Barnesmore Gap Greenway

EIA Screening Report

Donegal County Council

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1. Introduction

The purpose of this Environmental Impact Assessment (EIA) Screening report is to inform the competent authority as to whether the proposed Barnesmore Gap Greenway referred hereafter as the 'proposed development' is subject to the requirements of the EIA Directive (as amended) and therefore whether an Environmental Impact Assessment Report (EIAR) should be prepared.

1.1 Terms of Reference

Roughan & O'Donovan AECOM (ROD-AECOM Alliance) have been engaged to undertake an EIA Screening for the proposed development to inform Donegal County Council (DCC), as the competent authority, in accordance with the legislative provisions including undertaking the required screening assessment to form an opinion as to whether EIA is required.

1.2 Legislative Context

Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive) sets out the requirements for environmental impact assessment ("EIA"), including screening for EIA.

Projects listed in Annex I of the EIA Directive require mandatory EIA. Projects listed in Annex II, require a screening for environmental assessment on a case-by-case examination and/or by Member States setting specific thresholds or criteria, in order to determine if an EIA is required.

Annex I and Annex II of the EIA Directive have been transposed into Irish Law in the Planning and Development Regulations, 2001 (as amended) specifically Schedule 5 (Part 1 and Part 2). In addition, these requirements of the EIA Directive have also been transposed into Irish Law in the Roads Act, 1993 (as amended).

An examination of Annex I of the EIA Directive, together with the mandatory and discretionary provisions of the Planning and Development Act, 2000 (as amended) (the Act) and Schedule 5 of the Planning and Development Regulations, 2001 (as amended) has been undertaken. Section 172 of the Act provides the legislative basis for mandatory EIA. In this case, the proposed development is not listed in Annex I (EIA Directive) or Schedule 5 (Part 1) of the Planning and Development Regulations and therefore does not require mandatory EIA under the Planning and Development Act 2000 (as amended).

The Roads Act 1993, Section 50 (as amended) provides mandatory categories where an Environmental Impact Assessment Report (EIAR) must be provided and an EIA undertaken namely in relation to (i) motorway (ii) busway, (iii) the construction of a service area or (iv) any prescribed type of "proposed road development" consisting of the construction of a proposed public road or the improvement of an existing public road that exceeds certain criteria.

According to the 'Strategy for the Future Development of National and Regional Greenways' published by the Department of Transport, Tourism and Sport (DoTTS) in 2018, a 'greenway' is defined as "…*a recreational or pedestrian corridor reserved exclusively for non-motorised journeys*..."

Section 68(1) of the Roads Act, 1993 (as amended) defines 'cycleway' as:

> "*… 'cycleway' means a public road or proposed public road reserved for the exclusive use of (a) pedal cyclists, or (b) a combination of pedal cyclists and either or both people driving powered personal transporters and pedestrians*".

Furthermore, Section (10)(1)(c) of the Roads Act, 1993 (as amended) states that:

> "*A public road, other than a national road or a regional road, shall be a local road*."

In respect of the above definition under Section 68 of the Roads Act 1993 (as amended), the proposed development is considered to be a public road.

The Roads Act 1993, Section 50 (as amended) outlines the requirements for the issuing of an Environmental Impact Assessment Report (EIAR). Road developments are categorised in two manners:

- Those which exceed the thresholds laid down and therefore have a mandatory EIAR issuing requirement; and
- Those which are sub-threshold and undergo case-by-case evaluation to determine whether significant environmental impacts are likely as a result of the proposed development.

2. Description of the Proposed Development

2.1 Need for the Development

Donegal Town and Ballybofey/Stranorlar are key urban centres in the southeast of the County with a substantial local population that would benefit from a high-quality active travel corridor. A total population of 22,341 reside in the Barnesmore Gap region, spanning 17 electoral divisions (CSO 2023).

The proximity to the Northern Ireland border offers significant potential to attract additional visitors from Derry and the Northwest City Region with a large catchment population of 0.7 million people (Donegal 167,000, Derry 252,000, Tyrone 200,000 and Fermanagh 64,000).

The proposed development will seek to provide both long and short-distance recreational users and commuters with safe, convenient opportunities to travel between areas along the route. The provision of a Greenway in this location will provide enhanced access to the wider region, enticing users to explore its surrounding towns, villages, natural beauty and heritage and to further develop the tourism potential within the region.

In a popular tourist destination along the Wild Atlantic Way, the proposed development will encourage visitors to explore the extensive opportunities within this scenic mountainous region close to the West Coast and will provide opportunities for knock-on positive impacts to the tourism industry in the towns of Donegal and Ballybofey / Stranorlar and further afield, broadening the regions that are prospering from The Wild Atlantic Way that attracts large numbers of international tourists. When Greenways pass through or adjacent to towns and villages, they can be a positive force for economic development and regeneration in the local area. Locally, they provide easier access to urban centres, while also bringing visitors and tourists into these areas on day trips and overnight visits.

The towns of Donegal and Ballybofey/Stranorlar are vital economic hubs in the south Donegal region. Trip attractors in the area include educational and employment opportunities, tourism points of interest including hiking and fishing and community facilities such as sports facilities, pharmacies and churches. Both towns also offer social outlets such as the Finn Valley Centre and the Michael Conney Memorial Park. The current infrastructure which provides access to these facilities is predominantly suited to vehicular travel, which is reflected in the travel habits observed in the study area. In Ireland overall, 57.9% of travel to work, school or college involves the use of a private vehicle, compared to 71.6% of those living in the study area (CSO, 2023).

The proposed development has the potential to provide a major improvement for the existing Northwest Trail which is a cycle route that mainly follows minor local roads but includes the N15 national road through Barnesmore Gap where there is no alternative route available. At Donegal Town, the proposed development will connect with the international EuroVelo Route 1 which follows the northern, western and southern coastlines around Ireland. Connection to the EuroVelo route and other planned cycling trails has the potential to create a significant cycling network within County Donegal. The proposed route will form a key link of the National Cycle Network between Sligo and Derry via Donegal Town and Ballybofey/Stranorlar.

Within the route catchment area there are opportunities for walking at various locations throughout the study area, including walking trails at Leghawny, Lough Eske, Drumboe Woods and the Bluestack Mountains. However, accessibility to these trails is limited in some cases, and they are not connected to the main towns in the region, other than by car trip. Currently there are no safe and accessible dedicated cycling facilities in the region, with the Northwest Trail for example sharing local and national roads with vehicular traffic. The N15 national route is the main transport link connecting the towns of Donegal and Ballybofey/Stranorlar. The signposted speed on this road is up to 100km/hr. The Annual Average Daily Traffic flow (AADT) and the Annual Average Weekday Traffic flow (AAWT) along the N15 were estimated using data from the TII permanent traffic monitoring unit (TMU) to be 8,870 and 8,532 respectively. This high-speed, high-volume road is unsuitable for non-motorised users to

safely use for commuting or leisure. In the interest of safety, pedestrians and cyclists may resort to carbon-intensive modes of transport where available.

The National Roads 2040 Final Report produced by TII highlights the current incompatibility of non-motorised users with the National Roads network. According to this report, the National Roads network should cater for the needs of all road users, including cyclists and pedestrians. Where sections of the network present a hostile or dangerous environment for cyclists and pedestrians, TII have promised works to provide segregated active travel facilities adjacent to National Roads. TII will identify and address severance associated with busy urban National Roads through provision of safe crossing infrastructure for cyclists and pedestrians (TII, 2023).

In the absence of existing safe and attractive walking and cycling facilities local users either have to travel, primarily by car, to parks and trails, or to walk or cycle along the busy national road, which discourages outdoor physical activity. The proposed development will create links to existing active travel infrastructure and will open up more opportunities for local residents, particularly those outside the main settlements, to engage in recreational walking and cycling with associated health benefits.

The proposed development is in line with current strategic policy direction in that it aims to reduce emissions associated with transport, increase levels of physical activity, stimulate tourism and economic growth in rural communities, and enhance sustainable mobility and connectivity on a regional and national scale. The objectives of the proposed development are outlined below:

- Provide a high-quality, substantially segregated Greenway linking the settlements of Donegal Town, Ballybofey and Stranorlar, as part of the National Cycle Network.
- Enhance economic growth in the region by increasing visitor numbers and promoting activity tourism in the area and increasing utility trips.
- Improve safety and security for vulnerable road users by providing a safe, segregated and attractive route.
- Support a transition to a zero-carbon society by promoting cycling and walking.
- Improve accessibility in, and attractiveness of, the area for use by people of all age groups and abilities.
- Improve integration in the area and create linkages to existing and proposed cycling and walking infrastructure and other public amenities.
- Minimise where possible the environmental impact of the Greenway

2.2 Project Description

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 Appendix A for the General Arrangement drawings of the proposed greenway.

The proposed development, described from southwest to northeast, starts in Donegal Town, where a trail head will be established adjacent to Railway Park Road and the St. John Bosco Community Centre. At each trailhead there will be off road parking provided, and at the major trailheads there will be Changing Places facilities.

The greenway route follows the abandoned railway line eastwards out of Donegal Town, using an existing railway bridge structure across the River Eske as shown in Figure 2-1.

Figure 2-1 - Existing Railway Bridge Structure at River Eske in Donegal Town

A new underpass (S02) will be required to be constructed under the N56 Donegal Bypass road at Ch. 1,080, and there will be an adjacent link to Drumlonagher on the southern side of the N56. On the eastern side of the N56 the route continues along the former rail line for c.500m before diverging in a northeast direction along field boundaries, in the valley between two drumlins at Keeldrum and Drumbarren. Along this section there will be a greenway spur at Ch. 2,950, that heads southeastwards for 0.9km to Clar Chapel on the southern side of the N15 where a new underpass (S03) will be provided. This spur will provide a 4km long safe route for pedestrians and cyclists from the residential community at Clar to Donegal Town that will bypass the busy roundabout at Drumlonagher. The underpass will also provide a safe crossing of the busy N15 road for the local community.

When the greenway meets the L6525, at Ch. 3,230, the route then travels in a northern direction for 0.3km, crossing the L65351 local road at Ch. 3,350. These local road crossings will provide access to the greenway for people living in the surrounding rural area in the hinterland of Donegal Town.

Where it splits; the ‘Mainline’ continues to the north, crossing the River Eske and associated SAC on a multi-span bridge (S04, single span across the river) and entering the Coillte lands of Lough Esk Demesne. An existing car park will be upgraded to provide a trailhead at this location. From the trailhead, a section of an existing forest trail (forming part of the Bluestack Way) will be upgraded to reach the east of the demesne and the entrance to Lough Eske Castle. Connectivity to the north of the demesne, Lough Eske Castle, Harvey’s Point Hotel and the local road leading to Lough Eske Angling Centre will be provided by the existing Bluestack Way trail. The proposed crossing location is shown in Figure 2-2.

Figure 2-2 - New River Eske Crossing Location (S04)

From the entrance to Lough Eske Castle, the greenway follows the south side of Lough Eske and along a short section of local road which crosses the River Eske on the existing road bridge (NIAH listed structure, Ref: 40909421 and RPS, Ref 40801105). This bridge (S05**Error! Reference source not found.**) will be retrofitted to provide a segregated active travel facility within the existing parapets and formalise a yield arrangement for vehicular traffic. The greenway then continues south through the townland of Corveen, running alongside the south side of Lough Eske and field boundaries until it meets the 'loop' section north of St Francis National School. This loop will be created by a section of greenway travelling east to west south of the River Eske crossing, across agricultural fields with views across to the Bluestack Mountains, before passing through Clarlougheask and crossing the L1945 at Ch. 6,100.

Figure 2-3 - Existing Road Bridge over River Eske (S05)

The route then continues south and east where it provides connectivity to St Francis National School at Ch. 6,700 and heads towards the northern side of the N15. The route follows the

abandoned rail line for a short distance before crossing the N15 via a new underpass (S07) at Mullanalamphry. Once on the southern side of the N15 the route follows parallel to the national road behind the existing layer of trees and vegetation. It crosses the River Lowerymore tributary on an existing railway bridge (S08) and then follows on the northern side of the stream towards the local road L2595, in the townland of Keadew Lower. The route runs parallel to the local road for approximately 400m until it crosses it at grade at Ch. 10,240 and enters an area of Coillte forestry in Keadew Upper. At this point the route realigns with the path of the abandoned railway line and continues along it until the south side of Ballybofey and Stranorlar, approximately 18km.

Figure 2-4 - Abandoned Railway Corridor

A link is provided to Biddy's O'Barnes at Ch. 12,350 where a trailhead will be established. The route, passing through Barnesmore Gap, will provide incredibly scenic views of the glacially carved valley, before running alongside the northern shore of Lough Mourne.

Figure 2-5 - Barnesmore Gap Glacial Valley

A link is provided from Goland to Cappry at Ch. 24,680, to meet the proposed TEN-T Active Travel facility adjacent to the Roadhouse Bar and Restaurant and to provide connectivity to Cappry. A short section of the link will utilise 'Quiet Roads' and an existing crossing of the Burn Daurnett The main route continues to follow the abandoned rail line towards Ballybofey and Stranorlar, through another area of Coillte forestry and through agricultural land. A further connection is provided to Sessiaghoneill National School and Sessiaghoneill Church.

The main route diverges from the rail line to the southwest of the twin towns around the Lawnsdale housing estate. The rail line historically would have passed directly through where the Lawnsdale housing estate is located. The greenway route provides an access point into Lawnsdale, but the route bypasses the housing estate to the south, before turning north on the eastern side of the Lawnsdale housing estate and entering a railway cutting. The route follows the railway cutting through The Beeches housing estate, where it meets Navenny St on the north side at Ch. 29,300.

Figure 2-6 - Abandoned Railway Corridor at The Beeches

An at grade crossing will be required for the route at this point, and it will cross the River Finn using a new deck on the existing railway bridge piers (S20) to continue north. On the north side of the River Finn the route will follow the historic rail line before diverging to the north where it meets a proposed trailhead adjacent to The Base enterprise centre. From the trailhead, the greenway then continues along Railway Road in both directions providing connectivity to the leisure centre and schools in the town. A further link is to be provided along the remainder of the abandoned railway line towards Ballybofey. This link provides improved connectivity to the urban core of Ballybofey south of the River Finn, as well linking an existing access for the sports pitches on both sides of the railway line.

Figure 2-7 - Existing Railway Piers in River Finn

2.2.1 Proposed Development Design Elements

Greenway Profile

The proposed development will be divided into several sections, and each section will have a general common requirement with regards to construction methodology. The three main classifications are:

- Abandoned Railway Corridor
- Offline greenfield
- Offline Woodland
- Existing and new structures

The greenway cross section has been designed to be 3.00m in width with 1.00m verges either side as illustrated in Figure 2-8 below. In areas close to the urban centres of Donegal Town, and Ballybofey Stranorlar, the paved areas will be 4.00m wide as illustrated in Figure 2-9 below. The area between the verges and greenway boundary includes earthworks, drainage and landscaping, and the boundary is marked by new or existing fencing and vegetation.

Figure 2-8 - Typical Cross Section of 5.00m Wide Greenway

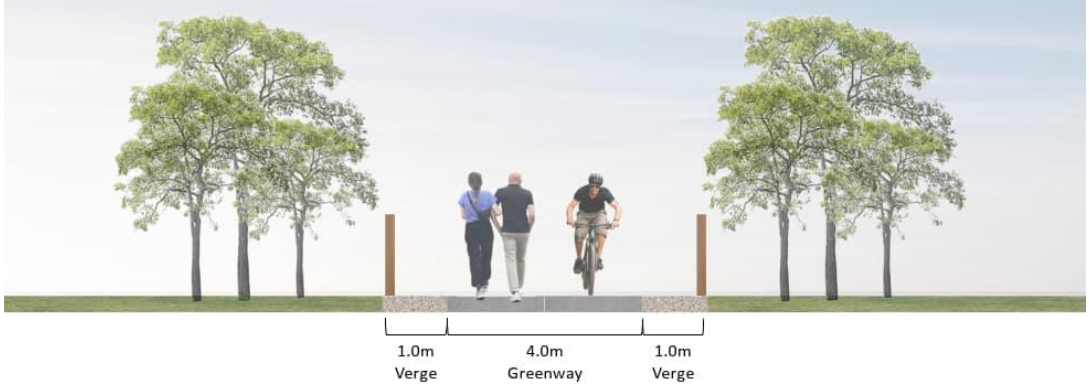


Figure 2-9 - Typical Cross Section of 6.00m Wide Greenway

The greenway pavement structure will be a Type A Bituminous material base/binder and surface course owing to expected high traffic volumes and significant cumulative riding quality impact on user experience is expected. The pavement structure for the route can be found in Table 2-1. Pavement Type A2 will be the primary design owing to the route being lightly trafficked with less than 0.2 million standard axles (msa) over the pavement design life. Where the route is expected to not be lightly trafficked Pavement Type A1 will be utilised to provide cost saving benefits. It is assumed that the subgrade has a minimum CBR of 2.5%. Where subgrade design CBRs determined are less than 2.5%, subgrade treatment through cement stabilisation, geotextiles, or material replacement will be required. A capping layer may also be required where subgrade conditions are insufficient to carry construction traffic.

Table 2-1 - Pavement Structural Design

Pavement Course	Type A1 (Cycleway and Pedestrian only)	Type A2 (Light Traffic [<0.2 MS])
Surface Course	Dense Bitumen Macadam surface course with grade 100 penetration binder, with 6mm aggregate, 20 mm thick (formal description AC 6 close surf 70/100)	Dense Bitumen Macadam surface course with grade 100 penetration binder, with 6mm aggregate, 20 mm thick (formal description AC 6 close surf 70/100)
Binder	Dense Macadam binder course with grade 100 penetration binder, with 20mm aggregate, 50mm thick (formal description AC 20 dense bin 70/100)	Dense Macadam binder course with grade 100 penetration binder, with 20mm aggregate, 50mm thick (formal description AC 20 dense bin 70/100)
Base	Unbound Granular Material 175mm thick (UGM B)	Unbound Granular Material 225mm thick (UGM B)
Subbase (if required)	420 mm thick capping layer	420 mm thick capping layer
Geotextile (if required)	Woven polypropylene geotextile of width 4.50m (typical) will be used as separation layer if required	

Boundaries and Verges

The boundary treatment between the greenway and privately owned lands is dependent on several factors including livestock control, security and privacy for adjacent landowners and the safety of users of the greenway.

Where possible, the design seeks to avoid the construction of new fencing, and existing boundaries will be retained where present and possible to do so. Where dense vegetation exists alongside the route, it is proposed that no fence will be installed to promote cohesion with the surrounding natural environment. Standard post and rail fence will be used along the boundary of the greenway for sections of the route where dense existing vegetation does not

exist, and stock proof fencing will be installed in areas where livestock are found in adjacent fields.

Sections of the proposed development that run adjacent to, or through private farmland will require to be adequately fenced on both sides. Timber stock proof fencing with native hedgerows is proposed for these areas. The offline section of the route largely follows the line of existing field boundaries, so existing fencing and hedgerows are already present on one side. New stockproof fencing will be installed and native hedgerows will be planted on the other side of the greenway where a new field boundary is required.

For the safety of greenway users, post and rail fencing will be constructed as edge protection adjacent to structures. Mature vegetation exists alongside long sections of the abandoned railway line, and it will be retained, but some additional stock proof fencing may be required. Accommodation works, including gates and holding pens will also be provided where the proposed development passes through individual parcels of land. Screen fencing may also be provided in consultation with individual landowners.

Verges will typically be 1.0m wide, providing lateral clearance between the greenway and vertical objects, as well as providing a flat area for pavement runoff to infiltrate. In some locations where space is constrained, for example on some sections along the abandoned railway line, the verges will narrow to 0.5m.

Access Points, Junctions & Crossings

The greenway will be accessible from several locations, including formal trail heads, dedicated spurs and connections and from the local road network at various crossing points.

The trailhead locations are shown in Table 2-2.

Table 2-2 - Proposed Trailhead Locations

Location / Description	Chainage (m)
Donegal Town (St. John Bosco Community Centre)	00
Lough Eske Demesne	650 (Eske Loop)
Biddy's O'Barnes	12310
Stranorlar (The Base Enterprise Centre)	30060

Additional access points will be provided at locations which have been identified as short journey start/end points and provide links to other infrastructure. The list of additional access points can be found in Table 2-3 below.

Table 2-3 - Proposed route access points

Location / Description	Chainage (m)
Drumlonagher	1040
Existing Car Park beside Clar Chapel	925 (Clar Link)
Mullanamphry	8800
Dearg Line L65541	17300
Meenglass L30441	25450
Coppering Heights L30441	26410
Lawnsdale Housing Estate	27900
Ballybofey	29600
Stranorlar – Finn Valley Centre	30300

Location / Description	Chainage (m)
Cappry N15	1310 (Goland Link)

Finally, there are also a number of locations where the proposed greenway interacts with the public road network where it can be accessed. These are outlined in Table 2-4 below.

Table 2-4 - Interactions with the public road network

Location / Description	Chainage (m)
Mill Lane L19951	870
Local Road L19952	1800
Local Road L65251	3230
Local Road L65251	460 (Clar Link)
Local Road L65351	3350
Local Road L19453	540 (Eske Loop)
Local Road L19453	1350 (Eske Loop)
Local Road L19453	6100
St Francis National School L19752	6700
Local Road L25951	10260
Local Road Woodland	24080
Local Road L65441 Goland	810 (Goland Link)
The Beeches	28950
Navenny Street L30443	29350

Structures

The proposed development includes 91No. structures in totality, these consist of minor structures (culverts), new river bridges, existing structures (road and river crossings), 1 No. new underpass under the N56 and 2 No. new underpasses under the N15.

The proposed and existing structures and their approximate locations are listed below in. Table 2-5

Table 2-5 - Proposed Structures

Description	Type	Reference	Chainage (m)
N56 Underpass	Subway	S02	1100
Watercourse crossing	Culvert	PC07	2940
River Eske crossing	Bridge	S04	Lough Eske Loop West 55
Watercourse crossing	Culvert	PC08	4275
Clarlougheask - Carbbeagh	Culvert	PC09	4820
Watercourse crossing	Culvert	PC10	5330
Field Ditch	Culvert	PC11	6420
Watercourse crossing at St Francis'	Bridge	S06	6670

Description	Type	Reference	Chainage (m)
Watercourse crossing	Culvert	PC13	6800
Watercourse crossing	Culvert	PC14	6970
Watercourse crossing	Culvert	PC15	7220
N15 Underpass	Subway	S07	8220
Biddy's O'Barnes	Bridge	S10	12310
Watercourse crossing	Culvert	PC17	25050
Sessiagh View Road crossing (west abutment existing)	Bridge	S17	27260
River Finn bridge (existing piers)	Bridge	S20	29470
Field Ditch	Culvert	PC03	Clar Link 350
N15 Underpass (Clar)	Subway	S03	Clar Link 800

Table 2-6 - Existing Structures

Description	Type	Reference	Chainage (m)
River Eske crossing	Underbridge	S01	750
River Eske mouth	Underbridge	S05	Lough Eske Loop East 950
River Lowrymore crossing	Underbridge	S08	9025
River Lowrymore crossing (tributary)	Underbridge	S09	11680
Dearg Line Road crossing	Overbridge	S11	17250
River Dearg crossing	Underbridge	S12	18330
Meenglass Road	Overbridge	S14	25400
Coppering Heights Road	Overbridge	S15	26460
Unnamed watercourse crossing	Underbridge	S16	26720
Unnamed watercourse crossing	Underbridge	S18	27660
Navenny Street Road	Overbridge	S19	28700
Burn Daurnett crossing	Bridge	S13A	Goland Link 1080

In order to facilitate crossings of watercourses and roads, several new structures are proposed. The River Eske crossing at Lough Eske Loop Ch.55 is estimated to be 175m in total length.

Several existing bridges are noted which are to be incorporated within scheme. Each one of these structures will require repair works to secure their future use, however the structural form and condition of these bridges will vary substantially with each requiring a differing level of repair. The following non-exhaustive list covers the typical types of repairs envisaged as part of the scheme:

- Vegetation clearance
- Masonry repointing
- Masonry replacement
- Structural steel replacement

- Structural steel painting
- Deck replacement
- Parapet renewal
- Concrete Saddling
- Waterproofing renewal
- Surfacing works

The repairs listed above are those typically carried out on all structures across Ireland under annual maintenance and asset management regimes. All repairs should aim to increase the residual design life of the structures to avoid requirements for future replacement works.

Car Parks, Trail Heads and Welfare Facilities

Ancillary Infrastructure along the route has been designed in line with the TII Publication DN-GEO-03047 Rural Cycleway Design and the Department of Transport, Tourism and Sports Greenways and Cycle Routes Ancillary Infrastructure Guidelines. This includes the provision of trailheads, rest areas, cycle parking, connections, lighting and wind breaks.

Trailheads are formal points of entry to the Greenway and are an integral part of the route experience. Four trailheads have been identified along the proposed development route. At these facilities it is proposed to provide car parking, as well as rest areas and bicycle parking. Additional facilities and amenities, including toilet facilities will be provided at some of the trailheads depending on the Level of Service (LOS), also in accordance with DN-GEO-03047. All the facilities at the trailheads will be accessible to disabled users, with dropped kerb access, tactile paving crossing, accessible parking and wider doors to access toilet blocks. The trailheads also include rest areas for users of the greenway in the form of picnic benches and seating as well as information boards displaying the greenway route and key information.

Refer to Table 2-7 below for the number of provisions provided.

Table 2-7 - Trailheads & Car Parking

Location	Regular spaces	Accessible spaces	EV charging spaces	Minibus parking
Donegal Town	91 (includes 60 existing)	7 (includes 3 existing)	4	1
Lough Eske	30	2	0	0
Biddy's O'Barnes	30	2	2	1
Ballybofey/Stranorlar	89 (includes 33 existing)	4 (including 2 existing)	5	3

Drainage

Drainage will largely consist of over the edge drainage along the length of the development. Along the abandoned railway corridor, existing ditches will be cleaned and regraded if necessary, and additional attenuation added to control the runoff to existing watercourses. In offline sections drainage will be designed to connect to existing watercourses, making use of existing drainage channels as far as possible and providing new attenuation where required. It is envisaged that in some areas, drainage may be required at the toe of the embankment to catch runoff from adjacent lands, this will be in the form of filter drains. A crossfall of 1% has been provided along the length of the greenway pavement to facilitate drainage and prevent standing water. Crossfall on verges will be kept to a minimum to allow for infiltration and to limit the overall runoff.

The proposed trailheads and associated carparks will incorporate permeable or semi permeable surfaces and be designed to limit discharge to the greenfield equivalent rates. The drainage design for the car park areas will incorporate SUDS Management Trains to ensure

that there is no impact on water quality from run-off contaminated with hydrocarbons from carparks. As per the County Donegal Development Plan 2024-2030, all new developments are required to incorporate SUDS principles to manage surface water on site.

Earthworks

The earthworks embankments and slopes along the length of the scheme have been designed to 1V: 2.5H. In constrained areas the slope will be steeped to 1V:2H with reinforced soil. The Cut/Fill volumes for the proposed route can be found in Table 2-8.

Table 2-8 - Cut/Fill Volumes

Cut / Fill	Volume (m^3)
Cut*	105,000
Fill*	75,000
Net (Cut)*	30,000

Utilities and Services

The following potential utility diversions have been identified:

Table 2-9 - Potential Utility Diversions

Utility Provider	Location	Chainage	Type
ESB, UE, Eir	Donegal Town Trailhead	0	Various
Eir	Mainline	870	Underground Duct
UE	Mainline	870	Water main
ESB	N56 Underpass	1060	Underground Cable
ENET	N56 Underpass	1060	Underground Duct
UE	N56 Underpass	1060	Water main
Eir	N56 Underpass	1090	Underground Duct
Eir	Mainline	1810	Underground Duct
Eir	Mainline	3230	Underground Duct
UE	Mainline	3240-3350	Water main
Eir	Mainline	3350	Underground Duct
UE	Mainline	4990	Water main
Eir	Mainline	6125	Underground Duct
ESB	Mainline	8490	Underground Cable
UE	Mainline	10000-10190	Water main
ESB	Mainline	16140	Underground Cable
ESB	Mainline	18320	Pole
ESB	Mainline	18730	Pole
ESB	Mainline	19035	Pole
ESB	Mainline	19150	Pole
ESB	Mainline	20160	Pole

Utility Provider	Location	Chainage	Type
ESB	Mainline	20420	Pole
UE	Mainline	20700	Manhole
UE	Mainline	21040-21190	Water main
UE	Mainline	21305-21335	Water main
UE	Mainline	24750-25005	Water main
Eir	Mainline	25420	Underground Duct
UE	Mainline	26420	Water main
ESB	Mainline	27400	Pole
Eir	Mainline	28945	Underground Duct
UE	Mainline	28945	Water main
ESB	Mainline	28945	Underground Cable
ESB, UE, Enet, Eir	Stranorlar Trailhead	30060	Various
UE	Clar Spur	520	Water main
ESB	Lough Eske Loop	50	Overhead Line
Eir	Biddies	255	Underground Duct
UE	Goland	15	Water main
ESB	Goland	230	Pole
Eir	Sessiaghoneill Link	180	Underground Duct
ESB	Ballybofey Link	15	Pole

The development crosses numerous other underground and overhead utilities, but at this stage it is expected that they will remain in place and can be accommodated by the development.

