Comhairle Cathrach Chorcaí
Cork City Council

Halla na Cathrach, Corcaigh - City Hall, Cork - T12 T997

Iarnród Éireann/Irish Rail,

[redacted]

09/09/2026

RE: Section 5 Declaration: R1068-26 Kent Station, Lower Glanmire Road, Cork City. T23 E6TD

A Chara,

With reference to your request for a Section 5 Declaration at the above-named property, received on 28/07/2026.

The Question before the Planning Authority was: "Whether the proposed interim maintenance, structural stabilisation and conservation works to the western timber gable screen of the main train shed at Kent Station, Cork, comprising the localised removal and replacement of timber elements affected by advanced decay, including sections of the main bottom rail and the timber posts bearing the masonry corbels over the platform; minor realignment of the existing timber screen were practicable; the installation of a new structural steel support structure to the rear of the existing timber screen to provide structural support and stability to the gable as a whole associated supplementary structural steel bracing; localised masonry repair to the bearing area of the adjacent roof truss; and all associated temporary propping, access scaffolding and ancillary works, constitute development and, if so whether such development has exempted development".

Comhairle Cathrach Chorcaí
Cork City Council

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Having regard to —

Sections 2, 3, 4(1)(h) and 57(1) of the Planning and Development Act 2000 (as amended)

It is considered that the –

Interim stabilisation works to the western gable of the main train shed at Kent Station, Cork, a protected structure, comprising the localised repair/replacement of decayed timber elements, realignment where practicable, together with the new steel support arch, bracing to the rear of the existing timber screen and temporary access scaffolding to same, for the timeframes as set out, **IS DEVELOPMENT** and **IS EXEMPTED DEVELOPMENT**.

Is mise le meas,

Anthony Angelini

Anthony Angelini
Assistant Staff Officer
Planning & Integrated Development
Cork City Council

We are Cork.

PLANNER'S REPORT - FI **Ref. R1068 /26**	Cork City Council Planning & Integrated Development

Application type	Section 5 Declaration
Description	See section 2 in previous Planner's Report
Location	Kent Station, Lower Glanmire Road
Applicant	Iarnród Éireann / Irish Rail
Date	08/09/2026
Recommendation	Is development and is exempted development

1. Introduction

This report should be read in conjunction with the previous Planner's Report on file dated 24/08/2026. That report recommended that the following Further Information (FI) be sought:

'The proposed development has been deemed to constitute development. Further information is required to assess whether the proposed development accords with the exemption set out in section 4(1)(h), as limited by section 57. The key consideration is whether the support structure and access scaffolding are part of a project that will, ultimately, conserve the west gable such that the character of the structure will not be negatively impacted.

Accordingly, please provide the following:

1. *The timeframe for which the steel support structure to the rear of the existing timber screen will be in place*
2. *The timeframe for which the temporary access scaffolding will be in place, if it differs from the timeframe or the steel support structure,*
3. *Confirmation that the structural steel support structure and access scaffolding are part of a project to conserve the western gable and that same will be fully removed when the conservation works are completed. This response should set out a timeframe for the completion of the project, including explicit timeframes for any temporary propping or supports necessary to carry out the conservation works as set out above.*

Please contact Jessie Castle in Cork City Council's Conservation section prior to lodging your response. '

2. Response to FI

A response to the FI request was received on 4th September 2026. It included further details regarding the scope of works, that are the subject of the Section 5 application. Importantly the response set out clear timeframes for the steel support structure and access scaffolding. The scaffolding will be removed by Q4 2027 and the support structure will be removed in Q3 2029.

It is noted that the applicant has, in the response to FI, explained that further works, will be required for the permanent conservation of the gable. This permanent conservation is now expected to be a standalone project and will now form part of a previously discussed larger proposal, to conserve the entire roof. According to the response the conservation of the gable will likely involve the dismantling of this part of the structure for off site repair. To be clear these works are outside of the question being asked in this Section 5 application.

In the interest of clarity and based on the information submitted in response to FI, it is considered appropriate to revise the question as posed in this application. The question to be assessed is therefore is:

'Whether interim stabilisation works to the western gable of the main train shed at Kent Station, Cork, a protected structure, comprising the localised repair/replacement of decayed timber elements, realignment where practicable, together with the new steel support arch, bracing to the rear of the existing timber screen and temporary access scaffolding to same, for the timeframes as set out, is development and, if so, whether such development is exempted development.'

The Conservation Officer has set out that, based on the details provided, they are '*satisfied that the temporary steel structure will not impact the special interest of the protected structure, namely the railway station train shed. Furthermore, it is considered a necessary intervention to prevent collapse of this element of the protected structure.'*

The Conservation Officer's response does not explicitly include the temporary access scaffolding. The FI response states that: *'The temporary access scaffolding and propping currently in situ are separate from the steel support arch. These will remain in place only for the duration required to complete the interim stabilisation works'.* It is considered appropriate to infer, as this access scaffolding is in being used to erect the temporary steel structure, that this element will also not impact upon the special interest of the protected structure.

The Conservation Officer's response goes on to state that: '*Any works to repair the gable which would involve the dismantling or partial dismantling of the structure for repair off site would require planning permission.'* This part of the response, relating to the permanent gable conservation works are outside of the scope of the question as posed, and is subject to detailed project design at a later date. It is, therefore, recommended that this is not included in any determination to be issued.

