

**REGIONAL AND LOCAL ROAD BRIDGE REHABILITATION
WORKS 2012,
CO. LONGFORD**

MULLAGH BRIDGE

PART 8 PLANNING APPLICATION



Project & Document No	Revision	Prepared By	Checked By	Approved By	Status	Date
14450/6010	C	J Mc Carthy	B Sayers	P O'Donnell	Revised Draft	24.04.12

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1 INTRODUCTION

Longford County Council have identified the need to carry out refurbishment and upgrading works to Mullagh Bridge, located on the road LP 1001 that passes through the townland of Mullagh. The works will require modification to the existing structure including the demolition of the existing approach parapets, the taking down of the existing metal parapet and replacement with a steel parapet of adequate height and containment. In order to accommodate the installation of new parapets, the new footway, rubbing strip and 3.0m wide carriageway, it will be necessary to widen the bridge deck by 500mm on both sides of the bridge. In addition to the works to the carriageway and the footway, it will be necessary to install new road makings and signage indicating that approaching traffic will need to yield to oncoming traffic already on the bridge.

The refurbishment works required include the removal of vegetation from the structure, the repointing of the abutments and wing walls, mechanical cleaning of and repainting of the three no. latticework girders underneath the bridge, and repair to areas of spalled concrete on the soffit of the bridge.

The structure is listed in both the Longford County Council Record of Protected Structures, and in the survey of bridges in Co. Longford by Lotts Architecture and Urbanism, November 2007. This means that any proposed works to the structure will require a Part VIII Planning application in accordance with Article 80 (1) of the Planning and Development Regulations 2001.

2 EXISTING ENVIRONMENT

2.1 Site location

The location of Mullagh Bridge is as shown on Figure 1 in Appendix A. It is located on the LP 1001 crossing the Camlin River in the townland of Mullagh approximately 1.5km west of Longford Town.

The LP 1001 forms part of a circular route around Longford Town and as such may attract higher levels of traffic than a standard local road as it conveniently bypasses some of the more busy routes within the town.

The Irish Grid Reference for the structure is 211,651 E, 275,905 N

2.2 Road Network

The AADT for the LP 1001 between Cartrons and Aghareagh is unknown. The speed limit on this section of road is 80 km/hr but vehicle speeds at the bridge are likely to be lower than that due to the narrow width of the existing structure and approach roads.

The horizontal alignment of the road on both approaches to the bridge is quite straight. The bridge is located at a low point on the road so there is a gentle upward gradient as one travels from the bridge in both directions.

There are no junctions within close proximity to the bridge, however, there are agricultural entrances 20m to the south of the bridge and the nearest dwelling entrances are approximately 100m to the north and 130m to the south.

2.3 Site Description and Topography

The land use in the area of the bridge is primarily agricultural.



View overlooking bridge from north



View overlooking bridge from south

2.3.1 Existing Bridge

The existing bridge is a single span in situ concrete bridge with masonry abutments. It is assumed that the masonry abutments and wing walls, and the latticework girders are remnants of a pre-existing bridge structure standing at this location. The original deck, which may have been of timber construction, has been taken up and replaced with the current reinforced concrete deck. The latticework girders do not now bear any weight.

The bridge has a skew span of nearly 45 degrees, the clear span of the bridge is approximately 12.5m and the out-to-out measurement of the deck is 4.19m.

During site visits on the 17th January and 21st February 2012 in order to inspect the bridge the following was noted:

- The masonry in the abutments are open jointed in places.
- Existing latticework girders (3 no.) beneath the deck are corroded.
- The bridge is quite narrow. The existing out-to-out width of 4.19m may not be adequate to accommodate a carriageway lane and a footway.
- The existing parapets are substandard in terms of height and containment level.
- There is significant vegetation growth on the abutments, wing walls and carriageway verges.
- There is some corrosion and spalling to the underside of the in-situ concrete beams and slab.



Upstream elevation of bridge

2.4 Archaeology and Ecology

The structure is listed in both the Longford County Council Record of Protected Structures, and in the survey of bridges in Co. Longford by Lotts Architecture and Urbanism, November 2007. This means that any proposed works to the structure will require a Part VIII Planning application.

