



Comhairle Contae Chill Mhantáin Wicklow County Council

**Pleanáil, Forbairt Eacnamaíochta agus Tuaithe
Planning, Economic and Rural Development**

Áras An Chontae / County Buildings
Cill Mhantáin / Wicklow
Guthán / Tel (0404) 20148
Faics / Fax (0404) 69462
Rphost / Email plandev@wicklowcoco.ie
Suíomh / Website www.wicklow.ie

Iarnród Éireann,
c/o Cleo Ché Tsun Au,
SYSTRA,
2nd Floor,
Asgard House,
21-23 City Quay,
Dublin 2

22ND of September 2026

RE: Declaration in accordance with Section 5 of the Planning & Development Acts
2000 (As Amended) -EX105/2026

A Chara,

I enclose herewith Declaration in accordance with Article 5 (2) (A) of the Planning & Development Act 2000.

Where a Declaration is used under this Section any person issued with a Declaration under subsection (2) (a) may, on payment to An Coimisiún Pleanála of such fee as may be prescribed, refer a declaration for review by the Coimisiún within four weeks of the date of the issuing of the declaration by the Local Authority.

Is mise, le meas,

pp Joanne Byrne

ADMINISTRATIVE OFFICER
PLANNING DEVELOPMENT & ENVIRONMENT.





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DECLARATION IN ACCORDANCE WITH ARTICLE 5 (2) (A) OF THE PLANNING & DEVELOPMENT ACT 2000 AS AMENDED

Applicant: Iarnród Éireann

Location: Wicklow Railway Station, Co. Wicklow

Reference Number: EX105/2026

CHIEF EXECUTIVE ORDER NO. CE/PERD/2026/1164

A question has arisen as to whether "*Undertaking maintenance, repairs and upgrade works necessary to Wicklow County Council to provide needed facilities for IÉ maintenance operatives. The proposed works will be concentrated within the southern wing of the existing Wicklow Railway Station building, a Protected Structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022-2028 (RPS Reference W25*" at Wicklow Railway Station, Co. Wicklow is or is not exempted development.

Having regard to:

- a) The details received with this section 5 application (EX105/2026) on the 28th August 2026.
- b) Sections 2, 3, 4 and 57 of the Planning and Development Act 2000 (as amended).

Main Reasons with respect to Section 5 Declaration:

- 1) The proposal would be development having regard to Section 3 of the Planning and Development Act 2000 (as amended), as set out in the documents lodged.
- 2) The works do not materially affect the external appearance of the structure so as to render the appearance inconsistent with the character of the house or of neighbouring houses, and therefore the development constitutes exempted development under Section 4(1)(h) of the Planning and Development Act 2000 (as amended). Furthermore, the works do 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.



The Planning Authority considers that "Undertaking maintenance, repairs and upgrade works necessary to Wicklow County Council to provide needed facilities for IÉ maintenance operatives. The proposed works will be concentrated within the southern wing of the existing Wicklow Railway Station building, a Protected Structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022-2028 (RPS Reference W25"is development and is exempted development at Wicklow Railway Station, Co. Wicklow,

Signed: Janine Byrne

Date: 22/09/2026

PP ADMINISTRATIVE OFFICER
PLANNING DEVELOPMENT & ENVIRONMENT

WICKLOW COUNTY COUNCIL

PLANNING & DEVELOPMENT ACTS 2000 (As Amended)
SECTION 5

CHIEF EXECUTIVE ORDER NO. CE/PERD/2026/1164

Reference Number: EX105/2026

Name of Applicant: Iarnród Éireann

Nature of Application: Section 5 Referral as to whether "*Undertaking maintenance, repairs and upgrade works necessary to Wicklow County Council to provide needed facilities for IÉ maintenance operatives. The proposed works will be concentrated within the southern wing of the existing Wicklow Railway Station building, a Protected Structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022-2028 (RPS Reference W25)*" is or is not development and is or is not exempted development.

Location of Subject Site: Wicklow Railway Station, Co. Wicklow

Report from: Chris Garde E.P.

With respect to the query under Section 5 of the Planning & Development Act 2000 as to whether "*Undertaking maintenance, repairs and upgrade works necessary to Wicklow County Council to provide needed facilities for IÉ maintenance operatives. The proposed works will be concentrated within the southern wing of the existing Wicklow Railway Station building, a Protected Structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022-2028 (RPS Reference W25)*" at Wicklow Railway Station, Co. Wicklow is or is not exempted development within the meaning of the Planning & Development Act 2000 (as amended)

Having regard to:

- a) The details received with this section 5 application (EX105/2026) on the 28th August 2026.
- b) Sections 2, 3, 4 and 57 of the Planning and Development Act 2000 (as amended).

Main Reasons with respect to Section 5 Declaration:

- 1) The proposal would be development having regard to Section 3 of the Planning and Development Act 2000 (as amended), as set out in the documents lodged.
- 2) The works do not materially affect the external appearance of the structure so as to render the appearance inconsistent with the character of the house or of neighbouring houses, and therefore the development constitutes exempted development under Section 4(1)(h) of the Planning and Development Act 2000 (as

amended). Furthermore, the works do 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.

Recommendation

The Planning Authority considers that "*Undertaking maintenance, repairs and upgrade works necessary to Wicklow County Council to provide needed facilities for IÉ maintenance operatives. The proposed works will be concentrated within the southern wing of the existing Wicklow Railway Station building, a Protected Structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022-2028 (RPS Reference W25*" is development and is exempted development at Wicklow Railway Station, Co. Wicklow as recommended in the planning reports.

Signed: Joanne Byrne

Date: 22/09/2026

ORDER:

I HEREBY DECLARE: That "*Undertaking maintenance, repairs and upgrade works necessary to Wicklow County Council to provide needed facilities for IÉ maintenance operatives. The proposed works will be concentrated within the southern wing of the existing Wicklow Railway Station building, a Protected Structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022-2028 (RPS Reference W25*" is development and is exempted development at Wicklow Railway Station, Co. Wicklow within the meaning of the Planning & Development Acts 2000 (as amended).

Signed: Seán Bourke

T/Senior Planner

Planning, Economic & Rural Development

Date: 22/09/2026

Section 5 Application EX 105/2026

Date : 28th August 2026.

Applicant : Iarnród Éireann

Address : Wicklow Railway Station, Co. Wicklow.

Exemption Whether or not :

Undertaking maintenance, repairs and upgrade works necessary to Wicklow County Council to provide needed facilities for IÉ maintenance operatives. The proposed works will be concentrated within the southern wing of the existing Wicklow Railway Station building, a Protected Structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022-2028 (RPS Reference W25),

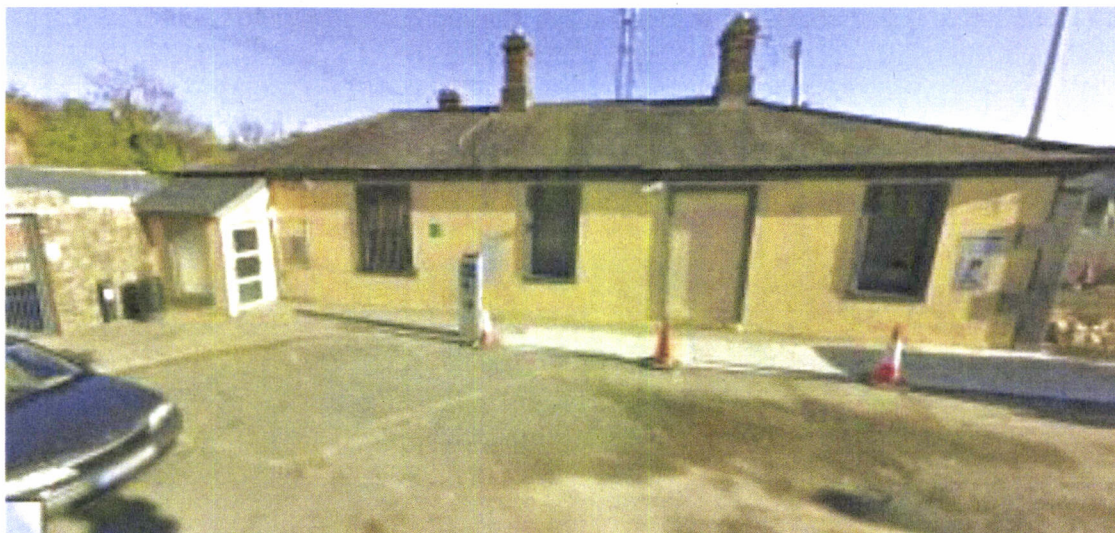
constitutes exempted development within the meaning of the Planning and Development Acts, 2000(as amended).

County Development Plan 2022-2028

Record of Protected Structures

W25 The Train Station, signal room and waiting room on the opposite platform (Platform 2), Station Road, Wicklow Town.

W25	The Train Station, signal room and waiting room on the opposite platform (Platform 2), Station Road, Wicklow Town	Train Station	The Main station building is on Platform 1 with a waiting room, toilet facilities and the ticket office. The Waiting room on Platform 2 is no longer in use. The signal cabin is mounted on the footbridge and is of a typical DSER design.	
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Relevant Planning History:**Application site**

Ref: 09/3345

Applicant: Iarnród Éireann

Application: Construction of 81 additional car parking spaces (incl. 4 disabled spaces) and 3 bus spaces, landscaping, pay stations, CCTV and lamp posts, retaining wall, new vehicular entrance, signage and re-alignment and upgrade works to part of existing footpath the south along the bank of the Leitrim River.

Address: Roundwood, Co. Wicklow.

Decision: Wicklow Railway Station, Co. Wicklow.

Relevant legislation :Planning and Development Act 2000 (as amended)

“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, and—

(a) where the context so admits, includes the land on, in or under which the structure is situate, and

(b) in relation to a protected structure or proposed protected structure, includes—

(i) the interior of the structure,

(ii) the land lying within the curtilage of the structure,

(iii) any other structures lying within that curtilage and their interiors, and

(iv) all fixtures and features which form part of the interior or exterior of any structure or structures referred to in *subparagraph (i) or (iii)*;

“works” includes any act or operation of construction, excavation, demolition, extension, alteration, repair or renewal and, in relation to a protected structure or proposed protected structure, includes any act or operation involving the application or removal of plaster, paint, wallpaper, tiles or other material to or from the surfaces of the interior or exterior of a structure.

Section 3 :

3.—

(1) In this Act, except where the context otherwise requires, “development” means—

(a) the carrying out of any works in, on, over or under land, or the making of any material change in the use of any land or structures situated on land, or

(b) development within the meaning of Part XXI (inserted by section 171 of the Maritime Area Planning Act 2021).

Section 4 :

4.—

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

(h) 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;

(2) sets out the framework of exempted development provided by the Minister through regulations.

3) A reference in this Act to exempted development shall be construed as a reference to development which is—

(a) any of the developments specified in subsection (1), or

(b) development which, having regard to any regulations under subsection (2), is exempted development for the purposes of this Act.

(4A) Notwithstanding subsection (4), the Minister may make regulations prescribing development or any class of development that is—

(a) authorised, or required to be authorised by or under any statute (other than this Act) whether by means of a licence, consent, approval or otherwise, and

(b) as respects which an environmental impact assessment or an appropriate assessment is required, to be exempted development.

57.—(1) Notwithstanding *section 4(1)(a), (h), (i), (ia) (j), (k), or (l)* and any regulations made under *section 4(2)*, 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

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

9.

(1)

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,
- (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,
- (iii) endanger public safety by reason of traffic hazard or obstruction of road users,
- (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,
- (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,
- (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 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,
 - (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,
 - (xii) further to the provisions of section 82 of the Act, consist of or comprise the carrying out of works to the exterior of a structure, where the structure concerned is located within an architectural conservation area or an area specified as an architectural conservation area 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 and the development would materially affect the character of the area,
- (b) in an area to which a special amenity area order relates, if such development would be development:—
- (i) of class 1, 3, 11, 16, 21, 22, 27, 28, 29, 31, (other than paragraph (a) thereof), 33
 - (c) (including the laying out and use of land for golf or pitch and putt or sports involving the use of motor vehicles, aircraft or firearms), 39, 44 or 50(a) specified in column 1 of Part 1 of Schedule 2, or
 - (ii) consisting of the use of a structure or other land for the exhibition of advertisements of class 1, 4, 6, 11, 16 or 17 specified in column 1 of Part 2 of the said Schedule or the erection of an advertisement structure for the exhibition of any advertisement of any of the said classes, or
 - (iii) of class 3, 5, 6, 7, 8, 9, 10, 11, 12 or 13 specified in column 1 of Part 3 of the said Schedule, or
 - (iv) of any class of Parts 1, 2 or 3 of Schedule 2 not referred to in subparagraphs (i), (ii) and (iii) where it is stated in the order made under section 202 of the Act that such development shall be prevented or limited,
 - (c) if it is development to which Part 10 applies, unless the development is required by or under any statutory provision (other than the Act or these Regulations) to comply with procedures for the purpose of giving effect to the Council Directive,
 - (d) if it consists of the provision of, or modifications to, an establishment, and could have significant repercussions on major accident hazards.

Schedule 5 details the criteria/thresholds to establish if EIA is required.

Schedule 7 details the criteria/sub-threshold assessment to establish if EIA is required.

Referral:

Architectural Conservation Officer (ACO):

Having reviewed the Section 5 Declaration request for the proposed maintenance, repair and upgrade works to Wicklow Train Station (Protected Structure, WTC RPS 25), clarification is required regarding the proposed materiality and external finishes to the reinstated west-facing door. Confirmation of these details is necessary to determine whether this element of the works would have any material impact on the character of the Protected Structure.*

The remaining works comprise internal upgrade interventions, including doorway alterations and new lightweight partitions, along with repair and maintenance on a like-for-like basis using compatible materials. These works are confined to the interior and constitute routine fabric repair and reversible upgrades, and would not materially impact the character of Wicklow Train Station as a Protected Structure.

*Clerical error amended by author

The Planning Officer notes the ACO's comments; however, within the details of the proposal the applicant states that they external finishes to the reinstated west-facing door are to utilise materials that is *"consistent with the character of the original doorway in terms of size, materials and finishes"*. Therefore the need for further information is not considered necessary.

Submission:

- Cover Letter
- Location Plan
- Existing Station Ground Floor Plan Elevations
- General Arrangement of Proposed Ground Floor
- Proposed Ground Floor Plan (Furniture)
- General Arrangement of Proposed Roof Repairs
- General Arrangement at Proposed Ceiling Level
- Elevations
- Cross-Sectional Elevations
- Architectural Heritage Impact Assessment Report (AHIA)
- Appropriate Assessment Screening
- Counsels Opinion

Assessment

The Section 5 application seeks a declaration as to whether:

- Undertaking maintenance, repairs and upgrade works necessary to Wicklow County Council to provide needed facilities for IÉ maintenance operatives. The proposed works will be concentrated within the southern wing of the existing Wicklow Railway Station building, a Protected Structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022-2028 (RPS Reference W25). The works listed in the Systra cover letter include:

- Widening of porch entrance door so as to comply with the Building Regulations Technical Guidance Document Part M and Part B. As proposed on the Elevations drawing (Elevations, 8475-WW-BU-DR-EGSY-SE-00105)
- Reinstating of a currently blocked door at the end of the hallway to act an emergency exit door to ensure compliance to the Building Regulations Technical Guidance Document Part M and Part B, to match in design materials and finishes of the original door
- Installation of a new demountable stud partitioning to create the required welfare rooms, including rest area, sanitary facilities, locker/changing provision and ancillary staff spaces, all within the existing building envelope
- Repairs to the building's existing suspended timber floor. Repair works will utilise suitable materials to match the existing floor in a manner that does not alter or change the character of the structure
- Repair of the existing ceiling ensuring that if any materials need to be replaced, these would be replaced in a manner that does not alter or change the character of the structure
- Repairs to the roof timbers. Repair works will utilise suitable materials to match the existing roof timbers to ensure no alteration or change to the character of the structure
- Repairs to the roof slates. In the event that some slates are damaged in the removal process or found be damaged and/or if any new slates are required these will match the appearance/type of the existing slates
- All of the works proposed will take place within land owned by IÉ

Is or is not exempted development.

The first assessment must be whether or not the proposal outlined above constitutes development within the remit of Section 3 of the Planning and Development Act 2001. In this regard, Section 3 of the Planning and Development Act provides that:

“development” means, except where the context otherwise requires, the carrying out of any works on, in, over or under land or the making of any material change in the use of any structures or other land.

It should be noted that Section 2 of the Act defines works as:

“works” include any act or operation of construction, excavation, demolition, extension, alteration, repair or renewal.

I am satisfied that the proposal involves works to the existing property and therefore constitutes development.

The second stage of the assessment is to determine whether or not the proposal would be exempted development under the Planning and Development Act 2000 (as amended) or its associated Regulations.

The proposed works involve the following:

- Widening of porch entrance door so as to comply with the Building Regulations Technical Guidance Document Part M and Part B. As proposed on the Elevations drawing (Elevations, 8475-WW-BU-DR-EGSY-SE-00105)
- Reinstating of a currently blocked door at the end of the hallway to act an emergency exit door to ensure compliance to the Building Regulations Technical Guidance Document Part M and Part B, to match in design materials and finishes of the original door
- Installation of a new demountable stud partitioning to create the required welfare rooms, including rest area, sanitary facilities, locker/changing provision and ancillary staff spaces, all within the existing building envelope
- Repairs to the building's existing suspended timber floor. Repair works will utilise suitable materials to match the existing floor in a manner that does not alter or change the character of the structure
- Repair of the existing ceiling ensuring that if any materials need to be replaced, these would be replaced in a manner that does not alter or change the character of the structure
- Repairs to the roof timbers. Repair works will utilise suitable materials to match the existing roof timbers to ensure no alteration or change to the character of the structure
- Repairs to the roof slates. In the event that some slates are damaged in the removal process or found be damaged and/or if any new slates are required these will match the appearance/type of the existing slates
- All of the works proposed will take place within land owned by IÉ

Having examined the documentation submitted, I consider that the works fall within the scope of 4(1)(h). I do not consider that the alterations 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.

The final stage of the assessment is to ascertain accordance with Section 57(1):

Whether or not the proposed works 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.

The description of Arklow train station in the Record of Protected Structures Ref: WTC - RPS 25 (W25) reads as follows:

The Train Station, signal room and waiting room on the opposite platform (Platform 2), Station Road, Wicklow Town.

The Main station building is on Platform 1 with a waiting room, toilet facilities and the ticket office. The Waiting room on Platform 2 is no longer in use. The signal cabin is mounted on the footbridge and is of a typical DSER design.

Summary of works proposed:

The proposed works to undertake maintenance, repairs and upgrade works necessary to Wicklow County Council to provide needed facilities for IE maintenance operatives. The proposed works will be concentrated within the southern wing of the existing Wicklow Railway Station building, a Protected Structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022-2028 (RPS Reference W25).

The proposed works to the structure are required to maintain, repair and upgrade the southern wing of the existing.

With respect to the materials to be used, it is proposed to retain where possible existing roof structure timbers, and to replace the existing damaged slated roof with a roof of natural slates or utilise materials that are “consistent with the character of the original doorway in terms of size, materials and finishes”.

Conclusion:

The proposed maintenance, repairs and upgrade works would be an improvement to the existing as it restores the elements of the structure to their original state, and a restoration to the station’s original character.

In light of the above I am satisfied that the proposed works **do 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.

Recommendation:

With respect to the query under Section 5 of the Planning and Development Act 2000, as to whether or not the proposal for:

- Undertaking maintenance, repairs and upgrade works necessary to Wicklow County Council to provide needed facilities for IÉ maintenance operatives. The proposed works will be concentrated within the southern wing of the existing Wicklow Railway Station building, a Protected Structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022-2028 (RPS Reference W25)

is or is not development, and is or is not exempted development.

The Planning Authority considers that:

The proposal to:

- Undertaking maintenance, repairs and upgrade works necessary to Wicklow County Council to provide needed facilities for IÉ maintenance operatives. The proposed works will be concentrated within the southern wing of the existing Wicklow Railway Station building, a Protected Structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022-2028 (RPS Reference W25),

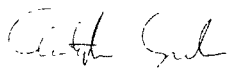
is development, and is exempted development.

Main Considerations with respect to Section 5 Declaration:

- The details received with this section 5 application (EX105/2026) on the 28th August 2026.
- Sections 2, 3, 4 and 57 of the Planning and Development Act 2000 (as amended).

