

<b>Location: Birr, Co. Offaly</b>		<b>Unique ID: 250410</b> (from PFRA database)	
<b>Initial OPW Designation</b>	<b>APSR</b> <input checked="" type="checkbox"/>	<b>AFRR</b> <input type="checkbox"/>	<b>IRR</b> <input type="checkbox"/>
<b>Co-ordinates</b>	<b>Easting: 206,007</b>	<b>Northing: 204,990</b>	
<b>River / Catchment / Sub-catchment</b>	<b>Camcor River / Little Brosna / River Shannon</b>		
<b>Type of Flooding / Flood Risk</b> (identify all that apply)	<b>Fluvial non-tidal</b> <input checked="" type="checkbox"/> <b>Fluvial tidal</b> <input type="checkbox"/> <b>Coastal</b> <input type="checkbox"/>		

<b>Stage 1: Desktop Review</b>	
<b>1.1 Flood History (include review of Floodmaps.ie)</b>	<p><b>River Flow Path</b> The Camcor River's confluence with the Little Brosna River is at Birr. The Camcor River passes through developed areas to the south of the town centre and the Little Brosna River meanders northward on the western edge of the town.</p> <p>The Camcor River is crossed at three locations within the Birr town boundary; the most easterly being the R440 (Newbridge Street), the N52 (Railway Road) to the south east of the town's centre square and then Bridge Street to the south. The Little Brosna River is crossed once by Croghan Road north of the large Townparks area.</p> <p>A weir is present near to the bridge crossing the Camcor River along Railway Road.</p> <p><b>Flood Event Records</b> Flood records indicate that there are 2 areas of recurring flooding in the town; the northern outskirts of Birr at Goods Caravan Park on the N52 and at Cappaneale. In both cases, bridges constrain flow and the road has flooded. Siltation in minor tributaries / drains has also contributed to flooding.</p> <p>A nursing home and residential housing are located within the floodplain. In addition, the low lying fields along Woodland Villas near the Lidl store have a history of flooding.</p>
<b>1.2 Relevant information on flooding issues from OPW and LA staff</b>	<p><b>PFRA database comments (<i>in italics</i>):</b></p> <p><b><i>OPW comments</i></b> <i>Designated APSR on the basis of predictive analysis and LA comments.</i></p> <p><b><i>LA comments</i></b> <i>Agreed</i></p> <p><b>Meeting / discussion summary comments:</b></p> <p><b>OPW comments</b></p> <ul style="list-style-type: none"> <li>• There is little or no historic risk of fluvial flooding in Birr.</li> <li>• The N52 goes through the town, there are swallow hole systems in the area which may be a cause of flood risk.</li> <li>• There may have been one dwelling flooded in the past.</li> <li>• There is a public house in Riverstown at risk.</li> </ul> <p><b>LA comments</b></p> <ul style="list-style-type: none"> <li>• There is little risk in the centre of Birr but this could increase significantly with any blockages in culverts.</li> </ul>

<b>1.4 PFRA Data</b>			
<b>1.4.1 PFRA hazard mapping</b>	<b>PFRA mapping available in GIS layer:</b>		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
	<b>PFRA mapping included on FRR map:</b>		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<b>1.4.2 Summary of Principal Receptors</b>	<b>Type</b>		<b>FRI score (if available)</b>
	Nursing_H		2500
	Hospital		250
	Arch_Local		21
	Arch_Regional		317.3
	Arch_National		25
	Monument_LV		40
	<b>TOTAL</b>		<b>4754.1</b>
<b>1.7 Stage 1 Evaluation</b>	<b>Aspect</b>	<b>Clearly APSR</b>	<b>Uncertain</b>
	<b>Flood History (1.1)</b>		<b>X</b>
	<b>OPW / LA Information (1.2)</b>		<b>X</b>
	<b>PFRA Evaluation (1.4)</b>	<b>X</b>	
	<b>Overall Desktop Evaluation</b> (if any above aspect is uncertain then overall designation is uncertain)		<b>X</b>
<b>1.8 Proposed level of assessment for Stage 2 site visits</b>	<b>Level A Site Visit</b>		<b>X</b>
	<b>Level B Site Visit</b>		

