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CLARE  
COUNTY COUNCIL

**Irish Rail c/o Colin Grimes  
Design & Construction,  
New Works Building,  
Iarnrod Eireann,  
Inchicore Works,  
Inchicore Parade,  
Dublin 8.  
D08 K6Y3**

RL 4096 6277 51E

**8th February, 2022**

**Section 5 referral Reference R22-4 – Irish Rail**

Is the construction work proposed at Platform 1 and within the station building at Ennis Station, Station Road, Ennis, County Clare considered to be development and if so, is it exempted development?

A Chara,

I refer to your application received on 13th January 2022 under Section 5 of the Planning & Development Act 2000 (as amended) in relation to the above.

The Planning Authority has considered the matter and I attach herewith the Council's findings in this matter.

Where a declaration is issued by the Planning Authority, any person issued with a declaration, may on payment to an Bord Pleanála of the required fee, refer a declaration for review by An Bord Pleanála within 4 weeks of the date of the issuing of the declaration. Details on making such appeal are available on the Board's website at [www.pleanala.ie](http://www.pleanala.ie)

Mise, le meas

**Anne O'Gorman  
Staff Officer  
Planning Department  
Economic Development Directorate**

**An Roinn Pleanála  
An Stiúrthóireacht Forbairt Gheilleagrach  
Áras Contae an Chláir, Bóthar Nua, Inis, Co. an Chláir, V95 DXP2**

**Planning Department  
Economic Development Directorate  
Áras Contae an Chláir, New Road, Ennis, Co. Clare, V95 DXP2**



**DECLARATION ISSUED UNDER SECTION 5 OF THE  
PLANNING & DEVELOPMENT ACT 2000 (AS AMENDED)**

**Reference No.: R22-4**



Comhairle Contae an Chláir  
Clare County Council

**Section 5 referral Reference R22-4**

**Is the construction work proposed at Platform 1 and within the station building at Ennis Station, Station Road, Ennis, County Clare considered to be development and if so, is it exempted development?**

**AND WHEREAS**, Irish Rail has requested a declaration from Clare County Council on the said question.

**AND WHEREAS** Clare County Council, in considering this referral, had regard in particular to –

- a) Sections 2, 3, 4 and 57 of the Planning and Development Act, 2000, as amended,
- b) Articles 6 and 9 of the Planning and Development Regulations 2001, as amended
- c) Class 23 of Part 1 of Schedule 2 of the Planning and Development Regulations 2001, as amended.
- d) Section 38 of the Transport (Railway) Infrastructure Act 2001
- e) The works as indicated in submitted documents from the referrer.

**And whereas Clare County Council has concluded:**

- a) the construction works as proposed on Platform 1 of Ennis Railway Station constitutes “works” which come within the scope of section 2 (1) of the Planning and Development Act 2000, as amended
- b) the said works constitute “development” which comes within the scope of section 3 (1) of the Planning and Development Act 2000, as amended
- c) the said development consisting specifically of:
  - Replacement of the existing platform No. 1 to the easterly side of the railway station with a new platform.
  - The relocation of the historic cast iron water pipe
  - The removal of the existing canopy over the door between the passenger waiting area in the station building and the platform

- The provision of new ramps and steps between the station building and the new platform which will be constructed with a separating membrane between the new and historic building fabric at 3 no. locations.
- The refurbishment of the bathroom facilities within the station building
- The provision of underground services, new shelter, signage, lighting and street furniture.

at Platform 1, Ennis Railway Station, Ennis, County Clare is exempted development having regard to Section 4(1)(h) of the Planning and Development Act 2000, as amended and Class 23 of Schedule 2, Part 1 of the Planning and Development Regulations 2001, as amended.

**THEREFORE:** The Planning Authority in exercise of the powers conferred on it by Section 5 of the Planning and Development Act, 2000 (as amended), hereby decides that:

The proposed development consisting of the construction works as proposed on Platform 1 of Ennis Railway Station, Ennis, County Clare is development and is exempted development, as defined within the Planning & Development Acts, 2000 (as amended) and associated regulations.



**Anne O'Gorman**  
**Staff Officer**  
**Planning Department**  
**Economic Development Directorate**

**8th February, 2022**

**CLARE COUNTY COUNCIL**

**SECTION 5 OF THE PLANNING AND DEVELOPMENT ACT 2000 AS AMENDED**

**DECLARATION ON DEVELOPMENT AND/OR EXEMPTED DEVELOPMENT**

Chief Executive's Order No:

79193

Reference Number:

R22-4

Date Referral Received:

13th January 2022

Name of Applicant:

Irish Rail

Location of works in question:

Ennis Station, Station Road, Ennis, Co. Clare

**Section 5 referral Reference R22-4 – Irish Rail**

Is the construction work proposed at Platform 1 and within the station building at Ennis Station, Station Road, Ennis, County Clare considered to be development and if so, is it exempted development?

**AND WHEREAS Clare County Council, in considering this referral, had regard in particular to –**

- (a) Sections 2, 3, 4 and 57 of the Planning and Development Act, 2000, as amended,
- (b) Articles 6 and 9 of the Planning and Development Regulations 2001, as amended
- (c) Class 23 of Part 1 of Schedule 2 of the Planning and Development Regulations 2001, as amended.
- (d) Section 38 of the Transport (Railway) Infrastructure Act 2001
- (e) The works as indicated in submitted documents from the referrer.

**AND WHEREAS Clare County Council has concluded:**

- (a) the construction works as proposed on Platform 1 of Ennis Railway Station constitutes "works" which come within the scope of section 2 (1) of the Planning and Development Act 2000, as amended
- (b) the said works constitute "development" which comes within the scope of section 3 (1) of the Planning and Development Act 2000, as amended
- (c) the said development consisting specifically of:
  - Replacement of the existing platform No. 1 to the easterly side of the railway station with a new platform.
  - The relocation of the historic cast iron water pipe
  - The removal of the existing canopy over the door between the passenger waiting area in the station building and the platform

- The provision of new ramps and steps between the station building and the new platform which will be constructed with a separating membrane between the new and historic building fabric at 3 no. locations.
- The refurbishment of the bathroom facilities within the station building
- The provision of underground services, new shelter, signage, lighting and street furniture.

at Platform 1, Ennis Railway Station, Ennis, County Clare is exempted development having regard to Section 4(1)(h) of the Planning and Development Act 2000, as amended and Class 23 of Schedule 2, Part 1 of the Planning and Development Regulations 2001, as amended.

**ORDER:** Whereas by Chief Executive's Order No. HR 152 dated 9<sup>th</sup> April 2021, Pat Dowling, Chief Executive for Clare County Council, did, pursuant to the powers conferred on him by Section 154 of the Local Government Act 2001, delegate to Gareth Ruane, Senior Executive Planner, the powers, functions and duties as set out herein,

**NOW THEREFORE** pursuant to the delegation of the said powers, functions and duties and under Section 5(2)(a) of the Planning & Development Act 2000 (as amended) and having considered the various submissions and reports in connection with the referral described above, I, Gareth Ruane, Senior Executive Planner, hereby declare that the construction works as proposed on Platform 1 of Ennis Railway Station, Ennis, County Clare is development and is exempted development.

**Signed:**

  
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**GARETH RUANE**  
**SENIOR EXECUTIVE PLANNER**

**Date:**

**8th February, 2022** 

**CLARE COUNTY COUNCIL**  
**SECTION 5 DECLARATION OF EXEMPTION APPLICATION**

<b>FILE REF:</b>	R22 4
<b>APPLICANT(S):</b>	Irish Rail
<b>REFERENCE:</b>	Whether the construction works at Platform No. 1 at , Ennis Railway Station, Ennis Co. Clare is development and if so is it exempted development.
<b>LOCATION:</b>	Ennis Railway Station, Ennis Co. Clare.
<b>DUE DATE:</b>	9 <sup>th</sup> Feb. 2022

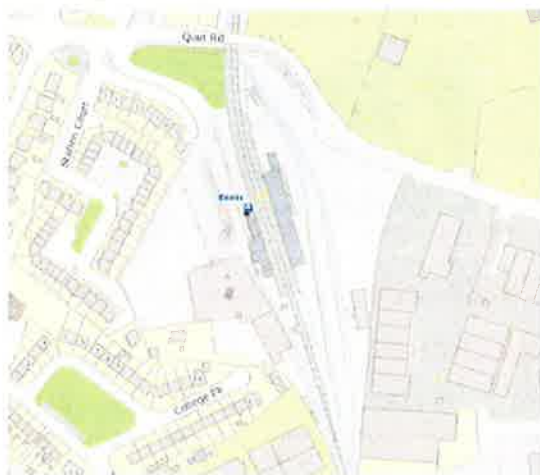
**Site Location and Description of the Proposed Development**

The works as proposed by Irish Rail are located on the easterly side of the main station building of Ennis Railway Station. It is proposed to provide a new Platform (Platform 1) and associated signage, services and lighting in order to improve safe access to the station and trains.






Specifically, the Section 5 Declaration is in relation to the following:

- New ramps and new steps to the station building will be provided
- An historic cast iron water pipe (RPS No. 793) will be relocated,
- The public WC's within the station building will be refurbished
- A contemporary canopy feature will be removed.
- A new shelter to be provided on the platform, along with new signage and services

**Site context**



The Ennis Bus and Railway Station complex contains the following Protected Structures:

<p>RPS No.: 790  NIAH No.: 20001255  Structure: Sculpture  Date: 1970-1980  In use as: Sculpture  Additional Use: N/A  Historical Use:  Sculpture  Rating: Local</p>	<p>Name: Bronze Sculpture  Area: Ennis  Townland: Clomoad Mone  NGR: 134250 ; 176998  Map: Volume 2  Map reference: I7</p> <p>Summary description: Small three-faced bronze unsigned sculpture, c.1975, set on ashlar plinth, inspired by Percy French, 19<sup>th</sup> century song writer. Located at entrance to Ennis Railway Station.  Categories of special interest: Material, Detail, Design</p>	
<p>RPS No.: 791  NIAH No.: 20001257  Structure: Footbridge  Date: 1860-1870  In use as: Footbridge  Additional Use: N/A  Historical Use:  Footbridge  Rating: Local</p>	<p>Name: Iron Footbridge  Area: Ennis  Townland: Clomoad Mone  NGR: 134330 ; 176890  Map: Volume 2  Map reference: I7</p> <p>Summary description: Iron footbridge over double railway, supported on cast-iron columns having foliate capitals and open cast-iron steps, c.1865 located at Ennis Railway and Bus Station.  Categories of special interest: Detail, Design</p>	
<p>RPS No.: 792  NIAH No.: 20001258  Structure: Warehouse  Date: 1860-1870  In use as: Warehouse  Additional Use: N/A  Historical Use:  Warehouse and Engine Shed  Rating: Local</p>	<p>Name: Stone Warehouse  Area: Ennis  Townland: Clomoad Mone  NGR: 134340 ; 176905  Map: Volume 2  Map reference: I7</p> <p>Summary description: Six-bay single-storey ashlar stone warehouse, c.1865, with extension to north, c.1930, and attached office building c.1950 located at Ennis Railway and Bus Station.  Categories of special interest: Group, Materials, Technical</p>	
<p>RPS No.: 793  NIAH No.: 20001259  Structure: Water Column  Date: 1871  In use as: Water column  Additional Use: N/A  Historical Use: Water supply to steam locomotives  Rating: Local</p>	<p>Name: Cast-Iron Water Column  Area: Ennis  Townland: Clomoad Mone  NGR: 134318 ; 176921  Map: Volume 2  Map reference: I7</p> <p>Summary description: Cast-iron water column, erected 1871 located at Ennis Railway and Bus Station.  Categories of special interest: Historical, Technical, Detail/Design</p>	
<p>RPS No.: 794  NIAH No.: 20001260  Structure: Railway Station  Date: 1860-1870  In use as: Railway Station  Additional Use: N/A  Historical Use:  Railway Station  Rating: Local</p>	<p>Name: Railway Station  Area: Ennis  Townland: Clomoad Mone  NGR: 134328 ; 176853  Map: Volume 2  Map reference: I7</p> <p>Summary description: Single-storey railway station, c.1860, with station masters two-storey house attached to south end and storeroom, c.1890, placed at junction of station and house, located at Ennis Railway and Bus Station.  Categories of special interest: Architectural, Historical, Group</p>	

## Planning History

P19 188 Application by Iarnród Éireann for planning permission which consisted of the removal of an existing temporary steel footbridge, modifications to the existing platforms and fences, a new accessible passenger footbridge with 2 no. stairs and no. lifts between the existing platforms. Permission granted subject to 4 no. conditions.

- P18 579      Application by Iarnród Éireann for planning permission for development at Ennis Railway Station which will consist of the removal of an existing temporary steel footbridge, modifications to the existing platforms and fences, a new accessible passenger footbridge, with 2 no. stairs and 2 no. lifts, between the existing platforms. Ennis Railway Station is a Protected Structure. Application withdrawn.
- P03 21123      Application by Iarnród Éireann for planning permission for change of use from bicycle shop, canteen and station master's house to a coffee shop and ancillary facilities. The change of use will entail internal and external changes to the existing buildings, which are protected structures. Permission granted subject to 7 no. conditions.

#### Section 5 Declarations

- R21 53      Application by Irish Rail for a declaration under Section 5 of the Planning and Development Act 2000, as amended in relation to the following:

*Whether the construction works at Platform No. 2 at , Ennis Railway Station, Ennis Co. Clare is development and if so is it exempted development*

The Planning Authority concluded that:

- (a) the construction works as proposed on Platform 2 of Ennis Railway Station constitutes "works" which come within the scope of section 2 (1) of the Planning and Development Act 2000, as amended
- (b) the said works constitute "development" which comes within the scope of section 3 (1) of the Planning and Development Act 2000, as amended
- (c) the said development consisting specifically of:
  - Replacement of the existing platform No. 2 to the easterly side of the railway station with a new platform
  - Removal of the temporary footbridge
  - Construction of a new section of existing stone wall to facilitate the works
  - Provision of underground services, shelter, signage and lighting

at Platform 2, Ennis Railway Station, Ennis, County Clare is exempted development having regard to Section 4(1)(h) of the Planning and Development Act 2000, as amended and Class 23 of Schedule 2, Part 1 of the Planning and Development Regulations 2001, as amended.

#### Background to Referral

This Referral under Section 5(3)(a) of the Planning and Development Act 2000 (as amended) has been made by Irish Rail

The applicant is seeking a Section 5 Declaration as to whether the construction work proposed at Platform 1, Ennis Railway Station is development and if so is it exempted development.

The proposed works are as follows:



- Replacement of the existing platform No. 1 to the easterly side of the railway station with a new platform, so as to eliminate a dangerous surface fall from the Station building towards the Platform edge / track.
- The historic cast iron water pipe will be relocated (the existing historic footbridge is to remain in situ).
- The existing canopy over the door between the passenger waiting area in the station building and the platform, which is thought to have been constructed around 2010 and is considered to be unauthorised development and will be removed and the adjoining surfaces will be repaired.
- It is proposed that new ramps and steps between the station building and the new platform will be constructed with a separating membrane between the new and historic building fabric.
- Where areas of the station building walls are to be exposed, repairs will be made to historic stone and rendered surfaces. The new steps will reuse the stone copings removed from the demolition of the existing platform.
- The refurbishment of the bathroom facilities within the station building will consist of the replacement of the dated contemporary surface finishes and fittings. The door openings to the accessible WC will be moved slightly
- Provision of new shelter, signage, lighting and street furniture.

### **Statutory Provisions**

#### **Relevant Statutory Legislation**

#### **Transport (Railway) Infrastructure Act 2001**

Section 38 Each of the following shall be exempted development for the purposes of the Act of 2000

- a) development consisting of the carrying out of railway works, including the use of the railway works or any part thereof for the purposes of the operation of a railway, authorised by the Minister and specified in a railway order or of any incidental or temporary works connected with such development
- b) development consisting of the carrying out of railway works for the maintenance, improvement or repair of a railway that has been built pursuant to a railway order

Section 2 of the aforementioned Act clarifies “Act of 2000” means Planning and Development Act, 2000

#### **Planning and Development Act 2000, as amended**

- Section 2(1) interpretation of “works” and “structure”.
- Section 3(1) meaning of “development”.
- Section 2 of the Planning and Development 2000, as amended also defines the terms used within the Act and the following terms are relevant for the purposes of this referral.

A structure - means any building structure, excavation or other thing constructed or made on, in or under any land or any part of a structure so defined.

Works - include any act or operation of construction, excavation, demolition, extension, alteration, repair or renewal.

- Section 3 (1) of the Act defines development except where the context otherwise requires the carrying out of works on, in, over or under land or the making of any material change in the use of any structures or other land.
- Section 4 sets out development which is deemed to be exempted development.
- Section 4(1)(h) states the following:

The following shall be exempted developments for the purposes of this Act—

development consisting of the carrying out of works for the maintenance, improvement or other alteration of any structure, being works which affect only the interior of the structure or which do not materially affect the external appearance of the structure so as to render the appearance inconsistent with the character of the structure or of neighbouring structures;

- Section 5 set out consideration in relation to a declaration and referral on development and exempted development.

Section 5 (6) - (a) The Board shall keep a record of any decision made by it on a referral under this section and the main reasons and considerations on which its decision is based and shall make it available for purchase and inspection.

(c) The Board shall, from time to time and at least once a year, forward to each planning authority a copy of the record referred to in *paragraph (a)*.

Section 5 (7) - A planning authority, before making a declaration under this section, shall consider the record forwarded to it in accordance with *subsection (6)(c)*.

Section 57 (1) Notwithstanding *section 4 (1)(h)*, the carrying out of works to a protected structure, or a proposed protected structure, shall be exempted development only if those works would not materially affect the character of—

- (a) the structure, or
- (b) any element of the structure which contributes to its special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

### **Planning and Development Regulations 2001, as amended**

#### **Article 6 Relates to Exempted Development.**

#### **Article 6 (1)**

Subject to article 9, development of a class specified in column 1 of Part 1 of Schedule 2 shall be exempted development for the purposes of the Act, provided that such development complies with the conditions and limitations specified in column 2 of the said Part 1 opposite the mention of that class in the said column 1.

Article 9(1) Relates to restrictions on exemptions.

Article 9 (1) concerns development to which Article 6 relates and shall not be exempted development for the purposes of the Act.

