

AtkinsRéalis



Planning Report

Mayo County Council

July 2025

N59 CARROWREVAGH BRIDGE REHABILITATION WORKS



Bonneagar Iompair Éireann
Transport Infrastructure Ireland



Comhairle Contae Mhaigh Eo
Mayo County Council

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1. Introduction

AtkinsRéalis were appointed by Mayo County Council for Eirspan Task Order 315 Mayo Bridge Assessments and Strengthening 2023, comprising the assessment and rehabilitation of 10no. bridges in County Mayo.

The Stage 1 Structural Assessment of MO-N59-053.50 Carrowrevagh Bridge determined the existing bridge has a reduced vehicle load carrying capacity of 3 tonnes due to extensive pointing and masonry loss to the masonry arch barrel section of the bridge. The proposed development comprises rehabilitation works to the existing bridge to provide a full load capacity for normal traffic on the N59 National Secondary Road.

This report supports the Section 177AE planning application to be made to An Coimisiun Pleanála under Section 177AE of the Planning and Development Act, 2000, as amended.

2. Site Location

MO-N59-053.50 Carrowrevagh Bridge is a single span masonry arch structure extended to the north by a reinforced concrete slab carrying the N59 National Secondary Road over a minor watercourse, Rooghaun 32 (EPA code: IE_WE_32D020150), in the townlands of Carrowrevagh and Carrowkenedy, Co. Mayo. The location of the proposed development site is shown in Figure 2-1 overleaf.

The ITM co-ordinates of the existing structure are:
Easting: 497089 Northing: 774528

The existing bridge comprises a masonry arch formed of random rubble limestone masonry with a span of 1.7m and a width out to out of 7.5m. The reinforced concrete slab measures 3.8m wide with a square span of 1.85m and a skew span of 1.92m. The overall width out to out of the structure is 11.2m.

The proposed development site is located in a rural location with farmland located northwest and southwest of the site and residential properties located to the northeast and south of the development site.

The proposed development site is located ca. 304m upstream of the Mweelrea/Sheeffry/Erriff Complex SAC (site code: 001932). There is also hydrological connectivity to the Maumturk Mountains SAC (002008) and the West Connaught Coast SAC (002998), both greater than 20km from the site of the proposed works via Killary Fjord.

There are no National Inventory of Architectural Heritage (NIAH) features within the vicinity of the proposed development with 3no. Sites and Monuments Record (SMR) features within 200m of the proposed development as follows;

- MA097-018 – House, located ca. 170m northeast of the proposed works
- MA097-014002 – Penitential Station, located ca. 185m south of the proposed works; and,
- MA-97-014006 – Bullaun Stone, located ca. 200m south of the proposed works



