



# OCSC

O'CONNOR · SUTTON · CRONIN  
MULTIDISCIPLINARY CONSULTING ENGINEERS

G467: N83 BRIDGE STREET DUNMORE

## SECTION 177AE DEMOLITIONS REPORT

For  
**Galway County Council**  
30 June 2025

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# 1 INTRODUCTION

## 1.1 APPOINTMENT

O'Connor Sutton Cronin & associates have been appointed as Civil & Structural Engineers on the proposed road widening scheme and realignment of the N83, Bridge Street, Dunmore, Co. Galway. The preferred road widening realignment requires the demolition of existing buildings on the east side of Bridge Street from the junction of Barrack Street to the Sinking River. This structural condition report has been prepared prior to acquisitions.

This report has been prepared following a review of drone site footage, a visual survey from ground level and a desktop study of historic information.

## 1.2 CURRENT ROAD LAYOUT

On review of Historic Geohive mapping the period of construction for all structures along Bridge Street is likely to range from early 1900's to 1950s. An Dún Rí Public House on the corner of Bridge Street and Castle Street has been recently refurbished. It is noted that the alignment of buildings along Bridge Street has not altered since 1913. The Geohive historic maps indicate the section of Bridge St. to be widened always consisted of a carriageway with reduced width as illustrated in Figure 1.1 below.



*Figure 1.1: Geohive Historic map 1888-1913, Dunmore, Bridge Street*

The current road layout consists of an uncontrolled, undefined 2 lane carriageway on the national secondary route, N83. It was noted during the site inspection that live traffic, including HGV's, frequently mounted the footpath when meeting oncoming traffic. This resulted in minimum clearance (<500mm) between the traffic and the existing buildings. It is likely that traffic mounting the footpath occurs on an ongoing basis and over a long period of time. The proposed realignment of the N83 Bridge Street will address the current problem of traffic mounting the footpaths and live traffic being in close proximity to the buildings.

## 2 CONDITION OF EXISTING BUILDINGS

The properties that would be affected from the preferred route of the Multicriteria Analysis are identified in the Figure 2.1 below:



*Figure 2.1: Property Acquisition Bridge Street*

### 3 NEW CARRIAGEWAY CONSTRUCTION

The pavement construction of the new widened road scheme will consist of a national road standard 2 lane 6.5m carriageway with a pavement foundation of 600 to 800mm capping layer, subbase and road build up with additional trenches for services to accommodate watermain, drainage, telecommunications and broadband.

## 4 DEMOLITION WORKS FOR STRUCTURES NUMBERED 1 TO 7

The undertaking of works will require the assessment and monitoring of all adjacent buildings during the construction contract. The existing two and three storey buildings along Bridge Street comprise traditional masonry and timber floor and roof construction.



*Figure 4.1: Aerial View of Bridge Street, Dunmore*

Galway County Council will procure an experienced specialised Demolition Contractor to undertake these demolition works. The contractor will require to describe in a detailed Demolition Works Method Statement how he proposes to undertake the demolition works so that public, owners, occupiers and adjoining property owners are facilitated and protected. In addition, the statement will also require outlining impact on adjoining properties and any remedial works envisaged or resulting from demolition. The statement will be required to be reviewed and agreed between the Consulting Engineers and Galway County Council prior to commencement of the works. Adjoining property owners will be consulted where required and assured of Galway County Council's investigation of any of their concerns.

The demolition works will be carried out using best practice guidelines and Standards including but not limited to:

BS 6187 Code of practice for full and partial demolition, BS 7375 Distribution of electricity on construction and demolition sites, Good Building Guide 57 Parts 1 and 2, BRE Information Paper 1/96,

Construction Health and Safety Manual E6, BRE Report 456 Control of Dust, HAS Asbestos Guidelines, Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects, Recycling of Construction & Demolition Waste Construction Industry, Task Force B4 Report (2001) Annual Report 2002/2003 and Annual Report 2004/2005 National Construction and Demolition Waste Council Construction and Demolition Waste Management A FÁS & Construction Industry Federation Initiative A Handbook for Contractors & Site Managers (2002) Built to Last: The Sustainable Reuse of Buildings Dublin City Council (2004) Waste Management: Changing Our Ways (1998) Preventing and Recycling Waste – Delivering Change (2002) Waste Management - Taking Stock and Moving Forward (2004) Architectural Heritage Protection Guidelines for Planning Authorities (2005) National Waste Database Reports (1995, 1998, 2001 and 2004), National Waste Database Fact Sheet on Construction and Demolition Waste (2001), National Waste Prevention Programme (2004-2008) Waste Prevention on Site Skoyles E.R. and Skoyles J. R; London: Mitchell (1987).

