

[REDACTED]

From: O'Malley Vincent
Sent: Monday 30 May 2022 10:50
To: Nea Christian
Cc: Watt Robbie; Phelan Sarah-Jane
Subject: RE: Re. O'Connells Bridge (KY-N70-026.00)

Christian,
I accept the reasoned determination as set out below.
Sincerely
Vincent O'Malley

From: Nea Christian <[REDACTED]>
Sent: Thursday 26 May 2022 12:20
To: O'Malley Vincent <[REDACTED]>
Cc: Watt Robbie <[REDACTED]>; Phelan Sarah-Jane <[REDACTED]>
Subject: FW: Re. O'Connells Bridge (KY-N70-026.00)

Vincent,

Having reviewed the information contained within this email chain and having regard to the minor nature and extent of the works, I recommend that the following reasoned determination can be made:

“Having performed screening for Appropriate Assessment in respect of the proposed reactive maintenance works detailed in the email received from Paul O’Donoghue dated the 23rd of May 2022, and entitled ‘Re. O’Connells Bridge (KY-N70-026.00)’, I accept the recommendations of Atkins that the proposed reactive maintenance 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.”

Kind regards,
Christian.

Hi Christian,

Following review of the proposed works and receiving environment I agree with the conclusion of Atkins that the works would not be likely to have a significant effect on any European site. The main factors influencing this conclusion were:

- Bridge not located within any European sites
- Minor nature of the works and short duration
- No instream works required
- Existing background disturbance levels from the road

- Low suitability of the bridge and surrounding area to support majority of QI and SCI species of nearby European sites. Works unlikely to have significant effects on QI species that may use habitat within/along the river (e.g. otter and aquatic QI species).

Regards,

Robbie

From: Nea Christian <[REDACTED]>
Sent: Monday 23 May 2022 16:05
To: Watt Robbie <[REDACTED]>
Cc: Phelan Sarah-Jane <[REDACTED]>
Subject: FW: Re. O'Connells Bridge (KY-N70-026.00)

Hi Robbie,
Could you have a look at this please when you get a chance?

Kind regards,

Christian.

From: O'Donoghue, Paul <[REDACTED]>
Sent: 23 May 2022 14:36
To: Nea Christian <[REDACTED]>
Cc: Watt Robbie <[REDACTED]>; Phelan Sarah-Jane <[REDACTED]>; Daly, Vincent <[REDACTED]>; Martin Jennings <[REDACTED]>; kwilson <[REDACTED]>
Subject: Re. O'Connells Bridge (KY-N70-026.00)

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Christian

Re. O'Connells Bridge (KY-N70-026.00)

In accordance with the Munster Bridge Term Maintenance Contract No. 3, Clause 4.18 the Contractor has been asked to undertake repairs to the damaged parapet at O'Connell's Bridge (KY-N70-026.00)– see Figure 1. An old railway viaduct runs close to the bridge (to the north). There will be no interference with this structure.



Figure 1 Location of O'Connell's Bridge [Source: NBDC mapviewer].

Proposed Works

As you can see in the attached photographs, following a vehicle impact, a section of parapet have been damaged. Masonry repairs matching the existing are required over 3.8m long x 0.55m wide. The height varies between 0.72m and 0.95m. Concrete coping is required over a length of 4.3m. The damaged wall is to be deconstructed to stable material, and then fully reconstructed using hand tools to tie in with the existing wall utilising the existing non-defective stone salvaged from embankment below, or if not possible, new locally sourced stone masonry to match existing wall, and lime mortars. Debris from the impact on the embankment below to be removed and disposed of offsite.

The areas noted above are to be taken down and fully rebuilt. Repointing of displacement cracks caused by the impact is not acceptable.

Proposed work methods are as follows: -

- Set up TTMP as per plan. The road will be reduced to one lane over the area of works. We will use the closed off lane to temporarily store materials for the duration of the works.
- Safety barriers and cones to be placed around the works area.
- Set up scaffold around works area (CSCS certified). Scaffold legs will be kept out of the water.
- Once the scaffold is complete sheets of plywood will be fixed to the scaffold planks to bridge the gap between the scaffold and parapet. The plywood will then be covered in a geo-textile to ensure no rubble or mortar enters the watercourse.
- Damaged stone will be removed by hand in controlled manner. Old stone will be retained and re-used where possible.
- Stone will be stored on site in tonne bags.
- All stone and mortar which has fallen onto the riverbank or into the river bed will be removed by hand (see attached photo).
- Once the damaged areas have been removed re-construction works can begin. The repair will be carried out to match existing.
- Re-instate damaged section of wall.
- Once the damaged section of the wall has been re-built repointing works will then be complete.
- Concrete coping is required over a length of 4.3m. Coping will be cast on site using oversized shuttering. Due to the small area needed a premixed bag of cement will be used.
- De-mobilisation will begin after the repointing has been completed.
- Materials will be removed off site
- Scaffolding will then be removed.