(a) If the carrying out of such development would inter alia,

(vi) interfere with the character of a landscape, or a view or prospect of special amenity value or special interest, the preservation of which is an objective of a development plan for the area in which the development is proposed or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan,

(vii) consist of or comprise the excavation, alteration or demolition (other than peat extraction) of places, caves, sites, features or other objects of archaeological, geological, historical, scientific or ecological interest, the preservation, conservation or protection of which is an objective of development plan or local area plan for the area in which the development is proposed or, pending the variation of a development plan or local area plan, or the making of a new development plan or local area plan, in the draft variation of the development plan or the local area plan or the draft development plan or draft local area plan,

(viiA) consist of or comprise the excavation, alteration or demolition of any archaeological monument included in the Record of Monuments and Places, pursuant to section 12(1) of the National Monuments (Amendment) Act 1994, save that this provision shall not apply to any excavation or any works, pursuant to and in accordance with a consent granted under section 14 or a licence granted under section 26 of the National Monuments Act 1930 (No. 2 of 1930) as amended,

(viiB) comprise development in relation to which a planning authority or An Bord Pleanála is the competent authority in relation to appropriate assessment and the development would require an appropriate assessment because it would be likely to have a significant effect on the integrity of a European site,

(viiC) consist of or comprise development which would be likely to have an adverse impact on an area designated as a natural heritage area by order made under section 18 of the Wildlife (Amendment) Act 2000

(viii) consist of or comprise the extension, alteration, repair or renewal of an unauthorised structure or a structure the use of which is an unauthorised use,

(ix) Consist of the demolition or such alteration of a building or other structure as would preclude or restrict the continuance of an existing use of a building or other structure where it is an objective of the planning authority to ensure that the building or other structure would remain available for such use and such objective has been specified in a development plan for the area or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan,

(x) consist of the fencing or enclosure of any land habitually open to or used by the public during the 10 years preceding such fencing or enclosure for recreational purposes or as a means of access to any seashore, mountain, lakeshore, riverbank or other place of natural beauty or recreational utility,

(xi) Obstruct any public right of way,

Part 1, Schedule 2 relates to Exempted Development – General:

Class 23 of Part 1 of the Regulations include –

The carrying out by any railway undertaking of development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking, **except**—

- (a) the construction or erection of any railway station or bridge, or of any residential structure, office or structure to be used for manufacturing or repairing work, which is not situated wholly within the interior of a railway station, or
- (b) the reconstruction or alteration of any of the aforementioned structures so as materially to affect the design or external appearance thereof

*Conditions and Limitations*

Any car park provided or constructed shall incorporate parking space for not more than 60 cars.

**Assessment**

Is it development?

Works are defined in the Act as “any act or operation of construction, excavation, demolition, extension, alteration, repair or renewal”.

The construction of works to Platform 1, and the outlined associated works to the station building, etc, within Ennis Railway Station comes within the scope of works as defined in the Act. As such it can be reasonably and logically concluded that the erection of an extension constitutes “development” under the meaning of development as stipulated in the Act, as development is defined as, inter alia, “the carrying out of any works on, in, over or under land”.

Is / is not exempted development?

A question now arises as to whether or not development constitutes exempted under the broader provisions of Section 4 of the Planning and Development Act 2000, namely Section 4 (1)(h).

Section 4 (1) (h) relates to development consisting of the carrying out of works for the maintenance, improvement or other alteration of any structure, being works which affect only the interior of the structure or which **do not materially affect the external appearance of the structure** so as to render the appearance inconsistent with the character of the structure or of neighbouring structures;

Having regard to the nature of the proposed development, I consider that same would fall under the scope of Section 4(1)(h) of the Planning and Development Act 2000, as amended. In this regard I have also had regard to the report received from the Conservation Officer (report received on 07<sup>th</sup> Feb. 2022). From a review of the submitted information, I note the following:

- It is considered that this replacement platform is essential, and does not interfere with any of the protected structures on the site.



- The cast iron water pump, which is listed on the Record of Protected Structures as contained in the CDP, is to be relocated a distance of 1.24 meters to the immediate west of its existing location, on the new platform. This revision ensures that the context of the water pump is not lost (it traditionally would have been used to cool down stream engines) and as such the character of same is not being materially affected by such relocation.



- It is noted in the application that the historic iron footbridge forming part of the historic structures and located at the end of the station building will remain in place.

- It is proposed to provide essential signage, lighting, street furniture and a shelter area for passengers which will allow this platform to be functional during future works on the complex. These do not adversely affect any of the protected structures on the site and the proposed shelter is to be located at a remove from the station building.
- The internal works to the welfare facilities would be considered to be exempt from the requirements of planning permission having regard Section 57 (1) and [section 4 \(1\)\(h\)](#) of the Planning and Development Act 2000, as amended. The existing facilities are modern interventions
- The removal of the existing canopy, which is not part of the historic fabric of the building, and was erected in c. 2010 without the benefit of planning permission is considered acceptable.



- 3 no. new ramps proposed along the station building. Each ramp will have a shallow ramp on one side and steps on the opposing side, with railings. These are required in order to facilitate universal accessibility due to the reconstruction of the platform. While these may be considered significant interventions, I do not consider that they will render the appearance inconsistent with the character of the station structure on the site. In this regard it is noted that a ramp and associated railings are provided for on the opposing side of the station building.

Approx. Location of Ramp No. 1 (at the at the non public / staff end of the platform)



Approx. Location of Ramp No. 2 (at the location of the canopy to be removed)



Approx. Location of Ramp No. 3 @ the night gate





The next question arises as to whether the proposed works may be considered under Section 57 of the Planning and Development Act 2000, as amended.

Having regard to the points as outlined above, contained in the report received from the Conservation Officer in relation to the subject Section 5 declaration application, it is considered that the works as outlined in the application will not materially affect the character of the structure or any element of the structure which contributes to its special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

The next question arises as to whether or not the works undertaken could be considered exempted development under the provisions of Article 6 of the Planning and Development Regulations 2001 as amended.

Article 6(1) states that *inter alia*, subject to article 9, development of a class specified in column 1 of Part 1 of Schedule 2 shall be exempted development for the purposes of the Act, provided that such development complies with the conditions and limitations specified in column 2 of the said Part 1 opposite the mention of that class in the said column 1.

Note: I have outlined the wording of the regulations in *italics*, with my response in **bold**.

In this regard, the subject development is being considered under Part 1, Schedule 2, Class 23 which relates to the following Exempted Development – *the carrying out by any railway undertaking of development required in connection with the movement of traffic by rail in, on, over or under the operational land of the undertaking,*

**The proposed works are being carried out by a railway undertaking and are in connection with the movement of traffic by rail on operational land by Irish Rail.**

*except—*

- a) *the construction or erection of any railway station or bridge, or of any residential structure, office or structure to be used for manufacturing or repairing work, which is not situated wholly within the interior of a railway station, or*

**The proposed development is not in relation to the construction of a railway station or bridge, residential structure, office or structure to be used for manufacturing or repairing work**



- b) the reconstruction or alteration of any of the aforementioned structures so as materially to affect the design or external appearance thereof

**I do not consider that the works as proposed and outlined above materially affect the design or external appearance of the railway building. It is noted that a new ramp and associated railings is proposed, however same is not considered to materially affect the design of the original building.**

Any car park provided or constructed shall incorporate parking space for not more than 60 cars

**The proposed development is not in relation to a car park**

Article 9 of the Planning and Development Regulations 2001, as amended, outlines the following restrictions on exempted development:

*Development to which article 6 relates shall not be exempted development for the purposes of the Act -*

*(a) If the carrying out of such development would –*

(i) contravene a condition attached to a permission under the Act or be inconsistent with any use specified in a permission under the Act – **the development does not contravene any condition.**

(ii) consist of or comprise the formation, laying out or material widening of a means of access to a public road the surfaced carriageway of which exceeds 4 metres in width – **Not applicable**

(iii) endanger public safety by reason of traffic hazard or obstruction of road users – **Not applicable**

(iv) except in the case of a porch to which class 7 specified in column 1 of Part 1 of Schedule 2 applies and which complies with the conditions and limitations specified in column 2 of the said Part 1 opposite the mention of that class in the said column 1, comprise the construction, erection, extension or renewal of a building on any street so as to bring forward the building, or any part of the building, beyond the front wall of the building on either side thereof or beyond a line determined as the building line in a development plan for the area or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan - **Not applicable**

(v) consist of or comprise the carrying out under a public road of works other than a connection to a wired broadcast relay service, sewer, water main, gas main or electricity supply line or cable, or any works to which class 25, 26 or 31 (a) specified in column 1 of Part 1 of Schedule 2 applies - **Not applicable**

(vi) interfere with the character of a landscape, or a view or prospect of special amenity value or special interest, the preservation of which is an objective of a development plan for the area in which the development is proposed or, pending the variation of a development plan or the making of a new development plan, in the draft variation of the development plan or the draft development plan - **Not applicable**

(vii) consist of or comprise the excavation, alteration or demolition (other than peat extraction) of places, caves, sites, features or other objects of archaeological, geological, historical, scientific or ecological interest, the preservation, conservation or protection of which is an objective of a development plan or local area plan for the area in which the development is proposed or, pending the variation of a

development plan or local area plan, or the making of a new development plan or local area plan, in the draft variation of the development plan or the local area plan or the draft development plan or draft local area plan - **Not applicable**

(viiA) consist of or comprise the excavation, alteration or demolition of any archaeological monument included in the Record of Monuments and Places, pursuant to section 12(1) of the National Monuments (Amendment) Act 1994, save that this provision shall not apply to any excavation or any works, pursuant to and in accordance with a consent granted under section 14 or a licence granted under section 26 of the National Monuments Act 1930(No. 2 of 1930) as amended - **Not applicable**

(viiB)comprise development in relation to which a planning authority or An Bord Pleanála is the competent authority in relation to appropriate assessment and the development would require an appropriate assessment because it would be likely to have a significant effect on the integrity of a European site - **Not applicable – refer to AA screening below**

(viiC)consist of or comprise development which would be likely to have an adverse impact on an area designated as a natural heritage area by order made under section 18 of the Wildlife (Amendment) Act 2000. - **Not applicable**

(viii)consist of or comprise the extension, alteration, repair or renewal of an unauthorised structure or a structure the use of which is an unauthorised use - **Not applicable**

(ix)consist of the demolition or such alteration of a building or other structure as would preclude or restrict the continuance of an existing use of a building or other structure where it is an objective of the planning authority to ensure that the building or other structure would remain available for such use and such objective has been specified in a development plan for the area or, pending the variation of a development plan or the making of a new development plan - **Not applicable**

Under Section 7 of the Planning and Development Act 2000, as amended, the Planning Authority is required to consider any relevant decision as made by An Bord Pleanála. I have searched and examined the Board's database of referrals and note there are a number of referrals relating to works within the grounds of railway stations. However none are directly comparable to the subject application.

In consideration of the aforementioned Section 5 declaration I have also had regard to Section 38 of the Transport (Railway) Infrastructure Act 2001, which appear to provide a blanket exemption of proposed works development consisting of the carrying out of railway works, including the use of the railway works or any part thereof for the purposes of the operation of a railway, authorised by the Minister and specified in a railway order or of any incidental or temporary works connected with such development or development consisting of the carrying out of railway works for the maintenance, improvement or repair of a railway that has been built pursuant to a railway order.

#### **Environmental Impact Assessment**

In assessing this application I have had regard to the provisions of EU Directive 2014/52/EU (which amends EU Directive 2011/92/EU), and which has been transposed into Irish legislation by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (SI No. 296 of 2018). The subject development does not fall within the mandatory requirements for EIA as set out in

Schedule 5 of the Planning and Development Regulations 2001, as amended. I therefore consider that the proposal constitutes a sub-threshold development and note the requirements of Article 103 (1)(a) and (b) of the Planning and Development Regulations 2001, as amended. As such having regard to the nature and scale of the proposed development and the nature of the receiving environment I consider that there is no real likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

#### **Appropriate Assessment**

The proposed development is located within the ground of Ennis Railway station.

Having regard to:

- the small scale nature of the development,
- the location of the development in an existing developed area,
- the absence of a pathway to the European site,

it is considered that the proposed development would not be likely to have a significant effect individually, or in-combination with other plans and projects, on the Natura 2000 network and appropriate assessment is not therefore required.

#### **Conclusion**

The proposed works are considered to constitute 'development' which is 'exempted development'.

#### **Recommendation**

**The following questions have been referred to the Planning Authority:**

Whether the construction works proposed at Platform 1 of Ennis Railway Station is development and if so, it is exempted development.

**The Planning Authority in considering this referral had regard to:**

- (a) Sections 2, 3, 4 and 57 of the Planning and Development Act, 2000, as amended,
- (b) Articles 6 and 9 of the Planning and Development Regulations 2001, as amended
- (c) Class 23 of Part 1 of Schedule 2 of the Planning and Development Regulations 2001, as amended.
- (d) Section 38 of the Transport (Railway) Infrastructure Act 2001
- (e) The works as indicated in submitted documents from the referrer.

**And whereas Clare County Council (Planning Authority) has concluded:**

- (d) the construction works as proposed on Platform 1 of Ennis Railway Station constitutes "works" which come within the scope of section 2 (1) of the Planning and Development Act 2000, as amended
- (e) the said works constitute "development" which comes within the scope of section 3 (1) of the Planning and Development Act 2000, as amended
- (f) the said development consisting specifically of:
- Replacement of the existing platform No. 1 to the easterly side of the railway station with a new platform.
  - The relocation of the historic cast iron water pipe
  - The removal of the existing canopy over the door between the passenger waiting area in the station building and the platform
  - The provision of new ramps and steps between the station building and the new platform <sup>which</sup> will be constructed with a separating membrane between the new and historic building fabric at 3 no. locations.
  - The refurbishment of the bathroom facilities within the station building
  - The provision of underground services, new shelter, signage, lighting and street furniture.

at Platform 1, Ennis Railway Station, Ennis, County Clare is exempted development having regard to Section 4(1)(h) of the Planning and Development Act 2000, as amended and Class 23 of Schedule 2, Part 1 of the Planning and Development Regulations 2001, as amended.

Now therefore Clare County Council (Planning Authority), hereby decides that the construction works as proposed on Platform 1 of Ennis Railway Station, Ennis, County Clare is development and is exempted development.



Fiona Barry

Executive Planner

Date: 07.02.2022



Garreth Ruane

Senior Executive Planner

Date: 08/02/22



**MEMORANDUM**

**Architectural Conservation Officer's Note**

**Section 5 Referral Reference – Irish Rail**

**To: Fiona Barry – Executive Planner**

**Gareth Ruane – Senior Executive Planner**

08/02/2022

The application relates to proposed works to upgrade the accessibility of the Ennis Station through the installation of a new ramp, the refurbishment of existing sanitary facilities internally, the alteration of the fall and level of the existing platform and the relocation of the existing cast iron water pipe. The proposed works will have an impact on RPS 791 -Iron Footbridge, RPS 793 Cast-Iron Water Column and RPS 794 Railway Station.

The proposed elements of the Section 5 application are addressed as follows:

1. **New Platform** – it is noted that the platform height and level has been altered significantly since the station opening in the 19<sup>th</sup> century. The new platform materials are of a high quality with a design as sympathetic as possible to the existing fabric. The Architectural Conservation Officer (ACO) has no objection to the proposed new platform works.

2. **Historic Cast Iron Pipe (RPS 793)** - Drawing 51.1.XXX-P-05 Section DD outlines the proposed location of the historic cast-iron water pipe. This pipe is to be moved 1240 millimetres from its existing location. This location is deemed acceptable as the iron pipe will remain within its original context. The Architectural Conservation Officer has no objection to the relocation of the existing cast-iron pipe as indicated on Drawing 51.1.XXX-P-05.
3. **Iron Footbridge (RPS 791)** - Drawing 51.1.XXX-P-02 notes that temporary works will be installed to support the foundations of the existing iron footbridge. This will mitigate the impact of the works surrounding the bridge. The footbridge is to remain in place.
4. **Existing Canopy** – the *Conservation Impact Assessment – Summary Report* which forms part of the application notes that the existing canopy was installed in 2010 as an unauthorised development. The ACO notes that an image of the western platform from the summer of 2002 (source [www.eiretrains.com](http://www.eiretrains.com)) shows that there was no canopy present at the time, corroborating the description of the Impact Statement. The Architectural Conservation Officer has no objection to the removal of the existing canopy and any subsequent making good works required.
5. **New Ramps and Steps** – the new proposed steps and ramp are to be Part M compliant as per the Technical Guidance Documents. The Architectural Conservation Officer has no objection in principle to the new proposed steps and handrail as proposed on Drawing 51.1.XXX-P-06.
6. **Repairs to Historic Stone & Rendered Surfaces** – the ACO notes that the method statement note on Drawing 51.1.XXX-P-03 with reference to the Department of Housing, Local Government and Heritage advice series, if implemented, would satisfy the conservation requirements for repairs to the existing structure where it is exposed due to level alterations. The ACO has no objection to the reuse of coping stones for new steps. It is noted that stone is to be peen hammered (Drawing 51.1.XXX-P-06) for possible slip-resistance purposes.
7. **Refurbishment of Bathroom Facilities** – the proposed works to the existing bathrooms as per Drawing 51.1.XXX-P-08 will have minimal architectural impact on the existing historical fabric of RPS 794 internally. The ACO has no objection to the proposed refurbished works to the bathroom.

The ACO is satisfied that the proposed works, in general, are of a high quality with a considered and sensitive approach to the existing buildings and structures. The ACO is satisfied that the proposed works will not significantly materially alter the appearance of the protected structure.

Signed:

 M.R.I.A.I.

## Tadhg Holmes

---

**From:** Planning Office  
**Sent:** 13 January 2022 09:01  
**To:** Tadhg Holmes  
**Subject:** FW: Ennis Station, Platform 1 - Application for a Declaration on Development and Exempted Development (Section 5)  
**Attachments:** Ennis Section 5 Cover Letter 100122.pdf; Ennis Section 5 Application Form 100122.pdf; Ennis Access Impact Assessment Report January 2022.pdf; Appendix 1 Ennis Access Impact Assessment Report January 2022.pdf; P 01 SITE LOCATION MAP.pdf; P 02 EXISTING CONDITIONS.pdf; P 03 PROPOSED CONDITIONS.pdf; P 04 DETAILS #1.pdf; P 05 DETAILS #2.pdf; P 06 DETAILS #3.pdf; P 07 DETAILS #4.pdf; P 08 DETAILS #5.pdf

**From:** Shane Prendergast <[Shane.Prendergast@irishrail.ie](mailto:Shane.Prendergast@irishrail.ie)>  
**Sent:** Thursday 13 January 2022 08:54  
**To:** Planning Office <[planoff@clarecoco.ie](mailto:planoff@clarecoco.ie)>  
**Cc:** Liam Boyce <[Liam.Boyce@irishrail.ie](mailto:Liam.Boyce@irishrail.ie)>  
**Subject:** Ennis Station, Platform 1 - Application for a Declaration on Development and Exempted Development (Section 5)

To Whom it May Concern,

Please find attached in connection with the above:

Cover Letter,  
Application Form,  
Impact Assessment Report, Appendix &  
Drawings P01 – P08

Details for payment are provided in the cover letter.

I trust the above is in order but please contact me should you require anything further.