Lighting

The majority of the proposed development will not be lit, however lighting is proposed in the trail heads at Donegal Town, Biddy's and Stranorlar, as well as the lengths of greenway closest to the towns; Ch.0-1050 (Donegal Town) and Ch.27500 – 30050 (Ballybofey/Stranorlar and Sessiaghoneill link).

Where lighting is to be provided along the greenway, provision will be in accordance with the Bat Conservation Trust guidance (BCT, 2023), to include the following elements:

- Lighting will be a warm-white colour of 2200K or less
- Lighting will be LED and have no upward light spill and a sharp horizontal cut off.
- Lighting outside the intended area of illumination will be minimised. Where light spill cannot be avoided, louvres, cowls or shields will be fitted to the columns.
- Lux levels on roads and paths will be set to the minimum required by BS 5489-1:2020, P4.
- Low level lighting such as bollards will be incorporated where possible.
- Consideration will be given to switch off of lighting during certain hours at night.

Lighting will also be provided in underpasses along the route to maintain user safety.

Land Acquisition

The project will follow the Land Acquisition Process as outlined in the Code of Best Practice for National and Regional Greenways published by in December 2021. The key mechanisms of the Land Acquisition Process include Voluntary Land Acquisition Agreements (VLAAs), the Greenway Sustainability Payment and the Compulsory Purchase Order process.

2.2.2 Project Construction

A detailed construction programme will be developed in advance of the construction of the project. It is likely that the construction of the development will be progressed as a single construction contract with the construction phase potentially lasting up to 24 months depending on the approach taken by the contractor.

For this report, a construction period of 24 months (104 weeks) has been assumed.

Construction working hours will be 08.00 – 18.00 Monday to Friday with reduced hours on Saturday (08.00 – 14.00) and that the site will be closed on Sundays and during public holidays. Works other than the pumping out of excavations, security and emergency works will not be undertaken outside these working hours without the written permission of Donegal County Council. Works shall not be permitted on Sundays or Bank Holidays.

24-hour working will be required for the construction of the three underpasses under the N15/N56 national roads. Each underpass location will require 1-2 weekends where construction activities take place outside of normal working hours (24 hours a day) while the national road is closed

Construction of the greenway will be carried out in compliance with a Construction and Environmental Management Plan (CEMP). Construction of much of the development will take place away from public roads and therefore impacts on traffic will largely be restricted to site access/egress points, which will be located where the greenway interacts with the local road network.

Traffic disruption is expected at the locations of the 3no national road crossings, where underpasses will be constructed using a ‘cut and cover’ method and require closures of the road, most likely over a weekend. Temporary (short term) road closures are also likely to be required for the installation of the following structure close to local roads:

- Installation of new abutment and deck over Sessaigh View

It is expected that temporary traffic management will be required at the following locations on the local road network for sections of online active travel connections and local road realignments:

- Railway Road, Donegal Town
- Tirchonnail Street, Donegal Town
- L1945, Lough Eske
- Navenny Street, Ballybofey
- Railway Road, Stranorlar

Traffic management will be provided in the form of traffic lights to allow the construction to continue and maintain traffic flow along the road. Access to the works locations will be from the construction compound or a direct access point. There are 3no main compounds proposed to be situated at trailhead locations, with a number of satellite working areas situated at regular intervals along the development. Works will be undertaken approximately 1,500m in each direction form the compound. A compound will typically consist of welfare facilities and canteen, secure lock up, storage space, room for plant and equipment and circulation space.

2.2.3 Greenway Operational Phase

The route lies within the Donegal Couty Council authority area. Operational matters and maintenance will be the responsibility of Donegal County Council. 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 will include cooperation with the emergency services. Signage will be erected at points along the greenway to encourage users to “Leave No Trace”. Litter bins will be located at trail heads and will be maintained by Donegal County Council.

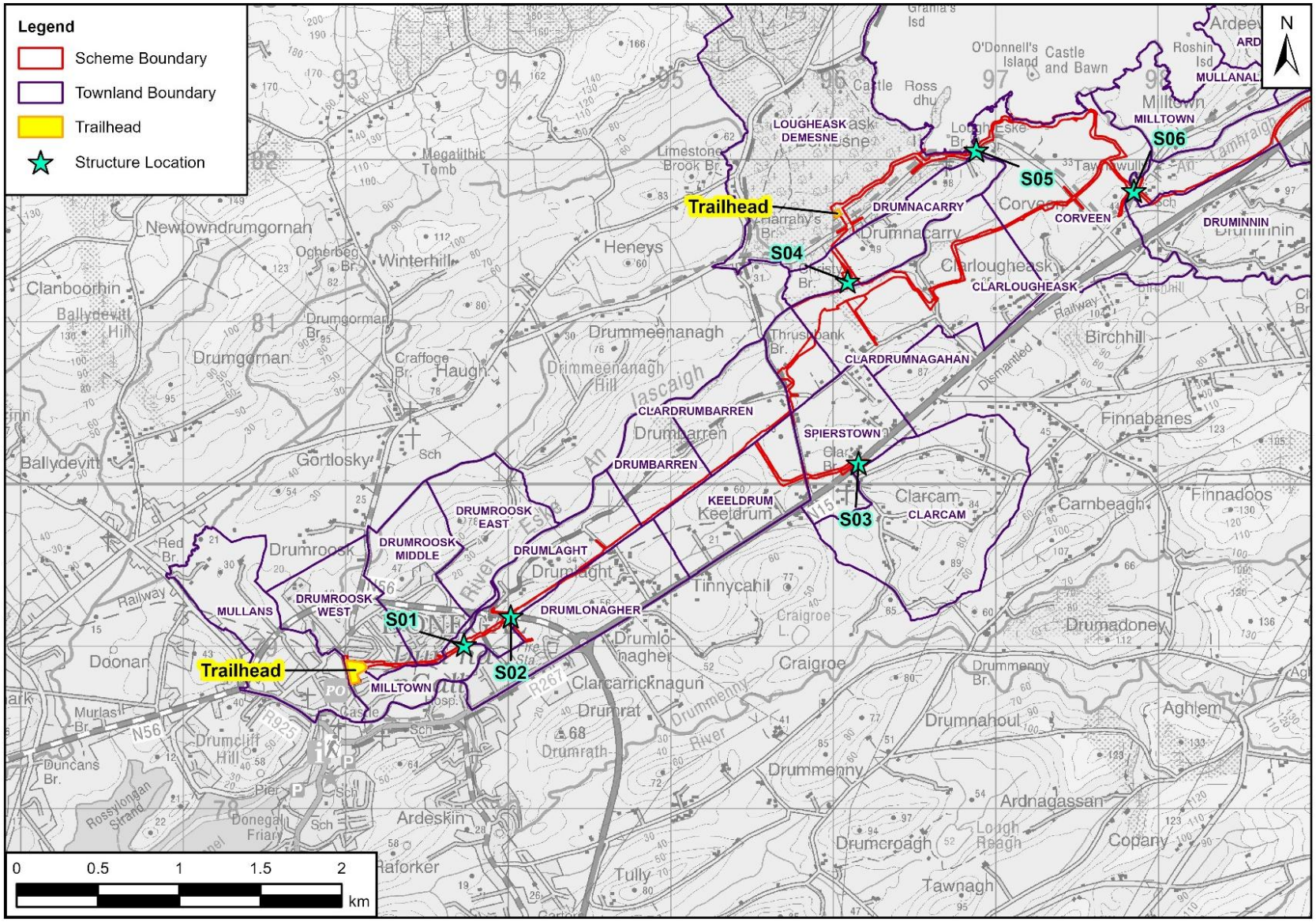


Figure 2-10 -10 Scheme Location (Sheet 1 of 4)

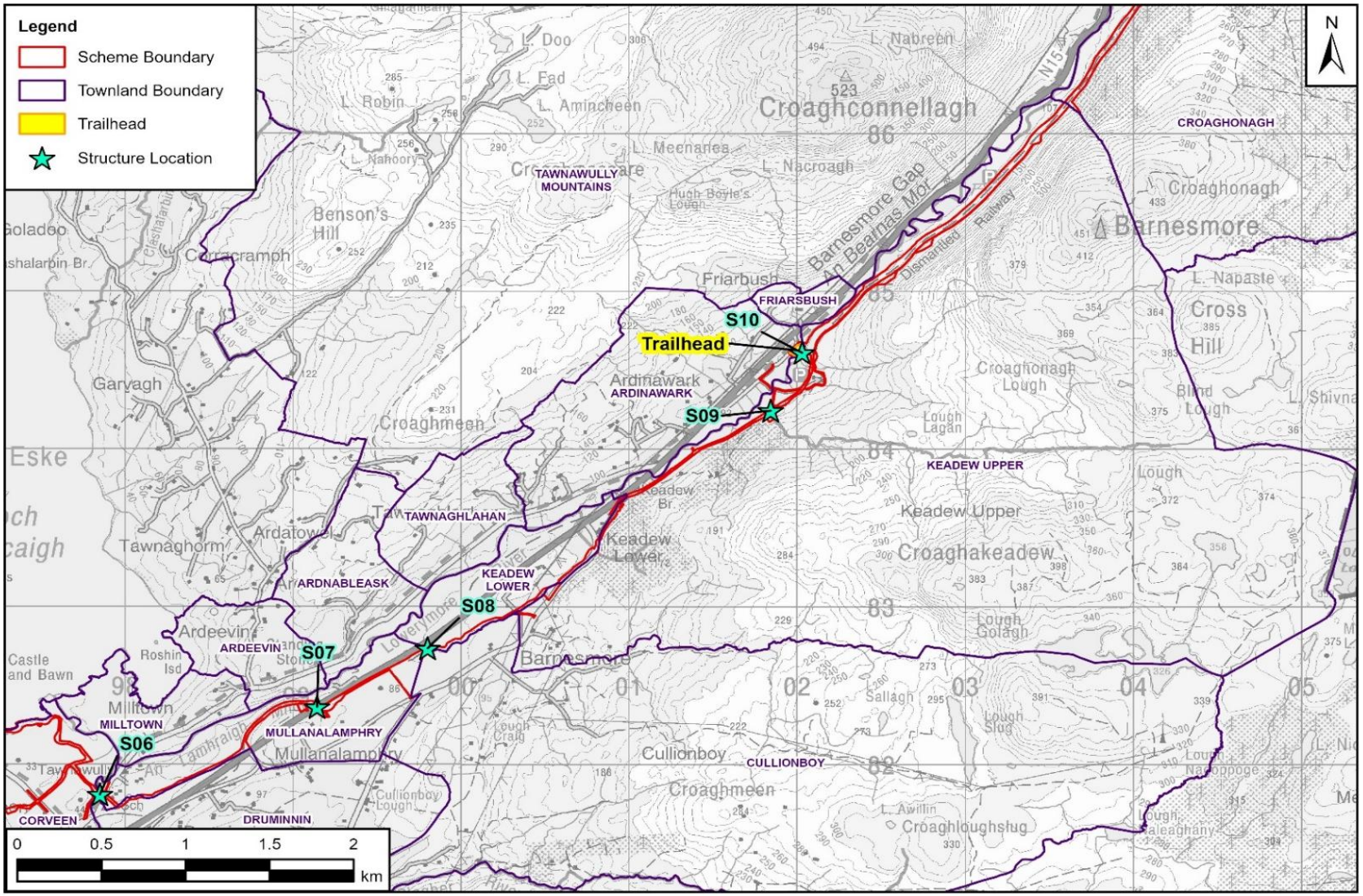


Figure 2-11 - Scheme Location (Sheet 2 of 4)

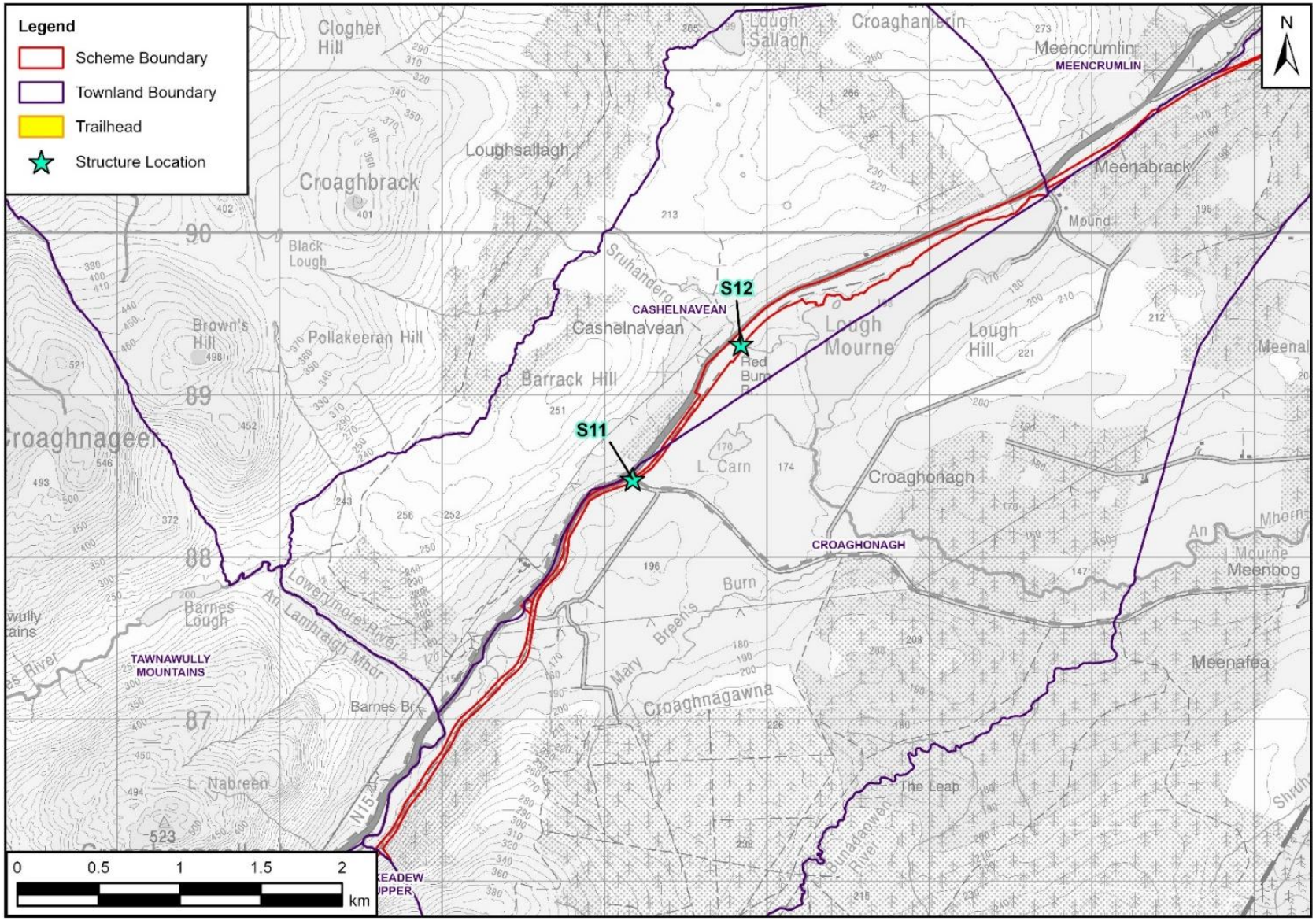


Figure 2-12 - Scheme Location (Sheet 3 of 4)

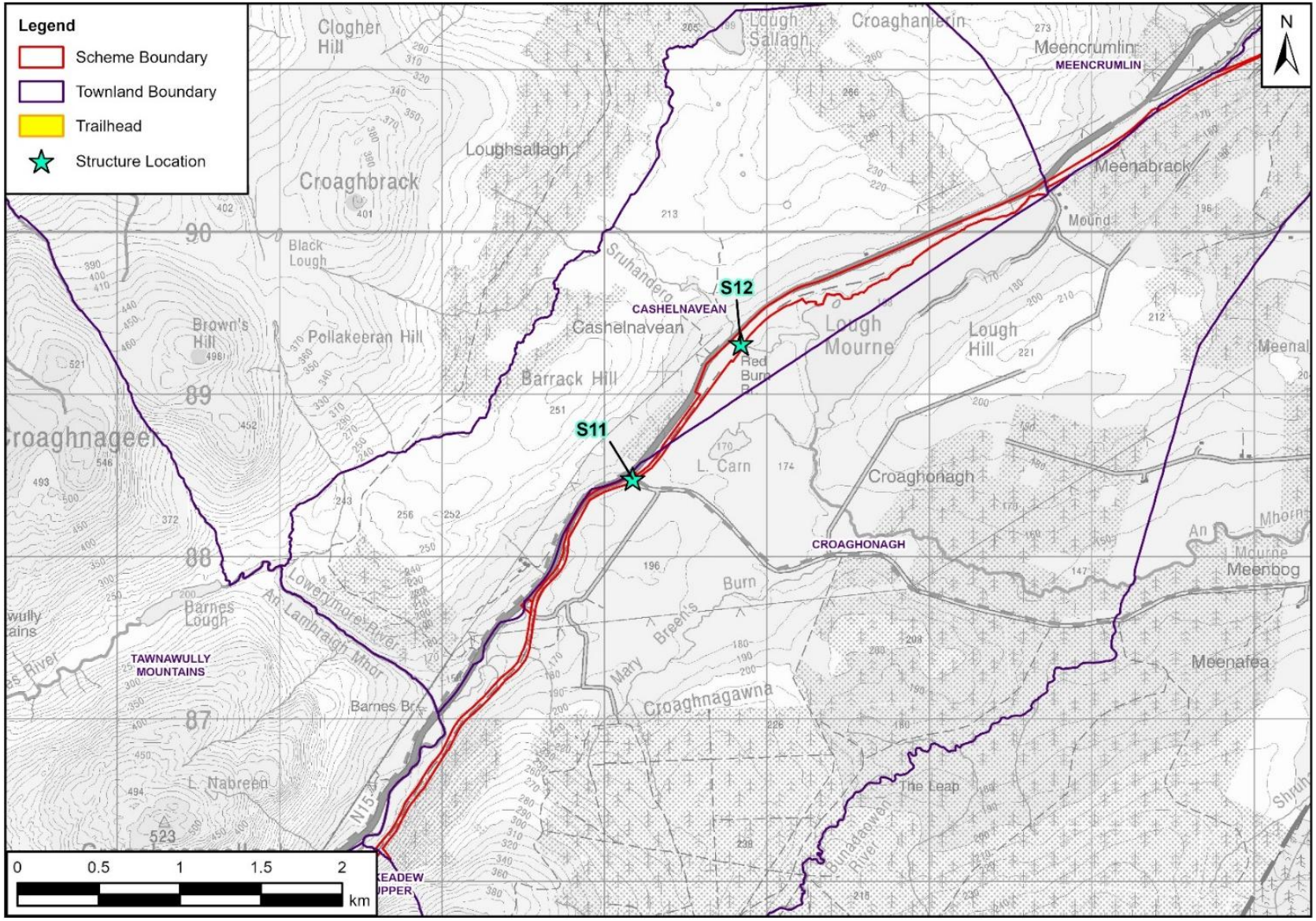


Figure 2-13 - Scheme Location (Sheet 4 of 4)

3. Screening For EIA

3.1 Mandatory EIA

The Roads Acts 1993 (as amended) outlines situations under which an EIA for a sub-threshold road project may be required. Section 50 of the Roads Act 1993 (as amended) and Article 8 of the Roads Regulations 1994 (as amended) outline the legislative requirements that determine whether an EIA is mandatory for a proposed road development. Table 3-1 provides an overview of the relevant legislation and assesses if the proposed development meets or exceeds the mandatory threshold.

Table 3-1 - Screening Matrix for mandatory EIA (Roads Act & Regulations)

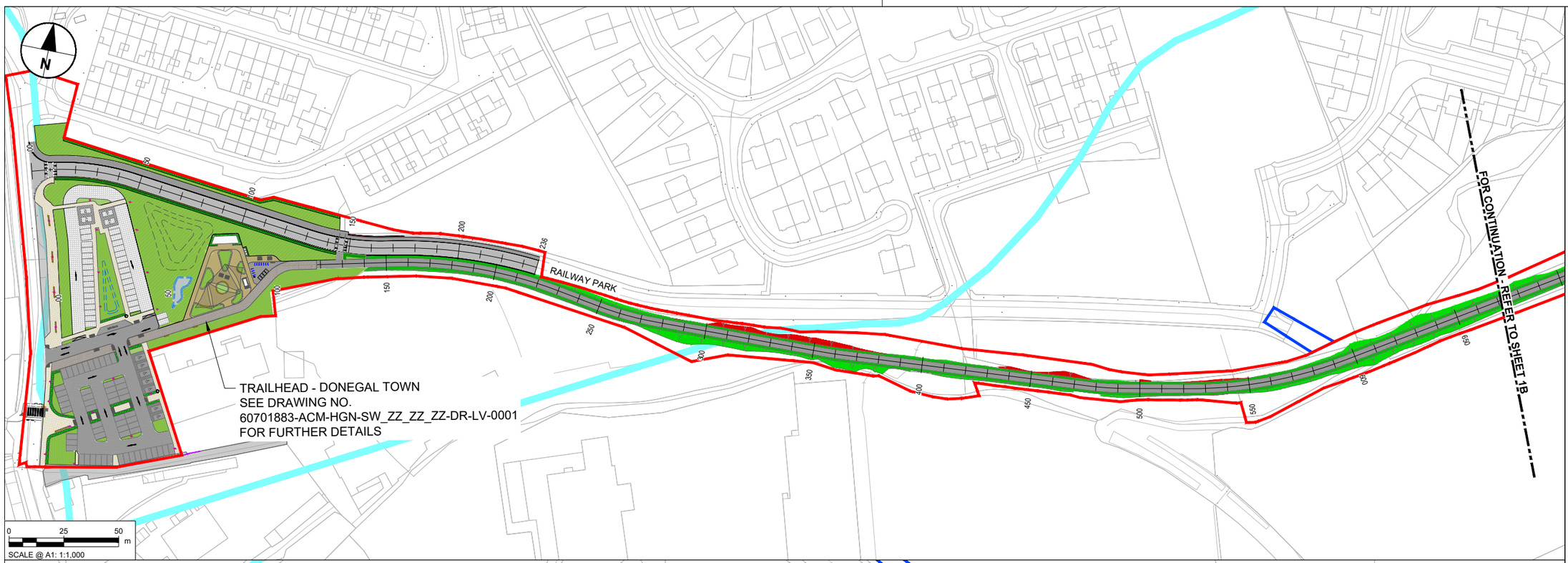
Mandatory Threshold	Regulatory Reference	Assessment
i) Construction of a Motorway	S. 50(1)(a) of the Roads Act, 1993, as amended by S. 9(1)(d)(i) of the Roads Act, 2007 (as amended)	The proposed development in is **not** a Motorway. **Mandatory Threshold Trigger not reached.**
(ii) Construction of a Busway	S. 50(1)(a) of the Roads Act, 1993, as amended by S. 9(1)(d)(i) of the Roads Act, 2007(as amended)	The proposed development is a **not** Busway. **Mandatory Threshold Trigger not reached.**
(iii) Construction of a Service Area or	S. 50(1)(a) of the Roads Act, 1993, as amended by S. 9(1)(d)(i) of the Roads Act, 2007(as amended)	The proposed development is **not** a Service Area and does **not** incorporate a Service Area. **Mandatory Threshold Trigger not reached.**
(i) Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, namely: • The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area • The construction of a new bridge or tunnel which would be 100 metres or more in length.	Article 8 of the Roads Regulations, 1994 (prescribed type of road development for the purposes of S. 50(1)(a)(iii) of Section 50 of the Act)	The proposed development is a greenway approximately 37km in length and does not entail four or more lanes. **Mandatory Threshold Trigger not reached.** <u>The proposed development involves the construction of a bridge or a tunnel that would be more than 100m in length. The River Eske crossing bridge located at the at Lough Eske Loop West is estimated to be 175m in total length.</u> **Mandatory Threshold Trigger reached.**

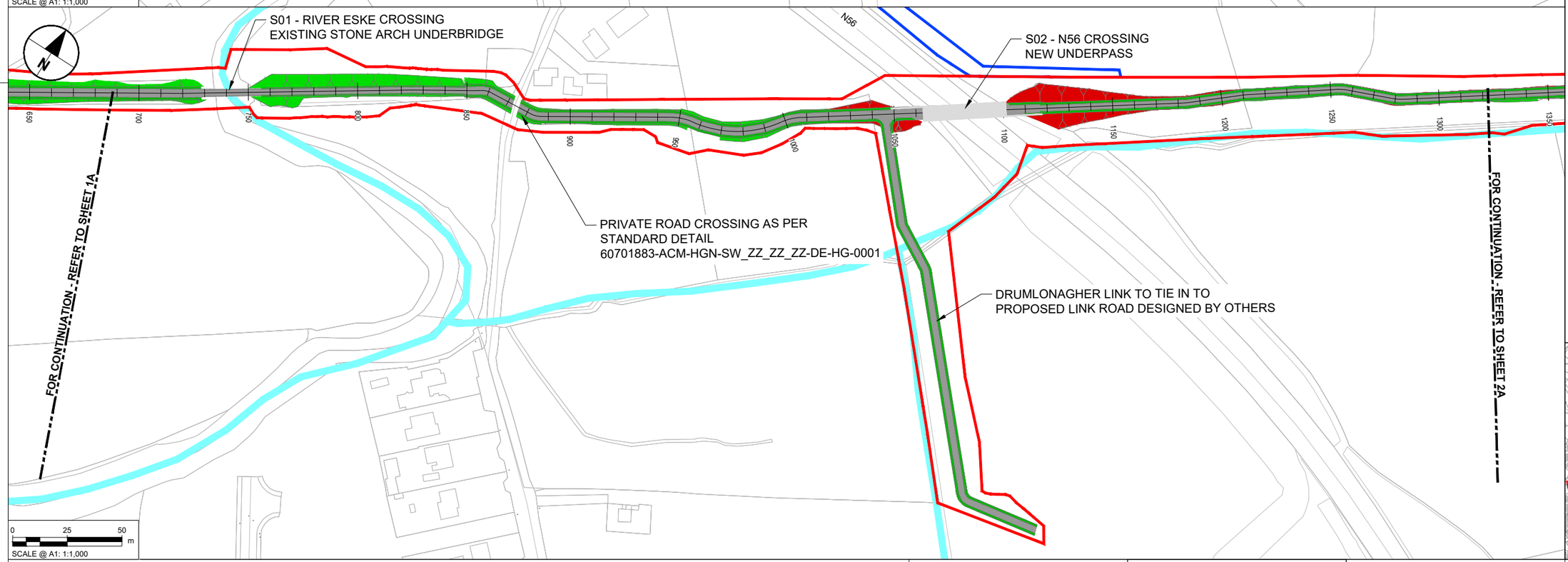
4. Screening Conclusion and Recommendation

The assessment found that proposed road development is not a motorway, busway or service area. It does not involve the provision of four or more lanes greater than 500m in length within an urban area, however it does involve the provision of a bridge greater than 100m in length at Lough Eske Loop Ch. 55. Therefore, the proposed road development exceeds the thresholds set out under Article 8 of the Roads Regulations 1994 (as amended) and EIA is a mandatory requirement and an Environmental Impact Assessment Report (EIAR) will be prepared.

