

## Colin Murphy

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**From:** Vincent O'Malley  
**Sent:** Friday 5 September 2025 10:35  
**To:** Colin Murphy  
**Cc:** Christian Nea  
**Subject:** Re: Re. Killeagh River Bridge (CC-N25-004.00)

Colin,

Having reviewed the content of your email and attachments, I accept the reasoned determination as set out below.

Sincerely

Vincent

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*Dr Vincent O'Malley*

*Head of Environmental Policy & Compliance,*

*Transport Infrastructure Ireland*

[www.tii.ie](http://www.tii.ie)

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**From:** Colin Murphy [REDACTED]  
**Sent:** Friday, September 5, 2025 10:08  
**To:** Vincent O'Malley [REDACTED]  
**Cc:** Christian Nea [REDACTED]  
**Subject:** FW: Re. Killeagh River Bridge (CC-N25-004.00)

Hi Vincent,

We have received a AA screening from Atkins Réalis for proposed non-routine maintenance works at Killeagh River Bridge (CC-N25-004.00) in Killeagh, Co. Cork. I would be grateful if you could review the information below and provide a reasoned determination.

As noted below, the proposed works involves the repair to the bridge parapet, following a vehicular strike. The damaged sections of parapet will be taken to the road level and rebuilt to match the adjacent section of parapet. The proposed works will occur over land and over water but will not require entry into the river channel due to the use of a scaffolding unit to be anchored on the piers. Part of the proposed works will require the use of tools and machinery above the river channel. 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. Dislodged blockwork that has entered the watercourse will be

removed by hand before being cleaned and reused where possible. The Contractor is expected to mobilise in early September 2025, and the proposed works are expected to occur over a period of several days.

The Killeagh River bridge lies above the River Dissour, which is situated approximately 7.3km upstream of the Ballymacoda (Clonpriest and Pillmore) SAC and 6.6km upstream of the Ballymacoda Bay SPA. Therefore, there is hydrological connectivity between the proposed works and two no. Natura 2000 sites. The Ballymacoda (Clonpriest and Pillmore) SAC is designated for 5 QI habitats while the Ballymacoda Bay SPA (site code: 004023) for 17 no. qualifying interest species, comprising a variety of waterbird and wading species. Japanese knotweed was recorded during inspections on the downstream side of the bridges (all works are, however, on the upstream side). Routine biosecurity measures will be followed to ensure that the inadvertent spread of any invasive species is avoided.

As noted below, Atkins Réalis have determined the works will not result in likely significant effects on any European site due to 'the fact there will be no instream works, the remote hydrological connectivity to the nearest European Sites and the standard works methodology that will risk of additional debris or pollutants entering the river channel is low'. Routine biosecurity measures to be followed ensure that knotweed which has been recorded on the other (downstream) side of the bridge will not be impacted.

Based on the description of the proposed works and associated methodologies provided by Atkins Réalis, along with the small nature and scale and 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 Ballymacoda (Clonpriest and Pillmore) SAC and the Ballymacoda Bay 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 1<sup>st</sup> of September 2025, and entitled 'Killeagh River Bridge (CC-N25-004.00)', I accept the recommendation of Atkins Réalis 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]

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**From:** O'Donoghue, Paul [REDACTED]  
**Sent:** Monday 1 September 2025 13:50  
**To:** Christian Nea [REDACTED]  
**Cc:** Colin Murphy [REDACTED]; Daly, Vincent [REDACTED]; Jennings, Martin [REDACTED]; Schmidt, Alec [REDACTED]; Keir Wilson [REDACTED]  
**Subject:** Re. Killeagh River Bridge (CC-N25-004.00)

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Christian,

Re. Killeagh River Bridge (CC-N25-004.00)

AtkinsRéalis have been requested to undertake Stage 1 Screening for Appropriate Assessment for the proposed non-routine maintenance at Killeagh River Bridge (CC-N25-004.00) in Killeagh, Co. Cork (Figure 1). The proposed non-routine maintenance involves the repair of three no. sections of damaged parapet (Figure 2), repair of copings and the reinstatement of fencing, posts, and a bridge ID plate. The proposed works are not related to or directly associated with the management of any Natura 2000 site.

