



9th May 23  
 [Signature]

Of Ms. Helen Quinn  
 Planning Dept.

Re: Ministerial Directions on L.D.F.  
 C. Plans.

All three National Roads in  
 Clare are Regional and the greater  
 parts are in the West Clare U.D. eg.

- (a) (1) All the N64 is in the West Clare U.D.  
 (2) Approx 80% of N.68 is in the West Clare U.D.  
 (3) Approx 50% of N.65 is in the West Clare U.D.  
 (4) 47% of the land mass of Clare is  
 in the West Clare U.D.

(b) The proposal to eliminate Planning  
 Permission on all those routes, except  
 in speed limit zone will <sup>have</sup> serious  
 social, cultural and economic  
 impact on the West Clare U.D.

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(b) Denying planning permission to farmers who inherit land will create more problems than it solves as the farmer will have to rent or buy a house elsewhere and travel to the farm each day, return for meals etc and visit farm by night (cows calving). His entry and exit to main national road will be many times more than if he had his own house and lived on farm.

This has been confirmed by survey.

Added to this he/she is ~~an~~ exposed to greater risk of accident and also he/she may

may expose others to accident.

It would be advisable to have a legal opinion on the possible liability of the Agencies that created conditions that led to accidents and possible claims

(c) The social and economic impact on West Blare is huge and creates a scenario which is in conflict with other development policies for the area.

Schools will close, shops will close and there will be a general exodus from the hinterland because of lack of confidence in the future. Farming will cease to be a viable economic activity.

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The concerns of J. J. J could be addressed by

(a) shared exit.

(b) Recessing front boundary wall to a distance of three metres from verge of road (yellow line)

(c) Extending the area, referred to in (b), to a distance of 10 metres at both sides of entry.

(E) Penalising people because of where they live has serious ethical implications

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Must be Max  
Railway Property