The previous Planner's Report on file concluded that the subject proposal consists of works, being the repair and renewal of a protected structure constitutes development as it comprises of works.

Following a review of the FI response, and consideration of the updated response from the Conservation Officer, it is concluded that, as the proposed development will not impact the special interest of the protected structure, is exempted development in accordance with sections 4(1)(h) and 57(1) of the Planning and Development Act 2000 (as amended).

3. Conclusion

In view of the above and having regard to —

Sections 2, 3, 4(1)(h) and 57(1) of the Planning and Development Act 2000 (as amended)

It is considered that the –

Interim stabilisation works to the western gable of the main train shed at Kent Station, Cork, a protected structure, comprising the localised repair/replacement of decayed timber elements, realignment where practicable, together with the new steel support arch, bracing to the rear of the existing timber screen and temporary access scaffolding to same, for the timeframes as set out, **Is Development** and **Is Exempted Development**.

Martina Foley
Executive Planner
08/09/2026

Aidan Walsh
Senior Executive Planner
09/09/2026

An Roinn Tógála & Áiseanna,
Iarnród Éireann,
Stáisiún Uí Cholbáird,
Sráid Parnell,
Contae Luimnigh

Building & Facilities Department
Iarnród Éireann
Colbert Station,
Parnell Street,
Limerick

EIRCODE: V94H2PP

04/09/2026

Planning & Integrated

Development

Cork City Council

City Hall

T12T997

Re: Section 5 Declaration – R1068-26 Kent Station, Lower Glanmire Road, Cork City

Dear Sir/Madam,

Further to your request for further information, please see below clarification of the proposed interim stabilisation measures and the subsequent permanent conservation works to the western gable.

Interim stabilisation works
The interim works submitted under the Section 5 comprise the localised repair/replacement of decayed timber elements, realignment where practicable, together with the new steel support arch and bracing to the rear of the existing timber screen.

The works are intended to stabilise and protect the existing gable pending the permanent conservation works. On completion of the interim works, the existing gable will remain in place and will be structurally supported by the new steel arch.

The steel support arch is currently programmed to be installed by **Q1 2027** and will remain in place until the permanent gable conservation works reach the stage where the existing gable can be safely dismantled. The temporary access scaffolding and propping currently in situ are separate from the steel support arch. These will remain in place only for the duration required to complete the interim stabilisation works, which are currently programmed for completion in **Q4 2027**, following which they will be removed.

Permanent gable conservation works
The permanent conservation works are now proposed to be progressed as a separate project following the interim stabilisation and ahead of a wider roof renewal project for the entirety of the Trainshed. This is a change from the previous proposal, which envisaged the gable conservation works being undertaken as

part of the wider roof renewal project. As there is currently no confirmed programme for the overall roof renewal, the gable conservation will be progressed independently and as efficiently as practicable, allowing for the normal design, statutory, funding and procurement requirements associated with a project of this nature.

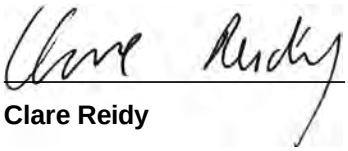
Following installation of the interim stabilisation arch, Irish Rail will progress the appointment of an appropriately qualified design and conservation team. Based on the information currently available, the permanent works are anticipated to involve the controlled dismantling of the existing gable, off-site conservation and repair of the historic fabric, with the objective of retaining and reinstating the existing fabric on a like-for-like basis where practicable, followed by reconstruction on site.

The current high-level programme is:

Activity	**Target**
Steel stabilisation arch installed	Q1 2027
Design/conservation team appointed	Q1–Q2 2027
Design, investigations and planning	2027–2028
Tender and specialist contractor procurement	Late 2028–Q2 2029
Gable dismantling	Q3 2029
Removal of steel stabilisation arch	During gable dismantling – Q3 2029
Off-site conservation and repair	Q3 2029–Q2/Q3 2030
Reconstruction and completion	Q3–Q4 2030
Substantial completion	Q4 2030
Defects period	12 months thereafter

The above programme is indicative and subject to the necessary design, planning and procurement processes. It provides a defined timeframe for the temporary arrangements and for the subsequent conservation and reconstruction of the western gable, independent of the timing of the wider roof renewal project.

Yours sincerely,



Clare Reidy

Architectural Conservation Project Manager

Building & Facilities Department

Iarnród Éireann

T 087 7103003 **E** clare.reidy@irishrail.ie **W** www.irishrail.ie

Comhairle Cathrach Chorcaí
Cork City Council

Halla na Cathrach, Corcaigh - City Hall, Cork - T12 T997

Iarnród Éireann/Irish Rail,
[redacted]

24/08/2026

RE: Section 5 Declaration: R1068-26 Kent Station, Lower Glanmire Road, Cork City. T23 E6TD

A Chara,

With reference to your request for a Section 5 Declaration at the above-named property, received on 28/07/2026.

The Question before the Planning Authority was: "Whether the proposed interim maintenance, structural stabilisation and conservation works to the western timber gable screen of the main train shed at Kent Station, Cork, comprising the localised removal and replacement of timber elements affected by advanced decay, including sections of the main bottom rail and the timber posts bearing the masonry corbels over the platform; minor realignment of the existing timber screen were practicable; the installation of a new structural steel support structure to the rear of the existing timber screen to provide structural support and stability to the gable as a whole associated supplementary structural steel bracing; localised masonry repair to the bearing area of the adjacent roof truss; and all associated temporary propping, access scaffolding and ancillary works, constitute development and, if so whether such development has exempted development.