This bridge is not located within a Special Area of Conservation, Special Protection Area or Natural Heritage Area. It is however located within 2km of Brown Bog NHA (site reference 000442) and Brown Bog SPA (site reference 002346), and approximately 4km upstream along the Camlin River from Lough Forbes Complex pNHA (site reference 001818), Lough Forbes Complex SAC (site reference 001818), and Ballykenny-Fisherstown Bog SPA (site reference 004101).

It will be specified that during the construction process all works shall be carried out in accordance with best practice for the protection of flora, fauna, and marine life in the vicinity of the bridge. This will take cognisance of the sites of environmental significance within or in proximity to the site and will recommend the carrying out of works in accordance with relevant guidelines including the habitats directive, natural habitats regulations, Inland Fisheries Ireland guidelines and National Parks and Wildlife Service recommendations.

3 PROPOSALS

3.1 Proposed Road Realignment

It is not proposed to augment the alignment of the existing road on the approaches to or on the bridge itself. It is proposed to provide a 3.0m carriageway between the proposed 1.1m wide footway and 0.2m rubbing strip on the widened deck. The vertical alignment of the carriageway is to tie in with the existing levels and falls.

3.2 Proposed Cross Section of the Bridge

The proposed cross section of the widened Mullagh Bridge is as described in Table 3.1 below:

Cross Section	Width (m)
Western Parapet	0.45
Rubbing Strip	0.2
Carriageway	3.0
Footway	1.1
Eastern Parapet	0.45
TOTAL	5.2

3.3 Proposed Works to Structure

3.3.1 General

In order to suit the requirements of the Longford County Council brief it is necessary to have a wider deck on the bridge than is there at present. Preliminary analysis of the structure suggests that the existing deck has a satisfactory carrying capacity and therefore a widening of the existing deck would be adequate. While this would resolve the issue of the bridge width, further works would be required to resolve other defects in the structure. The full list of proposed works to Mullagh Bridge are as follows:

- All vegetation should be removed from the abutments, wing walls and structure
- The existing parapets should be removed.
- The existing approach masonry parapets should be removed.
- The abutment and wing walls should be fully repointed.
- Areas of spalling on the deck soffit and beams are to be repaired.

- The existing latticework trusses should be mechanically cleaned of corrosion and loose paint, and repainted. The finish colour to be agreed with Longford County Council.
- The layout on the deck should be rearranged to provide a footway to allow safe passage for pedestrians on the structure, the carriageway, a rubbing strip and two steel parapet plinths of minimum width 450mm. It is estimated that an overall out-to-out width of 5.2m will be required to accommodate these. This means that the width of the existing deck will need to be extended by approximately 500mm on both sides of the bridge. The footway should be located on the upstream (eastern) side of the bridge.
- Road markings and signage should be put in place on both approaches to the bridge warning motorists of the narrow bridge ahead and giving priority to traffic on the bridge.
- A rubbing strip is to be provided on the downstream (western) side of the bridge;
- The carriageway surfacing should be taken up and replaced. The vertical and horizontal alignment of the carriageway should remain largely unchanged. The surface of the newly surfaced carriageway should have a single crossfall from a high at the downstream side to a low at the upstream side – tying in with the crossfalls of the existing roadway.
- Steel parapets a minimum of 1250mm high above the surface of the adjacent footway/rubbing strip are to be installed. These will extend the full distance between the ends of both existing approach masonry parapets – a distance of approximately 24m on both sides of the bridge. The new steel parapet is to be similar in appearance to the existing – i.e. top and bottom rail with vertical infill box sections.
- Approach and departure safety barriers with transitions to the new steel parapet should be installed on both ends of the new parapet on the downstream side of the bridge.

3.3.2 Lighting

Due to the rural location of the bridge no lighting is proposed on this structure.

3.4 Traffic Management During Construction

The bridge is too narrow to accommodate a single lane of traffic while works are being undertaken and it will therefore have to be closed for at least some of the works. Temporary traffic diversions arrangements via alternative routes will be required to accommodate traffic along this section of the LP 1001.

All traffic management required during construction will be in accordance with Chapter 8 of the Traffic Signs Manual.

