

Colin Murphy

From: O'Donoghue, Paul [REDACTED]
Sent: Wednesday 18 February 2026 14:42
To: Colin Murphy
Cc: Christian Nea; Vincent O'Malley; Schmidt, Alec; Chambers, Mark; Daly, Vincent; ROGER RYAN (NRDO); Liam Buckley
Subject: RE: Re. Non routine maintenance - Srahnamanragh Bridge (MO-N59-027.00).

Colin

Received with 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

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From: Colin Murphy [REDACTED]
Sent: Wednesday, February 18, 2026 12:14 PM
To: O'Donoghue, Paul [REDACTED]
Cc: Christian Nea [REDACTED]; Vincent O'Malley [REDACTED]; Schmidt, Alec [REDACTED]; Chambers, Mark [REDACTED]; Daly, Vincent [REDACTED]; ROGER RYAN (NRDO) [REDACTED]; Liam Buckley [REDACTED]
Subject: FW: Re. Non routine maintenance - Srahnamanragh Bridge (MO-N59-027.00).

Paul,

Please find reasoned determination for the proposed 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: Wednesday 18 February 2026 08:58
To: Colin Murphy [REDACTED]
Cc: Christian Nea [REDACTED]
Subject: RE: Re. Non routine maintenance - Srahnamanragh Bridge (MO-N59-027.00).

Hi 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: Monday 16 February 2026 15:52
To: Vincent O'Malley [REDACTED]
Cc: Christian Nea [REDACTED]
Subject: FW: Re. Non routine maintenance - Srahnamanragh Bridge (MO-N59-027.00).

Hi Vincent,

We have received an AA screening from AtkinsRéalis for proposed non-routine maintenance at Srahnamanragh Bridge (MO-N59-027.00) which is situated along the N59 between the towns of Bangor-Erris and Ballycroy in Co. Mayo. I would be grateful if you could review the information below and provide a reasoned determination.

As noted below, damage has occurred to two sections of the parapet including the main steel parapet and the reinforced concrete parapet on the southeast wingwall. The Srahnamanragh Bridge is a triple-span, concrete bridge which carries the N59 over the Owenduff River. The proposed works will include the repair of the damaged steel parapet / vehicle-restraint system including the bolted bracket connection between the bottom rail and the end post and the repair of a 3.5-4.5m long section of reinforced concrete parapet from the southeast wingwall. The proposed works will occur at height over land, adjacent to a watercourse. The Contractor is expected to mobilise in February 2026, and the proposed works are expected to be completed within a period of one week.

Srahnamanragh Bridge lies within the Owenduff/Nephrin Complex SAC on the upstream side of the bridge. The river flows into the Blacksod Bay/Broad Haven SPA ca. 100m downstream of the bridge. Therefore, there is hydrological connectivity between the proposed works and two no. Natura 2000 sites. The Owenduff/Nephrin Complex SAC is designated for eight terrestrial and aquatic habitats and species, while the Blacksod Bay/Broad Haven SPA is designated for fourteen wintering and wader bird species.

As noted below, AtkinsRéalis have determined the works will result in no likely significant effects on the aforementioned Natura 2000 sites due to the lack of instream work (all works will be carried out over land, adjacent to the river), the methodology to be followed ensures that the risk of additional debris or pollutants entering the river channel is low and the short duration of the works. Furthermore, routine biosecurity measures will be followed to ensure that the spread of invasive species will be unlikely to occur.

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 Natura 2000 sites.

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 5th of February 2025, and entitled 'Srahnamanragh Bridge (MO-N59-027.00)', 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 Natura 2000 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 Natura 2000 site.

Regards,
Colin Murphy
Ecologist
Transport Infrastructure Ireland

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



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From: O'Donoghue, Paul [REDACTED]
Sent: Thursday 5 February 2026 17:22
To: Christian Nea [REDACTED]
Cc: Colin Murphy [REDACTED]; Schmidt, Alec [REDACTED]; Chambers, Mark [REDACTED]
[REDACTED] Daly, Vincent [REDACTED]
Subject: Re. Non routine maintenance - Srahnamanragh Bridge (MO-N59-027.00).