Regards,  
**Shane Prendergast, MRIA**

Structural & Architectural Design Section,  
Irish Rail,  
Engineering and New Works Building,  
Inchicore Works,  
Inchicore,  
Dublin 8.  
D08 K6Y3

☎: +353 (0)1 7034203

📠: +353 (0)1 7034243

✉: [Shane.Prendergast@irishrail.ie](mailto:Shane.Prendergast@irishrail.ie)

🌐: [www.irishrail.ie](http://www.irishrail.ie)



Planning Department  
Clare County Council,  
Áras Contae an Chláir  
New Road  
Ennis  
Co. Clare  
V95 DXP2

10th January 2022

Our Ref: Accessibility Program Ennis

**RE: Application for a declaration in accordance with Section 5 of the Planning and Development Act 2000-2002 – Ennis Station, Station Road, Ennis, Co. Clare**

To Whom it May Concern,

Please find accompanying this e mail, Documents and Drawings for proposed development at Ennis Station, Station Road, Ennis, Co. Clare

Enclosed:  
Section 5 Application Form  
Summary Conservation Report  
8 No. Planning Drawings: P01 – P08

Please note payment of the application fee can be made by card over the phone - please contact Liam Boyce, Structural & Architectural Design Section, New Works, Iarnród Éireann Infrastructure, Engineering & New Works Building, CIÉ Works, Inchicore, D08K6Y3

Phone 01 703 4205  
Mobile 087 284 5907  
E Mail Liam.Boyce@irishrail.ie

I trust the above is in order but please let me know should you have any queries.

Yours Faithfully

**Shane Prendergast, MRAI**

Iarnród Éireann Structural & Architectural Design Section  
E mail: Shane.Prendergast@irishrail.ie  
Phone: 01 703 4203





P07

**CLARE COUNTY COUNCIL  
COMHAIRLE CONTAE AN CHLÁIR**

Planning Department,  
Economic Development Directorate,  
Clare County Council,  
New Road, Ennis,  
Co. Clare,  
V95DXP2

Telephone No. (065) 6821616  
Fax No. (065) 6892071  
Email: [planoff@clarecoco.ie](mailto:planoff@clarecoco.ie)  
Website: [www.clarecoco.ie](http://www.clarecoco.ie)



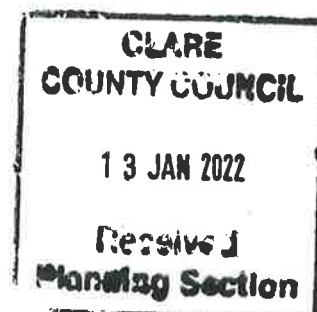
**REQUEST FOR A DECLARATION ON DEVELOPMENT AND EXEMPTED DEVELOPMENT  
(Section 5 of the Planning & Development Act 2000 (as amended))**

**FEE: €80**

*This following form is a non-statutory form which has been prepared by Clare County Council for the purpose of obtaining the necessary information required for a declaration to be made under Section 5 by the Planning Authority*

**1. CORRESPONDENCE DETAILS.**

(a) Name and Address of person seeking the declaration	Irish Rail (Colin Grimes) Design & Construction, New Works Building, Iarnrod Eireann, Inchicore Works, Inchicore Parade, Dublin 8. D08 K6Y3
(b) Telephone No.:	01 703 4232
(c) Email Address:	Colin.Grimes@irishrail.ie
(d) Agent's Name and address:	Shane Prendergast Structural & Architectural Design Section, New Works Building, Iarnrod Eireann, Inchicore Works, Inchicore Parade, Dublin 8. D08 K6Y3



## 2. DETAILS REGARDING DECLARATION BEING SOUGHT

- (a) PLEASE STATE THE SPECIFIC QUESTION FOR WHICH A DECLARATION IS SOUGHT  
*Note: only works listed and described under this section will be assessed.*

Sample Question: *Is the construction of a shed at 1 Main St., Ennis development and if so is it exempted development?*

Is the construction work proposed at Platform 1 and within the station building at, Ennis Station development and if so is it exempted development?

- (b) Provide a full description of the question/matter/subject which arises wherein a declaration of the question is sought.

The works to which the proposed construction relates are as follows:

Replacement of the existing Platform #1 to the easterly side of the railway station with a new platform, provision of new steps & ramps and other associated works to facilitate the new platform along with refurbishments to areas of the building interior.

- (c) List of plans, drawings etc. submitted with this request for a declaration:

*(Note: Please provide a site location map to a scale of not less than 1:2500 based on Ordnance Survey map for the areas, to identify the lands in question)*

P01 OS Map

P04 Details #1

P07 Details #4

P02 Existing Conditions

P05 Details #2

P08 Details #5

P03 Proposed Conditions

P06 Details #3

3. DETAILS RE: PROPERTY/SITE/BUILDING FOR WHICH DECLARATION IS SOUGHT	
(a) Postal Address of the Property/Site/Building for which the declaration sought:	Iarnrod Eireann, Ennis Station, Station Road, Ennis, Co. Clare. V95 WY02
(b) Do the works in question affect a Protected Structure or are within the curtilage of a Protected Structure? If yes, has a Declaration under Section 57 of the Planning & Development Act 2000 (as amended) been requested or issued for the property by the Planning Authority?	Yes No Declaration under Section 57 of the Planning & Development Act has been requested or issued
(c) Legal interest in the land or structure in question of the person requesting the declaration (Give Details):	Owner - Freehold
(d) If the person in (c) above is not the owner and/or occupier, state the name and address of the owner of the property in question:  <i>Note: Observations in relation to a referral may be requested from the owner/occupier where appropriate.</i>	N/A
(e) Is the owner aware of the current request for a Declaration under Section 5 of the Planning & Development Act 2000 (as amended)?:	N/A
(f) Are you aware of any enforcement proceedings connected to this site? If so please supply details:	No
(g) Were there previous planning application/s on this site? If so please supply details:	Yes Ref no. 0321123 & 19188
(h) Date on which 'works' in question were completed/are likely to take place:	Estimated Commencement - Mar. 2022

SIGNED: John PrndergastDATE: 10th January, 2022

### **GUIDANCE NOTES**

*This following are non-statutory advice notes prepared by Clare County Council for the purpose of advising people what information is required for a decision to be made under Section 5 by the Planning Authority*

- (i) The request for a declaration under Section 5 must be accompanied by 2 copies of site location map based on the Ordnance Survey map for the area of a scale not less than 1:1000 in urban areas and 1:2500 in rural areas and should clearly identify the site in question.
- (ii) The request for a declaration under Section 5 must be accompanied by the required fee of €80.00.
- (iii) If submitting any additional plans/reports etc. as part of the request for a declaration, please submit 2 copies.
- (iv) The request for a declaration should be sent to the following address:

Planning Department,  
Economic Development Directorate,  
Clare County Council  
Aras Contae an Chlair,  
New Road,  
Ennis,  
Co. Clare  
V95DXP2

- (v) Notwithstanding the completion of the above form, the Planning Authority may require the submission of further information with regard to the request in order to enable the Authority to issue a declaration on the question.
- (vi) The Planning Authority may also request other persons to submit information on the question which has arisen and on which the declaration is sought

### **FOR OFFICE USE ONLY**

Date Received: .....	Fee Paid: .....
Date Acknowledged: .....	Reference No.: .....
Date Declaration made: .....	CEO No.: .....
Decision: .....	

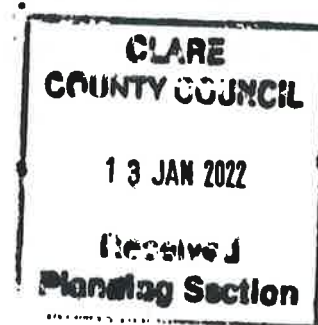
**Ennis Railway Station – Accessibility Programme 2021/22,  
Ennis Railway Station,  
Station Road,  
Ennis,  
Co. Clare.  
V95 WY02**

**CONSERVATION IMPACT ASSESSMENT – SUMMARY REPORT**



**Contents:**

- 1. Introduction & Context**
- 2. Executive Summary**
- 3. Research Methodology**
- 4. Designations**
- 5. Historical Overview**
- 6. Existing Conditions & Description of Proposal**
- 7. Condition & Impact Assessment**
- 8. Appendix 1**



## Assessment of the Impact of the proposed development at Ennis Railway Station, Ennis on the Curtilage of the Protected Structures listed in the Record of Protected Structures which forms part of the Clare County Development Plan, 2017 - 2023

### 1. Introduction & Context:

This summary report relates to proposed development at Ennis Railway Station, Station Road, Ennis, County Clare and is brought into being as part of an ongoing programme of proposed works by Irish Rail to improve accessibility across the railway network in Ireland which in this instance necessitates an application for permission in accordance with the Planning and Development Act 2000-2002 and subsequent amendments, to be submitted to the planning authority for the proposed development. It was agreed at a meeting on November 10<sup>th</sup>, 2021 between Liam Boyce - Irish Rail Structural & Architectural Design Section, Fiona Barry – Clare County Council and Blathmhac O'Muirí - Clare County Council that a 'Section 5' declaration would be sought for the works described below which forms part of a larger program at Ennis. A previous 'Section 5' declaration was issued in September 2021 (Reference No. R21-53). Work relating to this declaration, at Platform No. 2 is progressing on site.

This report is prepared by Shane Prendergast, MRIAI – Architect Accredited at Conservation Grade III, Iarnród Éireann, Engineering & New Works, Inchicore, Dublin 8.

### 2. Executive Summary:

The current works proposed by Irish Rail relate to the easterly side of the main station buildings complex where it is proposed to provide a new platform (Platform 1) and associated signage, services and lighting in order to improve safe access to the station and trains. New ramps and steps to the station building will be provided, an historic cast iron water pipe (RPS No. 793) will be relocated, the public w.c's will be refurbished and a contemporary canopy structure will be removed. Assessment of the impact of the proposed interventions is made in relation to the building and its context within the site.

### 3. Research:

The assessment of the proposed development is written with reference to the following:  
Drawings and documents – prepared by Iarnród Éireann Architects & Infrastructure Sections  
Site Visits & Photographic surveys undertaken by Iarnród Éireann Architects & Infrastructure Sections  
Historical Documents/ References including maps, drawings, photographs & written articles  
National & International guidance on works and working with Protected Structures.

### 4. Designations:

Five structures within the area of the station are given individual designations in the current Clare County Development Plan – Record of Protected Structures (RPS). The National Inventory of Architectural Heritage (NIAH) lists six separate elements of interest in its survey, each of which are noted as having a local rating value. See below:

RPS NUMBER	NIAH REF. NUMBER.	STRUCTURE
790	20000 1255	Bronze Sculpture
N/A	20000 1256	Canopy Roof on Salvaged Cast Iron Columns
791	20000 1257	Iron Footbridge
792	20000 1258	Stone Warehouse
793	20000 1259	Cast Iron Water Column
794	20000 1260	Railway Station



#### 4. Designations (Continued):

Map Plan	Number on Plan	Registration Number	Address	Rating	Date	Importance	Description
4322 - 6	252	20001244	Don Mills, Glen Road	Record Only	1930-1940		Detached single-story house, c. 1935, renovated c. 1985.
4322 - 6	253	20001245	Aldershot, Glen Road	Record Only	1830-1940		Pair of semi-detached houses with square bay windows, c. 1935, renovated c. 1985.
4322 - 6	254	20001246	Simcoe, Glen Road	Record Only	1900-1940		Detached three-bay single-story house, c. 1935, renovated c. 1985.
4322 - 6	255	20001247	Glen Road	Record Only	1930-1940		Detached three-bay single-story house, c. 1935, renovated c. 1985.
4322 - 6	256	20001248	St. Anne's, Glen Road	Record Only	1930-1940		Detached single-story house, c. 1935, renovated c. 1985.
4322 - 6	257	20001249	Leaside	Record Only	1930-1940		Detached single-story house, c. 1935, renovated c. 1985.
4322 - 6	258	20001250	Morningside, Glen Road	Record Only	1930-1940		Detached three-bay two-story house with bay windows, c. 1935, renovated c. 1985.
4322 - 6	259	20001251	Glen Road	Local	1930-1940	ADO	Detached three-bay two-story house with bay windows, c. 1935, renovated c. 1985.
4322 - 6	260	20001252	St. George's, Glen Road	Local	1930-1940	ADO	Detached three-bay two-story house, c. 1935, renovated c. 1985.
4322 - 6	261	20001253	Glen Road	Record Only	1930-1940		Eight-bay single-story E.S.B. office, c. 1960, with supply yard to rear.
4322 - 6	262	20001254	Glen Road	Local	1930-1940		Single three-story semi-detached house with bay windows, c. 1935, renovated c. 1985.
4322 - 6	263	20001255	Ernie Railway Station	Local	1970-1980	D	Small three-story brick commercial building, c. 1975, on corner plot, inspired by Percy Fraser.
4322 - 6	264	20001256	Ernie Railway Station	Record Only	1930-1940	H	Canopy roof supported on cast-iron columns providing shelter for engine No. 5 of the West Coast Railway, c. 1980.
4322 - 6	265	20001257	Ernie Railway Station	Local	1930-1940	D	Iron footbridge over double railway, supported on cast-iron columns having lattice girders and open cast-iron arches, c. 1970.

Dundas - The Heritage Service

Town Name Inventory of Architectural Heritage: Plan Number

Sorted by Registration Number

Printed: 27/02/2018 11:57:57

#### Extract from the National Inventory of Architectural Heritage (Part 1 of 2)

Map Plan	Number on Plan	Registration Number	Address	Rating	Date	Importance	Description
4322 - 6	266	20001258	Ernie Railway Station	Local	1930-1940	D	Single-story single-story ashlar stone main house, c. 1885, with extension to north, c. 1910, and attached office building, c. 1930.
4322 - 6	267	20001259	Ernie Railway Station	Local	1970	HTDO	Cast-iron water tower, erected 1970.
4322 - 6	268	20001260	Ernie Railway Station	Local	1930-1940	AH3	Single-story railway station, c. 1930, with station master's two-story house attached to south end and storehouse, c. 1930, placed at junction of station and house.
4322 - 6	269	20001261	Glen Road, Mar	Record Only	1930-1940		Single-story semi-detached house, c. 1935, with two-bay single-story office extension to rear, c. 1985.
4322 - 6	270	20001262	Glen Road, Mar	Record Only	1930-1940		Detached four-bay single-story house, c. 1935, with entrance and bay to left set back from open porch, renovated c. 1985.
4322 - 6	271	20001263	Glen Road, Mar	Record Only	1930-1940		Detached three-bay single-story house, c. 1935, with original brick fireplace.
4322 - 6	272	20001264	Glen Road, Mar	Record Only	1930-1940		Detached four-bay single-story house, c. 1935, with fireplace on right, renovated c. 1985.
4322 - 6	273	20001265	Glen Road, Mar	Record Only	1930-1940		Detached three-bay single-story house, c. 1935, with later side dormer windows, renovated c. 1985.
4322 - 6	274	20001266	Chicago House, Glen Road, Mar	Record Only	1930-1940		Detached three-bay single-story house, c. 1935, renovated c. 1985.
4322 - 6	275	20001267	Shelburne & Keston House, Glen Road, Mar	Record Only	1930-1940		Pair of semi-detached four-bay two-story houses, c. 1935, with U plan formed by brick front at both ends, first floor balcony supported on cast-iron columns.
4322 - 6	276	20001268	Glen Road, Mar	Record Only	1930-1940		Detached three-bay single-story house, c. 1935, with fireplace on right, renovated c. 1985.
4322 - 6	277	20001269	Glen Road, Mar	Record Only	1930-1940		Detached three-bay single-story house, c. 1935, renovated c. 1985.
4322 - 6	278	20001270	Glen Road, Mar	Record Only	1930-1940		Detached three-bay single-story house, c. 1935, renovated c. 1985.
4322 - 6	279	20001271	Marblehead Cottage, Glen Road, Mar	Record Only	1930-1940		Detached three-bay single-story house, c. 1935, with full-width extension to rear, renovated c. 1985.

Dundas - The Heritage Service





Town Name Inventory of Architectural Heritage: Plan Number

Sorted by Registration Number

Printed: 27/02/2018 13:56:37

#### Extract from the National Inventory of Architectural Heritage (Part 2 of 2)

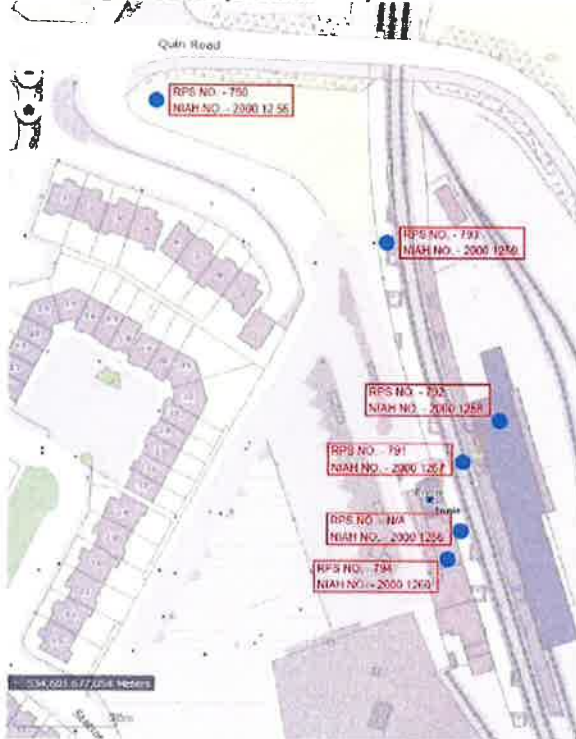
#### 4. Designations (Continued):

<b>RPS No.:</b> 790 <b>NIAH No.:</b> 200001255 <b>Structure:</b> Sculpture <b>Date:</b> 1970-1980 <b>In use as:</b> Sculpture <b>Additional Use:</b> N/A <b>Historical Use:</b> Sculpture <b>Rating:</b> Local	<b>Name:</b> Bronze Sculpture <b>Area:</b> Ennis <b>Townland:</b> Clonroad More <b>Summary description:</b> Small three-faced bronze unsigned sculpture, c.1975, set on ashlar plinth, inspired by Percy French, 19 <sup>th</sup> century song writer. Located at entrance to Ennis Railway Station. <b>Categories of special interest:</b> Material, Detail, Design	<b>NGR:</b> 134250 ; 176998 <b>Map:</b> Volume 2 <b>Map reference:</b> 17	
<b>RPS No.:</b> 791 <b>NIAH No.:</b> 20001257 <b>Structure:</b> Footbridge <b>Date:</b> 1860-1870 <b>In use as:</b> Footbridge <b>Additional Use:</b> N/A <b>Historical Use:</b> Footbridge <b>Rating:</b> Local	<b>Name:</b> Iron Footbridge <b>Area:</b> Ennis <b>Townland:</b> Clonroad More <b>Summary description:</b> Iron footbridge over double railway, supported on cast-iron columns having foliate capitals and open cast-iron steps, c.1865 located at Ennis Railway and Bus Station. <b>Categories of special interest:</b> Detail, Design	<b>NGR:</b> 134330 ; 176890 <b>Map:</b> Volume 2 <b>Map reference:</b> 17	
<b>RPS No.:</b> 792 <b>NIAH No.:</b> 20001258 <b>Structure:</b> Warehouse <b>Date:</b> 1860-1870 <b>In use as:</b> Warehouse <b>Additional Use:</b> N/A <b>Historical Use:</b> Warehouse and Engine Shed <b>Rating:</b> Local	<b>Name:</b> Stone Warehouse <b>Area:</b> Ennis <b>Townland:</b> Clonroad More <b>Summary description:</b> Six-bay single-storey ashlar stone warehouse, c.1865, with extension to north, c.1930, and attached office building c.1950 located at Ennis Railway and Bus Station. <b>Categories of special interest:</b> Group, Materials, Technical	<b>NGR:</b> 134340 ; 176905 <b>Map:</b> Volume 2 <b>Map reference:</b> 17	
<b>RPS No.:</b> 793 <b>NIAH No.:</b> 20001259 <b>Structure:</b> Water Column <b>Date:</b> 1871 <b>In use as:</b> Water column <b>Additional Use:</b> N/A <b>Historical Use:</b> Water supply to steam locomotives <b>Rating:</b> Local	<b>Name:</b> Cast-Iron Water Column <b>Area:</b> Ennis <b>Townland:</b> Clonroad More <b>Summary description:</b> Cast-iron water column, erected 1871 located at Ennis Railway and Bus Station. <b>Categories of special interest:</b> Historical, Technical, Detail/Design	<b>NGR:</b> 134318 ; 176921 <b>Map:</b> Volume 2 <b>Map reference:</b> 17	
<b>RPS No.:</b> 794 <b>NIAH No.:</b> 20001260 <b>Structure:</b> Railway Station <b>Date:</b> 1860-1870 <b>In use as:</b> Railway Station <b>Additional Use:</b> N/A <b>Historical Use:</b> Railway Station <b>Rating:</b> Local	<b>Name:</b> Railway Station <b>Area:</b> Ennis <b>Townland:</b> Clonroad More <b>Summary description:</b> Single-storey railway station, c.1860, with station masters two-storey house attached to south end and storeroom, c.1890, placed at junction of station and house, located at Ennis Railway and Bus Station. <b>Categories of special interest:</b> Architectural, Historical, Group	<b>NGR:</b> 134328 ; 176853 <b>Map:</b> Volume 2 <b>Map reference:</b> 17	