It is not expected that the construction traffic will add significantly to the existing daily traffic on the road in the area. Some heavy transports to the site are anticipated during the installation of site plant and delivery of the bridge elements. However, these transports are likely to be only over a limited period of time.

If it is anticipated that a full road closure is required during the construction process, then a detailed road closure traffic management plan shall be developed, notified and

advertised for public viewing in accordance with the statutory requirements, prior to that closure being approved and put in place.

4 AUTHORITIES TO BE CONSULTED

On behalf of Longford County Council, this Part 8 Report will be sent to the following bodies for consultation:

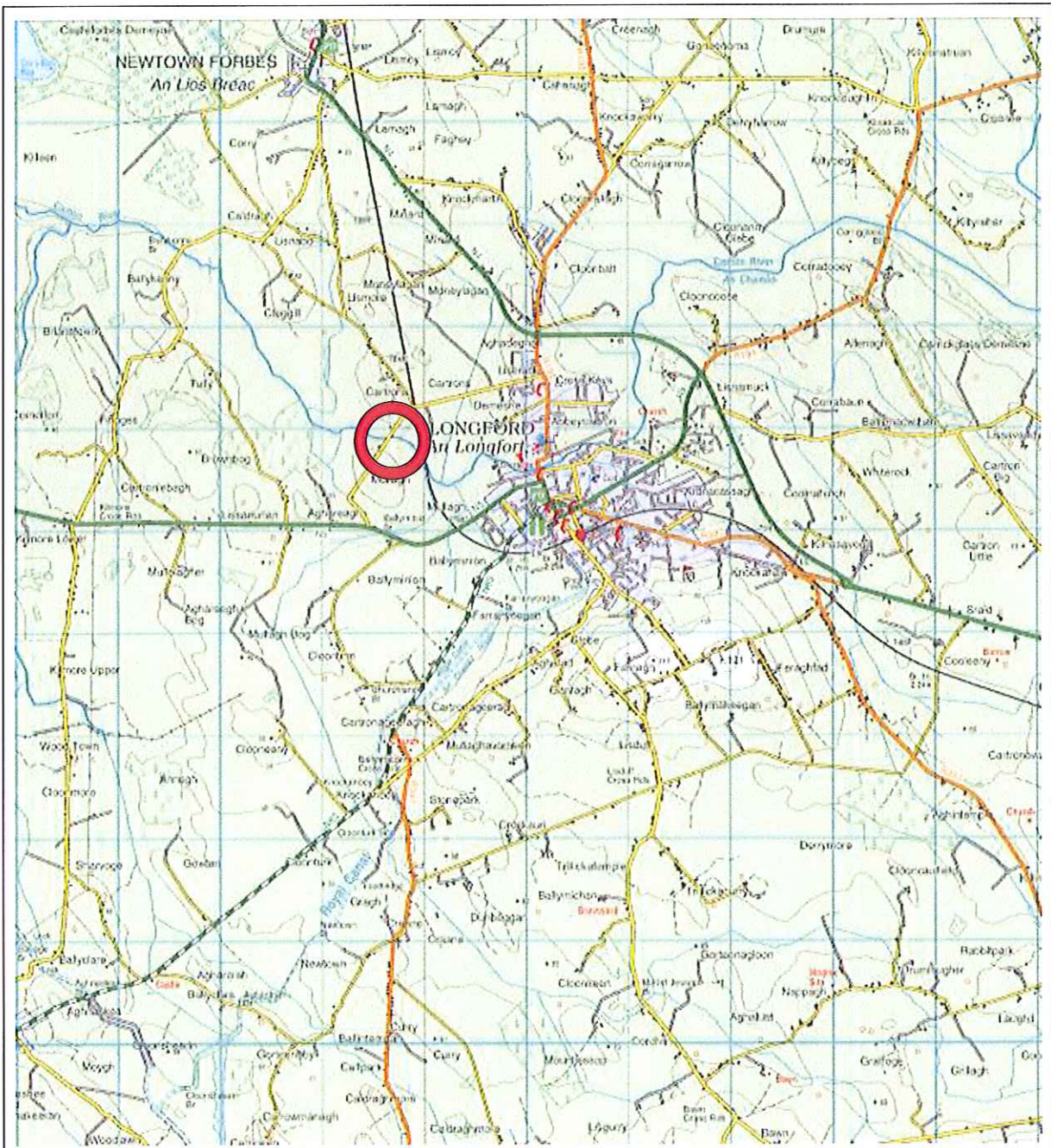
- The Minister for Arts, Heritage and the Gaeltacht
- The Heritage Council;
- An Taisce – The National Trust for Ireland
- An Chomhairle Ealaíon – The Arts Council of Ireland
- Fáilte Ireland
- Inland Fisheries Ireland
- Waterways Ireland
- Department of the Environment, Community and Local Government
- Midlands Regional Authority


