

Colin Murphy

From: O'Donoghue, Paul [REDACTED]
Sent: Tuesday 13 January 2026 14:17
To: Colin Murphy
Cc: Vincent O'Malley; Christian Nea; ROGER RYAN (NRDO); THOMAS KERR (NRDO); Schmidt, Alec; Chambers, Mark; Jennings, Martin; Gilsenan, Mark; Healy, Colm
Subject: RE: Re. Claretuam Bridge No. 1 (GC-N83-005.00)

Colin

Many thanks.

Paul

Paul O'Donoghue BSc MSc PhD MCIEEM CEnV

Associate Director (Ecologist)

[REDACTED]

Unit 2B, 2200 Cork Airport Business Park
Cork, T12 R279, Ireland

AtkinsRéalis

AtkinsRéalis - Baseline / Référence

From: Colin Murphy [REDACTED]
Sent: Tuesday, January 13, 2026 2:11 PM
To: O'Donoghue, Paul [REDACTED]
Cc: Vincent O'Malley [REDACTED]; Christian Nea [REDACTED]; ROGER RYAN (NRDO) [REDACTED]; THOMAS KERR (NRDO) [REDACTED]; Schmidt, Alec [REDACTED]; Chambers, Mark [REDACTED]; Jennings, Martin [REDACTED]; Gilsenan, Mark [REDACTED]; Healy, Colm [REDACTED]
Subject: FW: Re. Claretuam Bridge No. 1 (GC-N83-005.00)

Paul,

Please see below the reasoned determination for the non-routine maintenance works below.

Regards,
Colin Murphy
Ecologist
Transport Infrastructure Ireland
[REDACTED]

Address: [Parkgate Business Centre, Parkgate Place, Parkgate Street, Dublin 8, Ireland, D08 DK10](#)

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From: Vincent O'Malley [REDACTED]
Sent: Tuesday 13 January 2026 14:06
To: Colin Murphy [REDACTED]
Cc: Christian Nea [REDACTED]
Subject: RE: Re. Claretuam Bridge No. 1 (GC-N83-005.00)

Colin,
Having reviewed the email and attachments I accept the reasoned determination as set out below.
Sincerely
Vincent

Dr Vincent O'Malley
Head of Environmental Policy & Compliance,
Transport Infrastructure Ireland
www.tii.ie

From: Colin Murphy [REDACTED]
Sent: Tuesday 13 January 2026 09:04
To: Vincent O'Malley [REDACTED]
Cc: Christian Nea [REDACTED]
Subject: FW: Re. Claretuam Bridge No. 1 (GC-N83-005.00)

Hi Vincent,

We have received an AA screening from AtkinsRéalis for proposed non-routine maintenance at Claretuam Bridge situated near the town of Tuam, Co. Mayo. I would be grateful if you could review the information below and provide a reasoned determination.

As noted below, damage has occurred in two sections along the northern parapet of Claretuam Bridge, which is a two-span, masonry arch bridge which carries the N83 over the Glennafosha stream. The proposed works will involve reinstating the damaged sections of the parapet which have become dislodged and are located on the land adjacent to the bridge. Only existing / salvaged stone masonry shall be reused. The works will be carried out entirely over land with no access to the river required. The works will be undertaken during day-light hours and is expected to take 5 days to complete.

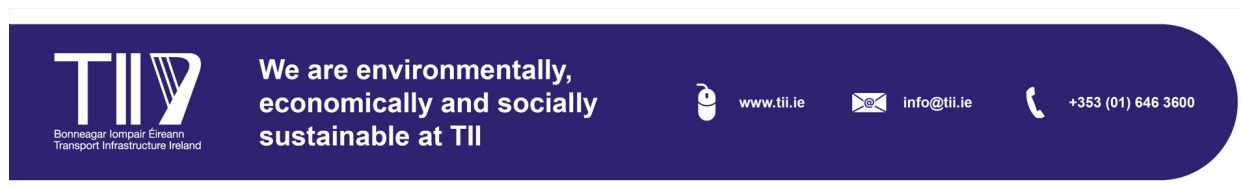
Claretuam Bridge No. 1 lies above the Glennafosha stream, which does not lie within a Natura 2000 site at this location. The river flows into the Clare River which is part of the Lough Corrib SAC. The bridge location is not within the SAC – the boundary of the SAC is 210m downstream. Lough Corrib SAC is designated for a variety of freshwater and terrestrial habitat and species. Lough Corrib is also designated as Lough Corrib SPA, which is designated for a number of wintering birds and wading species.