Comhairle Cathrach Chorcaí
Cork City Council

Halla na Cathrach, Corcaigh - City Hall, Cork - T12 T997

It is recommended that the following **FURTHER INFORMATION** is sought:

The proposed development has been deemed to constitute development. Further information is required to assess whether the proposed development accords with the exemption set out in section 4(1)(h), as limited by section 57. The key consideration is whether the support structure and access scaffolding are part of a project that will, ultimately, conserve the west gable such that the character of the structure will not be negatively impacted.

Accordingly, please provide the following:

1. The timeframe for which the steel support structure to the rear of the existing timber screen will be in place
2. The timeframe for which the temporary access scaffolding will be in place, if it differs from the timeframe or the steel support structure,
3. Confirmation that the structural steel support structure and access scaffolding are part of a project to conserve the western gable and that same will be fully removed when the conservation works are completed. This response should set out a timeframe for the completion of the project, including explicit timeframes for any temporary propping or supports necessary to carry out the conservation works as set out above.

Please contact Jessie Castle in Cork City Council's Conservation section prior to lodging your response.

Is mise le meas,

Anthony Angelini

Anthony Angelini
Assistant Staff Officer
Planning & Integrated Development
Cork City Council

We are Cork.

PLANNER'S REPORT **Ref. R1028 /26**	Cork City Council Planning & Integrated Development

Application type	Section 5 Declaration
Description	See section 2 below
Location	Kent Station, Lower Glanmire Road
Applicant	Iarnród Éireann / Irish Rail
Date	24/08/2026
Recommendation	*Further Information Required*

In this report 'the Act' means the Planning and Development Act 2000 (as amended) and 'the Regulations' means the Planning and Development Regulations 2001 (as amended), unless otherwise indicated.

1. REQUIREMENTS FOR A SECTION 5 DECLARATION

Section 5(1) of the Planning and Development Act 2000 as amended states,

5.—(1) If any question arises as to what, in any particular case, is or is not development or 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, and that person shall provide to the planning authority any information necessary to enable the authority to make its decision on the matter.

The requirements for making a section 5 declaration are set out in the Act.

2. THE QUESTION BEFORE THE PLANNING AUTHORITY

In framing the question to the planning authority, the applicant states in Q3 of the application form:

Whether the proposed interim maintenance, structural stabilisation and conservation works to the western timber gable screen of the main train shed at Kent Station, Cork, comprising the localised removal and replacement of timber elements affected by advanced decay, including sections of the main bottom rail and the timber posts bearing the masonry corbels over the platform; minor realignment of the existing timber screen were practicable; the installation of a new structural steel support structure to the rear of the existing timber screen to provide structural support and stability to the gable as a whole associated supplementary structural steel bracing; localised masonry repair to the bearing area of the adjacent roof truss; and all associated temporary propping, access scaffolding and ancillary works, constitute development and, if so whether such development has exempted development.

Additional information was also set out on the form as follows:

The proposed project comprises pressing interim maintenance, localised repair and structural stabilization works to the western timber Gable screen of the main train hall at Kent Station, a Protected Structure (PS926) and National Monument (CO074-117). Detailed inspections and 3D survey modelling have identified significant deterioration and deformation within the timber gable, including severe bowing and rotation of the main bottom right and an overall lean of the structure. The works include the localised replacement of timber elements where advanced decay has rendered the existing fabric beyond repair, together with the installation of a new structural steel support frame and supplementary bracing to the rear of the screen to support and stabilise the gable as a whole, enabling the historic structure to be retained in situ. Associated works include localised masonry repairs, temporary propping and access scaffolding. The works are an intervention to safeguard the western gable in advance of a future comprehensive program of works to the

wider Kent Station train shed roof, which will be developed separately and subject to the applicable statutory consent process.

3. SITE DESCRIPTION

The property is Kent Railway Station, which opened in 1893. The building is on the Site and Monument Register (SMR Ref. no. CO074-117). It is described, in the National Inventory of Architectural Heritage (NIAH ref. no. 20506288) as *'having red brick two-storey station building with decorative brickwork, limestone string course to ground floor sill level, limestone plinth band and timber sash windows; curved glazed and slated roofs to platforms.'* It is identified, in the NIAH record, as being of National level significance, in Architectural, Artistic, Historical, Social and Technical categories.

Kent Station is on the Register of Protected Structures in the Cork City Development Plan 2022-2028 – ref. no. PS927.

4. RECENT PLANNING HISTORY

22/41299 Platform Extension and new platform
Outcome Granted 02/11/2022

16/37030 Removal of Signal Cabin
Outcome Granted 01/11/2016

14/36130 New entrance buildings with vertical access to subsurface link
Outcome Granted 02/12/2014

13/35599 New entrance building and subsurface link
Outcome Granted 16/07/2013

5. LEGISLATIVE PROVISIONS

5.1 The Act

Section 2 – Interpretation

(1), "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 – Development

(1) In this Act, "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'*

Section 4 – Exempted Development

4(1)(h) The following shall be exempted developments for the purposes of this Act-development consisting of the carrying out of works for the maintenance, improvement or other alteration of any structure, being works which affect only the interior of the structure or which do not materially affect the external appearance of the structure so as to render the appearance inconsistent with the character of the structure or of neighbouring structures;

Section 5(1),

(See section 1 of this report)

Section 57 – Works affecting character of protected structures or proposed protected structures

(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.