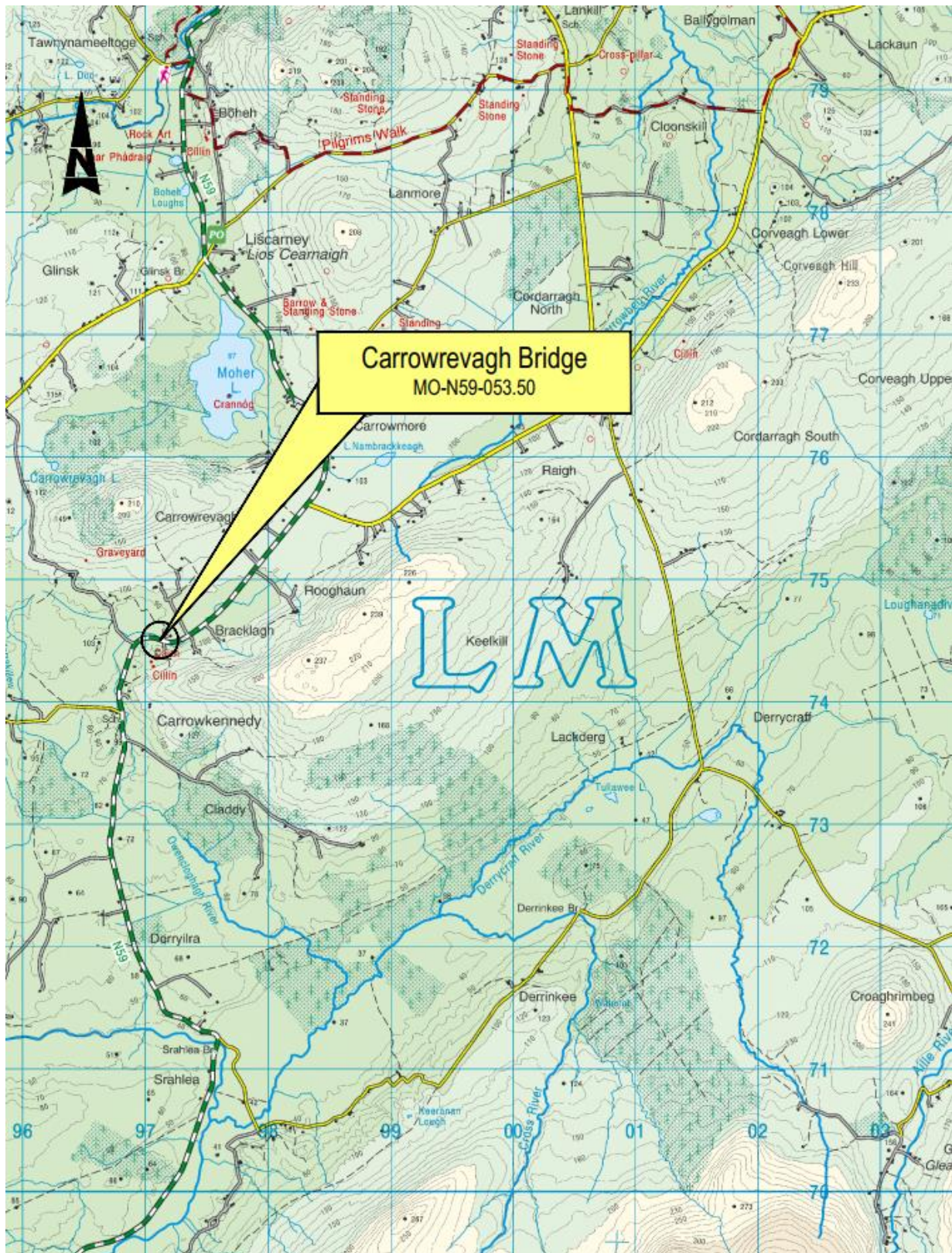


Figure 2-1 – Proposed Development Location Map

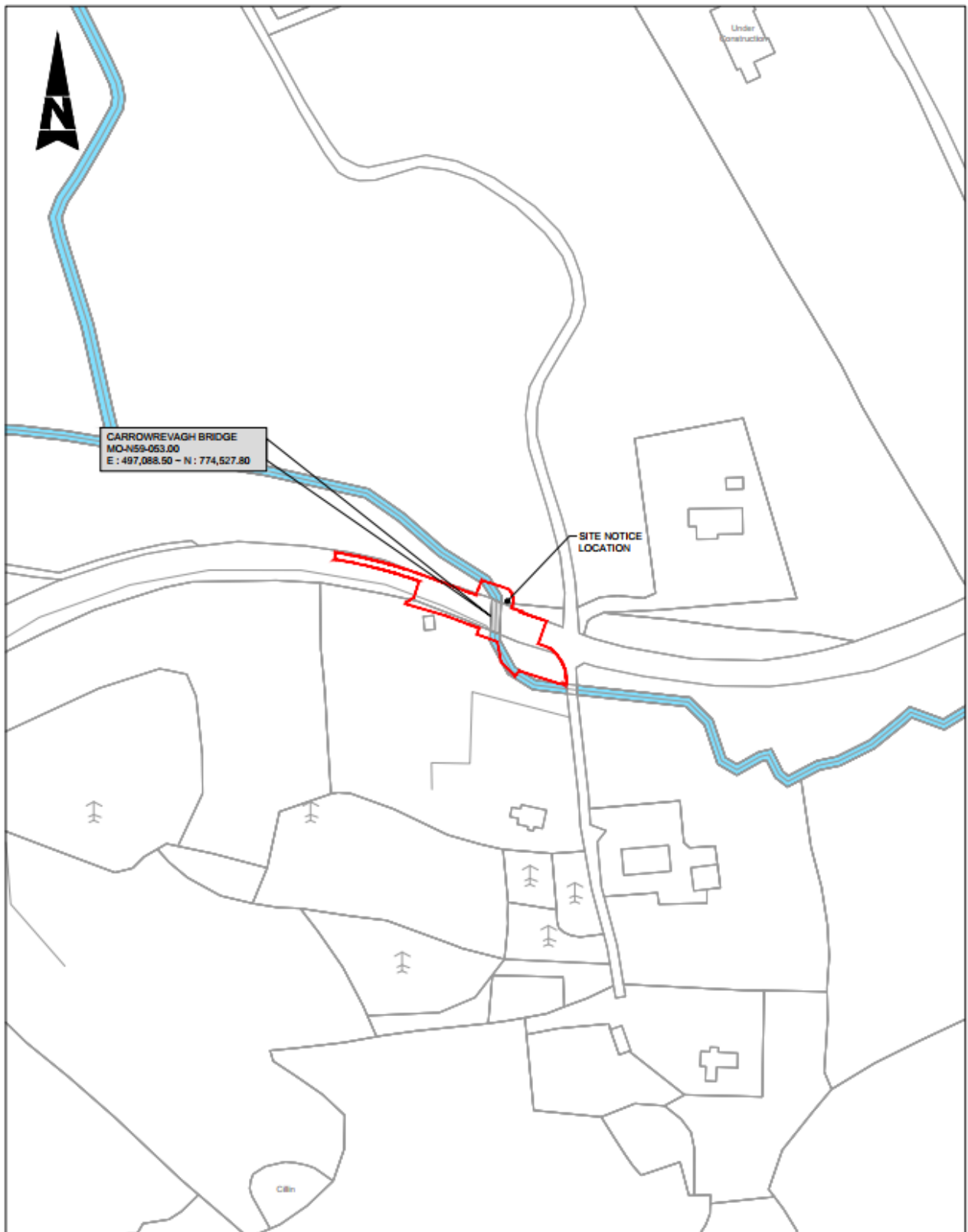


Figure 2-2 – Extent of Proposed Development Site (Red Line)



Figure 2-3 – Existing bridge surface looking west



Figure 2-4 – Existing bridge south elevation



Figure 2-5 – Existing bridge north elevation

3. Proposed Development

Mayo County Council intends to seek the approval of An Coimisiún Pleanála under Section 177AE of the Planning and Development Act, 2000 (as amended) to carry out a proposed development on the N59 National Secondary Road in Carrowrevagh, Co. Mayo.

3.1 Need for Proposed Development

The Stage 1 Structural Assessment report for the existing Carrowrevagh Bridge determined the masonry arch section of the existing bridge to have a reduced vehicle load carrying capacity of 3 tonnes due to extensive pointing and masonry loss. In addition, there is scour damage to the riverbed at the south elevation of the structure, see Figure 3-1 below.

The Stage 1 Structural Assessment Report recommended rehabilitation works to return the structure to good condition and increase its load carrying capacity to full normal traffic. The recommended works were then further developed for inclusion in this planning application.



Figure 3-1 – Pointing and masonry loss to the masonry arch barrel (L) and scour damage at the south elevation (R)

3.2 Description of Proposed Development

The proposed development comprises rehabilitation works to the existing Carrowrevagh Bridge to increase the load carrying capacity and structural integrity of the bridge. The proposed works include;

- Reinstatement of original bed levels at the upstream elevation of the structure,
- Masonry repairs and repointing to the masonry arch section of the bridge,
- Localised concrete repairs to the reinforced concrete deck slab soffit,
- Installation of rock armour to the northeast embankment downstream of the structure,
- Increasing the height of the existing bridge parapets using masonry construction,
- Waterproofing the existing reinforced concrete deck slab,
- Installation of safety barriers on both verges over the structure and on approaches.