Main Reasons with respect to Section 5 Declaration:

- 1) The proposal would be development having regard to Section 3 of the Planning and Development Act 2000 (as amended), as set out in the documents lodged.
- 2) The works do not materially affect the external appearance of the structure so as to render the appearance inconsistent with the character of the house or of neighbouring houses, and therefore the development constitutes exempted development under Section 4(1)(h) of the Planning and Development Act 2000 (as amended). *Furthermore,*
- ~~3) The works do 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 and therefore the development constitutes exempted development under Section 57(1) of the Planning and Development Act 2000 (as amended).~~



Chris Garde
Executive Planner
Date: 21/09/2026

10 | *Appeal is amended*

*See Beaumont
7/8/26
21/9/2026.*

MEMORANDUM

WICKLOW COUNTY COUNCIL

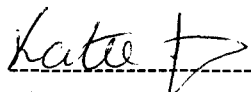
TO: Chris Grade
Executive Planner

FROM: Katie Finn
Clerical Officer

RE:- EX105/2026 - Declaration in accordance with Section 5 of the Planning & Development Acts 2000 (as amended)

I enclose herewith for your attention application for Section 5 Declaration received 28/08/2026.

The due date on this declaration is the **24/09/2026**.



Clerical Officer
Planning, Development & Environment



Comhairle Contae Chill Mhantáin Wicklow County Council

**Pleanáil, Forbairt Eacnamaíochta agus Tuaithe
Planning, Economic and Rural Development**

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Iarnród Éireann
C/O Cleo Che Tsun Au
SYSTRA,
2nd Floor
Asgard House,
21-23 City Quay
Dublin 2

28th of August 2026

RE: Application for Certificate of Exemption under Section 5 of the Planning and Development Acts 2000 (as amended) – EX105/2026

A Chara

I wish to acknowledge receipt on 28/08/2026 full details supplied by you in respect of the above Section 5 application. A decision is due in respect of this application by 24/09/2026.

Mise, le meas

Katie Finn
Clerical Officer
Planning, Economic & Rural Development



Wicklow County Council
County Buildings
Wicklow
0404 20100

19/08/2026 10 00 46

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Date Received _____

Fee Received _____

**APPLICATION FORM FOR A
DECLARATION IN ACCORDANCE WITH SECTION 5 OF THE PLANNING &
DEVELOPMENT ACTS 2000(AS AMENDED) AS TO WHAT IS OR IS NOT
DEVELOPMENT OR IS OR IS NOT EXEMPTED DEVELOPMENT**

WICKLOW COUNTY COUNCIL

28 AUG 2026

PLANNING DEPT.

1. Applicant Details

(a) Name of applicant: Iarnród Éireann

Address of applicant: Engineering and New Works Building, Inchicore Works,
Inchicore, Dublin 8

Note Phone number and email to be filled in on separate page.

2. Agents Details (Where Applicable)

(b) Name of Agent (where applicable): Cleo Che Tsun Au

Address of Agent : SYSTRA, 2nd Floor, Asgard House, 21-23 City Quay,
Dublin 2

3. Declaration Details

i. Location of Development subject of Declaration: Wicklow Railway Station,
Station Road, Co. Wicklow

ii. Are you the owner and/or occupier of these lands at the location under i. above ?
Yes / ~~No~~.

iii. If 'No' to ii above, please supply the Name and Address of the Owner, and or occupier _____

iv. Section 5 of the Planning and Development Act provides that : If any question arises as to what, in any particular case, is or is not development and is or is not exempted development, within the meaning of this act, any person may, on payment of the prescribed fee, request in writing from the relevant planning authority a declaration on that question. You should therefore set out the query for which you seek the Section 5 Declaration:

Iarnród Éireann (IÉ) proposes to undertake maintenance, repairs and upgrade works as necessary to Wicklow County Council to provide needed facilities for IÉ maintenance operatives. The proposed works will be concentrated within the southern wing of the existing Wicklow Railway Station building, a Protected Structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022-2028 (RPS Reference W25). IÉ are requesting a Declaration of Exempted Development under Section 5 of the Planning and Development Act 2000 (as amended) for the proposed works.

Please refer to attached Cover Letter.

Additional details may be submitted by way of separate submission.

v. Indication of the Sections of the Planning and Development Act or Planning Regulations you consider relevant to the Declaration:

- Section 4.1(h) of the Planning and Development Act (2000) having regard of Class 23 of Part 1 of Schedule of the Planning and Development Regulations 2001.
- Article 9 of the Planning and Development Regulations 2001.
- Section 4(4) of the Planning and Development Act (2000).

Additional details may be submitted by way of separate submission.

vi. Does the Declaration relate to a Protected Structure or is it within the curtilage of a Protected Structure (or proposed protected structure)? Yes

vii. List of Plans, Drawings submitted with this Declaration Application:

Drawing/Document Number	Title
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8475-WW-EN-LT-SYST-PL-00001	Cover Letter
8475-WW-SB-DR-EGSY-PM-00003	Location Plan
8475-WW-BU-DR-EGSY-SE-00100	Existing Station Ground Floor Plan
8475-WW-BU-DR-EGSY-SE-00105	Elevations
8475-WW-BU-DR-EGSY-SE-00101	General Arrangement of Proposed Ground Floor
8475-WW-BU-DR-EGSY-SE-00104	Proposed Ground Floor Plan (Furniture)
8475-WW-BU-DR-EGSY-SE-00102	General Arrangement of Proposed Roof Repairs
8475-WW-BU-DR-EGSY-SE-00103	General Arrangement at Proposed Ceiling Level
8475-WW-BU-DR-EGSY-SE-00106	Cross-Sectional Elevation
	Architectural Heritage Impact Report (AHIA)
8475-WW-EN-MO-EGSY-EN-00003	Appropriate Assessment Screening
	Counsels Opinion

viii. Fee of € 80 Attached? Paid via EFT, Reference Wicklow Station Building Section 5

Signed :  Dated : 27 August 2026

Additional Notes :

As a guide the minimum information requirements for the most common types of referrals under Section 5 are listed below :

A. Extension to dwelling - Class 1 Part 1 of Schedule 2

- Site Location Map
- Floor area of structure in question - whether proposed or existing.
- Floor area of all relevant structures e.g. previous extensions.
- Floor plans and elevations of relevant structures.
- Site Layout Plan showing distance to boundaries, rear garden area, adjoining dwellings/structures etc.

B. Land Reclamation -

The provisions of Article 8 of the Planning and Development Regulations 2001 (as amended) now applies to land reclamation, other than works to wetlands which are still governed by Schedule 2, Part 3, Class 11. Note in addition to confirmation of exemption status under the Planning and Development Act 2000(as amended) there is a certification process with respect to land reclamation works as set out under the European Communities (Environmental Impact Assessment) (Agriculture) Regulations 2011 S.I. 456 of 2011. You should therefore seek advice from the Department of Agriculture, Fisheries and Food.

Any Section 5 Declaration should include a location map delineating the location of and exact area of lands to be reclaimed, and an indication of the character of the land.

C. Farm Structures - Class 6 -Class 10 Part 3 of Schedule 2.

- Site layout plan showing location of structure and any adjoining farm structures and any dwellings within 100m of the farm structure.
- Gross floor area of the farm structure
- Floor plan and elevational details of Farm Structure and Full details of the gross floor area of the proposed structure.
- Details of gross floor area of structures of similar type within the same farmyard complex or within 100metres of that complex.

Planning Department
Wicklow County Council
County Buildings
Whitegates
Wicklow Town
A67 FW96

14 August 2026
Ref.: 24nnn/0001/P01

Re: Works at Wicklow Railway Station Building - Section 5 Request for Exempted Development Declaration

Dear Sir/Madam,

On behalf of Iarnród Éireann (IÉ), we hereby apply for a declaration under Section 5 of the Planning and Development Act, that works and repairs to Wicklow Train Station.

1.1 Introduction

Iarnród Éireann (IÉ) proposes to undertake maintenance, repairs and improvement works to Wicklow Railway Station to provide needed facilities for IÉ maintenance operatives. The proposed works will be concentrated within the southern wing of the existing Wicklow Railway Station building, a protected structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022-2028 (RPS Reference W25). The southern wing of the station building is currently vacant and in poor repair. This part of the building was historically used as accommodation for the stationmaster but has been unused for decades. The IÉ maintenance team are currently based in portacabin type buildings located to the east of the existing station buildings, adjacent to an existing telecommunications mast and are deemed unsuitable to meet the operational needs required for a modern Railway.

It is considered that the works, which will have no material impact on character, appearance or special interest of the building, are exempted development under Schedule 2, Part 1, Class 23 of the Planning and Development Regulations 2001 and Section 4(1)(h) of the Planning and Development Act 2000, as amended. This Section 5 Exempted Development application is made to confirm this position with Wicklow County Council, the relevant planning authority.

1.2 Location

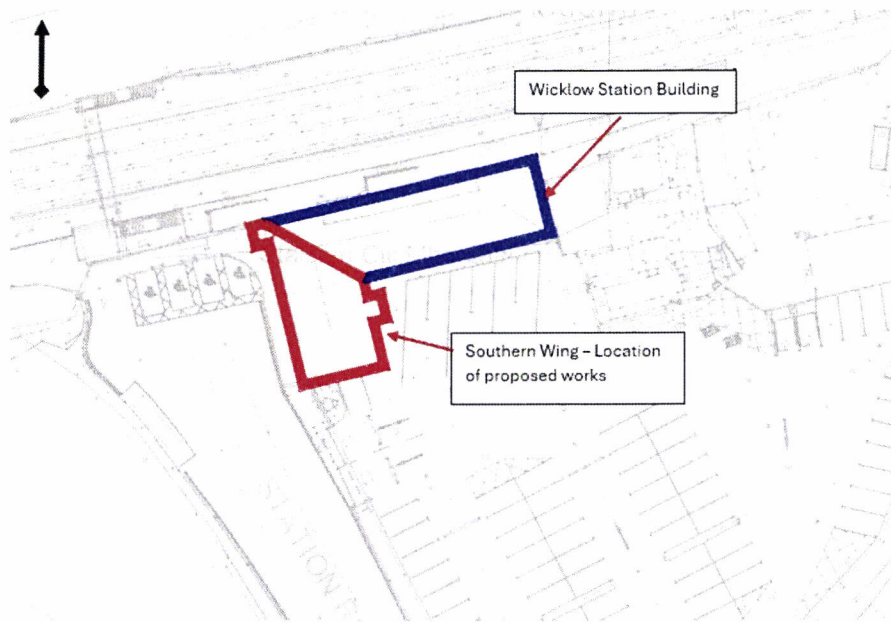
1.2.1 Wicklow Railway Station

Wicklow Railway Station is located on the northern edge of Wicklow town, in an area with a mix of uses including East Glendalough School (immediately adjacent to the west), Wicklow Town Football Club, Coral Leisure Centre, Wicklow County Council Offices, Wicklow County Council Recycling Centre, Wicklow Fire Station (all to the south) and residential properties on Church Gate (to the east). Wicklow Railway Station has two platforms that are each approximately 130m in length and a loop siding approximately 100m in length.

The current station was opened in the 1880s. The original 19th century buildings on Platform 1 at Wicklow Station form an L-shaped single storey, as illustrated by Figure 1 below. The building is finished in white painted render with painted black quoins and painted black window openings. The building has a slate roof with four chimneys, two of which are located atop the southern wing. The east-west range of the building runs along the back of Platform 1 and provides a waiting area, ticket office and toilet. The southern wing of the building is roughly square shaped, contains four rooms and has a small external porch. This part of the building is currently unused and in poor condition, historically this area was used as stationmaster accommodation. A stone wall runs from the western end of the building, along the back of the platform, connecting the station

building to a signal room. A small unused 19th century brick waiting room is located on Platform 2. A pedestrian footbridge connects Platform 1 and Platform 2. The existing car park, located to the south of the station building, has 73 spaces. A telecoms compound and small IÉ maintenance compound are located to the east of the building.

FIGURE 1 : LOCATION PLAN



Three principal heritage components at the Wicklow Railway Station are included on the Wicklow County Council Record of Protected Structures (RPS W25):

- The main station building on Platform 1: the single-storey rendered masonry block containing the ticket office and principal passenger facilities.
- The signal cabin: the RPS specifies that the signal cabin is 'mounted on the footbridge' and is a 'typical DSER design'. The timber structure sits on a Wicklow granite wall, which the RPS also identifies as a significant heritage element.
- The waiting room on Platform 2: described in the RPS as 'no longer in use'.

The accommodation wing subject to the proposed works forms part of the main station building (Platform 1).

1.3 Proposed Works

1.3.1 Maintenance works to Wicklow Station Building

As outlined in figure 2.1 internal maintenance and improvement works are proposed to the southern wing of the main station building and is confined to the site and part of the building outlined in red. The works will make this part of the building suitable for use by IÉ maintenance staff to meet the operational needs of train drivers working on the Dublin-Rosslare mainline service who are based at or pass through Wicklow. There will no material change to the external appearance of the building. The proposed internal works have been carefully considered to ensure the character and special interest of the protected structure. The works proposed include:

- Widening of porch entrance door so as to comply with the Building Regulations Technical Guidance Document Part M and Part B. As proposed on the Elevations drawing (Elevations, 8475-WW-BU-DR-EGSY-SE-00105)
- Reinstating of a currently blocked door at the end of the hallway to act an emergency exit door to ensure compliance to the Building Regulations Technical Guidance Document Part M and Part B, to match in design materials and finishes of the original door
- Installation of a new demountable stud partitioning to create the required welfare rooms, including rest area, sanitary facilities, locker/changing provision and ancillary staff spaces, all within the existing building envelope
- Repairs to the building's existing suspended timber floor. Repair works will utilise suitable materials to match the existing floor in a manner that does not alter or change the character of the structure
- Repair of the existing ceiling ensuring that if any materials need to be replaced, these would be replaced in a manner that does not alter or change the character of the structure
- Repairs to the roof timbers. Repair works will utilise suitable materials to match the existing roof timbers to ensure no alteration or change to the character of the structure
- Repairs to the roof slates. In the event that some slates are damaged in the removal process or found to be damaged and/or if any new slates are required these will match the appearance/type of the existing slates
- All of the works proposed will take place within land owned by IÉ

1.4 Exempted Development

Section 5 of the Planning and Development Regulations 2001 provides for the giving of a declaration that certain works, whilst being development, is exempted development. It is considered that these works are exempted development by virtue of exemptions provided for in Class 23 of the Planning and Development Regulations 2001 and Section 4(1)(h) of the Planning and Development Act 2000 (as amended). Please see enclosed opinion of Michael O'Donnell SC dealing with the applicable legislation.

It is submitted that it is appropriate that declaration under Section 5 of the Planning and Development Act 2000 be made as the proposed maintenance works pertaining to the Wicklow Railway Station is exempted development as it falls within the exemption in Schedule 2, Part 1, Class 23 of the Planning and Development Regulations 2001, as well as Section 4(1)(h). Therefore, the proposed development can be considered as exempted development.

1.5 Environmental Impact Assessment / Appropriate Assessment.

Section 4(4) of the Planning and Development Act 2000 sets out that *development shall not be exempted development if an environmental impact assessment or an appropriate assessment of the development is required*. Therefore, the potential requirement for Environmental Impact Assessment and Appropriate Assessment for the proposed works have been considered in this application.

1.5.1 Environmental Impact Assessment

Directive 2011/92/EU, as amended by Directive 2014/52/EU (the EIA Directive) sets out the requirements for environmental impact assessment ("EIA"), including screening for EIA. Projects listed in Annex I of the EIA Directive require mandatory EIA while projects listed in Annex II require Screening to determine whether an EIA is required or not. Annex I and Annex II of the EIA Directive have been transposed into Irish Law in the Planning and Development Regulations, 2001 (as amended) and in particular Schedule 5 (Part 1 and Part 2).

The EIA Directive is fully transposed into Irish law and EIA legislation as it related to the planning process has now been largely brought together in Part X of the Planning and Development Act 2000 (as amended) and Schedules 5, 6, 7 and 7A of the Planning and Development Regulations, 2001 (as amended). Schedule 5, Part

1 of the Planning and Development Regulations lists those classes of development included in Annex I of the EIA Directive which are subject to the requirement of Directive 2011/92/EU (as amended) . Schedule 5, Part 2 outlines thresholds for those classes of development, which may which may require EIA, in accordance with Annex II of the EIA Directive.

The proposed development is not a class of development listed in Schedule 5, Part 1 or Part 2 of the Planning and Development Regulations 2001 (as amended) and therefore there is no requirement for EIA is required. The proposed development is not a class of development listed in Schedule 5, Part 2 of the Planning and Development Regulations 2001 (as amended).

Section 4(4) has no application to the proposed development as the proposal does not come under any class of development which would necessitate the carrying out of an Environmental Impact Assessment such as to be de-exempt the development.

1.5.2 Appropriate Assessment

In accordance with Article 6(3) of the EU Habitats Directive (Directive 92/43/EEC) and Regulation 42(1) of the European Communities (Birds and Natural Habitats) Regulations 2011 as amended ('the Regulations'), an Appropriate Assessment (AA) Screening has been undertaken to assess, in view of best scientific knowledge and the Conservation Objectives of relevant European sites, if the proposed Wicklow Railway Station works individually or in-combination with other plans or projects will result in likely significant effects on a European site(s).

The European designated sites identified as relevant to the AA Screening assessment are:

- the Murrough Special Protection Area (SPA) located 60m to the south-east of the works; and
- the Murrough Wetlands Special Area of Conservation (SAC) located 100m to the north-east of the works.

The AA Screening determined that the proposed development (alone or in-combination with other plans/projects) would not be likely to have any significant effects on European sites and a Stage 2 Appropriate Assessment, is therefore, not required.

Section 4(4) has no application to the proposed development.

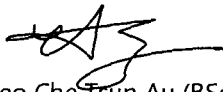
1.6 Documents submitted

The following documents are included in this Section 5 submission:

- Cover Letter
- Application Form
- Location Plan
- Existing Station Ground Floor Plan
- General Arrangement of Proposed Ground Floor
- Proposed Ground Floor Plan (Furniture)
- General Arrangement of Proposed Roof Repairs
- General Arrangement of Proposed Ceiling Level
- Elevations
- Cross-sectional Elevations
- Architectural Heritage Impact Assessment Report
- Appropriate Assessment Screening
- Counsels Opinion

I trust this submission is satisfactory and contains all the information required. Please contact me if any further information is required.

Yours sincerely,



Cleo Che Tsun Au (BSc Hons, MSc., MRTPI)

Senior Town Planner

Enc. Application Form, Location Plan, Existing Ground Floor Plan, Proposed Ground Floor Plan, Proposed Ground Floor Plan (Furniture), Proposed Ceiling Plan, Elevations, Proposed Roof Plan, Existing and Proposed Cross Section Elevations, Architectural Heritage Impact Assessment Report, AA Screening, Counsels Opinion.

MICHAEL O'DONNELL
Senior Counsel

Law Library Building
158/9 Church Street
Dublin 7

Law Library
Four Courts
Dublin 7

Your ref:

5th August 2026

Rita Monaghan
Solicitor
CIE Group Solicitors
Bridgewater House
Islandbridge
Dublin 8

Re: Querist: Iarnród Éireann
Agent: Rita Monaghan
Works to Wicklow Train Station Building

1.0 Introduction

I have been requested to provide an Opinion as to whether certain works to Wicklow train station, Wicklow, County Wicklow (the train station) consisting of repairs to existing roof, the reinstatement of an existing door on the southern elevation of the building, minor adjustments to the doorway leading in through the front porch on the western elevation of the building and internal works consisting of the repair of roof timbers, suspended ceilings, alterations to layout and the installation of temporary reversible partitions are "development" and or "exempted development" for the purposes of the Planning and Development Act 2000 (as amended).

2.0 Works Proposed

The works proposed are required because the train station building has not been used for many decades, and has been allowed to fall into disrepair and where it is now proposed to carry out certain works to a design provided and to be supervised by a conservation architect and the works proposed will consist of the reinstatement of a currently blocked up doorway at the end of the hallway on the southern elevation to the design and appearance of the original doorway, minor works to the widening of a porch entrance so as to comply with building technical guidance documents, part M and part B, repairs to the building's existing roof by the replacement of damaged slates with similar slates so as to match the appearance of the existing slates, certain repair

works to roof timbers to match the existing roof timbers, repair works to the existing ceiling, repair works to the existing timber floor which will retain the said floor with only those portions damaged or in need of repair to be replaced and where they are to be replaced by similar materials, the installation of new demountable partitions so as to create without interference with the existing structure welfare rooms, rest areas, sanitary facilities, locker and changing provision as well as necessary adjustments to the internal layout of the building all of which works are necessary to reinstate the existing use of the structure which will be used in connection with the on-going maintenance works to the existing railway installation which the said structure forms part.