Section 177U – Screening for Appropriate Assessment

177U (9) In deciding upon a declaration or a referral under section 5 of this Act a planning authority or the Board, as the case may be, shall where appropriate, conduct a screening for appropriate assessment in accordance with the provisions of this section.

5.2 <u>The Regulations</u>

Article 10 (1)

Development which consists of a change of use within any one of the classes of use as specified in Part 4 of Schedule 2, shall be exempted development for the purposes of the Act, provided that the development, if carried out would not –

(c) be inconsistent with any use specified or included in such a permission, or
(d) be development where the existing use is an unauthorised, save where the change of use consists of resumption of a use which is not unauthorised and which has not been abandoned

6. ASSESSMENT

It should be stated at the outset that the purpose of this report is not to determine the acceptability or otherwise of the proposal in respect to the proper planning and sustainable development of the area, but rather whether or not the matter in question constitutes development, and if so falls within the scope of exempted development.

6.1 Development

The first issue for consideration is whether or not the matter at hand is *'development'*.

'Development' as defined in the Act (3)(1) comprises two possible chief components: *'the carrying out of any works on, in, over or under land'*, <u>or</u> *'the making of any material change in the use of any structures or other land'*. In order to ascertain whether or not the subject proposal is considered to be development as so defined, consideration must first be given to whether any works on, in, over or under land have or will be carried out, and secondly to whether any material change in the use of any structures or other land have or will take place.

'Works' is defined in section 2(1) of the Act as *'the carrying out of any works on, in, over, or under land'* including *'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.'*.

I consider that the proposal consists of works, being the repair and renewal of a protected structure constitutes development as it comprises of works. No change of use is proposed.

6.2 Exempted development

The next issue for consideration is whether, or not, the matter at hand is exempted development. Section 4(i)(h) allows for *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*.

Section 57 (1) however expressly excludes works to a protected structure that would otherwise be exempted development under section 4(i)(h), save where the 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.*

Cork City Council's Conservation Officer has provided the following comments:

The works are necessary and urgent due to the deteriorated condition of this element (the western gable timber screen) of the original roof structure over the platform area of the station.

Irish Rail have been in correspondence with me on a number of occasions over the past two years in relation to this issue. On careful examination the condition of the timber proved to be in a more serious nature than previously thought, and therefore the scope of the initially proposed localised repair works has become more extensive. However, this conclusion is based on close inspection by the applicant and reflects specialist advice, and I believe the works as now proposed can be considered necessary and urgent.

It is my understanding that a full scope of works for the whole of this roof structure will be forthcoming in the near future, and that a planning application will be made for these works. The works currently proposed are temporary works to enable the western gable structure to be made safe in the interim. This is urgent given the public use of the platforms.

I believe the assessments made to advise the current scope of works to be thoroughly carried out, and that the works proposed in this Section 5 application can be considered emergency works which are essential to protect the building against the potential collapse of structural elements to the western gable.

It is clear that the works proposed are required for the safeguarding of this part of the historic structure.

The Conservation Officer has however not indicated that the works proposed accord with section 4(1)(h), when considered in the context of the limitations set out in section 57. As indicated above the purpose of a Section 5 Application is to consider whether proposal a constitutes development, and if so whether it falls within the scope of exempted development. Whilst the Conservation Report agrees that the works are required, there is no relevant provision for exempted development for emergency works.

Following discussion, it was made clear by the Conservation Officer that the works proposed, and specifically the '*new structural steel support structure to the rear of the existing timber screen*', will impact upon the character of the building. It is noted that the question posed also refers to temporary *access scaffolding*. Such structures and scaffolding may be exempt if they facilitate development that ultimately does not impact upon character (or in wider terms the conservation of the structure). They must however be part of a project or development, not stand alone works with no timeframe for completion.

The application form states that the support structure is temporary and that, '*The works are an intervention to safeguard the western gable in advance of a future comprehensive program of works to the wider Kent Station train shed roof, which will be developed separately and subject to the applicable statutory consent process.'* No specific timeframes have been set out for how long these temporary supports and scaffolding will be in place and it is unclear whether the western gable till form part of this larger application.

As the timeframe and ultimate outcome of the proposed works are unclear it is not possible to reach a conclusion. Accordingly, this report recommends that a further information request is issued.

7. ENVIRONMENTAL ASSESSMENT

7.1 Screening for Environmental Impact Assessment

Having regard to the contents of Article 103 (as amended by Article 14 of the Planning and Development (Amendment) (No 3) Regulations 2011) and Schedule 7 of the Planning and Development Regulations 2001 (as amended) it is considered that the proposed development by reason of its nature, scale and location would not be likely to have significant effects on the environment. Accordingly, it is considered that an environmental impact statement is not required to be submitted.

7.2 Screening for Appropriate Assessment

Section 177U (9) of the Act requires planning authorities to screen applications for a section 5 declaration for appropriate assessment. The provisions of the *Habitats Directive*, the *Appropriate Assessment Guidelines for Planning Authorities 2009* (revised 2010) and the Act are noted. The relevant European sites are the Cork Harbour SPA (site code 004030) and the Great Island Channel cSAC (site code 001058). Having regard to the location of the proposed development site relative to these European sites and related watercourses and to the nature and scale of the proposed development it is considered that the proposed development would not affect the integrity of the European sites referred to above. Accordingly, it is considered that appropriate assessment is not required.