The area of the proposed development site is 0.1ha. See Figure 3-2 overleaf for the proposed layout plan.

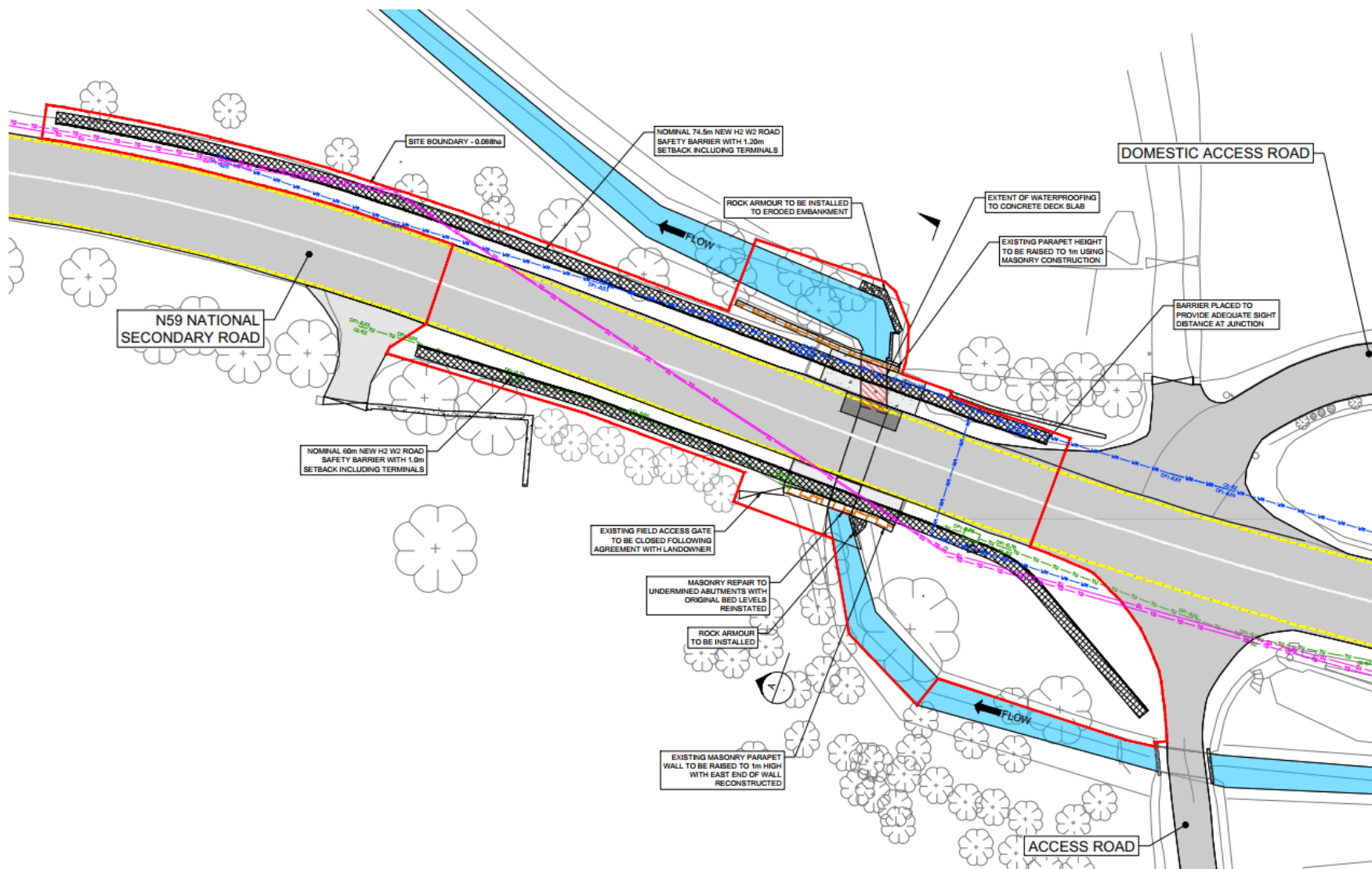


Figure 3-2 – Proposed Development Plan Layout

3.2.1 Proposed Methodology

A summary of the proposed construction methodology and sequence of works are outlined below. A detailed construction and environmental management plan is included with the planning application.

1. Mobilisation to site, erection of site compound and installation of traffic management (alternating single lane closure).
2. Dewatering of the watercourse to create a dry working area at the bridge.
3. Excavation of existing riverbed at upstream elevation of the bridge
4. Masonry repair to the undermined areas of the masonry abutments and masonry arch barrel
5. Reinstatement of the original riverbed levels at the south elevation of the bridge using suitably sized cobbles with top gravel layer.
6. Concrete repair to localised areas of the reinforced concrete slab section of the bridge
7. Installation of rock armour along the northeast riverbank for a length of 5m.
8. Erection of light scaffolding on outside faces of both parapets.
9. Demolition of existing north concrete verge and excavation to verge and carriageway to expose reinforced concrete deck slab.
10. Demolition of existing north parapet wall and taking down of east end of existing south masonry parapet wall for reconstruction.
11. Construction of new north masonry parapet wall and reconstruction of south masonry parapet, increasing its height to 1m.
12. Removal of dewatering system from watercourse.
13. Application of spray applied waterproofing to the reinforced concrete deck slab.
14. Backfilling of north verge and carriageway.
15. Construction of new north raised verge and resurfacing of carriageway area.
16. Installation of new safety barriers on both verges with construction of new embankment on southeast corner of the structure to accommodate barrier.
17. Regrading and seeding of both grass verges following the works.
18. Removal of traffic management and demobilisation from site

4. Planning Process