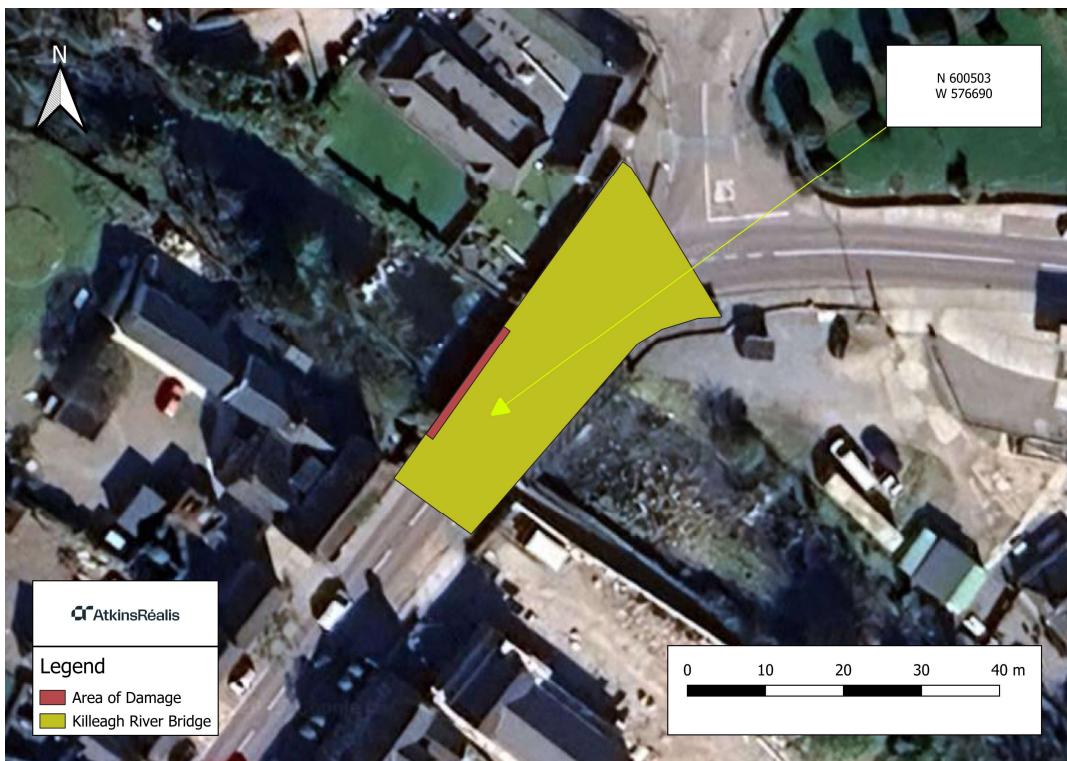


Figure 1: Location of Killeagh River Bridge (CC-N25-004.00) in Killeagh, Co. Cork. [Coordinates in ITM]



Figure 2: Damaged sections of the parapet to be repaired at Killeagh River Bridge (CC-N25-004.00).

### Proposed Works

A vehicular impact has resulted in damage to multiple sections along the western parapet of Killeagh River Bridge, Co. Cork. The bridge is a triple-span masonry arch bridge which carries the N25 over the River Dissour. The Contractor has been commissioned by Transport Infrastructure Ireland (TII) to take down and reconstruct the damaged sections of the parapet (see Figure 2), reset copings and reinstate fencing, posts, and an ID plate. The full scope of works is as follows:

- Section 1: Masonry repair below coping level measuring 1.9m length x 0.2m height x 1.1m width. Copings measuring 0.1m high to be reset over the same area.
- Section 2: Masonry repair of 9m length to be taken down and rebuilt to full height from parapet down to stringer course. 9m length x 0.5m width x 1.0m height (not including copings).
- Section 3: Masonry repair of 2m length to be taken down and rebuilt to 400mm below copings where displaced masonry is evident.
- Copings: Copings to be reset over full length of displacement up to 17m in length.
- Reinstatement of 10m of keyclamp fencing to the top of the parapet. This includes 5 no. 2m rails and 7 no. posts.
- Reinstatement of 5 no. posts attached to the outside face of the parapet for the purpose of hanging baskets. Water hose attached to these baskets and the outside face of the parapet also to be reinstated.
- Bridge ID plate with incorrect structure ID CC-N25-04 to be replaced with correct ID plate number CC-N25-004.00 following completion of the repair.

The damaged sections of parapet will be taken to the road level and rebuilt to match the adjacent section of parapet. The proposed works will occur over land and over water but will not require entry into the river channel due to the use of a scaffolding unit to be anchored on the piers. The Contractor is expected to mobilise in early September 2025, and the proposed works are expected to occur over a period of several days. The nearside footway will be closed during working hours to facilitate access and the car parking area at the northwestern corner of the bridge will be used to create a staging area for the works and store materials outside of working hours. Temporary fencing and edge protection will be utilised on the footway outside of working hours. 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. 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. Contractor to liaise with the landowner for access and receive approval from relevant stakeholders (IFI, TII, CCC, etc.) prior to the commencement of any works.
2. Gardaí and Cork County Council Area Engineer to be notified of the works prior to commencement.
3. Review Temporary Traffic Management (TTM) requirements, if necessary.
4. Procure necessary materials and equipment.