The works are confined to this station structure which is referred to as the main station building on platform 1, which is a single story rendered masonry block containing the ticket office and the principal passenger facilities and which structure forms part of a complex of buildings which are included in the Record of Protected Structures under reference number RPSW25.

Having regard to the status of these buildings the works have been specifically designed under the supervision of a conservation architect to have no material impact on the character of the building but rather to repair the said building and to make it suitable within the requirements that must be provided for in respect of a protected structure so that so that the existing established use for the movement of traffic by rail can continue within the said building.

The works that are proposed to be carried out are confined to the southern wing of this main station building and will be used by maintenance staff to meet the operational needs of train drivers working on the Dublin to Rosslare service and who are to be based at Wicklow train station. Therefore, in terms of the first limb of "development" this use is appropriate to and consistent with the existing established use and is an appropriate use to be provided for within the existing fabric of the protected structure.

I am asked to advise, as part of an application being made by Irish Rail pursuant to Section 5 of the Planning and Development Act 2000 as to whether the said works amount to "development" for the purposes of the Planning and Development Act 2000 (as amended) and if the said activities amount to "development" whether they are an exempted development for the purposes of Section 4 (1) or 4 (2) of the Planning and Development Act.

In my opinion while the activities proposed amount to development in circumstances where they fall within the second limb of development as defined in Section 3 of the Planning and Development Act 2000 namely that they amount to works as defined in Section 2 of the Act they are in my opinion an exempted development and fall under two separate categories of development, that is they are exempted development by the

application of Section 4 (1)(h) of the Planning and Development Act 2000 – a statutory exemption – and they are an exempted development having regard of Class 23 of Part 1 of Schedule 2 of the Planning and Development Regulations 2001 – an exemption under the Planning and Development Regulations 2001. Specifically drafted to address works being carried out by a Railway Undertaker.

Class 23 is a specific exemption directed to any works that are required by a Railway Undertaker on its land required in connection with the movement of traffic by rail and where the said development is to be carried out by the said Railway Undertaker. The said works fall squarely within this exemption but they also fall within the statutory exemption, contained in Section 4(1)(h) which applies to repair and improvement works to any structure, so long as the character of that structure is not materially altered and so long as the said building is not rendered inconsistent with the character of neighbouring structures.

Having regard to the nature and extent of the works, that they consist primarily of repair works and the minimal impact which these works entail and where there are works which might materially affect the external appearance of the building they are such as to align its appearance more closely to its original design there is no material alteration of its character and therefore in my opinion fall within the exempted development provisions contained within Section 4 (1)(h).

Structure of this Opinion

In order to arrive at the conclusion, set out above it is necessary to deal systematically with the provisions of the Planning and Development Act 2000 and the Planning and Development Regulations 2001 and consider in the first instance the concept of “development” and whether given the nature of the activity proposed whether it amounts to development as defined in Section 3 of the Planning and Development Act 2000.

Having concluded that the proposal does not fall into the category of development as defined relating to use, but that it does fall into the category of development as defined under the term works, it is then necessary to consider the second issue namely whether the proposed activities amount to an exempted development and this issue is also dealt with in this opinion.

In that regard, the general principles relating to “exempted development” are set out firstly and then a detailed analysis of whether the proposed development falls within each of the categories required under Class 23 of Part 1 of Schedule 2 of the Planning and Development Regulations which is set out in paragraphs 13 to 30 of the advice. Paragraphs 27-30 address Column 2 of Class 23 and thereafter the provisions of Article 9 of the Planning and Development Regulations are addressed.

The exemption contained in Section 4(1)(h) of the Planning and Development Act 2000 is addressed within paragraphs 37 through to 47.

At paragraphs 48 the provisions of Section 4 (4) of the Planning and Development Acts are addressed, and at paragraphs 53- 55 the overall conclusions are set out.

3.0 Development

1. The starting point therefore for any consideration of whether the requirements in respect of a declaration under Section 5 of Planning and Development Act may be issued commences with the consideration of whether the works that are proposed and which have been set out in the proceeding paragraphs fall within the definition of development and it is that concept that is addressed first in this opinion.
2. Development is defined in Section 3 (1) of the Planning and Development Act 2000 as “the carrying out of any works on, in, over or under land and the making of any material change in the use of any structure or other land”.
3. Accordingly, there are two distinct elements to be addressed having regard of the definition of the development in Section 3 namely whether the activities proposed amount to “works” for the purpose of the Planning and Development Act 2000 and to whether the proposed activity amounts to a “material change in the use of the structure or other land”.
4. Having regard of the definition of “use” in Section 2 of the Planning and Development Act 2000 which defines “use” in relation to land as not including “the use of the land by the carrying out of any works thereon” the two parts of the definition of development, namely “use” and “works”, must be considered separately.
5. The proposed development will affect no change in the purpose or the use of the land i.e. the part of the structure the subject of the use which will continue to be used for purposes related to the operation of the railway and Railway related activity these works will permit and or facilitate the railway to operate more safely, efficiently and effectively and which use is consistent with and creates no change in the existing and established use of this building which has been in existence since the mid 19th century.
6. There is then no change of use much less a material changes of use in respect of the land/structure and as a consequence the proposed use does not amount to development for the purposes of Section 3 of the Planning and Development Act not being a change of use much less a material change of use to the existing building.

Works

7. "Works" are defined in Section 2 of the Planning and Development Act 2000 as including *"any act or operation of construction, excavation, demolition, extension, alteration, repair or renewal..."*.
8. The activity proposed in this case amounts to an activity which includes construction, alteration, repair and renewal and therefore falls into the definition of "works" as defined in Section 2 of the Planning and Development Act 2000 and therefore amounts to "development" for the purposes of Section 3 of the Act which defines works as including *"any act or operation, construction, excavation, demolition, extension, alteration, repair or renewal..."* and accordingly, as these works involve primarily works of repair and renewal fall within the definition of works and therefore amount to "development" for the purposes of Section 3 of the Planning and Development Act 2000.
9. Accordingly, while the use proposed does not amount to development, the works proposed to be carried out in my opinion clearly fall within the definition of "Development" arising from the definition of "works" and accordingly amounts "Development" for the purposes of the Planning and Development Act and in particular Section 3 thereof.
10. It is therefore necessary to consider whether these works are exempted development and this is the issue that is next considered.

Exempted Development

11. Having regard therefore to the matters set out above, to the nature of the activity proposed to be carried out which amounts to works for the purposes of the Planning and Development Act, 2000 and is accordingly development, it is necessary to consider whether these works amount to an exempted development for the purposes of either Section 4(1) which provides for the statutory exemptions under the Act or Section 4(2) which provides for exempted development under Regulations made by the Minister and primarily contained in the Planning and Development Regulations, 2001.
12. In my opinion the said works fall within a number of categories of exempted development and accordingly do amount to exempted development for the purposes of the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001 and each of the categories of exemption will be considered separately in the paragraphs below.

Class 23 of Part 1 of Schedule 2

13. Class 23 of Part 1 of Schedule 2 of the Planning and Development Regulations, 2001 provides as follows:

- (i) *“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-*
 - (ii) *the construction erection of any railway station or bridge, or of any residential structure, office or structure to be used for manufacturing or repair work, which is not situated wholly within the interior of a railway station,*
or
 - (iii) *the reconstruction or alteration of any of the aforementioned structures so as to materially affect the design or external appearance thereof*
- shall be exempted development”.*

14. The said exemption under column 1 is subject in column 2 to a limitation that no more than 60 car parking spaces may be provided as part of any such development.

15. It is necessary therefore to consider each of the component parts of the exemption to see whether the proposed development falls within the specific exemption therein contained namely:

- (a) whether the works amount to development,
- (b) whether the works are to be carried out by a railway undertaking,
- (c) whether the works relate to the movement of traffic by rail, and
- (d) whether the works are being carried out on the operational land of a railway undertaker.

It is considered appropriate therefore to deal with each of the issues in turn.

Railway Undertaking Development

16. The works proposed, to be entitled to claim exemption under Class 23 must be carried out by a railway undertaking. The proposed works are required and are proposed to be carried out by Irish Rail, which is a “railway undertaking” established under the relevant railway legislation, is a statutory undertaker and therefore is a category of person who is entitled to rely on the provisions of Class 23 in terms of its statutory obligations. Irish Rail, as the occupier and the person carrying out the development is a railway “undertaking” for the purpose Class 23 of Part 1 of Schedule 2 of the Planning and Development Regulations 2001.

Movement of Traffic by Rail

17. In order to fall within the terms of Class 23 the development must be required in connection with "the movement of traffic by rail". The movement of traffic by rail is a very wide term and the definition includes facilities for passengers either embarking or disembarking from the trains. The purpose of the works is primarily to provide facilities for train drivers and maintenance staff relating to the movements of railway traffic between Dublin and Rosslare where the station building is required to provide facilities for these employees. These operatives are critical to the safe and efficient operation of the railway and the works to provide for such facilities and to keep the building in repair is inextricably linked to the movement of traffic by rail and accordingly falls within that provision in Class 23 of Part I of Schedule 2 of the Planning and Development Regulations. 2001.
18. It is a facility which is required in respect of the movement of traffic by rail and as a consequence the activity proposed falls squarely within Class 23 of Part 1 of Schedule 2 of the Planning and Development Regulations 2001. It is critical that this building be repaired and renewed and that these critical facilities be provided such as to allow railway traffic to be accommodated in a safe and efficient manner, but at all times respecting the character of the building and carrying out any such works in a manner which is consistent with the character of the structure and accordingly, the provision of these facilities within this existing established structure which has at all times been used for railway related operation is critical for the movement of traffic by rail and also for the safe and efficient operation of the railway system and accordingly falls squarely within Class 23 of Part 1 of Schedule 2 of the Planning and Development Regulations 2001.

Operational land

19. In order to fall within the exemption of Class 23 the works must be proposed to be carried out in, on, over, or under the "operational land of the railway undertaking". The said lands the subject matter of the works comprise part of the operational land managed and controlled by Irish Rail who is the operator of the railway line and therefore fulfils the requirements that the lands be deemed to be the operational lands of the railway undertaking with works being carried out by Irish Rail and as a consequence fall within the requirements of Class 23.
20. The ambit therefore of Class 23 is confined only to developments proposed by Irish Rail, on Irish Rail lands and only in connection with the movement of traffic by rail and in respect of these requirements the proposed development falls squarely within each and as a consequence prima facie within the exemption provided for within that provision in Class 23 of Part I of Schedule 2 of the Planning and Development Regulations.

Exception to the exemption

21. Class 23 (a) provides that the exemption will not apply to the construction or erection of any railway station or railway bridge or 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.
22. The proposed works do not contravene any of the aforesaid provisions as the works do not propose the construction of a railway station or a bridge, with the railway station already in existence and where relatively minor repair work is being carried out to one of the buildings within the complex of the railway station and is not a residential structure or an office structure or structure to be used for manufacturing or repairing work.
23. The type of facilities that are to be provided both for maintenance staff and for train drivers are critical facilities related to the health and wellbeing of these critically important personnel, and where these facilities will be required for a safe and efficient railway operation, proposed to be constructed within a building which has always been used for these type of activities historically and with the increased investment proposed within the railway infrastructure, with increase train movements these additional facilities provide a sustainable and appropriate use for a building with significant heritage importance but yet maintains the essential integrity and character of the building and accordingly fall within the provisions of Class 23 of Part 1 of Schedule 2 of the Planning and Development Regulations 2001, and indeed fall squarely within that exemption.
24. Similarly, the provisions of Class 23 (b) which relate to the same category of structures to which 23 (a) applies are not applicable and accordingly none of the exceptions to the provisions of Class 23 apply to the development the subject matter of this Opinion.
25. In those circumstances therefore the works involved fall squarely within column 1 of Class 23 are Part 1 Schedule 2 of the Planning and Development Regulations 2001.
26. It is now necessary to consider whether there are any conditions or limitations in Column 2 which would limit or disapply the exemption provided for in Class 23 in the relation to the four categories of works.

Class 23 Column 2, Part 1, Schedule 2 of the Planning and Development Regulations

27. Column 2 of Class 23 of Part 1 of the Second Schedule of the Planning and Development Regulations 2001 disapplies the exemption in Column 1 if there is a breach of the limitation or conditions in Column 2. Column 2 provides that any car park provided or constructed shall incorporate parking space for no more than 60 cars.

28. This limitation has no application as the works do not include any proposal relating to car parking spaces being provided as part of the development and as a consequence therefore this condition or limitation has no application in the particular circumstances of this case.
29. In those circumstances therefore the proposed development falls squarely within Class 23 of Part 1 of Schedule 2 and the Planning and Development Regulations, 2001 and the development proposed is an exempted development for the purposes of that provision.
30. However before it can be definitively stated that this is an exempted development regard must be had to Article 9 of the Planning and Development Regulations, 2001.

Article 9 Planning and Development Regulations, 1001

31. Article 9 of the Planning and Development Regulations 2001, provides that "development to which Article 6 relates shall not be exempted development for the purposes of the Act if it contravenes any of the provisions of paragraphs (a) or (b) of Article 9 (1). It is necessary in order to provide a definitive opinion that none of the works contravene the provisions of Article 9 that each of the said provisions be examined and in that regard, the relevant provisions have been identified in the subparagraphs set out hereunder and it can be stated that:

- (i) that the proposed development does not contravene a condition attached to a permission under the Act or is inconsistent with any use specified in any permission under the Act,
- (ii) the proposed development does not consist of or comprise the formation laying out or material widening of a means of access to any public road,
- (iii) does not endanger public safety by reason of traffic hazard or the obstruction of road users,
- (iv) does not comprise works to bring a building forward on a street,
- (v) does not comprise or consist of the carrying out of works under a public road and therefore has no application to this development,
- (vi) does not interfere with the character of a landscape or a view or prospect of specially amenity value or special interest,
- (vii) does not consist of or comprise the excavation, alteration or demolition of any place, cave, site, feature or other object of archaeological, geological, historical, scientific or ecological interest,

The proposed development furthermore:

- (i) does not consist of or comprise the extension, alteration, repair or renewal of an unauthorized structure or structure the use of which is unauthorized,

- (ii) does not comprise or consist of the alteration of a building so as to preclude or restrict the continuance of an existing use,
- (iii) does not consist of fencing in or enclosure of land which has been habitually open to or used by the public,
- (iv) does not interfere with or obstruct any public right away nor is the building located in an architectural conservation area such as to contravene the provisions of Article 9 (a)(xii).

32. Article 9(1)(xii) provides that works to a building within an architectural conservation area will not be exempted development if the said development would materially affect the character of the area. While the structure is not located in an architectural conservation area, it is and has arguably a higher standard, which is that of a protected structure. The status of the building as a protected structure has been the critical factor in the decision to reinstate the original character of the building and to utilize a building for the uses proposed which is consistent with the existing character of the building and where the use that is proposed reflects what was required to be provided within the original design. The decision to integrate into the existing structure elements that can no longer be repaired by similar features, as for example, the replacement of slates with similar, if not identical slates to those already existing, the splicing of new timbers into the existing roof fabric where these cannot be repaired, the works of repair to the suspended ceiling retaining those elements capable of being repaired, the reopening of the new doorway which has been blocked up, thus undermining the character of the original design, and where interventions are required these are minimal and are not noticeable and where interventions are required within the interior these are reversible and are such as to not interfere with the original fabric of the building. Accordingly, the character of the structure will not be adversely affected but on the contrary will be significantly enhanced in terms of its use and in terms of its appearance arising from the said works.

33. *Cairnduff v O'Connell* [1986] IR 73 the construction of a balcony, staircase and the opening up of a side window on the return terrace of a Victorian house were works which materially affected the external appearance of the structure but were not such as to be inconsistent with the character of the structure itself or of adjoining structures and were consequently exempted development.

34. The Supreme Court defined character as including colour, design, ornamental features and layout of the structure concerned and applying these principles the shape, colour design features of the station are entirely consistent with the character of that structure, indeed its character will be enhanced by the use of similar materials within the existing form, where alterations are proposed these would, in terms of its exterior, reflect the character of what was originally there and in terms of the interior will not affect the character of the structure as these are temporary partition type structures which do not affect its existing structure and which are entirely reversible. When one compares the alterations to the building in terms of its public profile, it is difficult to discern any

change, other than the reinstatement of the new door, which had been blocked up in the 60's/70's and this enhances relevant tracks from the character of the building. It will, as will be emphasized in the next section of this opinion, enhance furthermore the character of the protected structures in the vicinity by reflecting the original character of the structure and by dealing with the disrepair of the structure which the tracks, in its present state from the character of the surrounding buildings but which when the works are completed will affect a significant improvement.

35. There is accordingly no contravention of Article 9 (1) (b) and it follows the exemption in Class 23 is not affected by the provisions of Article 9 of the Planning and Development Regulations 2000.
36. In those circumstances given the nature of the proposed development described at paragraphs 1 to 3 above, the nature of the person proposed to carry out the development, the nature of the land upon which the development is to be carried out, and the purpose of the development, namely railway works related development, the provisions of Class 23 of part I of Schedule 2 apply and none of the exceptions within that class nor the limitations in Column 2 nor the provisions of Article 9 are such as to disapply the exemption. In those circumstances therefor the works proposed to the depot on the lands at Connolly Station are an exempted development.

Section 4 (1)(h) of the Planning and Development Act.

37. What is set out above is sufficient to deem the proposed development to be an exempted development for the purposes of Section 4(2) the Planning and Development Act having regard to each category of work falling within the ambit of Class 23 of Part I of Schedule II of the Planning and Development Act. It is nonetheless appropriate to consider whether the said works are exempt under any statutory exemption. Having regard to the conclusion that each element of the exemption provided for in Class 23 falls within that provision (Class 23 of Part 1 of Schedule 2 of the Planning and Development Regulations 2001). It is nonetheless appropriate to consider whether the works are exempted development under the Statutory Exemption, that is the exemption contained at Section 4(1)(h) of the Planning and Development Act 2000 (as amended).
38. In my opinion the proposed development falls within the exemption contained in Section 4(1)(h) of the Planning and Development Act, 2000.
39. The proposed development falls within the statutory exemption contained in Section 4 (1)(h) of the Planning and Development Act 2000. Section 4 (1)(h) provides:

“development consisting of carrying out works for the maintenance inprovement 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 neighbouring structures..."

And accordingly any such works are exempted developed.

40. Applying the same approach as was adopted in respect of the considerations of exempted development under the Planning and Development Regulations, it is necessary to consider whether the works proposed fall within the exempted development provisions of Section 4(1)(h) of the Planning and Development Act.
41. In this regard, it is necessary to consider whether the proposal amounts to
 1. the carrying out of works,
 2. for the maintenance, improvement or other alteration of any structure and
 3. whether the 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 that appearance inconsistent with the character of the structure or of neighbouring structures.
42. It has already been established that alterations relating to the refurbishment and alteration of the building amount to works for the purposes of the Planning and Development Act, 2000 (see above)
43. Applying these criteria to each of the categories of works of repair proposed to be carried out to the station building, it can be concluded on the basis of the plans and documentation lodged that there will be no material change to the appearance or character of the structure nor will there be any change to the character of neighbouring structures but rather the works will create a significant enhancement of the character of both of the structure to which the works are being carried out as well as to neighbouring structures as the appearance of the structure at present, which is in a dilapidated state, detracts from its own character and from the character of neighbouring structures and given the careful and limited extent of works that are proposed, which are confined to works of reinstatement and repair to the character of the building itself and the character of the neighbouring structures are enhanced by the said development.
44. In respect therefore of part 3 of the requirements of Section 4 (1)(h) the works proposed do not materially affect the external appearance of the structure so as to render that appearance inconsistent with its own character or the character of neighbouring structures, and therefore falls squarely within the limitations imposed in the exemption contained in Section (4)(1)(h) of the Planning and Development Act 2000. The works are primarily works of repair designed so as to preserve that character which is confirmed by the plans and documentation lodged, by the architectural assessment that has been conducted, by the planning assessment conducted and

where the design has been formulated and is to be supervised by a grade 1 conservation architect. The repair works to the roof by replacing damaged slates and roof timbers and reinstatement of the blocked up door and installation of partitions do not amount to a change in the character of the structure.

