

Colin Murphy

From: Vincent O'Malley
Sent: Friday 3 October 2025 16:18
To: Colin Murphy
Cc: Christian Nea
Subject: Re: Re. Moyard Bridge (GC-N59-017.00)

Hi Colin,
Having reviewed your email and the 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: Friday, October 3, 2025 14:51
To: Vincent O'Malley [REDACTED]
Cc: Christian Nea [REDACTED]
Subject: FW: Re. Moyard Bridge (GC-N59-017.00)

Hi Vincent,

We have received an AA screening from AtkinsRéalis for proposed non-routine maintenance at Moyard Bridge (GC-N59-017.00) situated near Moyard, Co. Galway. I would be grateful if you could review the information below and provide a reasoned determination.

As noted below, the proposed works involve the repair to the northern parapet of Moyard Bridge following a vehicular strike. A like-for-like parapet repair is to be carried out. Damaged section of masonry wall to be taken down over a height of approx. 900mm (i.e., approx. 600mm height above road level and 300mm below). Rebuild from the step in the wall approx. 300mm below road level. The length of the damaged wall to be rebuilt is approx. 10m. Part of the proposed works will require the use of tools and machinery above the river channel and may require entry into the watercourse in order to establish suitable footing for the scaffolding unit. 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. The proposed works will be carried out over a period of 4 days.

The Moyard Bridge lies above the Cloonederowen River, which does not lie within a Natura 2000 site at this location. The river flows into the Ballynakill Harbour ca. 141m downstream of the bridge. The harbour hosts the Illaunnanoon SPA (IE004221) at the point where it intersects with Barnaderg Bay, approximately 2.5km via hydrological means from the bridge structure. Therefore, there is hydrological connectivity between the proposed works and one no. Natura 2000 site. The Illaunnanoon SPA is designated for 1 no. Qualifying Interest species, namely 'Sandwich Tern (*Thalasseus sandvicensis*)'.

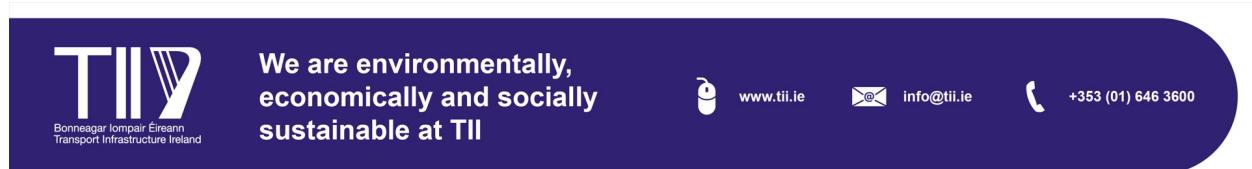
As noted below, AtkinsRéalis have determined the works will not result in likely significant effects on any European site due to '*given that the works are of a short duration (four days) and the methodology to be followed, the risk of additional debris or pollutants entering the river channel is low. Furthermore, the routine biosecurity measures to be followed ensure that the spread of invasive species will be unlikely to occur. Thus, the qualifying interests of the Illaunnanoon SPA will not be impacted by the proposed works*'.

Based on the description of the proposed works and associated methodologies provided by Atkins Réalis, along with the small nature and scale, short duration and best practice methodologies that will reduce the potential for impacts on the river, I agree with the conclusion that the proposed works will not lead to likely significant effects on the Illaunnanoon SPA or any other Natura 2000 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 dated the 26th of September 2025, and entitled 'Moyard Bridge (GC-N59-017.00)', 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
Transport Infrastructure Ireland
[REDACTED]

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



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From: Christian Nea [REDACTED]
Sent: Wednesday 1 October 2025 10:30
To: Colin Murphy [REDACTED]
Subject: FW: Re. Moyard Bridge (GC-N59-017.00)

Hi Colin,
Sorry, didn't realise that you weren't carbon-copied on this.

Kind regards,

Chrisitan

From: O'Donoghue, Paul [REDACTED]
Sent: 26 September 2025 17:15
To: Christian Nea [REDACTED]
Cc: ROGER RYAN (NRDO) [REDACTED]; THOMAS KERR (NRDO) [REDACTED]; Schmidt, Alec [REDACTED]; Chambers, Mark [REDACTED]; Jennings, Martin [REDACTED]; Gilsean, Mark [REDACTED]; Healy, Colm [REDACTED]
Subject: Re. Moyard Bridge (GC-N59-017.00)

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Christian

Re. Moyard Bridge (GC-N59-017.00)

AtkinsRéalis have been requested to undertake Stage 1 Screening for Appropriate Assessment for the proposed non-routine maintenance at Moyard Bridge (GC-N59-017.00) situated near Moyard, Co. Galway (Figure 1). The proposed non-routine maintenance

involves the repair of a damaged section of parapet (including its castellated top), repointing of cracks in sections of parapet to be retained and the resurfacing of the carriageway in areas adjacent to the damaged parapet (Figure 2). The proposed works are not related to or directly associated with the management of any Natura 2000 site.