8. RECOMMENDATION

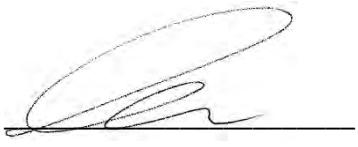
It is recommended that the following further information is sought:

The proposed development has been deemed to constitute development. Further information is required to assess whether the proposed development accords with the exemption set out in section 4(1)(h), as limited by section 57. The key consideration is whether the support structure and access scaffolding are part of a project that will, ultimately, conserve the west gable such that the character of the structure will not be negatively impacted.

Accordingly, please provide the following:

1. The timeframe for which the steel support structure to the rear of the existing timber screen will be in place
2. The timeframe for which the temporary access scaffolding will be in place, if it differs from the timeframe or the steel support structure,
3. Confirmation that the structural steel support structure and access scaffolding are part of a project to conserve the western gable and that same will be fully removed when the conservation works are completed. This response should set out a timeframe for the completion of the project, including explicit timeframes for any temporary propping or supports necessary to carry out the conservation works as set out above.

Please contact Jessie Castle in Cork City Council's Conservation section prior to lodging your response.



Martina Foley
Executive Planner



_____

Aidan Walsh
Senior Executive Planner

An Roinn Tógála & Áiseanna,
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EIRCODE: V94H2PP

23/07/2026

Cork City Council
Planning Department
City Hall
Anglesea Street
Cork
T12 T997

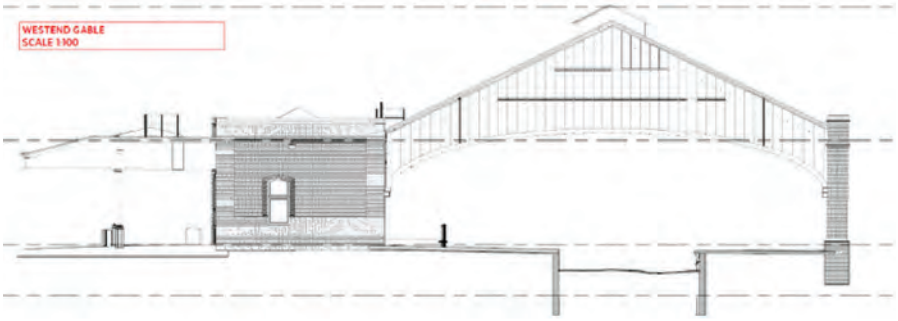
Subject: Request for a Declaration under Section 5 of the Planning and Development Act 2000, as amended – Proposed Interim Maintenance, Structural Stabilisation and Conservation Works to the Western Timber Gable Screen, Kent Station, Cork

Dear Sir/Madam,

Background and Justification

Iarnród Éireann is seeking a declaration under Section 5 of the Planning and Development Act 2000, as amended, in respect of proposed urgent interim maintenance, structural stabilisation and conservation works to the western timber gable screen of the main train shed at Kent Station, Lower Glanmire Road, Cork City, T23 E6TD.

Kent Station is a Protected Structure (PS926), and the train shed structure is also designated as a National Monument (CO074-117). The western timber gable screen is an important element of the historic train shed and is located directly over and adjacent to the operational railway and passenger platforms.



Western Elevation of Gable End of Kent Station

Detailed inspections, measured surveys and 3D modelling have identified significant deterioration, deformation and structural distress within the western gable screen, necessitating timely intervention.

Given the location of the structure the works are considered time-sensitive from both a structural and health and safety perspective. The purpose of the proposed works is to undertake the essential maintenance, localised repair and structural stabilisation necessary to safeguard the existing western gable while retaining and conserving the maximum practicable amount of original timber fabric.

The proposed works are an interim intervention to address the identified condition and stability of the western gable pending a future comprehensive programme of works to the wider Kent Station train shed roof, which has been identified as necessary. That future project will be developed separately and will be subject to its own detailed design development and the applicable statutory consent process. The present proposal is therefore limited to the maintenance, localised repair and structural stabilisation works considered necessary at this stage and does not predetermine the nature or extent of the future works to the wider train shed roof.