45. Accordingly, in my opinion the works are within the parameters set out within Section 4(1)(h) of the Planning and Development Act 2000 and therefore falling within that provision are entitled to a declaration under Section 5 that applying that provision while the works amount to development as defined in Section 2, the said works are exempted development for the purposes of Section (4)(1)(h) of the Planning and Development Act, and in particular having regards to provisions of Section (4)(1)(h).
46. I have earlier in this opinion referred to the decision of the Supreme Court in *Cairnduff v. O'Connell* [1986] IR 73 which held that "*the construction of a balcony, staircase and opening up of a side window on the return of a Victorian house in Waterloo Road were works which materially affected the external appearance of the structure but were not such as to be inconsistent with the character of the structure itself or of neighbouring structures and the said works were as a consequence exempted development.*"
47. In my opinion the works for the which involve relatively minor changes could never be construed as resulting in a material change to the external appearance of the Station in which they are proposed to be located, and any such changes in any event are consistent with the character of neighbouring structures and are consistent with the principles set out by the Supreme Court in *Cairnduff*.

Section 4.4 of the Planning and Development Act 2000 (as amended).

48. Section 4(4) of the Planning and Development provide that notwithstanding the exemptions contained in Section (4) of the Planning and Development Act 2000 no development shall be an exempted development if it requires either an appropriate assessment for the purposes of Council Directive 92/43/EEC – the Habitats Directive or an Environmental Impact Assessment for the purposes of Council Directive 2011/92 EU.
49. Considering first the requirements of the Environmental Impact Assessment Directive the requirements in respect of whether the Council Directive 2011/92 EU applies is to be determined as to whether it falls into any class or category of development specified in Schedule 5 Parts 1 and 2 of the Planning and Development Regulations 2001. Part 1 of Schedule 5 transposes those mandatory categories or classes of the development specified in the Directive whereas Part 2 specifies the thresholds which is at the transgression of the members state in respect of a particular class or category of development specified under the Directive. I have considered Parts 1 and 2 of Schedule

5 and the said development which is confined to works of repairs to an existing structure do not fall into any of the categories or classes of development specified in either Part 1 or Part 2 of Schedule 5. Accordingly, the requirements in respect of Environmental Impact Assessment have no application to the said development and therefore no issue arises in respect of any application to provide for or consider whether an Environmental Impact Assessment is required.

50. The requirements of Council Directive 92/43/EEC requires a procedure in respect of all development which must address, in an appropriate manner, whether any such proposal has the potential to affect the conservation objectives of any European site. While the development that is the subject matter of the application is confined to works of repair to an existing structure, and while it is arguable that the requirement of the habitats directive do not apply to such works out of an abundance of caution a Stage 1 appropriate assessment has been carried out and the results of which are included within the documentation.
51. The Stage 1 assessment carried out, with the appropriate specialist level of knowledge and in accordance with requirements of the directive concludes that the works either by themselves or in combination with other plans or projects would not be likely to have any significant affect on the conservation objectives of any European Site, and that accordingly an appropriate assessment (that is a Stage 2 assessment) is not required. The report confirms that the said conclusions have been reached based on the design proposed and that had been reached in the absence of any reliance mitigation measures.
52. Having regard therefore to these conclusions, there is no requirement for an Appropriate Assessment and equally there is no requirement for an Environmental Impact Assessment and accordingly the requirements of Section 4(4) have no application and the exemption in respect of the said works, can not be disapplied in that regard.

Conclusion

53. The development that is the subject matter of this opinion relates to works of repair and reinstatement of the original structure known as Wicklow Train Station, which has been designed so as to provide for the resumption of railway related uses within that building and which necessitates only the most minor of interventions consisting of repair to the roof by the replacement of slates and roof timbers in a manner which preserves in so far as possible all of these original materials and features, repair works to the suspended ceiling again retaining that ceiling and limiting works to such repair, the reinstatement of an existing blocked up doorway in a manner which is consistent with the character of that original doorway in terms of its size, materials and finishes

and carrying out minor works of alteration to the existing entrance door to comply with the requirements of the building regulations such as to allow the railway related use to resume within the building. Certain temporary partition type structures which will not affect the structure or the character of the building are to be installed within the interior, but these will have no effect on the exterior and will have no effect on the character of the structure and which are in any event entirely reversible.

54. The proposed development therefore falls within the Statutory exemption contained within Section 4(1)(h) which provides for works of improvement and alteration to a structure, so long as the works are such as to not materially affect the character of the structure or the character of neighbouring structures and where it is clear from the plans and particulars lodged and the documentation that has been prepared will in fact enhance its character and will enhance the character of neighbouring structures and accordingly, in my opinion, falls squarely within the said exemption.
55. The works are furthermore exempted development by virtue of Class 23 of Part 1 of Schedule 2 where the works are being carried out by a Railway Undertaking, Irish Rail on the operational land of a Railway Undertaking, namely on lands owned by CIÉ and occupied by Irish Rail, which works are solely related to the movement of traffic by rail, are to be carried out by the Railway Undertaking, and accordingly fall within the provisions of Class 23. No carparking is required, and therefore the limitation in Column II of the providing more than 60 carparking spaces does not arise, the works are not excluded by any of the provisions of Article 9 and in circumstances where neither an Environmental Impact Assessment nor an Appropriate Assessment is required do not contravene Section 4(4) of the Planning and Development Act and accordingly are exempted development.
56. Notwithstanding my opinion, it is appropriate that a formal application is made to the Planning Authority, Wicklow County Council who in any event should be notified in respect of a structure, which is a protected structure of any works to that structure and where the Planning Authority should be requested to give a declaration in the following form whether works for the repair and improvement of an existing structure, namely the station house building in Wicklow, a protected structure, where these works are confined to works of repair and reinstatement and where in respect of any interventions they will reflect the design, materials and appearance of the original structure, and which are necessitated by the urgent need to prevent further deterioration of the building and to provide facilities in connection with the movement of traffic by rail amount to development and if development whether they are exempted development for the purposes of Section 4 (1) and (2) of the Planning and Development Act 2000 and for the purposes of the Planning and Development Regulations 2001 (as amended).



MICHAEL O'DONNELL SC

SECTION 5 DECLARATION SUPPORT

ARCHITECTURAL HERITAGE IMPACT ASSESSMENT

WICKLOW RAILWAY STATION

Station Road, Wicklow Town, Co. Wicklow
RPS Reference: W25 | Wicklow County Development Plan 2022–2028

Prepared by:

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RIAI Accredited Conservation Architect
Senior Architect / Conservation Architect
Iarnród Éireann — Capital Investments Division
August 2026

1. Introduction

1.1 Instruction and Scope

This Architectural Heritage Impact Assessment (AHIA) has been prepared by David Hughes B.Arch., CPMA, FRIAI, RIBA, RIAI Accredited Conservation Architect, Senior Architect / Conservation Architect at Iarnród Éireann Capital Investments Division, in connection with proposed internal fit-out works at Wicklow Railway Station, Station Road, Wicklow Town, Co. Wicklow.

The assessment is prepared to support a Section 5 Declaration application to Wicklow County Council (WCC) to determine whether the proposed works constitute exempted development, having regard to the fact that Wicklow Railway Station is a protected structure included in the Record of Protected Structures (RPS) in the Wicklow County Development Plan 2022–2028 (RPS Reference W25).

The scope of this assessment is confined to the proposed internal fit-out of approximately 75m² of the existing L-shaped station building for driver welfare and accommodation purposes.

1.2 Author Qualifications

David Hughes B.Arch., CPMA, FRIAI, RIBA has been an RIAI Accredited Conservation Architect since 2007. He is Senior Architect / Conservation Architect at Iarnród Éireann Capital Investments Division, Engineering and New Works, Inchicore, Dublin 8. He is a Board Member of ICOMOS Ireland, President / Convenor of the NSCES+CC Scientific Committee of ICOMOS Ireland, a Member of ISCES (the ICOMOS International Scientific Committee on Energy, Sustainability and Climate), and Chair of the UIC Station Manager Global Group Working Group 1 (Stations and Urban Design) in Paris.

He is co-author of the ICOMOS EPBD Thematic Analysis (January 2026), the authoritative 19-country analysis of the implementation of the EU Energy Performance of Buildings Directive in historic building stock. He was the recipient of the Brunel Award and Brunel Commendation in 2025 (Connolly Station Dublin and Galway Ceannt Station respectively), and the First Prize at the inaugural Green Dot Awards, California in 2008 (Kent Station Cork — the world's first net-zero energy station).

1.3 Documents Considered

The following documents and sources have been considered in the preparation of this assessment:

- Wicklow County Development Plan 2022–2028 — Record of Protected Structures, RPS Entry W25
- Operative Wicklow Town Local Area Plan (where applicable)
- Ordnance Survey Ireland historical mapping: 1st Edition 6-inch c.1837; 25-inch c.1888–1900; mid-twentieth century editions
- Ordnance Survey Ireland current mapping
- National Inventory of Architectural Heritage (NIAH) mapping — confirmed no survey entry for the present station building
- DWWR historical records and published railway histories
- Contemporary accounts: The Irish Builder, August 1882 and March/April 1884; Bassett's Guide to County Wicklow (1885); Thom's Directory (1887)
- Photographic record (current): site photographs taken by the author

- Precedent opinion: Conservation Statement prepared in respect of Bray (Daly) Railway Station — Section 5 Declaration, September 2020 (Clare Hogan, Conservation Architect)

1.4 Site Visit

01 April 2026 and 21 July 2026 — The author attended the site and inspected the station building, the accommodation wing subject to the proposed works, and the wider station operational land. Photographs were taken and are included in the Appendices.

2. Site and Context

2.1 Location

Wicklow Railway Station is located on Station Road, Wicklow Town, Co. Wicklow, on the eastern approach to the town centre. The station serves the Dublin Connolly to Rosslare Europort mainline. Wicklow Town is a designated Large Town within the County settlement hierarchy.

2.2 Surrounding Built Environment

The station is situated on a steeply rising site at the base of the rocky headland which defines the eastern edge of the town. The railway corridor runs broadly north–south through the townscape. To the west, the town centre commercial core rises steeply up from the station approach. To the east, the operational railway lands adjoin the coastal cliff edge. The station building occupies a prominent civic position on the approach road, and its modest but well-composed rendered masonry elevation forms part of the Victorian townscape character of this quarter.

2.3 Planning Designations

Wicklow Railway Station is a protected structure included in the Record of Protected Structures (RPS) appended to the Wicklow County Development Plan 2022–2028. The RPS reference is W25. The structure is identified as being of special architectural, historical and social interest.

The station is not currently included in the National Inventory of Architectural Heritage (NIAH) survey. This is noted without prejudice: the absence of an NIAH entry does not affect the statutory protection afforded by the RPS listing. The NIAH survey did not extend to all protected structures; it is likely that RPS W25 was not prioritised for survey precisely because its heritage significance was already recognised and protected at the county plan level.

[TO BE CONFIRMED: Whether the station falls within an Architectural Conservation Area (ACA) designated under the Wicklow Town Local Area Plan. If so, Section 82 PDA 2000 analysis should be added at Section 7.3 below.]

2.4 Current Use

The station is an operational railway station providing passenger services on the Dublin–Rosslare mainline. The station building contains a ticket office, waiting area and ancillary spaces. The accommodation wing subject to the proposed works is currently vacant or underutilised. The wider station infrastructure includes Platform 1 (westbound, served by the main building), Platform 2 (eastbound, with a separate brick-and-timber waiting shelter), a disused signal cabin of typical DSER design, a lattice-work footbridge, and operational engineering/infrastructure land to the north and south.

3. Historical Development

3.1 The Original Wicklow Station (1855)

The first railway station to serve Wicklow Town opened on 30 October 1855. It was a terminus station located at the Murrough, to the north of the present town, constructed for the Dublin and Wicklow Railway (D&WR), the line which had been extended southward from Bray following the opening of the Dublin to Bray service in 1854. The Murrough station was designed by George Wilkinson (1814–1890), the same architect responsible for the earlier stations at Harcourt Street, Bray and Greystones, and well known for his Italianate and Gothic-influenced institutional architecture, including extensive work on Irish workhouses. The construction contractor was Messrs. Crowe and Sons.

The original Wicklow Murrough station was a terminal arrangement requiring passenger trains to reverse direction. While serviceable for the branch terminus, this arrangement became operationally impractical as the ambition to extend the line southward to Wexford and the ferry connections at Rosslare gained momentum.

3.2 The Present Station (1884)

The present station on Station Road opened in March 1884. It was constructed for the Dublin, Wicklow and Wexford Railway (DWWWR) — successor to the D&WR — as part of the Wexford Extension works, which realigned the line through Wicklow to allow through-running southward without the operationally unsatisfactory reversing movement required at the Murrough terminus.

By the 1880s, the DWWWR had departed from its earlier practice of commissioning independent architects such as Wilkinson and had moved to an in-house design model. The 1884 station was designed by the DWWWR Engineering Department under the supervision of the company's Chief Engineer, John Chaloner Smith (in post 1868–1894), who is also credited with the design of the Loop Line Bridge in Dublin. Architectural input may also have been provided by engineers Thomas Grierson or Berkeley Deane Wise, both active within the DWWWR department at the time.

Contemporaneous accounts of the new station are found in *The Irish Builder* (tenders for 'new station buildings, platform, and works at Wicklow' — August 1882; and an account of the opening of the new through-line — March/April 1884). Bassett's *Guide to County Wicklow* (1885) provides the earliest post-opening townscape description, noting the station as a 'commodious' and 'substantial' improvement. Thom's *Directory* (1887 edition) provides the first listing of the station master and officials at the new Station Road location.

The DWWWR was reorganised as the Dublin and South Eastern Railway (DSER) in 1907, and the signalling infrastructure at Wicklow was subsequently upgraded during the DSER era. The signal cabin surviving on the site — of typical DSER design, in timber, mounted in relation to the footbridge and sitting on a substantial Wicklow granite base — reflects this early twentieth-century operational layer. The DSER was itself absorbed into the Great Southern Railways at grouping in 1925, and subsequently into Córas Iompair Éireann (CIÉ) / Iarnród Éireann.

3.3 Historical Mapping Analysis

The Ordnance Survey Ireland 1st Edition 6-inch mapping (c.1837) predates the railway and shows the pre-railway topography of the Wicklow Town area, with no station infrastructure. The 25-inch OS mapping of the 1888–1900 series shows the new through station on its present Station Road alignment, confirming the 1884 construction date. The mid-twentieth century OS mapping shows the station in its broadly modern configuration.

[NOTE: OSi copyright must be acknowledged in the final document. Caption maps as: 'Ordnance Survey Ireland, [Edition], c.[Date]. © Ordnance Survey Ireland / Government of Ireland.' OSi licence to be confirmed with Iarnród Éireann mapping team if reproduced.]

3.4 The RPS W25 Listing

The Wicklow County Council Record of Protected Structures (RPS W25) identifies three principal heritage components at Wicklow Railway Station, each of which contributes to the special interest of the protected structure:

- The main station building (Platform 1): the single-storey rendered masonry block containing the ticket office and principal passenger facilities.
- The waiting room (Platform 2): described in the RPS as 'no longer in use.' This structure has a characteristic red-brick plinth with a timber-framed upper section, representative of late Victorian DWWR platform ancillary architecture.
- The signal cabin: the RPS specifies that the signal cabin is 'mounted on the footbridge' and is of a 'typical DSER design.' The timber structure sits on a Wicklow granite wall, which the RPS also identifies as a significant heritage element.

The accommodation wing subject to the proposed works forms part of the main station building (Platform 1).

4. Architectural Description and Significance Assessment

4.1 Exterior Description

The main station building is a single-storey rendered masonry structure of modest but well-composed character. The primary material is a painted lime render applied to a rubble stone or common brick core, consistent with the standard DWWR approach to secondary-line station construction in the 1880s. The structure is articulated by granite quoins and window dressings, presently painted, which provide visual punctuation and structural emphasis at corners and openings. The fenestration consists of vertically proportioned openings with plain painted surrounds.

The building adopts an L-plan configuration. The principal elevation faces the station approach and forecourt to the west. The accommodation wing forming the shorter leg of the L-plan is located to the south of the main block. The roof is a pitched slated form with brick or masonry chimneys.

On Platform 2, the waiting shelter presents a red-brick plinth with a timber-framed and boarded upper section, an arrangement characteristic of the late Victorian DWWR period and contrasting in character with the rendered masonry of the main building.

The signal cabin is of timber construction in the DSER manner, sitting on a robust Wicklow granite base wall. The lattice-work footbridge is a further significant infrastructure element. Together, these structures constitute the ensemble described in RPS W25.



4.2 Interior Description (Accommodation Wing)

The interior of the accommodation wing subject to the proposed works is a modest utilitarian space of approximately 75m², constituting the shorter leg of the L-plan. The spaces are finished to a functional standard; original fabric within this part of the building may include the masonry walls, window openings and their joinery, floor construction and any surviving original skirtings or cornices. A detailed survey of original fabric within the accommodation wing should be undertaken prior to the commencement of works and is recommended as a condition of any consent or declaration issued.

4.3 Statement of Significance

Wicklow Railway Station (RPS W25) is a structure of special architectural, historical and social interest, as recognised by its inclusion in the Wicklow County Council RPS. Its significance may be assessed under the following categories:

- **Architectural:** The main station building is a representative example of standard-gauge DWR station architecture of the 1880s. While of modest architectural ambition compared to the Wilkinson-designed Italianate stations of the earlier Dublin–Bray–Wicklow section, it demonstrates the in-house engineering aesthetic of the DWR Engineering Department and reflects the pragmatic approach to station design adopted by Irish railway companies in the later Victorian period. The red-brick waiting shelter on Platform 2 and the timber signal cabin provide complementary architectural interest.
- **Historical:** The station is directly associated with the Wexford Extension of 1884, a significant event in Irish railway history which completed the coastal mainline from Dublin to Rosslare. The 1884 realignment superseded the 1855 Murrough terminus designed by George Wilkinson — himself one of the most significant architects of Victorian Ireland — and the station site therefore represents both the culmination of the earlier railway and the beginning of the through-mainline era. The DSER signal cabin and associated infrastructure represent a further historically significant layer.
- **Social:** Wicklow Railway Station has served the population of Wicklow Town and its hinterland for over 140 years. It has played a continuous role in the social and economic life of the town, facilitating travel to Dublin and the wider national network, and remains an operational working station.
- **Technical:** The signal cabin, footbridge and associated railway infrastructure represent the technical heritage of Irish railway signalling practice in the early DSER period.

5. Condition Assessment

5.1 General Condition

The main station building appears to be in generally serviceable condition. The rendered masonry elevations show evidence of previous redecoration. The slated roof is [condition to be confirmed]. Windows are [condition / replacement history to be confirmed].

The Platform 2 waiting shelter is understood to be no longer in active passenger use, as noted in the RPS. Its condition should be monitored and any maintenance requirements addressed as part of the broader station management programme.

The signal cabin is redundant (since approximately 2008, following the closure of the manual signalling system) but survives intact. Its condition should be assessed and a management strategy developed for its long-term preservation as part of the Iarnród Éireann heritage asset management programme.

5.2 The Accommodation Wing

The accommodation wing forming the shorter leg of the L-plan, being the subject area of the proposed works, is currently vacant. Its condition is poor to derelict. The proposal to bring it back into active operational use as driver welfare accommodation is, in conservation terms, a positive intervention: vacant and underutilised spaces within protected structures are at inherently greater risk of deterioration through lack of maintenance and passive neglect.

5.3 Prior Interventions

The station has been subject to periodic maintenance and minor alteration over its operational life, but due to the lack of a functional use the southern wing has deteriorated considerably. In accordance with Venice Charter Article 11 (the 'warts and all' principle), accretions and alterations of different periods may be legitimate historical layers and do not of themselves diminish the significance of the original fabric. However, clearly non-original elements — such as modern partitioning, vinyl floor finishes, suspended ceilings — carry less weight in any assessment of character or material impact than original historic fabric.

6. Description of Proposed Works

6.1 Proposed Internal Works

Internal maintenance and improvement works are proposed to the southern wing of the main station building. The works will make this part of the building suitable for use by Iarnród Éireann maintenance staff to meet the operational needs of train drivers working on the Dublin–Rosslare mainline service who are based at or pass through Wicklow. There will be no material change to the external appearance of the building. The proposed internal works have been carefully considered to ensure the preservation of the character and special interest of the protected structure.

The works proposed are as follows.

1. Widening of the porch entrance door as necessary to comply with Building Regulations Technical Guidance Document Part M (Access and Use) and Part B (Fire Safety). These works follow the principle of 'doing as much as necessary but not more' and are not considered to affect the character of the host structure or adjoining structures.
2. Recommissioning of a currently blocked door at the end of the hallway to act as an emergency exit, ensuring compliance with Building Regulations Technical Guidance Document Part M and Part B.
3. A new opening between the two rooms on the eastern side of the building to accommodate a larger kitchen/dining area, maintaining the character of the structure.
4. Installation of new demountable stud partitioning to create the required welfare rooms, including rest area, sanitary facilities, locker/changing provision and ancillary staff spaces, all within the existing building envelope.
5. Repairs as necessary to the building's existing suspended timber floor. Repair works will utilise suitable materials to match the existing floor in a manner that does not alter or change the character of the structure.
6. Repair as necessary of the existing ceiling, ensuring that if any materials need to be replaced, these are replaced in a manner that does not alter or change the character of the structure.
7. Repairs as necessary to the roof timbers. Repair works will utilise suitable materials to match the existing roof timbers to ensure no alteration or change to the character of the structure.