The proposed development site is located ca. 304m upstream of the Mweelrea/Sheeffry/Erriff Complex SAC (site code: 001932). In this respect, the initial assessment undertaken by AtkinsRéalis determined that it cannot be concluded beyond reasonable scientific doubt that the proposed works would not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute significant effects on Mweelrea/Sheeffry/Erriff Complex SAC, with Appropriate Assessment deemed required.

Section 177AE(1)(a) of the Planning and Development Act, 2000, as amended states that where an appropriate assessment is required in respect of development by a local authority that is a planning authority, whether in its capacity as a planning authority or in any other capacity, the local authority shall prepare, or cause to be prepared, a Natura impact statement in respect thereof. Section 177AE (3) states that where a Natura impact statement has been prepared pursuant to subsection (1), the



local authority shall apply to the Board for approval and the provisions of Part XAB of the Planning and Development Act, 2000, as amended, shall apply to the carrying out of the appropriate assessment.

In this context, the planning application for the proposed development is to be submitted to An Coimisiún Pleanála.

5. Planning and Development Context

“The Mayo County Development Plan 2022-2028 sets out the roadmap for the overall proper planning and sustainable development of County Mayo over the plan period. While the Plan is in place for a six-year period, it is framed having regard to the long-term development objectives of the county up until 2040, to align with national and regional spatial plans.”

“This plan provides for, and manages, the physical, economic, and social development of the County, in the interests of the overall common good, and in compliance with environmental legislation. It includes a set of development objectives and standards, which set out where land is to be developed, and for what purposes (e.g. housing, retail, education, schools, employment, open space, amenity, conservation etc). It informs decisions on where public services such as roads and water infrastructure are to be provided and affects the type of buildings that can be constructed and how land is utilised. It influences many facets of daily economic and social life, in terms of where people can live, what services and facilities are available and where job opportunities are to be sited.”