- TTMP to be removed when works are fully complete.
- Mortar for new and repointing existing masonry work shall be NHL5 lime mortar Mix Reference (a) in accordance with Table 24/4 of Transport Infrastructure Ireland Publication CC-SPW-02400.
- If the temperature is below 4° no work with lime mortar should be carried out (preparation work such as cleaning/hacking out of joints can still be done).
- All joints to be tamped with stiff brush once mortar is stiff
- All stonemasons to have attended 'Masonry Arch Bridge Repair Workshop' or be members of the Guild of Master Craftsmen
- Site clean-up
- Works will no more than 2 days.

Ecology Constraints

The bridge is located on the N70 to the west of Glenbeigh, Co. Kerry. It is located on the Gleensk River (EPA section code - 22_591; part of FAHA (Kerry)_010) – this is a short 3rd order river which flows off Been Hill (to the south); Been Hill is within Killarney National Park, Macgillicuddy's Reeks And Caragh River Catchment SAC (000365). The bridge is not within a European site. Downstream the Gleensk River enters the sea east of Kells Bay. The coast at this location is not within a Special Area of Conservation. It is, however, just upstream of Iveragh Peninsula SPA (004154) (150m along the road; 270m along the river).

Iveragh Peninsula SPA is designated for: –

- Fulmar (*Fulmarus glacialis*) [A009]
- Peregrine (*Falco peregrinus*) [A103]
- Kittiwake (*Rissa tridactyla*) [A188]
- Guillemot (*Uria aalge*) [A199]
- Chough (*Pyrrhocorax pyrrhocorax*) [A346]

River Waterbody WFD Status 2013-2018 at the bridge is defined as Good. The river is not within a Margaritifera sensitive area. OSi Discovery Series mapping indicates that there is a waterfall between the bridge and the oufall of the Gleensk River to the sea.

There are no records of Japanese knotweed (*Fallopia japonica*) at O'Connells Bridge; it is present along the N70 ca. 1km to the west of the bridge. There are no records of Indian balsam (*Impatiens glandulifera*), Giant hogweed (*Heracleum mantegazzianum*) Giant-rhubarb (*Gunnera* sp.) or *Rhododendron ponticum* from the bridge location.

Signs of Otter (*Lutra lutra*) were recorded from the mouth of the Gleensk River (V579892; in 1980) as part of the Otter Survey of Ireland 1982 (Source: NBDC). There are no further records noted by NBDC along the Gleensk River.

With respect to the potential for impacts on Iveragh Peninsula SPA – fulmar, kittiwake and guillemot are seabirds which feed on coastal cliffs and forage offshore. The nearest areas of coastal cliff are ca. 625m to the north and screened by intervening landscape, hedges etc. Works at the bridge, which will take no more than 2 days, will not disturb such coastal species. Chough are a coastal species of crow which breed in coastal caves and crevices in cliffs and feed in particular on short coastal grasslands. These habitats do not occur in the immediate environs of the bridge. Peregrine also nest on coastal cliffs – as noted these are >625m from the works area. No disturbance to any birds along the coast are anticipated. While Peregrine do nest in the wider environment – the works are on a busy national primary road and would not alter the patterns of disturbance in this area. Disturbance of peregrine which may be nesting in the nearby Iveragh Peninsula SPA are not anticipated. While Peregrine do nest on manmade structures the adjoining viaduct (O'Connell's Viaduct) does not appear to support suitable nesting sites and will be subject to works as part of the South Kerry Greenway.

Works are restricted to the parapet. There are no instream works. Stone work that has fallen into the river will be recovered by hand.

Note:

O'Connell's Bridge - <https://www.buildingsofireland.ie/buildings-search/building/21306201/oconnell-bridge-gleensk-kerry>

O'Connell's Viaduct - <https://www.buildingsofireland.ie/buildings-search/building/21306202/gleensk-valley-railway-viaduct-gleensk-kerry>

Atkins Findings -

This Screening for Appropriate Assessment is based on the best available scientific information. It is concluded that the proposed project poses no likely significant effects on 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.

Findings of TII Appropriate Assessment -

Can you please provide a Reasoned Determination?

Paul

Paul O' Donoghue *BSc PhD CEnV MCIEEM*
Associate Director, Ecology
Ireland

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