8. Repair as necessary of roof slates. In the event that some slates are damaged in the removal process, or are found to be damaged, or if any new slates are required, these will match the appearance and type of the existing slates.

All of the proposed works will take place within land owned by Iarnród Éireann.

6.2 Relationship to the Protected Structure

The proposed works are principally internal to the existing station building. Items 1, 7 and 8 above involve works to, or in connection with, elements of the external fabric of the protected structure (the porch entrance door, roof timbers and roof slates respectively). These items are addressed in the Section 57 analysis at Section 7.1 below. The remaining works are confined to the southern accommodation wing and do not affect the principal public-facing spaces of the station building, or any decorative element of the exterior.

The separate BMU service and charging infrastructure works proposed on the wider station operational land are not part of this application and are not assessed herein.

7. Impact Assessment

7.1 Section 57 Analysis — Three-Stage Progressive Test

The applicable statutory test is set out in Section 57(1) of the Planning and Development Act 2000 (as amended) and was endorsed by Clarke J. in *CIÉ & Anor v An Bord Pleanála* [2008] IEHC 295, which confirmed its operation as a three-stage progressive test, each stage constituting a necessary gateway:

Stage 1: Is the structure a protected structure?

Yes. Wicklow Railway Station is included in the Record of Protected Structures appended to the Wicklow County Development Plan 2022–2028 at RPS Reference W25. This is not in dispute.

Stage 2: Are the proposed works to the exterior of the protected structure (or its curtilage)?

No. The proposed works are wholly internal to the existing station building. No works are proposed to the exterior of the station building, to any structure within its curtilage, or to any external element of the protected structure, save as for necessary repair and replacement works which will be on a strictly like for like basis always with the provision that they will not materially affect the character of the structure and will be done on the principle of 'as much as necessary but not more'... Stage 2 of the three-stage test is therefore not satisfied.

The assessment continues, however, as a precautionary 'belt-and-braces' exercise to address the third-stage question and to provide the complete eight-category impact analysis, for the purposes of satisfying Wicklow County Council of the absence of material impact on the character of the protected structure.

Stage 3: Would the proposed works materially affect the character of the protected structure or any element contributing to its special interest?

No. For the detailed reasoning, see the eight-category assessment at Section 7.2 below. In summary: the proposed works are wholly internal; they are confined to a utilitarian accommodation wing; they do not affect the external fabric, form, massing, materials or setting of the protected structure; and all new elements are designed to be demountable and fully reversible. No material effect on the character of the protected structure is identified.

7.2 Eight-Category Impact Assessment Table

The following table sets out the assessment of the proposed works against the standard eight-category framework, consistent with the Department of Housing, Local Government and Heritage guidance and An Bord Pleanála inspector convention:

Category	Definition	Finding	Reason
1. Setting and context	Visual relationship of proposed works with the protected structure in its wider landscape and townscape setting.	No Impact	The proposed works are wholly internal to the existing station building. No change to the external appearance, massing or setting of the protected structure is proposed or will result.
2. Form and massing	Scale, bulk, height and three-dimensional configuration of proposed element relative to the protected structure.	No Impact	The internal fit-out does not alter the form, massing or external envelope of the station building in any respect.
3. Fabric and materials	Physical impact on historic fabric — masonry, joinery, ironwork, decorative elements.	Minor Negative	Minor making-good works to internal surfaces are required to prepare the accommodation area for fit-out. No original joinery, decorative plasterwork, door cases or skirtings will be removed. New partitioning will be of demountable stud construction, reversible without damage to the historic fabric. Any disturbance to original render or plaster will be made good in a lime-compatible material.
4. Architectural character	Impact on the aesthetic qualities and designed character of the protected structure.	No Impact	All works are internal and confined to the c.75m ² accommodation wing. The designed character of the station building — its rendered masonry elevations, granite dressings, fenestration and roof form — is unaffected.
5. Historical associations	Impact on the documented historical significance and historical legibility of the protected structure.	Minor Positive	The conversion of the accommodation wing to operational driver welfare use perpetuates and reinforces the building's primary historical function as a working railway station. This is consistent with Venice Charter Article 5, which regards continuation of the

Category	Definition	Finding	Reason
			monument's socially useful purpose as the strongest conservation justification for intervention.
6. Archaeological potential	Potential for sub-surface or concealed archaeological material within the study area.	No Impact	The proposed works are entirely within the interior of an existing building. No ground disturbance, excavation or sub-surface works are proposed. Archaeological potential is not engaged.
7. Reversibility	Whether the proposed intervention can be fully reversed without damage to historic fabric.	No Impact	All proposed partitioning, services distribution and fit-out elements are designed to be demountable and fully reversible. The original spatial envelope and fabric will be capable of full reinstatement.
8. Cumulative impact	Impact considered alongside other consented or anticipated development in the vicinity.	No Impact	Separate works on the wider station operational land (BMU service and charging infrastructure) are not part of the subject application and have been expressly excluded from this assessment. No cumulative impact on the character of the protected structure is identified.

7.3 ICOMOS Charter Compliance

The proposed works are assessed as being consistent with the following applicable international conservation principles:

- Venice Charter (ICOMOS, 1964), Article 5: The proposed works perpetuate the use of the station building for its primary historical function — operational railway use — which is the 'socially useful purpose' that the Venice Charter identifies as the strongest possible conservation justification for works to a monument. The conversion of the accommodation wing for driver welfare use is a direct expression of the continuation of the building's original purpose.
- Venice Charter, Article 11 (Warts and All): The accommodation wing has been subject to periodic modification over its operational life. Non-original elements within this area — modern partitioning, floor finishes, services — do not carry the same significance as the original historic fabric of the station building, and their removal in preparation for the proposed fit-out does not constitute harm to the protected structure's character.
- Venice Charter, Article 12: All new elements introduced by the proposed works are designed to be distinguishable from the original fabric while integrating harmoniously with the overall character of the interior. The demountable nature of the proposed partitioning is consistent with the principle that new additions should not falsify the historic evidence and should be reversible.
- Burra Charter (ICOMOS Australia, 2013): The principle of 'doing as much as necessary, as little as possible' is satisfied. The works are the minimum intervention required to bring a vacant, underutilised part of the building back into active operational use.

7.4 Section 4(1)(h) PDA 2000 — Exempted Development Analysis

Separately from the Section 57 analysis, the proposed works may in any event constitute exempted development under Section 4(1)(h) of the Planning and Development Act 2000, which provides that development consisting of works that do not materially affect the character of a structure, or any element of the structure which contributes to its special architectural, historical, archaeological, artistic, cultural, scientific or social interest, is exempted development.

Having regard to the eight-category assessment at Section 7.2, the proposed works — being wholly internal, confined to a utilitarian accommodation wing, designed to be reversible and not affecting any significant element of the historic fabric — fall within the class of works that do not materially affect the character of the protected structure. Section 4(1)(h) exemption may therefore be available in addition to the Section 57 gateway analysis.

8. Mitigation Measures

Given the finding of No Impact or Minor Negative impact across the eight assessment categories, no significant mitigation is required. The following standard conservation measures are nonetheless recommended and should be implemented as a matter of good practice:

- **Fabric survey:** A detailed survey and photographic record of all original fabric within the accommodation wing should be completed prior to the commencement of works, to ensure that any original elements not currently visible (behind later finishes) are identified and, where possible, retained or recorded.
- **Material specification:** All making-good works to original plaster or masonry surfaces should use lime-compatible mortars and plasters, avoiding OPC-based products that can cause damage to historic masonry through salt migration and differential movement.
- **Reversible construction:** All new partitioning should be of demountable stud construction and should be fixed in a manner that does not damage original masonry, joinery or plasterwork. Methods of fixing should be agreed with the Iarnród Éireann Conservation Architect prior to installation.
- **Services routing:** New services (electrical conduit, plumbing, mechanical ventilation) should be routed to avoid unnecessary disturbance to original fabric. Surface-mounted or easily removable systems are preferred over chased-in installations in original masonry.
- **Retention of original joinery:** Any original windows, doors, door cases, skirtings or cornices within the accommodation wing that are identified during the pre-works fabric survey should be retained, repaired and incorporated into the fit-out design rather than removed.
- **Supervision:** Works should be supervised by a suitably qualified conservation contractor familiar with traditional and historic building materials, and periodic inspection by the Conservation Architect is recommended during the construction phase.

9. Conclusion

This Architectural Heritage Impact Assessment has been prepared to support a Section 5 Declaration application in respect of proposed internal fit-out works at Wicklow Railway Station, Station Road, Wicklow Town (RPS W25), for the purposes of confirming the exempted development status of the proposed works.

Wicklow Railway Station is a protected structure of special architectural, historical and social interest. The RPS W25 listing covers three principal components: the main station building on Platform 1 (the subject of this assessment), the waiting room on Platform 2, and the signal cabin of DSER design. The station was built for the Dublin, Wicklow and Wexford Railway (DWWR) in 1884 as part of the

Wexford Extension, designed in-house by the DWWR Engineering Department under the supervision of Chief Engineer John Chaloner Smith.

The proposed works consist of the internal fit-out of approximately 75m² of the accommodation wing (the shorter leg of the existing L-plan building) for driver welfare and accommodation purposes. No works are proposed to the exterior of the building, to its curtilage, or to any structure or element other than the interior of the subject accommodation wing.

The eight-category impact assessment confirms:

- No Impact on setting, form and massing, architectural character, archaeological potential, reversibility or cumulative impact.
- Minor Negative impact on fabric and materials, assessed as below the threshold of materiality, mitigable by standard conservation good practice, and fully reversible.
- Minor Positive impact on historical associations, by reason of the continuation of the building's operational railway function.

It is the professional opinion of the author that the proposed works do not constitute a material effect on the character of the protected structure or any element contributing to its special interest within the meaning of Section 57(1) or Section 4(1)(h) of the Planning and Development Act 2000 (as amended). The proposed works are, in the author's view, consistent with the proper conservation and management of the protected structure and should be confirmed as exempted development by Wicklow County Council.

Should Wicklow County Council require any further information or clarification in connection with this assessment, the author is available to provide additional analysis or to attend any pre-application consultation meeting.

David Hughes

B.Arch., CPMA, FRIAI, RIBA

RIAI Accredited Conservation Architect

Senior Architect / Conservation Architect

Iarnród Éireann — Capital Investments Division

Board Member, ICOMOS Ireland — <https://www.icomos.ie/about-us/>

President / Convenor, NSCES+CC, ICOMOS Ireland — <https://www.icomos.ie/energy-sustainability-nces/>

Member, ISCES, ICOMOS International — <https://isces.icomos.org/>

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APPENDIX — PHOTOGRAPHIC RECORD

Wicklow Railway Station, Station Road, Wicklow Town, Co. Wicklow (RPS W25). Site visit 1 April 2026.

Schedule of Photographs

Plate	Subject	Orient.	Date
1	Platform 2 waiting shelter, view across running lines from Platform 1	Landscape	2026.04.01
2	Platform 1, looking towards footbridge and signal cabin	Landscape	2026.04.01
3	Station forecourt and car park, rear elevation of main station building	Landscape	2026.04.01
4	Station forecourt, entrance approach with ticket vending machines	Landscape	2026.04.01
5	Station forecourt, entrance approach (alternative angle), height-restriction barrier and telecommunications mast	Landscape	2026.04.01
6	Elevated view from footbridge looking along Platforms 1 and 2	Landscape	2026.04.01
7	Elevated view from footbridge looking down on Platform 1, main station building and car park	Landscape	2026.04.01
8	Elevated view from footbridge looking down on Platform 2 waiting shelter and Platform 1 building	Landscape	2026.04.01
9	Duplicate removed	Landscape	2026.04.01
10	Duplicate removed	Landscape	2026.04.01
11	Elevated view from footbridge looking down on Platform 1 main station building, hills beyond	Landscape	2026.04.01
12	Elevated closer view of Platform 1 main station building from footbridge, boundary wall and gated entrance	Landscape	2026.04.01
13	Platform 1, ground-level view of main station building, principal platform elevation	Landscape	2026.04.01
14	Platform 1, ground-level view towards footbridge and signal cabin	Landscape	2026.04.01
15	Platform 1, ground-level view along main station building towards footbridge	Landscape	2026.04.01
16	Footbridge access staircase from Platform 1, signal cabin at head of stairs	Portrait	2026.04.01
17	Interior, exposed former stair/floor void showing timber joists and construction debris	Portrait	2026.04.01
18	Interior room corner showing severe damp staining, cracked render and stripped wallpaper, redundant solid fuel range and storage drum	Portrait	2026.04.01
19	Interior, window reveal with surviving floral wallpaper fragment, cement bags stored on sill, plaster loss to wall below window	Portrait	2026.04.01

Plate	Subject	Orient.	Date
20	Interior, sash window with patterned obscure glazing, cement bags stacked on sill, peeling wallpaper to surround	Portrait	2026.04:01
21	Interior room corner showing multiple historic wallpaper layers and substantial render loss exposing rubble stone wall	Portrait	2026.04:01
22	Interior, sash window with wired safety glazing, external crane and Iarnród Éireann signage visible through glass, plaster damage to reveal	Portrait	2026.04:01
23	Interior room corner with stepladder and Iarnród Éireann car park notice board, diamond-pattern wallpaper, plaster damage near window head	Portrait	2026.04:01
24	Interior corner detail showing multiple wallpaper layers, mould growth and significant render loss with exposed timber lintel	Portrait	2026.04.01
25	Interior corridor, hanging detached wallpaper sheets, exposed floorboards and ventilation grilles, site operative in background	Portrait	2026.04:01
26	Interior corridor (alternative angle), hanging wallpaper, door architraves, exposed floorboards, site operative in background	Portrait	2026.04:01
27	Interior, redundant cast-iron solid fuel range and masonry surround, severe distemper deterioration and damp staining to wall above	Portrait	2026.04:01
28	Interior, built-in shelving unit with surviving 1970s-pattern wallpaper, stored maintenance materials, damp-damaged lower cupboard	Portrait	2026.04:01
29	Interior, site inspection of redundant hot press/cylinder cupboard and pipework, severe wall finish deterioration, two site personnel present	Portrait	2026.04.01
30	Interior corner, multi-layer wallpaper, wired safety glazing window with external roofline view, plaster damage at wall-ceiling junction	Landscape	2026.04.01

PLATE 1



Platform 2 waiting shelter, view across running lines from Platform 1

View Looking north to 'up' or Dublin Direction Platform. 2026-04-01.

PLATE 2



Platform 1, looking towards footbridge and signal cabin

View Looking west or in Down (Rosslare) Direction. 2026-04-01.

PLATE 3



Station forecourt and car park, rear elevation of main station building
View Looking north to rear (south elevation)]. 2026-04-01.

PLATE 4



Station forecourt, entrance approach with ticket vending machines
View Looking North to down platform entrance. 2026-04-01.

PLATE 5



Station forecourt, entrance approach (alternative angle), height-restriction barrier and telecommunications mast

View Looking NNE 2026-04-01.

PLATE 6



Elevated view from footbridge looking along Platforms 1 and 2

View Looking west or in Down (Rosslare) Direction]. 2026-04-01.

PLATE 7



Elevated view from footbridge looking down on Platform 1, main station building and car park
View looking east or in 'up' / Dublin direction 2026-04-01.

PLATE 8



Elevated view from footbridge looking down on Platform 2 waiting shelter and Platform 1 building

View looking east or in 'up' / Dublin direction. 2026-04-01.

PLATE 9

Duplicate Removed

PLATE 10

Duplicate Removed

PLATE 11



Elevated view from footbridge looking down on Platform 1 main station building, hills beyond
View looking south east 2026-04-01.

PLATE 12



Elevated closer view of Platform 1 main station building from footbridge, boundary wall and gated entrance
View looking south east 2026-04-01.

PLATE 13



Platform 1, ground-level view of main station building, principal platform elevation

View looking south 2026-04-01.

PLATE 14



Platform 1, ground-level view towards footbridge and signal cabin

View looking south 2026-04-01.

PLATE 15



Platform 1, ground-level view along main station building towards footbridge

View looking south west 2026-04-01]. 2026-04-01.

PLATE 16



**Footbridge access staircase from Platform 1,
signal cabin at head of stairs**

*View looking west or 'in Rosslare'/'down' direction
2026-04-01 2026-04-01.*

PLATE 17



**Interior, exposed former stair/floor void showing
timber joists and construction debris**

Internal downward looking view. 2026-04-01.

PLATE 18



Interior room corner showing severe damp staining, cracked render and stripped wallpaper, redundant solid fuel range and storage drum

2026-04-01.

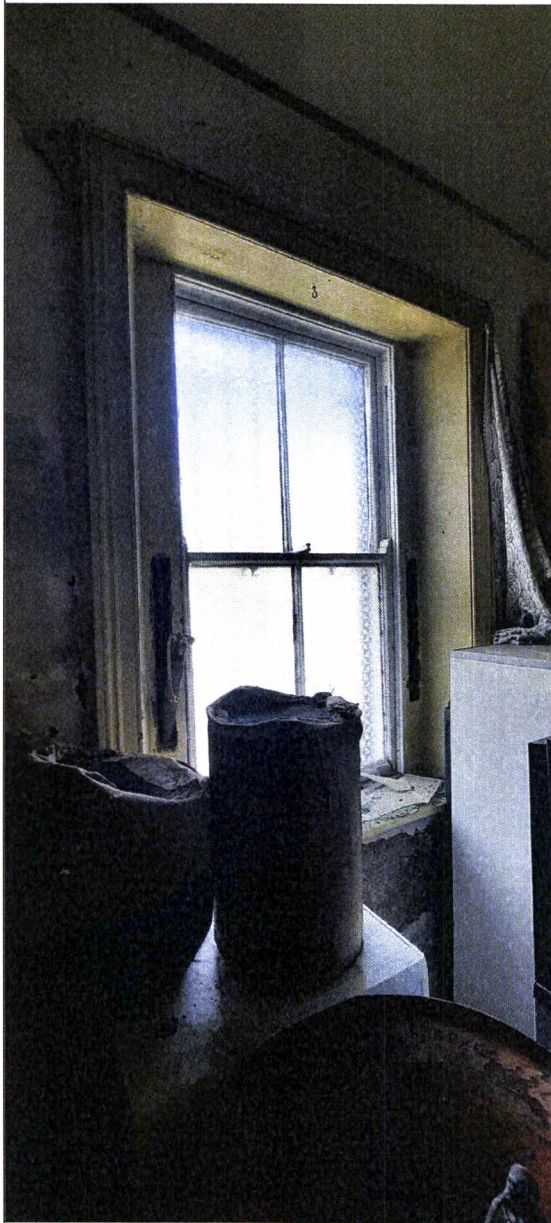
PLATE 19



Interior, window reveal with surviving floral wallpaper fragment, cement bags stored on sill, plaster loss to wall below window

J. 2026-04-01.

PLATE 20



Interior, sash window with patterned obscure glazing, cement bags stacked on sill, peeling wallpaper to surround

2026-04-01.

PLATE 21



Interior room corner showing multiple historic wallpaper layers and substantial render loss exposing rubble stone wall

2026-04-01.