As noted below, AtkinsRéalis have determined the works will not result in likely significant effects on any Natura 2000 sites based on the fact there will be no instream works and that all works will occur on land adjacent to the river. The works will be short in duration and will only take place during daylight hours, with no overnight lighting is to be left in place. Negative impacts on the Qualifying Interests of Lough Corrib SAC or Lough Corrib SPA are not anticipated.

Based on the description of the proposed works and associated methodologies provided by AtkinsRéalis, I agree with the conclusion that the proposed works will not lead to likely significant effects on any European Site. .

Having performed screening for Appropriate Assessment in respect of the proposed emergency repair works detailed in the Appropriate Assessment Screening received in an email from Paul O'Donoghue on the 1st of December 2025, and entitled 'Claretuam Bridge No. 1 (GC-N83-005.00) Screening', I accept the recommendation of AtkinsRéalis that the proposed 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.

Regards,
Colin Murphy
Ecologist



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From: O'Donoghue, Paul [REDACTED]
Sent: Monday 1 December 2025 17:35
To: Christian Nea [REDACTED] Colin Murphy [REDACTED]
Cc: ROGER RYAN (NRDO) [REDACTED]; THOMAS KERR (NRDO) [REDACTED]; Schmidt, Alec [REDACTED]
[REDACTED] Chambers, Mark [REDACTED] Jennings, Martin [REDACTED]
[REDACTED]; Gilsenan, Mark [REDACTED] Healy, Colm [REDACTED]
[REDACTED] >; Schmidt, Alec [REDACTED]
Subject: Re. Claretuam Bridge No. 1 (GC-N83-005.00)

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Christian

Re. Claretuam Bridge No. 1 (GC-N83-005.00)

AtkinsRéalis have been requested to undertake Stage 1 Screening for Appropriate Assessment for the proposed non-routine maintenance at Claretuam Bridge No. 1 (GC-N83-005.00) situated near the town of Tuam, Co. Mayo (Figure 1). The proposed non-routine maintenance involves the repair of two damaged sections of the parapet and overlying coping (Figure 2, Figure 3). The proposed works are not related to or directly associated with the management of any Natura 2000 site.



Figure 1: Location of Claretuam Bridge No. 1 (GC-N83-005.00) situated near the town of Tuam, Co. Galway. [Coordinates in ITM].



Figure 2: First damaged section of parapet to be repaired.



Figure 3: Second damaged section of the parapet to be repaired.

Proposed Works

Damage has occurred in two sections along the northern parapet of Claretuam Bridge No. 1 (GC-N83-005.00), Co. Galway. The bridge is a two-span, masonry arch bridge which carries the N83 over the Glennafosha stream. The Contractor has been commissioned by Transport Infrastructure Ireland (TII) to reinstate the damaged sections of the parapet (see Figure 2, Figure 3). The stone masonry parapet along with the curved coping stones are missing over a length of approx. 18.2m over both sections. The full scope of works is as follows: -

- A like-for-like repair with stone masonry and NHL5 mortar shall be carried out. Only existing / salvaged stone masonry shall be reused. Note that any damaged or missing stone masonry coping shall be replaced at a later date and lies outside of the scope of the proposed repairs.

The proposed works will occur at height over land, adjacent to a small watercourse. The Contractor hopes to mobilise in early December 2025, and the proposed works are expected to be completed within a period of five days. Access to the site of the proposed works will be from the N83, where the hard shoulder will be closed to traffic from the nearside lane to facilitate access and create a staging area for the works. All plant and materials will be removed from the site upon the conclusion of the works.

