



Barnesmore Gap Greenway

Appendix 4.2: Maintenance and Management Plan

Donegal County Council

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1. Introduction

This Maintenance and Management Plan is prepared for the proposed Barnesmore Gap Greenway.

The Barnesmore Gap Greenway project aims to provide an attractive route between the towns of Donegal Town and Ballybofey/Stranorlar in County Donegal, to be used both for recreational purposes and for utility trips by pedestrians, cyclists and people with impaired mobility.

The Barnesmore Gap Greenway will form part of the infrastructure under the control of Donegal County Council.

This Maintenance and Management Plan should be read in conjunction with the following key documents:

- Environmental Impact Assessment Report
- Natura Impact Statement
- Any Coimisiún Pleanála conditions.
- Drawings and related information accompanying the statutory applications

Each of the above documents will be linked / appended to the final Maintenance and Management Plan for the Barnesmore Gap Greenway.

2. Operational Management Structure

The development, management, and operation of the Barnesmore Gap Greenway will fall under the jurisdiction of Donegal County Council.

Donegal County Council will be responsible for its daily maintenance and management and will oversee the day-to-day operations of the Greenway.

2.1 Greenway Management Duties

Donegal County Council will oversee the management and operation of the greenway, taking on the following essential responsibilities:

- **Community Engagement:** Promote and encourage collaboration with the local community, ensuring their feedback and concerns are taken into account.
- **Central Point of Contact:** Act as the main liaison for all matters related to the Greenway, serving as the primary resource for inquiries and problem resolution.
- **Team Management:** Supervise the maintenance personnel and operatives responsible for the daily operations of the Greenway.
- **Stakeholder Communication:** Communicate with landowners and neighbouring property owners to address ongoing maintenance issues and other concerns related to the Greenway.
- **Monitoring and Inspection:** Create and implement a thorough program for monitoring and inspecting the Greenway to maintain quality and safety standards.
- **Maintenance Program:** Design and carry out a structured maintenance plan to ensure the continuous upkeep of the Greenway's infrastructure and facilities.
- **Severe Weather Response:** Work with the Emergency Services Directorate to develop and manage a Severe Weather Response Plan for the Greenway. This includes an Emergency Response Plan pertaining to flooding, wildfires, etc.

- **Budget Management:** Oversee the Greenway budget, ensuring the effective allocation and utilisation of financial resources.

The personnel assigned for the management of the Greenway will carry out a variety of roles and responsibilities, including but not limited to:

- **Maintenance Activities:** Perform essential maintenance tasks to ensure the ongoing upkeep of the Greenway.
- **Monitoring:** Continual monitoring of the Greenway and its users to ensure smooth operations and promptly address any emerging concerns.
- **Complaint inspection and resolution:** Receive and respond to any complains from users or landowners adjacent to the greenway, promptly resolving any concerns.
- **Waste Management:** Undertake regular waste collection and disposal including of dry toilets under the responsibility of Donegal County Council at the trailheads to ensure no waste/litter-related issues occur along the Greenway.
- **Regular Inspection:** Carry out routine inspections of the Greenway to identify and address any potential problems or hazards.

3. Greenway Biodiversity and Landscape Management Plan

Long-term maintenance and management of the proposed development will adhere to best practice guidance made in PE-ENV-01109, *Environmental Impact Assessment of Rural Cycleways (Offline & Greenway) – A Practical Guide*. A Greenway Biodiversity Management Plan (Appendix 4.2B) has been prepared for the proposed development.

This plan will be further developed by Donegal County Council following the completion of the greenway, and will sit within the Greenway Biodiversity and Landscape Management Plan, to ensure long-term maintenance of the Greenway and commitment to biodiversity and landscape enhancement objectives.

This Plan shall be developed in accordance with the objectives set out in the Draft County Donegal Biodiversity Action Plan 2026-2030 and shall detail:

- The existing environmental baseline in terms of landscape context;
- The specific areas which require biodiversity or landscape management and monitoring measures;
- Areas that require protection and/or restoration during operational phases of the proposed development;
- Land ownership and boundary treatment details;
- The measures being implemented to minimise unwanted weeds and invasive alien species;
- Maintenance responsibilities, including weed control, mulching, and replacement of any planting failures, including cellular paving at trailhead locations;
- Timing of regular operations, to ensure compliance with biodiversity restrictions e.g. nesting birds;
- The monitoring of ecological enhancement features, such as bat and dipper boxes and details outlining how these will be maintained;
- Monitoring protocols to track key indicators such as species richness, habitat connectivity, and vegetation health;
- Water quality and groundwater level monitoring protocols;
- Remedial measures and actions to implement should any deficiencies in habitat performance or biodiversity outcomes be detected;

- Wildlife and Habitat Management: Monitor and manage the greenway's impact on surrounding wildlife and habitats;
- Lighting management and maintenance protocols;
- Monitoring measures as required as part of the EIAR or NIS;
- Subject to such Conditions as may be included in development consent approval.

4. Maintenance Plan, Inspections and Activities

The maintenance plan will comprise the following elements:

- Greenway monitoring schedule: This schedule outlines the frequency and specific activities for regular monitoring of the trail.
- Greenway monitoring forms: Documentation forms should be provided to record any issues or concerns identified during greenway monitoring. These forms will ensure consistent and thorough documentation of maintenance needs.
- Route maintenance work: Develop strategies and procedures for conducting maintenance work on the Greenway route. This includes guidelines for repairs, upgrades, and addressing any issues found during monitoring.
- Planner templates: Provide templates that assist in planning and scheduling routine maintenance tasks. These templates will streamline the maintenance process and ensure that tasks are adequately planned and executed.
- Weekly record sheets: Utilise record sheets to track the actual maintenance activities performed by the greenway management team or external contractors. These sheets should capture details such as the nature of the work, resources used, and the date of completion.
- Comprehensive records of the greenway management team: Maintain detailed records of all team members involved in greenway management, including their roles, responsibilities, and training requirements. These records will help track personnel qualifications and ensure proper training for the team.

The maintenance plan will include the following tasks:

- Surface Maintenance: Carry out routine inspections and repairs of the greenway surface, road sweeping, addressing potholes, cracks, and uneven sections to maintain a safe and smooth surface for pedestrians and cyclists.
- Signage and Markings: Inspect, clean, and repair all signage, wayfinding elements, directional signs, and pavement markings to ensure they remain visible, legible, and accurate.
- Fences: Regular inspection (and following extreme events) and repair of any damage. This is particularly important where the fence is present for livestock containment or user safety.
- Vegetation: Ensure any vegetation requiring cutting back is maintained to ensure safe usage of the greenway and any management is undertaken in the appropriate season.
- Litter and Waste Management: Perform routine litter collection and waste removal, including emptying bins at the main trailheads, to maintain a clean, welcoming, and well-presented environment.
- Drainage Maintenance: Maintain and clear drainage infrastructure such as ditches, swales, and culverts to prevent standing water and ensure effective water flow along the route.

- **Pollution Control Measures:** A hydrocarbon interceptor will be installed as part of the realignment of Railway Road in Donegal Town. This will be inspected on a regular basis and emptied where required.
- **Cellular Porous Paving:** Maintain pockets of cellular paving in trailheads which have been subject to fuel spills and grass dieback. Localised grubbing out of pockets and replacement with topsoil and grass seed.
- **Bridge and Infrastructure Maintenance:** Inspect and maintain bridges, fencing, lighting, traffic signals and other structural elements to ensure safety, functionality, and structural integrity. Further detail is provided in Section 4.1.
- **Safety Inspections:** Conduct regular inspections to identify and mitigate potential hazards, including damaged trees, structural defects, slippery surfaces, or other unsafe conditions.
- **Trailhead, Rest Area and Amenity Maintenance:** Clean and maintain toilets, rest areas, seating, picnic tables, bicycle racks, and other amenities to ensure they remain safe, functional, and comfortable for users. This includes the management of the waste bins.
- **Winter Maintenance:** Where required, clear snow and ice and grit surfaces during winter months to maintain safe and accessible conditions for users.
- **Programme for repeat geological inspections of the mountainside above the historic railway through Barnesmore Gap** to be carried out every 5 years to monitor the stability and safety of the mountain slope.
- **Severe Weather Response:** Following severe weather events, for example flooding, inspections and maintenance activities will take place, including surface cleaning and cleaning of drainage infrastructure.