APPENDIX A

GENERAL ARRANGEMENT DRAWINGS





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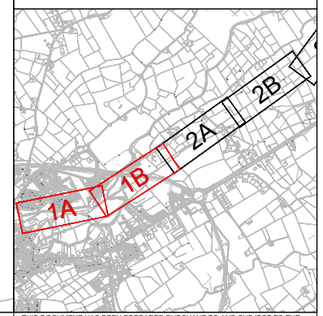
TRAILHEAD KEY

- GRASSCRETE
- ASHPHALT
- RESIN BOUND GRAVEL
- VERGE PLANTING
- HEDGE



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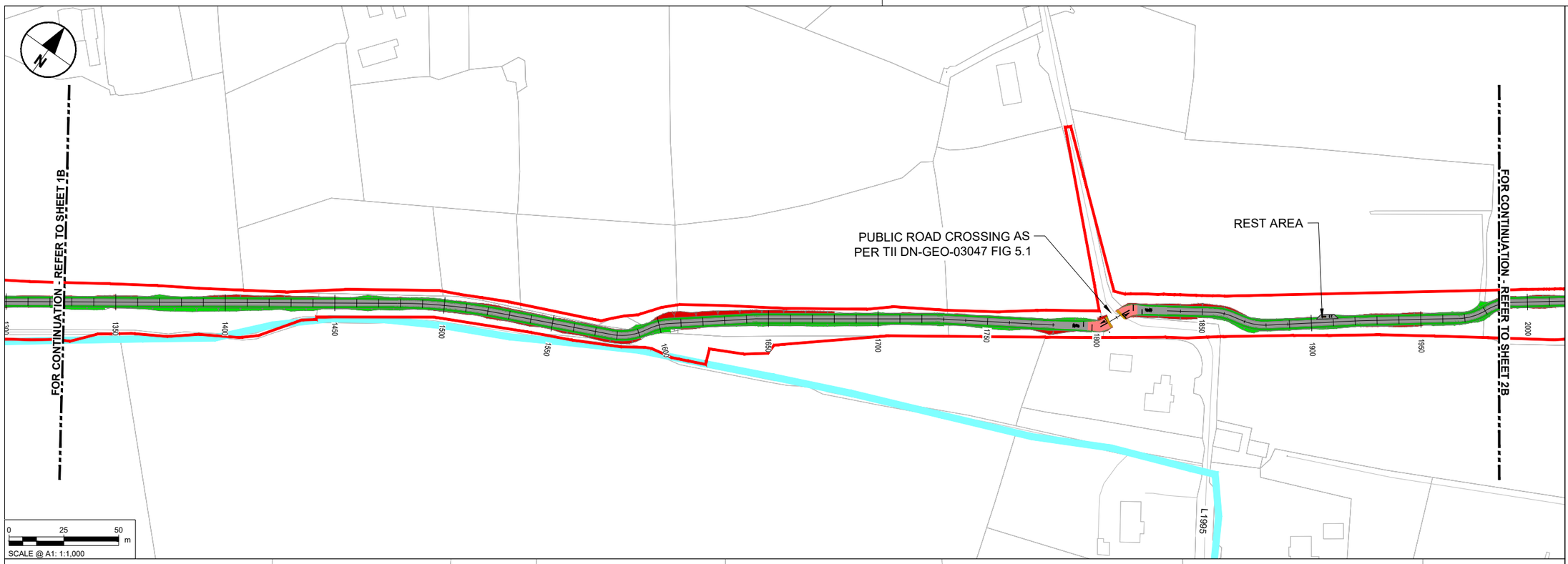

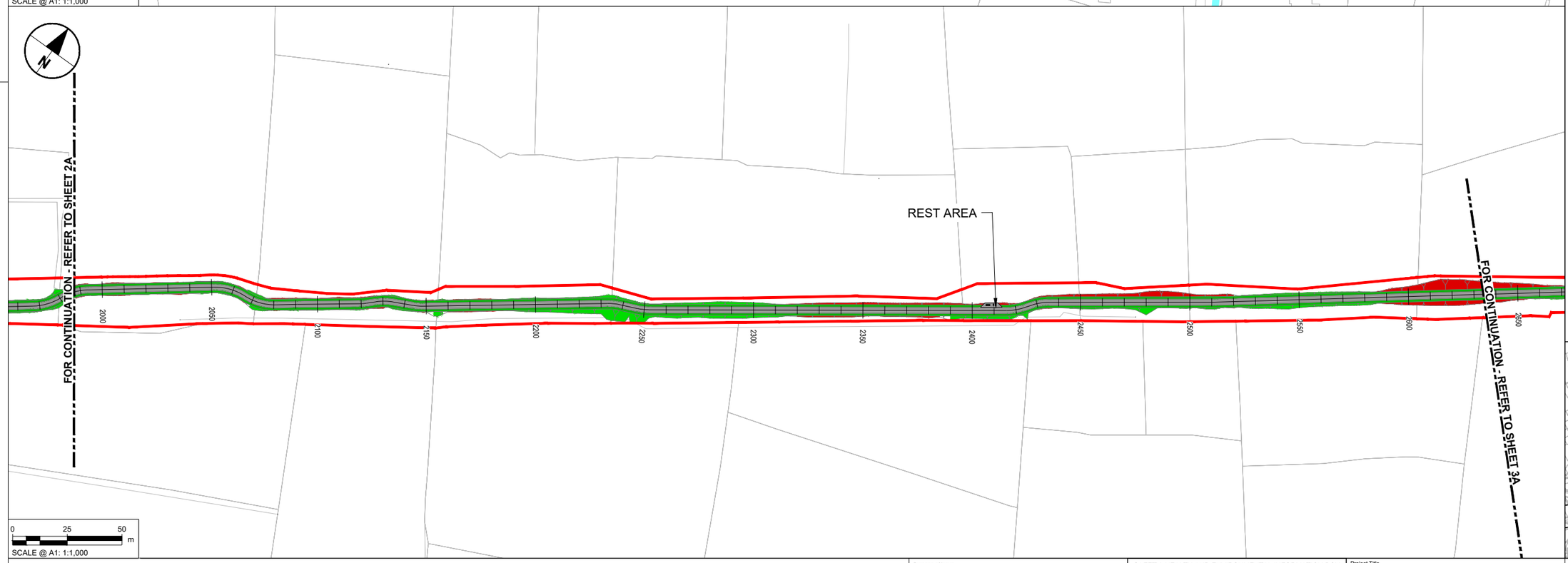

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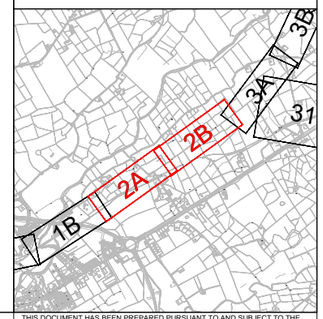

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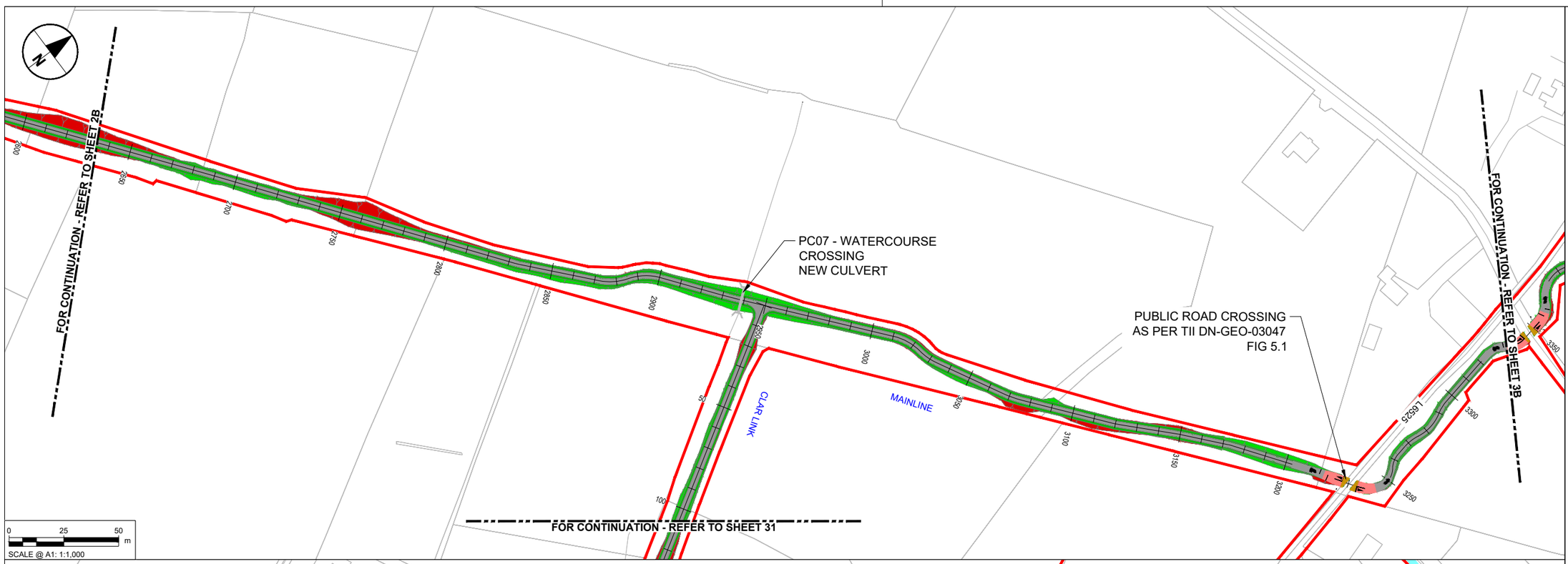

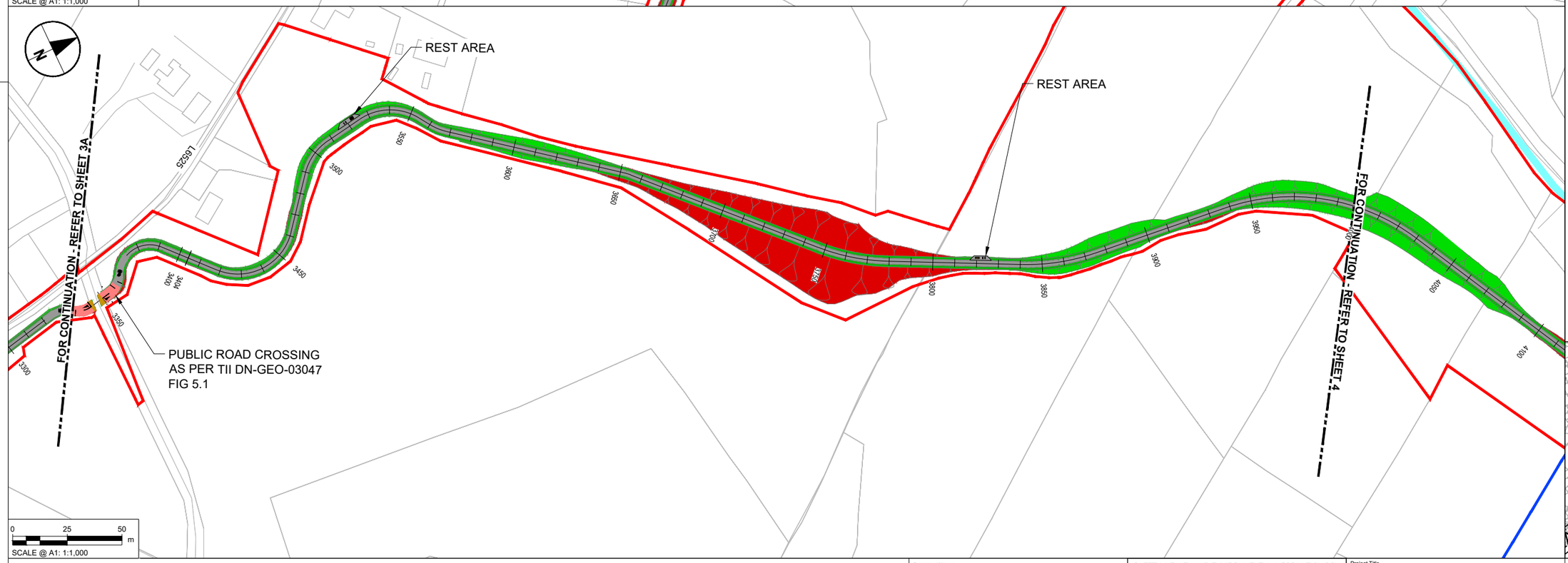

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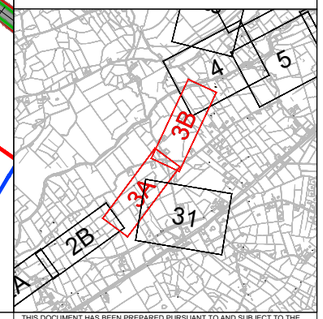

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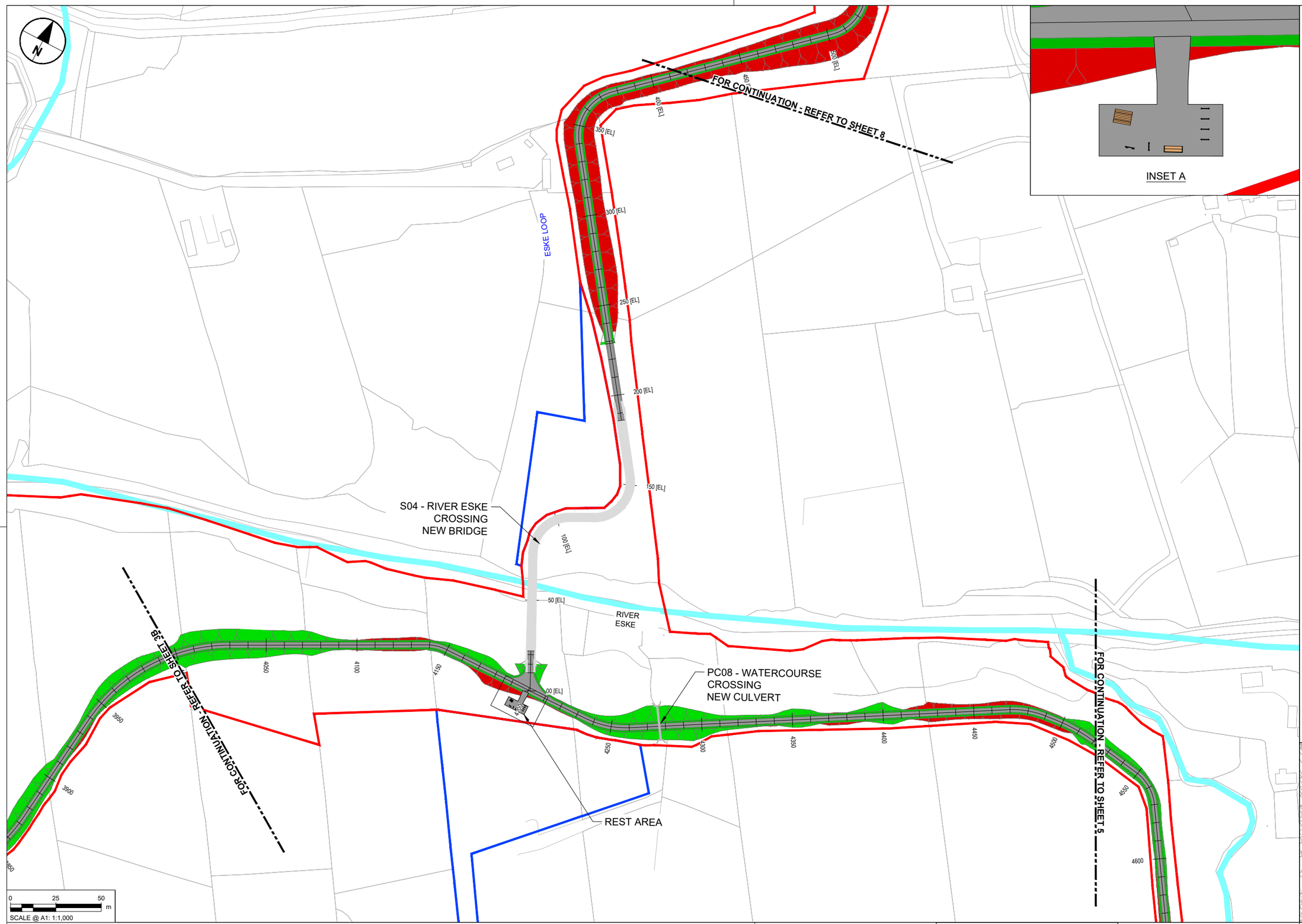

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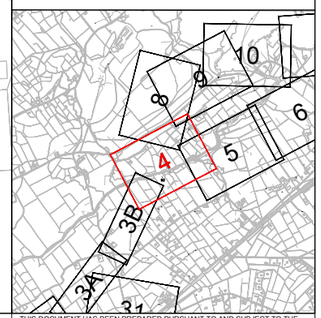

Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRO Oifig Boithre Náisiúnta Dhún na nGall

Greenway

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	IL / DK	22/09/25	P02
	IL / DK	14/11/25	P03
	IL / EP	20/03/26	P04
FOR ISSUE	IL / DK	15/06/26	P05
REVISION DETAILS	By / Check	Date	Suffix

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 4 OF 31

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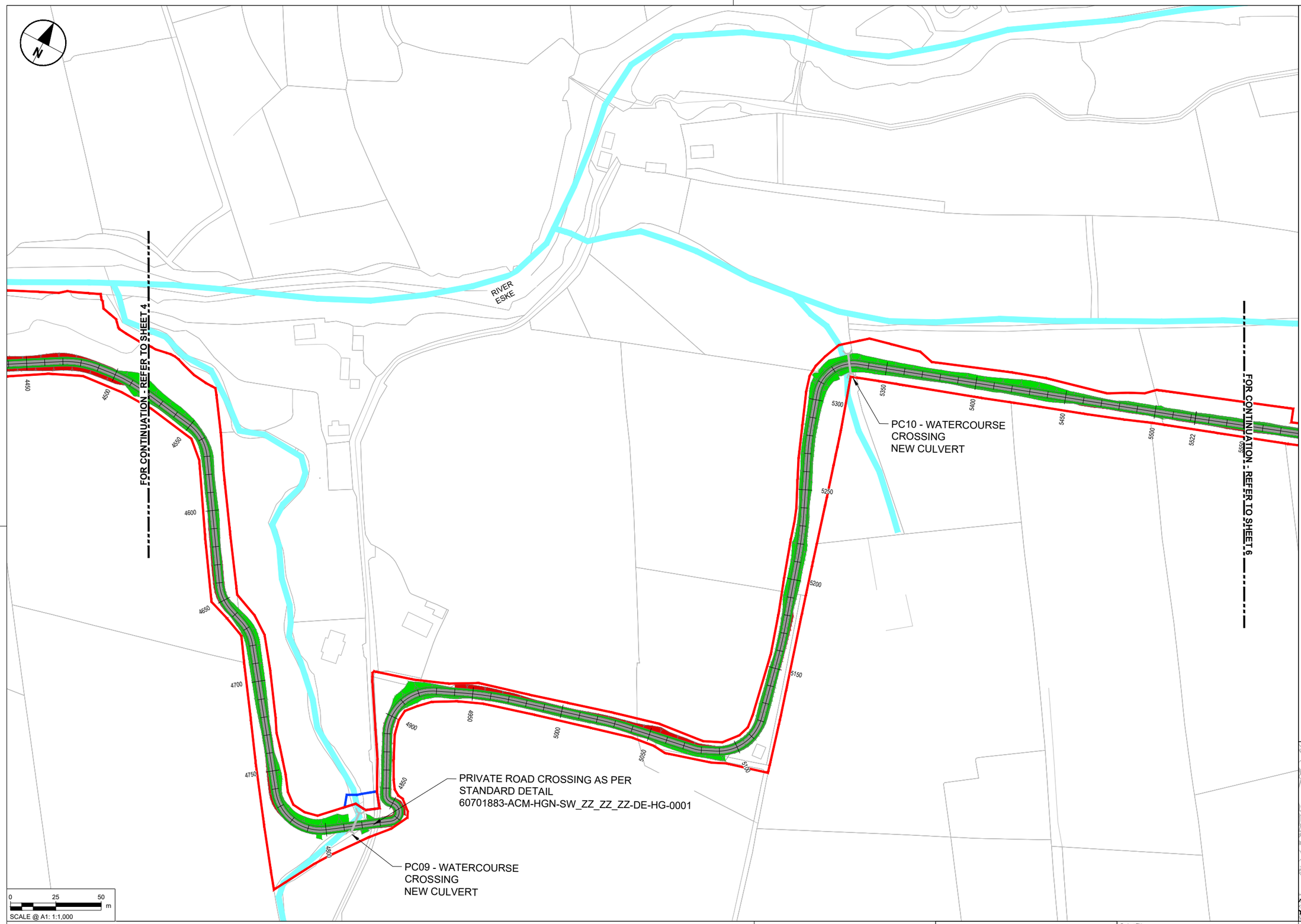
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No. 60701883 | Suitability S2

Scale @ A1 1:1000 | Volume General

Drawing Number: Aecom Project ID 60701883 - Originator ACM - Volume HGN - Location SW_ZZ_ZZ_ZZ - Type DR - Role HG - Number 0099

Rev P05



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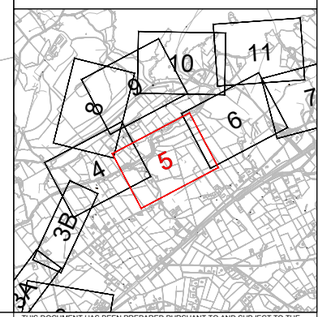
- WATERCOURSE



Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRO Oifig Boithre Náisiúnta Dhún na nGall

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 5 OF 31

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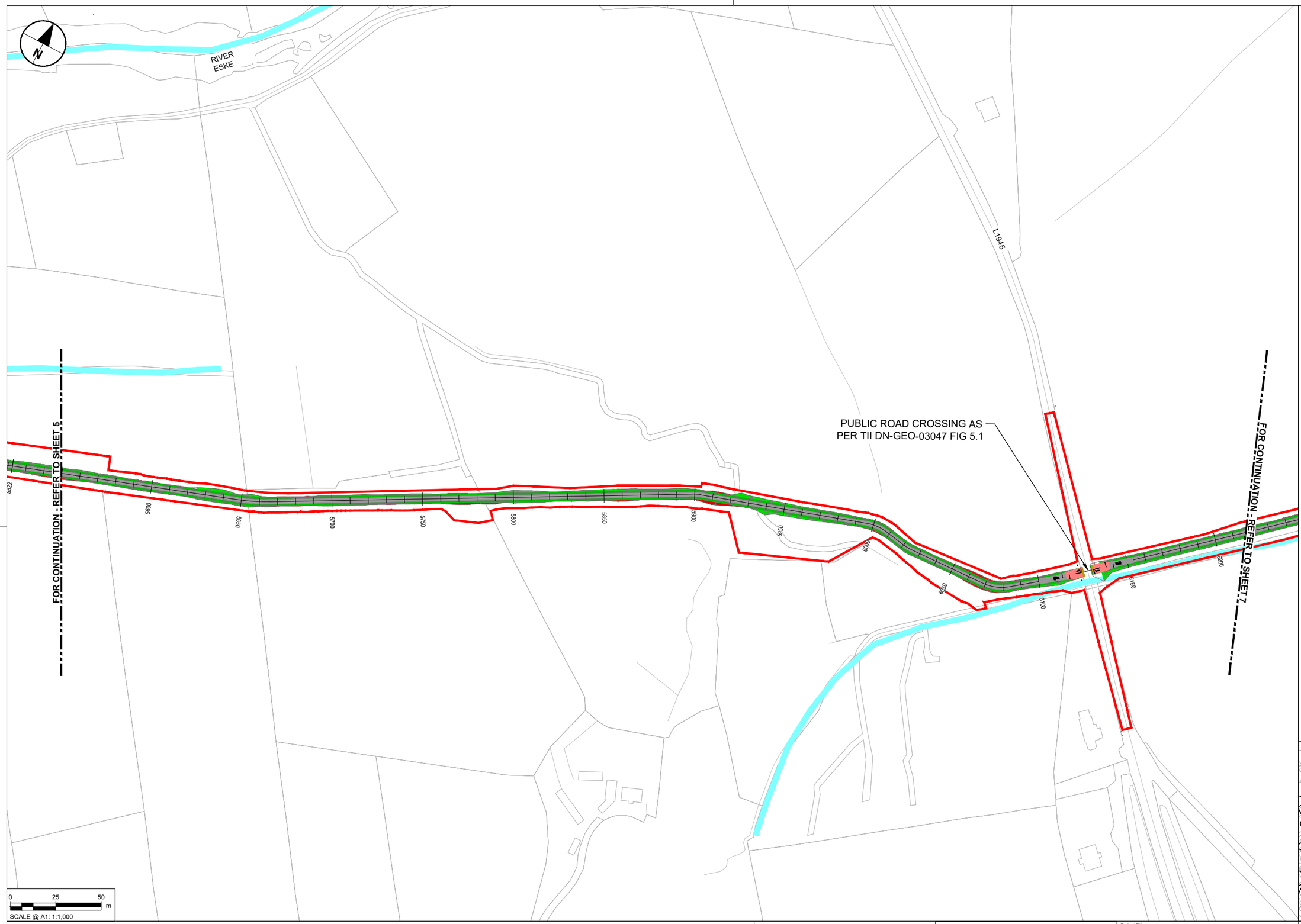
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No. 60701883 | Suitability S2

Scale @ A1 1:1000 | Volume General

Drawing Number: Aecom Project ID 60701883 - Originator ACM - Volume HGN - Location SW_ZZ_ZZ_ZZ - Type DR - Role HG - Number 0100

Rev P05



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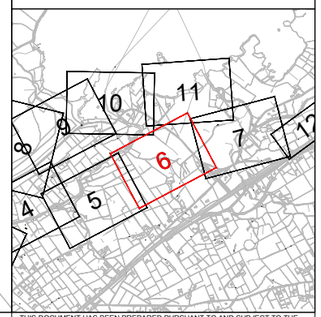

Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRDO Oifig Boithre Náisiúnta Dhún na nGall

Greenway

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Project Title

Barnesmore Gap Greenway

Drawing Title

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Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number

Aecom Project ID	Originator	Volume	Location	Type	Role	Number	Rev
60701883	-ACM	-HGN-	SW_ZZ_ZZ_ZZ	-DR	-HG	-0101	P05

FOR CONTINUATION - REFER TO SHEET 11

FOR CONTINUATION - REFER TO SHEET 6

FOR CONTINUATION - REFER TO SHEET 12A

PC11 - WATERCOURSE CROSSING NEW CULVERT

ESKE LOOP

REST AREA

PUBLIC ROAD CROSSING AS PER TII DN-GEO-03047 FIG 5.1

S06 - RIVER DERG CROSSING NEW BRIDGE

PC13 - WATERCOURSE CROSSING NEW CULVERT

PC14 - WATERCOURSE CROSSING NEW CULVERT

L1945

L1975

2950 [EL]

2900 [EL]

3050 [EL]

3056 [EL]

6200 6250 6300 6350 6400 6450 6500 6550 6600 6650 6700 6750 6800 6850 6900 6950 7000 7050 7100 7150

0 25 50 m

SCALE @ A1: 1:1,000

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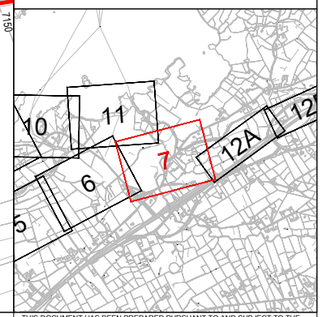

Tionscadal Éireann Project Ireland 2040

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Project Title

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Drawing Title

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SHEET 7 OF 31

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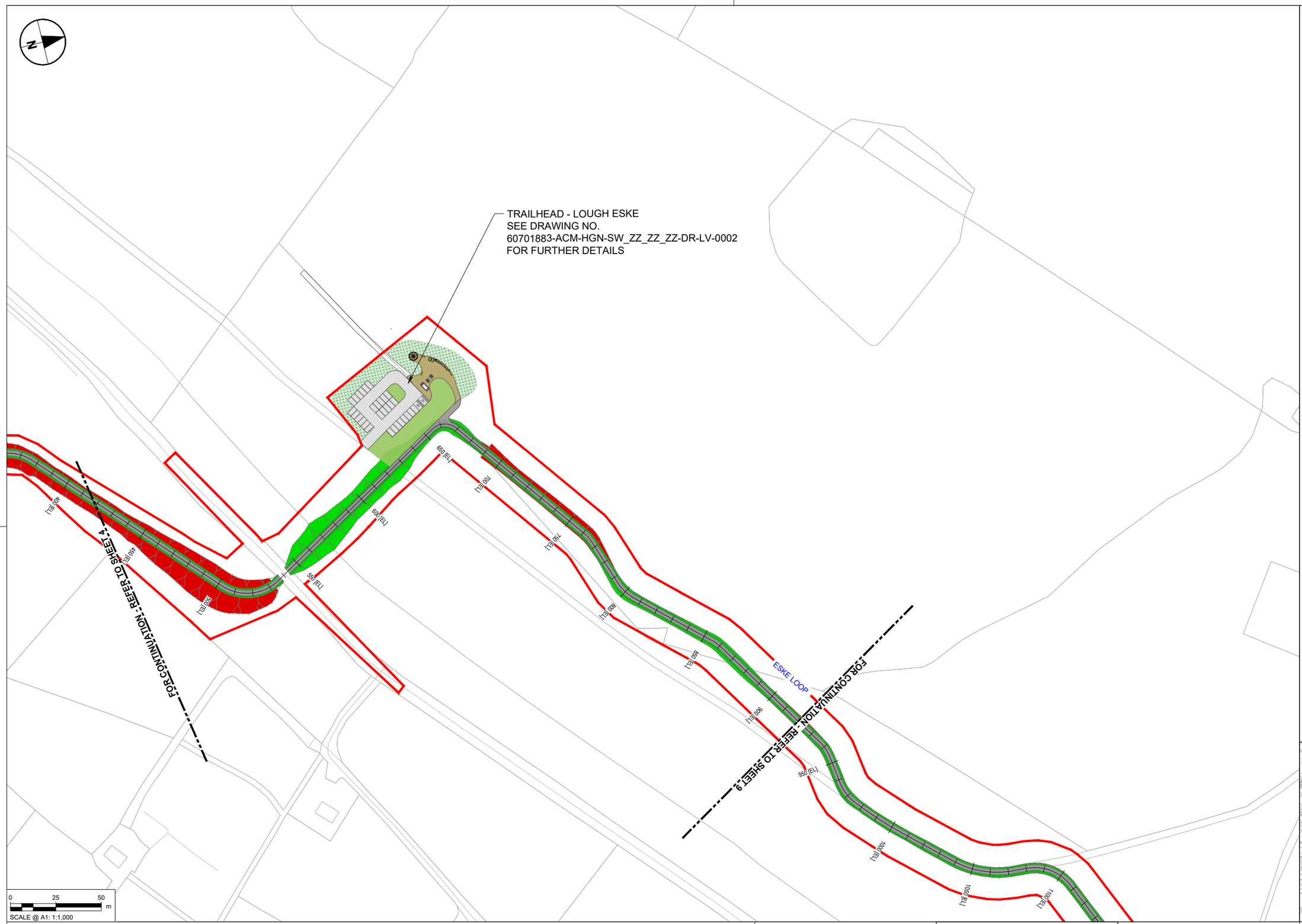
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number (Aecom Project ID – Location)	Originator	Volume	Role	Type	Number	Rev
60701883 SW_ZZ_ZZ_ZZ	-ACM	-HGN-	-DR	-HG	-0102	P05



