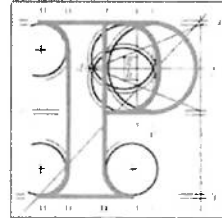


Our Case Number: ACP-324568-26



**An
Coimisiún
Pleanála**

Aiden McGinley
Ballylast
Castlefin
Lifford
Donegal

F93 ARY2

Date: 01 October 2026

Re: Proposed Development of the Barnesmore Gap Greenway Project
County Donegal

Dear Sir / Madam,

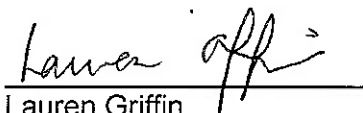
An Coimisiún Pleanála has received your recent submission (including your fee of €50) in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

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

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

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

Yours faithfully,


Lauren Griffin
Executive Officer
Direct Line: 01-8737244

HA02

Teil
Glao Áitiúil
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Website
Email

(01) 858 8100
1890 275 175
www.pleanala.ie
communications@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902



An
Coimisiún
Pleanála

SID Online Observation

Online Reference
SID-OBS-006125

Online Observation Details

Contact Name
Aidan McGinley

Lodgement Date
29/09/2026 21:57:01

Case Number / Description
324568

Payment Details

Payment Method
Online Payment

Cardholder Name
Yvonne Mc Ginley

Payment Amount
€50.00

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG—

Reason for Refund

Documents Returned to Observer

☐

Yes

☐

No

Request Emailed to Senior Executive Officer for Approval

☐

Yes

☐

No

Signed

EO

Date

Finance Section

Payment Reference

ch_3UL85BB1CW0EN5FC1dwnVn1i

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

SEO (Finance)

Authorised By (2)

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

Date

Date

Reference: 324568

Barnesmore Gap Greenway Project

To whom it may concern,

I would like to object to the Barnesmore Gap Greenway, Co. Donegal project by the Donegal County Council and Transport Infrastructure Ireland (TII) because when it was published there were three routes. My neighbours own land on these routes. I believe that there is a conflict of interest because on the Lifford to Castlefin Greenway that was recently constructed, the Donegal County Council failed to adhere to TII's national road guidelines.

My neighbour has a field next door which is located right beside the N15. Several years ago, he erected a gate to this field from the N15. He already has three entrances onto this field from his own lane, to which I informed the council, who told me that he would never be able to get out onto a national road. But they never made him take it down. He blocked one of these entrances with a cabin that has no planning permission. Yet, when you look up the County Council's planning map, the cabin is on it. It was placed there several months before the Greenway started. The second entrance is through his cattle shed, which he got planning for from the lane and into the field. The third is at the top of the field where there is a gate.

Before this, he also put a gate onto my front garden from this field, to which I informed the council but yet again, they didn't make him take it away. They started to use this access to my garden and the only way that I was able to get this gate closed off is when I informed the council that my neighbour's industrial estate was making the council lorries and sheds without planning permission. After this, the gate was later removed from my garden.

Since the Lifford-Castlefin Greenway dropped the kerbs, this part-time farmer has been using the Greenway like his own personal lane. He is taking cattle out of a cattle shed which already has access onto the field and putting them into a trailer, taking them down to the main road and putting them into the field through this gate from the N15. He is using this gate to move cattle in and out of the field, blocking the path on the greenway for pedestrians and cyclists, forcing them to move onto the grass right beside the road when there are far safer entrances that he could use to load the cattle into the field. These cattle have also broken out of the field before right beside the national road and I had to keep them in my own garden until they were able to come collect them for everyone's safety.

The industrial estate, which was originally a farm built mostly on retention planning, has constructed another large shed during the construction of the greenway. The County Council also installed a septic tank right in front of my neighbour's house. When I asked them why the septic tank was installed, they never answered and removed it the next day.

My neighbours have been looking for another access onto the N15 for over 25 years. Before the greenway started, I objected to the gate getting across onto the national road. Over the years, we have been fighting the county council for noise pollution and drainage pollution.

The kerbs have been dropped at the front of this gate which only helps their planning down the line. My daughter who is on the autism spectrum has never really gone outside to play because of all the noise and everything that has gone on over the years.

I went down to see the Greenway project and there were no entrances shown on any of the project plans. I wrote to them about the issue with the gate and I talked with engineers involved in the project and they told me that they know that there is no entrance there. However, when construction of the Greenway started, halfway through I was talking to an engineer outside my home and he told me that they were going to drop the kerbs in front of my neighbour's gate which they should have told me before the project started so that I could have objected.

I asked Planning Enforcement to look into the matter. They said that it had been there for seven years on Google, but not in any official road drawings. I asked them for their report, and they sent out a map that did not accurately portray the scale of the field. It showed the field divided into three smaller sections and this gate is the only access to the bottom third. But this is not the case as the field is strip grazed and divided only by electric fencing. It is one full field. When I told them that this was only one field, they altered the drawings back into one field again, which means that there are four entrances to one field, which is utterly unnecessary. According to the planning and national roads guide, if you already have an entrance to a field in a safer spot, then you are not allowed to gain access onto a national road. I asked him if he realised that he made a mistake and if he would send it to the line manager who made the decision to drop the kerbs on the results of his report, to which I received no reply and the kerbs were never changed on the entrance, and they are about 25 feet wide. This will only help them further their goal of gaining access onto the national road.