4.1 Structures

The design of the proposed structures along the scheme prioritises durability to minimise future maintenance interventions. Structures are fully integral to remove the need for inspection, maintenance and replacement of bearings. There will be no expansion joints on the structure, and all buried concrete surfaces will be waterproofed in accordance with TII Specification for Roadworks. Weathering steel eliminates the need for painting cycles and a sacrificial thickness has been allowed for in the design. Exposed concrete will be sealed with hydrophobic impregnation.

With respect to existing structures, without bearings or joints, these structures will have a low maintenance requirement.

The maintenance plan will include a schedule for regular inspections for both new and existing structures under a routine bridge management system. The only maintenance required will be periodic cleaning of the decks and deck drainage systems.

Routine maintenance activities are as follows:

- Clean accumulated debris from superstructure
- Check pavement for evidence of rotation / longitudinal movement.
- Remove any vegetation on structure.
- Check parapet fencing is secure and free from rot (existing structures).
- Check parapet safety rail to ensure it is undamaged, free from corrosion and all bolts are tight (new structures).
- Open and inspect drainage channels, grates down pipes, hoppers to ensure they are functioning correctly.
- Drainage should be rodded to ensure that there are no blockages and it is functioning correctly.

- Inspect all visible elements such as substructure and superstructure soffit for signs of cracking or damage.

5. Monitoring

Donegal County Council will create a comprehensive monitoring plan to assess the usage of the greenway. This plan will be developed in accordance with TII Publications Rural Cycleway Design (Offline & Greenway). In addition to monitoring greenway usage, Donegal County Council will implement the Landscape and Biodiversity Management Plan which will set out the monitoring protocols of the greenway.

It is proposed that the monitoring plan will include a review after 1 year and then every 3-5 years. This monitoring plan would look at the following items as a minimum:

- Visitor numbers
- Peak usage
- User type split
- Car park usage
- Invasive species
- Infrastructure condition (surface, signage, lighting)
- Boundary treatment inspection
- Incident report
- Complaints record addressing type, response time
- Number of weather related events that impacted the greenway

6. Code of Conduct

Greenway users are required to comply with the statutory provisions of the Road Traffic Act 1993, as amended and By-Laws prescribed by Donegal County Council to regulate and control use of the Greenway. Additionally, by using the greenway, users accept the Donegal County Council Code of Respect for use of the facility.

At the four trailhead locations, information panels will be constructed in line with the Department of Transport Tourism and Sport's '*Greenway Design and Brand Guidelines*' (2018) and '*Greenways and Cycle Routes Ancillary Infrastructure Guidelines*' (2022). These information panels will display, at a minimum, The Code of Conduct, a DCC contact number for reporting, 'Leave No Trace' signage and a map of the route showing the user's current location.

7. Control of Dogs

Donegal County Council, through the Code of Conduct displayed on information boards and the project website, will remind all dog owners of their responsibilities, which are outlined below:

- To keep all dogs on a lead at all times while using the greenway.
- To keep their dogs under control at all times.
- To have a licence for their dog(s).
- To collect and properly dispose of faeces deposited by their dog on the Greenway.

In addition to the Code of Conduct, the following will be undertaken as part of the greenway design and/or maintenance plan:

- Signage with clear messaging to remind users to keep their dogs on a lead and pick up and dispose of dog excrement using the bins provided. Signs will display the location of the bins at the main trailheads.
- Regular greenway surface cleaning using a road sweeper
- Enforcement measures to ensure compliance. The greenway will be added to the patrol schedule of Donegal County Council dog wardens
- Ensuring bins are accessible for all users
- Feedback mechanisms for users to report issues.

8. Water Safety

The route of the proposed development crosses over, or runs adjacent to, several waterbodies. These include the River Eske, Lough Eske, Clogher River, Lowrymore River, Mourne Beg River, Lough Mourne and the River Finn. Donegal County Council is committed to promoting water safety along the greenway. For the safety of greenway users, post and rail fencing will be constructed as edge protection adjacent to existing structures. All new road and river bridge designs include parapet railings.

9. Management of Waste

Waste generated by users of the Greenway in its operational phase will be managed by Donegal County Council. Waste disposal facilities are proposed at each of the Level 1 trailhead locations, including general, organic and dried recyclable waste. A summary of the waste facilities provided at each ancillary infrastructure development is provided in Table 9-1. Waste facilities at each infrastructure level Table 9-1 below. Donegal County Council will be responsible for the waste management of these bins. 'Leave No Trace' signage will be provided at the Level 2 and Level 3 rest areas.

Table 9-1- Waste facilities at each infrastructure level

Ancillary Infrastructure Type		Waste Facilities
Level 1		
Donegal Town		x1 General mixed waste x1 Dried recyclable waste x1 Organic waste
Biddy O'Barnes		x1 General mixed waste x1 Dried recyclable waste x1 Organic waste
Ballybofey/Stranorlar		x1 General mixed waste x1 Dried recyclable waste x1 Organic waste
Level 2		
Lough Eske		Leave no trace signage
Level 3		

Ancillary Infrastructure Type	Waste Facilities
River Eske Crossing	Leave no trace signage
Lough Mourne	Leave no trace signage
Carrickmagrath	Leave no trace signage

10. Complaint Management and Resolution

Donegal County Council (DCC) will establish procedures to facilitate user feedback or report issues that may arise during greenway operations. These procedures will include:

- Donegal County Council will promote and advertise the available channels for lodging complaints, utilising various platforms. Signage will be installed at all trail heads along the greenway, providing contact details (telephone and email) for DCC. These contact details will be available during both office hours and out-of-hours.
- Donegal County Council will record and document complaint details in a central register dedicated to the Greenway. This will allow for better understanding and resolution of the issues raised.
- The Municipal District Engineer will then investigate and assess each complaint to determine the facts of the case.
- The Municipal District Engineer will carry out an assessment and implement measures to address the complaint as quickly as possible. The Municipal District Engineer may engage with the person who raised the complaint to see if the proposed response is considered reasonable.
- Once the Municipal District Engineer has determined the appropriate response, they will engage with the person who raised the complaint to ensure the proposed solution is satisfactory, in so far as possible.
- After resolving the complaint, the Municipal District Engineer will contact the person who made the complaint to verify their satisfaction with how the matter was handled. Upon confirmation of satisfaction, the complaint will be closed on the central register.
- In addition to the complaint management procedures, the Municipal District Engineer will develop and implement internal protocols to address various scenarios, particularly emergency or safety issues.
- Regular reviews of all complaints will be conducted to identify any recurring issues

11. Severe Weather Response Plan

New infrastructure has been designed to include allowances for climate change, including extreme weather events and flood risk. A site-specific severe weather plan will be developed in coordination with the Local Authority Major Emergency Management Committee. The plan will be set out in accordance with Guidance Document 14 – A Guide to Severe Weather Emergencies (February 2020), published by The National Directorate for Fire & Emergency Management of DHPLG.

12. Emergency Access Plan

The Emergency Access Plan will detail how Donegal County Council and Emergency Services will respond in the event of an emergency. This may include accidents, medical emergencies, wildfires or any other incident that requires the emergency services. The operational team will have responsibility for the operation and emergency planning for the amenity. The emergency team will respond to all emergencies as reported to them and will put the emergency plan into place which include cooperation with the emergency services. Emergency services contact details will be available at each of the trailheads.