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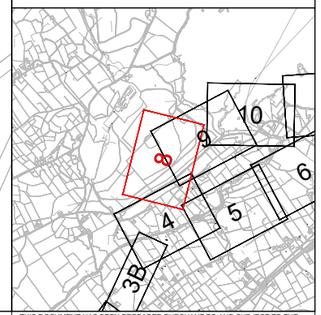
- WATERCOURSE

TRAILHEAD KEY

- GRASSCRETE
- ASHPHALT
- RESIN BOUND GRAVEL
- VERGE PLANTING
- HEDGE



Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRO Oifig Boichne Náisiúnta Dhún na nGall

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Project Title

Barnesmore Gap Greenway

Drawing Title

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GENERAL ARRANGEMENT
SHEET 8 OF 31

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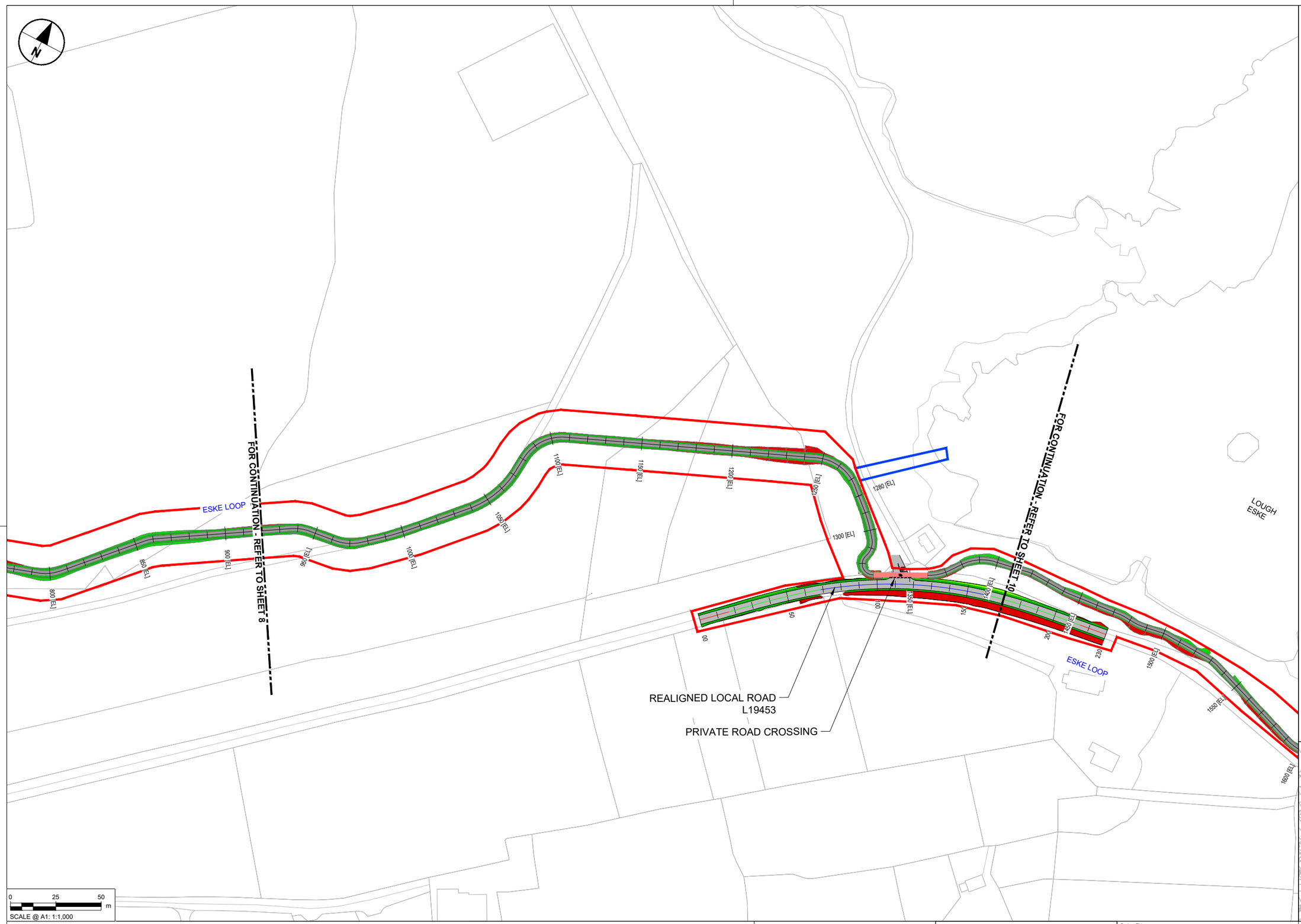
---	IL	AM	DK	15/06/26

Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number				Rev
Aecom Project ID	Originator	Volume		
60701883	-ACM	-HGN	-	P05
SW_ZZ_ZZ_ZZ	-DR	-HG	-0103	
Location	Type	Role	Number	



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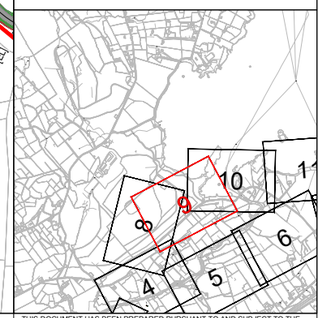

Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

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Drawing Title

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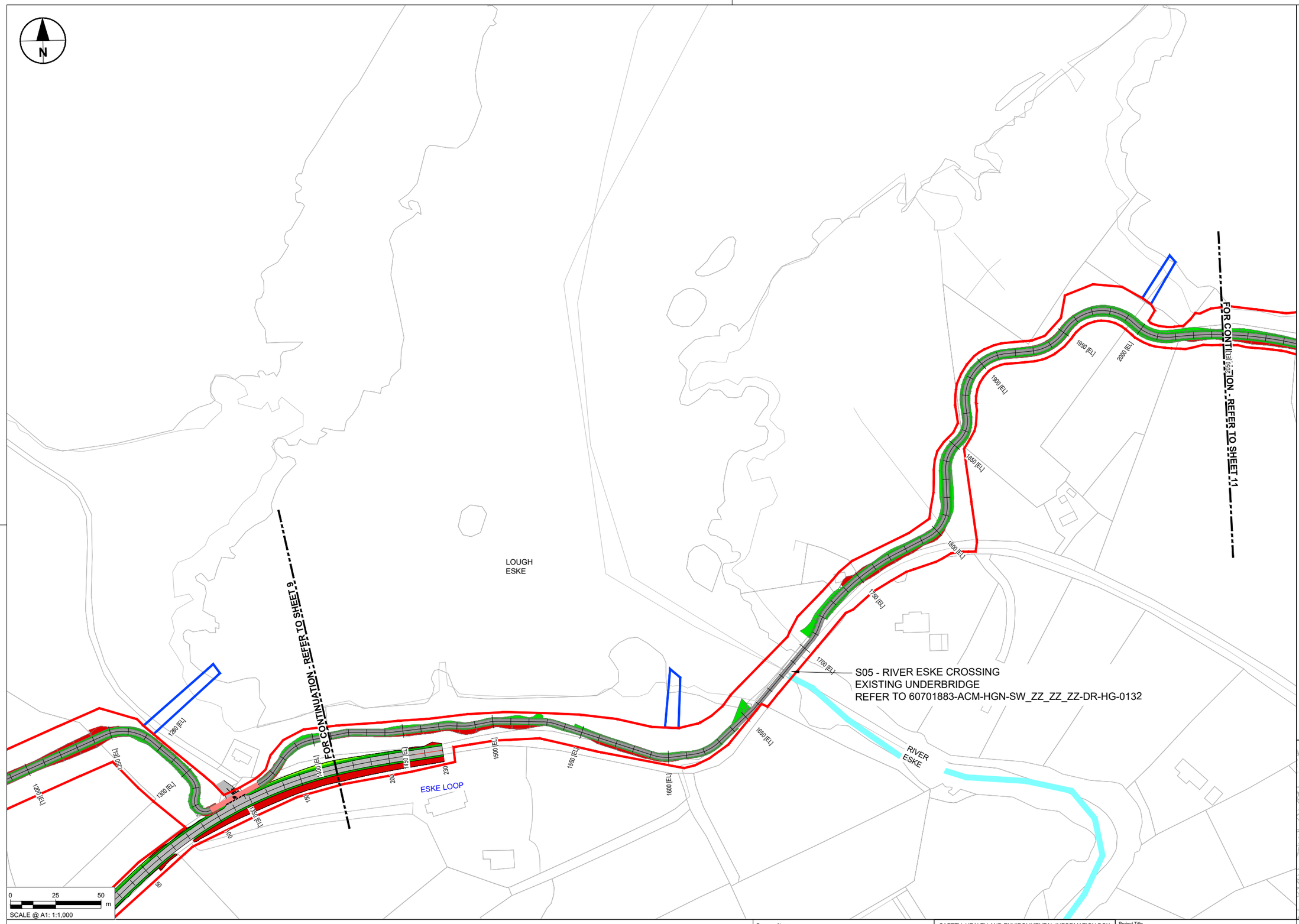

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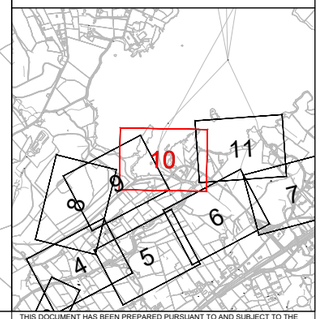
- TEMPORARY LAND TAKE BOUNDARY
- PROPOSED GREENWAY PAVEMENT
- PROPOSED GRASS VERGE
- PROPOSED EARTHWORKS - FILL
- PROPOSED EARTHWORKS - CUT
- WATERCOURSE



Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRO Oifig Boithre Náisiúnta Dhún na nGall

Greenway

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FOR INFORMATION

REVISION DETAILS	By / Check	Date	Suffix
	IL / DK	22/09/25	P02
	IL / DK	14/11/25	P03
	IL / EP	20/03/26	P04
FOR ISSUE	IL / DK	15/06/26	P05

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 10 OF 31

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Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No.	Suitability
60701883	S2

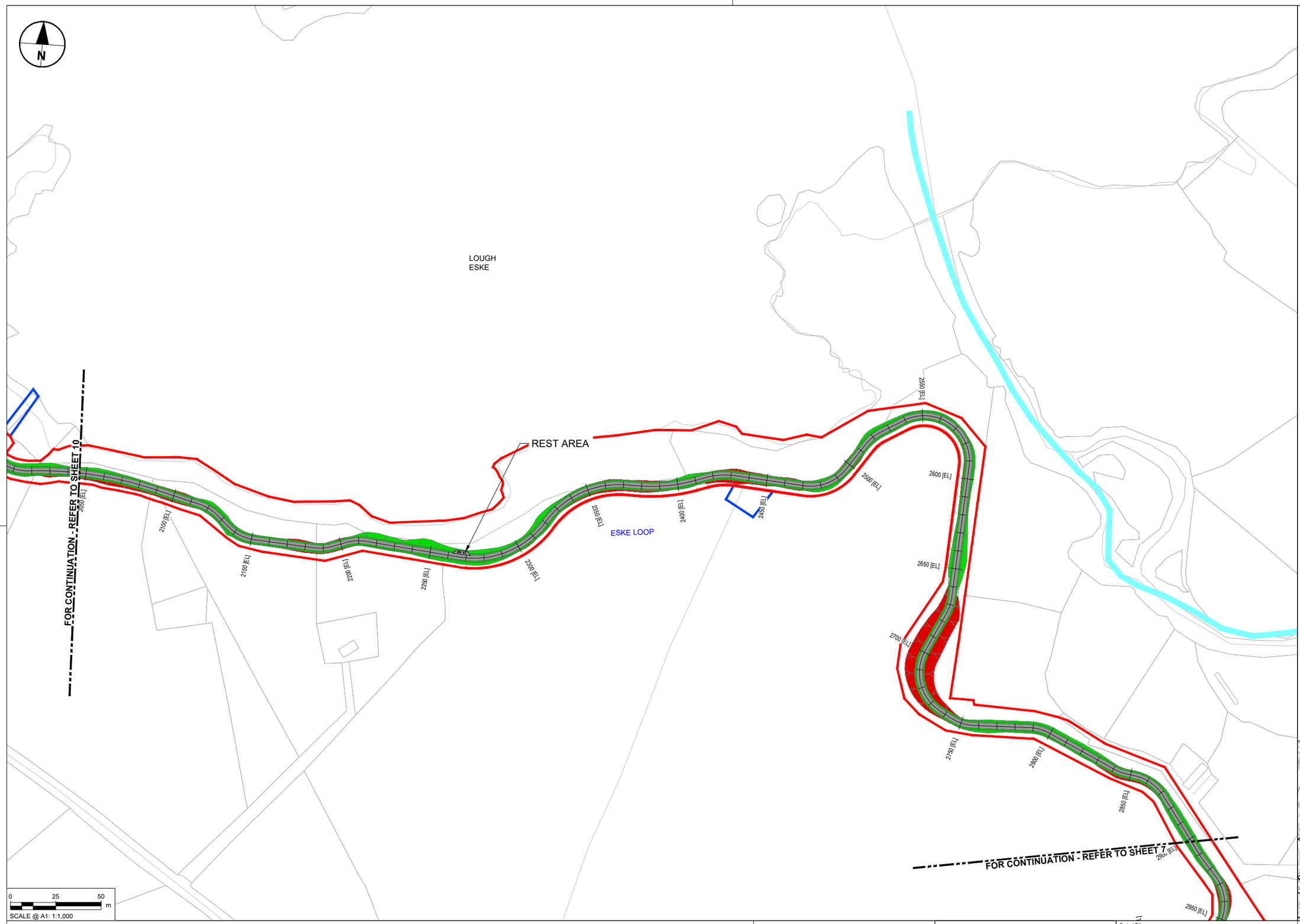
Scale @ A1	Volume
1:1000	General

Drawing Number

Aecom Project ID: 60701883 | Originator: -ACM | Volume: -HGN- | Role: SW_ZZ_ZZ_ZZ | Type: -DR | Number: -HG-0105

Location

Rev: P05



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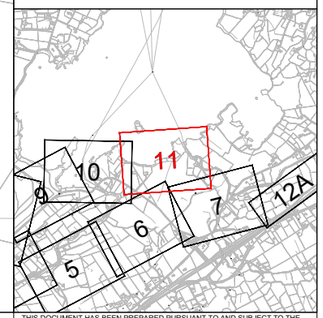

Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Oifig Boithre Náisiúnta Dhún na nGall Donegal NRO

Greenway

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Purpose of issue: FOR INFORMATION

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	IL / DK	22/09/25	P02
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FOR ISSUE	IL / DK	15/06/26	P05

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Project Title: Barnesmore Gap Greenway

Drawing Title: SERIES 0100 GENERAL ARRANGEMENT SHEET 11 OF 31

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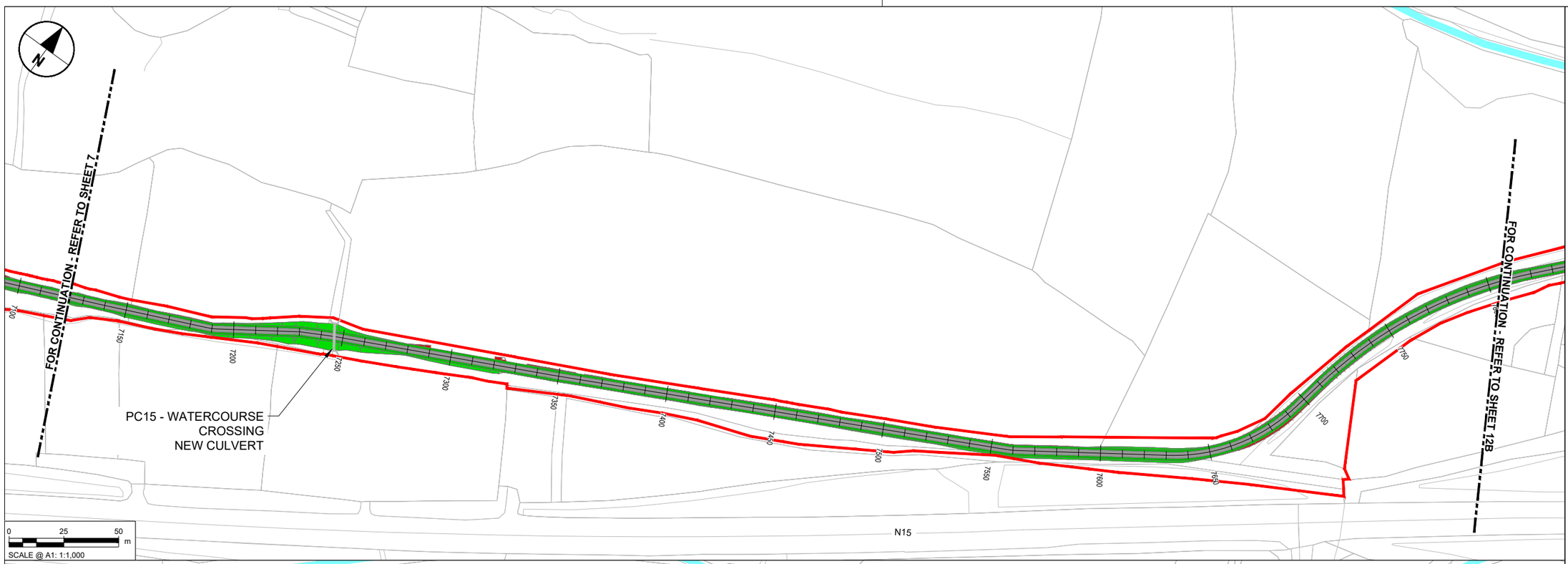
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

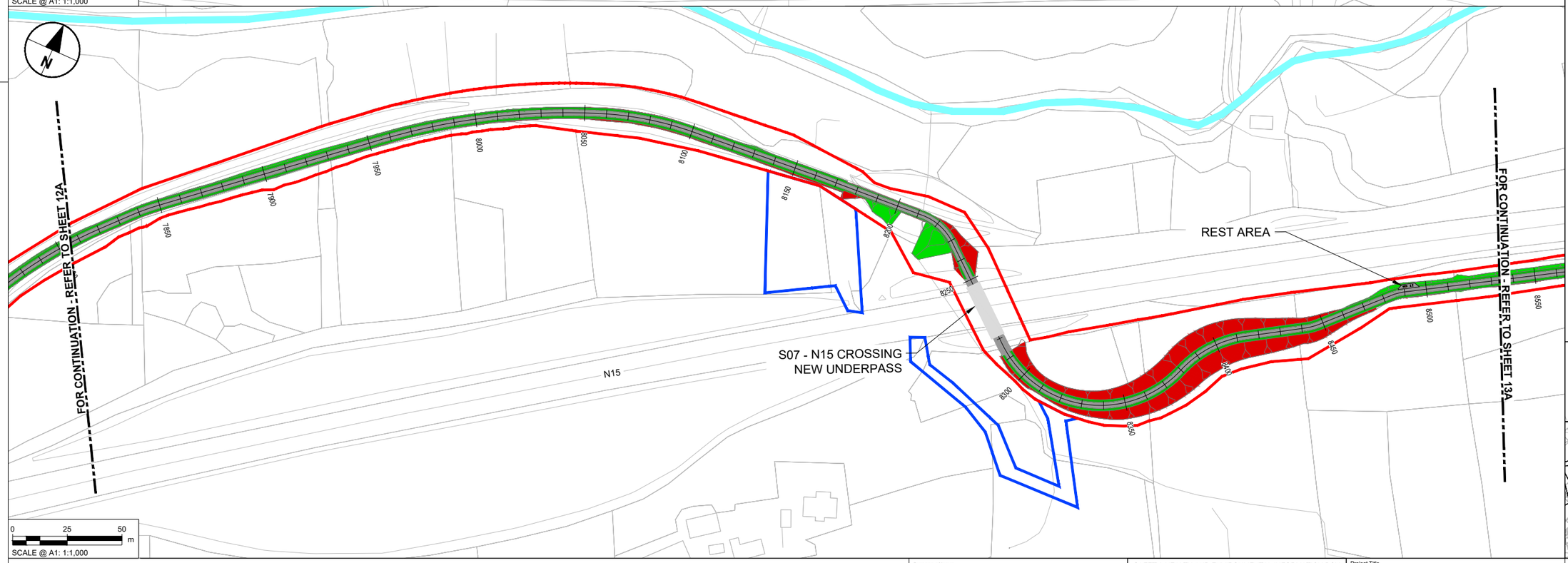
Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number: Aecom Project ID 60701883 - Originator ACM - Volume HGN - Type SW - Role ZZ - Number ZZ - DR - HG - 0106 (Location)

Rev: P05





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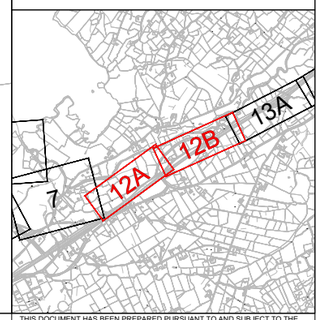

Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRO Oifig Boithre Náisiúnta Dhún na nGall

Greenway

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FOR INFORMATION

	By	Check	Date	Suffix
	IL	DK	22/09/25	P02
	IL	DK	14/11/25	P03
	IL	EP	20/03/26	P04
FOR ISSUE	IL	DK	15/06/26	P05
REVISION DETAILS				

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 12 OF 31

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Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No. 60701883

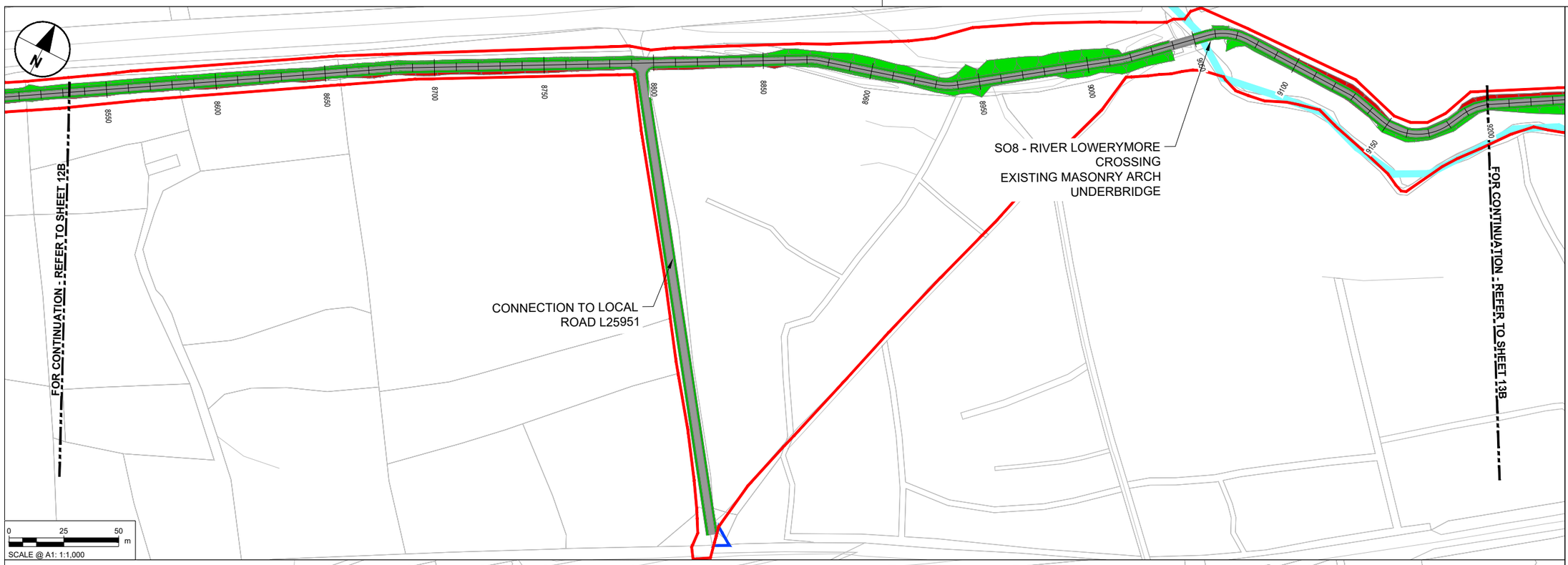
Suitability S2

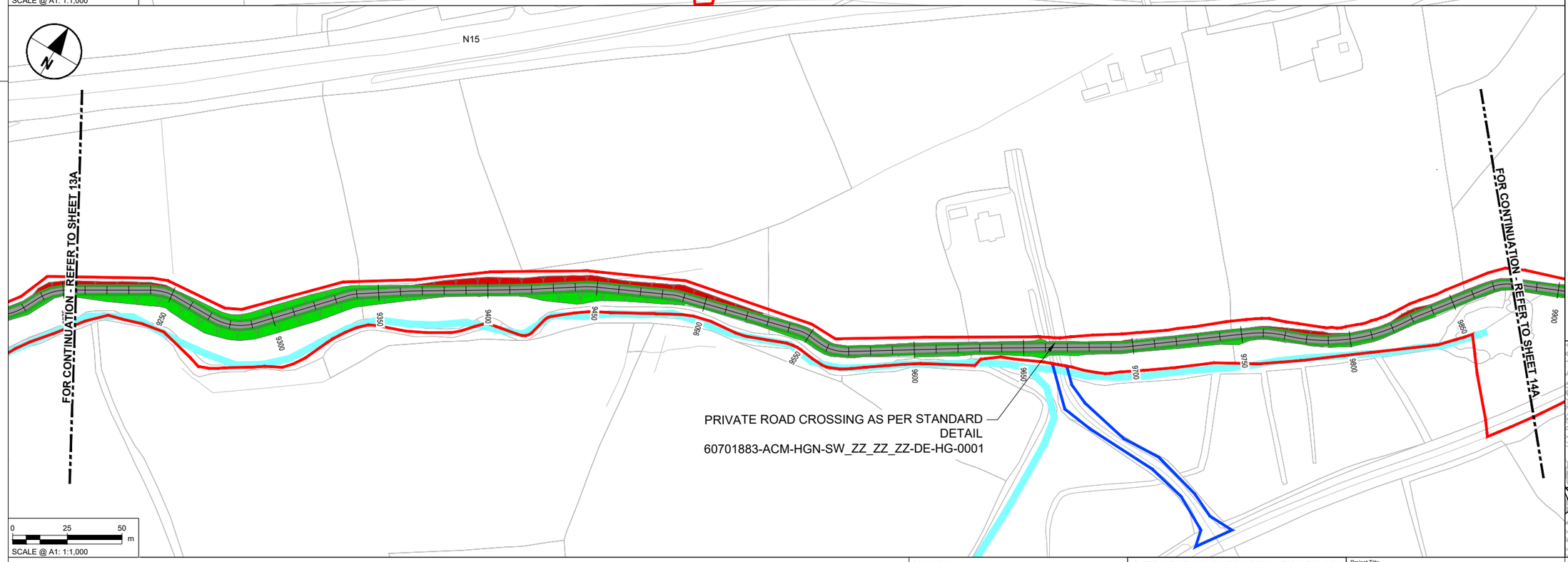
Scale @ A1 1:1000

Volume General

Drawing Number
Aecom Project ID 60701883 | Originator -ACM | Volume -HGN-
SW_ZZ_ZZ_ZZ -DR-HG-0107
Location | Type | Role | Number