Appendix A Drawings

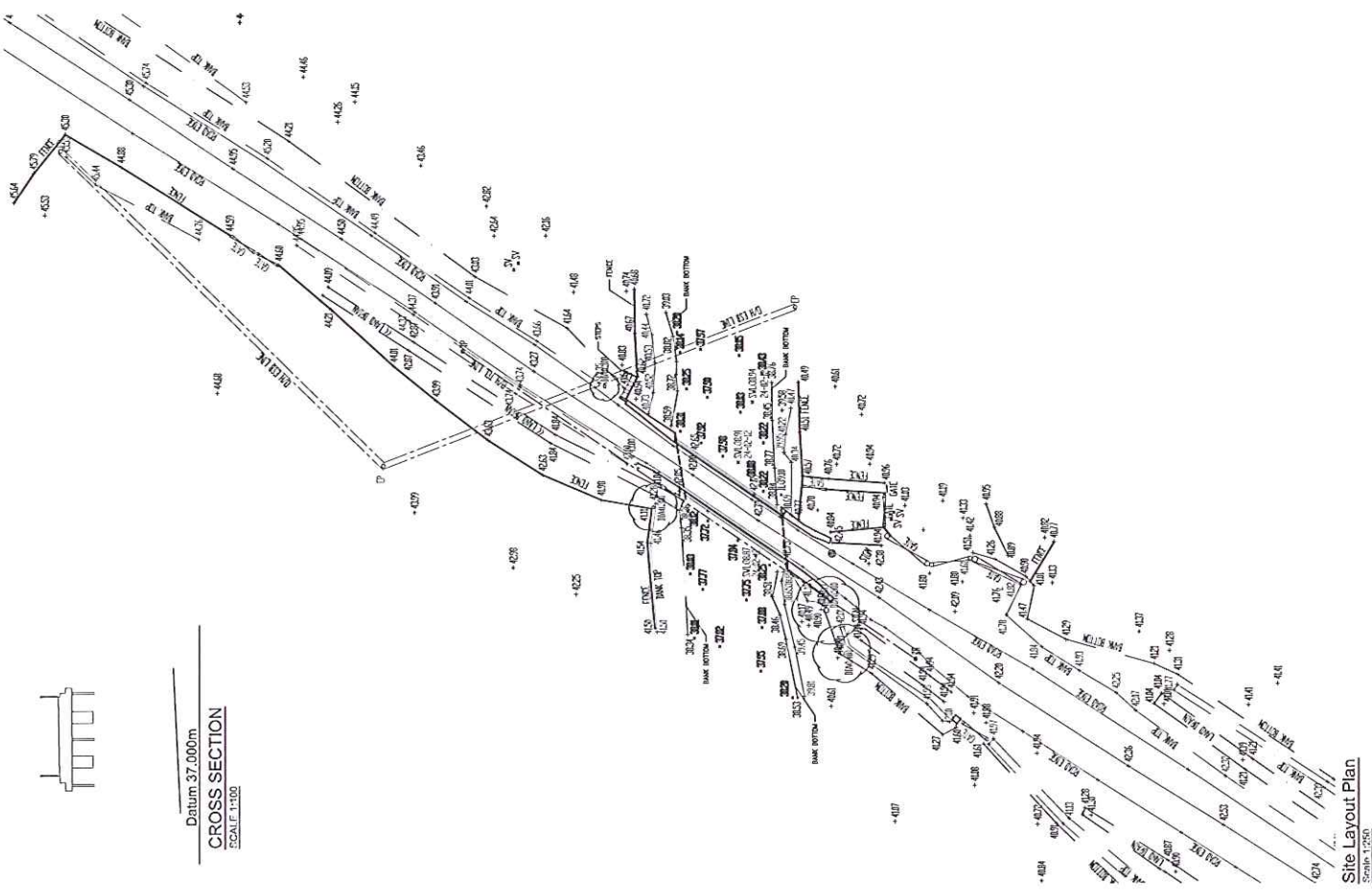
Figure 1 – Site Location Map

Drawing no. 14450-0001-A Mullagh Bridge Existing Plan and Sections