Part of the proposed works will require the use of tools and machinery adjacent to the river channel. Entry into the watercourse will not be required as damaged masonry is located only on the riverbank and the adjacent fields. Oil absorbent booms and pads, grab ropes and silt trapping booms will be on-site as standard to ensure that there is no input of additional debris or pollutants into the river arising from the proposed works in the event of an oil leak or if silt is disturbed within the river channel. Forecasts will also be consulted prior to commencing works to ensure that cold temperatures do not compromise the structural integrity of the reconstructed parapet coping or that high winds and/or rain do not flush any debris or other material associated with the proposed works into the river channel.

Methodology

Pre-Works

1. Prior to any works, JONS Engineer will liaise with the landowner(s) for access and consult relevant shareholders (Inland Fisheries Ireland (IFI), Transport Infrastructure Ireland (TII), Galway County Council (MCC), etc.).
2. Notify Gardai & Galway County Council Area Engineer.
3. Review & prepare Temporary Traffic Management (TTM) requirements. TTM Drawing No. 1355-TM-008 is to be utilised.
4. Procurement of materials & equipment.

TTM & Scaffold Install

1. Before any parapet masonry works commence, TTM system will be set up in accordance with the approved TTM drawing. TTM drawing will be provided on approval of NRM works proposal.
2. A shoulder closure will be required for the duration of the works. This will be set up for the recovery of damaged masonry and the parapet repair works. The TTM will be in place on a daily basis only.
3. TTM set up in accordance with Subcontractors Risk Assessment and Method Statement (RAMS) and/or JCEL RAMS Ref: TM-MET-01.

Parapet Repair Works

1. The damaged masonry is to be recovered from the riverbank and fields. A 3t excavator will be brought to site and used to aid recovery of stones and with moving larger cope stones including placement on the parapet. Material that can be salvaged will be staged on the verge and sorted for reuse. Debris will be loaded out for disposal off site.
2. Once the riverbank/field is clear, the scaffold material will be offloaded at the work location. Scaffold gang (with qualified CSCS training) will then build out the access platforms while following their specific RAMS. On completion, the scaffold will be inspected and tagged for use. Routine inspections of the scaffold to take place including checking of sole plates and condition of bearing to solid footing.
3. The mason will set up controls such as tarpaulin/polythene to catch debris. All loose/damaged stone and mortar will be removed as needed back to sound construction or extent identified within work scope prior to commencing rebuild work. Stone that can be introduced back into the rebuild will be kept and a best source match used to make up any quantity shortfall.
4. Mortar will be mixed in accordance with the manufacturer's instructions and specification. A conventional cement mixer can be used although for larger projects a paddle mixer is preferable. Measuring the material for mixing is to be done with a gauging box or bucket for consistency with quantities.
5. Lime mortar to be mixed in accordance with Table 24/4 (Mix (a): 1 Lime:2 ½ Sand for NHL5). Lime mortars mixed in drum mixers can be prone to balling. Procedure for mixing to reduce this potential: 1. Start with an empty mixer 2. Add 1 part sand 3. Mix in 1 part lime 4. Followed by 1 ½ part sand 5. Mix dry for at least 5 minutes 6. After 5 minutes slowly add water until the desired consistency is reached, it is very important not to drown the mix by adding too much water 7. Once the desired consistency is reached, mix for a further 20 minutes. The mix, to begin with, should appear rather dry but as mixing time increases the render will become much 'fattier'. If too much water is added the risk of shrinkage will increase and the final strength reduced. Do not use any plasticisers/water proofers.
6. If the walls are dry, damp down to reduce the effects of suction. This is noted above in the joint preparation prior to pointing.
7. Weather conditions to be monitored so that the product does not exceed these requirements and suitable control measures put in place such as correct storage of materials and use of hessian and polythene where low temperatures are expected/experienced.
8. When sustained rainfall is forecast/encountered, mason to set up suitable polythene "tenting" to protect works from washing out during pointing/rebuild activities. Completed work for the day to be protected with polythene overnight ensuring it is correctly weighed or tied down.
9. Where cold weather conditions are to be encountered, protect the build overnight using hessian sheeting.
10. Once complete, the mason will remove the tarpaulin and dispose of any remaining debris off site. The TTM will be removed and the works inspected by JCEL Engineer including upload of photos to Procore album.

