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LEINSTER BRIDGES NON-ROUTINE MAINTENANCE

AA Screening Report

Ferrycarrig Bridge (WX-N11-002.00)

October 2025

Leinster Bridges Non-Routine Maintenance

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TABLE OF CONTENTS

1. INTRODUCTION

Ferrycarrig Bridge is a multi-span concrete bridge with metal parapets over the River Slaney, located in Co. Wexford.

During reactive maintenance works in April 2025, the existing Type 6 joint was removed, and it was found that the concrete deck underneath the joint was in poor condition. As a temporary measures, the Type 6 expansion joint was replaced with road surfacing material. As a long term solution, it was decided to replace the Type 6 joint with a Type 2 expansion joint. As a result, a new work order was prepared to install a Type 2 expansion joint, and resurface the bridge. No concrete repair works are required to the damaged concrete bridge deck underneath the expansion joint.

A Type 6 expansion joint consists of an elastomeric seal fixed between metal runners. A Type 2 expansion joint is an in-situ joint comprised of a band of specially formulated flexible material, which also forms the surfacing, supported over the structural gap by thin metal plates or other suitable components.

Plate 1 below shows the expansion joint location during reactive maintenance works undertaken in April 2025.

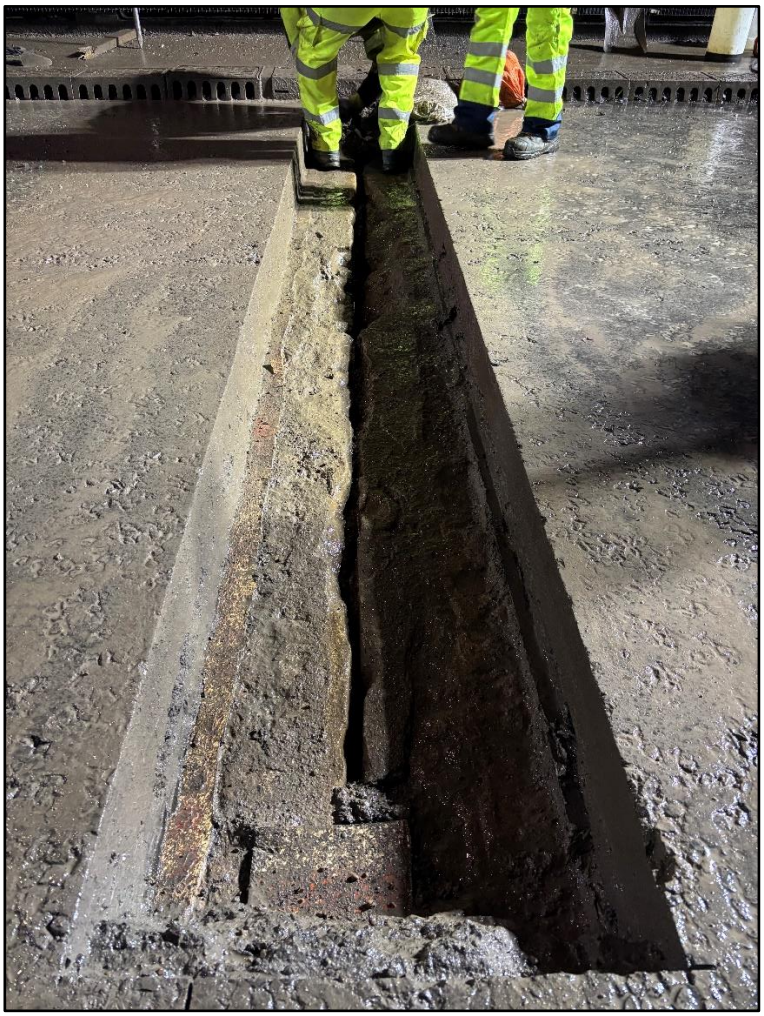

Plate 1 The expansion joint following the removal of the damaged Type 6 expansion joint in April 2025.

2. LOCATION OF THE STRUCTURE

Ferrycarrig Bridge is located in Ferrycarrig, Co. Wexford. It crosses the River Slaney in the Lower Slaney Estuary. The land use in the area is primarily agricultural and recreational, with the Irish National Heritage Park directly southwest of the structure. The location of the structure relative to nearby European sites is displayed in Figure 1 below.