Extract from the Clare County Development Plan – RPS



#### 4. Designations (Continued):



Site Location Map – Not to Scale, from [www.myplan.ie](http://www.myplan.ie)

#### 5. Historical Overview:

A brief summary of the history of the railway station at Carlow is provided at [www.eiretrains.com](http://www.eiretrains.com) – 'Ennis in Co.Clare, on the Great Southern & Western Railway's Limerick to Athenry and Claremorris line, was once also the junction for the 1887/92 built narrow gauge West Clare Railway, which ran from Ennis to Kilkee and Kilrush on the Shannon Estuary. Despite modernisation, the West Clare line was closed in February 1961 by CIE, and was the last surviving narrow gauge line in the country. The line through Ennis had originally opened in 1859 and was first worked by the Waterford Limerick & Western Railway. Ennis Station itself lost its passenger services from Limerick to Claremorris in 1976, but a Limerick passenger service was re-instated in 1994. The line north of Ennis to Athenry and Claremorris remained in use for freight traffic until the late 1990s, the same time Ennis itself lost its Limerick freight liner train. However passenger services north of Ennis to Athenry were restored in March 2010.' A new structure containing stairs, lifts and bridge connecting platforms 1 & 2 became operational in May 2021.

Below – Historical O.S. maps show the development of the station complex area from before the construction of the railway to the present day. The 1907 maps show the West Clare Railway tracks and associated buildings which operated between 1887 and 1961, while Appendix 1 accompanying this report contains photographs from The West Clare Railway, An Irish Railway Pictorial (Author: Joe Taylor, Publisher: Midland Publishing, 2002)

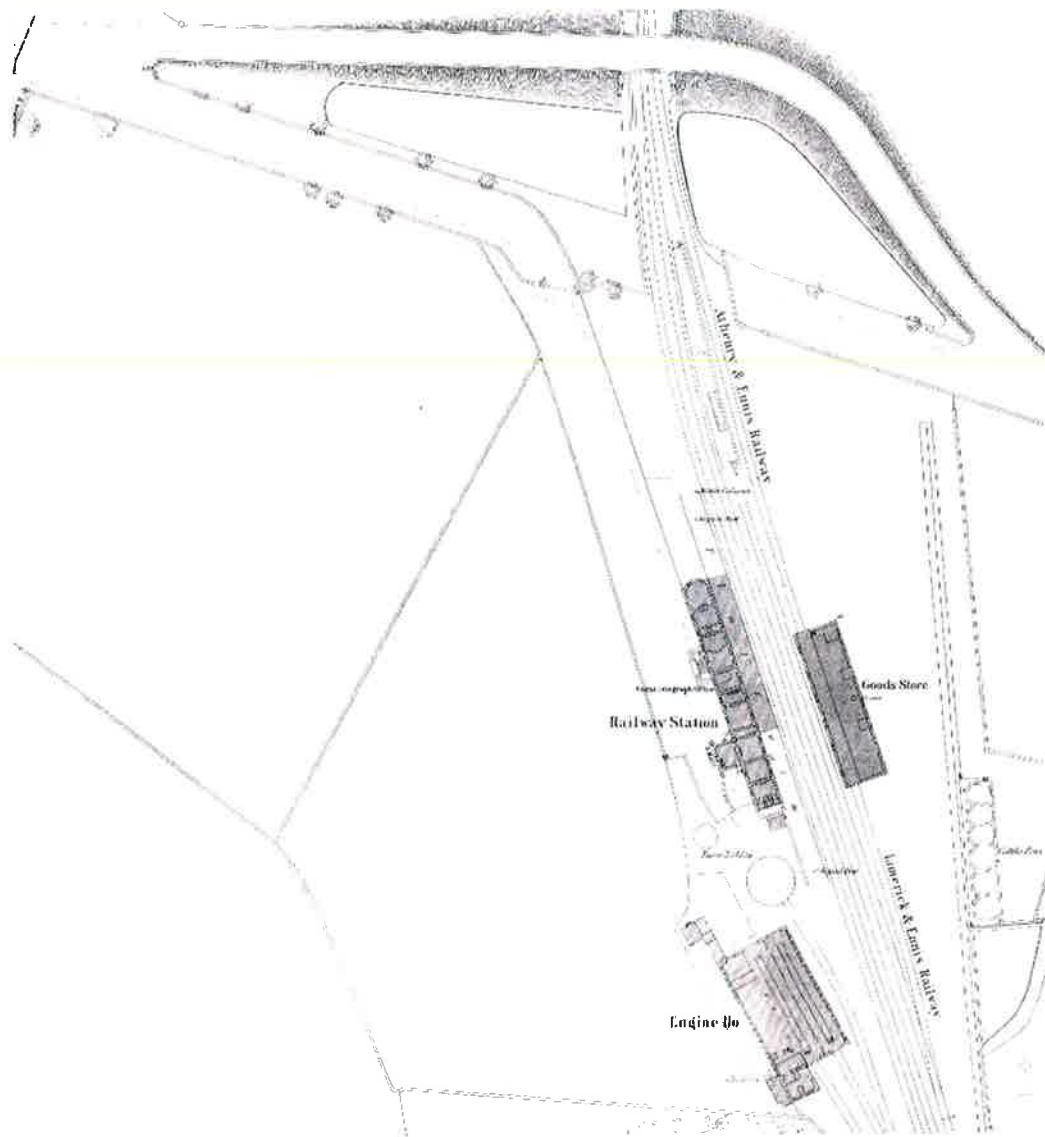


Ordnance Survey Historical 6 inch Map (dated 1837 – 1842) not to scale. OS Licence User ID: EN 0039721

## 5. Historical Overview (Continued):



UCD Ordnance Survey Historical Map Collection – dated 1878, Context



UCD Ordnance Survey Historical Map Collection – dated 1878, Detail

The historical Ordnance survey map from c. 1907 allows for comparison with the current layout of the station complex and shows that overall the site layout retains much of its overall form from the last century of its existence. Notable changes however include the development of buildings adjacent to the goods shed to the easterly side of the railway, along with the removal cattle pens (date unknown), three engine sheds as well as a number of railway sidings, and the provision of a new car park and bus station facility on the westerly side.



## 5. Historical Overview (Continued): Planning History

Reference No.				Date of Lodgement					
0321123				15/08/2003					
0321123	APPLICATION FINALISED	14/12/2003	02/12/2003	CONDITIONAL	15/08/2003	Ianród Éireann.	Ennis Railway Station, Quin Road, Clonroadmore, Ennis	for change of use from bicycle shop, canteen and station master's house to a coffee shop and ancilla	Clare County Council
19188				15/03/2019					
19188	APPLICATION FINALISED	09/05/2019	07/05/2019	CONDITIONAL	15/03/2019	Ianród Éireann	Station Rd Ennis Co Clare	for development at Ennis Railway Station which will consist of the removal of an existing temporary	Clare County Council

Extracts from planning search for Ennis Station – [www.eplanning.ie/Ennis](http://www.eplanning.ie/Ennis)

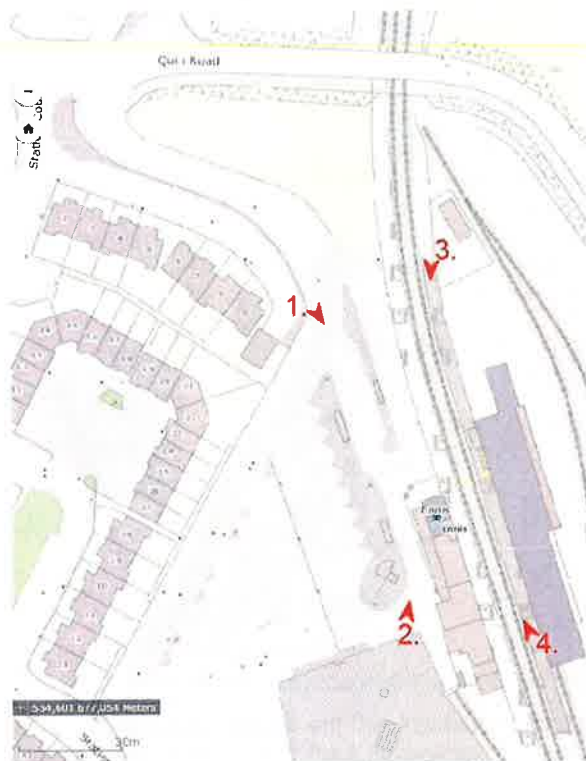
## 6. Existing Conditions & Description of Proposal

A number of buildings and structures of historical interest survive and are in varying states of use throughout the station complex. The former goods store/ stone warehouse, main station building, historic cast iron water pipe and old iron footbridge are located around the area of the proposed development. The works proposed by Irish Rail relate to the existing platform to the westerly side of the railway at the old iron footbridge and beside the station building, where it is proposed to provide a new train platform and other ancillary works to replace the existing in order to facilitate safe access to the station and trains.

The drawings accompanying this report show the proposal consisting of a new platform along with underground services, new steps and ramps, relocation of the historic cast iron water pipe, new signage, lighting, street furniture and renovation of the passenger w.c.'s.

### Photographic Record – General

(Refer to Drawing P02 for more detailed information relating to the area of proposed works)



Site Plan – View Location



View #1



View #2

## 6. Existing Conditions & Description of Proposal (Continued):

### Photographic Record



View #3



View #4

## 7 Condition & Impact Assessment

### Proposed Development, Impact & Assessment:

The reasoning upon which the proposed development is based is in order to ensure Iarnród Éireann can further progress with the fulfilment of its obligations (and indeed its highest aspirations) in accordance with various statutory regulations and government policy and forms part of a larger programme of works currently being progressed by the CIE companies throughout Ireland supported by the NTA (National Transport Authority). The current Platform #1 is graded towards the railway which is unsafe for passengers using wheelchairs or other mobility equipment in that there is a risk of their falling onto the railway tracks. The new platform will reduce the risk of such an occurrence by grading the surface away from the railway, the upgraded w.c's will also contribute to the ease of use of the station by passengers with disabilities. The following legislation and policies provide the context which have brought the proposed works into being:

#### *Disability Act 2005*

*The Disability Act 2005 aims to advance the participation of people with disabilities in everyday life by, for example, improving access to buildings, services and information. Attention is drawn to the obligation on Public bodies (such as Government Departments, Local Authorities, Health Service Executive, Semi-state Bodies, etc) to make their public buildings comply with Part M 2000, by 2015. It also requires that these public buildings be brought into compliance with amendments to Part M not later than 10 years after the commencement of the amendment. For the purposes of this part of the Disability Act "public building" means a building, or that part of a building, to which members of the public generally have access and which is occupied, managed or controlled by a public body.*

The current Clare County Development Plan including the Ennis Municipal District Written Statement & Settlement Plan lists a number of objectives which may be considered relevant to the proposed development most notably,

CDP5.6 Development Plan Objective: Accessibility, which states:

It is an objective of Clare County Council:

**a**

**To promote social inclusion by promoting and supporting the principles of universal design to create products, services and environments that meet all people's needs in terms of access, understanding and use, across all sectors, including transport, built and natural environments, heritage and tourism;**

**b**

**To take all required steps to ensure compliance with the Disability Act (2005).**

Further CDP8.14 Development Plan Objective: Rail Network states:

It is an objective of the Development Plan:

**c**

**To support and facilitate the improvement and expansion of rail infrastructure and services and the opening/reinstating of railway stations on the Western Railway Corridor within County Clare and in particular Crusheen;**

## 7 Condition & Impact Assessment (Continued)

CDP15.3 Development Plan Objective:

Industrial Heritage - It is an objective of the Development Plan:

To protect and preserve buildings and features of industrial heritage such as mills, bridges, lighthouses, harbours, etc. Proposals for refurbishment works to, or redevelopment/ conversion of, these sites will be subject to a full architectural and archaeological assessment.

From all of the above it can be seen that there is substantial broad support on a legislative and policy level for the proposed development, however in assessing the impact of the proposed development on the protected station structures and their curtilage, consideration must also be given to the following:

### Nature & Location of the Proposed Development:

It can be seen from the accompanying drawings and photographs in this report that the proposed development will impact features of historical interest of certain structures on the protected site, however it will be constructed in such a manner as to minimise its impact on the protected structure while enabling the station to continue to function in a safe manner for the purposes it was originally intended. With respect to the proposed interventions the the RIAI Guidelines for the Conservation of Buildings offers the following relevant guidance:

*'.....Reversibility of all interventions should be the aspiration, but this is not always possible and it is important to properly define the term 'reversible' in the particular context of the building in question'*

#### *'Ramps*

*Access ramps against the façade of a building can be visually intrusive and physically damaging to the fabric; for example, where a concrete ramp is cast against a stone plinth. The inclusion of a separating membrane between the new ramp and the historic fabric would allow for the removal of the ramp at a future time without causing physical damage to the historic fabric. However the acceptability of the visual impact of such a ramp will need careful consideration.'*

#### *'Changes of Level*

*Smaller changes of level within a building may be overcome by the use of carefully located and designed ramps or platform lifts. Their use may not be appropriate where they would conflict with important architectural details such as plinths, skirtings, panelling, dado rails, architraves and the like.....'*

While the proposed development could not be described as reversible in the spirit of that which is understood by the RIAI Guidelines the proposed development will seek to respect the characteristics of interest of the protected structures on site.

The design of the principal elements of the proposal is based on the following considerations:

The **new platform #1** will be designed to eliminate a dangerous surface fall from the Station building towards the Platform edge/track area. The new fall within the platform will be to the centre of the Platform where a new ground drain will be provided, thus avoiding a situation where it might contribute to water damage to the base of the existing Station building wall. The existing retaining wall with stone capping at the car park side of the platform will be retained, repaired as necessary and protected as part of the development.

The **historic cast iron water pipe** will be relocated as part of these works. Its original function is long redundant, but its relocation will allow it to survive in a safe location while respecting its historic context.

It should also be noted that the **existing historic iron footbridge** forming part of the original complex of historic structures located towards the northerly end of the station building will remain in place.

The **existing canopy** over the door between the passenger waiting area in the station building and the platform which is thought to have constructed around 2010 and is considered unauthorised development will be removed and remaining adjoining rendered surfaces will be repaired.

It is proposed that **new ramps and steps** between the station building and new platform will be constructed with a separating membrane between the new and historic building fabric in accordance with the guidance mentioned above.

Where areas of the station building walls are to be exposed, repairs will be made to historic stone and rendered surfaces as described in the drawings. **New steps** will reuse the stone copings removed from the demolition of the existing platform

The **refurbishment of the bathroom facilities** with the station building will have minimal impact on historic elements of the building and consist in the main of the replacement of dated contemporary surface finishes and

fittings. The door opening to the accessible w.c will be moved slightly but is not considered to impact on the features of historical interest to the station building.

### **Scale, Composition & Materials:**

It can also be seen from the accompanying drawings and photographs in this report, that while the proposed development will be visible within the station building complex - that the scale, location, massing and materials of the new platform and other associated works are such that they may be considered as sympathetic to their surroundings and will result in an ensemble of historic and contemporary railway structures reflecting the continuous development of the railway station.

In this regard the RIAI Guidelines states:

*'The need to extend a building can also be described as an intervention. Most historic buildings are an amalgam of differing periods and styles, which represent the manifestations of the building at various times in the past and, within reason, this process should be encouraged to continue. The replication of a historic style may be appropriate in some limited cases, provided it is of high quality. The use of high quality contemporary design of sympathetic form and scale to retain the qualities and composition of an Architectural Conservation Area is a valid and, in some cases, desirable philosophy.....'*

It is for all the above-mentioned reasons that the proposal can be seen as an appropriate response to the context in which it being made, sympathetic to its historical setting which is in keeping with the principles of good building conservation practice and should therefore be permitted to proceed.