Demobilisation

1. Prior to demobilisation, the works area will be cleaned and any excessive material removed from site. The repair will be available for inspection/acceptance for approval and all cones, signage, equipment taken off site.

Ecological Constraints

Claretuam Bridge No. 1 lies above the Glennafosha stream, which does not lie within a Natura 2000 site at this location. The river flows into the Clare River which is part of the Lough Corrib SAC. The bridge location is not within the SAC – the boundary of the SAC is 210m downstream. The Clare River flows south to the east of Lough Corrib and enters the lough in its southeastern corner about 3km northeast of Menlough, Galway City. Therefore, while there is hydrological connectivity between the proposed works and Lough Corrib SAC it is over a significant distance.

The Lough Corrib SAC (site code: 000297) consists of Lough Corrib, which consists of a relatively shallow basin, underlain by Carboniferous limestone, in the south, and a larger, deeper basin, underlain by more acidic granite, schists, shales and sandstones to the north. Sections of several rivers which flow into and out of Lough Corrib are also within the SAC. The SAC is designated for 15 no. Qualifying Interest habitats and 9 no. Qualifying Interest species, namely 'Oligotrophic waters containing very few minerals of sandy plains (*Littorelletalia uniflorae*)' [3110], 'Oligotrophic to mesotrophic standing waters with vegetation of the *Littorelletalia uniflorae* and/or *Isoeto-Nanojuncetea*' [3130], 'Hard oligo-mesotrophic waters with benthic vegetation of *Chara* spp.' [3140], 'Water courses of plain to montane levels with the *Ranunculion fluitantis* and *Callitriche-Batrachion* vegetation' [3260], 'Semi-natural dry grasslands and scrubland facies on calcareous substrates (*Festuco-Brometalia*) (* important orchid sites)' [6210], 'Molinia meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*)' [6410], 'Active raised bogs' [7110], 'Blanket bogs (* if active bog)' [7110], 'Degraded raised bogs still capable of natural regeneration' [7120], 'Depressions on peat substrates of the *Rhynchosporion*' [7150], 'Calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae*' [7210], 'Petrifying springs with tufa formation (*Cratoneurion*)' [7220], 'Alkaline fens' [7230], 'Limestone pavements' [8240], 'Old sessile oak woods with *Ilex* and *Blechnum* in the British Isles' [91A0], 'Bog woodland' [91D0], '*Margaritifera margaritifera* (Freshwater Pearl Mussel)' [1029], '*Austropotamobius pallipes* (White-clawed Crayfish)' [1092], '*Petromyzon marinus* (Sea Lamprey)' [1095], '*Lampetra planeri* (Brook Lamprey)' [1096], '*Salmo salar* (Salmon)' [1106], '*Rhinolophus hipposideros* (Lesser Horseshoe Bat)' [1303], '*Lutra lutra* (Otter)' [1355], '*Najas flexilis* (Slender Naiad)' [1833], '*Hamatocaulis vernicosus* (Slender Green Feather-moss)' [6216] (see - <https://www.npws.ie/protected-sites/sac/000297>). While the site has not been visited, extensive photographs of the bridge environs were available for review.