All Waste will be segregated for recycling of all materials.

Buildings 1 – 7 comprise a terraced configuration. Building No 7 to the North of the terrace comprises an open green area adjacent off the north gable end. It is proposed to demolish the northern boundary of this building to allow an access route along the rear of the properties on a north – south axis. The cleared area will allow for the storage and removal of segregated demolition waste in large commercial skips. The southern end of the terrace at building No 1 will require a detailed demolition methodology to ensure the stability of the adjoining building to the east which is to be retained in the scheme.

The demolitions will comprise an initial soft strip out followed by removal of roof finishes, roof timbers, internal floors followed by demolition of the external walls and grubbing up of foundations.

The removal of building No 1 to the south will involve the removal of the roof as well as its front and rear walls. The east side party wall of house No 1 is lower than the adjoining retained building to the east. The retained building has a partially exposed gable end wall presently as the roof of building No 1 is approximately 2m lower than the roof of the retained building. There is a chimney stack on the party wall of the two buildings. The chimney stack projects to a level higher than the building line to the east and it is therefore concluded that flues within the chimney serve the building that is to be retained. Therefore, the chimney on the party wall will have to be retained. This will add additional overall stability to the party wall on completion of the works.

The demolition of building No 1 will result in the full exposure of the gable end/ party wall to the retained building adjacent. We acknowledge that the higher portion of the wall is already exposed to the elements however, the adjoining property will lose the weather and thermal protection offered by the adjoining building No 1 which is planned to be demolished. We recommend that the full height wall from ground level to the roof level be remediated immediately following demolition with the addition of externally applied insulation and render. This will involve some stripping of the existing roof slates and re-roofing

comprising an extended roof to cover the insulated panel and render below. This work will be carried out by a separate specialist contractor.

The demolition works will be carried out in very close proximity to the N83. The road width is sub-standard for the current two-way traffic. Therefore, it would not be possible to operate a one-way traffic flow with the required safe separation distance from the works to passing traffic. In addition, the footpaths are narrow on each side of Bridge Street. The initial phase of the demolition works comprising internal strip out can be carried out safely keeping the N83 open. This will require access to the rear of the properties to allow skips to be placed in position to receive the segregated demolition waste. The safe execution of the remainder of the demolition works will require a temporary road closure.

Strengthen of existing structure adjacent to building unit 1 with introduction of gable wall buttress structure as show in below Figure 4.2. Also a mural art design is being proposed by landscape architect.



*Figure 4.2: Gable Wall Buttress Structure, Dunmore*

## 5 DEMOLITION WORKS – STRUCTURES NUMBERED 8 9 AND 10

Buildings numbered 8, 9 and 10 are temporary units. Refer to figure 5.1 below for side views of each unit.



*Figure 5.1: Side View of Bridge Street, Dunmore showing Units 9 & 10*

The building is a small, single-storey structure primarily composed of corrugated metal sheeting for the roof and walls, supported by a timber or steel frame, and likely rests on a basic concrete base. The demolition is being carried out to clear the site for development of public realm landscaping design. A detailed site survey will be conducted prior to demolition, including photographic documentation, condition reports, and inspections for any hazardous materials such as asbestos or lead-based paint. Necessary permits will be secured from local authorities, and utility companies will be notified to disconnect and safely cap all services. Nearby property owners and relevant stakeholders will be informed of the demolition schedule to ensure awareness and cooperation.

The demolition will be executed manually due to the structure's modest scale and materials. Work will commence with the removal of the corrugated metal roof panels, followed by dismantling of the wall sheeting and structural framework in a top-down, controlled sequence. If necessary, the concrete base will be broken up using a mechanical breaker. The demolition area will be secured with fencing and signage, and a safety exclusion zone will be enforced at all times.

Debris will be sorted and segregated for recycling or proper disposal. Metals and reusable materials will be salvaged where possible. Steps will be taken to mitigate environmental impact, including dust suppression by wetting down materials and avoiding demolition during high wind conditions.

Surrounding vegetation and masonry features, such as the roadside wall and any sensitive elements like sinking river will be protected throughout the process.

## 6 VERIFICATION

This report was compiled and verified by:

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