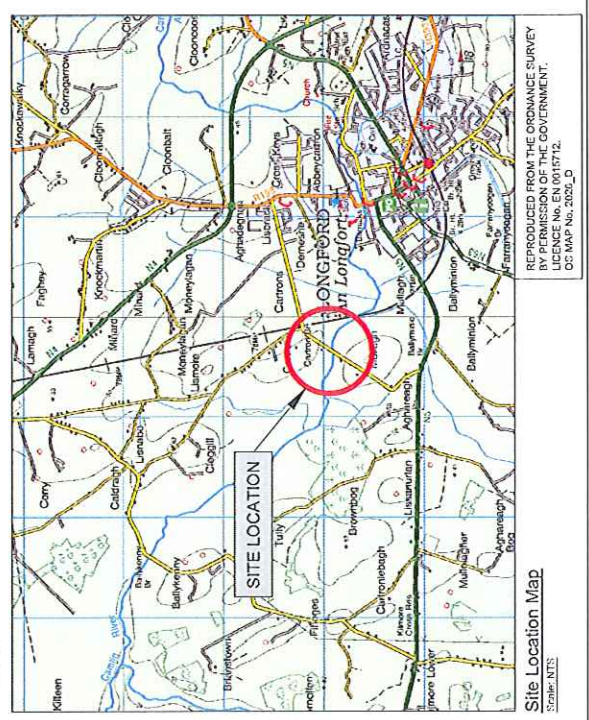
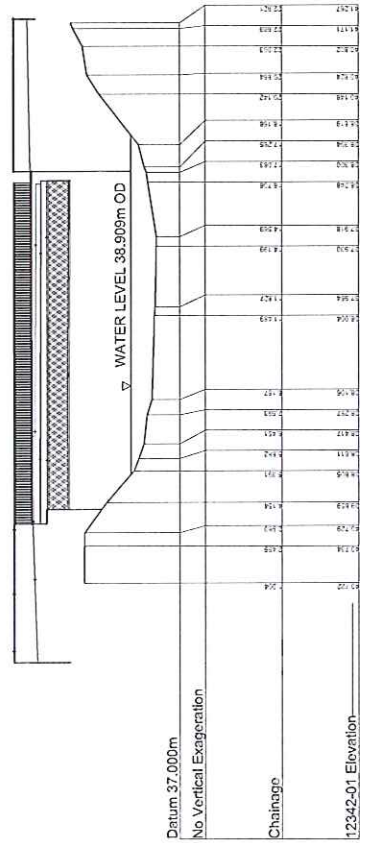
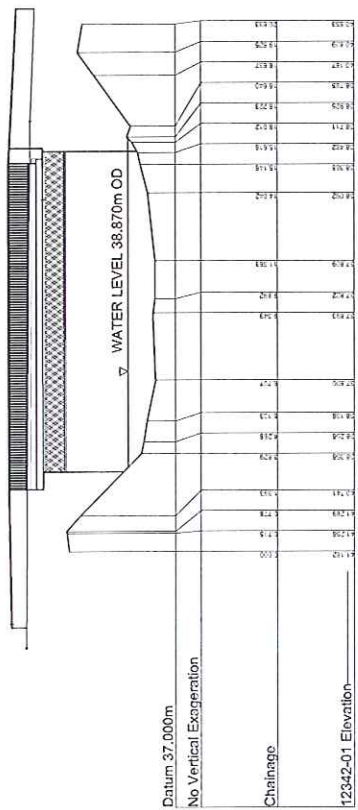
Drawing no. 14450-1001-A Mullagh Bridge Proposed Works