The Greenway pavement width of 3m will be sufficiently wide to allow emergency vehicles (ambulances, fire service and mountain rescue etc.) to travel on the Greenway. Emergency vehicles can turn at certain points along the route to return to the same path or continue along the greenway to the next access point to rejoin the public road. While the proposed pavement width of the greenway allows direct access to an incident by the fire service, it should be noted that structures along the scheme have not been designed to take the loading of a vehicle the size and weight of a fire engine. Access to the trail head car parks will be provided for these vehicles.

Marker posts will be erected at frequent intervals (500m in accordance with DN-GEO-03047) to inform people of their location when in need and to direct them to the nearest access. Refer to Appendix A Emergency Access Plan for further details.

Emergency services will be provided with the Emergency Access Plan, detailing all points of access across the route, including the nearest turning point, chainage of each access location and the maximum distance to the nearest access point.

The final Emergency Access Plan will be developed as the project progresses and all stakeholders are considered and consulted. The final Plan will be shared with the local ambulance and fire service to ensure alignment and awareness of the proposed approach. Once developed, the Plan will be audited and reviewed at a minimum occurrence of once a year. The review of any emergency events that required vehicular access will inform the revision of the Plan.

13. Trail Accreditation and Insurances

The Greenway will be insured under the Irish Public Bodies (IPB) insurance policy, which provides coverage for public liability insurance. To acquire this insurance, Donegal County Council must first pursue accreditation of the proposed development by Sports Ireland. Sports Ireland will then inspect the Greenway and it will be the responsibility of Donegal County Council to amend any issues identified during this inspection prior to registering the Greenway with Sports Ireland. Insurance shall be acquired before the Greenway enters the operational phase. Routine inspections of the Greenway will be conducted annually to maintain the insurance coverage.

14. Financial Resources

Funding for the ongoing repairs and maintenance of the Barnesmore Gap Greenway will be incorporated into the County Donegal revenue budget, in association with TII. This budget allocation will ensure the necessary staffing and support is provided to the District Engineer to ensure all necessary maintenance and management are undertaken to ensure the continued quality and safety of the Greenway's infrastructure.



Barnesmore Gap Greenway

Appendix 4.2A: Emergency Access Plan

Donegal County Council

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1. Outline Emergency Access Plan

1.1 Overview

The Barnesmore Gap Greenway project aims to provide an attractive trail between the towns of Donegal Town and Ballybofey/Stranorlar in County Donegal, mainly to be used for recreational purposes by pedestrians, cyclists and people with impaired mobility. With an anticipated rise in visitors to the area and users of the greenway, it is important to outline how to respond to and react during emergencies. The Emergency Access Plan (EAP) sets out emergency management protocols and procedures, and responsibilities of local authorities and services. This document is the Outline Emergency Access Plan (OEAP), and a detailed EAP will be developed as the project progresses and all stakeholders are considered and consulted.

1.2 Proposed Route

The proposed route of the greenway mainline is approximately 31km in length and will be a bi-directional shared walking, wheeling, and cycling route. There is a further 6.5km of links which provide additional connectivity and integration to surrounding amenities and active travel routes, which gives a total length of 37.5km for the proposed development. Refer to General Arrangement Drawings (60701883-ACM-HGN-SW_ZZ_ZZ_ZZ-DR-HG-0096-0125) in Volume 3 of the EIAR.

The greenway has a minimum cross section of 3.00m of asphalt surface with a minimum of 1.00m verges. The allowed minimum width ensures access for emergency vehicles for most of the route. Where the route utilises an existing structure that cannot accommodate emergency vehicles, access can be reached to either side via specific access points.



Figure 1-1 - Typical Cross Section of 3.00m Wide Greenway

1.2.1 Access Points

There are many access points throughout the proposed route. They are broken into six main types:

- Proposed Trail head / Car park locations,
- Existing car park locations,
- Public road crossings,
- Private road crossings,
- Private land access points, and
- Emergency access points.

Access points will be marked to correspond with distance markers found along the route for the purpose of directing emergency services to their desired destination and prevent

incorrectly accessing the greenway from a point that cannot reach the desired destination. Access points will be signed as "AP #". Access Point signs will be designed in accordance with current TII design standards, Greenway Design and Brand Guidelines, the Traffic Signs Manual, and any other appropriate design standards.



Figure 1-2 - Example Access Point sign

Refer to Appendices 0 for the plan of access point locations and Appendix **Error! Reference source not found.** for the list of access points along the proposed route.

1.2.2 Constraints

There are points along the route that restrict vehicular access and can only be accessed on foot. These constraints are broken into five main types:

- Existing bridge,
- Proposed bridge,
- Existing underpass,
- Proposed underpass, and
- Pinch-point.

Refer to Appendix 0 for the plan of constraints locations and Appendix **Error! Reference source not found.** for the list of constraint points along the proposed route.

1.2.3 Distance Markers and Location Markers

Appropriate distance markers and location markers shall be provided on rural offline cycleways at a spacing of 500m. The function of these markers is to aid the greenway user to identify their location for emergency purposes.

The final design of the markers will contain specific information to clearly identify the location. Emergency contact number, distance identifier, and access point identifier will all be shown on the marker. Distance identifier is measured in kilometres and increases from South to North. Markers will be designed in accordance with current TII design standards, Greenway Design and Brand Guidelines, the Traffic Signs Manual, and any other appropriate design standards.

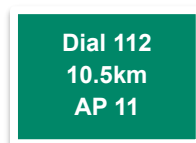


Figure 1-3 - Example marker

In the case of an emergency, the caller will provide these details to the responder who can then direct the appropriate emergency service to that location.

1.3 Response Procedure

Emergency Services may be required to attend emergencies along the entire length of the greenway. For most of the route, vehicular access is achievable, but it is vital that access is made via the correct access point to prevent delay.

1.3.1 General Vehicular Access

Vehicular access is to be managed by Donegal County Council and private landowners where appropriate. Access points at public road crossings, private road crossings, and proposed and existing car parks / trail heads will have access control points to prevent general vehicular users accessing the greenway. It will be at the discretion of DCC and the landowner on whether these access control points are permanently locked. If locked, keys for unlocking will be available to key personnel and emergency services will be found within local key coded boxes. The code to open the local key coded box and retrieve the key will be the same for all access points along the greenway.

1.3.2 Access on Foot

There are multiple points along the route that are fully accessible using a vehicular and a short distance travelled on foot is required. The maximum distance travelled on foot is approximately 170m. Refer to Appendix A.1 for details of which sections require travel by foot.

1.3.3 Ambulance Service

The proposed pavement width of the greenway allows direct access to an incident by ambulance. The proposed width does not allow vehicle turning, but there are points along the route where an ambulance can turn and return the along the same path.

Turning is not usually required, and ambulances can continue along the greenway to the next access point. Refer to Appendix A.1 for specific details.

1.3.4 Fire Brigade

While the proposed pavement width of the greenway allows direct access to an incident by the fire service, it should be noted that structures along the scheme have not been designed to take the loading of a vehicle the size and weight of a fire engine. Access to the trail head car parks will be provided for these vehicles.

1.3.5 Gardaí

The proposed pavement width of the greenway allows direct access to an incident by Gardaí. The proposed width does not allow vehicle turning, but there are points along the route where gardaí vehicle can turn and return the along the same path.

