
From: O'Malley Vincent
Sent: Friday 22 October 2021 14:21
To: Chamberlain Greg
Cc: Nea Christian
Subject: RE: Re. RN-N05-008.00 (Lung River Bridge) - Reactive Maintenance

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

From: Chamberlain Greg [REDACTED]
Sent: Friday 22 October 2021 11:04
To: O'Malley Vincent [REDACTED]
Cc: Nea Christian [REDACTED]
Subject: FW: Re. RN N05 008.00 (Lung River Bridge) - 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 22nd October, 2021, and entitled Re. RN-N05-008.00 (Lung River Bridge) - 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 22 October 2021 10:41
To: Chamberlain Greg [REDACTED]
Cc: Nea Christian [REDACTED]; Gregan, John [REDACTED]; Daly, Vincent [REDACTED]; Jennings, Martin [REDACTED]
Subject: Re. RN N05 008.00 (Lung River Bridge) - Reactive Maintenance

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Greg

Re. RN-N05-008.00 (Lung River Bridge) - Reactive Maintenance

Lung River Bridge is located on the N5 to the east of Ballaghaderreen, Co. Roscommon. JCEL have been requested to undertake works to remediate the localised vehicular impact damage that has occurred to the south parapet near the west end of the bridge (refer to attached photos). Attached also are a number of photos of the underside of the bridge taken during routine maintenance.

Scope of Works

Description of Damage:

The aluminium parapet is a normal containment post and rail (4 rail) system, measuring 1.25m high. The parapet system is comprised of extruded rail sections fixed to supporting posts with associated connection fittings and brackets. Bolted rail cleats connect the horizontal rails to the posts. A bottom mesh retaining angle rail is connected with brackets welded to the post baseplates. Galvanised infill mesh panels x 1830mm long are secured to the front face of the rails.

The overall length of localised damage to the parapet measured 24m in length extending across 9 No. posts at 3m centres and located over the east span (over land) of the bridge. The damaged observed comprised failure (sheared off) and displacement of the welded post connection with the baseplate to 4 No. posts in sequence. The 8 No. horizontal parapet rails each 12m in length (4 No. each side of a rail splice) are bent outwards to varying degree of mis-alignment with the top rail bent out of horizontal alignment by up to 300mm at the worst location with some deformation also visible to the rails. The length of damage to the bottom steel mesh angle rail (3 No.) measured 18m with rail splices at 6m centres. No other damage was observed to parapet posts, rails and associated connections or to the supporting structure. 5 No. mesh panels were damaged as a result of the impact. Some minor crash damage notably metal and plastic was noted on the adjoining raised verge with some localised oil spill staining also noted both to the surface of the raised concrete verge and a couple of kerb drainage units.

Damage Remediation – Proposed Scope of Works

- Replace 4 No. damaged parapet posts c/w baseplates and holding down bolt attachments/anchorages
- Replace 8 No. damaged parapet horizontal rails (each 12m long) complete with rail joint and connection fittings
- Replace 3 No. bottom mesh angle retaining rails (each 6m long) complete with rail joints
- Replace 5 No. damaged 1.83m long galvanised infill mesh panels $5 \times 1.83 = 9.15\text{m}$
- Remove minor crash debris from top of adjoining raised verge (2m^2) and clean up localised oil spillage (1m^2)
- Localised cleaning out of drainage kerb units (due to oil spillage) say over 2m also.

Methodology

Outline methodology received from the Contractor (JCEL) is as follows: -

- All works carried out from roadside
- Parapet Beam inspected for damage.
- JCEL install Hard Shoulder Closure

- EMF mobilize and remove damaged mesh and beams
- EMF erect Combisafe
- EMF remove damaged posts and clean off grout (bolts are removed with air gun)
- EMF install New Posts from TII Yard @ Cahir (second hand)
- EMF install beams (second hand)
- EMF grout under posts (timber shutter around post base plate and fill with Fosroc Combrexta Grout or similar). Timber removed once grout cured
- EMF remove combisafe & install Mesh, holes filled with grout
- JCEL clean out kerb deck unit using a jetter head fixed to the power washer. Terram placed over outlet sump. Arisings shoveled into pickup from sump unit
- JCEL power wash rubbing strip
- Remove terram from drainage outlet
- JCEL remove hardshoulder closure

Note: EMF are approved parapet installer

JCEL have also informed us that duration of above works will be 3 days duration (inspection 1 day, repair works 2 days)

Ecological Context

Lung River Bridge is located on the Lung River (EPA Code - 26L03). The River Waterbody WFD Status 2013-2018 at Lung River Bridge was defined by the EPA as Good. This flows to the northeast through Tullaghanrock Bog SAC (002354) / Tullaghanrock Bog NHA (002013), before discharging to Lough Gara SPA (004048) / Lough Gara NHA (000587).

Tullaghanrock Bog SAC is designated for (see <https://www.npws.ie/protected-sites/sac/002354>): -

- Active raised bogs [7110]
- Degraded raised bogs still capable of natural regeneration [7120]
- Depressions on peat substrates of the Rhynchosporion [7150]

Lough Gara SPA is designated for (see <https://www.npws.ie/protected-sites/spa/004048>): -

- Whooper Swan (*Cygnus cygnus*) [A038]
- Greenland White-fronted Goose (*Anser albifrons flavirostris*) [A395]

Both of these species are wintering visitors to Ireland. The works are restricted to the road envelope and would not affect Lough Gara SPA.

The bridge is not within a Margaritifera sensitive area. Otter (*Lutra lutra*) has been recorded on the Lung River downstream of the bridge (M639937; Otter survey of Ireland 1982 - Vincent Wildlife Trust; Source: NBDC).

There are no records of invasive plant species such as Japanese knotweed (*Fallopia japonica*), Indian balsam (*Impatiens glandulifera*), Giant hogweed (*Heracleum mantegazzianum*) or Giant-rhubarb (*Gunnera tinctoria*).

The bridge is a modern precast concrete structure and is not of importance for bats (see attached photos).

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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