### **Temporary Traffic Management (TTM)**

1. Prior the commencement of any works, the TTM system will be set up in accordance with the approved TTM drawing(s).
2. The nearside footway will be closed during the duration of the works, including the removal of damaged blockwork, installation of scaffolding and repair of damaged areas. The TTM will be in place on a daily basis and then folded in at the end of each shift. Temporary fencing and edge protection will be utilised outside of working hours to ensure footway access is maintained.
3. TTM will be set up in accordance to the Subcontractor's RAMS.

### **Parapet Repair**

1. A scaffolding unit will be erected across the span of the bridge, using the piers to found the legs upon, to allow for access by personnel to the damaged sections of the parapet from the riverside. Edge protections along the entire length of the scaffolding unit will be in place to prevent mortar and other debris from entering the river channel. The scaffolding unit will be inspected and tagged when safe for use.
2. Dislodged blockwork that has entered the watercourse will be removed by hand before being cleaned and reused where possible.
3. Damaged blockwork that has become loose from the existing parapet will be demolished for removal off-site. The damaged blockwork will be removed by manual means.
4. Once in place, the mason will identify the works area and set up further protective measures such as tarpaulin / polythene where necessary to prevent debris from entering the river channel. All loose and/or damaged sections of the parapet will be removed as needed and transformed into sound material prior to commencing the rebuild work.
5. Mortar will be mixed in accordance with the manufacturer's instructions and specification. A drum mixer will be set up on a firm, level base. Mortar will be mixed by gradually adding ingredients while ensuring that there is no build-up of unmixed

materials on the sides of the mixer. Water will be added slowly during mixing to ensure that the effect of the added water can be seen in the mix.

6. The rebuild will continue back to the top of the parapet level to match the adjacent sections using the same mixing process outlined above.
7. Coping will then be reset over repaired section of parapet to match the existing.
8. The 10m of keyclamp fencing and 5 no. posts for the hanging baskets will be reinstated from the outside face of the bridge via the scaffolding unit.
9. New ID plate to be installed onto repaired parapet from roadside.
10. Weather conditions will be monitored so that the product does not exceed the temperature requirements and suitable control measures such as the correct storage of materials and use of hessian and polythene where low temperatures are expected.
11. When sustained rainfall is forecast or encountered, the mason will establish suitable polythene 'tenting' to protect the works from washing out during the rebuild activities. At the conclusion of each day, the completed work will be protected overnight using polythene that is weighed or tied down.
12. Once works are complete, the mason will remove the tarpaulin and dispose of any remaining debris off site. The TTM will be removed and works inspected by resident engineer.

#### **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. The TTM will then be removed and crew / works equipment and materials will be demobilised from the site location.

#### **Ecological Constraints**

The Killeagh River Bridge lies above the River Dissour, which is situated approximately 7.3km upstream of the Ballymacoda (Clonpriest and Pillmore) SAC and 6.6km upstream of the Ballymacoda Bay SPA. Therefore, there is hydrological connectivity between the proposed works and two no. Natura 2000 sites.

The Ballymacoda (Clonpriest and Pillmore) SAC (site code: 000077) stretches north-east from Ballymacoda to within about 6 km of Youghal, Co. Cork. The Ballymacoda (Clonpriest and Pillmore) SAC is designated for 5 no. habitats, namely 'Estuaries' [1130], 'Mudflats and sandflats not covered by seawater at low tide' [1140], 'Salicornia and other annuals colonising mud and sand' [1310], 'Atlantic salt meadows (*Glaucopuccinellietalia maritimae*)' [1330] and 'Mediterranean salt meadows (*Juncetalia maritimi*)' [1410] (see - <https://www.npws.ie/protected-sites/sac/000077>). The habitats for which the SAC has been designated are not present within the immediate vicinity of the works area. The SAC is not designated for any fauna of qualifying interest.

The Ballymacoda Bay SPA (site code: 004023) covers a similar area to the Ballymacoda (Clonpriest and Pillmore) SAC, stretching north-east from Ballymacoda to within several kilometres of Youghal, Co. Cork. The Ballymacoda Bay SPA is designated for 17 no. qualifying interest species, namely 'Teal (*Anas crecca*)' [A052], 'Ringed Plover (*Charadrius hiaticula*)' [A137], 'Golden Plover (*Pluvialis apricaria*)' [A140], 'Grey Plover (*Pluvialis squatarola*)' [A141], 'Lapwing (*Vanellus vanellus*)' [A142], 'Sanderling (*Calidris alba*)' [A144], 'Dunlin (*Calidris alpina*)' [A149], 'Black-tailed Godwit (*Limosa limosa*)' [A156], 'Bar-tailed Godwit (*Limosa lapponica*)' [A157], 'Curlew (*Numenius arquata*)' [A160], 'Redshank (*Tringa totanus*)' [A162], 'Turnstone (*Arenaria interpres*)' [A169], 'Black-headed Gull (*Chroicocephalus ridibundus*)' [A179], 'Common Gull (*Larus canus*)' [A182], 'Lesser Black-backed Gull (*Larus fuscus*)' [A183], 'Wigeon (*Mareca penelope*)' [A855] and 'Wetland and Waterbirds' [A999].