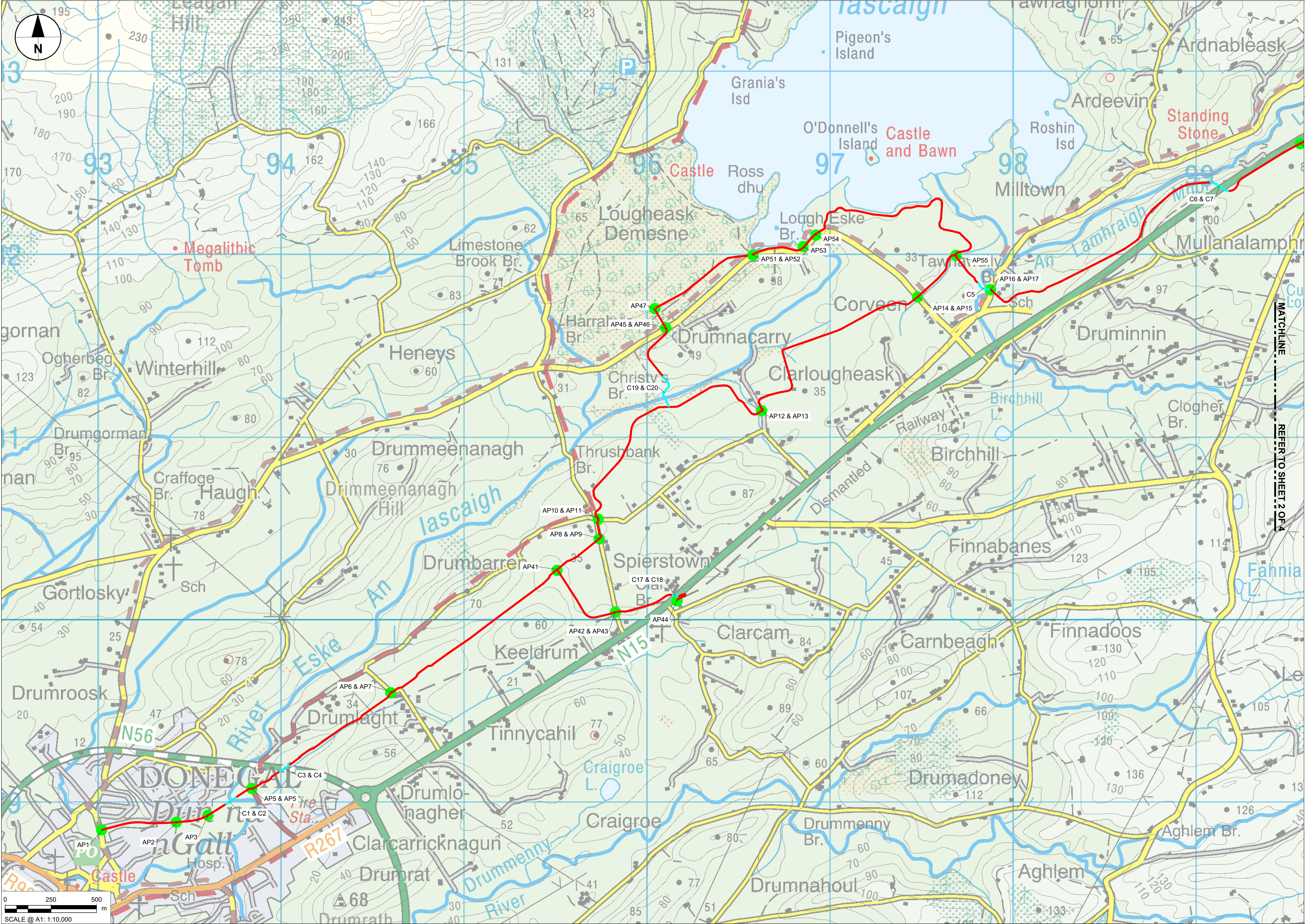
Turning is not usually required, and gardaí vehicles can continue along the greenway to the next access point. Refer to Appendix A.1 for specific details.

1.4 EAP Review

The EAP, once developed, will be audited and reviewed at a minimum occurrence of once a year. The review of any emergency events that required vehicular access will inform the revision of the plan. The annual review should be undertaken in collaboration with all stakeholders.

APPENDIX A

EAP PLAN DRAWINGS



DRAWING NOTES:

- ALL UNITS ARE IN METRES UNLESS OTHERWISE STATED.
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LEGEND:

- GREENWAY ROUTE
- EMERGENCY VEHICLE ACCESS POINT
- STRUCTURES INACCESSIBLE BY EMERGENCY VEHICLE

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Barnesmore Gap Greenway

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EMERGENCY VEHICLE ACCESS PLAN SHEET 1 OF 4