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Christian

Re. Srahnamanragh Bridge (MO-N59-027.00).

AtkinsRéalis have been requested to undertake Stage 1 Screening for Appropriate Assessment in anticipation of the proposed non-routine maintenance at Srahnamanragh Bridge (MO-N59-027.00), which is situated along the N59 between the towns of Bangor-Erris and Ballycroy in Co. Mayo (Figure 1). The proposed non-routine maintenance involves the repair of two no. damaged sections of parapet (Figure 2, Figure 3), including the main steel parapet and the reinforced concrete parapet on the southeast wingwall. The proposed works are not related to or directly associated with the management of any Natura 2000 site(s).



Figure 1: Location of Srahnamanragh Bridge (MO-N59-027.00) on the N59 in Co. Mayo. [Coordinates in Irish Transverse Mercator (ITM)].



Figure 2: Damaged section of parapet with missing blockwork and damaged steel barrier as viewed from the roadside.



Figure 3: Damaged section of the parapet with missing blockwork as viewed from the riverbank.

Proposed Works

Damage has occurred along the southern corner of the eastern parapet of Srahnamanragh Bridge (MO-N59-027.00), Co. Mayo. The bridge is a triple-span, concrete bridge which carries the N59 over the Owenduff River. The Contractor has been commissioned by Transport Infrastructure Ireland (TII) to reinstate the damaged sections of the parapet (see Figure 2, Figure 3). The full scope of works is as follows: -

- A repair of the damaged steel parapet / vehicle-restraint system including the bolted bracket connection between the bottom rail and the end post, the mesh panel (approximately 1.8m in length x 1.0m in height) and the plastic end caps to the rails.
- A repair of a 3.5-4.5m long section of reinforced concrete parapet from the southeast wingwall. The height of the missing parapet above road verge level is 1.1m adjacent to the bridge parapet and 0.75m adjacent to the remaining reinforced concrete parapet. The missing parapet also extends down to 0.35m below road verge level. The expected volume of replacement reinforced concrete parapet is 2.5m³.

The proposed works will occur at height over land, adjacent to a watercourse. The Contractor is expected to mobilise in February 2026, and the proposed works are expected to be completed within a period of one week. Access to the site of the proposed works will be from the N59, where the road 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 concrete to be retrieved and discarded is located only on the riverbank. 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(s) for access and consult relevant shareholders for approval (Inland Fisheries Ireland (IFI), Transport Infrastructure Ireland (TII), Mayo County Council (MCC), etc.).
2. Notify Gardaí & Mayo County Council Area Engineer.
3. Review & prepare Temporary Traffic Management (TTM) requirements. TTM Drawing No. 1355-TM-004 Rev 2 (additional cones and signage for L52943) is to be utilised.

4. Procurement of materials & equipment.

TTM

1. Before any parapet works commence, TTM system will be setup in accordance with approved TTM drawing.
2. A lane closure will be required for the duration of the works. This will be setup for recovery of damaged parapet and parapet repair works.
3. The TTM will be in place daily. If TTM is required to be in place overnight, MCC will be notified and temporary lighting in place to aid motorists.
4. TTM set up in accordance with Subcontractors RAMS and/or JCEL RAMS Ref: TM-MET-01.
5. Access to L52943 maintained throughout works.