The Mayo County Development Plan identifies several Strategic Aims, the key one of relevance to the proposed development is:

“Strategic Road Network - To maintain the strategic function, capacity and safety of the national roads network, including planning for future capacity enhancements, and to ensure that the existing extensive transport networks, are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users. “

Section 6.4.2.1 of the Plan also outlines the following with regards to national routes:

“Significant investment and improvements in the existing road infrastructure have been made by the Local Authority, in terms of upgrades, realignments, maintenance, traffic management measures, traffic calming measures and road safety measures. It is important to protect, maintain and enhance the carrying capacity of the national road network in County Mayo, as deemed necessary and as resources allow.”

The Plan supports the protection and maintenance of the carrying capacity of the national road network. This is evidenced through the following objectives and policies outlined in the Plan:

Movement and Transport Policies



MTP 20 - To enhance regional accessibility between key urban centres of population and their regions through the protection of the capacity, efficiency and safety of the national road network in County Mayo.

6. Assessment of Proposed Development

An Appropriate Assessment (AA) and Environmental Impact Assessment (EIA) were undertaken for the proposed development with the reporting included with the planning application.

6.1 Appropriate Assessment

The existing Carrowrevagh Bridge is located ca. 304m upstream of the Mweelrea/Sheeffry/Erriff Complex SAC (site code: 001932). In this respect, the initial assessment undertaken by AtkinsRéalis determined that it cannot be concluded beyond reasonable scientific doubt that the proposed works would not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute significant effects on Mweelrea/Sheeffry/Erriff Complex SAC.

The Appropriate Assessment (AA) undertaken by AtkinsRealis, the Natura Impact Statement for which is included with the planning application, has provided an assessment of all potential direct or indirect impacts which have the potential to cause adverse effects on European sites, specifically Mweelrea/Sheeffry/Erriff Complex SAC (site code: 001932). Where the potential for adverse effects on the SAC were identified, mitigation measures have been prescribed. The measures ensure that impacts from the proposed works are avoided or minimised such that they will not adversely affect the integrity of the site. These include:

- An Ecological Clerk of Works (ECoW) will be appointed and will supervise all aspects of the critical works on site, in particular initial site set up, dam/ silt fence installation, and pouring of concrete. The ECoW will be a suitably qualified and experienced ecologist, which will be appointed by the successful Contractor. The ECoW will ensure compliance of mitigation measures on site and liaise with IFI and NPWS staff where required.
- A dry working area will be provided in the watercourse at the development site by setting up a dam system to provide protection to the watercourse during the works.
- All operations will be in accordance with, but not limited to, the following guidelines: -
 - C532 Control of water pollution from construction sites. Guidance for consultants and contractors (Masters-Williams et al., 2001),
 - SP156 Control of water pollution from construction sites – guide to good practice (Murnane, 2002),
 - C750 Groundwater control: design and practice (Preene et al., 2016)
 - Guidance on Protection of Fisheries during Construction Works in and Adjacent to Waters (IFI, 2016).

The conclusion of the NIS states the following:



Given the prescription of the mitigation measures detailed in Section 7 of this NIS, it can be concluded beyond reasonable scientific doubt that the proposed development will not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute adverse effects on the Mweelrea/Sheeffry/Erriff Complex SAC or any other Natura 2000 site, in view of their conservation objectives.

Therefore, it is the recommendation of the authors of this report that An Coimisiun Pleanála, as the competent authority in this case, may determine that the proposed development, either individually or in combination with other plans or projects, will not adversely affect the integrity of any Natura 2000 site, provided that the mitigation prescribed in this NIS is fully and properly implemented.

6.2 Environmental Impact Assessment

The Environmental Impact Assessment Screening Report (EIA) for the proposed development is included in the planning documents submitted with this application. The EIA Screening has been carried out in accordance with the Planning and Development Regulations as amended 2001- 2025 (which give effect to the provisions of EU Directive 2014/52/EU). The report assessed the impact of the proposed works in conjunction with committed developments in the surrounding area.