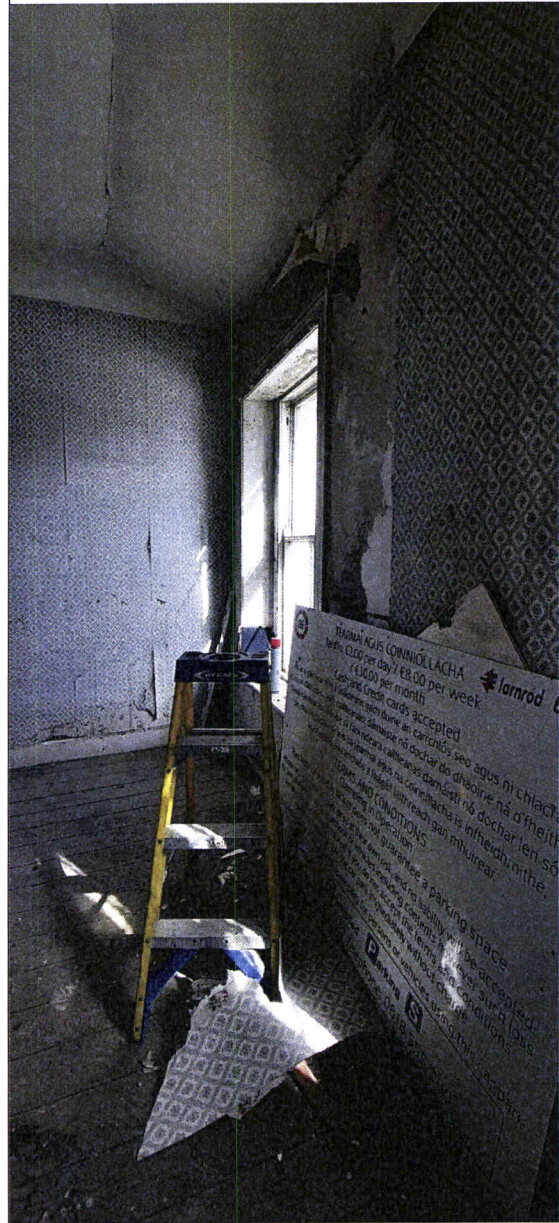
PLATE 22



Interior, sash window with wired safety glazing, external crane and larnród Éireann signage visible through glass, plaster damage to reveal

2026-04-01.

PLATE 23



Interior room corner with stepladder and larnród Éireann car park notice board, diamond-pattern wallpaper, plaster damage near window head

2026-04-01.

PLATE 24



Interior corner detail showing multiple wallpaper layers, mould growth and significant render loss with exposed timber lintel

2026-04-01.

PLATE 25



Interior corridor, hanging detached wallpaper sheets, exposed floorboards and ventilation grilles, site engineer in background showing existing door height are adequate and do NOT need to be raised

. 2026-04-01.

PLATE 26



Interior corridor (alternative angle), hanging wallpaper, door architraves, exposed floorboards, site engineer in in background for scale
2026-04-01.

PLATE 27



Interior, redundant cast-iron solid fuel range and masonry surround, severe distemper deterioration and damp staining to wall above
2026-04-01.

PLATE 28



Interior, built-in shelving unit with surviving 1970s-pattern wallpaper, stored maintenance materials, damp-damaged lower cupboard

2026-04-01.

PLATE 29



Interior, site inspection of redundant hot press/cylinder cupboard and pipework, severe wall finish deterioration, site engineer and PJ Barret Site Surveyor present

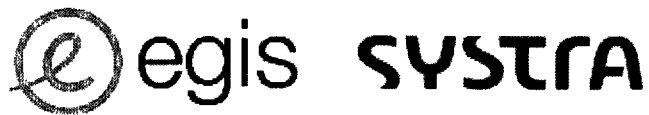
2026-04-01.

PLATE 30



**Interior corner, multi-layer wallpaper, wired safety glazing window with external roofline view,
plaster damage at wall-ceiling junction**

2026-04-01.



TECHNICAL NOTE



WICKLOW TRAIN STATION

Works at Wicklow Station Building Appropriate Assessment Screening

11/08/2026

Document information

GENERAL INFORMATION

Author(s)	J.Worth and S Ward
Business Line	Transportation
File Name	8475-WW-EN-RP-SYST-EN-00003
Revision Purpose Acceptance	0 P1 S

RECIPIENTS

Name	Entity
Brian Whelehan	Iarnród Éireann
Quadri Ariyo	Iarnród Éireann

1 APPROPRIATE ASSESSMENT SCREENING

1.1 Purpose of document

This technical note presents the findings of an Appropriate Assessment (AA) screening exercise to determine whether proposed works at Wicklow Station building (hereafter referred to as the 'Works'), either individually or in-combination with other plans or projects, could potentially result in significant effects on European designated sites nearby.

The assessment has been completed by suitably experienced, degree qualified ecologists (all members of the Chartered Institute of Ecology and Environmental Management) in line with best practice guidance¹. James Worth (BSc, MSc) is an ecologist with over 6 years' experience, and the assessment was overseen by Steven Ward (BSc, MSc, MCIEEM), an ecologist with 19 years' experience.

1.2 Works description

The Works involve maintenance, repairs and upgrade works to Wicklow Station building to provide new facilities for Iarnród Éireann maintenance operatives.

The Works will be concentrated within the southern wing of the existing Wicklow Station building. As the building is a protected structure, the proposed internal works have been carefully designed to ensure the character and special interest of the protected structure is maintained. There will no change to the external appearance of the building. The works proposed include: increasing the height of internal door openings; creation of a new opening between the two rooms on the eastern side of the building to accommodate a larger kitchen/dining area; installation of stud walls to create toilet cubicles, and shower room; repairs to the building's existing suspended timber floor; removal and replacement of the existing ceiling; and repairs to the roof timbers.

1.3 Screening assessment

Due to the nature of the Works, the Zone of Influence (the area over which the Works could potentially have significant effects on a European designated site) is relatively small.

The European designated sites identified as relevant to the assessment are:

- the Murrough Special Protection Area (SPA) located 60m to the south-east of the Works; and
- the Murrough Wetlands Special Area of Conservation (SAC) located 100m to the north-east of the Works.

1.3.1 The Murrough SPA

The Murrough SPA is an extensive coastal wetland complex that stretches along the east coast of Ireland for 13km, from Greystones to Wicklow, and extends inland for up to 1km in some places. It includes an area of marine water to a distance of 0.2km from the low water mark. A shingle ridge runs along the length of the designated site and carries the Dublin-Wexford railway line. The Murrough SPA is designated for eight species of waterbirds. The shingle ridge at Kilcoole is a traditional nesting area for little tern, and the site supports one of the largest colonies in the country. The other qualifying bird species use the SPA for overwintering.

No impact pathways have been identified between the Works and the Murrough SPA. The Works will not lead to any of the following: an increase in recreational or commercial pressure; physical habitat loss, deterioration or fragmentation of habitat; changes to atmospheric pollution or water quality; changes in species distribution; barrier effects or collision risks; or the introduction of invasive non-native species. Any disturbance (noise, vibration, light) caused by the Works will not be significant in the context of the surrounding urban environment, which is already subject to relatively high levels of disturbance. There is no hydrological connectivity to the SPA.

¹ OPR Practice Note PN01 – Appropriate Assessment Screening for Development Management

1.3.2 The Murrough Wetlands SAC

The Murrough Wetlands SAC extends from the Wicklow railway bridge to Kilcoole and covers much of the same inland coastal wetland areas as The Murrough SPA.

There are no faunal qualifying species associated with the SAC, and thus there is no possibility of disturbance effects. As previously described, the Works will be confined to the station building and transport to the site will be via existing roads outside the boundary of the SAC. The Works will not result in significant emissions of airborne pollution and there is no hydrological connectivity to the SAC.

1.3.3 In-combination assessment

Other developments in proximity to the Works will not result in any in-combination adverse effects on the above European designated sites as the Works will not have any level of impact.

1.4 Conclusion

It is the professional opinion of the authors of this report that the Works (alone or in-combination with other plans/projects) would not be likely to have any significant effects on European sites and an Appropriate Assessment is, therefore, not required.

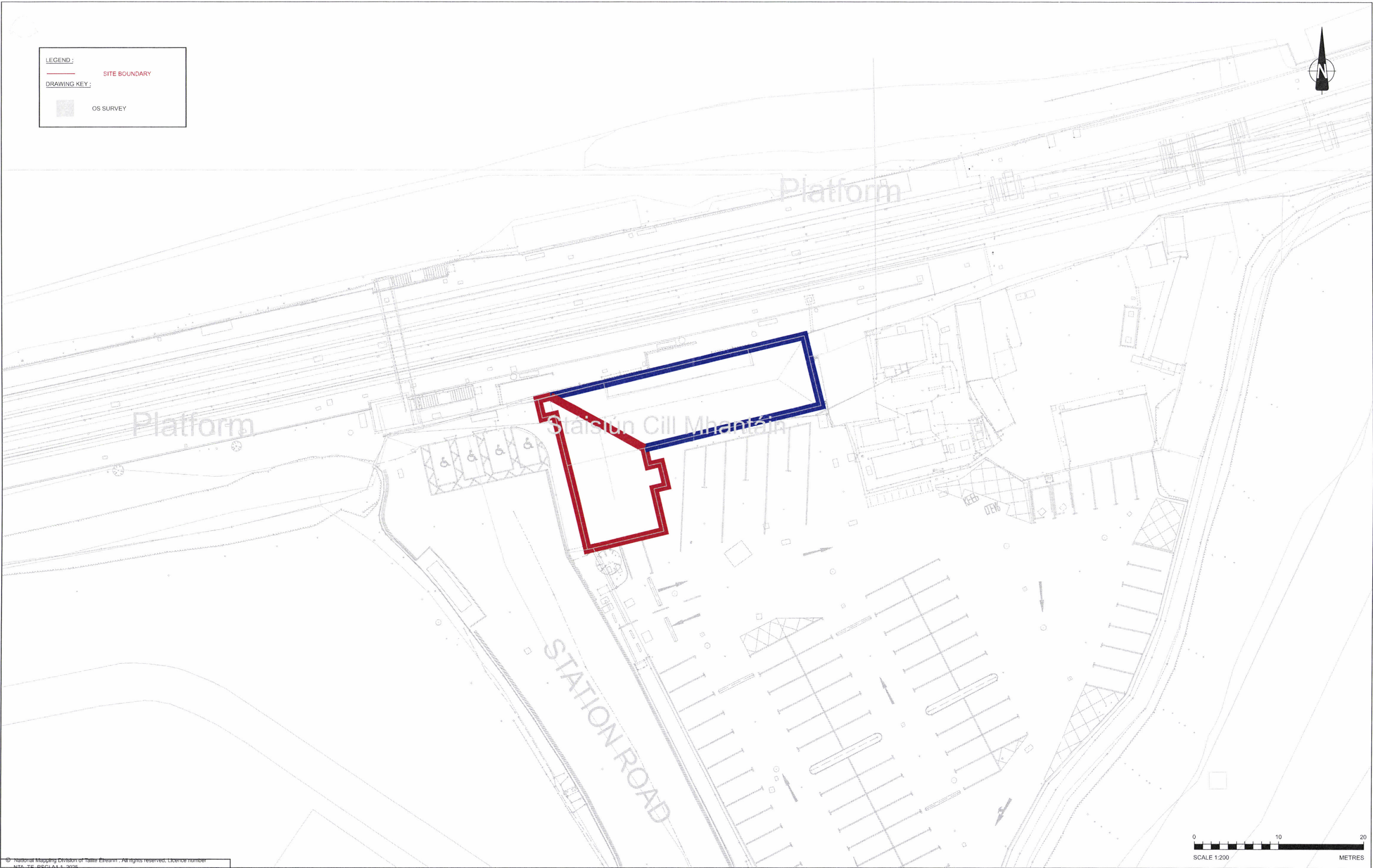
This conclusion has been reached based on the details of the Works available at the time of writing and the potential relationship with European sites within the Zone of Influence and their Conservation Objectives, in the absence of mitigation measures.

LEGEND:

SITE BOUNDARY

DRAWING KEY:

OS SURVEY



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SYSTRA



Notes:
DO NOT SCALE, use figured dimensions only.
All levels are referred to Ordnance Survey Datum, Malin Head.
This drawing is the property of EGSY. It is a confidential document and must not be copied, used, or its contents divulged without prior written consent. This document should not be relied on or used in circumstances other than those for which it was originally prepared. EGSY accepts no responsibility for this document to any other party other than the party by whom it was commissioned.

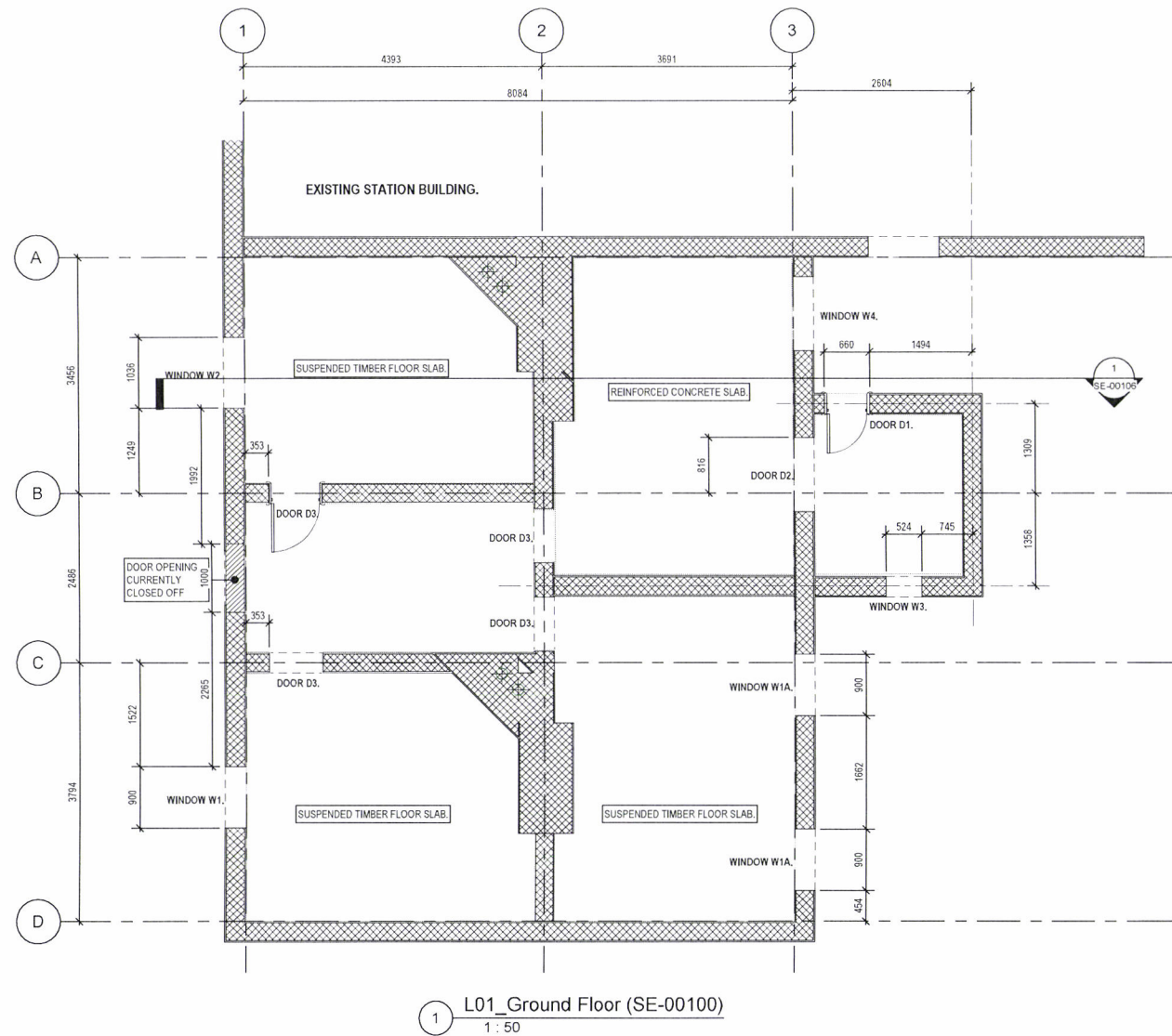
Rev.	Date	Drawn	Purpose of Revision	Chk'd	Appr.
0	15/05/26	DB	First Issue	BL	BL

Project Title: Wicklow Rail Capacity Enhancement		Status:
Drawing Title: Location Plan		P1S
Drawn: D.Badani	Drawing No. 8475-WW-SB-DR-EGSY-PM-00003	Rev: 0
Designed: B.Lawless	Scale at A1: AS SHOWN	
Approved: B.Lawless	Date: 15/05/26	
Authorised:—		

File Name : C:\p\egis\ireland_projects\15m022626\75-WW-SB-DR-EGSY-PM-00003.dwg



NOTE:
DRAWING TO BE READ IN CONJUNCTION WITH:
8475-WW-BU-DR-EGSY-SE-00101
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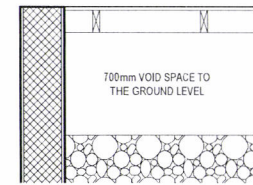


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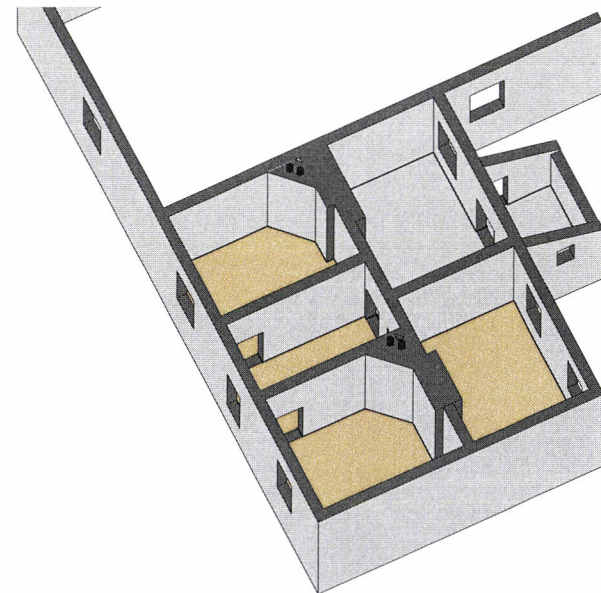
DOOR D1: 660mm. WIDE x 1860mm. HIGH
DOOR D2: 1090mm. WIDE x 2130mm. HIGH.
DOOR D3: 795mm. WIDE x 1965mm. HIGH.
WINDOW W1: 900mm. WIDE x 1780mm. HIGH (CILL - 823mm. FROM FLOOR LEVEL)
WINDOW W1A: 900mm. WIDE x 1780mm. HIGH (CILL - 1000mm. FROM FLOOR LEVEL)
WINDOW W2: 1036mm. WIDE x 1780mm. HIGH (CILL - 823mm. FROM FLOOR LEVEL)
WINDOW W3: 524mm. WIDE x 917mm. HIGH (CILL - 1000mm. FROM FLOOR LEVEL)
WINDOW W4: 1086mm. WIDE x 1780mm. HIGH (CILL - 823mm. FROM FLOOR LEVEL)

Graphical elements

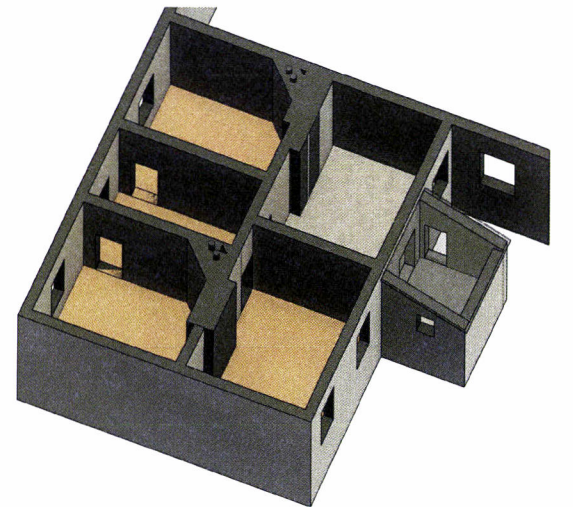
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MODIFIED OR TO BE MOVED:	
REDUNDANT OR TO BE REMOVED:	
NEW, PROPOSED OR ADDITIONAL:	
FOR TEMPORARY WORKS:	
WORK TO BE SUBMITTED BY ANOTHER DISCIPLINE / PROJECT:	
OS / SURVEY DATA / UTILITIES:	



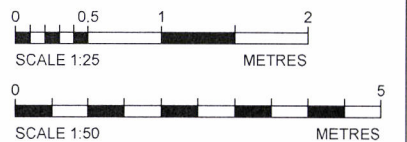
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1 : 25