Rev P05





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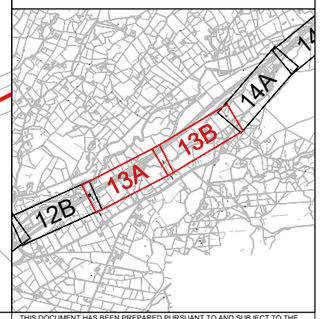

Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

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Greenway

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FOR INFORMATION

FOR ISSUE	By / Check	Date	Suffix
	IL / DK	22/09/25	P02
	IL / DK	14/11/25	P03
	IL / EP	20/03/26	P04
	IL / DK	15/06/26	P05

REVISION DETAILS

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 13 OF 31

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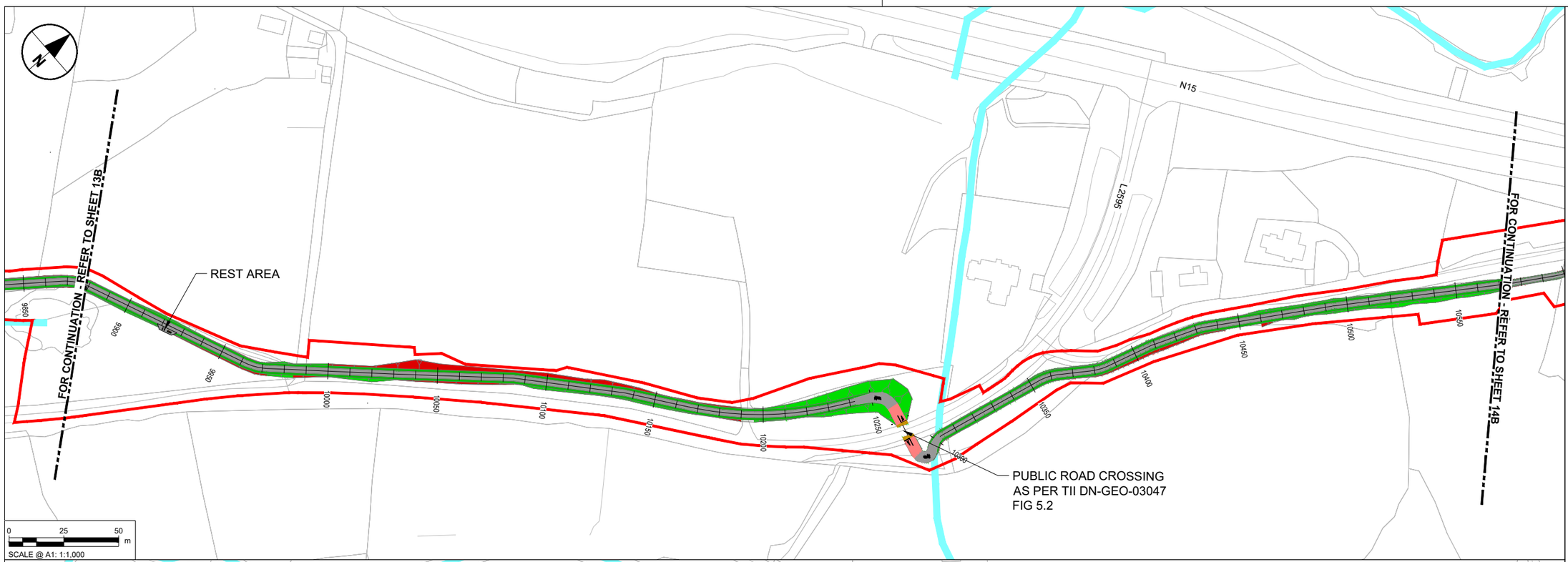
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

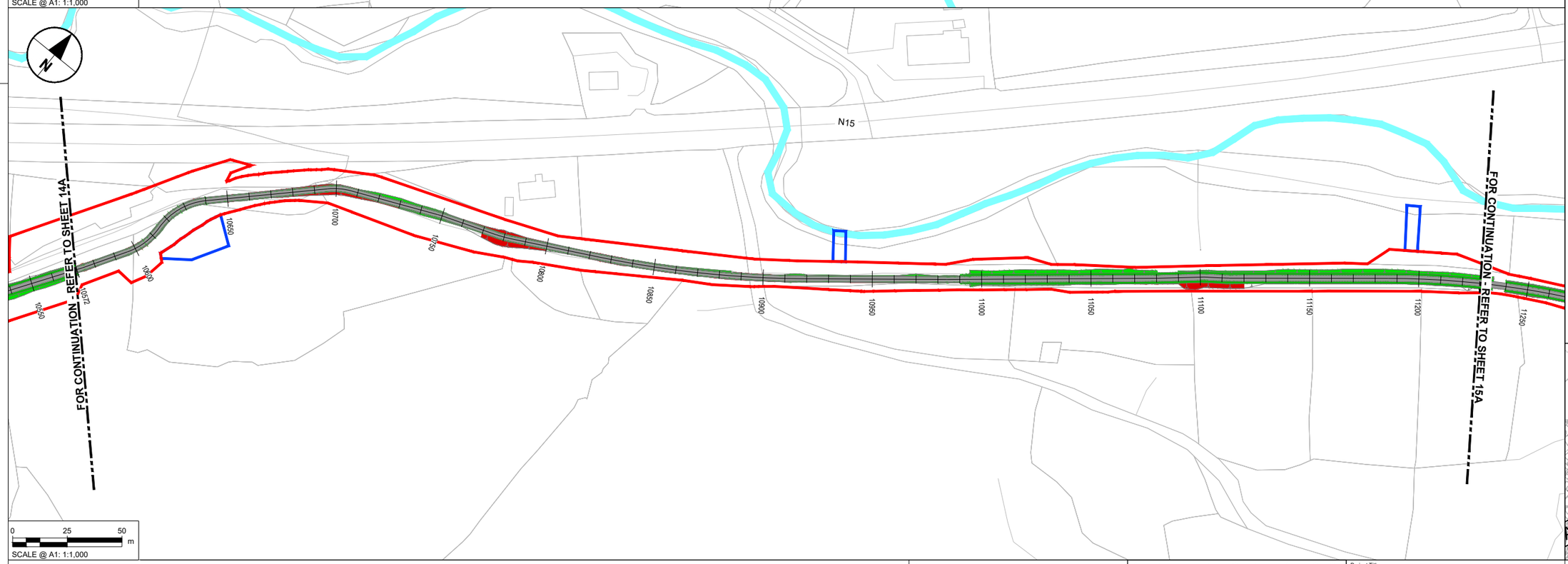
Internal Project No. 60701883 | Suitability S2

Scale @ A1 1:1000 | Volume General

Drawing Number: Aecom Project ID 60701883 (Location) | Originator -ACM | Volume -HGN- (Type, Role) | SW_ZZ_ZZ_ZZ -DR-HG-0108 (Number)

Rev P05





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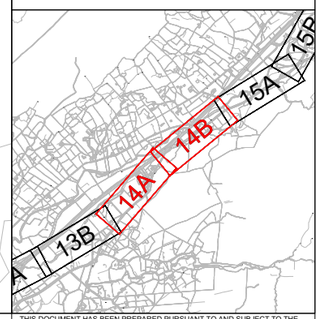

Tionscadal Éireann Project Ireland 2040

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	By / Check	Date	Suffix
	IL / DK	22/09/25	P02
	IL / DK	14/11/25	P03
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FOR ISSUE	IL / DK	15/06/26	P05
REVISION DETAILS	By / Check	Date	Suffix

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 14 OF 31

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Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

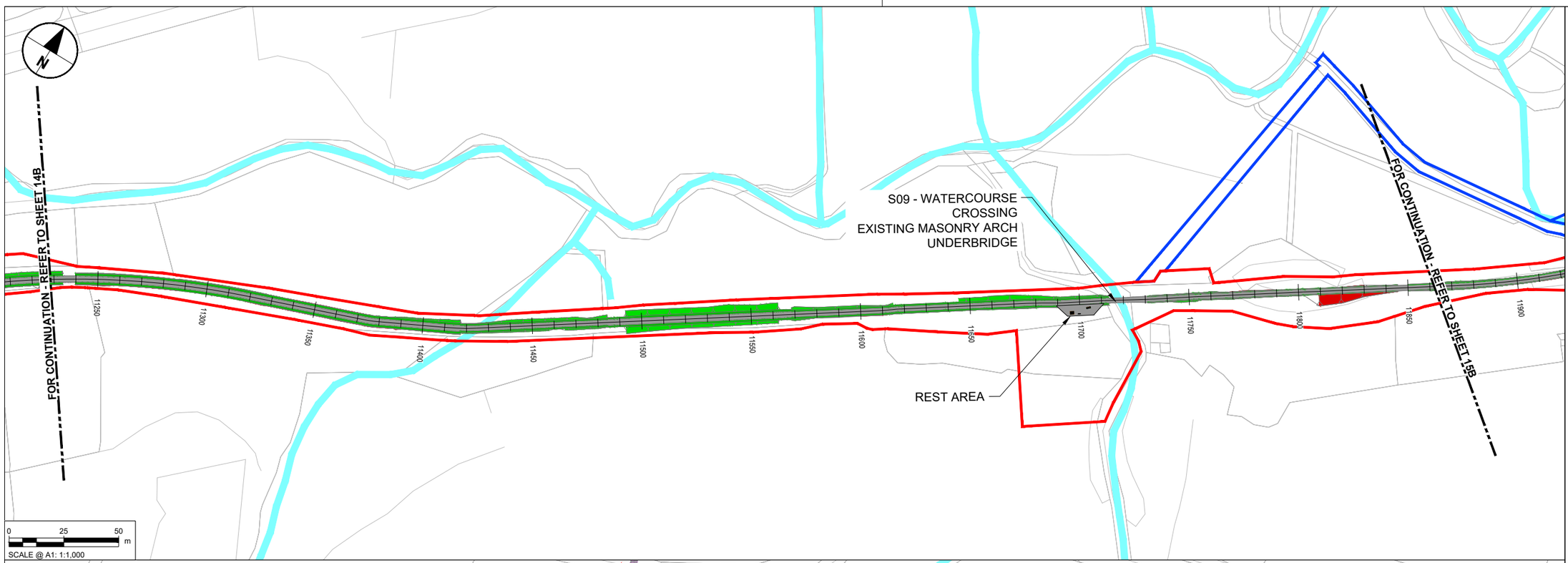
Internal Project No.	Suitability
60701883	S2

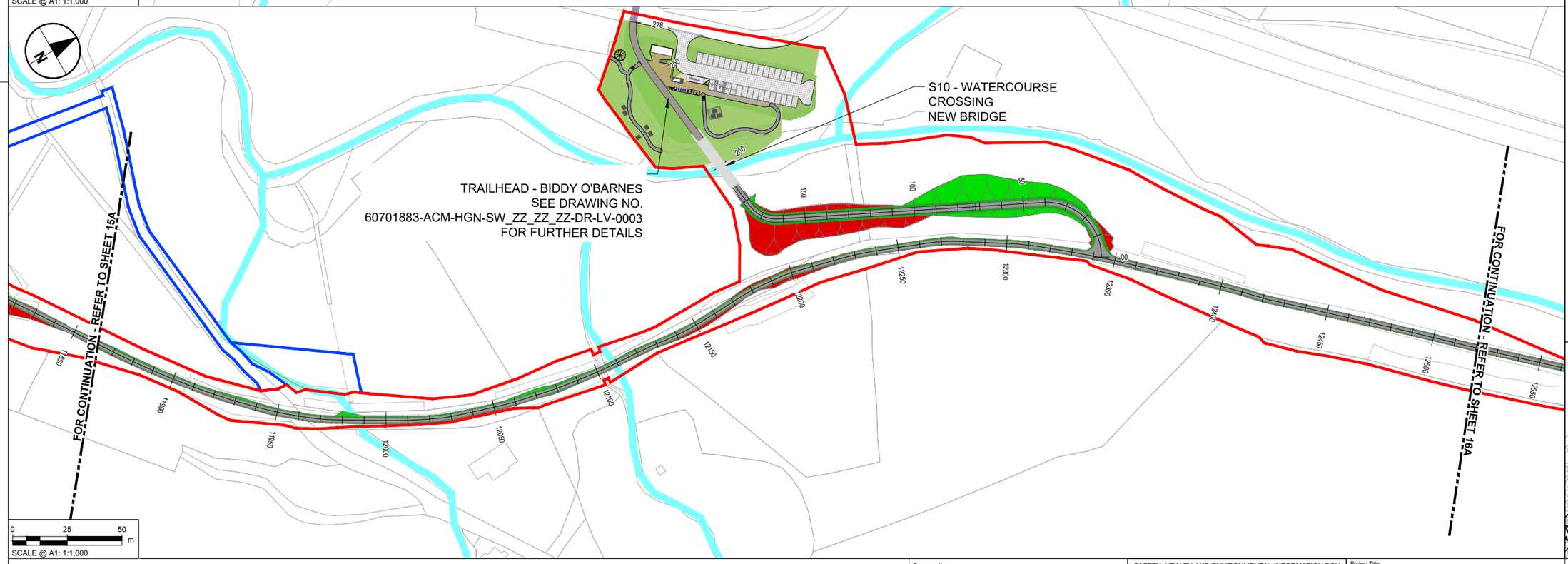
Scale @ A1	Volume
1:1000	General

Drawing Number

Aecom Project ID	Originator	Volume	Type	Role	Number	Rev
60701883	-ACM	-HGN-	SW_ZZ_ZZ_ZZ	-DR	-HG-0109	P05

Location





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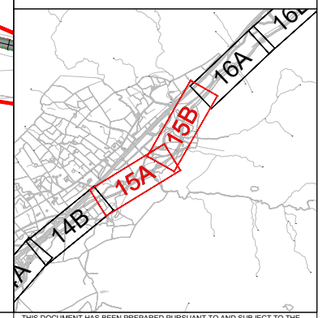
TRAILHEAD KEY

- GRASSCRETE
- ASHPHALT
- RESIN BOUND GRAVEL
- VERGE PLANTING
- HEDGE



Tionscadal Éireann Project Ireland 2040

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FOR ISSUE	IL / DK	15/06/26	P05
REVISION DETAILS	By / Check	Date	Suffix

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 15 OF 31

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Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

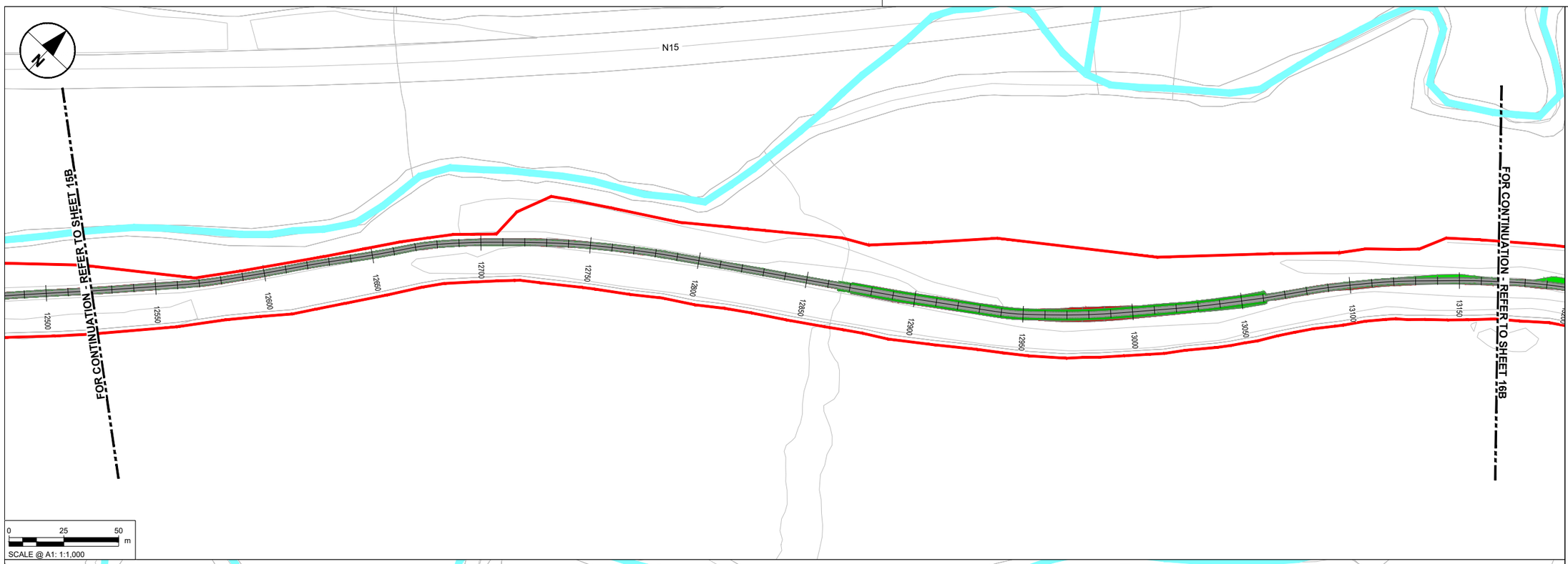
Internal Project No. 60701883

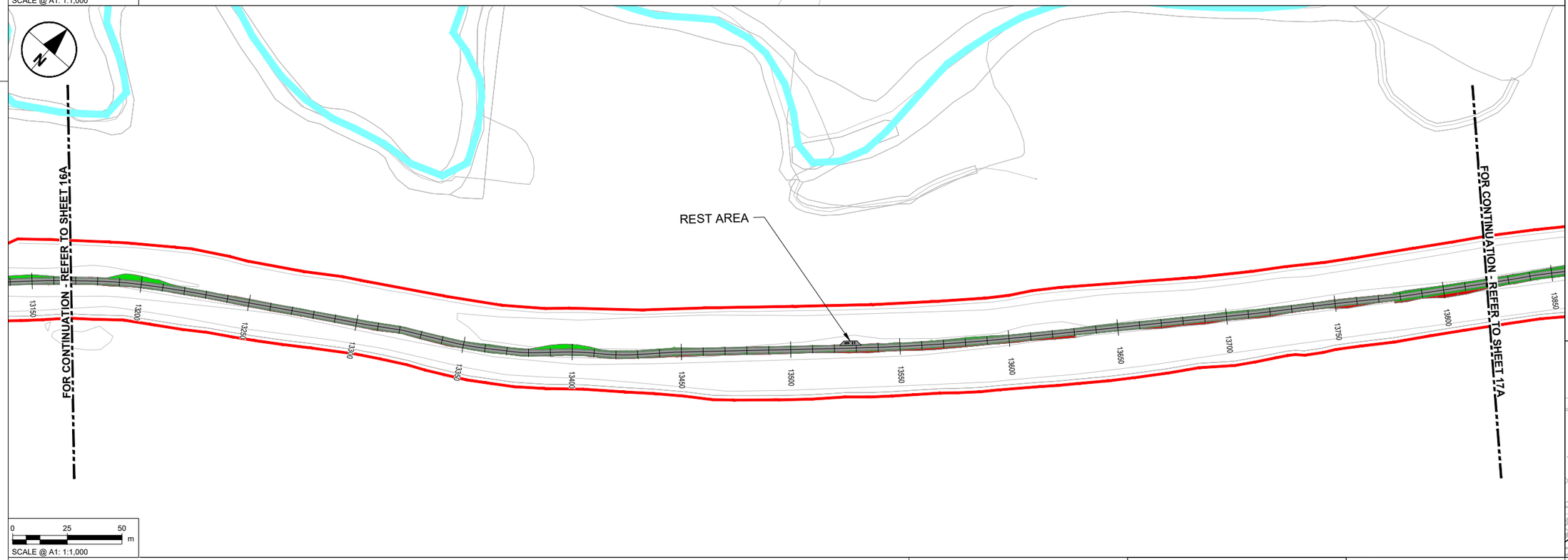
Suitability S2

Scale @ A1 1:1000

Volume General

Drawing Number
Aecom Project ID 60701883 | Originator -ACM | Volume -HGN- | Rev P05
SW_ZZ_ZZ_ZZ -DR -HG-0110
Location | Type | Role | Number





NOTES

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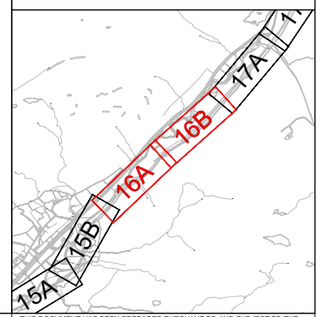
KEY

- PERMANENT LAND TAKE BOUNDARY
- TEMPORARY LAND TAKE BOUNDARY
- PROPOSED GREENWAY PAVEMENT
- PROPOSED GRASS VERGE
- PROPOSED EARTHWORKS - FILL
- PROPOSED EARTHWORKS - CUT
- WATERCOURSE



Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRO Oifig Boithre Náisiúnta Dhún na nGall

Greenway

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FOR INFORMATION

	By	Check	Date	Suffix
	IL	DK	22/09/25	P02
	IL	DK	14/11/25	P03
	IL	EP	20/03/26	P04
FOR ISSUE	IL	DK	15/06/26	P05
REVISION DETAILS	By	Check	Date	Suffix

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 16 OF 31

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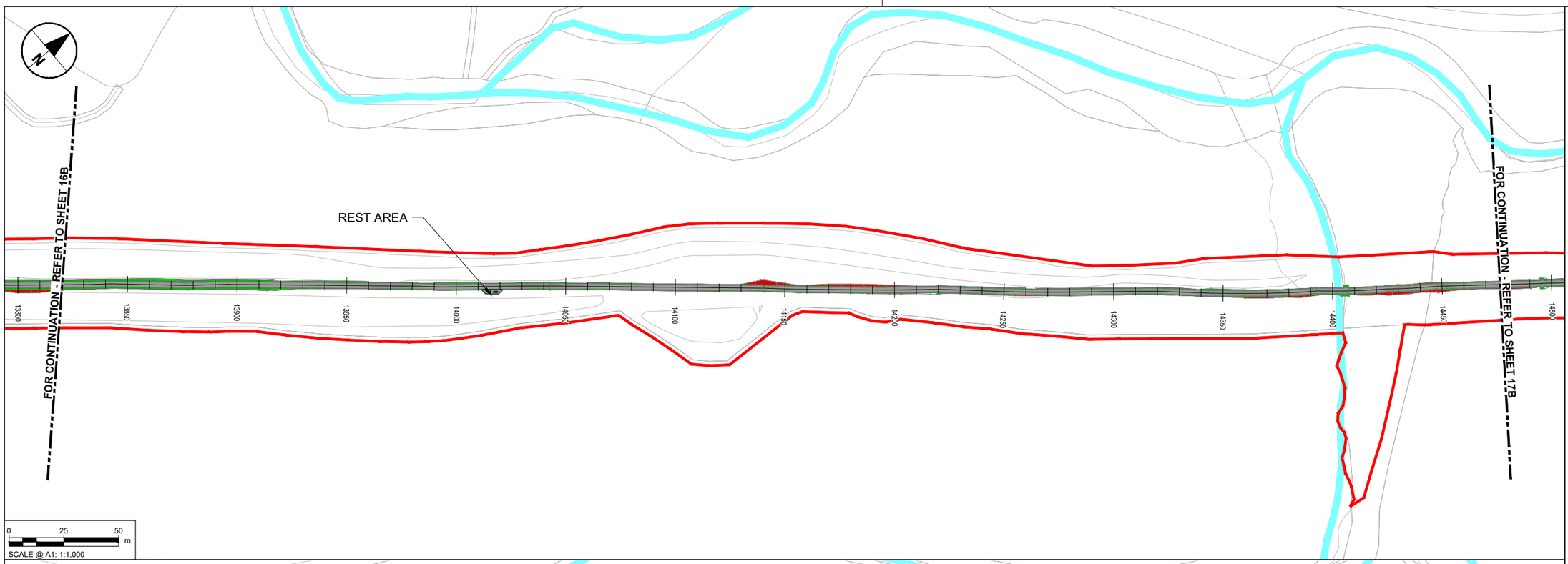
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

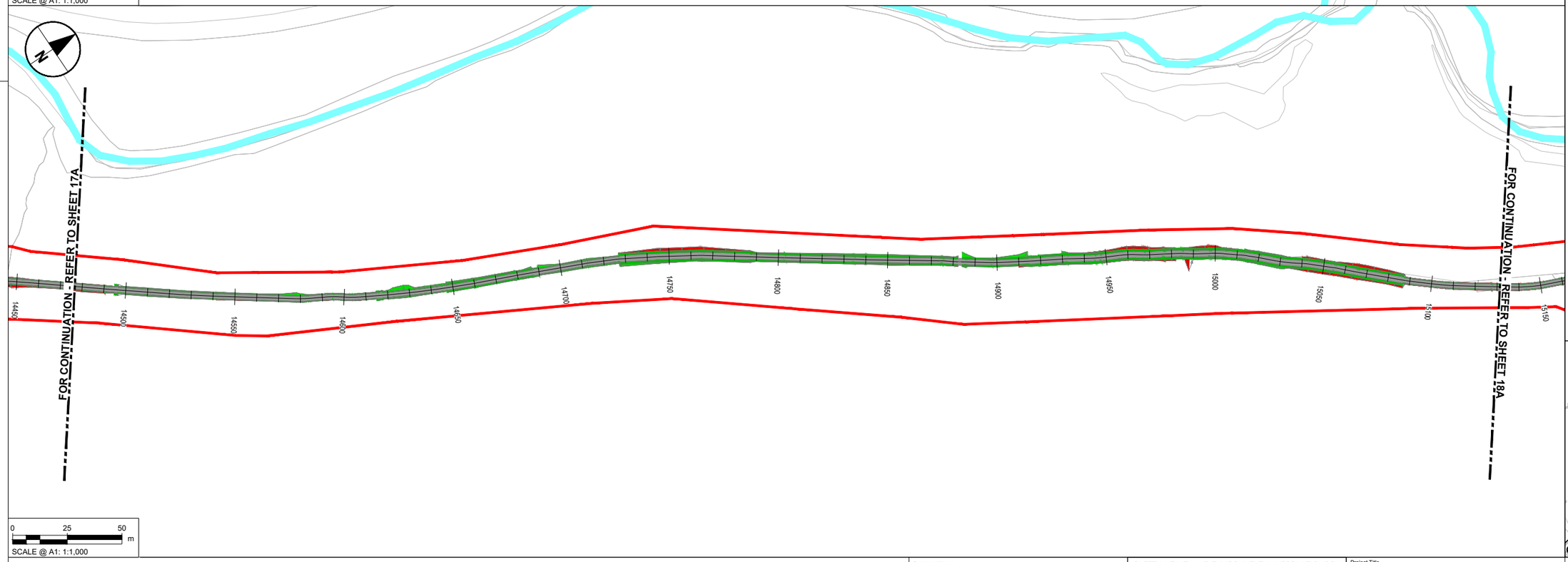
Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number: 60701883 -ACM -HGN- SW_ZZ_ZZ_ZZ -DR -HG-0111
(Aecom Project ID | Originator | Volume | Location | Type | Role | Number)

Rev: P05





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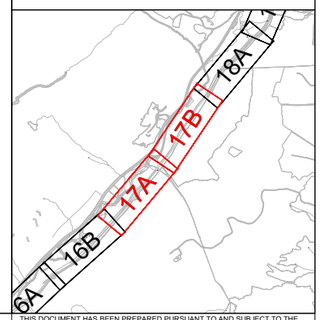
- WATERCOURSE



Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRO Oifig Boithne Náisiúnta Dhún na nGall

Greenway

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FOR INFORMATION

	By	Check	Date	Suffix
	IL	DK	22/09/25	P02
	IL	DK	14/11/25	P03
	IL	EP	20/03/26	P04
FOR ISSUE	IL	DK	15/06/26	P05
REVISION DETAILS				

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 17 OF 31

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Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number