### **Other Cited References:**

In assessing the impact of the proposed development as appropriate to the protected structure, reference is made to the guidance and charters below:

*Architectural Heritage Protection Guideline for Planning Authorities, 2011*  
*Guidance on Part IV of the Planning and Development Act 2000*

*6.8.8 On the whole, the best way to prolong the life of a protected structure is to keep it in active use, ideally in its original use.*

#### *The Burra Charter*

*The Burra Charter advocates a cautionary approach to changing a place, doing as much work as is necessary to repair and secure and to make it function, but as little as possible — so the history of the place can continue to be recognised in its physical material (fabric).*

Ennis Railway Station – Accessibility Programme 2021/22,  
Ennis Railway Station,  
Station Road,  
Ennis,  
Co. Clare.  
V95 WY02

**APPENDIX 1 - CONSERVATION IMPACT ASSESSMENT – SUMMARY REPORT**

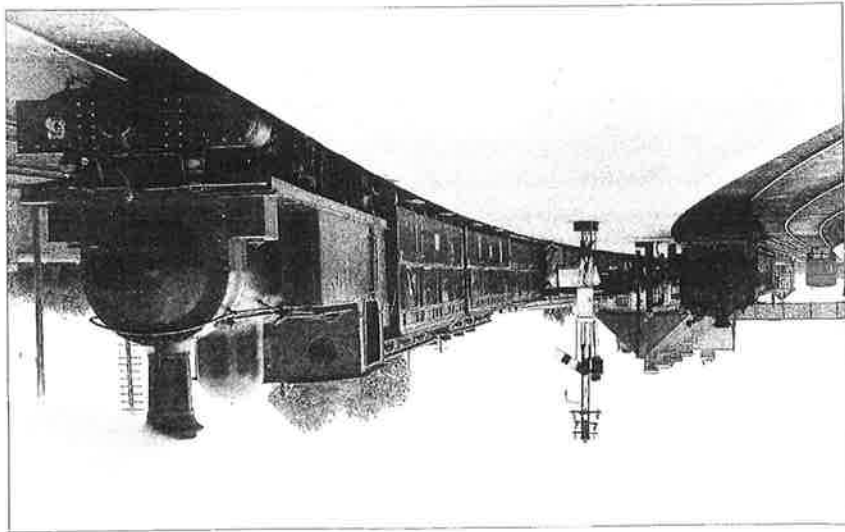


**Contents:**

1. Extract, The West Clare Railway, An Irish Railway Pictorial, (Author: Joe Taylor, Publ: Midland Publishing, 2002) - Pages 6-7
2. Extract, The West Clare Railway, An Irish Railway Pictorial, (Author: Joe Taylor, Publ: Midland Publishing, 2002) - Pages 8-9
3. Extract, The West Clare Railway, An Irish Railway Pictorial, (Author: Joe Taylor, Publ: Midland Publishing, 2002) - Pages 10-11
4. Extract, The West Clare Railway, An Irish Railway Pictorial, (Author: Joe Taylor, Publ: Midland Publishing, 2002) - Pages 12-13

Author: Shane Prendergast, MRAI  
Our ref: Accessibility Programme 2021/22;  
Date: 12<sup>th</sup> January 2022



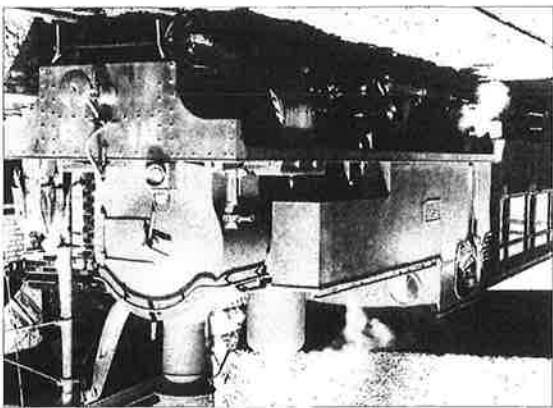


Top: On 4th July 1950 at Ennis station, B2 class 0-4-4T No 292 has just arrived with the former *Shane Callan*, prepared to depart with the connecting 4.5pm service to Kilmash. Built in 1892, after 58 years of hard work on the WCR, No 5 still looks a credit to the staff that ran and maintained her. John Edgington

Bottom: A busy scene at Ennis station in the mid 1950s as passengers from the connecting main line service board railcar No 3390 for sidings on the West Clare line. The men with suitcases are probably coming home from England to visit friends and family in the county. There was massive congestion from Clare to England in the 1950s and 60s. Ian Allan Library

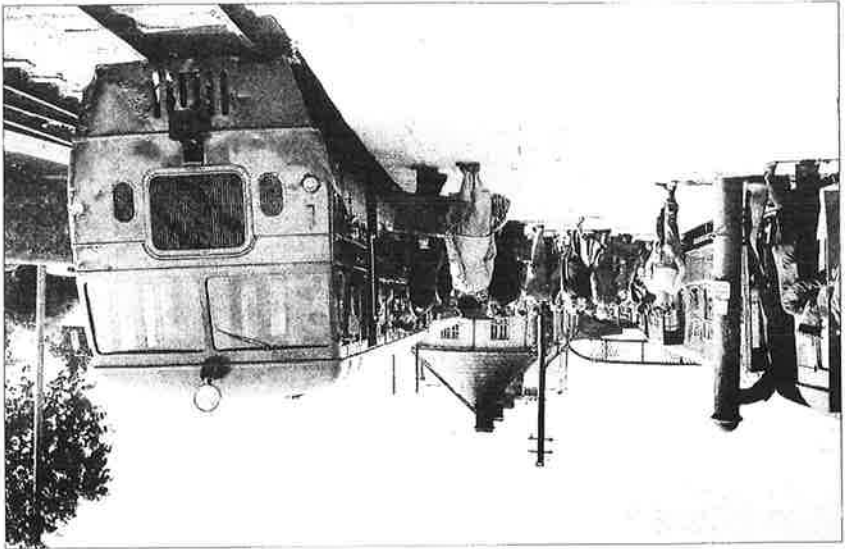
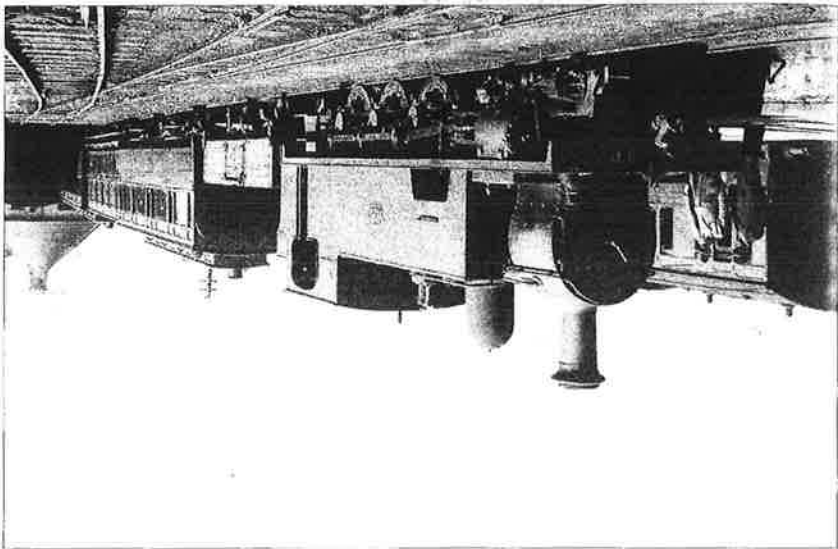
Photographs on this page:

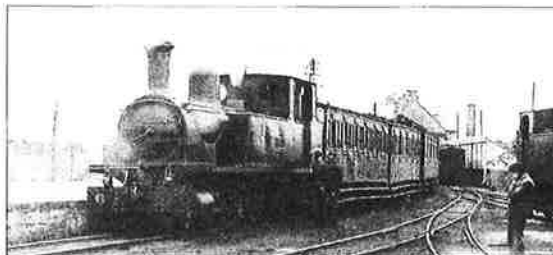
Top: 4-6-0T No 3 takes water at Ennis in O&K days. This engine, originally named *Imbrymon*, was built by Finsler in 1922 at a cost of £4,288. Author's collection



Bottom: An earlier locomotive of this wheel arrangement was No 11, built in 1908 by Haghill at a cost of only £1,665. The difference in the prices of the two engines is striking. The Great War was responsible for greatly inflating the cost of both goods and wages. For entrepreneurs on the edge of unwellcome development, C.H.A. Townley

## ENNIS STATION



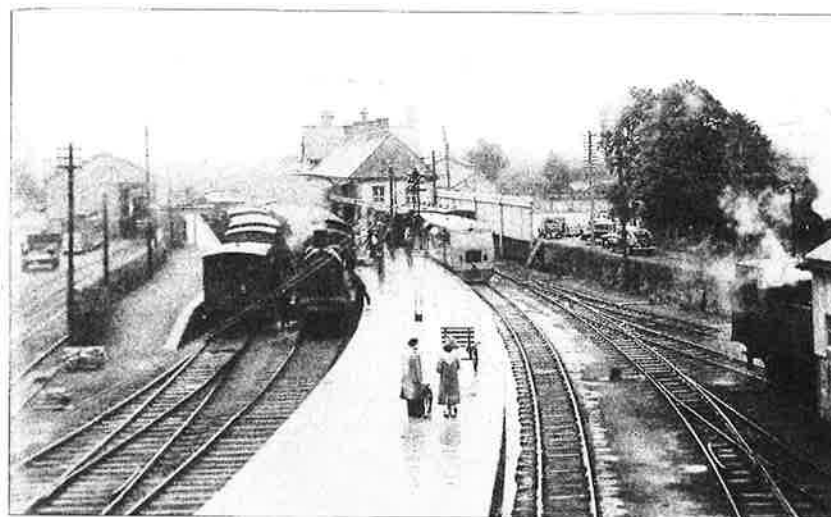
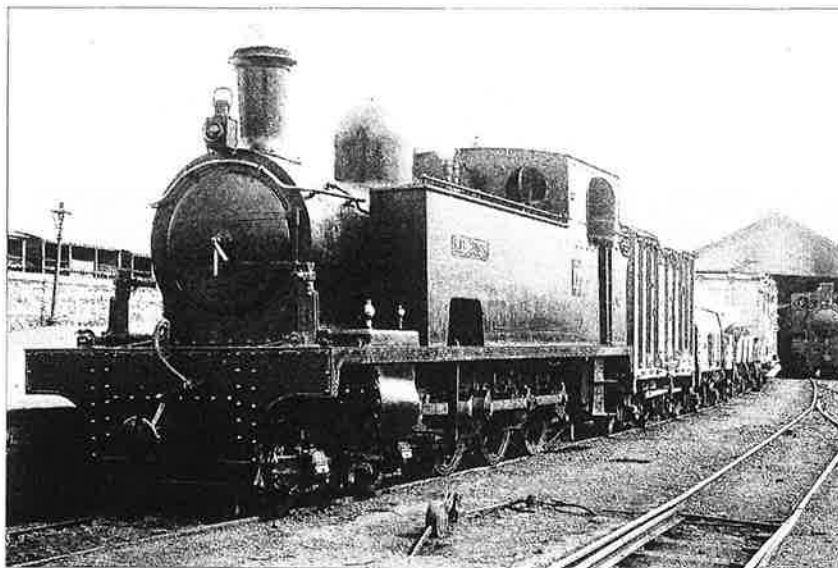


Top: Ennis, built on the River Fergus, is the county town of Clare. Situated in the middle of the county, as well as being the terminus of the WCR, it was served by trains on the broad gauge route from Limerick to Galway. Regular passenger services this line ended in 1976 but were resumed, on two days a week, between Limerick and Ennis, in 1988. In 1994 this was expanded into a service running six days a week. Such has been the growth of Limerick city, commuter traffic between there and Ennis, unimaginable in earlier decades, is now a feature of this revived line. This was all very much in the future as No 6C summers in the bay platform at Ennis on 30th August 1946. SLS collection



Centre: No 3c has one of the Ennis built Tourist Saloons at the head of her train in the same location. Author's collection

Bottom: No 1 Kilrush at Ennis station with a goods train. This view shows the overall roof which sheltered narrow gauge trains until it was removed during the GSR era. Author's collection

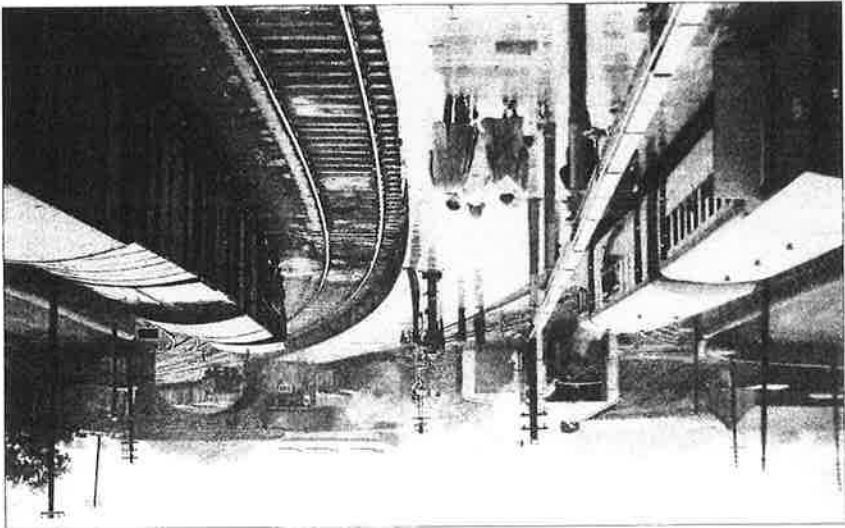


Top: The pictures on this page show something of the general layout of Ennis station looking in the direction of Limerick. This photo is thought to date from the summer of 1952, shortly after the railcars had been introduced.

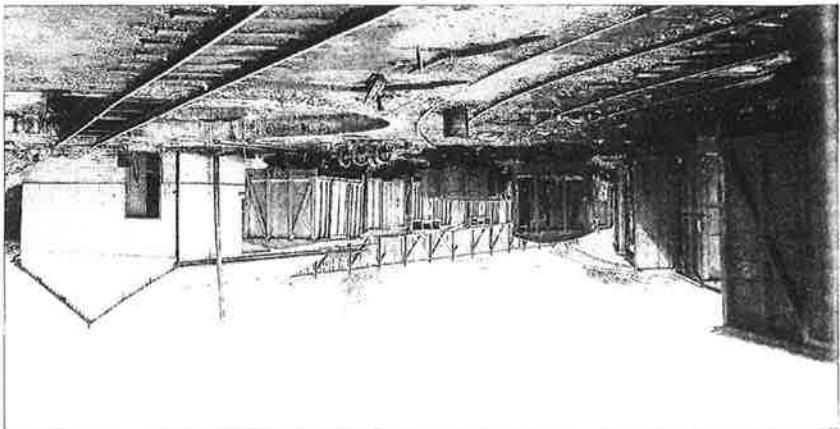
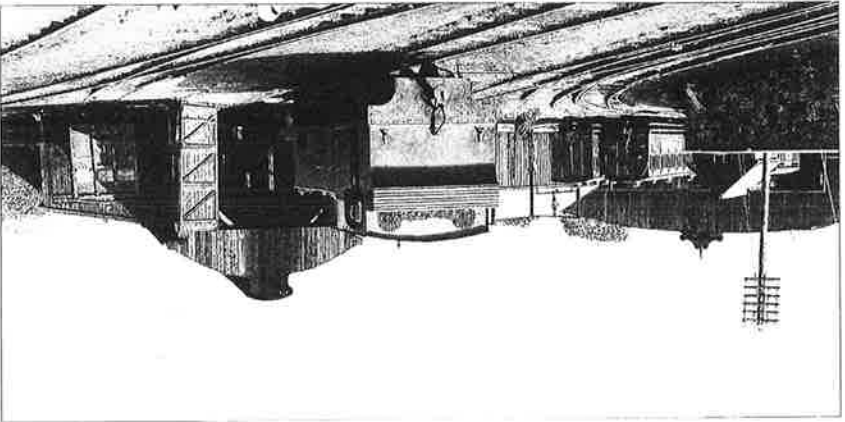
Centre: A long Limerick bound goods train is in the station in this view taken around 1939. The broad gauge goods shed is on the left of the picture.

Bottom: Goods traffic at Ennis was increased by the presence of the narrow gauge line. As was observed earlier, the major attraction of the narrow gauge was its relatively modest construction cost. The price which had to be paid for this was the problem created by the need to transfer goods and livestock from wagons of one gauge to the other. At Ennis and other railheads around Ireland where the two gauges met, an enormous amount of extra work was created for the station staff. Delays and expense were inevitable to both the goods and the trains which conveyed them. All author's collection

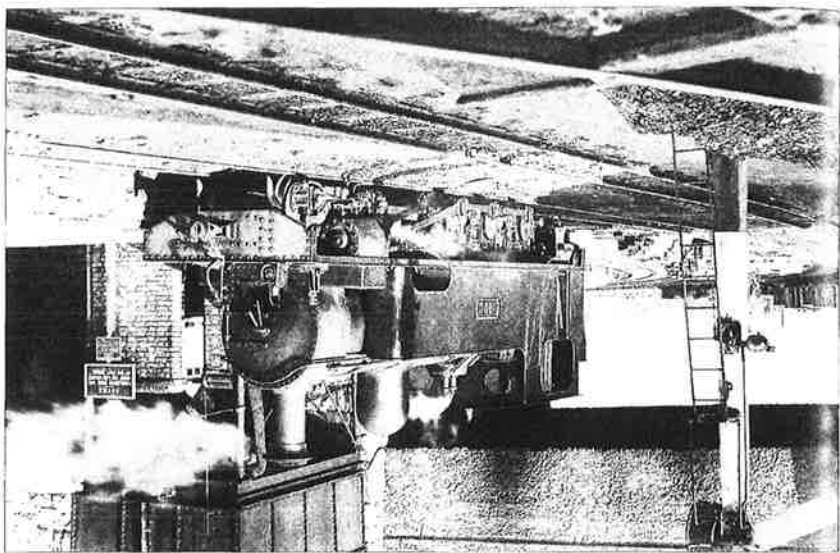




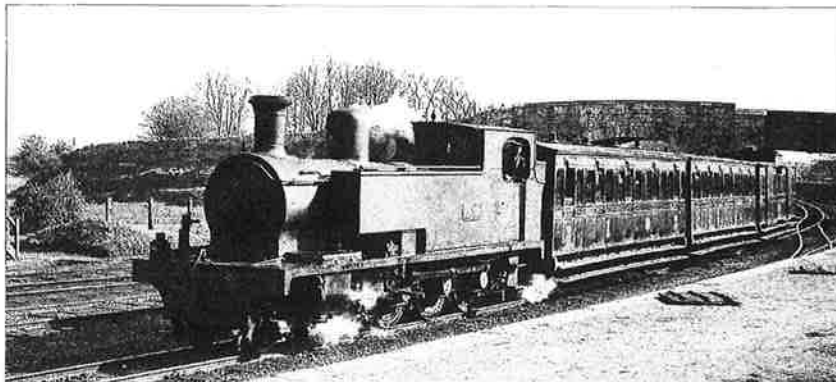
Above: A view looking north in the direction of Aherney in the west of Ireland, which is often referred to by the locals, with a charming underpass, as a soft day.  
Below: No 11c is seen outside the original shed at Ennis, in the early 1930s. Originally named Killybeg, this Bagnall 4-6-0T was built in 1908 and withdrawn by CIE in 1954. To the left of the engine shed are the workshops, which were not opened until around 1908. From 1904 onwards, most many as 70 people, both authors collection gauge. At its peak, the works employed as carriages ever to run on the Irish narrow railings which were among the finest including the famous six wheel Tourist WCH carriages and wagons were built here



Above: The works at Ennis were run down after the formation of the CSR in 1925. locomotive overhauls being carried out at that company's Inchicore works in Dublin. By 1959 this area at Ennis was one of the 1950s for the railcars. Author's collection notice urges passengers to cross the line only by using the footbridge, which was located at the other end of the station. both broad and narrow gauge rails. The



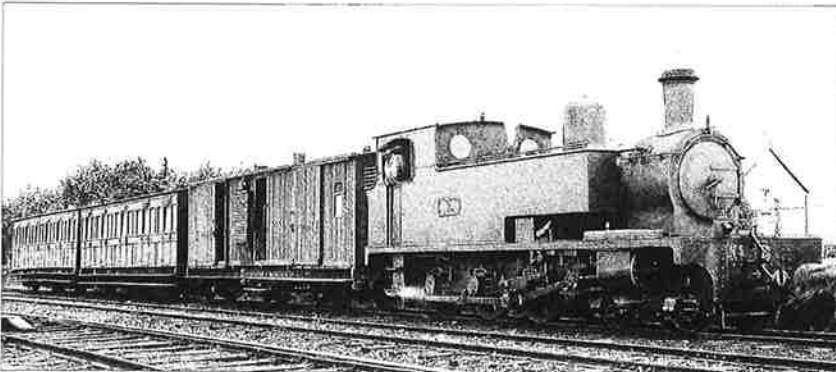
J G Dewing  
at the end of the platform which served below: No 10c is seen beside the water tank



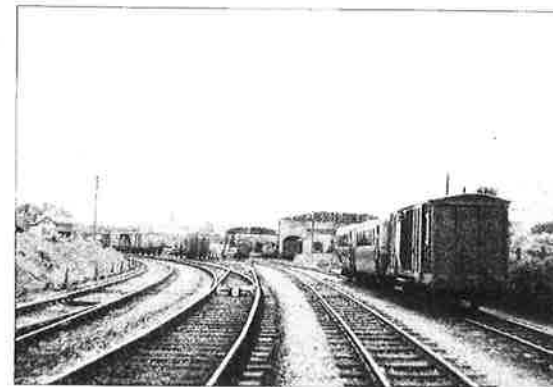
Above: These pictures show the layout of both broad and narrow gauge tracks beyond the overbridge at the end of the platform. On 12th April 1940 a short train bound for Kilsli leaves Ennis headed by 4-6-0T No 3c. J G Dewing

Left: 1922 Hunslet built 4-6-0T, No 7c, leaves Ennis. This was the last locomotive supplied to the WCR before the GSR takeover.