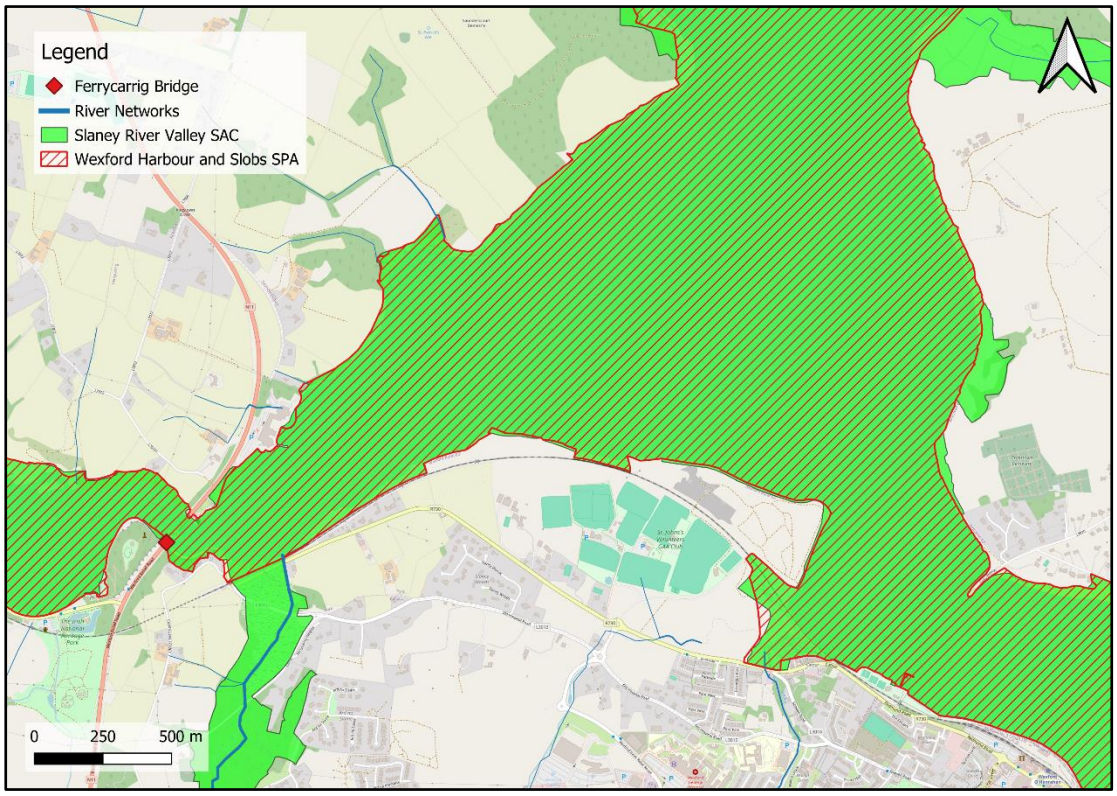

Figure 1 Location of Ferrycarrig Bridge.

3. THE PROPOSED WORKS

The following works are proposed:

- Removal of the temporary measures installed in April of 2025, which consists of road surfacing material.
- Replace temporary joint with Type-2 joint.
- Resurfacing of the carriageway and footpaths 7.5m either side of the expansion joint.
- Replacement of damaged sections of metal drainage kerbs on both footpaths.

The works will be undertaken from Monday to Friday, between the hours of 7pm and 7am. The works will take approximately 1-2 weeks to complete.

4. EUROPEAN SITES

Table 4.1 presents the European sites within 15 km of the proposed works.

European site name	**Location relative to the proposed works.**
Slaney River Valley SAC	The proposed works are within the Slaney River Valley SAC.
Wexford Harbour and Slobs SPA	The proposed works are within the Wexford Harbour and Slobs SPA.
Raven Point Nature Reserve SAC	The Raven Point Nature Reserve SAC is approximately 8.4km east of the proposed works, and downstream via the River Slaney estuary.
The Raven SPA	The Raven SPA is approximately 8.4km east of the proposed works, and downstream via the River Slaney estuary.
Screen Hills SAC	The Screen Hills SAC is approximately 10km northeast of the proposed works.
Seas Off Wexford SPA	The Seas Off Wexford SPA is approximately 9.5km east of the proposed works in the Irish Sea.
Long Bank SAC	The Long Bank SAC is approximately 15km east of the proposed works in the Irish Sea.

5. ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS

The proposed works will be undertaken entirely on the bridge deck, 7.5m either side of the expansion joint location. Concrete will be poured into the new footpaths between the kerb and the parapet, which will contain the concrete and prevent any leakages of wet concrete onto the carriageway or over the edge of the bridge. The combined kerb drainage will be blocked up during the road resurfacing. This is to ensure that a clean edge is formed along the edge of the carriageway to allow water to drain efficiently. There will be no connection between the bridge drainage system and the road resurfacing and wet concrete. Therefore, there is no pathway for negative effects on water quality.

Given the existing traffic on the bridge and the temporary nature of the works, there will be no significant increase in noise or visual disturbance at the bridge.

6. CONCLUSION

Considering the nature and scale of the works, Roughan & O'Donovan can advise TII, as the competent authority, that the proposed works will not lead to likely significant effects on the Slaney River Valley SAC, Wexford Harbour and Slobs SPA, or any other European Site.

It is the considered opinion of ROD, that, in making its AA Screening determination in respect of the proposed works, Transport Infrastructure Ireland, may determine that, given the nature and scale of the proposed works, the location of the works relative to European sites, and the sensitivities of the Qualifying Interests of those sites, that the proposed development, either individually or in combination with other plans or projects, is not likely to have a significant effect the integrity of the Slaney River Valley SAC, Wexford Harbour and Slobs SPA, or any other European site.

7. OTHER ECOLOGICAL CONSTRAINTS (NOT RELATED TO APPROPRIATE ASSESSMENT)

Designated Sites

The table below list the designated sites, other than European sites, within 15km of Ferrycarrig Bridge.

Site Name	Location relative to Ferrycarrig Bridge
Slaney River Valley pNHA	Overlaps with the bridge
Wexford Harbour and Slobs pNHA	Overlaps with the bridge
Forth Mountain pNHA	4.5km southwest
Screen Hills pNHA	10km northeast
Ballyroe Fen and Lake pNHA	12.1km northeast
Ballyteige Burrow pNHA	14.9km southwest

Bats

Ecological surveys found that there are no features which could be used by roosting bats at this bridge.

Invasive Species

There are no invasive species in the immediate vicinity of the bridge. Therefore, the proposed works will not lead to the spread of these species.