I got into contact with TII through multiple emails to ask why the rules of a national road were being ignored. They only replied that I should take the matter up with the Donegal County Council, essentially shifting all responsibility off themselves. I asked them if they would send a reminder to the Donegal County Council to abide by the rules of the national road. They sent an email to enforcement but there never was a response.

The County Council made promises to tar the lane in front of three residential houses and build a wall along the Greenway in front of our houses, to which they did not do under the claim that they had run out of money. There are parts of the Greenway that are not maintained. The grass is overgrown to the point where some people can't see up the road as they are trying to pull out onto the national road, to which the Council said that they didn't have the funds to maintain the Greenway.

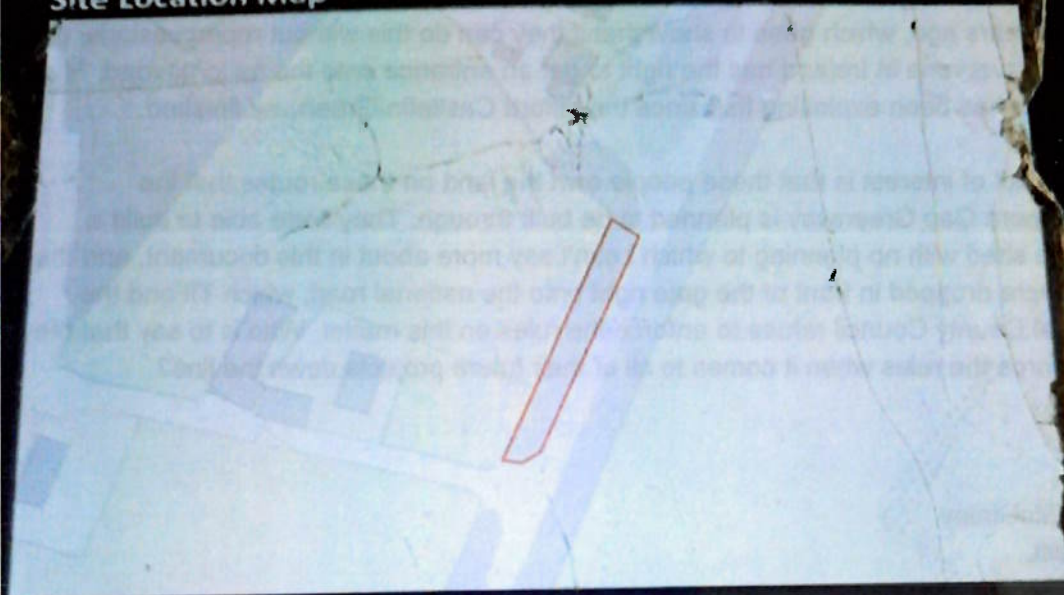
To summarise, I am just trying to protect my own family's peace of mind. I had to spend thousands of euros over the course of twenty five years objecting to planning for industrial sheds, planning of entrances onto my own garden, which should have been knocked on the head by Donegal County Council as soon as this started happening. They have no respect for my family. And TII should also have intervened and closed this down straight away as it directly went against their own guidelines. I don't understand how these institutions are able to work on projects together when they blatantly refuse to follow the rules that are in place for road safety. Cyclists have to leave the path that was made for them and go onto the grass just to avoid jeeps, tractors and cattle trailers that already have a safe entrance onto

the field on their own lane. I have photo and video evidence of this happening on numerous occasions. My neighbour also filled in conservation land and opened an entrance across the road 20 years ago, which goes to show that if they can do this without repercussions, then basically everyone in Ireland has the right to get an entrance onto the national road. My neighbour has been exploiting this since the Lifford Castlefin Greenway finished.

The conflict of interest is that these people own the land on these routes that the Barnesmore Gap Greenway is planned to be built through. They were able to build a massive shed with no planning to which I can't say more about in this document, and the kerbs were dropped in front of the gate right onto the national road, which TII and the Donegal County Council refuse to enforce the rules on this matter. Who is to say that they will enforce the rules when it comes to all of their future projects down the line?

Aidan McGinley
Ballylast,
Castlefin,
Lifford,
Co. Donegal,
F93 ARY2

Site Location Map



County Donegal Development Plan 2018 – 2024 (As varied)

5.1.3 Policies

Roads

In January 2012 the Department of Environment, Community and Local Government published its 'Spatial Planning and National Roads: Guidelines for Planning Authorities' (DoECLG Guidelines). The guidelines set out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and

Appendix C
Site Location Map



I hereby certify that the location on this map of
Unauthorised Development Reference Number:
UD23160 which is outlined in red is accurate.