<p>Project: Longford Regional & Local Bridge Rehabilitations</p>	<p>Ordnance Survey Ireland Licence No. EN 0015712 © Ordnance Survey Ireland/Government of Ireland</p>
<p>Figure: Figure 1</p>	<p> Malachy Walsh and Partners Consulting Engineers Park House, Mahon Technology Park, Bessboro Road, Blackrock, Cork Tel: 021-4536400 Fax: 021-4536450 http://www.mwp.ie</p>
<p>Title: Site Location Map</p>	
<p>Structure Name: Mullagh Bridge</p>	



Datum 37.000m
CROSS SECTION
 SCALE 1:100



Project	Longford Regional and Local Road Bridge, 2012
Client	Malachy Walsh and Partners Consulting Engineers
Scale	1:2500
Author	14450-0001
Check	
Drawn	
Approved	

Site Layout Plan
 SCALE 1:2500

Notes:

- All drawings are to be used in conjunction with all relevant specifications, standards, codes, and regulations. The Engineer's responsibility is to ensure that the drawings conform to the relevant specifications, standards, codes, and regulations.
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- All dimensions are in millimeters unless otherwise stated.
- Dimensions are to be taken to the centerline of the structure unless otherwise stated.
- Dimensions are to be taken to the face of the structure unless otherwise stated.



NOTE:

- All masonry being used in the construction of the new masonry parapet is to be similar in type, brick, masonry taken down to be reused in the construction.
- Units masonry to be used throughout.

Rev	Date	Description	By	App'd
1	10/20/22	Issue for Makers	AW	AW
2	10/20/22	Issue for Checker	AW	AW
3	10/20/22	Issue for Approval	AW	AW