<b>Stage 2: Site Inspection</b>		<b>Level A Assessment</b>		
<b>Date and Time of Inspection</b>		<b>Date: 01/06/11</b>		
		<b>Time: 16:00</b>		
<b>Names of inspection team (including OPW/LA staff if present)</b>		<b>Alan Dew</b>		
		<b>James Murray</b>		
<b>2.1 Ground-truthing of Hazard Mapping</b>	<b>Fluvial non-tidal</b> <input checked="" type="checkbox"/> <b>Fluvial tidal</b> <input type="checkbox"/> <b>Coastal</b> <input type="checkbox"/> <b>Not available</b> <input type="checkbox"/>			
	Camcor –PFRA mapping shows slightly exaggerated risk downstream of the N62 as the primary constraint to flow is the N62 road bridge culverts. Little Brosna – PFRA mapping is good. Tributary to Little Brosna - PFRA mapping is good.			
<b>2.2 Spot check ground-truthing of selected receptor vulnerability</b>  <b>(also note any key receptors noted during visit that are not identified by PFRA)</b>	<b>Receptor Type</b>	<b>Location description (if not obvious)</b>	<b>Exists?</b>	<b>Overall Vulnerability / Risk (L / M / H)</b>
	Nursing home	River Camcor - upstream, left bank of Newbridge Street	Yes	M
	Residential properties	River Camcor – upstream of Bridge Street, and downstream of Newbridge Street	Yes	M
	Commercial properties	River Camcor – upstream of Bridge Street, and adjacent to Railway Road	Yes	M
	Commercial properties	Little Brosna - Public house at Riverstown	Yes	M
	WWTW	Tributary to Little Brosna – upstream of N62 culvert	Yes	M
	Commercial property	Tributary to Little Brosna – upstream of N62 culvert	Yes	M

<b>2.3 Local knowledge - on-site comments</b> <b>(OPW, LA and any info volunteered by local residents during visit)</b>	<p><u>Little Brosna</u></p> <p>Resident on left bank upstream of N62 indicated that river level frequently rises to the bottom of his garden, but that no properties are ever affected. The river is not very flashy, but can rise quickly.</p> <p>The landlord of the public house on the right bank, upstream of the N62, indicated that in 2009 the river level rose to ~0.50m below his threshold level. He has been at the property for 9 years and has not known the property to be affected by flooding, however the floodplains downstream of the bridge have been inundated. He did not believe that the N52 road bridge provided a constraint to high flows.</p>
<b>2.4 Comments on hydraulic constrictions (bridges, etc.) and conveyance routes</b>	<p><u>Camcor</u></p> <p>The Newbridge Street bridge provides similar capacity to the Railway Road bridge further downstream. There is a sharp right bend downstream of Newbridge St which may constrain high flows. The primary constraint in the town centre is the Railway Road bridge. A weir immediately downstream of Railway Road may provide constraint, although significant additional capacity was available at time of inspection. There is an additional constraint at the Bridge St bridge, which comprises twin arches with a capacity slightly lower than the upstream and downstream channel capacities.</p> <p><u>Little Brosna</u></p> <p>The N62 crossing comprises a 4-arch bridge of medium capacity, with the reduced capacity primarily being due to large abutments rather than the arch capacity / soffit levels.</p>

## 2.5 SVRS Assessment Matrix

### Weightings:

A - x1 - reasonable expectation of flooding

B - x2 - high expectation of flooding

C - x5 - risk to life

Approx. Number	1 to 4				5 to 20				>20			
Weighting		A	B	C		A	B	C		A	B	C
<b>Property (domestic)</b>	10				100	X			200			
<b>Property (small retail or business)</b>	20				200	X			400			
<b>Property (large retail or business)</b>	50				500				1000			
<b>Road or Rail Infrastructure</b>	30				300				600			
<b>Critical Infrastructure (local)</b> [hospital, school, police/fire/ambulance station, substation, WTW/WWTW, gov bldg, other (specify)]	50	X			500				1000			
<b>Critical Infrastructure (national importance)</b>	250				1000				2000			
<b>Cultural Heritage Site</b>	20				200				400			
<b>Environmental Designated Site</b>	20				200				400			
<b>Hazardous Substances Site</b>	50				500				1000			
<b>Total SVRS</b>									<b>350</b>			