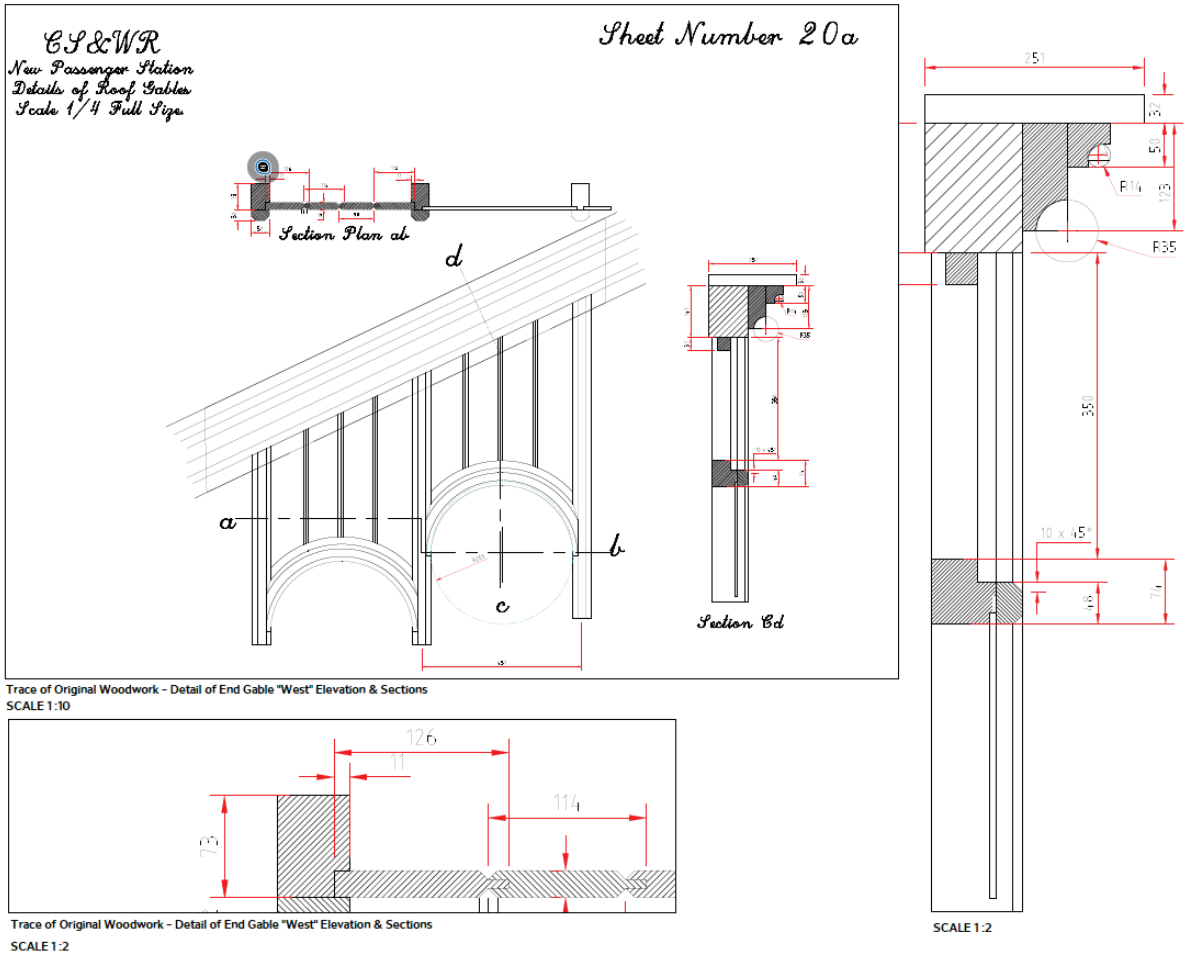
Existing Structure and Architectural Significance



Western Elevation of Gable End of Kent Station – Lawrence collection late 19th century

The western gable comprises a historic timber-framed and glazed screen forming the end of the main train shed roof structure at Kent Station. The use of relatively short timber members connected together to achieve the substantial overall span of the gable represents a notable example of late nineteenth-century engineering and carpentry.

The main bottom rail of the screen is formed from built-up timber members connected by face-lapped joints and iron bolts. Vertical mullions are integrated with the inner section of the bottom rail, while the outer joinery components, including glazing bars and planted-on timber elements, are fixed back to the principal structural timber frame. The principal structural timbers are generally understood to be similar in character to Scots pine, with Iroko identified in parts of the inner sections of the arches.



Western Elevation of Gable End of Kent Station – Timber gable details

Existing Structural Condition and Deterioration

Detailed structural inspections and 3D survey modelling have identified that the existing timber screen is in poor condition, with a number of areas of significant structural distress.

The main bottom rail exhibits substantial buckling, severe lateral deformation, localised twisting and rotation along its length. The overall frame is also tilted relative to the vertical plane and leans towards the Dublin end of the station, with associated movement of the bearing point on Platform 5 towards the Cork/Midleton side. The deformation of the screen has also resulted in distress to elements of the glazing, with cracking observed in some panes.

The bearing ends of the western gable screen at the masonry corbels are particularly affected by advanced decay and require urgent intervention. The deterioration, which principally comprises soft rot together with localised insect damage, is understood to have resulted from prolonged exposure to moisture associated with the damp masonry corbels, exacerbated by the existing flashing arrangement at the parapet above. The decay affects the timber elements at these critical bearing locations, including the remaining sections of the timber posts extending above the corbels and adjoining sections of the main bottom rail. In certain locations, the deterioration is sufficiently advanced that the affected timber is beyond repair and requires localised replacement.



Western Elevation of Gable End of Kent Station – Timber post decay over corbel

The geometry and grain orientation of the historic timber at the junction between the curved structural members and the corbels contribute to the vulnerability of these locations and add to the complexity of the existing structural condition.

The historic iron bolts and other metal fixings connecting the timber members have also experienced corrosion. Expansion associated with this corrosion has contributed to splitting and separation of the surrounding timber, resulting in further localised deterioration of the historic structure.

At the bearing locations, deterioration and loss of effective support have affected the original structural behaviour of the gable. In particular, the bottom rail has lost its effective connection at the corbel, resulting in the redistribution of loads through adjoining structural elements.

The supporting walls have also undergone movement, including lateral spread and differential settlement between bearing locations. The combined effect of timber decay, loss of support at critical bearing ends and movement of the supporting structure has altered the original load path of the gable, with the structure now relying to a greater degree on the adjoining roof trusses for stability.