Longland Regional and Local Road Bridge 2012

Title: Mullagh Flynn Proposed Works

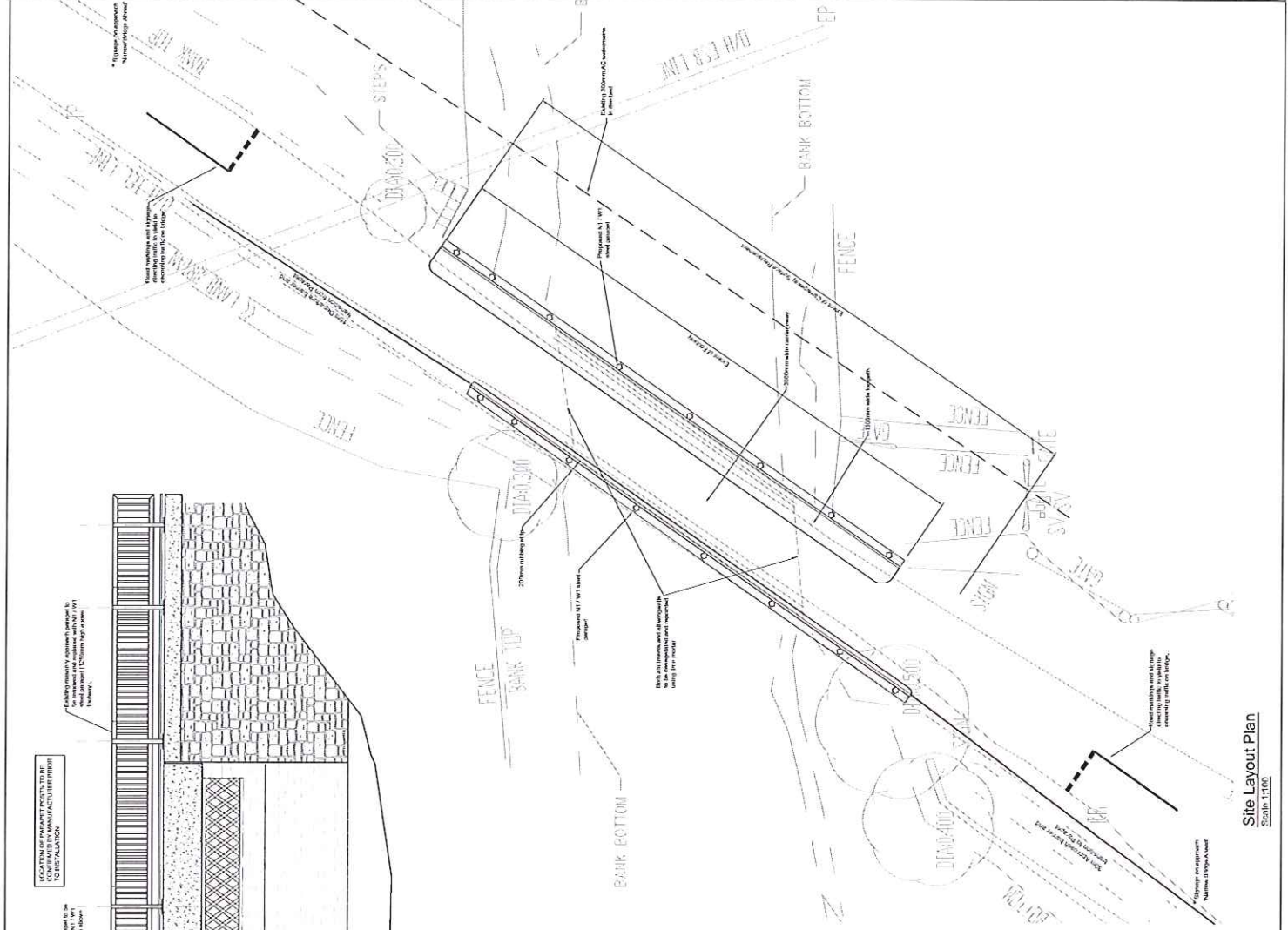
Client: Longland County Council

Malachy Walsh and Partners
Consulting Engineers

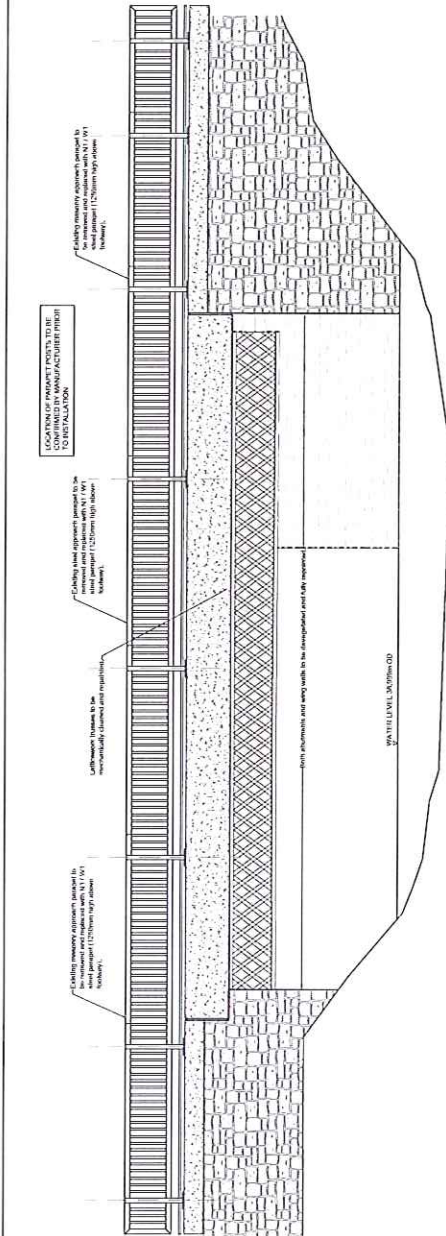
Get | Train | Learn | Innovate

Plot Name: Mullagh Flynn Proposed Works
Project No: 14450-1001
Scale: 1:500

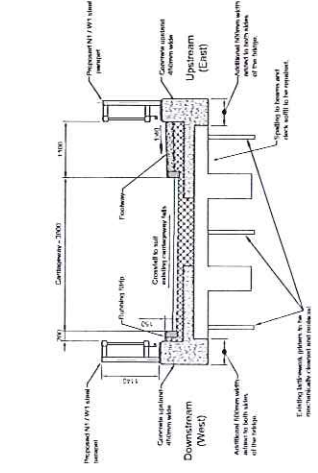
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Date: 10/20/22
Drawn: AW
Checked: AW
Approved: AW