Reinforced Concrete Parapet / Wingwall Repairs

1. Cut damaged sections of existing parapet free and using clam grab/hiab, recover pieces for load out and disposal off site. Cut back existing wall for vertical construction joint and remove redundant material.
2. Excavate trench along roadside of wall to facilitate formwork. Break out lower section of concrete wall to top of masonry construction and load out for disposal off-site. Remove any other debris from impact damage potentially conflicting with scaffold location and cut back vegetation as required to accommodate building of the scaffold access.
3. Build out scaffold along wingwall so that back of parapet can be accessed for the repair. Scaffold setup in accordance with subcontractors RAMS and by trained CSCS qualified individuals.
4. On completion, the scaffold will be inspected and tagged for use. Routine inspections of the scaffold to take place including sole plate and condition of bearing to solid footing.
5. Vertical face of construction joint to get roughened/scabbled and clean any loose debris/material from horizontal surface at top of masonry wall. Condition of masonry to be recorded with photos and made available to RE for review.
6. Drill and fix anchor bars at construction joint in accordance with design requirements. Application of anchor resin installed as per manufacturer's instructions.
7. Build shutters/formwork to suit wall profile, coated with release agent to aid stripping, and set in place. Position A393 mesh to both faces of wall and ensure correct cover is achieved with use of spacers. **[Shuttering is to be oversized to prevent spillage].**
8. Temporary formwork ties will be used through the wall using threaded dywidag bars secured with plates and spinners (nuts). Plastic sleeves and cones will be used at these locations. After the formwork has been struck, these will be plugged with concrete repair mortar (Eg. HB45).
9. Complete pre-pour inspection prior to casting (FM-1700-3).
10. Concrete will be delivered via readymix truck, placed via chute and in a uniform manner along the wall length in ~500mm lifts. The poker and drive unit along with miscellaneous hand tools will be used to place the concrete with the vibrating poker aiding any trapped air to rise to the surface creating a compact finish and prevent cavities. Top of wall finished with hand trowel after concrete has sufficiently hardened and moisture has disappeared.
11. Concrete placement shall be at ambient temperature of min 5°C or 3°C on a rising thermometer. In the case of adverse weather conditions, the concrete shall be covered with blankets/polythene in order to protect it and maintain concrete temperature during initial curing.
12. The following day or after minimum period, the formwork will be struck from the wall and cleaned. Photos will be taken of finished work and uploaded to the relevant Procore album.
13. Once the parapet/wingwall is complete, the scaffold can then be removed. The scaffold gang will access within the lane closure and load out the scaffold as it is taken down.
14. All redundant material and debris will be cleaned up and removed from site.

Bridge Parapet / Vehicle Restraint System Repairs

1. The VRS Parapet will be repaired by a specialist sub-contractor (e.g. Lagan Operations & Maintenance) adhering to their specific RAMS and TTM.
2. Rails/posts/brackets/mesh panels will be replaced/repared on a like for like basis and sequenced following the RC Parapet/Wingwall repair.
3. Once complete, 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 and equipment will be taken off site.

Ecological Constraints

Srahnamanragh Bridge lies above the Owenduff River, which lies within the Owenduff/Nephin Complex SAC on the upstream side of the bridge. The river flows into the Blacksod Bay/Broad Haven SPA ca. 100m downstream of the bridge. Therefore, there is hydrological connectivity between the proposed works and two no. Natura 2000 sites. While the site has not been visited, extensive photographs of the bridge environs were available for review.

The Owenduff/Nephin Complex SAC (site code: 000534) incorporates the catchment of the Owenduff River and much of the Nephin Beg Mountain range and is situated in Co. Mayo. The SAC is designated for 8 no. Qualifying Interest habitats and 4 no. Qualifying Interest species, namely 'Oligotrophic waters containing very few minerals of sandy plains (*Littorelletalia uniflorae*)' [3110], 'Natural dystrophic lakes and ponds' [3160], 'Water courses of plain to montane levels with the Ranunculion fluitantis and Callitriche-Batrachion vegetation' [3260], 'Northern Atlantic wet heaths with *Erica tetralix*' [4010], 'Alpine and Boreal heaths' [4060], '*Juniperus communis* formations on heaths or calcareous grasslands' [5130], 'Blanket bogs (* if active bog)' [7110], 'Transition mires and quaking bogs' [7140], '*Salmo salar* (Salmon)' [1106], '*Lutra lutra* (Otter)' [1355], '*Saxifraga hirculus* (Marsh Saxifrage)' [1528], '*Hamatocaulis vernicosus* (Slender Green Feather-moss)' [6216] (see - <https://www.npws.ie/protected-sites/sac/000534>).