The conclusion of the EIA Screening Report states the following:

Based on all available information, and taking account of the scale, nature and location of the proposed works, it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Schedule 5, Part 1 and 2 of the Planning and Development Regulations 2001 - 2025). The proposed works is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the proposed works has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7 of the Planning and Development Acts 2001- 2025.

Key findings are summarised as follows:

- *Due to the limited nature of the works, it is considered that there will be no significant cumulative impacts with other developments in the general area.*
- *Limited noise, vibration and dust emissions may be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant impacts.*
- *There will be no significant impact on biodiversity, groundwater, surface water or traffic; and,*
- *There will be no significant impacts on recorded monuments or historic features.*
- *In summary, no significant adverse impacts to the receiving environment will arise because of the proposed works.*

Therefore it is considered that the preparation of an EIAR is not required for the proposed development.

A copy of the Environmental Impact Assessment Screening Determination from Mayo County Council is included in Appendix A of this report.



7. Conclusion

The proposed development is in line with planning policy outlined in the Mayo County Development Plan 2022-2028 and the wider national and regional planning policies. The proposed rehabilitation works to the existing Carrowrevagh Bridge protects the capacity, efficiency and safety of the national road network in County Mayo in line with policy MTP 20.

The EIA Screening report concludes that the proposed development would not be likely to have significant effects on the environment, subject to mitigation.

The NIS concludes that given the full and proper implementation of the mitigation prescribed in the NIS, there is no reasonable scientific doubt remaining as to the absence of adverse effects on Mweelrea/Sheeffry/Erriff Complex SAC, or any other Natura 2000 site, in view of their conservation objectives.

The proposed development will provide an improved and safer road bridge in Carrowrevagh and Carrowkennedy, Co. Mayo in line with planning policy, and is in the interests of the proper planning and sustainable development of the area.



APPENDICES

Appendix A. Environmental Impact Assessment Screening Determination





Environmental Impact Assessment (EIA) Screening Determination

Mayo County Council – Task Order No 315, National Road Bridge Assessments and Strengthening Scheme 2023

N59 Carrowrevagh Bridge Rehabilitation Works

Atkins Realis were commissioned by Mayo County Council to prepare an Environmental Impact Assessment (EIA) Screening Report in respect of the ***Proposed Rehabilitation Works at N59 Carrowrevagh Bridge in Carrowkennedy, County Mayo.***

The proposed works to N59 Carrowrevagh Bridge comprise rehabilitation works to the existing bridge structure including the following:

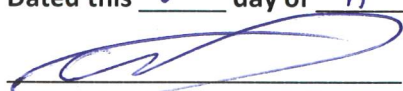
- Reinstatement of original bed levels at the upstream elevation of the structure
- Increasing the height of the existing parapets using masonry construction
- Waterproofing the existing concrete deck slab
- Masonry repairs and repointing to the masonry arch section of the structure
- Localised concrete repairs to the deck slab soffit
- Installation of rock armour to the north-east embankment downstream of the structure
- Installation of safety barriers on both verges approaching and crossing the bridge
- Area of the project site is 0.09ha

A review of the Characteristics of the Proposed Development, the Location of the Proposed Development and the Characteristics of Potential Impacts were undertaken in the Environmental Impact Assessment (EIA) Screening Report.

The Environmental Impact Assessment (EIA) Screening Report concludes that the proposed development does not exceed the thresholds that trigger the mandatory requirement for an Environmental Impact Assessment Report (EIAR) and subsequently the proposed development is deemed to be a sub-threshold development. This sub-threshold development has been assessed in accordance with Schedule 7A of the Planning and Development Regulations 2001 (as amended).

The Environmental Impact Assessment (EIA) Screening Report found there will be no significant adverse environmental effects arising from the project. Having considered the Environmental Impact Assessment (EIA) Screening Report, Mayo County Council has determined that the ***Proposed Rehabilitation Works at N59 Carrowrevagh Bridge in Carrowkennedy, Co. Mayo,*** does not require an Environmental Impact Assessment Report (EIAR).

Dated this 6th day of Aug, 2025


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