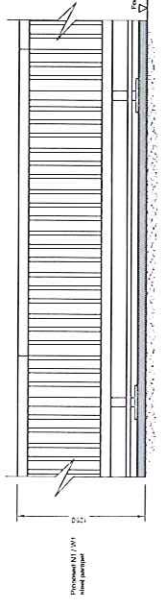
Site Layout Plan
Scale: 1:500



East Elevation, Upstream
Scale: 1:50



Cross Section
Scale: 1:50



Part Elevation of Parapet From Road Side
Scale: 1:50

Appendix B Site Notice



LONGFORD COUNTY COUNCIL SITE NOTICE

NOTICE UNDER SECTION 179 OF THE PLANNING & DEVELOPMENT ACT 2000 & PART 8, ARTICLE 81 AND ARTICLE 83 OF THE PLANNING & DEVELOPMENT REGULATIONS 2001 (AS AMENDED BY ARTICLES 17 AND 19 OF THE PLANNING & DEVELOPMENT REGULATIONS 2006)

Pursuant to the requirement of Part 8 of the Planning & Development Regulations 2001 (as amended by Articles 17 and 19 of the Planning and Development Regulations 2006), notice is hereby given that Longford County Council proposes to carry out development, particulars of which are set out in the Schedule hereunder.

Location	Nature & Extent of Development
Mullagh Bridge, Mullagh, Longford Co. Longford	<ul style="list-style-type: none">• The existing latticework trusses being mechanically cleaned of corrosion and loose paint, and repainted.• The existing metal parapets and approach masonry parapets are being removed and replaced with new steel parapets.• Bridge deck being widened by 0.5m on both sides (1.0m overall). New 1.1m wide footway being installed on the upstream side of the bridge. A 0.2m rubbing strip being provided on the downstream (western) side of the bridge. Finished carriageway width being 3.0m.• Road markings and signage being put in place on both approaches to the bridge advising motorists of the narrow bridge ahead and giving priority to traffic on the bridge.

Plans and particulars of the proposed development will be available for inspection at the Planning Department, Longford County Council, Aras an Chontae, Great Water Street, Longford during the hours of 9:00am to 1:00pm, and 2:00pm to 5:00pm Monday to Friday excluding Bank Holidays for a period from Thursday 26th April 2012 to Thursday 7th June 2012 inclusive.

Plans and Particulars may be obtained free of charge at the Planning Department Longford County Council and are also available online at www.longfordcoco.ie.

Submissions and observations with respect to the proposed development dealing with the proper planning and sustainable development of the area in which the development would be situated may be made in writing to Mr Jack Kilgallen, Director of Services, Housing & Planning Directorate, Longford County Council, Great Water Street, Longford on or before 4:00pm on Thursday 21st June 2012.

**Mr. Jack Kilgallen,
Director of Services,
Housing & Planning Directorate**

Appendix C Newspaper Display Notice

LONGFORD COUNTY COUNCIL

Planning and Development Acts 2000-2010

Planning and Development Regulations 2001-2010

Notice pursuant to Part 8 Planning relating to Proposed Developments by Longford County Council

Pursuant to the requirement of Part 8 of the Planning & Development Regulations 2001 (as amended by Articles 17 and 19 of the Planning and Development Regulations 2006), Notice is hereby given that Longford County Council proposes to carry out developments, particulars of which are set out in the Schedules hereunder

Mullagh Bridge, Mullagh, Longford

Nature and Extent of Development

- The existing latticework trusses being mechanically cleaned of corrosion and loose paint, and repainted
- The existing metal parapets and approach masonry parapets are being removed and replaced with new steel parapets
- Bridge Deck being widened by 0.5m on both sides (1.0m overall), New 1.1m wide footway being installed on the upstream side of the Bridge. A 0.2m rubbing strip being provided on the downstream (western) side of the Bridge. Finished carriageway width being 3.0m
- Road markings and signage being put in place on both approaches to the Bridge advising motorists of the narrow bridge ahead and giving priority to traffic on the bridge.

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Mr Jack Kilgallen

Director of Services

Housing & Planning

Longford County Council