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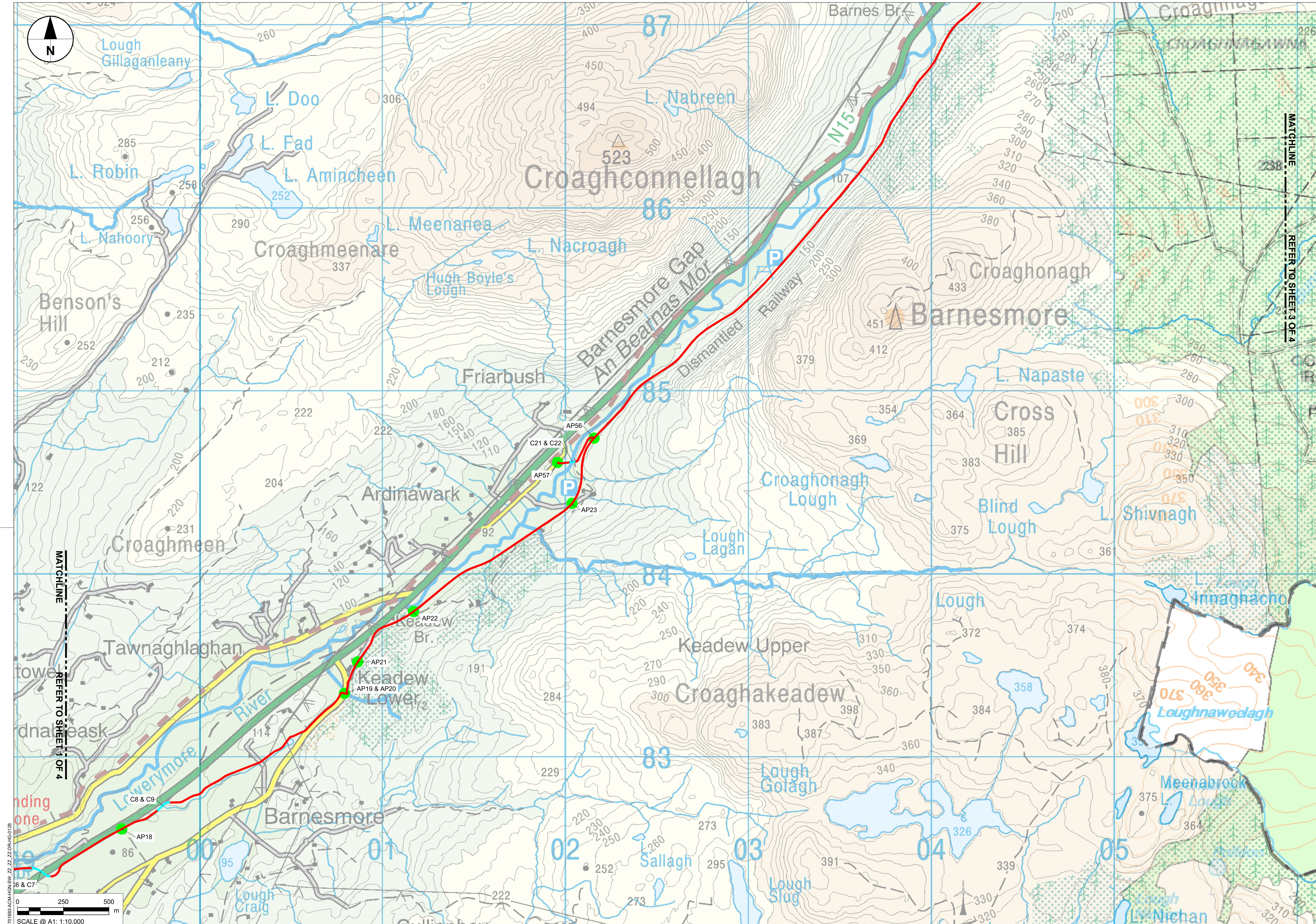
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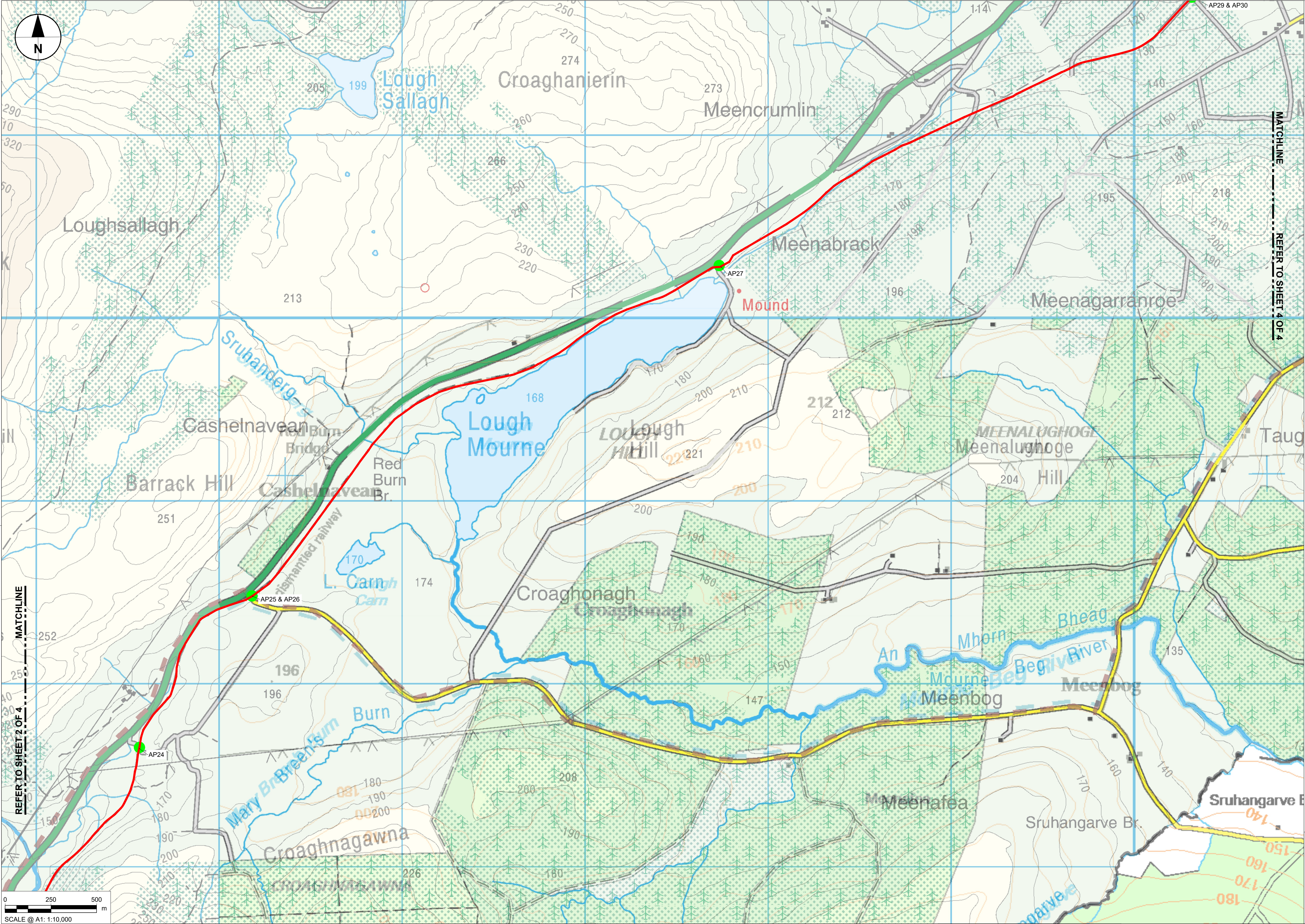
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Project Title

Barnesmore Gap Greenway

Drawing Title

EMERGENCY VEHICLE ACCESS PLAN SHEET 2 OF 4



- DRAWING NOTES:**
1. ALL UNITS ARE IN METRES UNLESS OTHERWISE STATED.
 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.

LEGEND:

- GREENWAY ROUTE
- EMERGENCY VEHICLE ACCESS POINT
- STRUCTURES INACCESSIBLE BY EMERGENCY VEHICLE

FOR INFORMATION

Purpose of issue	By	Date	Check	Initials	Signature
	IL	26/05/25	P01		
	IL	27/03/26	P02		
P02	By				
	Check				

REVISION DETAILS

Revision	Description	Date	By	Check
1	Initial Issue	26/05/25	IL	
2	Revised	27/03/26	IL	

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT.

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Barnesmore Gap Greenway

EMERGENCY VEHICLE ACCESS PLAN SHEET 3 OF 4

Scale @ A1 1:25000

Volume General

Designated

Designated	Drawn	Checked	Approved	Date
IL	IL	AM	DK	27/03/26

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1 Originator -ACM

1 Volume -HGN-

Location SW_ZZ_ZZ_ZZ -DR-HG-0129

1 Type 1 Role 1 Number

P02

APPENDIX B

ACCESS POINTS

Table 1-1 - Access Points

Access No.	Section Name	Chainage (m)	Access Location	Access Type
AP 1	Mainline	0	Bosco Centre, Donegal Town	Proposed trail head / car park
AP 2	Mainline	420	Railway Park (W)	Public road access
AP 3	Mainline	590	Railway Park (E)	Public road access
AP 4	Mainline	870	Mill Lane (W)	Public road crossing point
AP 5	Mainline	880	Mill Lane (E)	Access from public road
AP 6	Mainline	1805	L1995 (W)	Public road crossing point
AP 7	Mainline	1810	L1995 (E)	Public road crossing point
AP 8	Mainline	3225	L6525 (W)	Public road crossing point
AP 9	Mainline	3230	L6525 (E)	Public road crossing point
AP 10	Mainline	3345	Unclassified Road (W)	Public road crossing point
AP 11	Mainline	3350	Unclassified Road (E)	Public road crossing point
AP 12	Mainline	4825	Unclassified Road at Clarlougheask (W)	Public road crossing point
AP 13	Mainline	4830	Unclassified Road at Clarlougheask (E)	Public road crossing point
AP 14	Mainline	6125	L65351 (W)	Public road crossing point
AP 15	Mainline	6130	L65351 (E)	Public road crossing point
AP 16	Mainline	6720	Unclassified Road at St Francis NS (W)	Public road crossing point
AP 17	Mainline	6730	Unclassified Road at St Francis NS (E)	Public road crossing point
AP 18	Mainline	8795	Field Access off N15	Private land access point
AP 19	Mainline	10270	L2595 (W)	Public road crossing point
AP 20	Mainline	10280	L2595 (E)	Public road crossing point
AP 21	Mainline	10470	Unclassified Road	Access from public road
AP 22	Mainline	10900	Local Access off N15	Private land access point
AP 23	Mainline	11960	Access at Biddy's	Private land access point