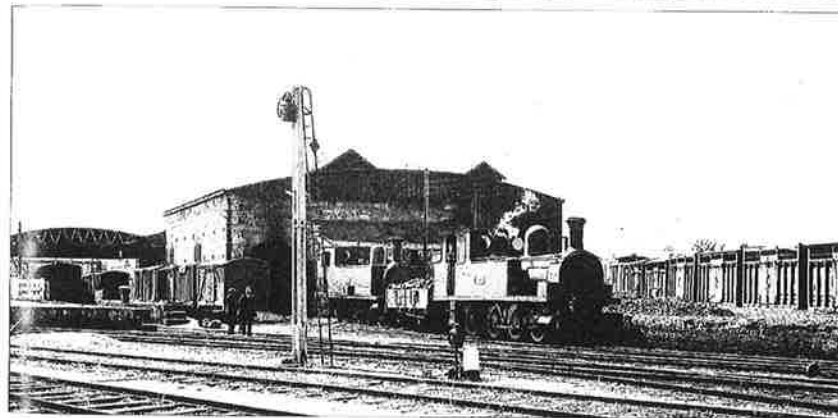
Below: Beside the running line was a siding, on which No 3c stands, and a loading platform. Against the other face of this platform was a broad gauge siding which was used for the transshipment of goods. Both author's collection



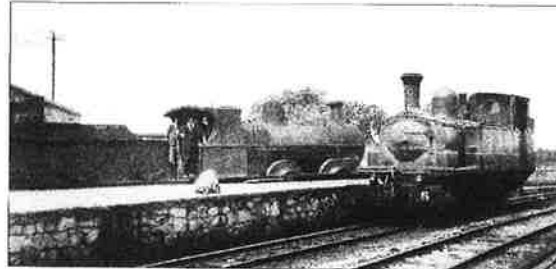
Top: The broad gauge siding seen in the foreground is that mentioned on the previous page, leading to the narrow gauge goods yard. This view was taken on 30th May 1958. Michael Davies



Centre: A closer view of the goods shed with wagons on both 3ft and 5ft 3in tracks visible in this picture which dates from April 1938. The locomotives in attendance are Nos 2c and 5c. SLS collection



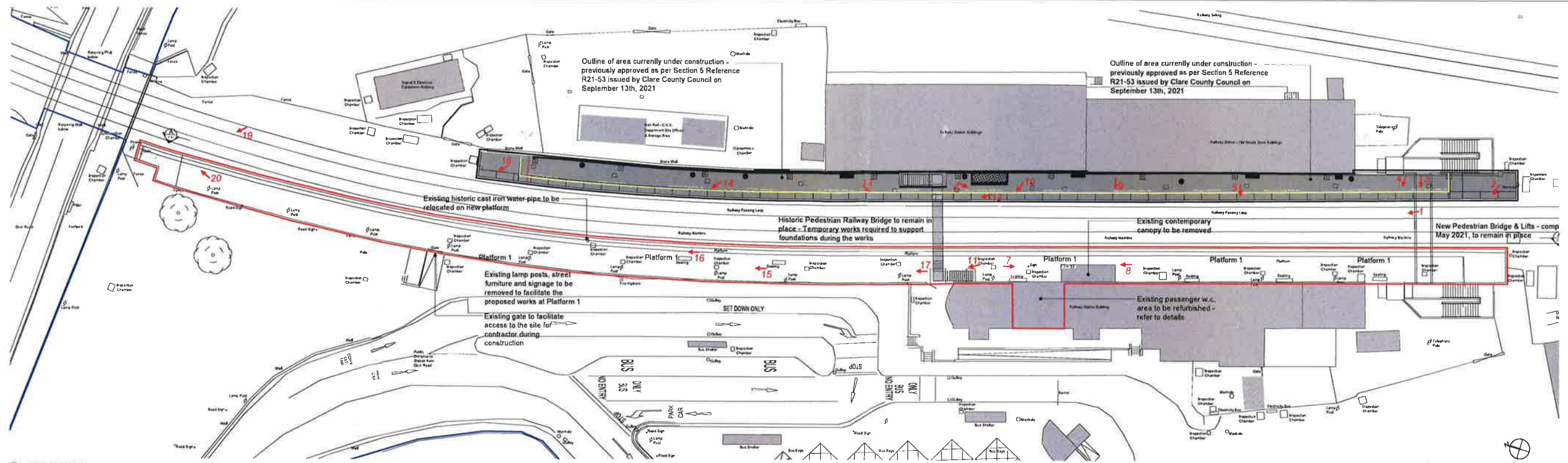
Bottom: On 26th June 1951, the now preserved No 5c and an ex Great Southern & Western Railway J15 class 0-6-0 No 125, its number almost obscured by the accumulation of grime on its cabside, are seen at the transshipment platform. The sole surviving WCR locomotive, No 5 *Shove Cattan*, keeps turning up in photographs of the line in the days of steam. This is probably due in part to its longevity. It was built in 1892 and was not withdrawn until 1959. The locomotive was named after the only mountain in County Clare. On a clear day this can be seen from the waiting room at Moyasta Junction, even though it is located at least 20 miles away. Michael Davies











#### LEGEND & NOTES

- Outline of area currently under construction - previously approved as per Section 5 Reference R21-53 issued by Clare County Council on September 13th, 2021
- Outline of area of proposed work
- Outline of area owned by C.C. Companies
- Line Rail Blue Cross & Dublin Rail
- View Location and Reference Number
- Partial Site - Full Due to Printing

#### 'SECTION 5' PLANNING ISSUE

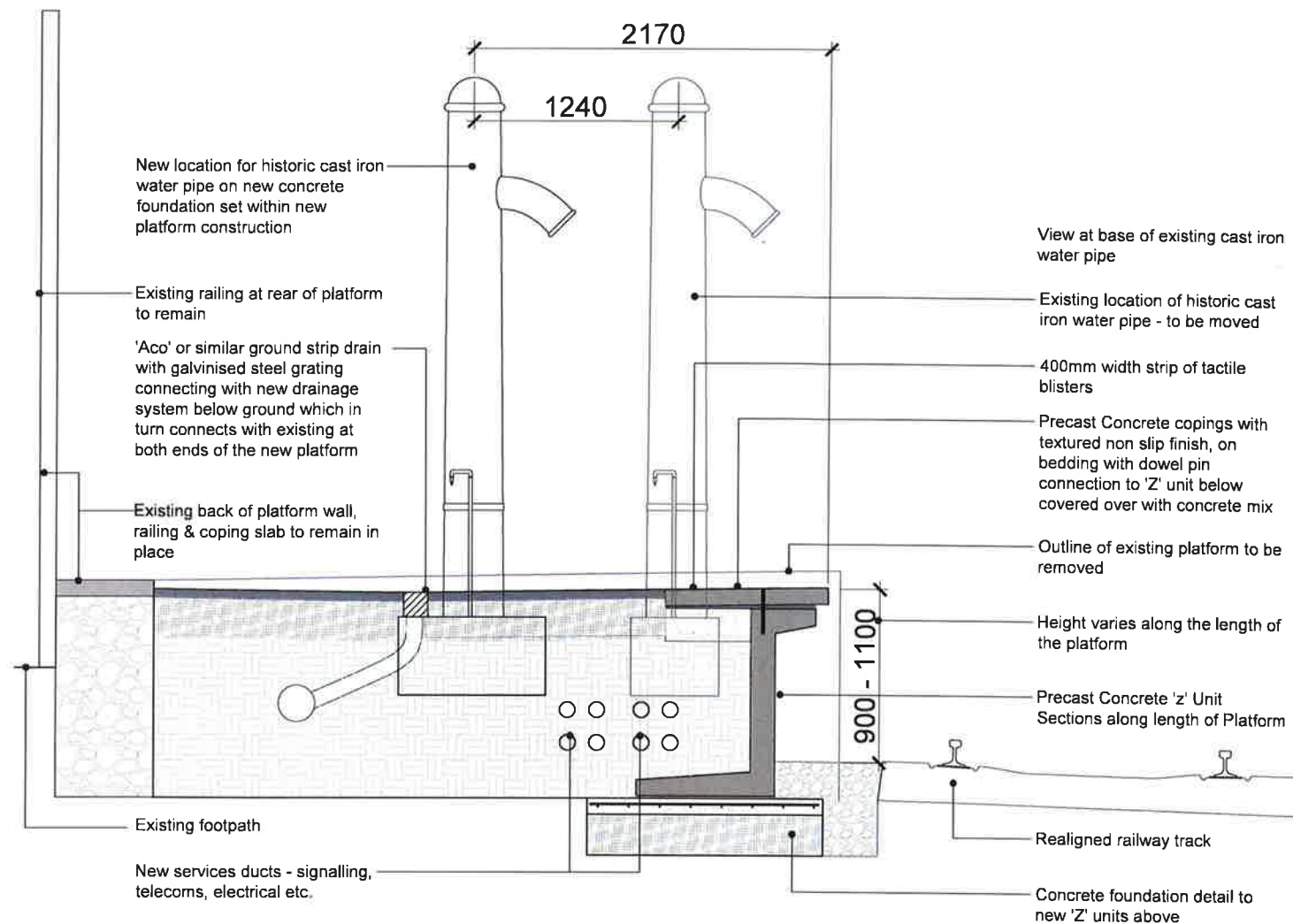
DATE	13/01/2022
BY	CLARE COUNTY COUNCIL
FOR	ENNIS - PLATFORM 1 WORKS
REVISION	P-02 EXISTING CONDITIONS
SCALE	AS NOTED @ A1
DATE	13/01/2022
BY	CLARE COUNTY COUNCIL
FOR	ENNIS - PLATFORM 1 WORKS
REVISION	P-02 EXISTING CONDITIONS
SCALE	AS NOTED @ A1

**CLARE COUNTY COUNCIL**

13 JAN 2022

Receive Planning Section





#### Notes - Historic Cast Iron Water Pipe

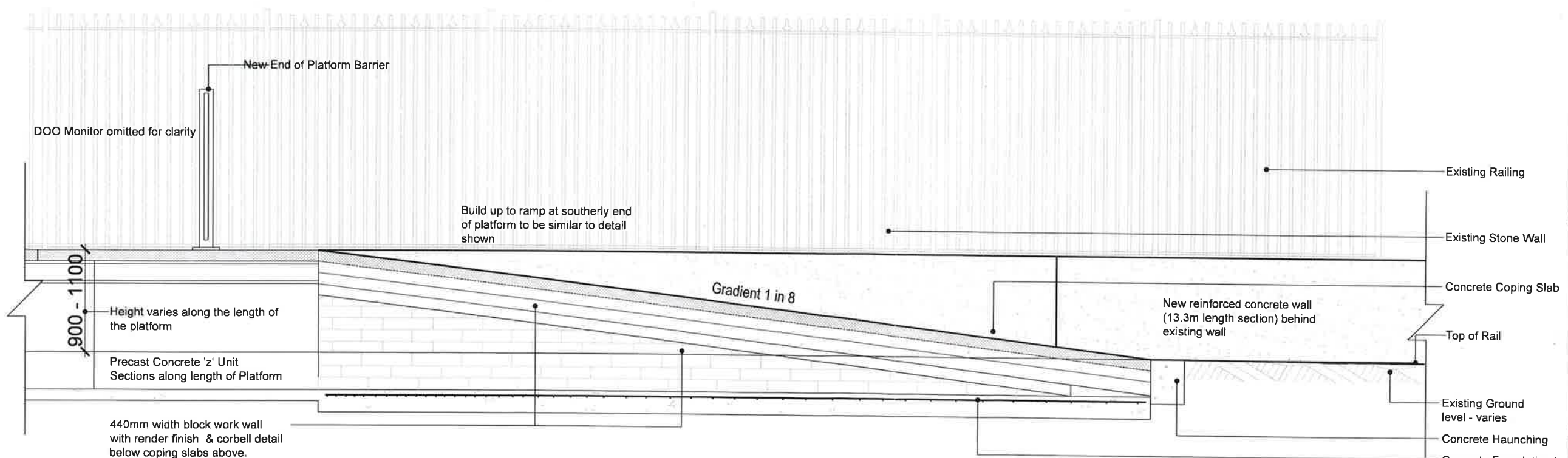
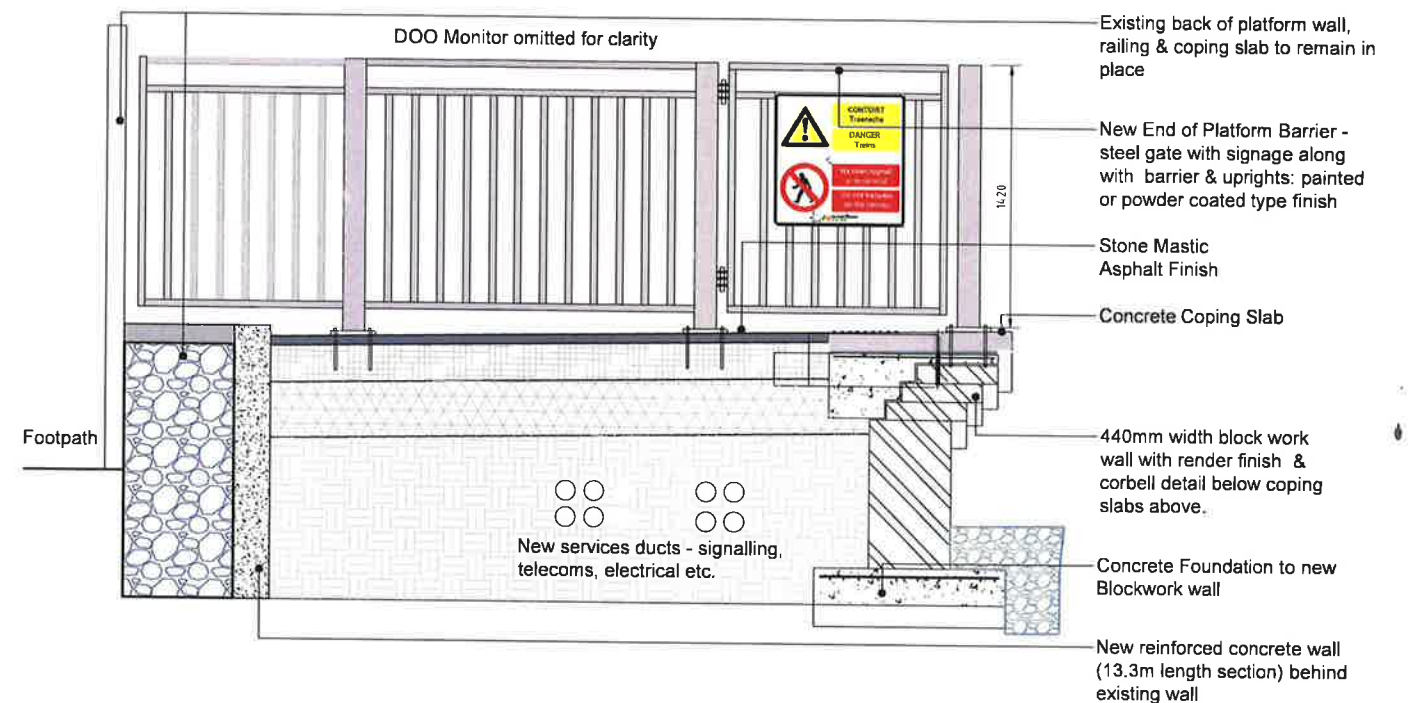
The existing cast iron water pipe is to be taken down carefully and stored in a similar manner on site. Hand tooling of excavations to be undertaken to existing bedding. Weight estimated at c. 1.5T

The pipe is to be reinstated on new foundations set within the new platform construction

Provide for new foundations to be 30N20 concrete mix with 16mm diameter high yield steel bars finished with 20mm levelling grout below steel base plate of pipe. 8 no. Fischer M20 connections to be provided between base plate and concrete in resin mortar.

All details are to be agreed in advance between the employers representative and contractor who will employ suitably qualified and experienced personnel to carry out work relating to the water pipe.

Paint analysis is to be carried out by a suitably qualified and experienced entity prior to the pipe being moved and a suitable specification for new paint is to be agreed.



#### 'SECTION 5' PLANNING ISSUE

NOTE: ALL DIMENSIONS ARE IN METRE. DO NOT SCALE FROM DRAWING. CONTRACTOR TO CHECK ALL DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT/ENGINEER.