The Blacksod Bay/Broad Haven SPA (site code: 004037) comprises the sheltered open waters of the northern part of Blacksod Bay and its various bays and inlets, such as Trawmore Bay, Feorinyeeo Bay, Saleen Harbour, Elly Bay, Elly Harbour and others at Aghleam, Belmullet, Bunawillin, Emlybeg and Gweesalia, as well as the inner part of Broad Haven, including the bays and inlets of Sruwaddacon Bay, Moyrahan Bay, Traw-Kirtaun, Blind Harbour and Tullaghan Bay. The SPA is designated for 14 no. Qualifying Interest species, namely 'Red-throated Diver (*Gavia stellata*)' [A001], 'Great Northern Diver (*Gavia immer*)' [A003], 'Slavonian Grebe (*Podiceps auritus*)' [A007], 'Light-bellied Brent Goose (*Branta bernicla hrota*)' [A046], 'Common Scoter (*Melanitta nigra*)' [A065], 'Red-breasted Merganser (*Mergus serrator*)' [A069], 'Ringed Plover (*Charadrius hiaticula*)' [A137], 'Sanderling (*Calidris alba*)' [A144], 'Dunlin (*Calidris alpina*)' [A149], 'Bar-tailed Godwit (*Limosa lapponica*)' [A157], 'Curlew (*Numenius arquata*)' [A160], 'Dunlin (*Calidris alpina schinzii*)' [A466], 'Sandwich Tern (*Thalasseus sandvicensis*)' [A863], and 'Wetland and Waterbirds' [A999].

The water quality of the Owenduff River was monitored under the Water Framework Directive (2019-2024) and assessed as 'Good'. The latest Q-Value score available was obtained from a monitoring station at the bridge structure, receiving a score of 4/Good in 2020.

The Owenduff River contains records of Atlantic Salmon (*Salmo salar*). Records of Otter (*Lutra lutra*) have also been recorded within the vicinity of the structure. However, the riverbank has not been deemed suitable for holting at this location and necessary precautions are to be taken to prevent any unnecessary disturbance to the riverbed and prevent material falling into the river during works. Direct access to the watercourse will not be required at any stage during the works, as damaged parapet will be removed only from the riverbank and the scaffolding unit to be erected shall maintain footing on the riverbank.

Records of other protected species including Daubenton's Bat (*Myotis daubentonii*), Pine Marten (*Martes Martes*) and Soprano Pipistrelle (*Pipistrellus pygmaeus*) exist within 1km of the site of the proposed works. Japanese Knotweed (*Reynoutria japonica*), a high impact risk invasive species, was previously recorded at the bridge structure with a stand present near the northeastern corner of the structure. Other high impact risk invasive species recorded within 1km of the bridge structure include invasive rhododendron (*Rhododendron ponticum*) (Source: NBDC Biodiversity Maps). However, the routine biosecurity measures to be followed ensure that the inadvertent spread of such species is avoided. The bridge structure has been assessed for the presence of roosting bat species, and given the extensive use of concrete has been given a low roost potential score. Risk of potential disturbance to these species if still present is minimised given that there are no proposed works to the underbridge areas. As stated previously, otter is known to be present in the Owenduff River at this location and is a Qualifying Interest of the relevant Natura 2000 site. However, risk of disturbance to otter present within the watercourse is reduced by the lack of works above or within the watercourse, and there is a lack of holting sites within the immediate vicinity of the proposed works.

Attached to this Stage 1 Screening are: -

- Bridge Location – Srahnamanragh Bridge (MO-N59-027.00) [GIS.zip](#)
- AA Screening – Srahnamanragh Bridge (MO-N59-027.00) Non-Routine Maintenance AA Screening.xlsx
- Photos of Damage– Photos_ [MO-N59-027.00.zip](#)

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

Screening Determination

Hydrological connectivity exists between the proposed works and two no. Natura 2000 sites, Owenduff/Nepin Complex SAC and Blacksod Bay/Broad Haven SPA. There are no instream works. Given that the works are of a short duration (to be completed within a period of one week) and the methodology to be followed includes precautions against the spillage of materials, 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. Otter (*Lutra lutra*) is present within the watercourse, but lack of instream works and the methodology to be followed ensure that otter and the other qualifying interests of the Owenduff/Nepin Complex SAC and Blacksod Bay/Broad Haven 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.

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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na gnáthuaireanta oibre, nílim ag súil le freagra ná le gníomh uait lasmuigh de do ghnáthuaireanta oibre féin mura bhfuil sé ráite go soiléir go bhfuil gá gníomhú go práinneach.

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