Access No.	Section Name	Chainage (m)	Access Location	Access Type
AP 24	Mainline	16190	Access for Meenbog Wind Farm	Private land access point
AP 25	Mainline	17280	Dearg Line Bridge (W)	Access from public road
AP 26	Mainline	17290	Dearg Line Bridge (E)	Access from public road
AP 27	Mainline	20510	Lough Mourne Trail Head	Proposed trail head / car park
AP 29	Mainline	23530	Unclassified Road (Goland) (S)	Public road crossing point
AP 30	Mainline	23535	Unclassified Road (Goland) (N)	Public road crossing point
AP 31	Mainline	24100	Unclassified Road (Goland) (S)	Public road crossing point
AP 32	Mainline	24105	Unclassified Road (Goland) (N)	Public road crossing point
AP 33	Mainline	25070	Carrickmagrath (Private Access)	Private land access point
AP 34	Mainline	25450	Carrickmagrath (Rest Area)	Rest Area/Access gate
AP 35	Mainline	27545	Sessiaghoneill Connection Junction	Greenway junction
AP 36	Mainline	28965	The Beeches (S)	Public road crossing point
AP 37	Mainline	28970	The Beeches (N)	Public road crossing point
AP 38	Mainline	29345	Navenny Street At-Grade Crossing (S)	Public road crossing point
AP 39	Mainline	29355	Navenny Street At-Grade Crossing (N)	Public road crossing point
AP 40	Mainline	30096	Stranorlar Trail Head	Proposed trail head / car park
AP 41	Clar Connection	0	Mainline Ch.2950	Greenway junction
AP 42	Clar Connection	455	L6525 (W)	Access from public road
AP 43	Clar Connection	465	L6525 (E)	Access from public road
AP 44	Clar Connection	925	N15 at Clar	Existing car park
AP 45	Lough Eske Loop	535	Unclassified Road by Lough Eske (S)	Access from public road
AP 46	Lough Eske Loop	545	Unclassified Road by Lough Eske (N)	Access from public road
AP 47	Lough Eske Loop	660	Lough Eske Trail Head	Existing car park
AP 51	Lough Eske Loop	1340	Lough Eske Castle [Entrance] (W)	Private road crossing point
AP 52	Lough Eske Loop	1350	Lough Eske Castle [Entrance] (E)	Private road crossing point
AP 53	Lough Eske Loop	1660	River Eske Crossing [L65351] (S)	Access from public road

Access No.	Section Name	Chainage (m)	Access Location	Access Type
AP 54	Lough Eske Loop	1750	River Eske Crossing [L65351] (N)	Access from public road
AP 55	Lough Eske Loop	3045	Mainline Ch.6445	Greenway junction
AP 56	Biddy's O'Barnes Connection	0	Mainline Ch.12090	Greenway junction
AP 57	Biddy's O'Barnes Connection	180	Biddy's O'Barnes Trail Head	Proposed trail head / car park
AP 58	Goland Link	0	Mainline Ch.24640	Greenway junction
AP 59	Goland Link	810	Unclassified Road (Goland)	Public road crossing point
AP 60	Goland Link	1260	Unclassified Road (Goland)	Public road crossing point
AP 61	Goland Link	1320	N15	Public road crossing point
AP 62	Sessiaghoneill Connection	0	Mainline Ch.27545	Greenway junction
AP 63	Sessiaghoneill Connection		Sessiagh View	Access from public road
AP 64	Lawnsdale Connection	0	Mainline Ch.27915	Greenway junction
AP 65	Lawnsdale Connection	278	Lawnsdale	Access from public road

APPENDIX C

IDENTIFIED ROUTE CONSTRAINTS

Table 1-2 - Constraints

Constraint No.	Section Name	Chainage (m)	Access Location	Access Type
C 1	Mainline	705	River Eske Crossing [Existing] (S)	Existing bridge
C 2	Mainline	780	River Eske Crossing [Existing] (N)	Existing bridge
C 3	Mainline	1050	N56 Underpass [Proposed] (S)	Proposed underpass
C 4	Mainline	1120	N56 Underpass [Proposed] (N)	Proposed underpass
C 5	Mainline	6640-6725	Proposed bridge at St Francis NS	Proposed bridge
C 6	Mainline	8250	N15 Underpass [Proposed] (N)	Proposed underpass
C 7	Mainline	8290	N15 Underpass [Proposed] (S)	Proposed underpass
C 8	Mainline	9040	Lowerymore River Crossing (S)	Existing bridge
C 9	Mainline	9070	Lowerymore River Crossing (S)	Existing bridge
C 10	Mainline	25420	Carrickmagrath Underpass [Existing] (W)	Existing underpass
C 11	Mainline	27250	Sessiah View Crossing [Proposed] (W)	Proposed bridge
C 12	Mainline	27305	Sessiah View Crossing [Proposed] (W)	Proposed bridge
C 13	Mainline	28700	Navenney Street Crossing [Existing] (S)	Existing underpass
C 14	Mainline	28740	Navenney Street Crossing [Existing] (N)	Existing underpass
C 15	Mainline	29440	River Finn Crossing [Proposed] (S)	Proposed bridge
C 16	Mainline	29550	River Finn Crossing [Proposed] (N)	Proposed bridge
C 17	Clar Connection	795	N15 Underpass - Clar Chapel [Proposed] (W)	Proposed underpass
C 18	Clar Connection	830	N15 Underpass - Clar Chapel [Proposed] (E)	Proposed underpass
C 19	Lough Eske Loop (West)	15	River Eske Crossing [Proposed] (S)	Proposed bridge
C 20	Lough Eske Loop (West)	200	River Eske Crossing [Proposed] (N)	Proposed bridge
C 21	Biddy's O'Barnes Connection	180	Watercourse Crossing [Proposed] (E)	Proposed bridge
C 22	Biddy's O'Barnes Connection	215	Watercourse Crossing [Proposed] (W)	Proposed bridge

APPENDIX D

OUTLINE EMERGENCY ACCESS PLAN

Table 1-3 - Outline Emergency Access Plan

No.	Sect. ID	Access Location	Access Type	Chainage		No.	Sect. ID	Access Location	Access Type	Greenway Width	Turning Point Description	Chainage (m)	Max Distance		
				Start (m)	End (m)								Vehicle reverse	On foot	Nearest access point
AP 1	1	Bosco Centre, Donegal Town	Proposed trail head / car park	0	420	AP 2	1	Railway Park (W)	Public road access	4.00	Not required. Through route available.		N/A	N/A	210.00
AP 2	1	Railway Park (W)	Public road access	420	590	AP 3	1	Railway Park (E)	Public road access	4.00	Not required. Through route available.				85.00
AP 3	1	Railway Park (E)	Public road access	590	705	C 1	1	River Eske Crossing [Existing] (S)	Existing bridge	4.00	To be incorporated with Attenuation (if required)		TBC	25	57.50
C 1	1	River Eske Crossing [Existing] (S)	Existing bridge	705	780	C 2	1	River Eske Crossing [Existing] (N)	Existing bridge	4.00	Not accessible by vehicles			75	37.50
C 2	1	River Eske Crossing [Existing] (N)	Existing bridge	780	870	AP 4	1	Mill Lane (W)	Public road crossing point	4.00	To be incorporated with Attenuation (if required)				45.00
AP 5	1	Mill Lane (E)	Access from public road	880	1050	C 3	1	N56 Underpass [Proposed] (S)	Proposed underpass	4.00	To be incorporated by ESB pole at Ch.1000	1000.00	50.00		120.00
C 3	1	N56 Underpass [Proposed] (S)	Proposed underpass	1050	1120	C 4	1	N56 Underpass [Proposed] (N)	Proposed underpass	4.00	Not accessible by vehicles			35.00	35.00
C 4	1	N56 Underpass [Proposed] (N)	Proposed underpass	1120	1805	AP 6	1	L1995 (W)	Public road crossing point	3.00	To be incorporated at additional landtake Ch.1220	1220.00	100.00		585.00
AP 7	1	L1995 (E)	Public road crossing point	1815	3230	AP 8	1	L6525 (W)	Public road crossing point	3.00	Not required. Through route available.				707.50