Aecom Project ID	Originator	Volume	Location	Type	Role	Number	Rev
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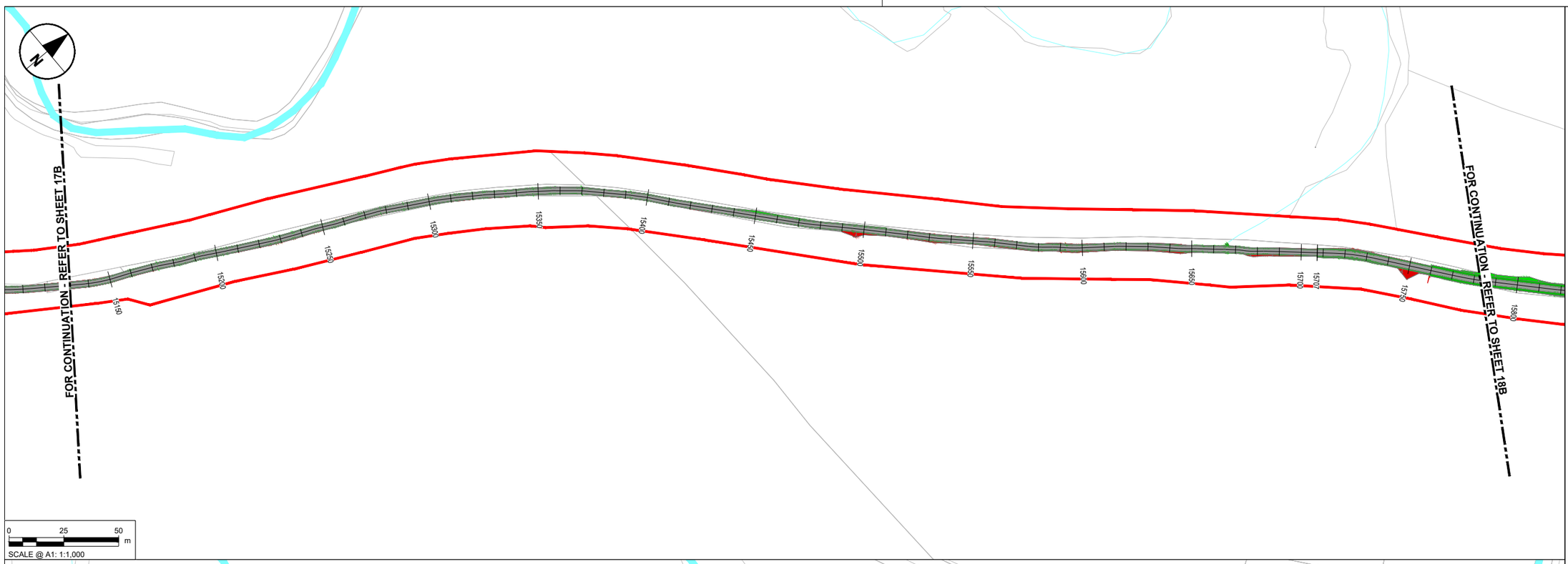

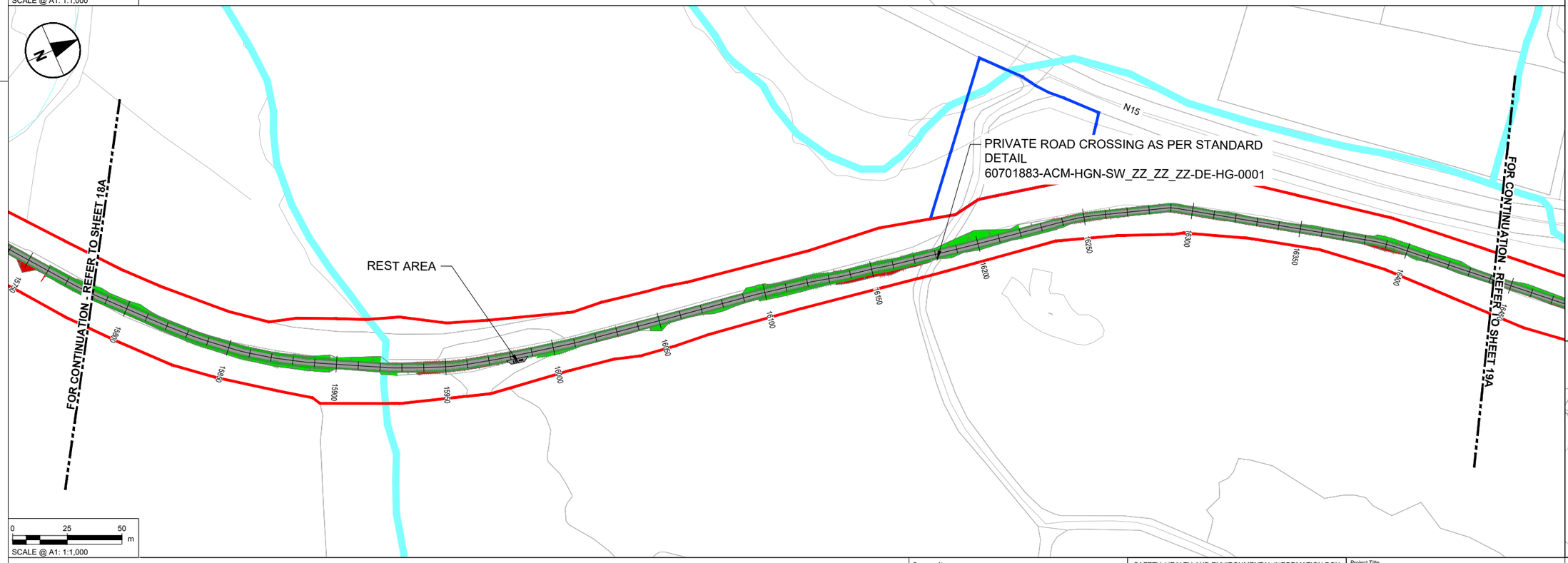

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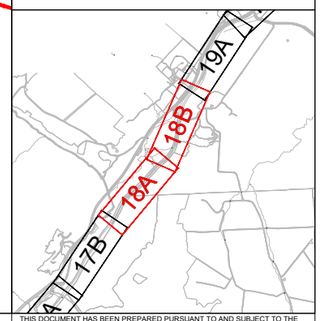
- WATERCOURSE



Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRO Oifig Boithre Náisiúnta Dhún na nGall

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	By	Check	Date	Suffix
	IL	DK	22/09/25	P02
	IL	DK	14/11/25	P03
	IL	EP	20/03/26	P04
FOR ISSUE	IL	DK	15/06/26	P05

REVISION DETAILS

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 18 OF 31

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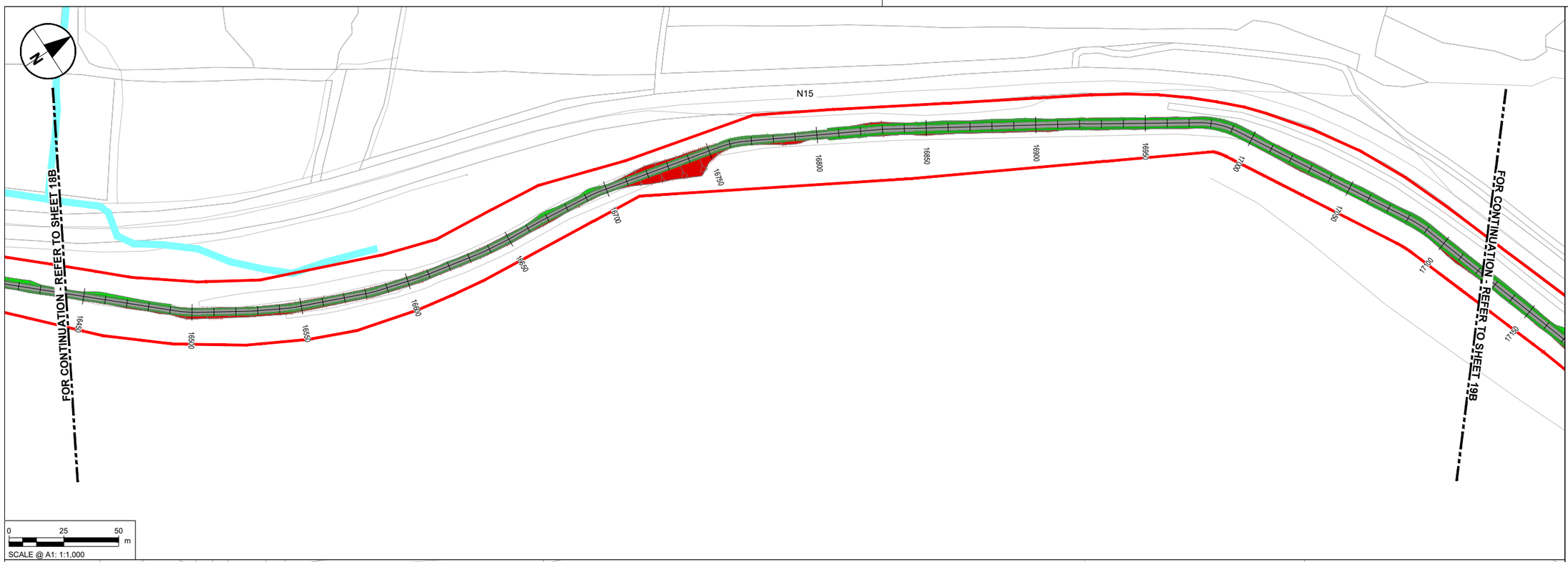
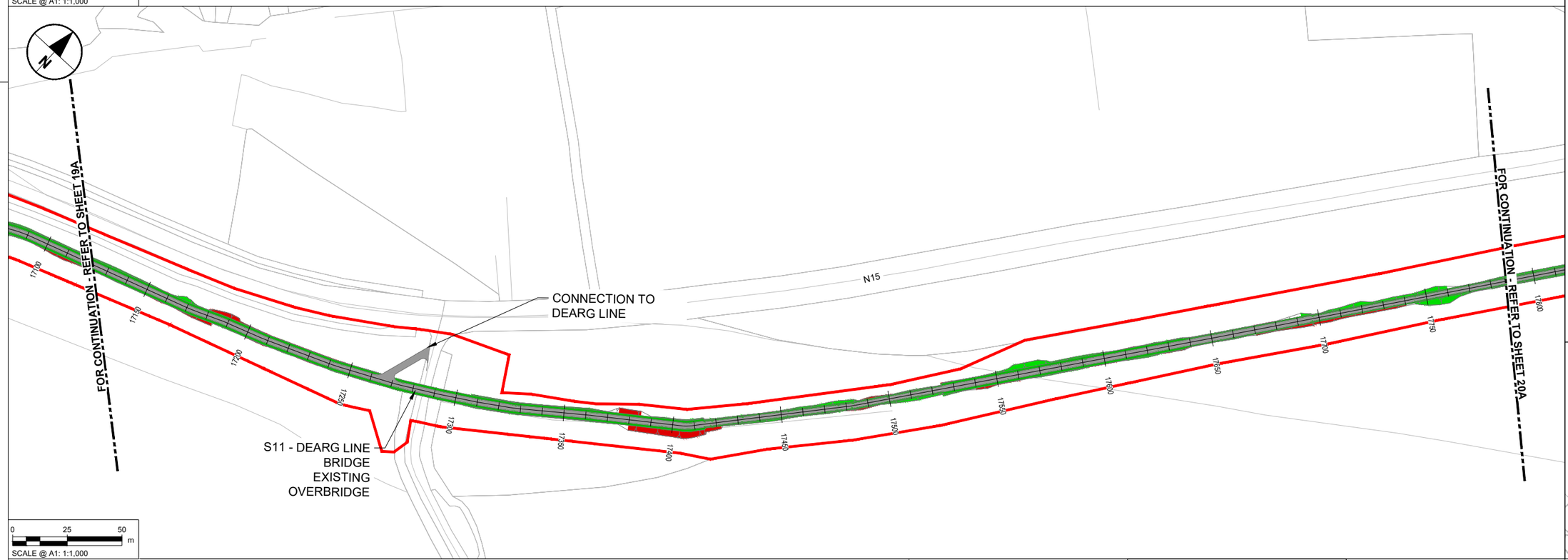
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number (Aecom Project ID – Originator – Volume – Role – Type – Number)	Rev
60701883-ACM-HGN-SW_ZZ_ZZ_ZZ-DR-HG-0113	P05





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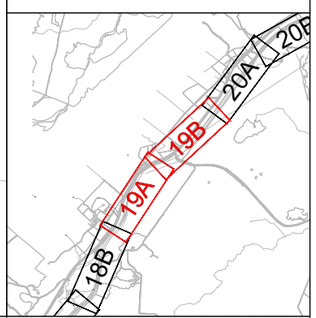

Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

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FOR INFORMATION

	By	Check	Date	Suffix
	IL	DK	22/09/25	P02
	IL	DK	14/11/25	P03
	IL	EP	20/03/26	P04
FOR ISSUE	IL	DK	15/06/26	P05
REVISION DETAILS	By	Check	Date	Suffix

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100 GENERAL ARRANGEMENT SHEET 19 OF 31

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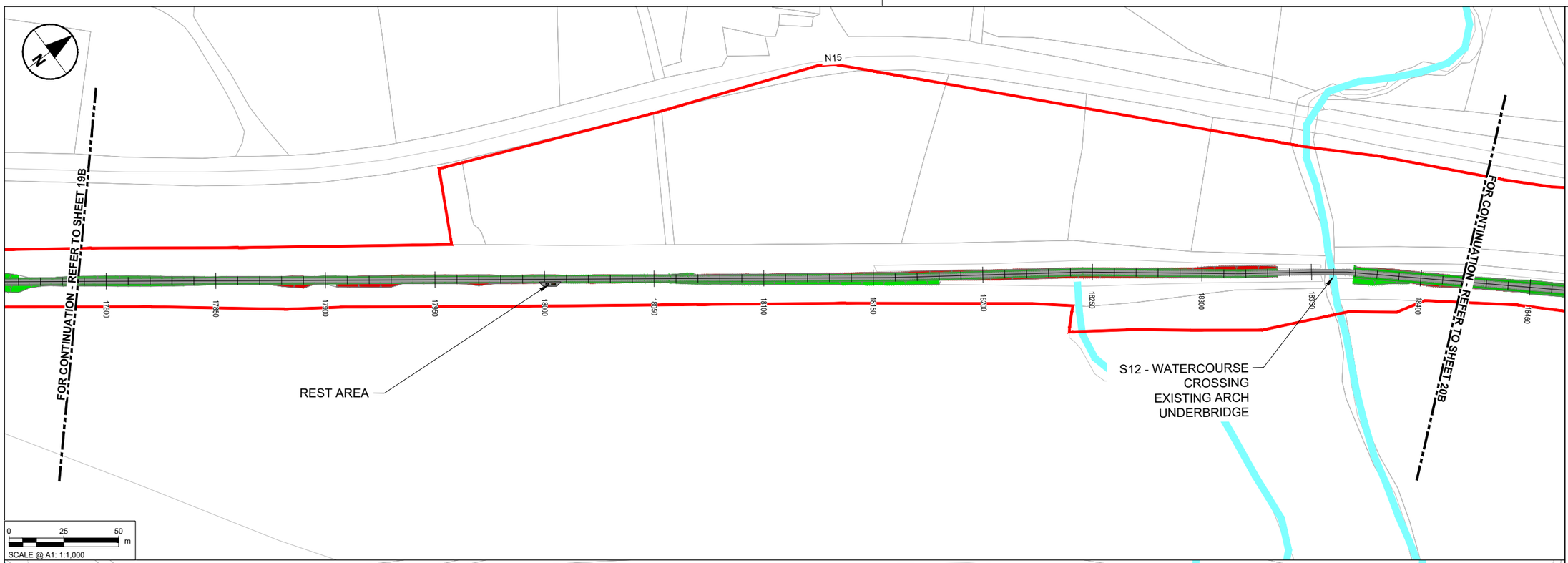
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

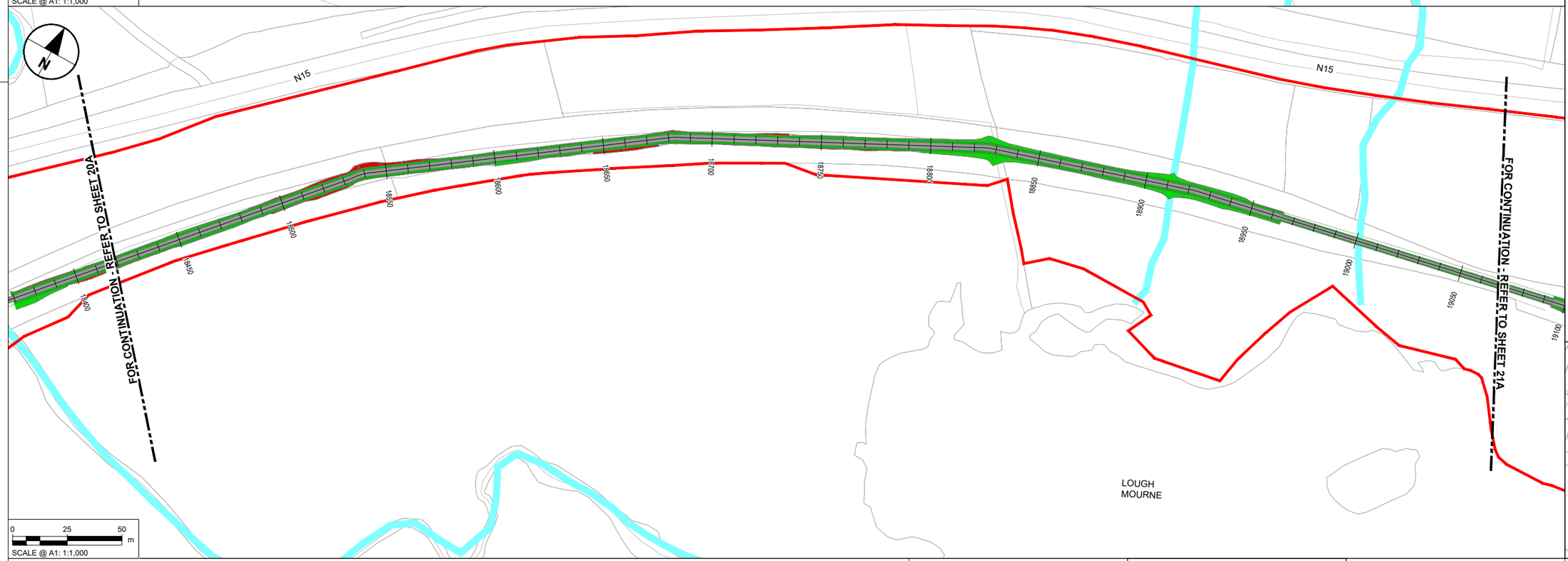
Internal Project No. 60701883 | Suitability S2

Scale @ A1 1:1000 | Volume General

Drawing Number: Aecom Project ID 60701883 - Originator ACM - Volume HGN - Location SW_ZZ_ZZ_ZZ - Type DR - Role HG - Number 0114

Rev P05





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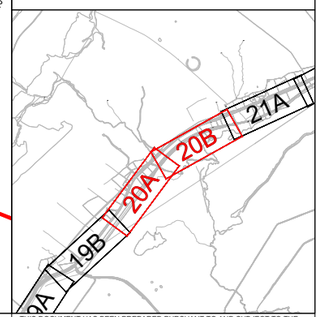

Tionscadal Éireann Project Ireland 2040

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FOR INFORMATION

	By	Check	Date	Suffix
	IL	DK	22/09/25	P02
	IL	DK	14/11/25	P03
	IL	EP	20/03/26	P04
FOR ISSUE	IL	DK	15/06/26	P05
REVISION DETAILS				

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100 GENERAL ARRANGEMENT SHEET 20 OF 31

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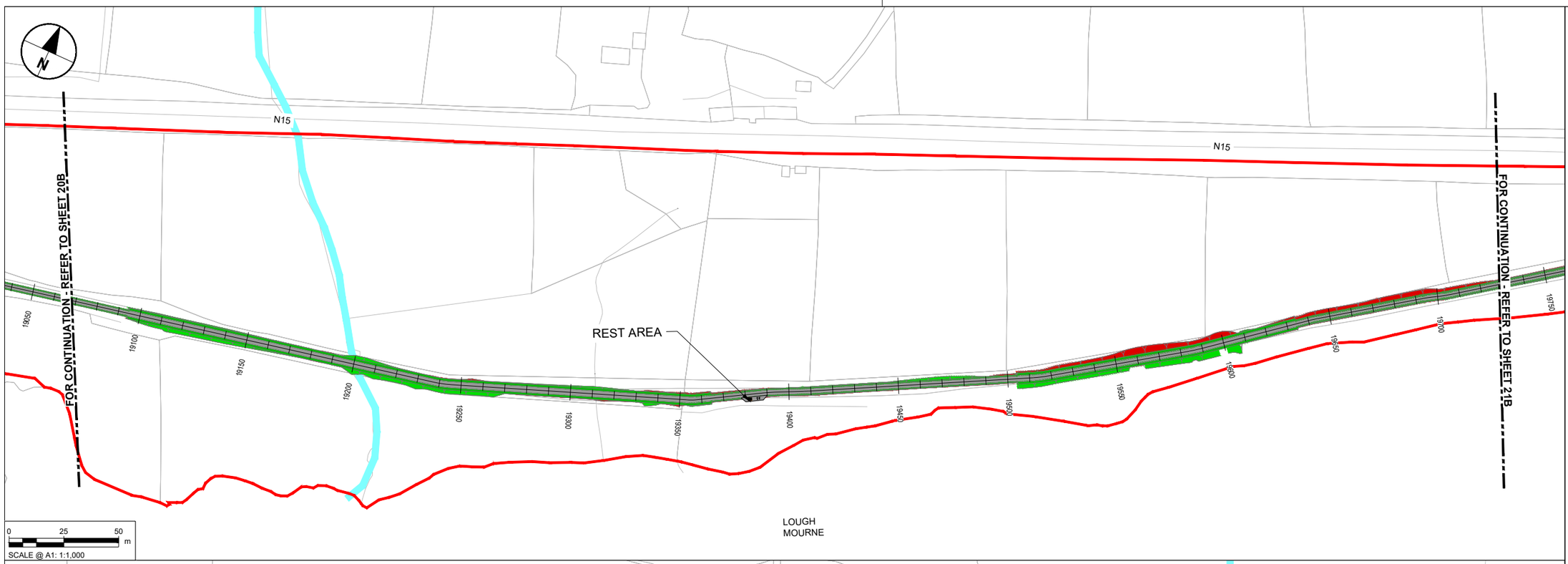
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number

Aecom Project ID	Originator	Volume	Location	Type	Role	Number	Rev
60701883	-ACM	-HGN-	SW_ZZ_ZZ_ZZ	-DR	-HG	-0115	P05



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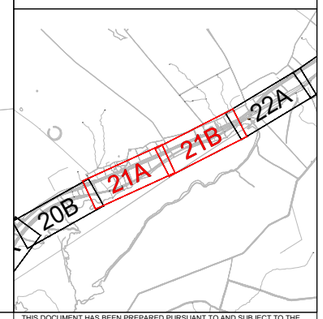

Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRO Oifig Boithre Náisiúnta Dhún na nGall

Greenway

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REVISION DETAILS	By / Check	Date	Suffix
	IL / DK	22/09/25	P02
	IL / DK	14/11/25	P03
	IL / EP	20/03/26	P04
FOR ISSUE	IL / DK	15/06/26	P05

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www.rod.ie

Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100 GENERAL ARRANGEMENT SHEET 21 OF 31

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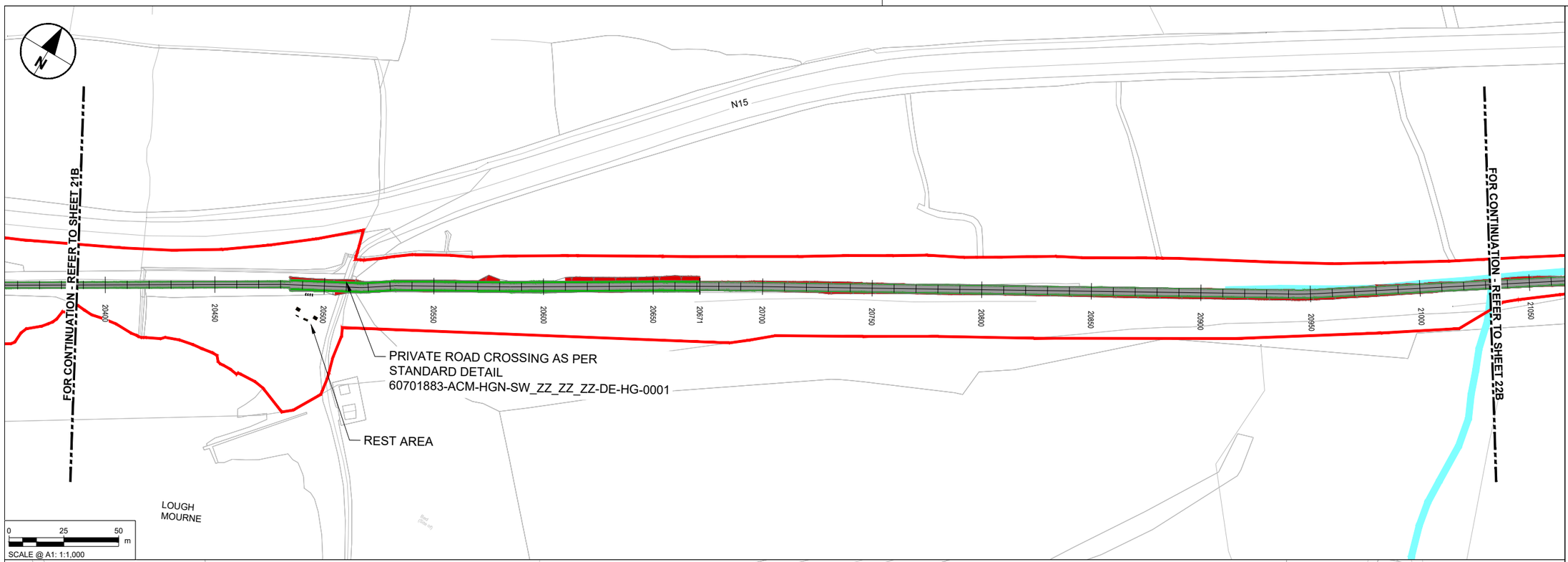
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

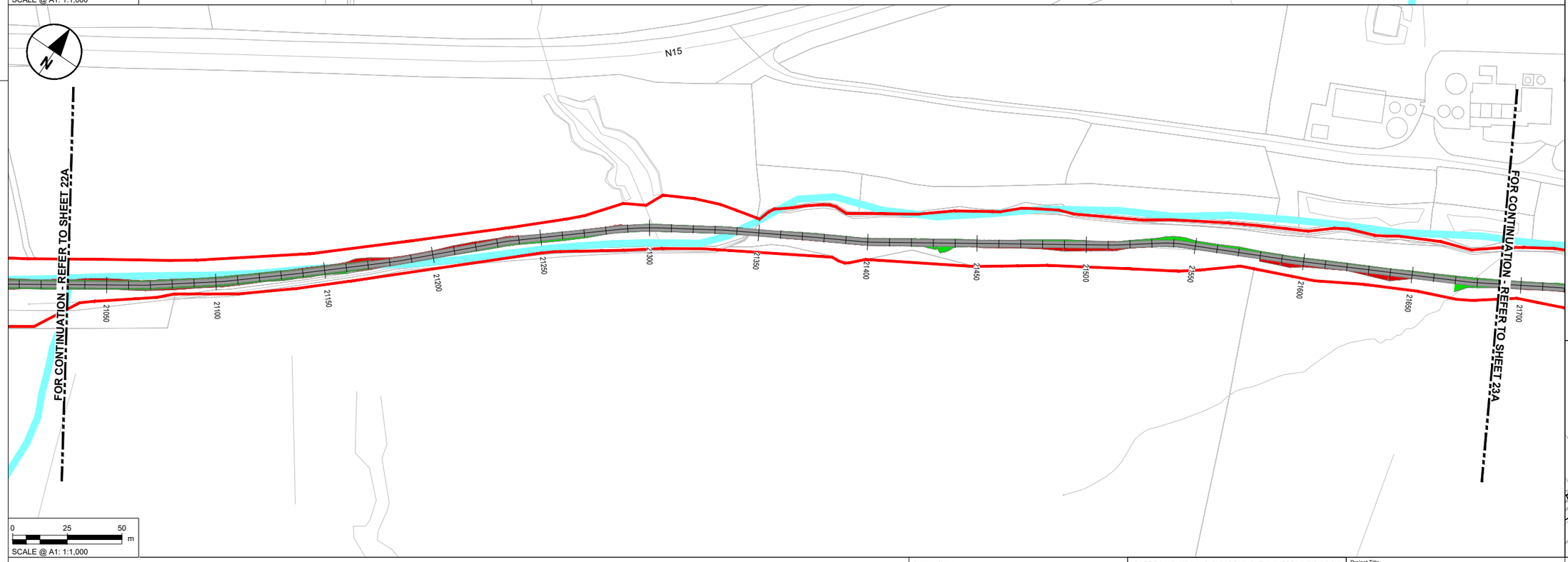
Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number

Aecom Project ID	Originator	Volume	Location	Type	Role	Number	Rev
60701883	-ACM	-HGN-	SW_ZZ_ZZ_ZZ	-DR	-HG	-0116	P05





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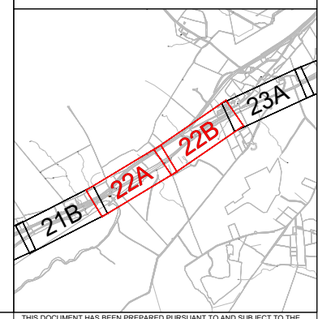
- PROPOSED EARTHWORKS - FILL
- PROPOSED EARTHWORKS - CUT
- WATERCOURSE



Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRO Oifig Boithne Naisiúnta Dhún na nGall

Greenway

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FOR INFORMATION

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	IL	DK	22/09/25	P02
	IL	DK	14/11/25	P03
	IL	EP	20/03/26	P04
FOR ISSUE	IL	DK	15/06/26	P05
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Project Title

Barnesmore Gap Greenway

Drawing Title

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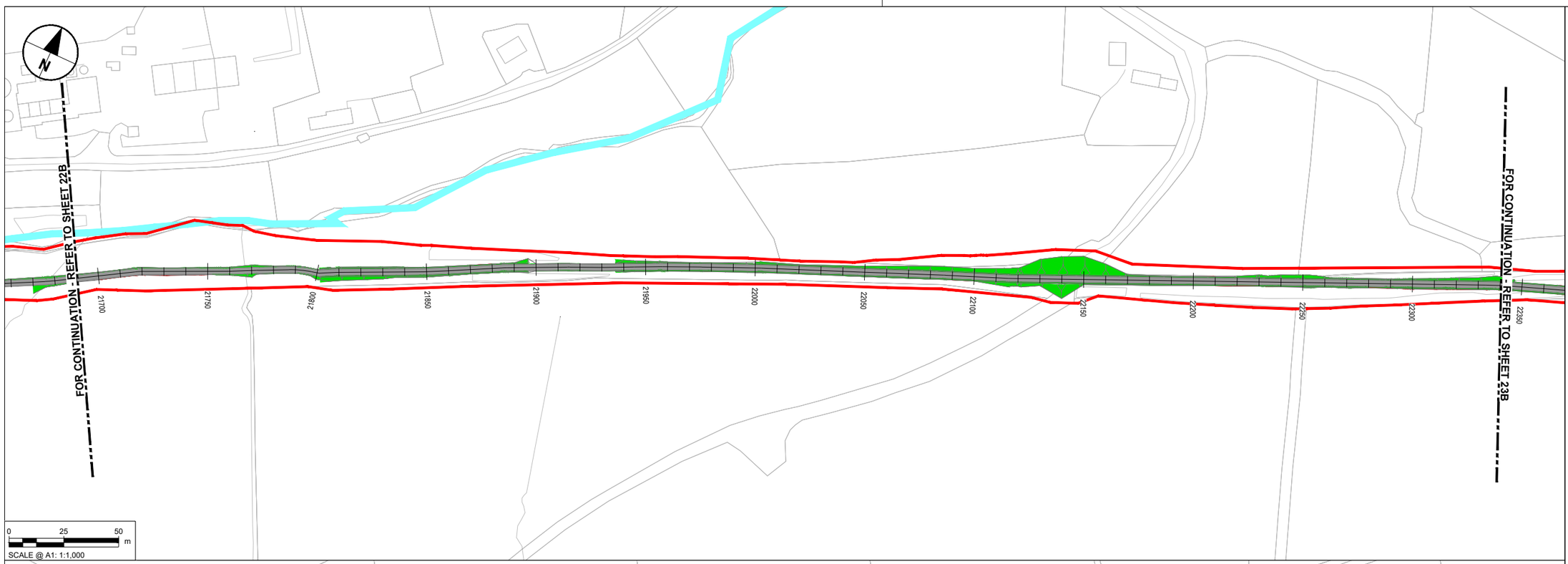
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

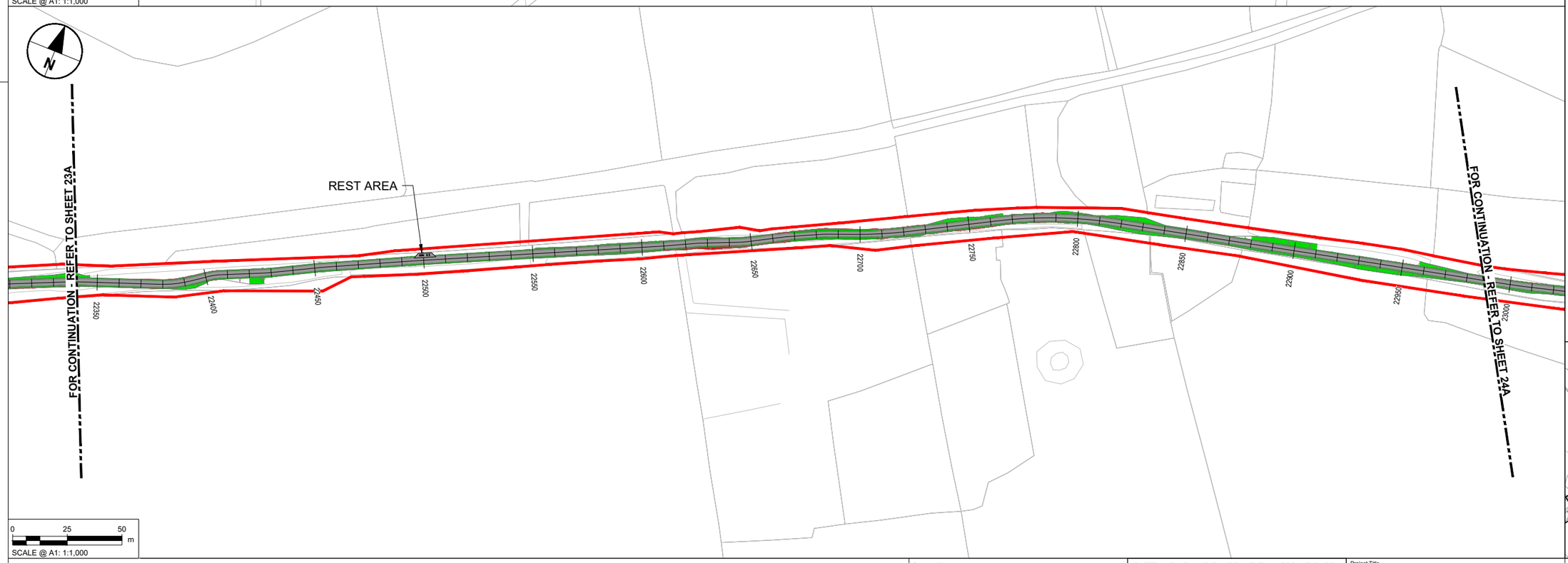
Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number

Aecom Project ID	Originator	Volume	Location	Type	Role	Number	Rev
60701883	-ACM	-HGN-	SW_ZZ_ZZ_ZZ	-DR	-HG	-0117	P05





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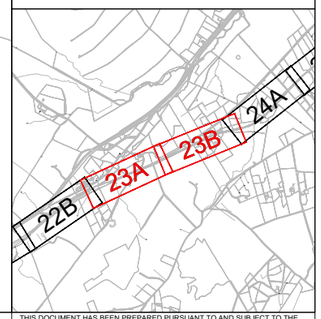
- PROPOSED EARTHWORKS - CUT
- WATERCOURSE



Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRO Oifig Boithre Náisiúnta Dhún na nGall

Greenway

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FOR INFORMATION

	By	Check	Date	Suffix
	IL	DK	22/09/25	P02
	IL	DK	14/11/25	P03
	IL	EP	20/03/26	P04
FOR ISSUE	IL	DK	15/06/26	P05
REVISION DETAILS				

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100 GENERAL ARRANGEMENT SHEET 23 OF 31

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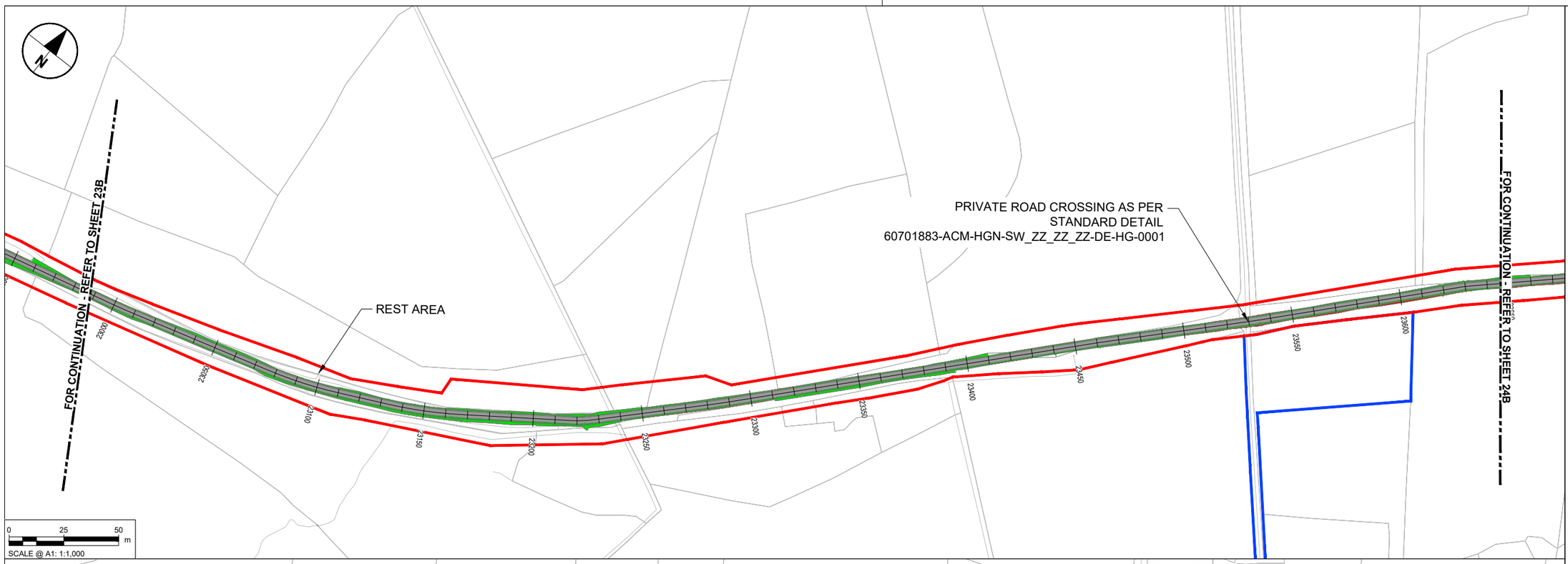
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

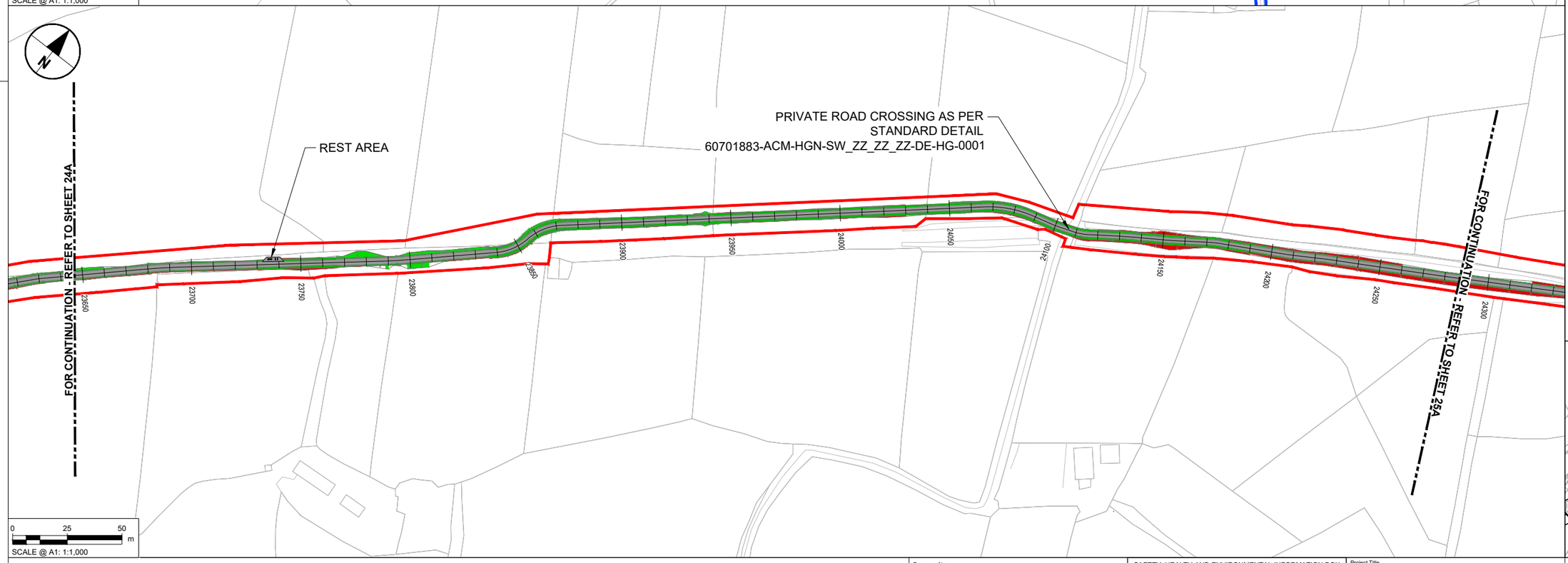
Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number

Aecom Project ID	Originator	Volume	Location	Type	Role	Number	Rev
60701883	-ACM	-HGN-	SW_ZZ_ZZ_ZZ	-DR	-HG	-0118	P05





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KEY

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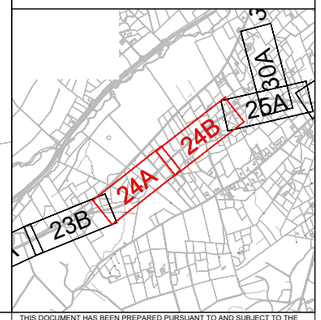
- WATERCOURSE



Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRO Oifig Boithrín Náisiúnta Dhún na nGall

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REVISION DETAILS	By / Check	Date	Suffix
	IL / DK	22/09/25	P02
	IL / DK	14/11/25	P03
	IL / EP	20/03/26	P04
FOR ISSUE	IL / DK	15/06/26	P05

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 24 OF 31

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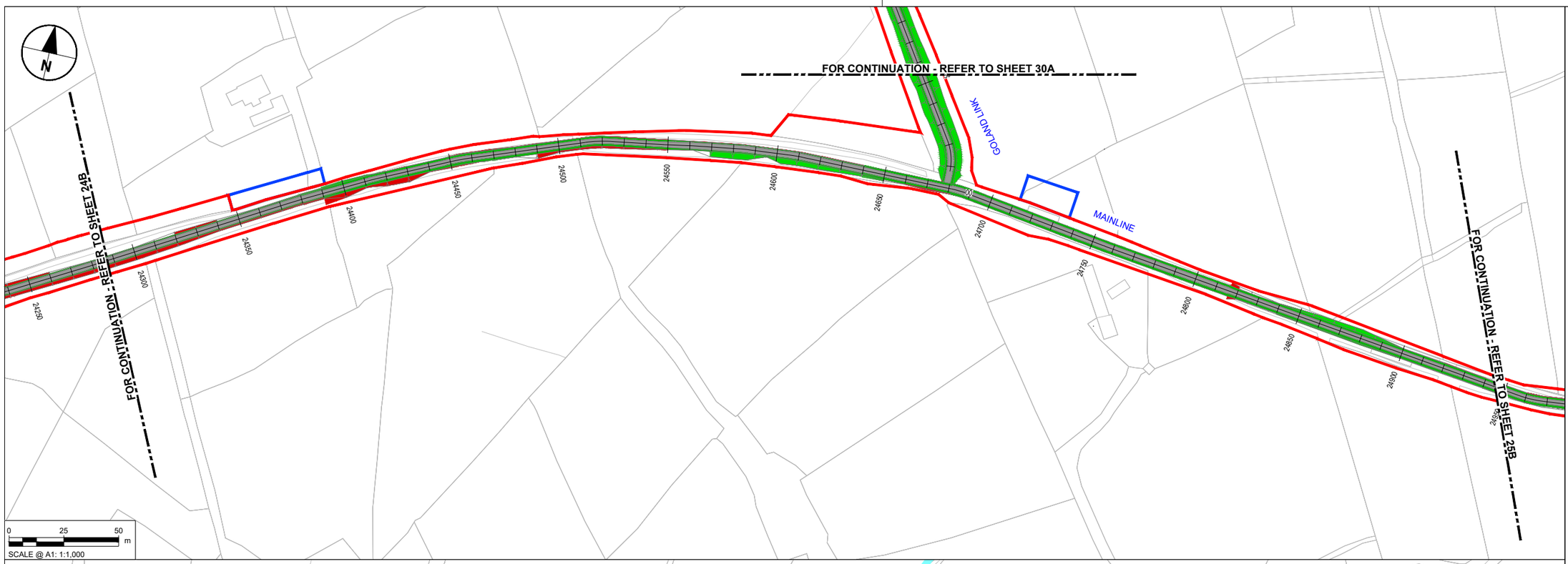
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

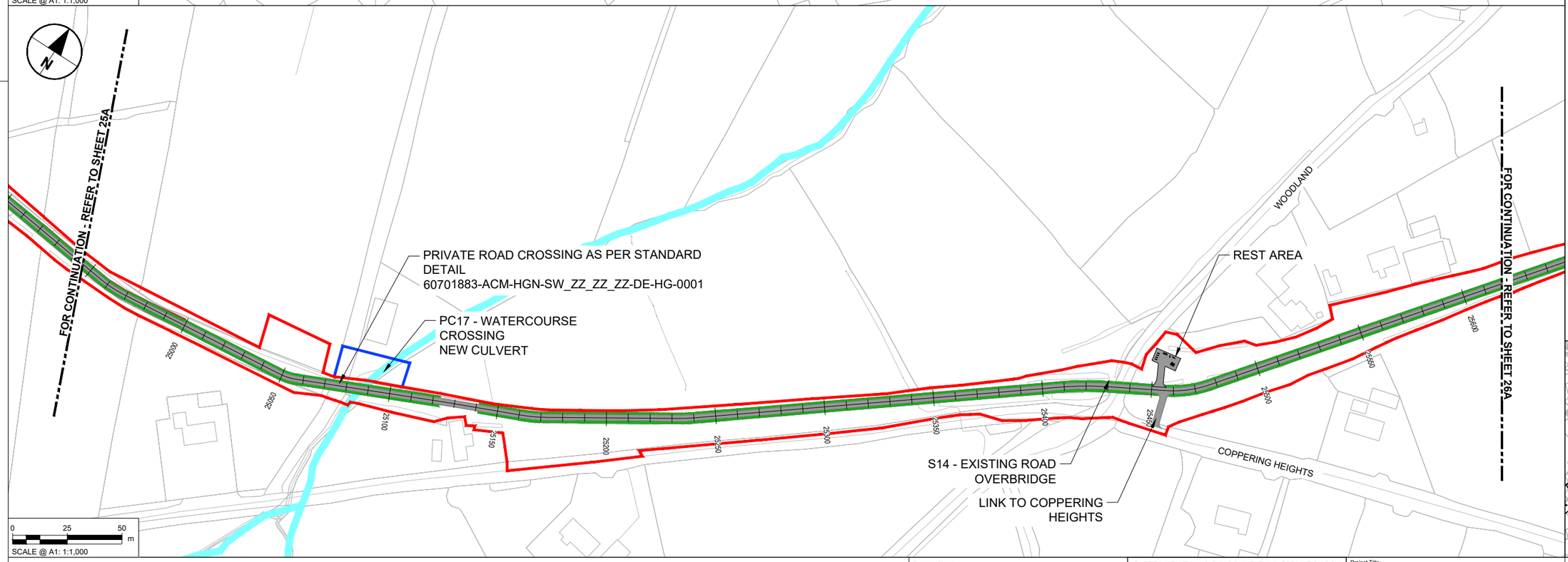
Internal Project No. 60701883 | Suitability S2

Scale @ A1 1:1000 | Volume General

Drawing Number: Aecom Project ID 60701883 | Originator -ACM | Volume -HGN- | Location SW_ZZ_ZZ_ZZ | Type -DR | Role -HG- | Number -0119

Rev P05





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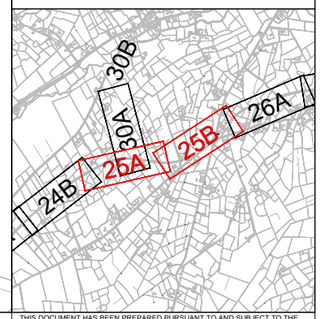

Tionscadal Éireann Project Ireland 2040

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FOR INFORMATION

	By	Check	Date	Suffix
	IL	DK	22/09/25	P02
	IL	DK	14/11/25	P03
	IL	EP	20/03/26	P04
FOR ISSUE	IL	DK	15/06/26	P05

REVISION DETAILS

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 25 OF 31

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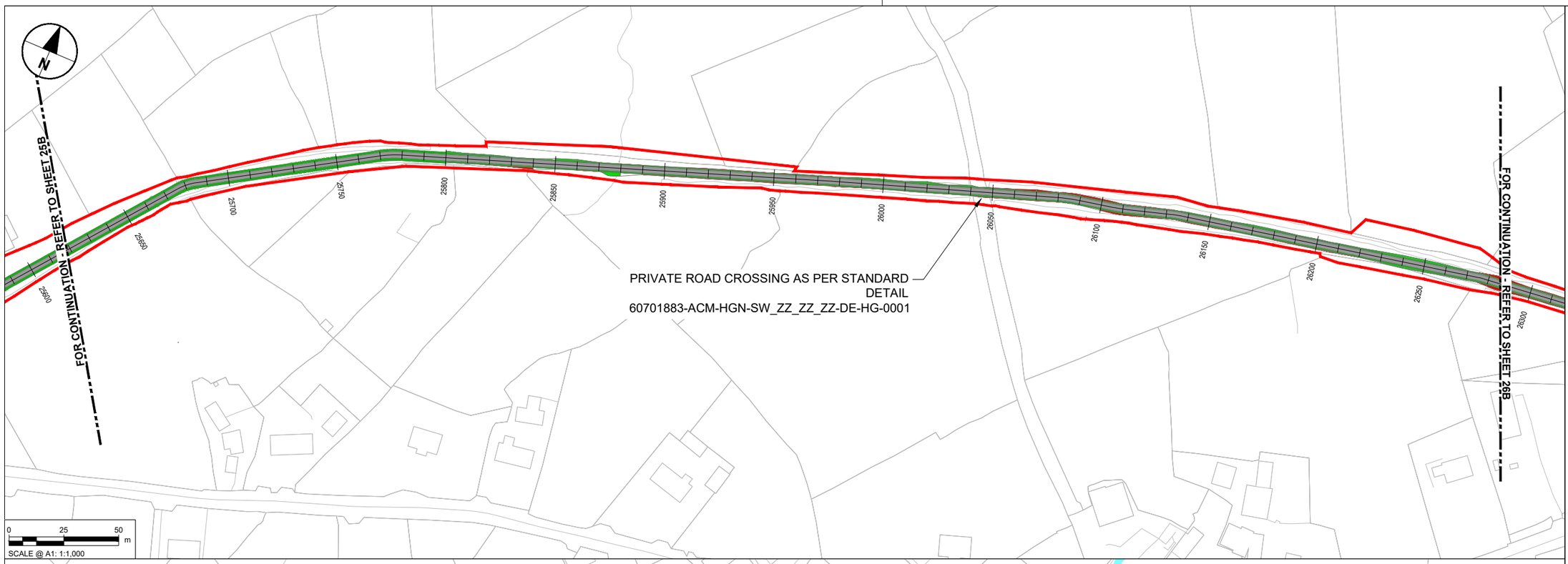
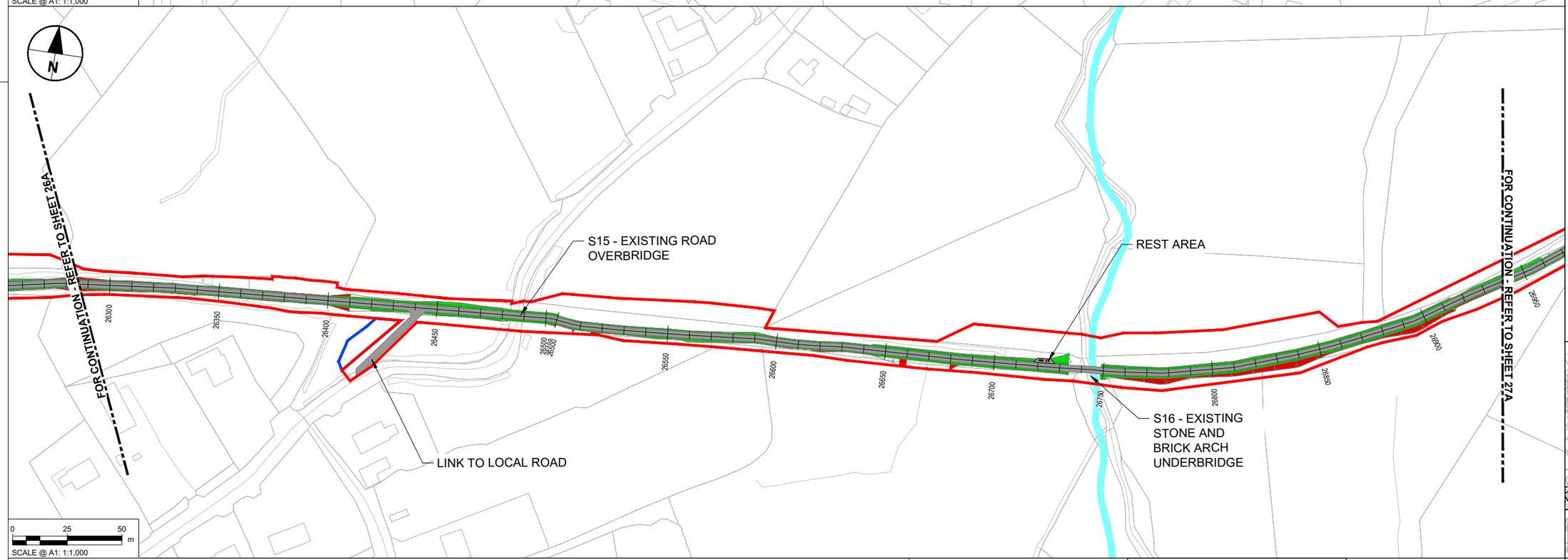
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number				Rev
Aecom Project ID	Originator	Volume		
60701883	-ACM	-HGN-		P05
SW_ZZ_ZZ_ZZ	-DR	-HG-0120		
Location	Type	Role	Number	





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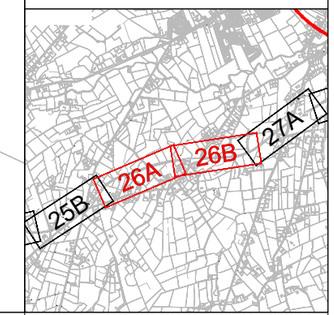

Tionscadal Éireann Project Ireland 2040

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Donegal NRO Oifig Boithne Náisiúnta Dhún na nGall

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	IL / DK	22/09/25	P02
	IL / DK	14/11/25	P03
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FOR ISSUE	IL / DK	15/06/26	P05
REVISION DETAILS			