The combination of advanced timber decay, deterioration of historic connections, deformation of the gable and alteration of the original structural load path necessitates timely maintenance, repair and stabilisation works to safeguard the western gable and ensure its continued stability over the operational railway and passenger platforms. See the “Photographs illustrating the existing condition of the western timber gable” in Appendix 02 for further information.

Proposed Interim Maintenance, Structural Stabilisation and Conservation Works

The proposed project comprises a targeted programme of interim maintenance, localised repair, conservation and structural stabilisation works to the western timber gable screen. The works are limited to those considered necessary to address the identified deterioration and structural condition of the gable at this stage.

The proposed works will include the localised removal and replacement of decayed timber elements, as indicated on "Proposed Structural repair and stabilisation details" (*Appendix 04*), including sections of the main bottom rail and the timber posts bearing on the masonry corbels over the platform. Minor realignment of the timber screen will also be undertaken where required and practicable as part of the structural works.

A new structural steel support structure, together with supplementary steel bracing, will be installed to the rear of the existing timber gable screen to provide support and stability to the gable as a whole in response to the structural deformation and altered load path identified through the detailed structural assessment and surveys. Its location to the rear of the historic timber screen will allow the principal architectural character and appearance of the gable to be retained.

The works will also include localised masonry repair to the bearing area of the adjacent roof truss, together with the temporary works, propping and access arrangements required to safely undertake the repairs.

The repair and installation works will be carefully sequenced to maintain the stability of the existing structure throughout the construction process. The removal of existing timber will be minimised and confined to areas where replacement is necessary due to advanced decay. Temporary support will be maintained as required during the removal and replacement of individual timber elements and the installation of the new structural steel support system.

Temporary Propping and Access Scaffolding

Temporary structural propping and associated access scaffolding have already been installed to the western gable *(see pictures in Appendix 5*). These measures were necessary to provide temporary support to the structure and safe access for detailed inspection, survey and assessment.

As can be seen from the photographs submitted with this application, the works undertaken to date have been limited to the installation of temporary propping and associated access scaffolding. No maintenance, repair, removal, replacement or alteration works have been carried out to the existing historic fabric.

The temporary support and access arrangements will remain in place for as long as necessary to maintain the stability of the structure and safely facilitate the proposed works.

Conservation Approach

The rarity of the screen and its distinctive late nineteenth-century method of construction have informed the conservation approach to the proposed works. The approach prioritises the retention of the historic screen in situ, with the maximum practicable retention of original timber fabric and localised replacement limited to those elements where advanced decay has rendered the existing timber beyond repair.

The new structural steel support structure will be located to the rear of the timber screen to provide the necessary overall structural support and enable the historic gable to be retained in situ, thereby avoiding the need for more extensive intervention to the surviving structure. This approach allows the significant historic form and fabric of the screen to be conserved while addressing its current structural condition.

Operational and Health and Safety Considerations

The western gable is located directly over and adjacent to an operational railway environment, including live railway lines and passenger platforms, with frequent train movements and normal passenger activity taking place within and immediately adjacent to the works area throughout the day.

Given the identified structural condition of the gable and its location over and adjacent to the operational railway, the necessary maintenance and stabilisation works cannot reasonably be deferred until the

future comprehensive train shed roof project is developed and progressed. The proposed interim works are therefore required to safeguard the structure and manage the identified structural and operational risks in the intervening period.

National Monuments Process

Given the designation of the train shed structure as a National Monument (CO074-117), a separate Section 12 submission in respect of the same interim maintenance, structural stabilisation and conservation works has been made to the National Monuments Service.

The Section 5 declaration request is therefore being progressed in parallel with the relevant National Monuments process, and the proposed works will be undertaken having regard to any requirements arising from that process.

Request for Section 5 Declaration

Iarnród Éireann is seeking a declaration from Cork City Council under Section 5 of the Planning and Development Act 2000, as amended, in respect of the proposed works described above.

The specific question for which a declaration is sought is as follows:

Whether the proposed interim maintenance, structural stabilisation and conservation works to the western timber gable screen of the main train shed at Kent Station, Cork, comprising the localised removal and replacement of timber elements affected by advanced decay, including sections of the main bottom rail and the timber posts bearing on the masonry corbels over the platform; minor realignment of the existing timber screen where required and practicable; the installation of a new structural steel support structure to the rear of the existing timber gable screen to provide structural support and stability to the gable as a whole; associated supplementary structural steel bracing; localised masonry repair to the bearing area of the adjacent roof truss; and all associated temporary propping, access scaffolding and ancillary works, constitute development and, if so, whether such development is exempted development within the meaning of the Planning and Development Act.

The following information is submitted in support of this request:

1. Appendix 01: Section 5 application Form
2. Appendix 02: Photographs illustrating the existing condition of the western timber gable;
3. Appendix 03: Drawings illustrating the existing structure and defects;
4. Appendix 04: Proposed Structural repair and stabilisation details;
5. Appendix 05: Photographs showing the temporary propping and access scaffolding currently in place;
6. Appendix 06: Receipt for applicable €80 fee

Yours sincerely,

[redacted]

Architectural Conservation Project Manager
Building & Facilities Department
Iarnród Éireann
T 087 7103003 E clare.reidy@irishrail.ie W www.irishrail.ie

Appendix 01
Section 5 Application Form

COMHAIRLE CATHRACH CHORCAÍ
CORK CITY COUNCIL

Community, Culture & Placemaking Directorate,
Cork City Council, City Hall, Anglesea Street, Cork.