Lough Corrib SPA (004042) is designated for - Pochard (*Aythya ferina*), Tufted Duck (*Aythya fuligula*), Common Scoter (*Melanitta nigra*), Hen Harrier (*Circus cyaneus*), Coot (*Fulica atra*), Golden Plover (*Pluvialis apricaria*), Black-headed Gull (*Chroicocephalus ridibundus*), Common Gull (*Larus canus*), Common Tern (*Sterna hirundo*), Arctic Tern (*Sterna paradisaea*), Greenland White-fronted Goose (*Anser albifrons flavirostris*), Shoveler (*Spatula clypeata*), Gadwall (*Mareca strepera*) and Wetland and Waterbirds [A999]. (see – [Lough Corrib SPA | National Parks & Wildlife Service](#)). The works area, adjoining the roadside, does not support habitats that would be used these species; furthermore, it is a significant distance from the SPA. The River Clare between the works area and Lough Corrib is not within the SPA.

The water quality of the Glennafosha stream River was monitored under the Water Framework Directive (2019-2024) and assessed as 'Moderate'. There are no Q-Value scores available for the Glennafosha stream. The closest Q-Value score available was obtained from a monitoring station on the Clare River, ca. 1.08km downstream of the proposed works, receiving a score of 4/Good in 2024.

The Clare River is not a Freshwater Pearl Mussel (*Margaritifera margaritifera*); in the Corrib catchment that is the Owenriff, which is located on the western side of Lough Corrib. While small the Glennafosha stream is likely to support salmonid fish and is connected to waters (e.g. the Clare River) which are known to support Atlantic Salmon (*Salmo salar*) habitats and fish. There are several historic records of Otter (*Lutra lutra*) roadkill close to, but not at, Claretuam Bridge (2011; 2014. Source: NBDC mapviewer). As can be seen in the photos the Glennafosha stream passes under the N83 through 2 no. small culvert pipes – it is therefore unclear as to whether Otter can travel under the bridge at this location. However, as noted works are on the wall adjoining the bridge, with no instream works; they will be of short duration (ca. 5 days) and works will only take place during daylight hours, with no overnight lighting is to be left in place. Negative impacts on the Otter population of Lough Corrib SAC are not anticipated.

As noted, the bridge at this location does not include an open arch but is comprised of 2 no. small culvert pipes – unsuitable for use by roosting bats. While there are records of bats species including Daubenton's Bat (*Myotis daubentonii*) and (Natterer's Bat (*Myotis nattereri*) from 1km square within which the works are to take place – there is to be no vegetation removal, and no overnight lighting will be left in place. Negative impacts to bats are not anticipated. There are no invasive plant species at the works areas (Source: NBDC Biodiversity Maps - <https://maps.biodiversityireland.ie/Map/Terrestrial/Dataset/397>). Standard biosecurity measures will, however, be implemented to prevent the accidental importation of any such species to the site.

Attached to this Stage 1 Screening are: -

- Bridge Location – Claretuam Bridge No. 1 (GC-N83-005.00) [GIS.zip](#)
- AA Screening – Claretuam Bridge No. 1 (GC-N83-005.00) Non-Routine Maintenance AA Screening.xlsx
- Photos of Damage– Photos [GC-N83-005.00.zip](#)

[Note: The 2nd tab of the attached spreadsheet shows the most recent AA Screening from 2025].

Screening Determination

While there is a hydrological connection to Lough Corrib SAC there are no instream works. As noted, works are on the wall adjoining the bridge, with no instream works; they will be of short duration (ca. 5 days) and works will only take place during daylight hours, with no overnight lighting is to be left in place. Negative impacts on the Qualifying Interests of Lough Corrib SAC are not anticipated.

This Stage 1 Screening for Appropriate Assessment is based on the best available scientific information. If the scope of the proposed works changes, a new screening determination may be required. It is concluded that the works, as currently proposed, will result in no likely significant effects on the aforementioned 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

Paul

Paul O'Donoghue BSc MSc PhD MCIEEM CEnV

Associate Director (Ecologist)

Unit 2B, 2200 Cork Airport Business Park
Cork, T12 R279, Ireland

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féin mura bhfuil sé ráite go soiléir go bhfuil gá gníomhú go práinneach.

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