Figure 1: Location of Moyard Bridge (GC-N59-017.00) near Moyard, Co. Galway. [Coordinates in ITM].



Figure 2: Damaged section of the parapet and carriageway to be repaired at Moyard Bridge (GC-N59-017.00).

Proposed Works

A vehicular impact has resulted in damage along the northern parapet of Moyard Bridge (GC-N59-017.00), Co. Galway. The bridge is a single-span masonry arch bridge which carries the N59 over the Cloonederowen River. The Contractor has been commissioned by

Transport Infrastructure Ireland (TII) to demolish and reconstruct the damaged section of the parapet, repoint cracks in sections of parapet to be retained, and resurface areas of the carriageway surface adjacent to the damaged parapet (see Figure 2). The full scope of works is as follows: -

- A like-for-like parapet repair is to be carried out. Damaged section of masonry wall to be taken down over a height of approx. 900mm (i.e., approx. 600mm height above road level and 300mm below). Rebuild from the step in the wall approx. 300mm below road level. The length of the damaged wall to be rebuilt is approx. 10m. The masonry wall is 430mm thick. The expected volume of masonry to be rebuilt is approx. $10m \times 0.43m \times 0.9m = 3.9m^3$.
- Any cracks in wall sections to be retained will be repointed, including the crack approx. 0.7m to 1.0m from the arch springing point.
- Existing undamaged masonry to be reused where possible. Cracked masonry should be replaced with blocks of the same size, material, and finish to match existing.
- A castellated top to the parapet to be provided to match existing.
- Suitable temporary fencing to be installed if an opening in the parapet is left during the rebuild works.
- Cement mortar to be used for concrete block masonry, and lime mortar for stone masonry.
- Resurface the 1.0m width of carriageway surfacing adjacent to the damaged parapet.

The proposed works will occur at height over water. The Contractor is expected to mobilise in late September / early October 2025 and the proposed works are expected to occur over a period of four days. Access to the site of the proposed works will be from the N59, which will be closed to traffic from the nearside (eastbound) 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 above the river channel and may require entry into the watercourse in order to establish suitable footing for the scaffolding unit. 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 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 for access and to all relevant shareholders for approval (Inland Fisheries Ireland (IFI), Transport Infrastructure Ireland (TII), Galway County Council (GCC), etc.).
2. Notify Gardaí & Galway County Council Area Engineer.
3. Review & prepare Temporary Traffic Management (TTM) requirements. Utilize TTM Drawing No. 1355-TM-004.
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 single lane closure will be required for the duration of the works. This will be set up for removal of damaged blockwork, scaffold installation, and rebuild of the parapet. The TTM will be in place on a daily basis with regular inspections for upkeep and temporary lighting in place to aid motorists at taper locations.
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 blockwork is to be taken down for removal off site. A 3t excavator with a breaker will be used to reduce the damaged parapet into manageable sections. These will then get loaded out onto a HIAB and disposed of off-site.

2. Once in place, the mason will identify the works area and set up controls such as tarpaulin/polythene to catch debris. All loose/damaged stone and mortar will be removed as needed and transformed back to sound material prior to commencing rebuild work.
3. Mortar will be mixed in accordance with the manufacturer's instructions and specification. Using a drum mixer set up on a firm level base, mortar will be mixed by gradually adding the ingredients while checking that there is no build-up of unmixed materials on the sides of the mixer. Add the water slowly during mixing to allow time for the effect of the added water to be seen in the mix. Mortar designation (iii) shall be used in new stonework construction as per Table 24/1 of *Specification for Road Works Series 2400 - Brickwork, Blockwork and Stonework* (TII, 2013).
4. Once the wall is rebuilt to ground level, a scaffold platform will then be built out using sole plates/boards to ensure level stable footing. Where scaffold supports are required to be in the watercourse, check riverbed for condition and suitable footing. The scaffold will be inspected including completion of GA3 and tagged when safe for use. Masonry rebuild will then continue back to top of parapet level to match existing using the same process outlined above.
5. 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.
6. 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.
7. Where cold weather conditions are to be encountered, protect the build overnight using hessian sheeting.
8. 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.
9. For repairs where lime mortar is applicable, these will be done in accordance with RAMS Ref: ST-MET-03.
10. Pavement repair: Mark out area of surfacing to be repaired. Reference CC-PAV-04007 Requirements for the Reinstatement of Openings in National Roads. A saw cut will provide a square edge which will allow the new material to bond with the existing pavement. This edge will then be broken out with a compressor and breaker. All loose material to be cleaned out and loaded for disposal off site. Once the area has been cleaned out and free of debris, approved pavement mix will be placed into the area and spread using rakes to the required layer thickness. Dependent on depth of repair, multiple layers may be required. This shall be built up in layers of 30mm until the pothole has been repaired. Material will be compacted working from the perimeter to the center of the reinstatement. The repair should be left crowned in the middle. Road markings to be reinstated as required using burn on thermoplastic tape. Hot bitumen shall be poured/overbanding into the joint between the repair and existing pavement to seal it.