3 3D-VIEW REF. B (SE-00100)
1 : 50



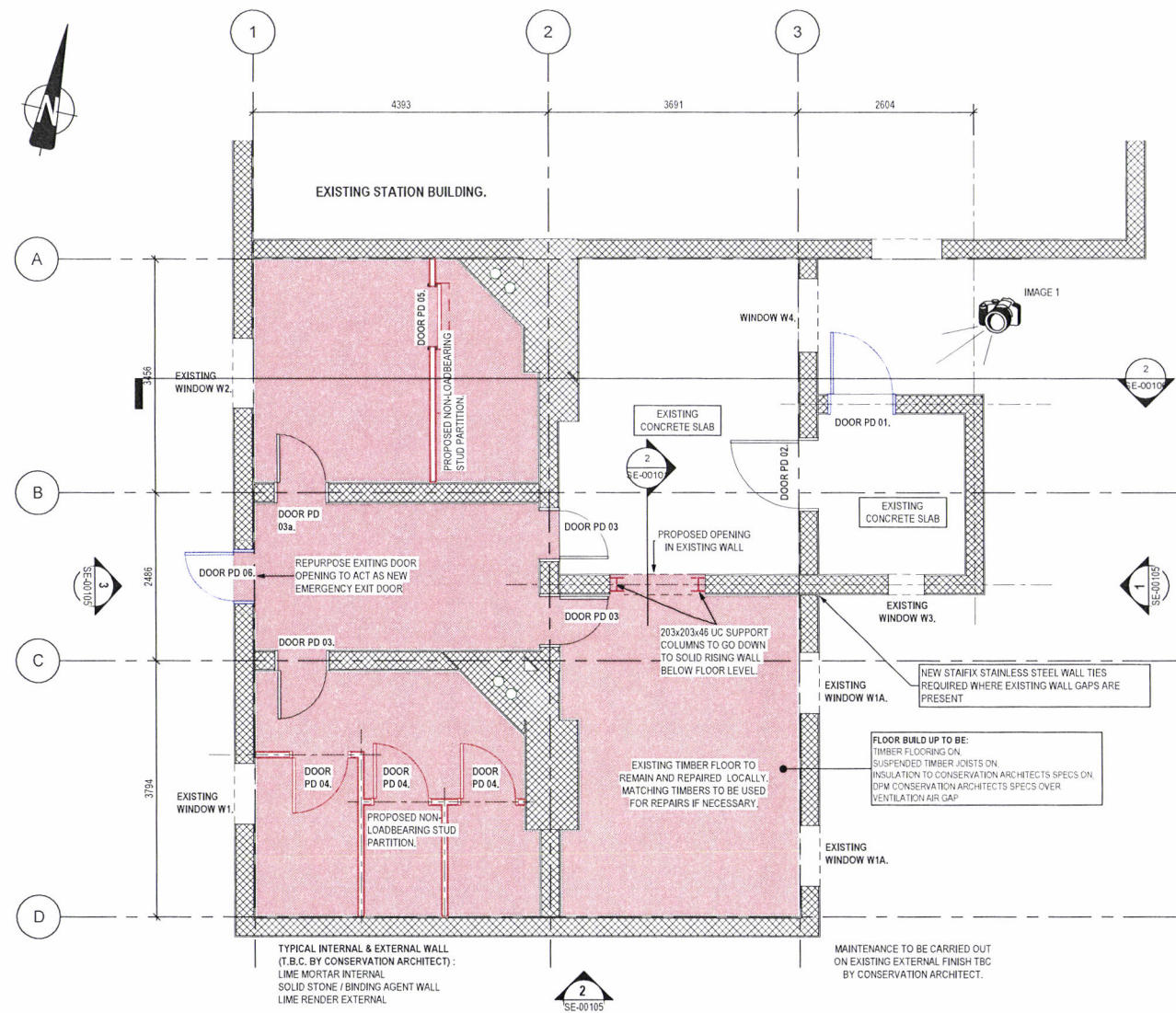
4 3D-VIEW REF. A (SE-00100)
1 : 50



Rev.	Date	Drawn	Purpose of Revision	Chk'd	Appr.
0	12.05.26	W.R.S.	EXEMPTION APPLICATION.	B.F.	B.F.
1	06.07.26	W.R.S.	MINOR AMENDMENTS.	B.F.	B.F.
2	04.08.26	W.R.S.	SECTION ADDED.	B.F.	B.F.
3	13.08.26	W.R.S.	MINOR AMENDMENTS.	B.F.	B.F.

Project Title:	WICKLOW RAIL CAPACITY ENHANCEMENT.		Status:	P2S
Drawing Title:	EXISTING STATION. GROUND FLOOR PLAN.		Rev:	3
Drawn:	W.R.S.	Drawing No.	8475-WW-BU-DR-EGSY-SE-00100	
Designed:	BF.	Scale at A1:	1 : 50	
Approved:	BF.	Date:	13.08.2026	
Authorised:				

NOTE:
DRAWING TO BE READ IN CONJUNCTION WITH:
8475-WW-BU-DR-EGSY-SE-00100
8475-WW-BU-DR-EGSY-SE-00102
8475-WW-BU-DR-EGSY-SE-00103
8475-WW-BU-DR-EGSY-SE-00104
8475-WW-BU-DR-EGSY-SE-00105
8475-WW-BU-DR-EGSY-SE-00106



1 L01_Ground Floor (SE-00101)
1 : 50

LEGEND:

SUSPENDED TIMBER FLOOR

MAINTENANCE TO BE CARRIED OUT ON EXISTING SUSPENDED TIMBER FLOOR TO ENSURE ITS SERVICEABILITY LONG TERM.
ALL EXISTING MATERIAL TO BE SALVAGED WHERE APPROPRIATE.

ROOF
MAINTENANCE TO BE CARRIED OUT ON EXISTING ROOF STRUCTURE TO ENSURE ITS SERVICEABILITY LONG TERM.
ALL EXISTING MATERIAL TO BE SALVAGED WHERE APPROPRIATE.

STRUCTURAL CLEAR OPENINGS REQUIRED FOR NEW DOORS.

DOOR PD 01 : 1000mm. WIDE x 2000mm. HIGH

DOOR PD 02 : 1050mm. WIDE x 2130mm. HIGH

DOOR PD 03 : 795mm. WIDE x 1955mm. HIGH

DOOR PD 03a FD30 : 795mm. WIDE (CLEAR WIDTH BETWEEN ARCHITRAVES) x 1955mm. HIGH
FD30 : FIRE DOOR WITH A MINIMUM RATING OF 30min.

DOOR PD 04 : 900mm. WIDE x 2100mm. HIGH

DOOR PD 05 : 900mm. WIDE x 2100mm. HIGH (SLIDING DOOR)

PROPOSED OPENING : 1000mm. WIDE x 2100mm. HIGH

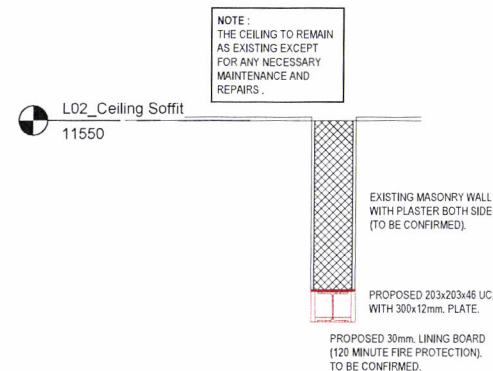
DOOR PD 06 : 800mm. WIDE x 2000mm. HIGH

Graphical elements

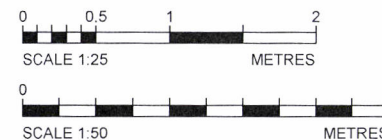
EXISTING OR UNCHANGED:	
MODIFIED OR TO BE MOVED:	
REDUNDANT OR TO BE REMOVED:	
NEW, PROPOSED OR ADDITIONAL:	
FOR TEMPORARY WORKS:	
WORK TO BE SUBMITTED BY ANOTHER DISCIPLINE / PROJECT:	
OS / SURVEY DATA / UTILITIES:	



IMAGE 01 - INDICATIVE OPENING SIZE



2 Section 2 (SE-00101)
1 : 25



Rev.	Date	Drawn	Purpose of Revision	Chkd	Appr.
0	12.05.26	W.R.S.	EXEMPTION APPLICATION.	B.F.	B.F.
1	08.07.26	W.R.S.	MINOR AMENDMENTS.	B.F.	B.F.
2	04.08.26	W.R.S.	SECTION ADDED.	B.F.	B.F.
3	13.08.26	W.R.S.	MINOR AMENDMENTS.	B.F.	B.F.

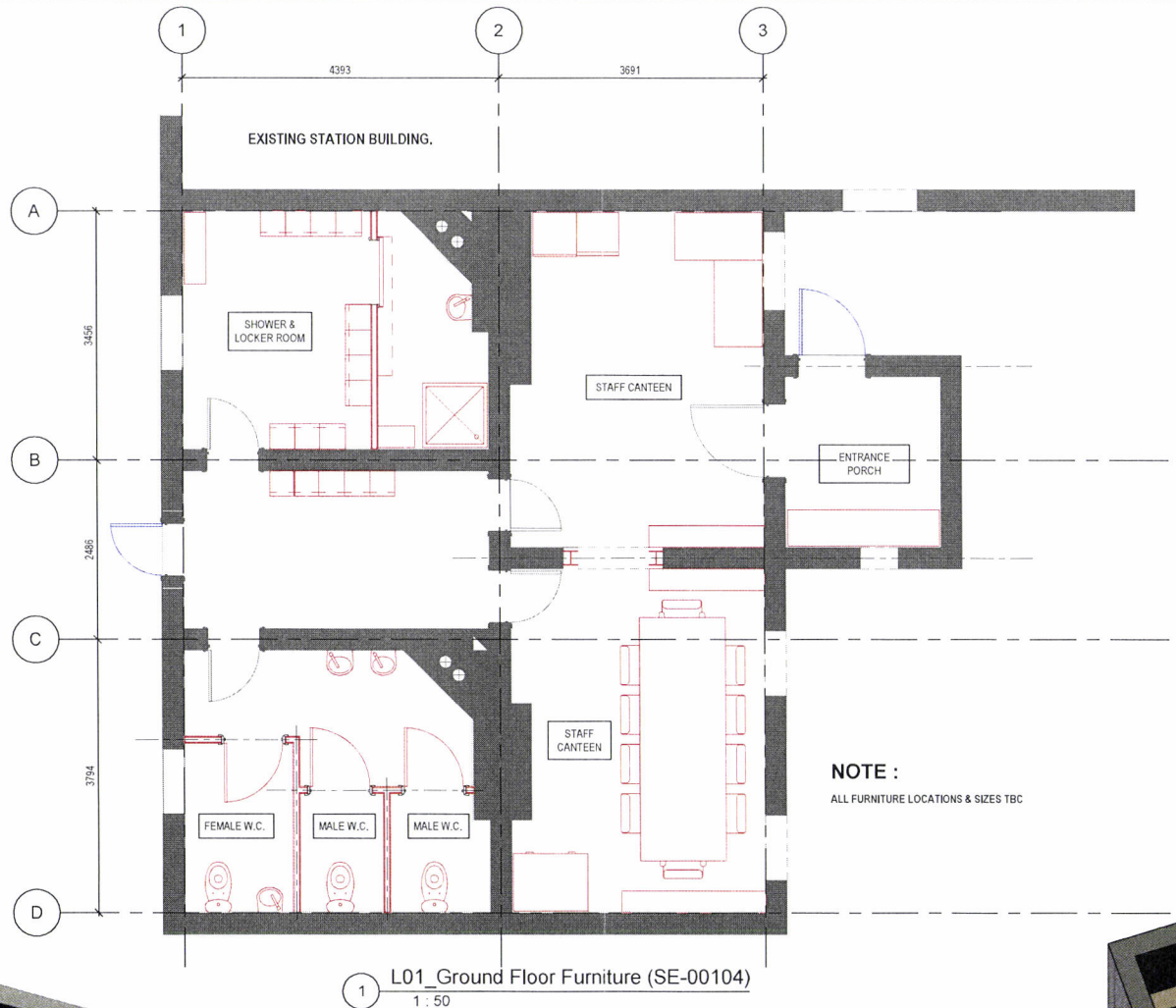
Project Title: **WICKLOW RAIL CAPACITY ENHANCEMENT.**

Drawing Title: **GENERAL ARRANGEMENT OF PROPOSED GROUND FLOOR**

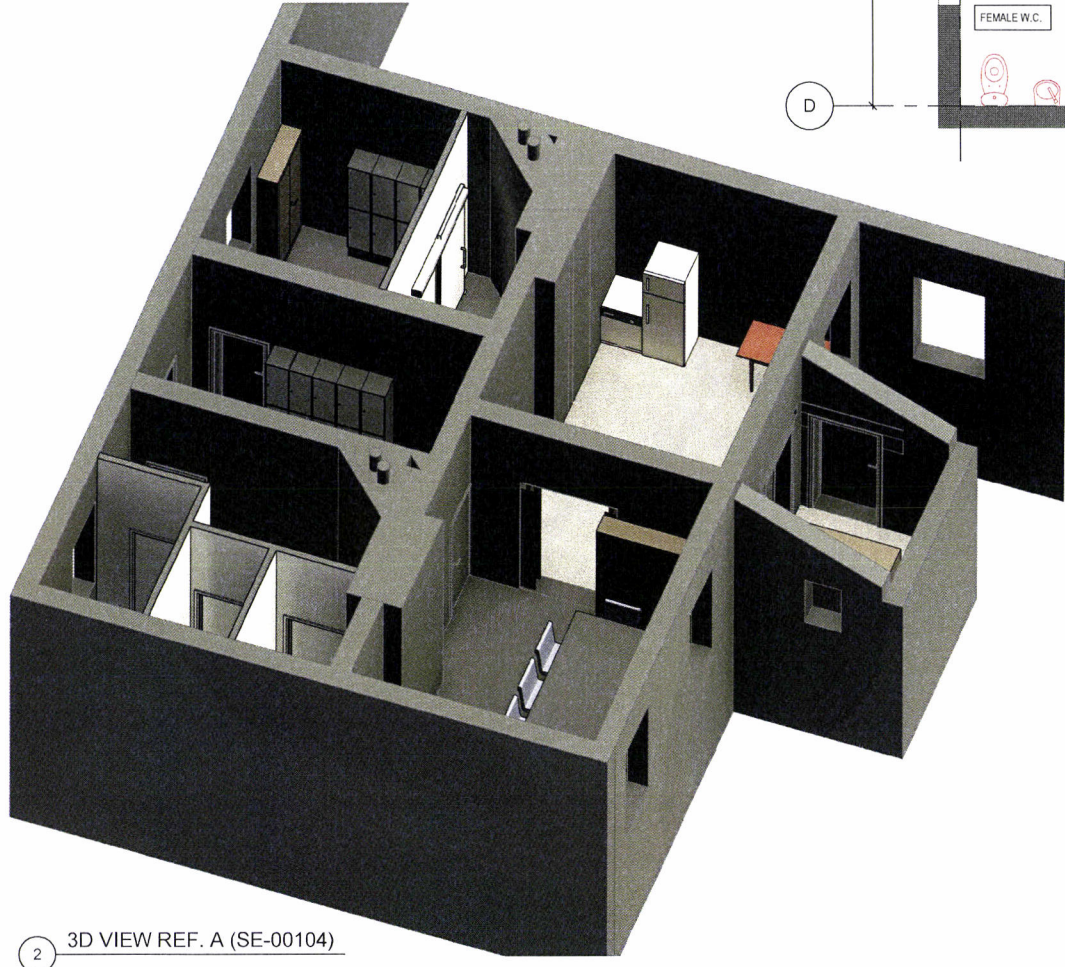
Drawn: WRS.	Drawing No. 8475-WW-BU-DR-EGSY-SE-00101
Designed: BF.	Scale at A1: 1 : 50.
Approved: BF.	Date: 13.08.2026
Authorised:	

Status: P2S

Rev: 3



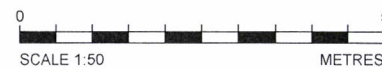
1 L01_Ground Floor Furniture (SE-00104)
1 : 50



2 3D VIEW REF. A (SE-00104)



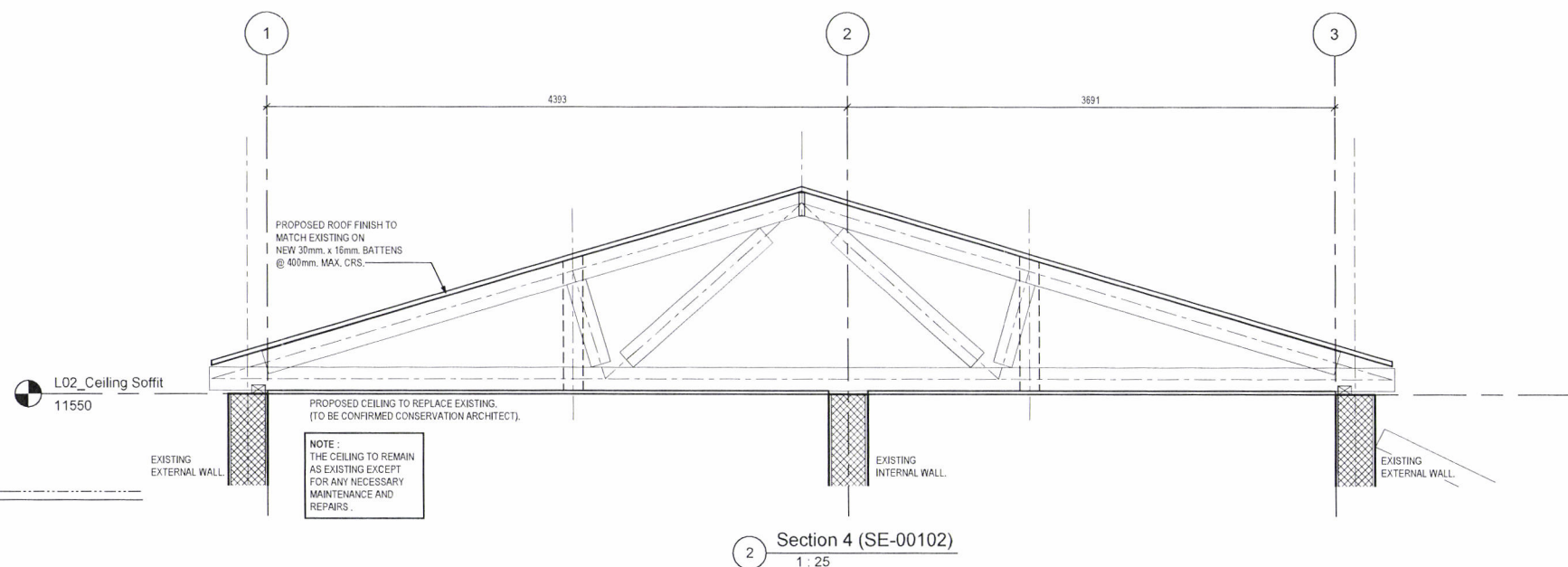
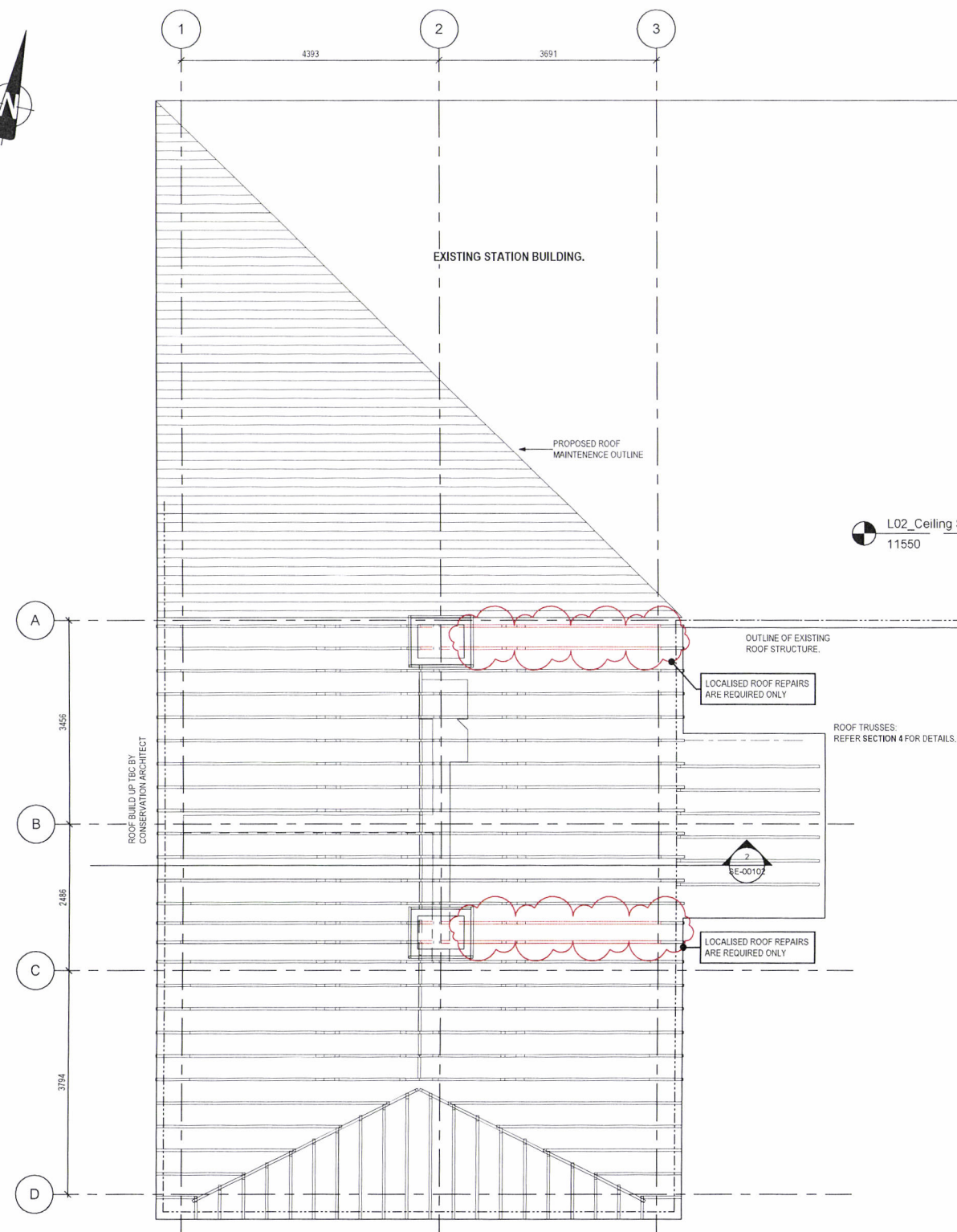
3 3D VIEW REF. B (SE-00104)



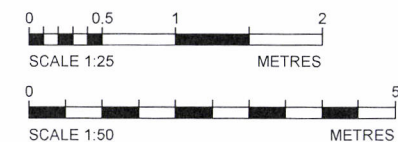
Notes:
DO NOT SCALE, use figured dimensions only.
All levels are referred to Ordnance Survey Datum, Malin Head.
This drawing is the property of Egis. It is a confidential document and must not be copied, used, or its contents divulged without prior written consent. This document should not be relied on or used in circumstances other than those for which it was originally prepared. Egis accepts no responsibility for this document to any other party other than the party by whom it was commissioned.