No.	Sect. ID	Access Location	Access Type	Chainage		No.	Sect. ID	Access Location	Access Type	Greenway Width	Turning Point Description	Chainage (m)	Max Distance		
				Start (m)	End (m)								Vehicle reverse	On foot	Nearest access point
AP 9	1	L6525 (E)	Public road crossing point	3240	3345	AP 10	1	Unclassified Road (W)	Public road crossing point	3.00	Not required. Through route available.				52.50
AP 11	1	Unclassified Road (E)	Public road crossing point	3355	4810	AP 12	1	Unclassified Road at Clarlougheask (W)	Public road crossing point	3.00	Not required. Through route available.				727.50
AP 13	1	Unclassified Road at Clarlougheask (E)	Public road crossing point	4820	6095	AP 14	1	L65351 (W)	Public road crossing point	3.00	Not required. Through route available.				637.50
AP 15	1	L65351 (E)	Public road crossing point	6105	6660	C 5	1	River Derg Crossing [Proposed] (S)	Proposed underpass	3.00	To be incorporated in extra landtake at Ch.6650	6650.00	10.00		545.00
C 5	1	River Derg Crossing [Proposed] (S)	Proposed underpass	6660	6700	AP 16	1	Unclassified Road at St Francis NS (W)	Public road crossing point	3.00	Not accessible by vehicles			20.00	20.00
AP 17	1	Unclassified Road at St Francis NS (E)	Public road crossing point	6710	8170	C 6	1	N15 Underpass [Proposed] (N)	Proposed underpass	3.00	To be incorporated in field access at Ch.8150	8150.00	20.00		1440.00
C 6	1	N15 Underpass [Proposed] (N)	Proposed underpass	8170	8280	C 7	1	N15 Underpass [Proposed] (S)	Proposed underpass	4.00	Not accessible by vehicles			55.00	55.00
C 7	1	N15 Underpass [Proposed] (S)	Proposed underpass	8280	8760	AP 18	1	Field Access off N15	Private land access point	3.00	To be incorporated in rest area at Ch.8420	8420.00	140.00		340.00
AP 18	1	Field Access off N15	Private land access point	8760	8980	C 8	1	River Lowerymore Crossing [Existing] (S)	Existing bridge	3.00	TBD.				

No.	Sect. ID	Access Location	Access Type	Chainage		No.	Sect. ID	Access Location	Access Type	Greenway Width	Turning Point Description	Chainage (m)	Max Distance		
				Start (m)	End (m)								Vehicle reverse	On foot	Nearest access point
C 8	1	River Lowerymore Crossing [Existing] (S)	Existing bridge	8980	9070	C 9	1	River Lowerymore Crossing [Existing] (N)	Existing bridge	3.00	Not accessible by vehicles. TBC			45.00	45.00
C 9	1	River Lowerymore Crossing [Existing] (N)	Existing bridge	9070	10230	AP 19	1	L2595 (W)	Public road crossing point	3.00	Turning available at private access at Ch.9620	9620.00	550.00		610.00
AP 20	1	L2595 (E)	Public road crossing point	10240	10440	AP 21	1	Unclassified Road	Access from public road	3.00	Not required. Accessible from parallel public road.				100.00
AP 21	1	Unclassified Road	Access from public road	10440	10850	AP 22	1	Local Access off N15	Private land access point	3.00	Not required. Through route available.				205.00
AP 22	1	Local Access off N15	Private land access point	10850	11920	AP 23	1	Access at Biddy's	Private land access point	3.00	Not required. Through route available.				535.00
AP 23	1	Access at Biddy's	Private land access point	11920	16140	AP 24	1	Access for Meenbog Wind Farm	Private land access point	3.00	Not required. Through route available.				2110.00
AP 24	1	Access for Meenbog Wind Farm	Private land access point	16140	17245	AP 25	1	Dearg Line Bridge (W)	Access from public road	3.00	Not required. Through route available.				552.50
AP 25	1	Dearg Line Bridge (W)	Access from public road	17245	17255	AP 26	1	Dearg Line Bridge (E)	Access from public road	3.00	Not accessible by vehicles		5.00	5.00	
AP 26	1	Dearg Line Bridge (E)	Access from public road	17255	20500	AP 27	1	Lough Mourne Trail Head	Proposed trail head / car park	3.00	Not required. Through route available.				1622.50
AP 27	1	Lough Mourne Trail Head	Proposed trail head / car park	20500	22110	AP 29	1	Unclassified Road (Golond) (S)	Public road crossing point	3.00	Not required. Through route available.				1,495

No.	Sect. ID	Access Location	Access Type	Chainage		No.	Sect. ID	Access Location	Access Type	Greenway Width	Turning Point Description	Chainage (m)	Max Distance		
				Start (m)	End (m)								Vehicle reverse	On foot	Nearest access point
AP 30	1	Unclassified Road (Goland) (N)	Public road crossing point	23500	24060	AP 31	1	Unclassified Road (Goland) (S)	Public road crossing point	3.00	Not required. Through route available.				280.00
AP 32	1	Unclassified Road (Goland) (N)	Public road crossing point	24070	25035	AP 33	1	Carrickmagrath (Private Access)	Private land access point	3.00	Not required. Through route available.				482.50
AP 33	1	Carrickmagrath (Private Access)	Private land access point	25035	25380	C 10	1	Carrickmagrath Underpass [Existing] (W)	Existing underpass	3.00	To be incorporated in land take at Ch.25290	25290.00	90.00		255.00
C 10	1	Carrickmagrath Underpass [Existing] (W)	Existing underpass	25380	25410	AP 34	1	Carrickmagrath (Rest Area)	Rest Area/Access gate	3.00	Not accessible by vehicles			15.00	15.00
AP 34	1	Carrickmagrath (Rest Area)	Rest Area/Access gate	25410	27200	C 11	1	Sessiah View Crossing [Proposed] (W)	Proposed bridge	3.00	To be incorporated with Attenuation at Ch.26770	26770.00	430.00		1360.00
C 11	1	Sessiah View Crossing [Proposed] (W)	Proposed bridge	27200	27310	C 12	1	Sessiah View Crossing [Proposed] (W)	Proposed bridge	3.00	Not accessible by vehicles			55.00	55.00
C 12	1	Sessiah View Crossing [Proposed] (W)	Proposed bridge	27310	27510	AP 35	1	Sessiaghoneill Connection Junction	Greenway junction	3.00	Turning achievable at junction. Reverse required.				100.00
AP 35	1	Sessiaghoneill Connection Junction	Greenway junction	27510	28630	C 13	1	Navenny Street Crossing [Existing] (S)	Existing underpass	4.00	Turning achievable at junction. Reverse required.				560.00
C 13	1	Navenny Street Crossing [Existing] (S)	Existing underpass	28630	28710	C 14	1	Navenny Street Crossing [Existing] (N)	Existing underpass	4.00	Not accessible by vehicles			40.00	40.00

No.	Sect. ID	Access Location	Access Type	Chainage		No.	Sect. ID	Access Location	Access Type	Greenway Width	Turning Point Description	Chainage (m)	Max Distance		
				Start (m)	End (m)								Vehicle reverse	On foot	Nearest access point
C 14	1	Navenny Street Crossing [Existing] (N)	Existing underpass	28710	28920	AP 36	1	The Beeches (S)	Public road crossing point	4.00	No turnaround point available. Reverse required.				105.00
AP 37	1	The Beeches (N)	Public road crossing point	28930	29225	AP 38	1	Navenny Street At-Grade Crossing (S)	Public road crossing point	4.00	Not required. Through route available.				147.50
AP 39	1	Navenny Street At-Grade Crossing (N)	Public road crossing point	29255	29350	C 15	1	River Finn Crossing [Proposed] (S)	Proposed bridge	4.00	No turnaround point available. Reverse required.				47.50
C 15	1	River Finn Crossing [Proposed] (S)	Proposed bridge	29350	29460	C 16	1	River Finn Crossing [Proposed] (N)	Proposed bridge	4.00	Not accessible by vehicles		55.00		55.00
C 16	1	River Finn Crossing [Proposed] (N)	Proposed bridge	29460	30050	AP 40	1	Stranorlar Trail Head	Proposed trail head / car park	4.00	TBD				590.00

APPENDIX A

EMERGENCY ACCESS PLAN



Barnesmore Gap Greenway

Appendix 4.2B: Biodiversity Management Plan

Donegal County Council

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1. Introduction

1.1 Background

Roughan & O'Donovan AECOM (ROD-AECOM) has been engaged to prepare a Biodiversity Management Plan (BMP) for the Barnesmore Gap Greenway ("the proposed development"). The proposed development is described in detail in Chapter 4: Description of the Proposed Development, and Chapter 7: Biodiversity. To avoid undue duplication, the description of the proposed development is not repeated in this report.

