, and to fully reinstate and progress the N67 alignment.

6. Conclusion and Formal Request

The proposal to route the West Clare Railway Greenway through the Percy French and Dough cul-de-sac is an inappropriate, unsafe, and disproportionate intervention. It severely devalues our properties, strips us of the basic right to quiet enjoyment of our homes, and introduces a clear and present physical

danger to residents reversing from their driveways—most notably the older residents residing just 1.4 meters from the footpath.

We respectfully urge An Bord Pleanála to uphold proper planning and sustainable development guidelines by rejecting this specific route option and requiring Clare County Council to deploy the alternative N67 entry route.

Please also find attached some photographs we hope will give context to some of our concerns.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Tim Danaher', with a stylized flourish at the end.

Resident's representative; Tim Danaher
Address; No. 9 Percy French, Kilkee, Co. Clare
Email; Timdanaher@hotmail.com
Mobile; 087-2592873

Explanation of attached photographs

Photo No. 1; This photograph shows the entrance to our cul-de-sac with House Nos. 1 & 2 Percy French on the left of picture and Nos. 3 to 11 Percy French on the right hand side. The furthest away house with the yellow gable end at the end is House No. 1 Dough, Kilkee. The green area is on the left hand side of picture and the apartments attached to the Kilkee Bay Hotel are just outside the boundary wall.

Photo No. 2; This photograph shows the view back out of the cul-de-sac from outside No. 2 Dough. It also shows the car parking space for House No. 2. The distance from the front wall of House No. 2 to the back edge of the footpath is 2.2 meters, the footpath is 1.2 meters wide and the road width in front of the house is 5 meters.

Photo No. 3; This photograph shows the front elevation of House Nos. 1 & 2 Dough which are the houses located at the bottom end of the cul-de-sac. Both houses have a car parking space at the side of the house and owners drive into this parking space and reverse out.

Photo No. 4; This photograph shows typical car parking arrangement. Cars have to reverse directly across the footpath and onto the road that are proposed to be part of the West Clare Railway Greenway.

Photo No. 5; This photograph is to illustrate if friends or family call to visit they park outside our homes. The road in front of House Nos. 1 & 2 is only 5 meters wide. An active greenway can't possibly work safely with the constraints we are highlighting.

Photo No. 6; This photograph again shows typical car parking arrangements for houses on the Percy French end of the cul-de-sac. The distance from the front wall of the houses in Percy French is approximately 6 meters to the back of the footpath. The footpath is 1.8 meters wide and the road is 5.7 meters wide.

Photo No. 7; This photograph shows where the proposed greenway enters our cul-de-sac. House No. 2 Dough is on the right of picture and the apartments attached to the hotel are on the left of the picture. According to the engineer from Clare County Council (Jamie Bradley) and one of the design engineers (Eoin O Catháin) the proposed greenway enters the cul-de-sac between the hotel/apartment boundary wall as highlighted.



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