
From: O'Malley Vincent
Sent: Friday 29 October 2021 15:56
To: Chamberlain Greg
Cc: Nea Christian
Subject: RE: Re. Skeagh Bridge (MN-N54-004.00) [Reactive Maintenance]

Greg,
Having reviewed the content of the email from Atkins, I accept the reasoned determination set out below.
Sincerely
Vincent

From: Chamberlain Greg [REDACTED]
Sent: Friday 29 October 2021 15:04
To: O'Malley Vincent [REDACTED]
Cc: Nea Christian [REDACTED]
Subject: FW: Re. Skeagh Bridge (MN N54-004.00) [Reactive Maintenance]

Vincent

Having reviewed Paul's email below and having regard to the nature of the works, I recommend that the following reasoned determination can be made:

Having performed screening for Appropriate Assessment in respect of the proposed reactive maintenance works detailed in the email received from Paul O'Donoghue dated the 29th October, 2021, and entitled Re. Skeagh Bridge (MN-N54-004.00) [Reactive Maintenance] I accept the recommendations of Atkins that the proposed reactive maintenance works, individually or in combination with other plans or projects, would not be likely to have a significant effect on any European site in view of the best scientific knowledge and the site's conservation objectives. I determine that an Appropriate Assessment of these proposed works is not required, as it can be excluded on the basis of objective scientific information following the screening done that the proposed works, individually or in combination with other plans or projects, will have a significant effect on any European site.

Kind Regards

Greg

From: O'Donoghue, Paul [REDACTED]
Sent: Friday 29 October 2021 14:18
To: Chamberlain Greg [REDACTED]
Cc: Nea Christian [REDACTED]; Gregan, John [REDACTED]; Jennings, Martin [REDACTED]; Daly, Vincent [REDACTED]
Subject: Re. Skeagh Bridge (MN N54 004.00) [Reactive Maintenance]

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Greg

Re. Skeagh Bridge (MN-N54-004.00) [Reactive Maintenance]

Skeagh Bridge is on the N54 Regional road southwest of Monaghan town; as shown below circled in red (Source: NBDC webviewer). The bridge spans the Magheramey River. The end section of the south west parapet has been severely damaged following vehicular impact. The parapet wall is an unreinforced masonry wall faced in 100mm thick cut stone limestone masonry set in a random joint pattern. The infill concrete to the wall appears to be a dry lean mix concrete.



Figure 1. Skeagh Bridge (circled in red) [Source: NBDC mapviewer].

Existing Damage:

The end section of the south west parapet has been severely damaged following vehicular impact over a total length of 3500mm (see attached photos). The length of damaged wall also measures 1450mm high (including 250mm high copings) and 500mm thick. This return section of wall originally extended to the full height of the wall unlike the opposite north west parapet return which gradually steps down in height over its length. A large section of the damaged wall including the stone masonry profiled copings has been demolished with the end section of damaged wall completely demolished to approximately 200mm below the adjoining roadside ground level over a length of 1700mm where it adjoins the timber post and rail fence. The base of the demolished wall is approximately 2750mm above the base of the embankment at water edge. The resultant masonry wall debris largely lies on the adjoining river embankment with some masonry debris lying in the watercourse below. The remaining

section of wingwall is largely in disrepair with a notable section of the traffic face of the wall unseated and displaced and some loose masonry visible to the corresponding rear leaf of the wall. Though the base section of the remaining damaged wall generally appears to be largely intact.

Scope of Works:

Removal of debris is required. 15m² of masonry debris will be removed from embankment, while 5m² of debris will be removed by hand from the watercourse below. No machinery will enter the watercourse. If required, debris will be tethered and lifted out the watercourse by a long-reach excavator.

The southwest section of the damaged wall will be rebuilt to full height. Profiled stone masonry copings over 3500mm in length will be reinstated to match the existing. It is anticipated that a minimum of 2500mm in length of parapet wall will be reconstructed from the top of the existing concrete wingwall constructed below existing ground level.

The damaged wall is to be deconstructed to stable material, and then fully reconstructed using hand tools to tie in with the existing wall. The existing non-defective stone masonry facings salvaged from the embankment and watercourse shall be utilised, or if not possible, new locally sourced stone masonry to match existing wall. Masonry works shall be conducted using lime mortars. The reconstruction of the wall is to match the existing wall.

The mortar for stone masonry facings will be mixed away from the structure to prevent contamination of the watercourse. All damaged masonry sections not suitable for re-use and other debris resulting from the damage to be disposed off-site.

Measures will also be implemented to prevent materials from entering the watercourse during the works. Rebuilding of the parapet wall will take place directly above the watercourse; as a result and silt fencing will be erected to prevent material entering the river and to prevent any local deterioration in water quality to control. As noted below the nearest European site is >25km downstream. Such measures are not intended to prevent negative impacts to a European. Given the location, type and scale of proposed works even if material were to fall into the river during works there would be no negative impact to a European site.

The plates below display the extent of the damage to the wall.



Plate 1.1 . Skeagh Bridge. Damaged parapet wall and fallen debris.



Plate 1.2 . Skeagh Bridge. Debris has fallen on embankment and instream resulting from fallen masonry parapet wall.

Ecological Characteristics.

Skeagh Bridge crosses the Magheramey River, a tributary of the River Finn, southwest of Monaghan town. The bridge is located within the Finn[Monaghan]_SC_010 Water Framework Directive subcatchment. The bridge is not located within any European sites. The Lough Oughter and Associated Loughs SAC is located 25km downstream of the works. Thereafter it enters Upper Lough Erne SAC (UK0016614) in Northern Ireland.

There are no records of invasive plant species, such as Japanese knotweed (*Fallopia japonica*); or Himalayan balsam (*Impatiens glandulifera*), Giant hogweed (*Heracleum mantegazzianum*) or Giant-rhubarb (*Gunnera* asp.) from the bridge location or nearby (Source: NBDC).

There are no records for otter on the Magheramey River. However, it is possible that otter commute along the river occasionally. (Source: NBDC). ow

There are no records of white-clawed crayfish (*Austropotamobius pallipes*) in watercourses connected to the bridge (Source: NBDC). The river is not within a *Margaritifera* sensitive area. The bridge parapet proposed for repair is not suitable for supporting roosting bats.

Atkins Findings -

This Screening for Appropriate Assessment is based on the best available scientific information. It is concluded that the proposed project poses no likely significant effects on Natura 2000 sites, either alone or in combination with other projects. Thus, it is recommended that it is not necessary for the proposed project to proceed to Appropriate Assessment.

Findings of TII Appropriate Assessment -

Can you please provide a Reasoned Determination?

Paul O' Donoghue BSc PhD CEnV MCIEEM

Associate Director, Ecology
Ireland

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