The water quality of the River Dissour was monitored under the Water Framework Directive (2016-2021) and assessed as 'Moderate'. The latest Q-Value for water quality at the closest monitoring station to the proposed works, at the bridge structure, downstream of the bridge structure, was assessed as 4 / 'Good' in 2005. A more recent record was obtained approximately 2.7km downstream of the bridge structure, receiving a value of 4 / 'Good' in 2023. As noted previously, there are no instream works, and all necessary precautions are to be taken to prevent any material falling into the river during works. There are also no records of Freshwater Pearl Mussel (*Margaritifera margaritifera*) within the vicinity of the bridge.

Records of protected species including Mallard (*Anas platyrhynchos*) and Otter (*Lutra lutra*) exist within 1km of the site of the proposed works. There are records of Japanese Knotweed (*Reynoutria japonica*) in the vicinity of the bridge structure (50m upstream and downstream of the structure), but not within the works area (Source: NBDC Biodiversity Maps - <https://maps.biodiversityireland.ie/Map/Terrestrial/Dataset/397>). Knotweed was recorded during inspections on the downstream side of the bridges (all works are, however, on the upstream side). Routine biosecurity measures will be followed to ensure that the inadvertent spread of any invasive species is avoided. While the bridge structure has not been surveyed for the presence of bats, the cut limestone blockwork used prevents bats from roosting on much of the structure; with respect to the arch there are no proposed works.

Attached to this Stage 1 Screening are: -

- Bridge Location – Killeagh River Bridge (CC-N25-004.00) GIS.zip
- AA Screening – Killeagh River Bridge (CC-N25-004.00) Non-Routine Maintenance AA Screening.xlsx
- Photos of Damage– Photos\_ CC-N25-004.00.zip

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

### Screening Determination

The proposed works will not occur within a designated site. There is hydrological, but remote, connectivity to the the Ballymacoda (Clonpriest and Pillmore) SAC and the Ballymacoda Bay SPA (the bridge is 7.3km upstream of the Ballymacoda (Clonpriest and Pillmore) SAC and 6.6km upstream of the Ballymacoda Bay SPA). There are no instream works; works will be undertaken from the road or from riverside scaffolding which will be supported on the bridge piers (at most minimal river access may be required to safely install and safety check the scaffolding or to salvage fallen stonework). The works are of a short duration and the methodology to be followed ensures that the risk of additional debris or pollutants entering the river channel is low. Routine biosecurity measures to be followed ensure that knotweed which has been recorded on the other (downstream) side of the bridge will not be impacted. Otter, while present in the River Dissour, is not a QI of the relevant Natura 2000 sites. The bridge is in the village of Killeagh with heavy traffic and pedestrian footfall. Works will be during daylight hours. This in combination with the lack of any instream works (so no severance of instream movements) will not lead to any likely significant disturbance. No significant impact on Natura 2000 sites is predicted.

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.

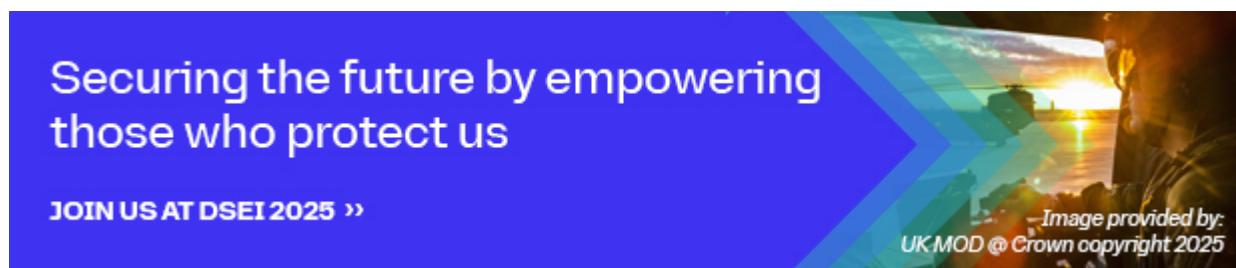
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**Paul O'Donoghue** BSc MSc PhD MCIEEM CEnv

Associate Director (Ecologist)



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