



Comhairle Cathrach  
& Contae **Luimnigh**

**Limerick** City  
& County Council

**Galbally Bridge, Moorabbey, Co. Limerick**

**Outline Construction & Environmental  
Management Plan**

**March 2025**



**An Roinn Iompair  
Turasóireachta agus Spóirt**

Department of Transport,  
Tourism and Sport



## Table of Contents

1 Introduction .....	3
2 Bridge Location & Description .....	4
3 Proposed Works .....	4
4 Construction & Environmental Management Plan .....	5
4.1 Outline Construction Methodology .....	5
4.2 Environmental Considerations.....	6
4.3 Disposal of Water, Wastewater and Sewage.....	6
4.4 Control of Fuels & Lubricants.....	6
4.5 Site Compound.....	7
4.6 Traffic Management Procedures .....	7
4.7 Working Hours .....	7

## 1 Introduction

Limerick City & County Council (LCCC) proposes to carry out repair works to Galbally Bridge, Mandeville Park, Moorabbey in County Limerick as part of their upcoming Bridge Rehabilitation project. The bridge at Moorabbey has been identified by LCCC following condition surveys carried out by LCCC Engineers. PUNCH Consulting Engineers (PUNCH) have been engaged by LCCC to assess and design as appropriate a structural repair scheme for the nominated bridge structures.

The appointed Contractor will be appointed to carry out the proposed works at Galbally Bridge. The proposed repairs have been reviewed on site with a representative of the appointed Contractor and they have estimated that the works will be completed in approximately 12-14 weeks. The existing bridge condition is outlined on drawings EXISTING 221254-PUNCH-24-XX-DR-C-0910-0912, further details of the proposed works are outlined on PUNCH drawings PROPOSED 221254-PUNCH-24-XX-DR-C-0913 -0915.

The bridge is located on the Aherlow River within the River Suir catchment area, approximately 1.2km east of Galbally village on the Limerick, Tipperary county border. The road is referred to locally as the Bansha to Garryspillane road. The Aherlow River is a tributary of the River Suir and the Galbally Bridge is approximately 6.5km upstream from the beginning of the Lower River Suir SAC. The national road R663 passes over the bridge.

The Screening for Appropriate Assessment Report identified the potential for impacts on the Lower River Suir SAC due to water quality, disturbance and invasive species impacts. This project has the potential to impact on water quality, which has the potential to negatively affect a number of the qualifying interests of the SAC. Further details are available in the NIS.

The contractor will prepare and submit a detailed construction and environmental management plan for approval by the Local Authority and the appointed Project Ecologist in advance of mobilizing to site. The Construction Environmental Management Plan will be a live document that will be updated by the Contractor as required throughout the project lifecycle.

This document has been prepared for the Competent Authority in relation to the proposed project and provides a site-specific Outline Construction and Environmental Management Plan for the proposed works.

## 2 Bridge Location & Description

The proposed project is due to take place on the Galbally Bridge, Mandeville Park, Moorabbey, Co. Tipperary. The bridge is located on the Aherlow River within the River Suir catchment area, approximately 1.2km east of Galbally village on the Limerick, Tipperary county border. The Aherlow River is a tributary of the River Suir and the Galbally Bridge is approximately 6.5km upstream from the beginning of the Lower River Suir SAC. The national road R663 passes over the bridge.

The Galbally Bridge is a 21m span masonry bridge with four main arches and a 4.9m wide road on its topside. Three of the main arches have a river flow present in normal flow conditions. The fourth arch is expected to have a flow present during high and/or flooding water level conditions. The bridge has one additional overflow arch/channel on its north end, approximately 8m from the closest main arch. This arch is completely buried.



Figure 1 Site Location

## 3 Proposed Works

The bridge exhibits significant structural issues that require attention. Radial and vertical cracks are present in the piers, abutments and undersides of all four arches with some areas showing stone and mortar loss. The parapets are also compromised, displaying small holes and dislodged mortar in several locations. Additionally both upstream and downstream abutments have vegetation growing on them including a 2.5m tree growing on top of one cutwater. The required rehabilitation works are as follows:

- All vegetation including trees, shrubs and the like will be removed for 10 m upstream and downstream of the bridge over a width of 10 m approximately on each bank. All efforts will be made to preserve mature and semi-mature trees, where possible and where they are not a threat to the structure of the bridge.
- Masonry units lying in the riverbed or on the riverbanks will be taken up and set aside for reuse. Other in stream works include erosion protection using concrete, replacement of

missing stone, re-setting loose stone and re-pointing works. Local areas or individual arches will be banded using sealed sandbags. In stream works will be carried out in accordance with the requirements of Inland Fisheries Ireland (IFI) for work in rivers as given in the IFI “Guidelines on Protection of Fisheries during Construction Works in and Adjacent to Waters” and agreed with IFI in advance of commencement.

- Replacement of missing stone, re-setting loose stone and re-pointing works will be carried out on the abutments, piers, arch barrels, spandrel walls, wing walls and parapets. Scaffolding will be erected in the riverbed to carry out these works.
- Parapet heights will remain unaltered.
- At road level, concrete rubbing strips will be provided at the base of both parapets to prevent the ingress of water into the structure below. Where necessary areas of road infill will be carried out using a surface course and binder (base), course of Dense Bitumen Macadam on a granular sub-base.
- Other ancillary items include roadside drainage; additional traffic signs; etc.