REVISION	DRAWN	DATE	COMMENT

DATE: JAN. 2022

ARCHITECTS SECTION, ENGINEERING & NEW WORKS, INCHICORE WORKS, INCHICORE, DUBLIN 8

Irish Rail NEW WORKS DIVISION

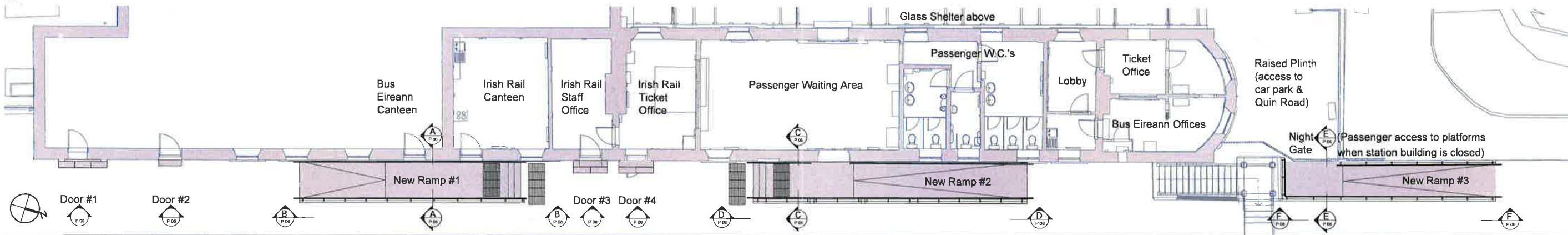
ENNIS - PLATFORM 1 WORKS  
P - 05 DETAILS #2

SCALE: AS NOTED @ A1 DRAWING NO: S1.1.XXX - P - 05

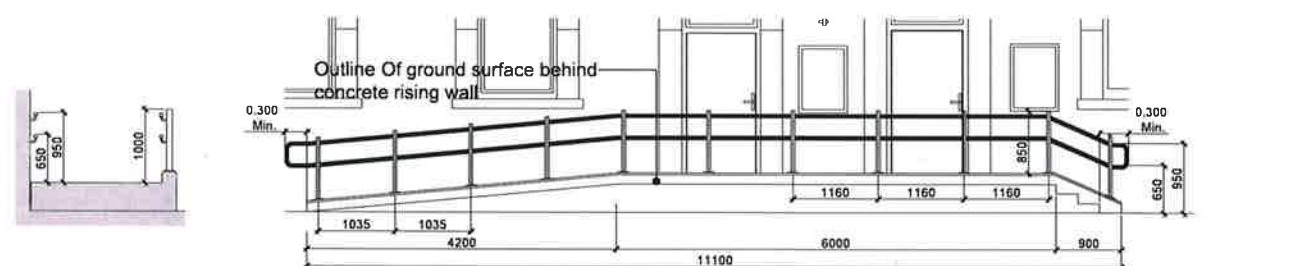




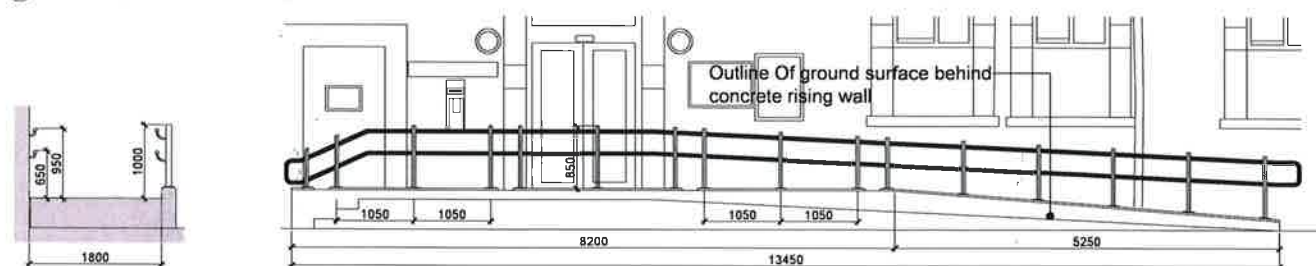
PROPOSED STATION BUILDING ELEVATION  
SCALE: 1:100



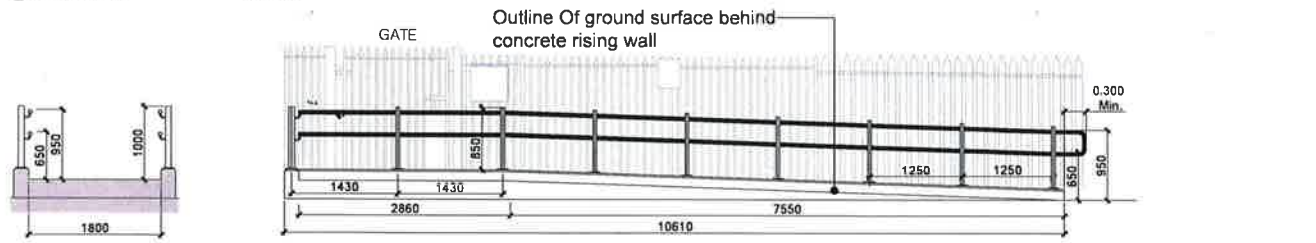
PROPOSED PART PLAN - STATION BUILDING  
SCALE: 1:100



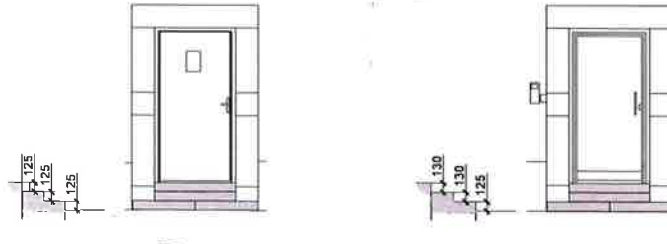
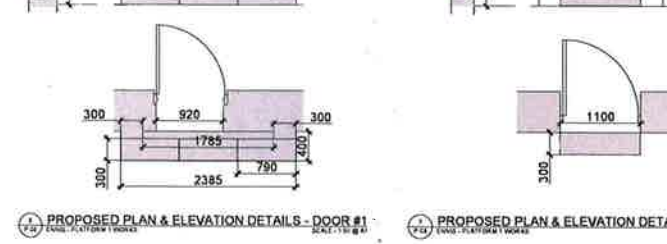
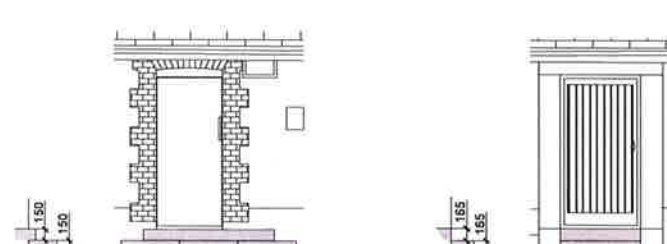
PROPOSED SECTIONS AA & BB - RAMP #1  
SCALE: 1:100



PROPOSED SECTIONS CC & DD - RAMP #2  
SCALE: 1:100



PROPOSED SECTIONS EE & FF - RAMP #3  
SCALE: 1:100



PROPOSED PLAN & ELEVATION DETAILS - DOOR #1  
SCALE: 1:100

PROPOSED PLAN & ELEVATION DETAILS - DOOR #2  
SCALE: 1:100

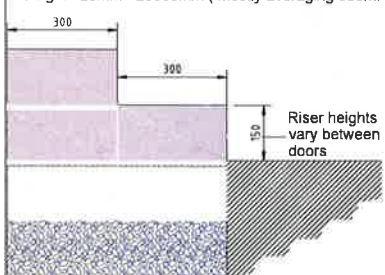
PROPOSED PLAN & ELEVATION DETAILS - DOOR #3  
SCALE: 1:100

PROPOSED PLAN & ELEVATION DETAILS - DOOR #4  
SCALE: 1:100

#### NOTES - STEPS:

Existing limestone blocks on site to be re-used and cut to suit required treads & risers per door, peen hammered finish bedded on Roundtower based hydraulic lime mortar on 150mm of ST4 concrete with 1 layer of A393 mesh in the top, min. 40mm cover on compacted subgrade.

Measurements of the coping stones on Ennis platform 1 are:  
depth 125mm - 150mm (mostly averaging 150mm)  
width 400mm - 500mm (mostly averaging 460mm)  
length 320mm - 2000mm (mostly averaging 900mm)



Extent of stone surrounds to doors to be confirmed on-site, assumed to continue below existing ground level. Should the situation be found otherwise new lime based render to be provided

PROPOSED SECTION - TYPICAL STEP DETAIL  
SCALE: 1:100

#### NOTES - GUARD RAILS & RAMPS:

Uprights:  
Type SP24 of BS table - 2, 80x50x5mm galvanised  
rolled hollow section uprights welded to 12mm thick base plate with 6mm continuous fillet weld. Top of all uprights to be capped with 5mm galvanised steel plate.

Handrails:  
Continuous welded handrail 48.2x3.2mm CHS galvanised & warm touch safety yellow powder coated finish (ral 1023). - all to comply with relevant sections of TGD-M & TGD-K  
Note: handrails on station side of ramps & steps to be fixed directly to existing station building to structural engineer's detail & specification.

Brackets:  
MS galvanised 20mm dia. 50mm radius (note: 100mm to ramp no. 2), with 100x50x5mm fixing plate & minimum 2 no. m12 fixings per bracket at upright.

Tactile Paving:  
Kilsaran Concrete Corduroy Tactile Paving buff or equivalent to base and top of steps, to comply with relevant sections of TGD-M  
Cast in situ concrete foundation details to Str. Engineer's specification.

#### 'SECTION 5' PLANNING ISSUE

NOTE: ALL DIMENSIONS ARE IN METRIC. DO NOT SCALE FROM DRAWING.  
CONTRACTOR TO CHECK ALL DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECTURAL.

REVISION	DATE	COMMENT
REVISION	DATE	COMMENT
REVISION	DATE	COMMENT
REVISION	DATE	COMMENT

OFFICE: ARCHITECTS SECTION, ENGINEERING & NEW WORKS,  
INCHICORE WORKS, INCHICORE, DUBLIN 6

larnród Éireann  
Irish Rail

ENNIS - PLATFORM 1 WORKS  
P - 06 DETAILS #3

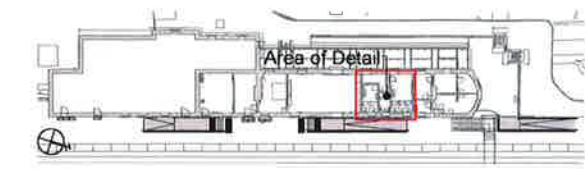
SCALE: AS NOTED @ A1  
DRAWING NO: 51.1.XXX - P - 06



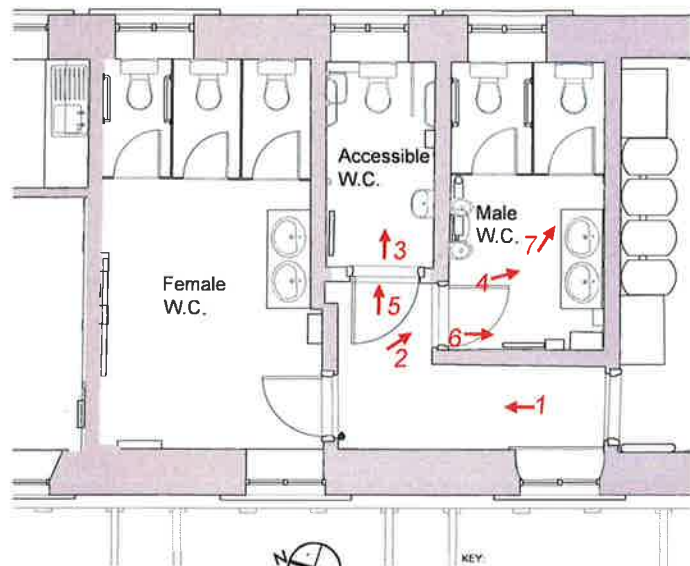








PLAN - AREA OF DETAIL SHOWING LOCATION OF W.C.'S  
SCALE: 1:100



PLAN - EXISTING W.C.'S  
SCALE: 1:100



VIEW #1  
SCALE: 1:100



VIEW #2  
SCALE: 1:100



VIEW #3  
SCALE: 1:100



VIEW #4  
SCALE: 1:100



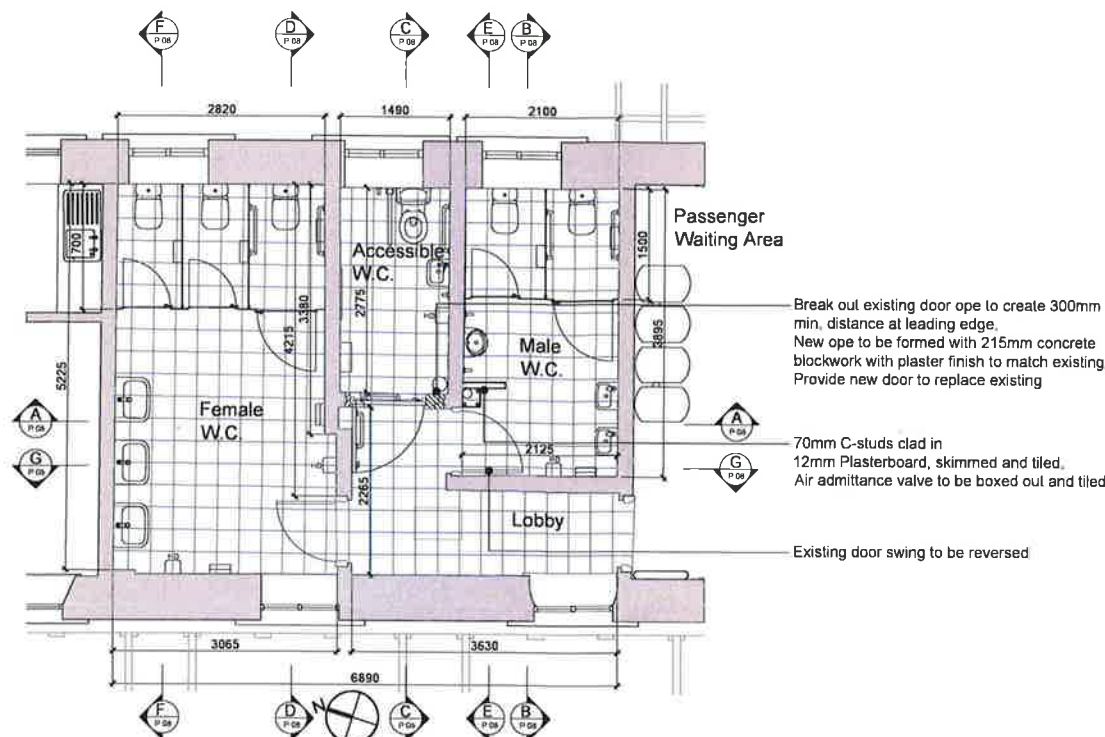
VIEW #5  
SCALE: 1:100



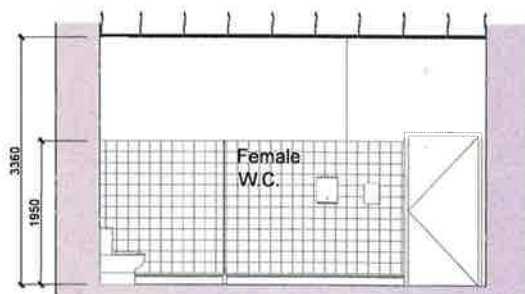
VIEW #6  
SCALE: 1:100



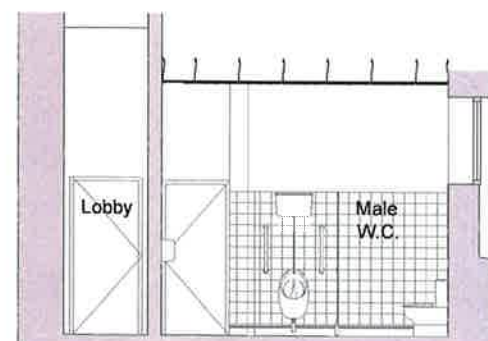
VIEW #7  
SCALE: 1:100



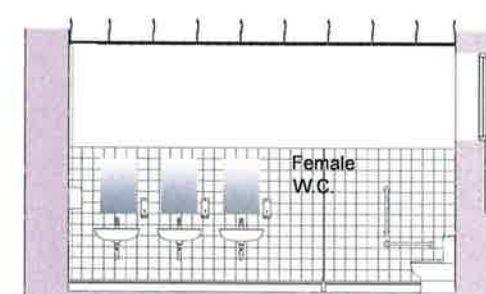
PLAN - PROPOSED W.C.'S  
SCALE: 1:100



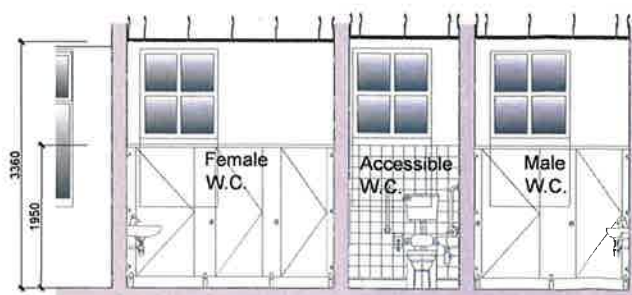
SECTION DD  
SCALE: 1:100



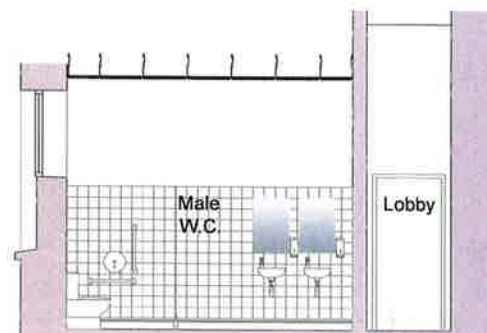
SECTION EE  
SCALE: 1:100



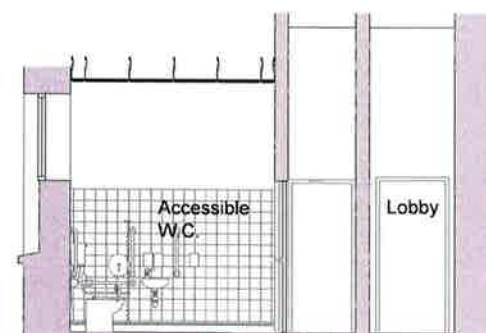
SECTION FF  
SCALE: 1:100



SECTION AA  
SCALE: 1:100



SECTION BB  
SCALE: 1:100



SECTION CC  
SCALE: 1:100



Break out existing door ope to create 300mm min. distance at leading edge.  
New ope to be formed with 215mm concrete blockwork with plaster finish to match existing.  
Provide new door to replace existing

70mm C-studs clad in 12mm Plasterboard, skimmed and tiled.  
Air admittance valve to be boxed out and tiled

Existing door swing to be reversed

#### NOTES - W.C.'S

All service runs through fire walls to be sealed and tagged by specialist contractor / subcontractor.

All existing sanitary ware, associated fixtures & fittings, wall & floor tiles & suspended ceiling system to be removed and disposed of by the contractor.

#### Ceiling:

Corridor - existing plasterboard ceiling to be prepared for repainting, undercoat & min 2 no. coats Ral 9003 - signal white (anti-bacterial acrylic eggshell)

Toilets - existing suspended ceiling to be taken down and disposed of by the contractor. Install new Armstrong Ceramaguard moisture resistant fine fissured 600x600mm suspended ceiling tile and associated grid framework

#### Walls:

existing tiles & paint to be removed. Allow for lime plaster repairs approx. 50% - 2no. backing coats: - 1 part RounddownHL 2 to 2 parts or 2.5 parts washed sharp sand. Use of fibre or hair in these coats is recommended.

1no. finish coat:

- Monolys (Rounddown's pre-mixed internal fine finish coat) & prepare for repainting above tile line, undercoat & min. 2 no. coats Ral 9003 - signal white (anti-bacterial acrylic eggshell)

#### Floor:

Existing floor tiles to be removed & concrete surface to be cleaned down & made good.