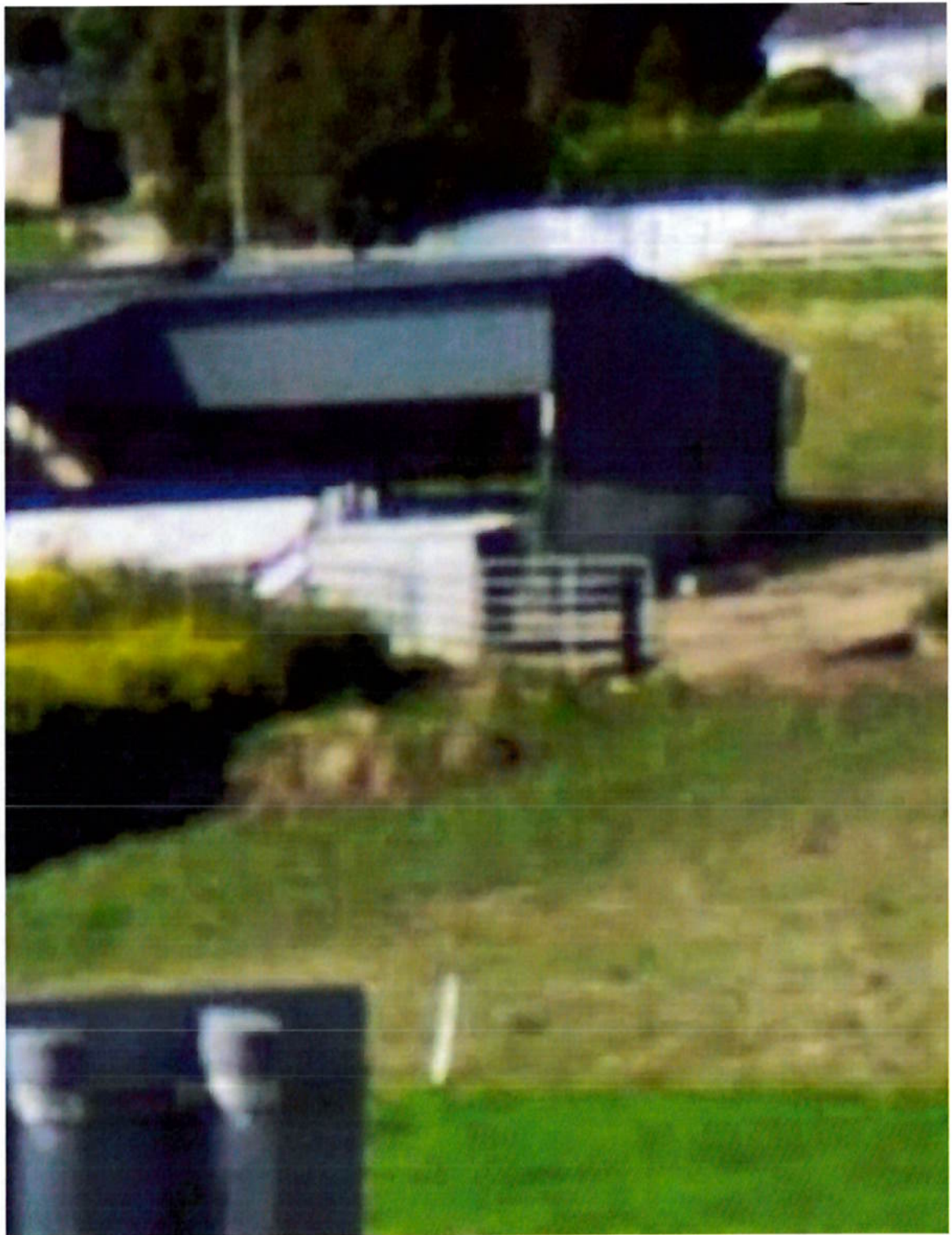
A Chara,

Transport Infrastructure Ireland (TII) has received the attached correspondence alleging the opening of unauthorised access directly to the N15, national road. In relation to access to national roads, the Council will be aware that Government policy seeks to safeguard the strategic function and levels of safety on national roads, such as the N15, national primary road, by avoiding the creation of new access or the intensification of existing access to national roads, outside areas subject to a reduced urban 50 – 60kph speed limit.

TII brings this matter to the Council's attention, in the interests of the Council's adherence to official policy in relation to development affecting national roads. The DoECLG 'Spatial Planning and National Roads Guidelines for Planning Authorities' refers and having regard to the Council's role as planning and roads authority for the area concerned. TII would welcome being updated on this matter.







AG

Adain Mc Ginley

To: [REDACTED]

Thu 23/11/2023 09:07

Hello [REDACTED] I am enquiring about extra work at [REDACTED] you didn't finish line because apparently a fairy tree is in the way so you are now changing the line to suit and are digging out septic tank again and I sure you with your experience at bridges has come upon fairy trees before as I said any extra drainage done for [REDACTED] will have to be done equally for every household and can not help ther future planning plans for illegal gate and can you give me answer to why these changes are been made to line in writing please thank you I would not torture you only I rung lifford and I didn't get any word back