Rev.	Date	Drawn	Purpose of Revision	Chkd	Appr.
0	12.05.26	W.R.S.	EXEMPTION APPLICATION.	B.F.	B.F.
1	06.07.26	W.R.S.	MINOR AMENDMENTS.	B.F.	B.F.
2	13.08.26	W.R.S.	MINOR AMENDMENTS.	B.F.	B.F.

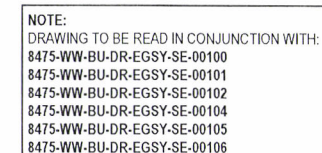
Project Title: WICKLOW RAIL CAPACITY ENHANCEMENT.		Status:
Drawing Title: PROPOSED GROUND FLOOR (FURNITURE).		PS2
Drawn: WRS.	Drawing No. 8475-WW-BU-DR-EGSY-SE-00104	Rev: 2
Designed: BF.	Scale at A1: 1 : 50.	
Approved: BF.	Date: 13.08.2026	
Authorised:		



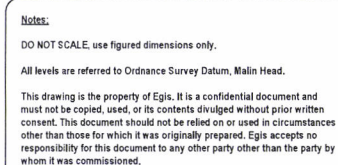
Graphical elements	
EXISTING OR UNCHANGED:	
MODIFIED OR TO BE MOVED:	
REDUNDANT OR TO BE REMOVED:	
NEW, PROPOSED OR ADDITIONAL	
FOR TEMPORARY WORKS	
WORK TO BE SUBMITTED BY ANOTHER DISCIPLINE / PROJECT	
OS / SURVEY DATA / UTILITIES	

[illegible]

Project Title: WICKLOW RAIL CAPACITY ENHANCEMENT.			Status: P2S
Drawing Title: GENERAL ARRANGEMENT OF PROPOSED ROOF REPAIRS			
Drawn: WRS.	Drawing No.	8475-WW-BU-DR-EGSY-SE-00102	Rev: 2
Designed: BF.			
Approved: BF	Scale at A1:	1/50	
Authorised:	Date:	13.08.2026	



Graphical elements	
EXISTING OR UNCHANGED:	
MODIFIED OR TO BE MOVED:	
REDUNDANT OR TO BE REMOVED:	
NEW, PROPOSED OR ADDITIONAL:	
FOR TEMPORARY WORKS	
WORK TO BE SUBMITTED BY ANOTHER DISCIPLINE / PROJECT	
OS / SURVEY DATA / UTILITIES	

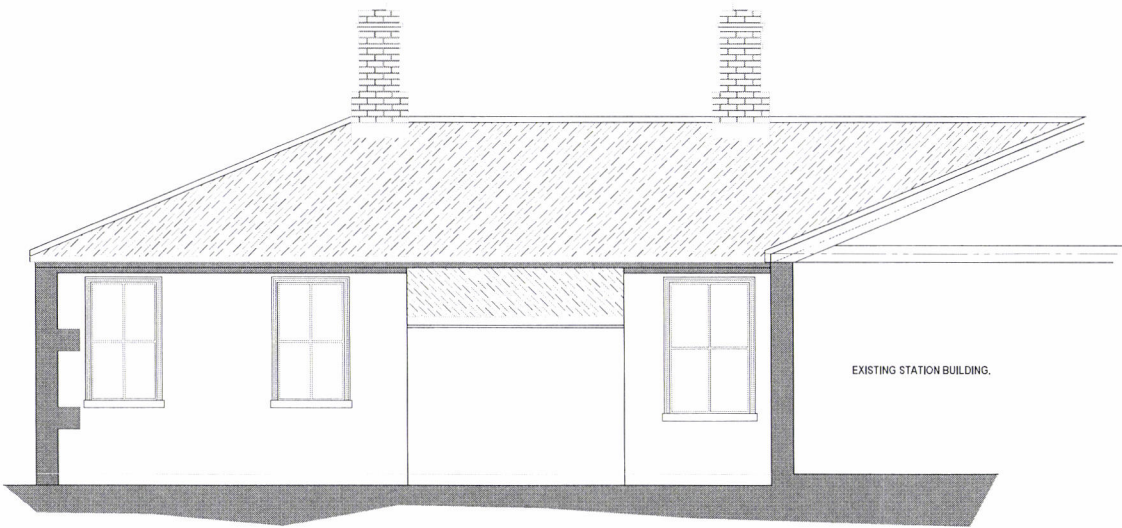
[illegible]

Project Title: WICKLOW RAIL CAPACITY ENHANCEMENT.		Status:
Drawing Title: GENERAL ARRANGEMENT AT PROPOSED CEILING LEVEL.		PS2
Drawn: WRS.	Drawing No. 8475-WW-BU-DR-EGSY-SE-00103	Rev: 2
Designed: BF.		
Approved: BF.	Scale at A1: 1 : 50.	
Authorised:	Date: 12.08.2026	

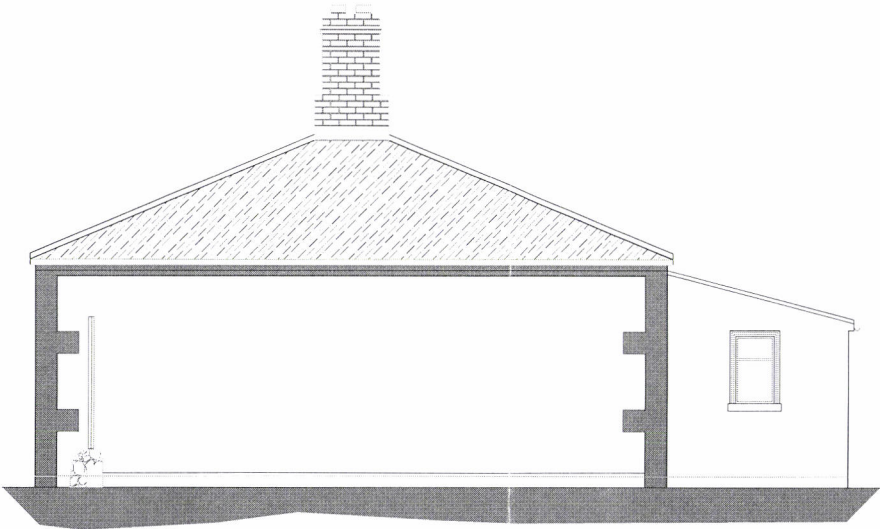
NOTE:
DRAWING TO BE READ IN CONJUNCTION WITH:
8475-WW-BU-DR-EGSY-SE-00100
8475-WW-BU-DR-EGSY-SE-00101
8475-WW-BU-DR-EGSY-SE-00102
8475-WW-BU-DR-EGSY-SE-00103
8475-WW-BU-DR-EGSY-SE-00104
8475-WW-BU-DR-EGSY-SE-00106

NOTE:
NO EXTERNAL WORKS SAVE FOR THE DOOR D1 WIDENING AND
ANY NECESSARY EXTERNAL MAINTENANCE AND REPAIRS

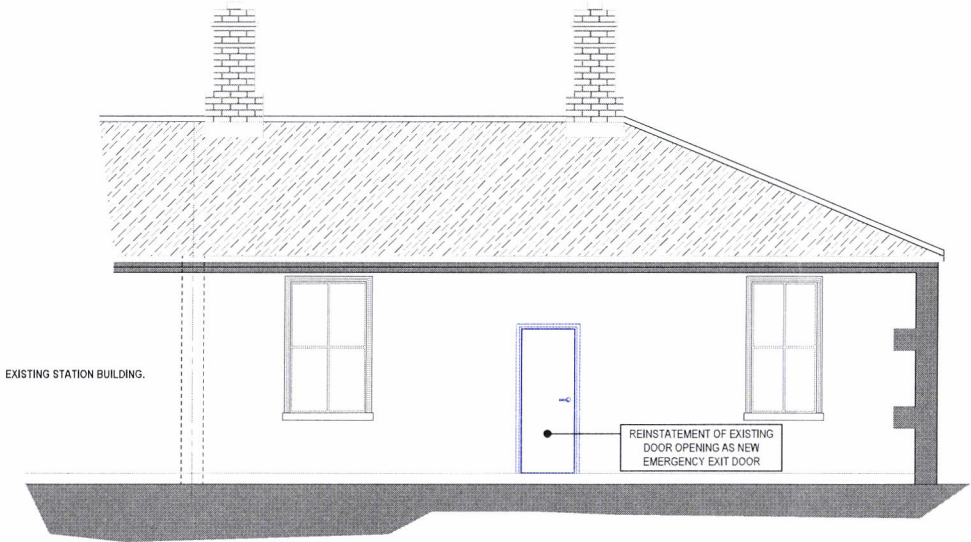
Graphical elements	
EXISTING OR UNCHANGED:	
MODIFIED OR TO BE MOVED:	
REDUNDANT OR TO BE REMOVED:	
NEW, PROPOSED OR ADDITIONAL	
FOR TEMPORARY WORKS	
WORK TO BE SUBMITTED BY ANOTHER DISCIPLINE / PROJECT	
OS / SURVEY DATA / UTILITIES	



EAST ELEVATION 1
SCALE 1:50 SE-00101



SOUTH ELEVATION 2
SCALE 1:50 SE-00101



WEST ELEVATION 3
SCALE 1:50 SE-00101



Rev.	Date	Drawn	Purpose of Revision	Chkd	Appr.
0	12.05.26	W.R.S.	EXEMPTION APPLICATION	B.F.	B.F.
1	08.07.26	W.R.S.	MINOR AMENDMENTS	B.F.	B.F.
2	04.08.26	W.R.S.	MINOR AMENDMENTS	B.F.	B.F.
3	13.08.26	W.R.S.	MINOR AMENDMENTS	B.F.	B.F.

Project Title: **WICKLOW RAIL CAPACITY ENHANCEMENT.**

Drawing Title: **ELEVATIONS**

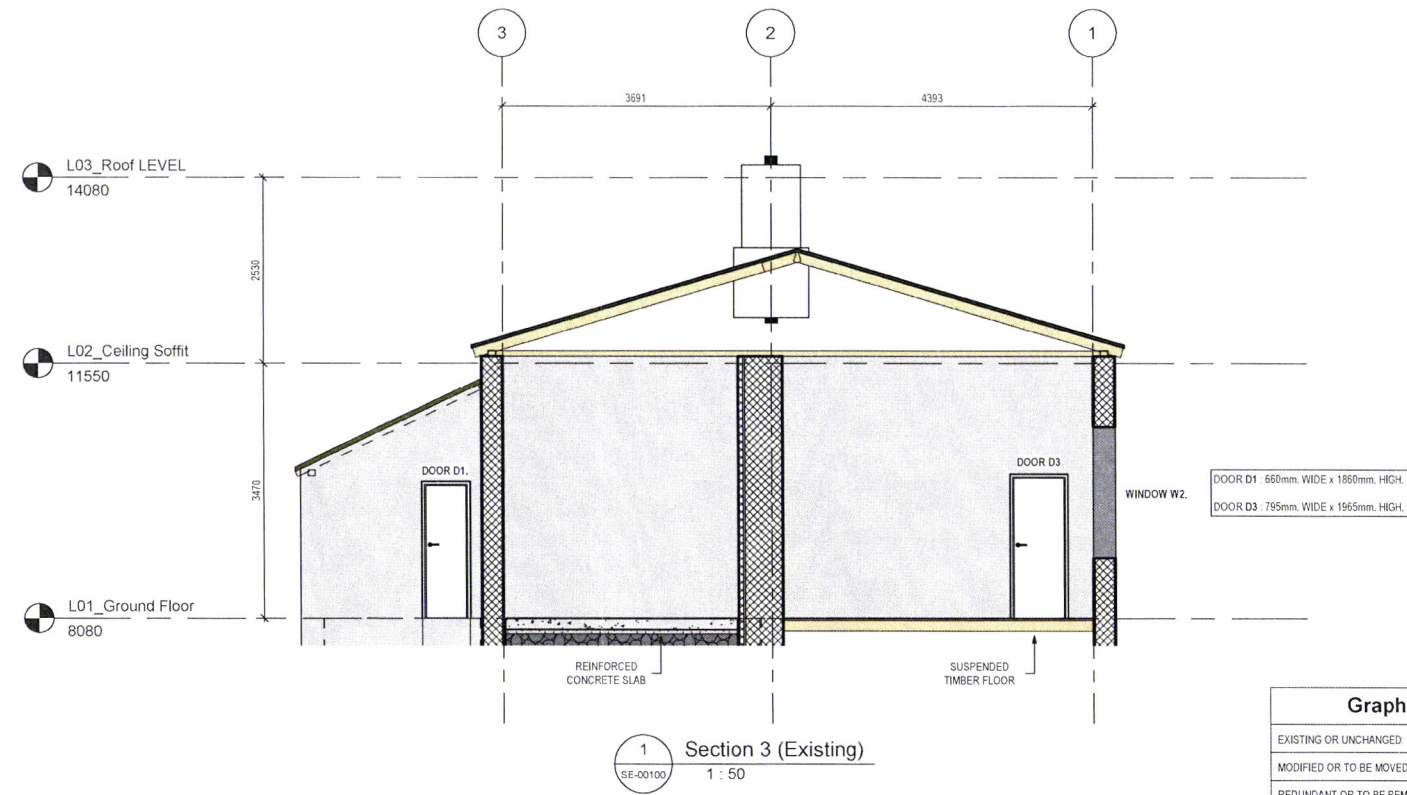
Drawn: WRS.	Drawing No. 8475-WW-BU-DR-EGSY-SE-00105
Designed: BF.	Scale at A1: 1:50
Approved: BF.	Date: 13.08.2026
Authorised:	

Status:

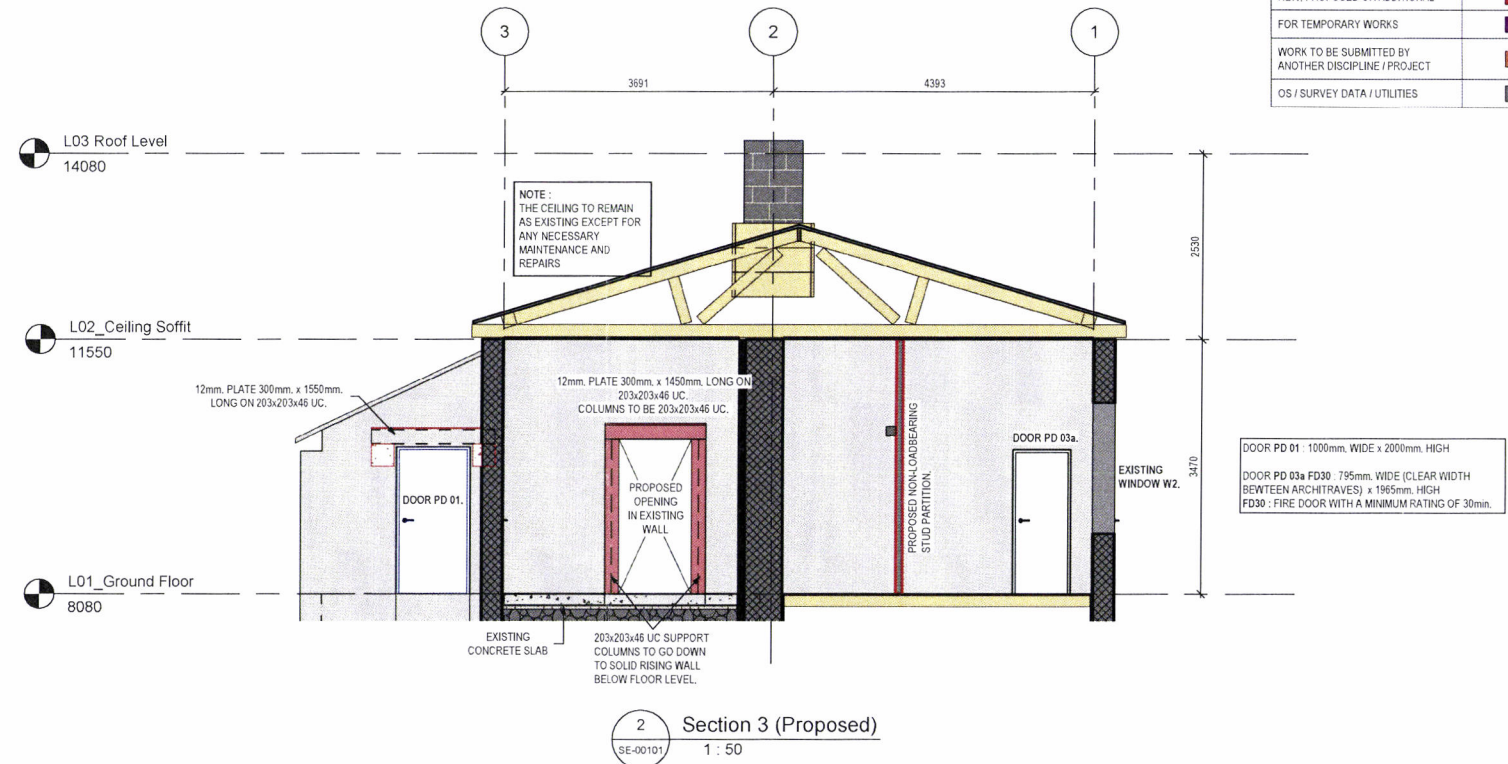
P2S

Rev:
3

NOTE:
DRAWING TO BE READ IN CONJUNCTION WITH:
8475-WW-BU-DR-EGSY-SE-00100
8475-WW-BU-DR-EGSY-SE-00101
8475-WW-BU-DR-EGSY-SE-00102
8475-WW-BU-DR-EGSY-SE-00103
8475-WW-BU-DR-EGSY-SE-00104
8475-WW-BU-DR-EGSY-SE-00105



Graphical elements	
EXISTING OR UNCHANGED	
MODIFIED OR TO BE MOVED	
REDUNDANT OR TO BE REMOVED	
NEW, PROPOSED OR ADDITIONAL	
FOR TEMPORARY WORKS	
WORK TO BE SUBMITTED BY ANOTHER DISCIPLINE / PROJECT	
OS / SURVEY DATA / UTILITIES	



Rev.	Date	Drawn	Purpose of Revision	CHK'd	Appr.
0	13.08.26	W.R.S.	EXEMPTION APPLICATION.	B.F.	B.F.

Project Title: WICKLOW RAIL CAPACITY ENHANCEMENT.		Status:
Drawing Title: CROSS-SECTIONAL ELEVATION		P2S
Drawn: WRS.	Drawing No. 8475-WW-BU-DR-EGSY-SE-00106	Rev: 0
Designed: BF.	Scale at A1: 1:50	
Approved: BF.	Date: 13.08.2026	
Authorised:		