Demobilisation

1. Once parapet repair works have been inspected by the RE and approved, the scaffold will be taken down and loaded out for removal. TTM can then be removed and demobilize from site location.

Ecological Constraints

The Moyard Bridge lies above the Cloonederowen River, which does not lie within a Natura 2000 site at this location. The river flows into the Ballynakill Harbour ca. 141m downstream of the bridge. The harbour hosts the Illaunnanoon SPA (IE004221) at the point where it intersects with Barnaderg Bay, approximately 2.5km via hydrological means from the bridge structure. Therefore, there is hydrological connectivity between the proposed works and one no. Natura 2000 site.

The Illaunnanoon SPA (site code: 004221) consists of a small island and the surrounding waters situated at the mouth of Barnaderg Bay on the east side of Ballynakill Harbour, ca. 2km west of Letterfrack, Co. Galway. It is composed of metamorphic rocks and supports a sward of coastal grassland. The Illaunnanoon SPA is designated for 1 no. Qualifying Interest species, namely 'Sandwich Tern (*Thalasseus sandvicensis*)' [A863] (see - <https://www.npws.ie/protected-sites/spa/004221>). While the site has not been visited, extensive photographs of the bridge environs were available for review. There are no records of Sandwich Tern in the vicinity of the bridge structure.

The water quality of the Cloonederowen River was monitored under the Water Framework Directive (2016-2021) and assessed as 'Good'. There are no Q-Value scores available for the Cloonederowen River or any other watercourse within the sub-basin (EPA name: CLOONEDEROWEN_010).

The Cloonederowen River has not been extensively surveyed, although a population of Atlantic Salmon (*Salmo salar*) is known to be in Ballynakill Harbour, and thus suitable spawning ground within the river is assumed. As noted previously, there is a possibility that

instream access may be required to install the scaffolding unit and/or provide anchor points. However, all necessary precautions are to be taken to prevent any unnecessary disturbance to the riverbed and prevent material falling into the river during works.

Records of protected species including Pine Marten (*Martes martes*), Common Pipistrelle (*Pipistrellus pipistrellus* sensu lato), and Soprano Pipistrellus (*Pipistrellus pygmaeus*) exist within 1km of the site of the proposed works. Giant Rhubarb (*Gunnera tinctoria*), a high-impact risk invasive species, has been recorded within 1km of the bridge structure (Source: NBDC Biodiversity Maps - <https://maps.biodiversityireland.ie/Map/Terrestrial/Dataset/397>). The routine biosecurity measures to be followed would ensure that the inadvertent spread of such species is avoided. The bridge structure was last surveyed for bat roost potential in 2021, for which no suitable crevices were identified, and risk of potential disturbance is further minimised given that there are no proposed works to the arch. Otter is not known to be present in the Cloonederowen River and is not a Qualifying Interest of the relevant Natura 2000 site. There are also no records of Freshwater Pearl Mussel (*Margaritifera margaritifera*) within the vicinity of the bridge.

Attached to this Stage 1 Screening are: -

- Bridge Location – Moyard Bridge (GC-N59-017.00) GIS.zip
- AA Screening – Moyard Bridge (GC-N59-017.00) Non-Routine Maintenance AA Screening.xlsx
- Photos of Damage – Photos_GC-N59-017.00.zip

[*Note: The 2nd tab of the attached spreadsheet shows the most recent AA Screening from 2024.*]

Screening Determination

Hydrological connectivity exists between the proposed works and the Illaunnanoon SPA. There are no instream works, although the works may require instream access to install the scaffolding unit. However, given that the works are of a short duration (four days) and the methodology to be followed, the risk of additional debris or pollutants entering the river channel is low. Furthermore, the routine biosecurity measures to be followed ensure that the spread of invasive species will be unlikely to occur. Thus, the qualifying interests of the Illaunnanoon SPA will not be impacted by the proposed works.

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.

Regards

Paul

Paul O'Donoghue BSc MSc PhD MCIEEM CEnv

Associate Director (Ecologist)

[REDACTED]

AtkinsRéalis



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