#### New Tiles:

Wall - Mosa 150x150mm matt white ref: 76010

Floor: Mosa Softgrip 300x300mm Dark Grey 740901s.

#### Windows:

Existing windows to be retained, prepared for repainting, 1no. coat undercoat & min 2no. coats Ral 9003 - signal white (gloss)

#### Doors/ Frames & Skirtings:

Existing doors & frames to be prepared for repainting, 1no. coat undercoat & min 2no. coats Ral colour lbc

#### Toilet fittings:

Female:

2no. contour 21 Close Coupled Toilet Ref: S3054(01)

1no. Doc M Ambulant close coupled - S3054(01)

Contour 21

3no. basins, Portman 21 60cm Washbasin S2256(01)

Portman 21 Washbasin 60cm, 1 tap hole with overflow, no chainslay hole and S8920(67) traps 3no. Avon 21

push button self closing mixer ref: B8236(aa)

3no. 750x500mm mirrors

#### Accessible:

1no. Doc M Contour 21 ref: S0683(ac) (colour: white)

1no. Colostomy shelf grade 304 stainless steel from Medstore.ie & 1no. 1000x700mm mirror

#### Male:

1no. Contour 21 Close Coupled toilet ref: S3054(01)

1no. Doc M Ambulant Close Coupled - S3054(01)

Contour 21

1no. urinal, Sanura 50 cm ref: S6100(01) and S8925(67) trap

1no. Cistern Regal Plastic auto cistern ref: S6211(01)

Regal 9.0 litre auto cistern and cover, auto syphon and petcock

2no. grab rails Contour 21, straight 60cm ref: S6454(ac)

2no. basins, Contour 21 37cm ref: S2122(01) and S8920(67) traps

2no. 750x500mm mirrors

Toilet cubicles Kontour - door - formica high pressure laminate 20mm bonded to 19mm core board finished front & rear, edges square lipped, dividers as above. Pilaster - formica high pressure laminate 30mm bonded to 28mm core board finished front & rear, edges post formed with ends square lipped. Colours - Doors formica lime F4177.

#### Hand dryer -

to M&E specification

Paper Towel Dispenser - Lovair L-735 (satin),

Soap Dispenser Lovair L-V22 (satin), toilet

Roll holder - Lovair L-45 (satin)

#### Drainage:

All foul and surface water drainage to be in accordance with TGD - H and the regional Code of Practice for drainage works. All works to be in accordance with M&E and Structural Engineer's details.

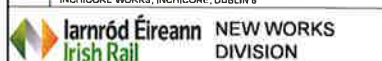
allow for 1 no. 110mm Wavin Osma air admittance valve and pipe carried into ceiling void to male toilet.

#### 'SECTION 5' PLANNING ISSUE

NOTE: ALL DIMENSIONS ARE IN METRE. DO NOT SCALE FROM DRAWING. CONTRACTOR TO CHECK ALL DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT/ENGINEER.

REVISION	DATE	COMMENT
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OFFICE ARCHITECTS SECTION, ENGINEERING & NEW WORKS, INCHICORE WORKS, INCHICORE, DUBLIN 8

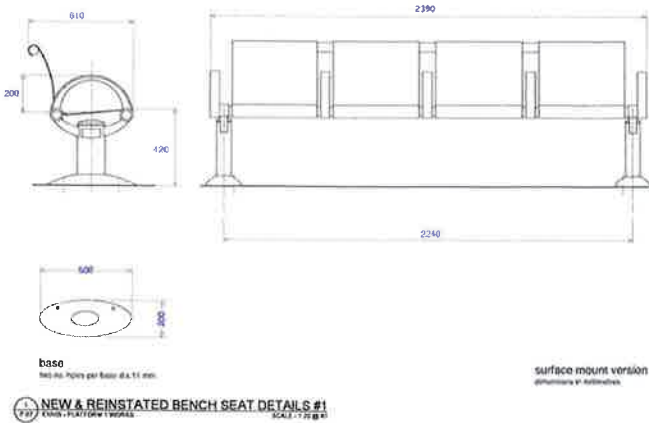


ENNIS - PLATFORM 1 WORKS  
P - 08 DETAILS #5

SCALE: AS NOTED @ A1 DRAWING NO: 51.1.XXX - P - 08



SCALE	DRAWING NO
AS NOTED @ A1	51.1 XXX - P - 04



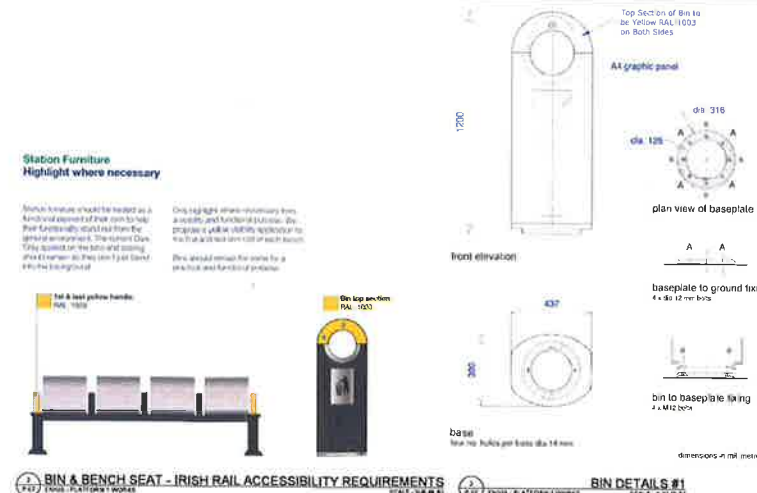
## SPECIFICATION

### EXTERNAL BENCH - 4 SEATER WITH DIVIDING ARMS

#### SPECIFICATION:

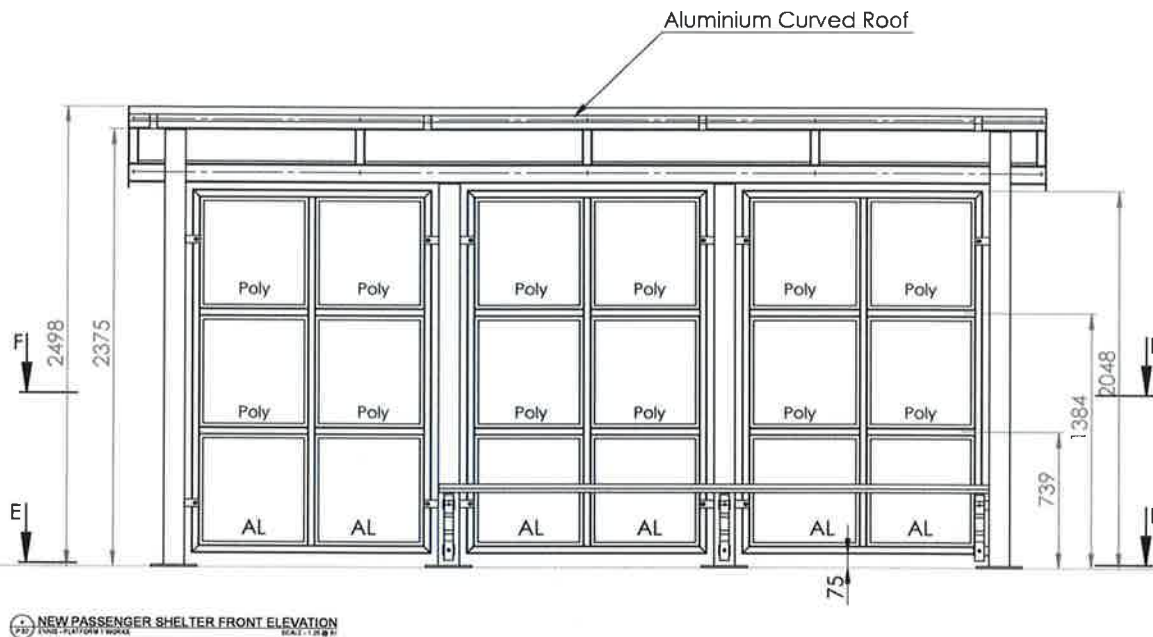
- Leg supports and arm rests to be manufactured from spherical graphite (ductile iron). Powder coat finish 18825 (Marlin Grey) to inner two seats arms and RAL 1003 Yellow to external two arm rests.
- All stainless steel components to be 316 grade, corrosion and salt water resistant.
- Leg supports and arm rests to be galvanized with powder coat finish.
- The stainless steel tubing and the stainless steel seat to be electro-polished finish.
- Leg supports to be surface mounted.
- To Seat 4 people.
- To have dividing arm rests between each seating area to support people getting up off the seat and to prevent people lying down.
- Manufacturers guarantee of 10 years required per seat.

All seats to be in conformity with current regulations, guidelines and international best practice. In addition to conforming to the Building Regulations and the provisions of the seats are to comply with the following: the National Disability Authority's Building for everyone.

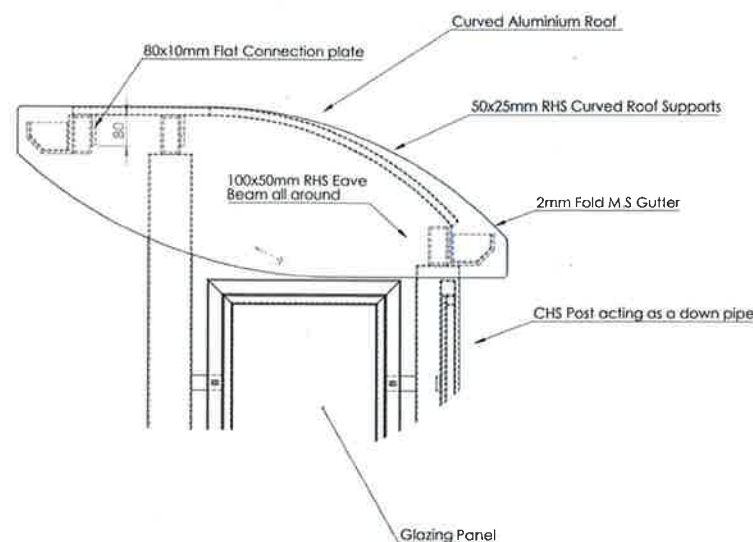


## SPECIFICATION

- To be manufactured from spherical graphite (ductile iron) and 316 grade stainless steel.
- To be fully galvanized.
- Bin to be supplied with a detachable base plate both for ease of installation and removal without disturbing ground fixings.
- Eligible in shape with two litter posting apertures.
- Stainless steel aperture rim to lower bin section to protect point work and prevent chipping.
- Robust and anti-vandal hinging mechanism, using stainless steel shaft on door.
- To incorporate A1 stainless steel advertising panel on one side of bin lower section centrally min 30mm lower than stainless steel aperture.
- To incorporate a 160mm diameter yellow safety light icon highlighted in RAL 1003 min 30mm lower than stainless steel aperture on other side of bin lower section.
- Heavy duty sealed plastic liner.
- Capacity to be 100 litres.
- Powder Coat Finish - Colour 18825 (Marlin Grey to lower section) and RAL 1003 (Yellow to upper section of bin above stainless steel aperture rim).
- Manufacturer to provide warranty of 10 years.
- Optional as advised in tender pricing document.
- Vandal resistant and stainless steel stubber plate with key operated ash hopper to upper top section of bin.



NEW PASSENGER SHELTER FRONT ELEVATION  
SCALE: 1:10

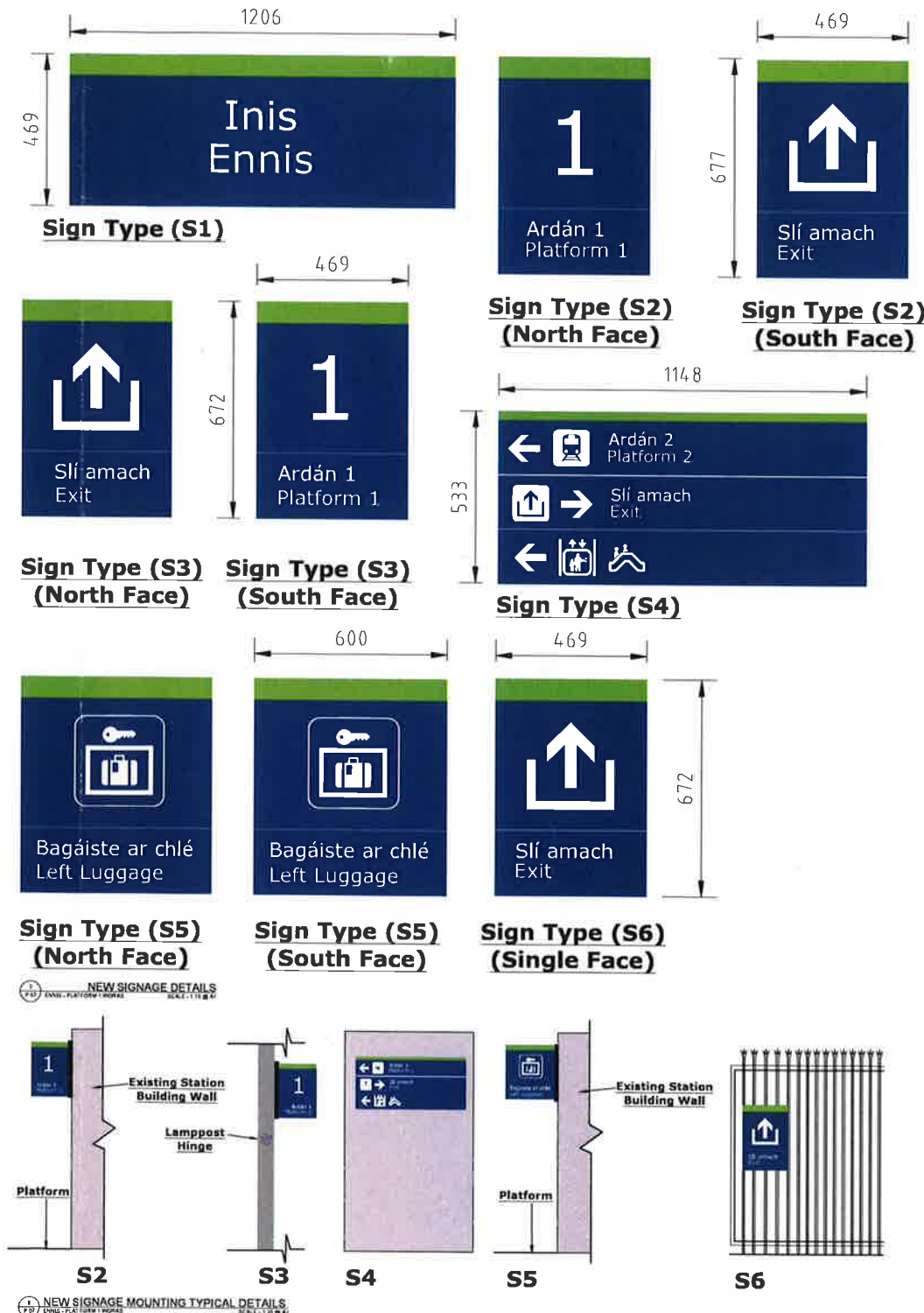


NEW PASSENGER SHELTER ROOF DETAIL  
SCALE: 1:10

- Materials
- 114 CHS Galvanized Posts on 250x250x10mm Baseplates with 4 No M16 Chemical Anchors
  - 100x50mm RHS Galvanized Tie Beam
  - 50x25mm RHS Galvanized Roof Supports
  - 2mm Galvanized Folded Plate - Gutter
  - All mild steel to be hot dip galvanized
  - Mild steel structure to be Powder Coated BS 18825
  - Roof: 1.2mm Aluminium - Gossowing Grey interior, White Exterior
  - Sealing: All seal material to be made from 316 Stainless Steel
  - Sundries: All fixings to be M12 Galv Cup square bolts with shear nuts
  - Glazing Panels: 40x40mm SHS Outer Frame, 25x25mm SHS Inner Frame, 30x3mm Flat Glazing Supports
  - All to be hot dip galv and Powder Coat RAL 9003
  - Glazing supports fixed using 3.2mm Rivets into 25mm SHS
  - Panel: 6mm Clear Polycarbonate
  - Bottom Panels: 3mm Aluminium Checker Plate



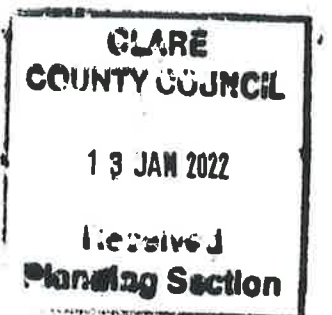
NEW PASSENGER SHELTER 3D VIEW  
SCALE: 1:10



NEW SIGNAGE MOUNTING TYPICAL DETAILS  
SCALE: 1:10

## NOTES - SIGNS

- Sign Type (S1)  
11 No. Required  
6 Attached to Back of Platform Fence  
4 Attached to Wall of Station Building  
1 Attached to Wall of Lift Shaft
- Sign Type (S2)  
Double Sided Sign  
Platform Number / Exit Symbol  
3 No. Required  
3 Attached to Wall of Existing Station Building
- Sign Type (S3)  
Double Sided Sign  
Platform Number / Exit Symbol  
5 No. Required  
5 Attached to Lamppost Above Hinge Position
- Sign Type (S4)  
1 No. Required  
1 Attached to Wall of Existing Station Building
- Sign Type (S5)  
Double Sided Sign  
Left Luggage on Both Sides  
1 No. Required  
Attached to Wall of Existing Station Building
- Sign Type (S6)  
Single Sided Exit Sign  
1 No. Required  
Attached to Existing Back of Platform Fence  
Beside Night Gate



## 'SECTION 5' PLANNING ISSUE

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REVISION	DATE	COMMENT
REVISION	DATE	COMMENT
REVISION	DATE	COMMENT
REVISION	DATE	COMMENT

DATE: 13 JAN 2022

OFFICE: ARCHITECTS SECTION, ENGINEERING & NEW WORKS, INCHICORE WORKS, INCHICORE, DUBLIN 8

Irish Rail NEW WORKS DIVISION

ENNIS - PLATFORM 1 WORKS  
P - 07 DETAILS #4

SCALE: AS NOTED @ A1 DRAWING NO: 51.1.XXX - P - 07

CONTAE

Clare County Council  
Aras Contae an Chláir  
New Road  
Ennis  
Co Clare

AN CHLÁIR

13/01/2022 11:30:22

Receipt No. : LICASH/0327083  
REPRINT

IRISH RAIL  
C/O COLIN GRIMES, DESIGN & CONSTRUCTION  
NEW WORKS BUILDING  
IARNROD EIREANN, INCHICORE WORKS  
INCHICORE PARADE  
DUBLIN 8 D08 K6Y3  
R22-4

SECTION 5 REFERENCES 80.00  
GOODS 80.00  
VAT Exempt Non-vatable

Total : 80.00 EUR

COMHAIRLE

Tendered :  
CREDIT CARDS 80.00

CONTAE

Change : 0.00

AN CHLÁIR

Issued By : LICASH - Patricia Quindivan  
From : MAIN CASH OFFICE LODGEMENT AREA  
Vat reg No.0033043E