<b>2.6 Defence Assets</b>		
<b>Formal and Informal Flood Defence Assets</b> <i>(include effective and ineffective assets to inform asset survey and potential mitigation measures)</i>	<b>Open Channel Watercourses</b> Man-made river channel <input type="checkbox"/> Flood relief channel <input type="checkbox"/> Canal <input type="checkbox"/> Mill leat <input checked="" type="checkbox"/> Drainage channels / back drains <input type="checkbox"/>	
	<b>Bridges and Culvert crossings</b> Single Arch bridge <input checked="" type="checkbox"/> Multi-Arch bridge <input checked="" type="checkbox"/> Single Span bridge <input type="checkbox"/> Multi-Span bridge <input type="checkbox"/> Box culvert(s) <input checked="" type="checkbox"/> Pipe culvert(s) <input type="checkbox"/> Arch Culvert(s) <input type="checkbox"/>	
	<b>Culverted Watercourses</b> (culvert length is greater than just a crossing) Box culvert(s) <input type="checkbox"/> Pipe culvert(s) <input type="checkbox"/> Arch Culvert(s) <input type="checkbox"/> Irregular Culvert(s) <input type="checkbox"/>	
	<b>Walls and Embankments</b> Embankment(s) <input type="checkbox"/> Raised wall(s) <input checked="" type="checkbox"/> Retaining wall(s) <input type="checkbox"/>	
	<b>Control Structures – weirs, gates, dams</b> Fixed crest weir <input checked="" type="checkbox"/> Adjustable weir <input type="checkbox"/> Dam / Barrage <input type="checkbox"/> Sluice gates <input checked="" type="checkbox"/> Lock gates <input type="checkbox"/> Radial gates <input type="checkbox"/>	
	<b>Storage</b> On-line storage (natural) <input checked="" type="checkbox"/> On-line storage (artificial) <input type="checkbox"/> Off-line storage <input type="checkbox"/>	
	<b>Outfalls</b> Flapped outfall(s) into watercourse <input type="checkbox"/> Unflapped outfall(s) into watercourse <input type="checkbox"/> <i>i.e. from smaller watercourses, drains etc. into river / estuary / sea</i> Tidal flap(s) <input type="checkbox"/> Tidal sluice(s) <input type="checkbox"/> <i>i.e. from main watercourse into estuary / sea</i>	
	<b>Other</b> Pumping Station <input type="checkbox"/> Erosion Protection <input type="checkbox"/> Sand Dunes <input type="checkbox"/>	
	<b>Additional notes (if required):</b>  	
	<b>2.8 Initial Potential Mitigation Measures</b>	
	<b>Non-structural measures</b>	Planning and Development control <input checked="" type="checkbox"/> Sustainable Urban Drainage Systems <input type="checkbox"/> Flood forecasting / warning <input type="checkbox"/> Change in Operating Procedures for water level control: <input type="checkbox"/> Public awareness campaign <input checked="" type="checkbox"/> Individual property protection <input checked="" type="checkbox"/> Land use management <input checked="" type="checkbox"/>
		<b>Structural measures</b>
		<b>Strategic development management for floodplain development:</b> <input type="checkbox"/> <i>(integration of measures into strategic development proposals)</i>
		<b>Storage:</b> On-line <input checked="" type="checkbox"/> Off-line <input type="checkbox"/>
		<b>Flow diversion:</b> Flood relief channel <input type="checkbox"/> Flood relief culvert <input type="checkbox"/>
<b>Increase conveyance:</b> Bridge works <input type="checkbox"/> Channel works <input type="checkbox"/> Floodplain <input type="checkbox"/>		
<b>Flood defences:</b> Walls <input type="checkbox"/> Embankments <input type="checkbox"/>		
<b>Localised works:</b> Defence raising <input checked="" type="checkbox"/> In-fill gaps <input checked="" type="checkbox"/> Trash screen <input type="checkbox"/>		
<b>Maintenance works:</b> Culvert / channel clearance <input type="checkbox"/> Asset maintenance <input type="checkbox"/>		
<b>Relocation of properties:</b> <input type="checkbox"/>		
<b>Improve existing defences:</b> <input type="checkbox"/> (describe)		
<b>Other (describe):</b>		

<b>Outcomes</b>				
<b>PFRA Designation</b>	APSR <input checked="" type="checkbox"/> not an APSR <input type="checkbox"/> IRR <input type="checkbox"/>		FRI Score: 4754.1	
<b>Site Ground-truthing of PFRA Assessment (hazard mapping and receptors)</b>	<b>High Confidence (good)</b>	<b>Uncertain</b>	<b>Low Confidence (poor)</b>	<b>Not available</b>
	X			
<b>Site Visit Review Score</b>	350			
<b>Recommended Designation</b>	APSR <input checked="" type="checkbox"/> not an APSR <input type="checkbox"/> IRR <input type="checkbox"/>			
<b>Summary Comments (if required)</b>	<p>The reasons for the recommendation of Birr as an APSR are as follows:</p> <ul style="list-style-type: none"> <li>• The PFRA mapping suggests a significant risk of flooding, which has been ground-truthed to be reasonably accurate; and</li> <li>• The number of critical receptors potentially at significant risk of flooding.</li> </ul>			



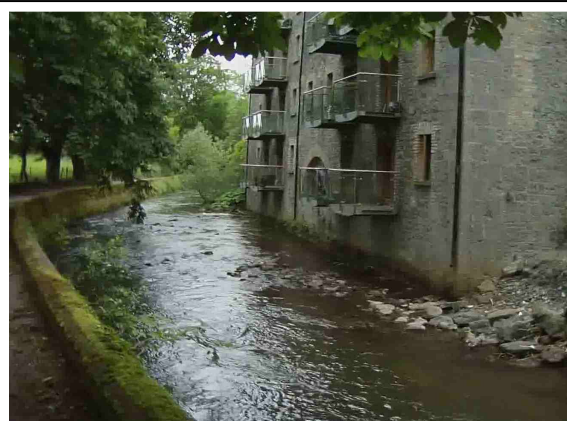
**Photo1:** Railway Road bridge over the River Camcor from the upstream left bank



**Photo 2:** Bridge Street bridge over the River Camcor from the upstream left bank



**Photo 3:** Weir downstream of Railway Road, looking upstream on the left bank of the former mill race.



**Photo 4:** Renovated mill building downstream of Newbridge Street looking downstream on the left bank.