The preparation of this BMP is required by policy BIO-P-3 of the County Donegal Development Plan 2024-2030.

Policy BIO-P-3 requires that *"large-scale developments result in no net biodiversity loss and include a site specific comprehensive Biodiversity Management Plan (BMP), as part of any planning proposal. This policy will be implemented by the Council in so far as same can be practicably and reasonably achieved within the context of Strategic Infrastructure Projects including, but not restricted to, the TEN-T Priority Route Improvement Project, Donegal, the Bridgend to County border project scheme, the Buncrana Inner relief Road and Greenways."*

1.2 Scope of the BMP

The purpose of the BMP is to ensure that the biodiversity outcomes for the project described in the EIAR are delivered through the protection, restoration, potential enhancement and ongoing management and maintenance of the Greenway.

The measures in the EIAR that are relevant to this BMP cover landscape design, lighting and fencing. The design and mitigation measures are described in detail in the EIAR. The maintenance of the proposed development, which includes landscape maintenance, is described in the Management and Maintenance Plan, which is provided in Appendix 4.2 of the EIAR. The treatment of invasive species is described in the Invasive Species Management Plan which is presented in Appendix 4.1G of the EIAR.

1.3 Guidance

The following guidance documents have been used to inform the BMP:

- *Environmental Impact Assessment of Rural Cycleways (Offline & Greenway) – A Practical Guide*. PE-ENV-01109. November 2024. Transport Infrastructure Ireland.
- *A Guide to Landscape Treatments for National Road Schemes in Ireland*. GE-ENV-01102. February 2006. Transport Infrastructure Ireland.

2. Methodology

2.1 Guiding Principles

The TII publication *Environmental Impact Assessment of Rural Cycleways (Offline & Greenway) – A Practical Guide* (PE-ENV-01109) sets out the guiding principles for developing a biodiversity and landscape management plan. The information to be contained in the landscape and biodiversity plan is reproduced in Table 2-1 below.

Table 2-1 - Information to be contained in the Landscape and Biodiversity Plan

Aspect	Considerations for the Biodiversity and Landscape Plan
Protection, Restoration & Enhancement	- What areas have been identified as requiring biodiversity or landscape mitigation measures i.e., specific mitigation needs from the EIAR/NIS to mitigate any significant effects. - What areas require protection and/or restoration during and post construction of the Greenway e.g. areas where vegetation should be protected and areas where vegetation clearance is required to facilitate the construction of the Greenway project but does not form part of the permanent “hard standing” Greenway infrastructure elements and therefore provides an opportunity for landscape/biodiversity restoration and enhancement measures. - In terms of restoration areas what is the existing landscape context (woodland, agricultural peatland, coastal etc.) and are there different landscape contexts along the Greenway and what is the most appropriate method of restoration for that area i.e. do nothing, managed natural regeneration in full or in part, full or partial planting. - Is there potential to provide biodiversity enhancement measures along the Greenway project such as hedgerows, trees or other.
Maintenance & Monitoring	- Land ownership and boundary treatments - natural (hedgerows, treelines) or artificial (fencing, walls). - How to minimise potential for unwanted weed establishment or IAPS. - Regular maintenance to keep the Greenway safe and functional such as branch trimming, maintaining sightlines etc. - Ensure timing of regular operations comply with biodiversity or EIAR restriction such as nesting birds. - What enhancement measures outside planting in relation to ecological features along the Greenway project are required e.g., bat boxes, signage and how will these be maintained. - What monitoring (including any required as part of the EIAR and/or NIS) will be required during and post construction. If changes need to be made, how can they be accommodated.

3. Biodiversity Management and Maintenance

3.1 Introduction

This section details the maintenance and management of biodiversity. There is a significant overlap between the management of biodiversity and the management of landscape, and the maintenance and management of both are included in this plan. This section is split into the two aspects of the plan as set out in PE-ENV-01109. Donegal County Council will be responsible for the day-to-day maintenance of the Greenway.

This plan should be read in conjunction with the following documents which have been submitted with the planning application for the proposed development:

- Chapter 7 of the EIAR Biodiversity.
- Chapter 14 of the EIAR Landscape and Visual Amenity.
- Chapter 21 of the EIAR Summary of Monitoring and Mitigation Measures.
- Landscape Mitigation Drawing (60701883-ACM-ELS-SW_ZZ_ZZ_ZZ-DR-LV-0001-0031).
- EIAR Appendix 4.1 Construction Environmental Management Plan (including Appendix 4.1G Invasive Species Management Plan).
- EIAR Appendix 4.2 Maintenance and Management Plan.
- Biodiversity Net Gain Report.

3.2 Protection, Restoration & Enhancement

The areas that have been identified as requiring biodiversity or landscape mitigation measures are detailed in the landscape mitigation proposals. This includes areas for tree planting, the establishment of Greenway verges and the planting of hedgerows. The most significant areas proposed for planting other than verges and hedgerows are at the new River Eske crossing and in the townland of Mullanalamphry.

The landscape mitigation drawing illustrates the areas within the red line boundary where habitats will be retained, enhanced or created as part of the proposed development. This has been integrated with the EIAR and the Biodiversity Net Gain Report prepared for the proposed development.

The EIAR including the CEMP and schedule of environmental commitments contains mitigation measures for the protection of habitats outside the Greenway footprint and the reinstatement of habitats affected during the construction phase.

The landscape design has considered the wider landscape context and the visual impact of the design. At the River Eske crossing for example, woodland planting is proposed which will consolidate and enhance the woodland cover along the River Eske. At Mullanalamphry, a mix of wet woodland, wet grassland and pond is proposed in what is an existing wet field.

The enhancement and creation of habitats within the red line boundary that are not directly affected was driven by the Ecological Impact Assessment and the Biodiversity Net Gain Assessment. This included measures such as hedgerow planting, allowing verges to colonise naturally or planting with locally occurring woodland species as appropriate. The provision of bat boxes and bird boxes on existing bridges is detailed in the EIAR Biodiversity Chapter as an enhancement.

3.3 Management and Maintenance

The maintenance of the Greenway will be managed by Donegal County Council. The management of the proposed development is detailed in the management and maintenance plan for the proposed development which is submitted with the EIAR. The management and maintenance of biodiversity during the operation of the proposed development are as follows:

3.3.1 Landscape Maintenance

The hedgerows, trees, grasslands and verges will be managed in accordance with *A Guide to Landscape Treatments for National Road Schemes in Ireland* GE-ENV-01102 (TII, 2006).

3.3.2 Invasive Species Management

An invasive species management plan has been developed for the proposed development (Appendix 4.1G of the EIAR). This includes the requirement for a survey in advance of construction to update the distribution of invasive species along the Greenway. The long-term management of invasive species within the red line boundary will be undertaken as required and in accordance with:

- TII (2020) The Management of Invasive Alien Plant Species on National Roads – Standard. GE-ENV-01104. Transport Infrastructure Ireland.
- TII (2020b) The Management of Invasive Alien Plant Species on National Roads – Technical Guidance. GE-ENV-01105. Transport Infrastructure Ireland.

3.3.3 Monitoring

As described in the maintenance and monitoring plan, the monitoring plan will include a review after 1 year and then every 3-5 years. This monitoring plan assess the following items, as a minimum:

- Visitor numbers
- Peak usage
- User type split
- Car park usage
- Invasive species
- Infrastructure condition (surface, signage, lighting)
- Boundary treatment inspection
- Incident report
- Complaints record addressing type, response time
- Number of weather-related events that impacted the Greenway

APPENDIX B

BIODIVERSITY MANAGEMENT PLAN