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 26 OF 31

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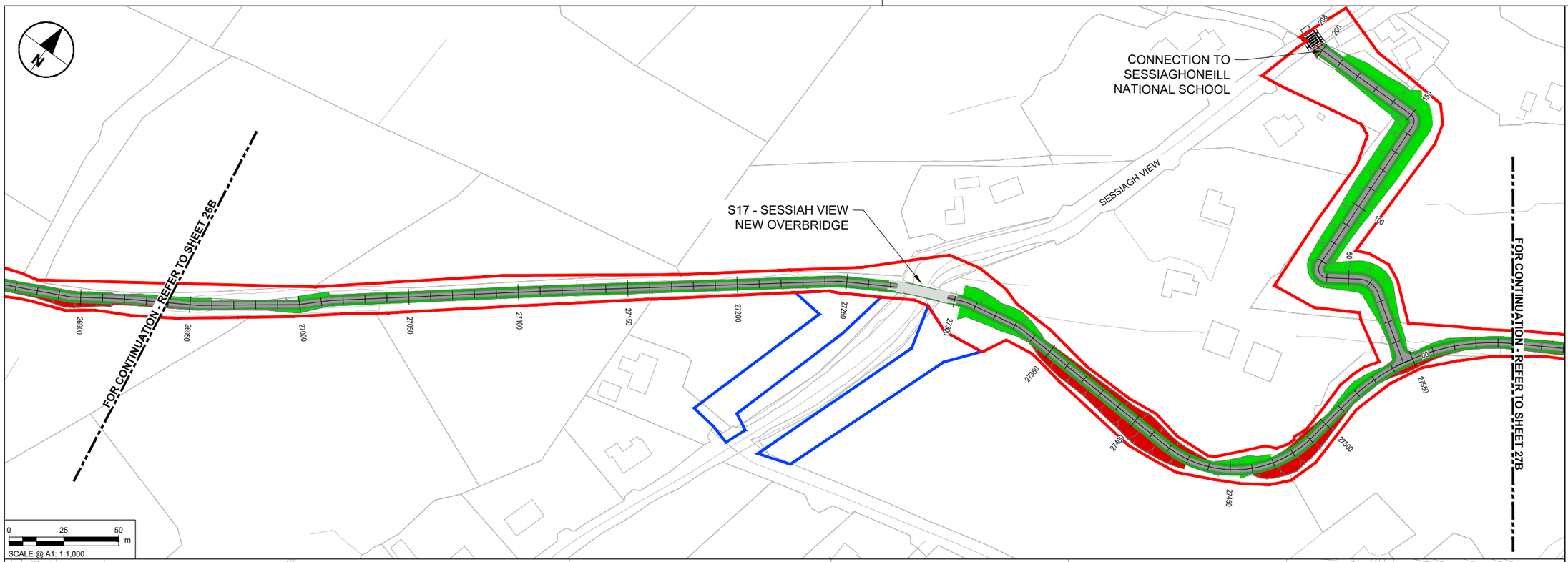
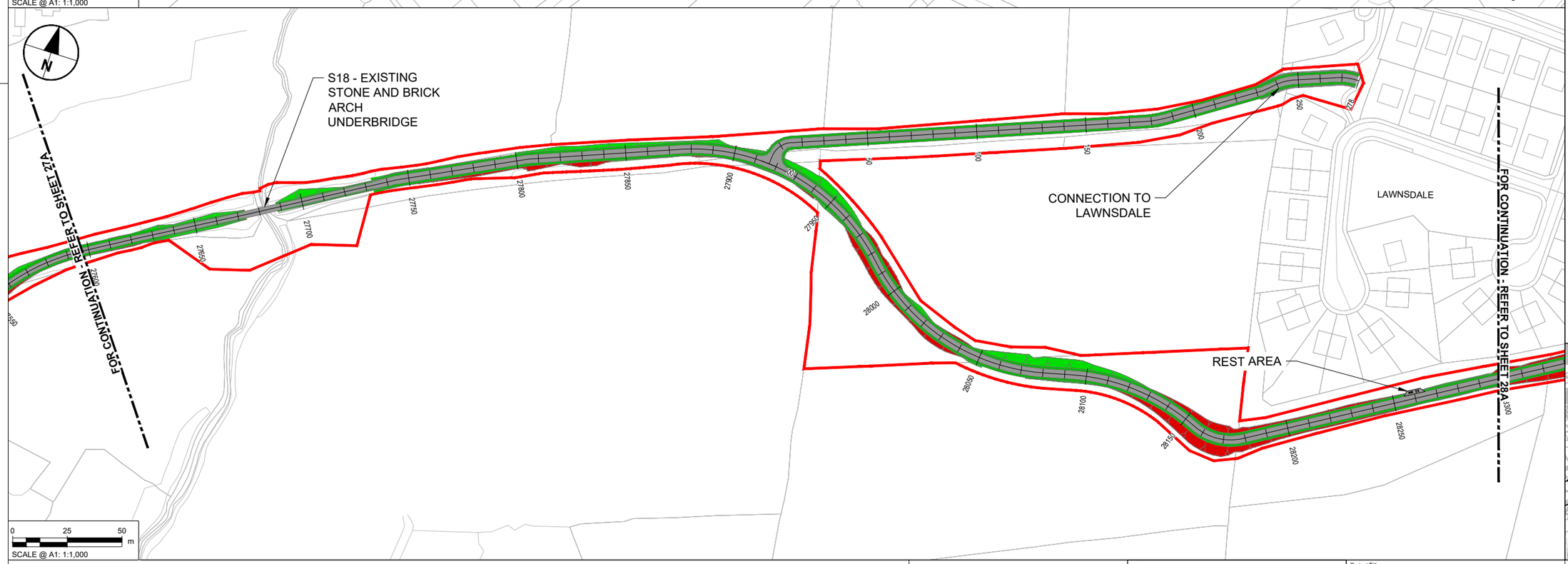
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No.: 60701883
Suitability: S2
Scale @ A1: 1:1000
Volume: General

Drawing Number
Aecom Project ID: 60701883 | Originator: -ACM | Volume: -HGN- | Location: SW_ZZ_ZZ_ZZ | Type: -DR | Role: -HG | Number: -0121

Rev: P05





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KEY

- PERMANENT LAND TAKE BOUNDARY
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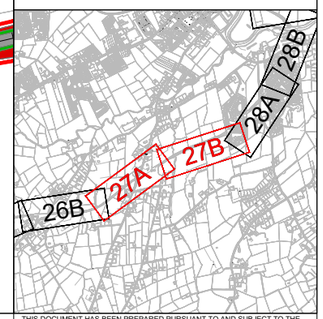
- PROPOSED GRASS VERGE
- PROPOSED EARTHWORKS - FILL
- PROPOSED EARTHWORKS - CUT
- WATERCOURSE



Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

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Donegal NRO Oifig Boithre Náisiúnta Dhún na nGall

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FOR INFORMATION

	By	Check	Date	Suffix
	IL	DK	22/09/25	P02
	IL	DK	14/11/25	P03
	IL	EP	20/03/26	P04
FOR ISSUE	IL	DK	15/06/26	P05
REVISION DETAILS				

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www.rod.ie

Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 27 OF 31

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Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No. 60701883

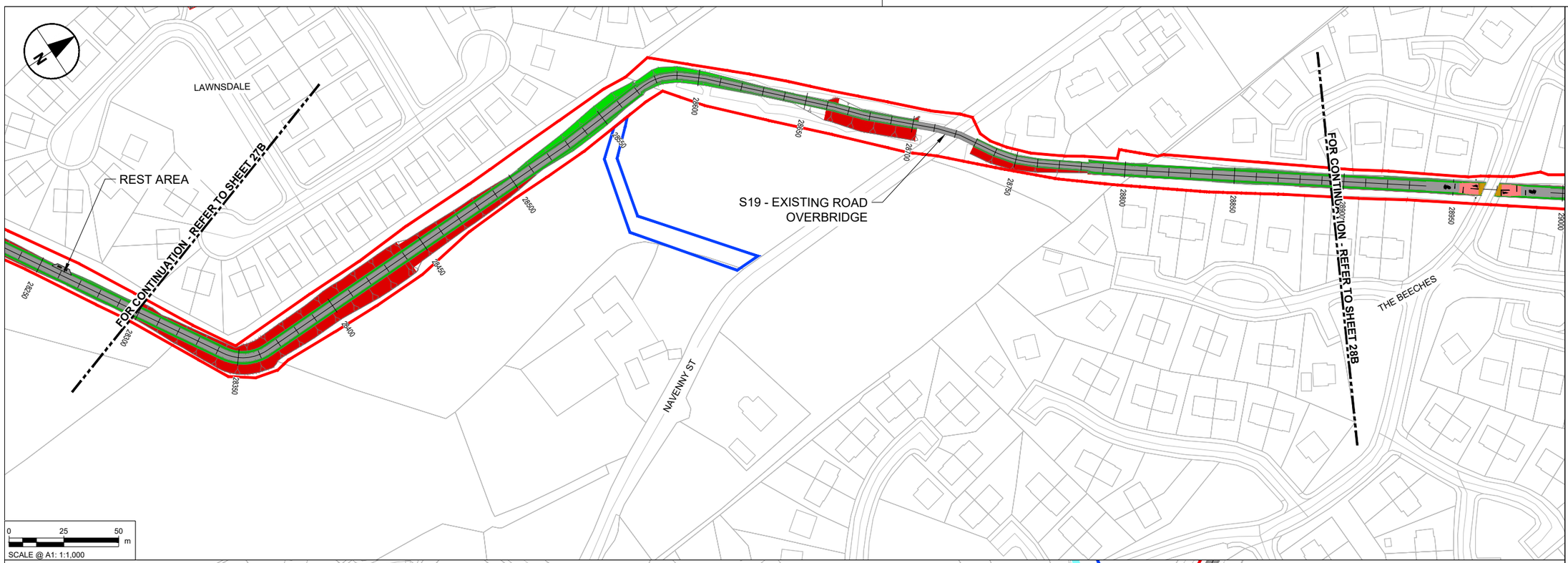
Suitability S2

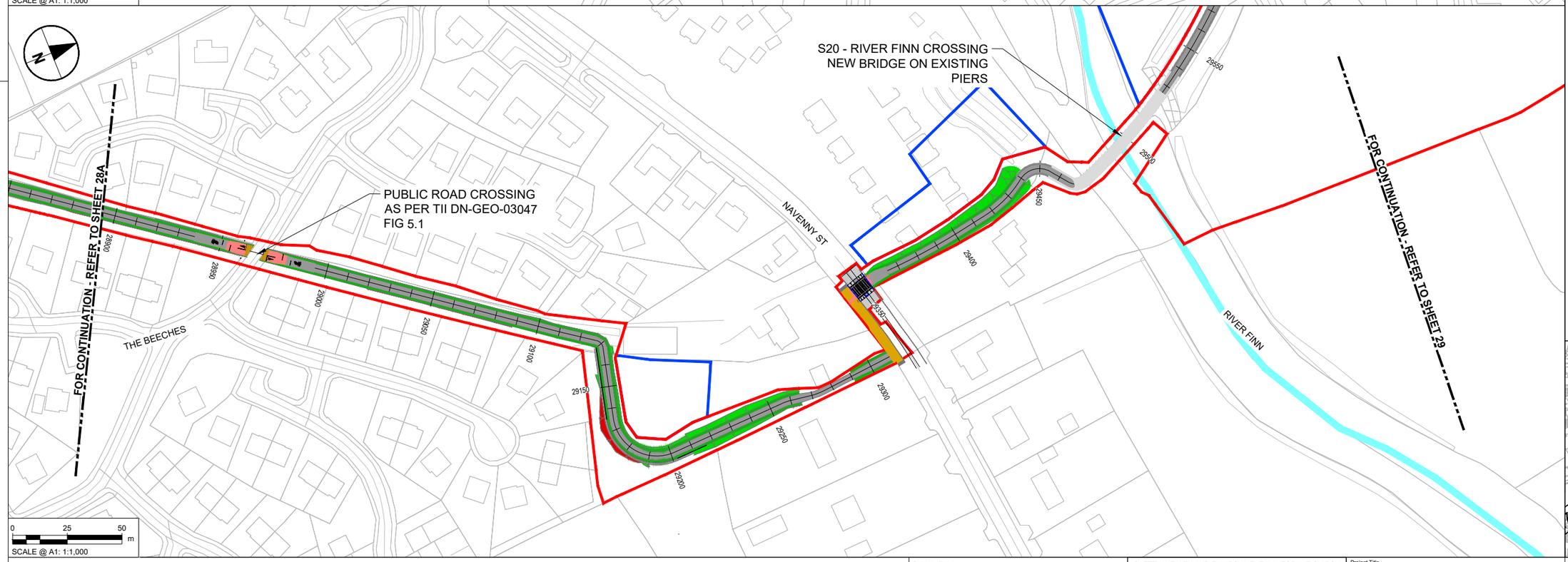
Scale @ A1 1:1000

Volume General

Drawing Number

Aecom Project ID	Originator	Volume	Location	Type	Role	Number	Rev
60701883	-ACM	-HGN-	SW_ZZ_ZZ_ZZ	-DR	-HG	-0122	P05





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KEY

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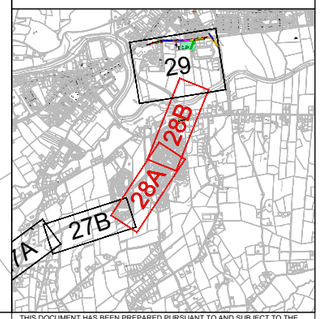
- PROPOSED EARTHWORKS - CUT
- WATERCOURSE



Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

Donegal NRO Oifig Boithne Náisiúnta Dhún na nGall

Greenway

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FOR INFORMATION

	By	Check	Date	Suffix
	IL	DK	22/09/25	P02
	IL	DK	14/11/25	P03
	IL	EP	20/03/26	P04
FOR ISSUE	IL	DK	15/06/26	P05
REVISION DETAILS				

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 28 OF 31

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Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No.: 60701883

Suitability: S2

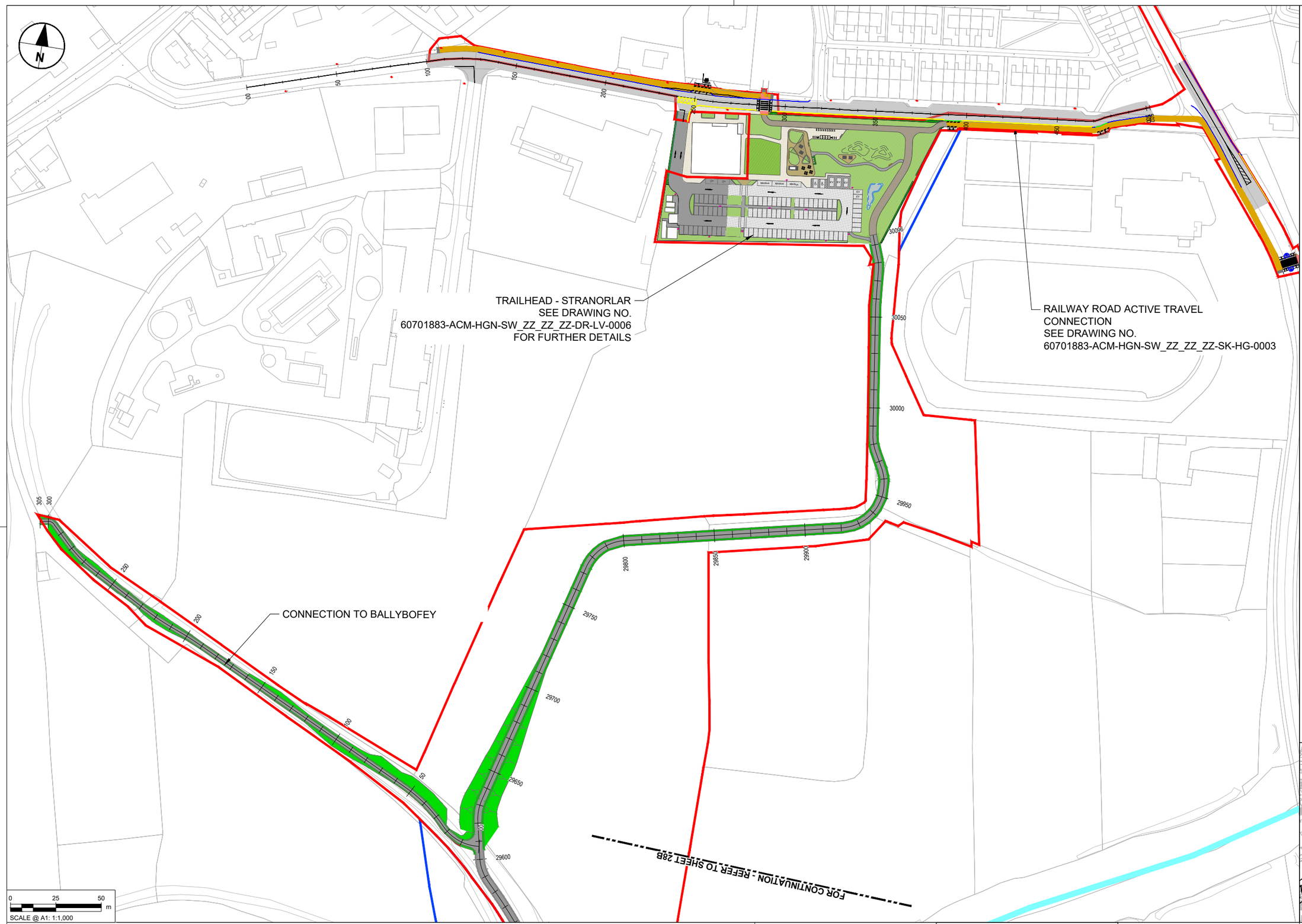
Scale @ A1: 1:1000

Volume: General

Drawing Number

Aecom Project ID: 60701883 | Originator: -ACM | Volume: -HGN- | Location: SW_ZZ_ZZ_ZZ | Type: -DR | Role: -HG | Number: -0123

Rev: P05



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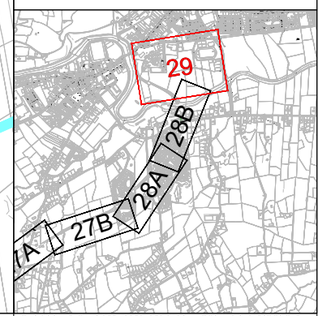
- WATERCOURSE

TRAILHEAD KEY

- GRASSCRETE
- ASHPHALT
- RESIN BOUND GRAVEL
- VERGE PLANTING
- HEDGE
- SHARED SURFACE



Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

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FOR INFORMATION

	By	Check	Date	Suffix
	IL	DK	22/09/25	P02
	IL	DK	14/11/25	P03
	IL	EP	20/03/26	P04
FOR ISSUE	IL	DK	15/06/26	P05

REVISION DETAILS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 29 OF 31

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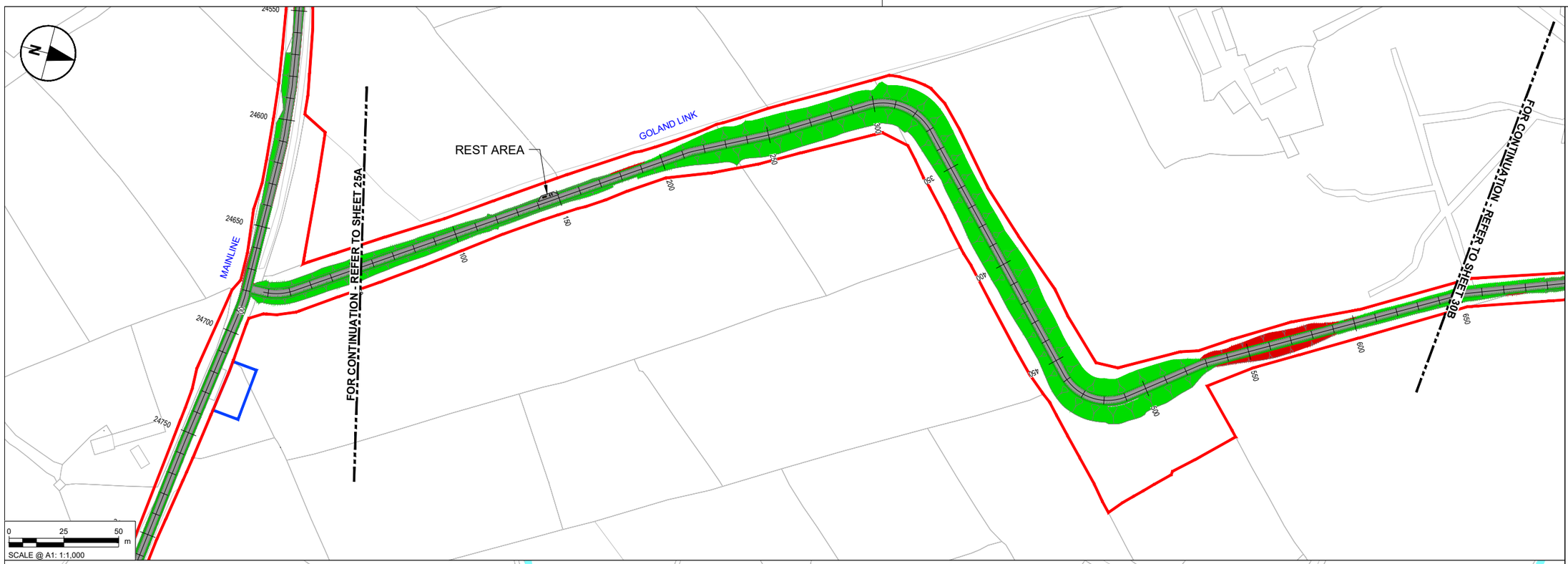
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

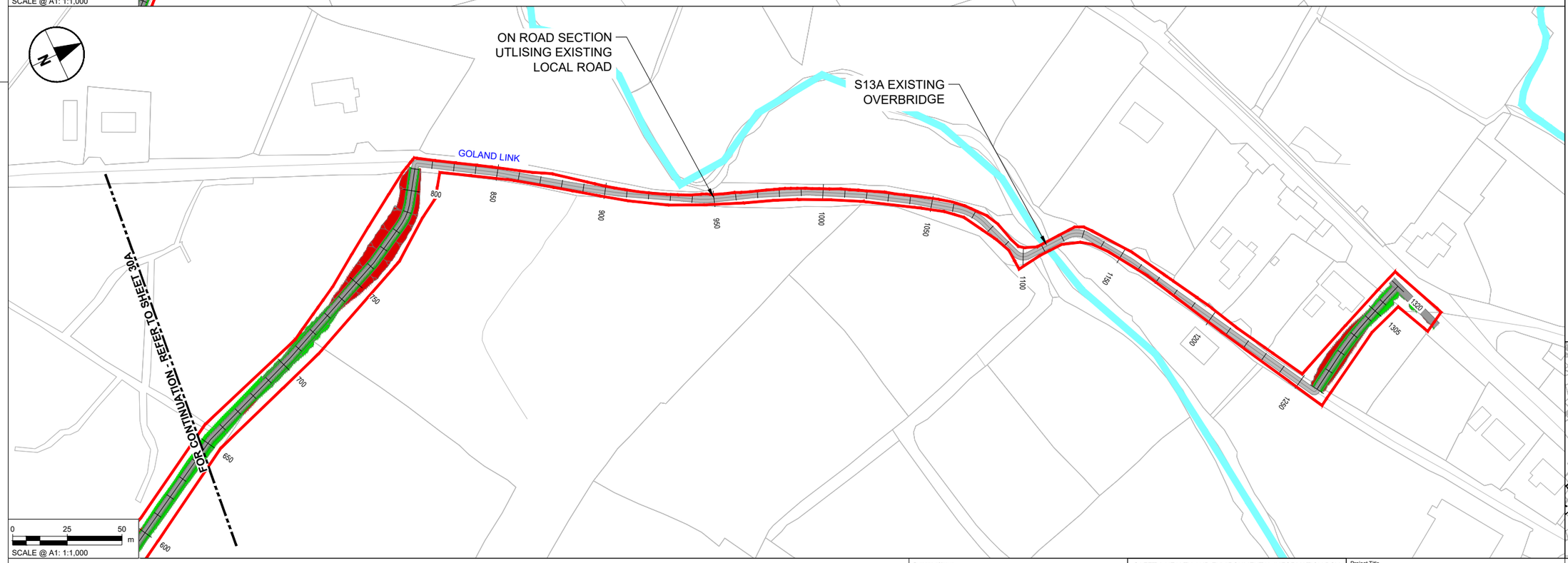
Internal Project No. 60701883 | Suitability S2

Scale @ A1 1:1000 | Volume General

Drawing Number
Aecom Project ID 60701883 | Originator -ACM | Volume -HGN- | Location SW_ZZ_ZZ_ZZ | Type -DR | Role -HG- | Number -0124

Rev P05





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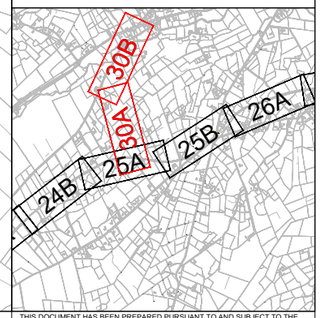

Tionscadal Éireann Project Ireland 2040

Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Dhún na nGall Donegal County Council

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Greenway

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	IL	DK	22/09/25	P02
	IL	DK	14/11/25	P03
	IL	EP	20/03/26	P04
FOR ISSUE	IL	DK	15/06/26	P05
REVISION DETAILS	By	Check	Date	Suffix

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 30 OF 31

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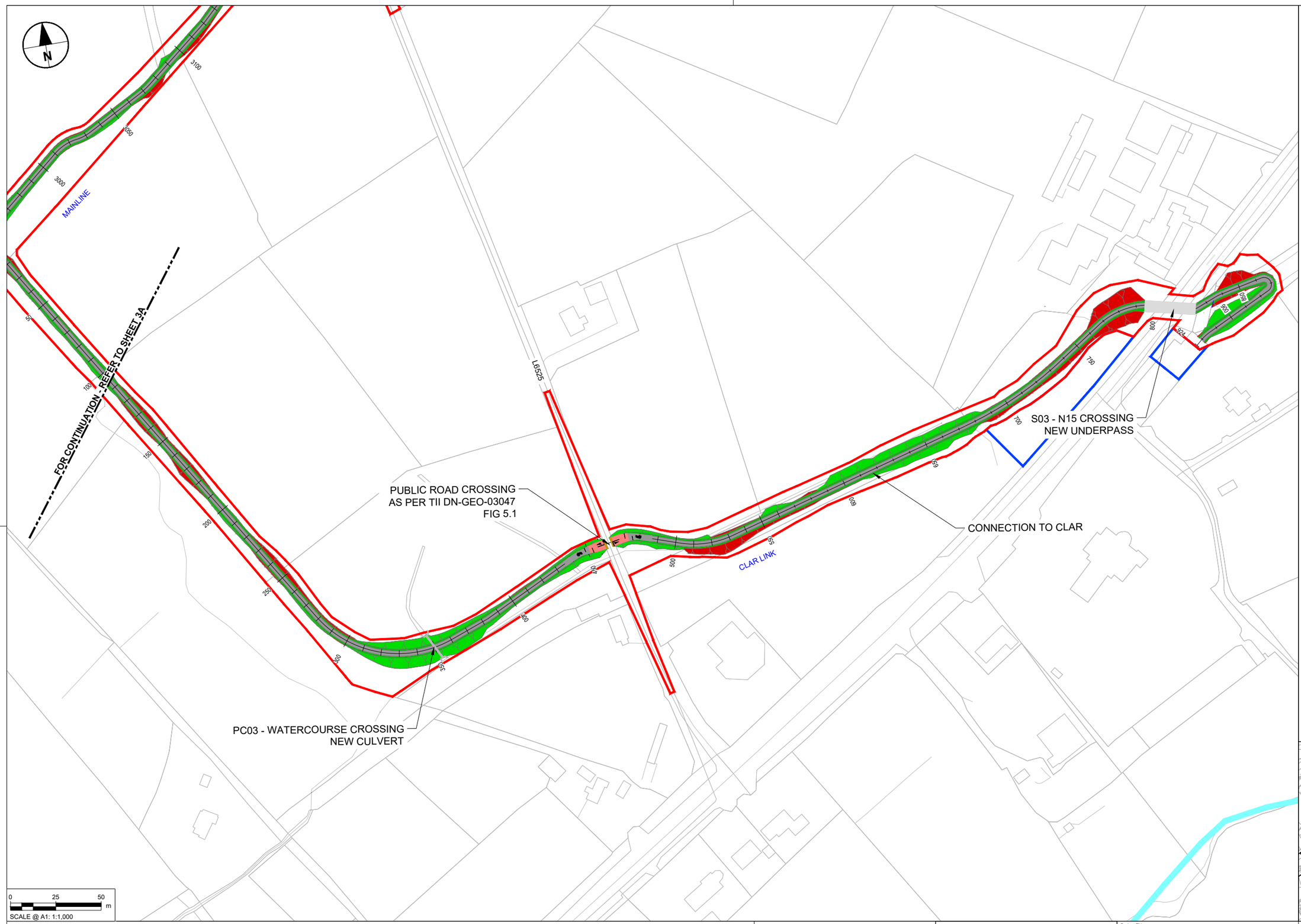
Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number

Aecom Project ID	Originator	Volume	Location	Type	Role	Number	Rev
60701883	-ACM	-HGN-	SW_ZZ_ZZ_ZZ	-DR	-HG	-0125	P05



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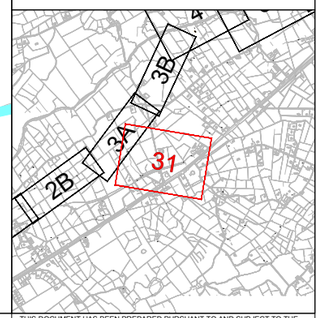

Tionscadal Éireann Project Ireland 2040

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	IL / DK	22/09/25	P02
	IL / DK	14/11/25	P03
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REVISION DETAILS	By / Check	Date	Suffix

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Project Title

Barnesmore Gap Greenway

Drawing Title

SERIES 0100
GENERAL ARRANGEMENT
SHEET 31 OF 31

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Designed	Drawn	Checked	Approved	Date
---	IL	AM	DK	15/06/26

Internal Project No.	Suitability
60701883	S2

Scale @ A1	Volume
1:1000	General

Drawing Number

Aecom Project ID: 60701883 | Originator: -ACM | Volume: -HGN- | Location: SW_ZZ_ZZ_ZZ | Type: -DR | Role: -HG | Number: -0126

Rev: P05