## 4 Construction & Environmental Management Plan

### 4.1 Outline Construction Methodology

It will be the responsibility of the contractor to prepare and submit a detailed construction and environmental management plan for approval from the Local Authority. The Construction Environmental Management Plan will be a live document that will be updated by the contractor as required throughout the project lifecycle.

The appointed Contractor has estimated that the works will be completed in approximately 12-14 weeks. The proposed works will be undertaken during low level water periods.

The timing of the works will be in accordance with the requirements of Inland Fisheries Ireland (IFI) for work in rivers as given in the IFI “Guidelines on Protection of Fisheries during Construction Works in and Adjacent to Waters” and agreed with IFI in advance of commencement.

To undertake the rehabilitation works to the bridge, the following methodology is envisaged;

- Temporary Traffic Management will be installed on the Bridge and a site compound set up.
- All vegetation including trees, shrubs and the like will be removed for 10 m upstream and downstream of the bridge over a width of 30 m approximately. All efforts will be made to preserve mature and semi-mature trees, where possible.
- To facilitate any instream works in localised areas or in individual arches they will be banded using sealed sandbags.
- To facilitate the replacement of missing stone, re-setting loose stone and re-pointing works that will be carried out on the abutments, piers, arch barrels, spandrel walls, wing walls and parapets. Scaffolding will be erected in the riverbed to carry out these works.

- The remaining excavations will be backfilled with acceptable fill material to road formation level. The roadway will be reinstated using a surface course and binder (base), course of Dense Bitumen Macadam on a granular sub-base.
- Other ancillary items associated with the bridge construction include; proprietary galvanised steel parapets; road side drainage; traffic signs; etc.

#### 4.2 Environmental Considerations

A Natura Impact Statement (NIS) was developed following the findings of the Appropriate Assessment Screening required for the Bridge Site, as it lies within the curtilage of the Lower River Shannon SAC. The Contractor will be required to develop a Construction Environmental Management Plan (CEMP) to ensure full compliance with measures outlined in the NIS.

non-exhaustive list of such environmental measures would include for:

- The procurement of a contractor with extensive and demonstrable experience in instream works and bridge works.
- Liaison with both the National Parks & Wildlife Service (NPWS) and Inland Fisheries Ireland (IFI) to be undertaken prior to the commencement of the works to ensure their requirements are satisfied under the Contractor's construction methodology.
- All mitigation measures will be completed in conjunction with NPWS and IFI in advance of the works, e.g. translocation of fish species by electrofishing with appropriate licencing.
- Referencing the weather forecast to ensure the works are timed to coincide with appropriately low water levels and prevent the need for temporary water management measures.
- Either an independent ecological clerk of works, or else a Local Authority Ecologist, is to be appointed to monitor the works.
- When materials are been delivered to the site compound or works area, all material such chemical admixtures, oils and lubricants will be transported in sealed containers to negate the potential of river water contamination.

Note: Refer to the NIS for a full schedule of environmental measures to be addressed as part of the Contractors CEMP.

#### 4.3 Disposal of Water, Wastewater and Sewage

All site facilities during construction will be located entirely within the site. The facilities will include canteen, toilet block and drying room for all staff/workers. These facilities will be mobile and all arising waste material will be transported to a suitable waste disposal facility.

#### 4.4 Control of Fuels & Lubricants

If required to provide fuel to the relevant items of plant on site, a certified double skinned metal fuel tank with integrated pump, delivery hose, meter, filter and locking mechanism will be situated in a secure area on the construction site. It will be situated within a bund. This tank will be certified for lifting when full.

Sand piles and emergency clean up spill kits will be readily available in the event of a fuel spill. A hazardous bin will also be available to contain any spent sand or soak pads.

New metal gerry cans with proper pouring nozzles will be used to move fuel around the site for the purposes of refuelling items of small plant on site.

Drip trays will be used under items of small plant at all times. Any waste oils etc. contained in the drip trays or the bunded area will be emptied into a waste oil drum, which will be stored within the bund.

Metal gerry cans and any other items of fuel containers will be stored in certified metal bunded cabinets. Any gas bottles will be stored in a caged area at a secure location on the site. All will be properly secured at point of work.

#### 4.5 Site Compound

The main site compound will not be located within 5m of the river and will be located on dry land.

#### 4.6 Traffic Management Procedures

It will be the responsibility of the contractor to prepare and submit a detailed Temporary Traffic Management Plan for the project in accordance with Chapter 8 of the Traffic Signs Manual, which will be submitted to the Local Authority for approval.

A traffic signal system will be deployed to maintain single lane traffic flow across the bridge for the duration of the works. It is expected that the temporary traffic arrangement will be set up on the morning the works and removed from the bridge that evening.

#### 4.7 Working Hours

The proposed hours of work on site will be 07:00 hrs to 18:00 hrs Monday to Friday unless otherwise agreed with the Local Authority. All outside of hours work will first be agreed in writing with the Local Authority.