R-Phost/E-Mail planning@corkcity.ie
Fón/Tel: 021-4924029
Líonra/Web: www.corkcity.ie

SECTION 5 DECLARATION APPLICATION FORM

under Section 5 of the Planning & Development Acts 2000 (as amended)

1. NAME OF PERSON MAKING THE REQUEST

Iarnród Éireann/Irish Rail

2. POSTAL ADDRESS OF LAND OR STRUCTURE FOR WHICH DECLARATION IS SOUGHT

Kent Station,
Lower Glanmire Road,
Cork City, Co. Cork
T23 E6TD

3. QUESTION/ DECLARATION DETAILS

PLEASE STATE THE SPECIFIC QUESTION FOR WHICH A DECLARATION IS SOUGHT:

Sample Question: *Is the construction of a shed at No 1 Wall St, Cork development and if so, is it exempted development?*

Note: only works listed and described under this section will be assessed under the section 5 declaration.

Whether the proposed interim maintenance, structural stabilisation and conservation works to the western timber gable screen of the main train shed at Kent Station, Cork, comprising the localised removal and replacement of timber elements affected by advanced decay, including sections of the main bottom rail and the timber posts bearing on the masonry corbels over the platform; minor realignment of the existing timber screen where practicable; the installation of a new structural steel support structure to the rear of the existing timber gable screen to provide structural support and stability to the gable as a whole; associated supplementary structural steel bracing; localised masonry repair to the bearing area of the adjacent roof truss; and all associated temporary propping, access scaffolding and ancillary works, constitute development and, if so, whether such development is exempted development.

ADDITIONAL DETAILS REGARDING QUESTION/ WORKS/ DEVELOPMENT:

(Use additional sheets if required).

The proposed project comprises pressing interim maintenance, localised repair and structural stabilisation works to the western timber gable screen of the main train hall at Kent Station, a Protected Structure (PS926) and National Monument (CO074-117). Detailed inspections and 3D survey modelling have identified significant deterioration and deformation within the timber gable, including severe bowing and rotation of the main bottom rail and an overall lean of the structure. The works include the localised replacement of timber elements where advanced decay has rendered the existing fabric beyond repair, together with the installation of a new structural steel support frame and supplementary bracing to the rear of the screen to support and stabilise the gable as a whole, enabling the historic structure to be retained in situ. Associated works include localised masonry repairs, temporary propping and access scaffolding. The works are an interim intervention to safeguard the western gable in advance of a future comprehensive programme of works to the wider Kent Station train shed roof, which will be developed separately and subject to the applicable statutory consent process.
Please refer to the accompanying cover letter and detailed drawing pack for further information.

4. **Are you aware of any enforcement proceedings connected to this site?**
   If so please supply details:
   n/a

5. **Is this a Protected Structure or within the curtilage of a Protected Structure?** [X]

   If yes, has a Declaration under Section 57 of the Planning & Development Act 2000 been requested or issued for the property by the Planning Authority? [ ] No

6. **Was there previous relevant planning application/s on this site?** [X]
   If so please supply details:
   9418628, 0630577, 0833565, 0933961, 1134888, 1235283, 1335599, 1436129, 1436130, 1637030, 2241299

7. **APPLICATION DETAILS**

Answer the following if applicable. Note: Floor areas are measured from the inside of the external walls and should be indicated in square meters (sq. M)

(a) Floor area of existing/proposed structure/s	n/a
(b) If a domestic extension, have any previous extensions/structures been erected at this location after 1st October, 1964, (including those for which planning permission has been obtained)?	Yes [ ] No [ ] If yes, please provide floor areas. (sq m) n/a
(c) If concerning a change of use of land and / or building(s), please state the following:	
Existing/ previous use (please circle) n/a	Proposed/existing use (please circle)

7. LEGAL INTEREST

Please tick appropriate box to show applicant's legal interest in the land or structure	**A.** Owner X	**B.** Other
Where legal interest is **'Other'**, please state your interest in the land/structure in question		
If you are not the legal owner, please state the name of the owner if available		

8. I / We confirm that the information contained in the application is true and accurate:

[redacted]

Date: 23/07/26

CONFIDENTIAL CONTACT DETAILS

These details will not be made available to the public.

9. Applicant:

[redacted]

10. Person/Agent acting on behalf of the Applicant (if any):

[redacted]

11. Owner Details (if the applicant above is not the legal owner):

Name(s)	N/A
Address	

12. ADDITIONAL CONTACT DETAILS

The provision of additional contact information such as email addresses or phone numbers is voluntary and will only be used by the Planning Authority to contact you should it be deemed necessary for the purposes of administering the application.

[redacted]

For Office Use Only:

File Ref. No. _____

ADVISORY NOTES:

The application must be accompanied by the required fee of €80. Payment may be made at the Cork City Council cash desk, by cheque, by telephone with a credit/debit card, or by electronic fund transfer.

The application should be accompanied by a site location map which is based on the Ordnance Survey map for the area, is a scale not less than 1:1000 and it shall clearly identify the site in question.

Sufficient information should be submitted to enable the Planning Authority to make a decision. If applicable, any plans submitted should be to scale and based on an accurate survey of the lands/structure in question.

The application should be sent to the following address:

The Development Management Section, Community, Culture & Placemaking Directorate, Cork City Council, City Hall, Anglesea Street, Cork.

Please email planning@corkcity.ie with any queries.

- The Planning Authority may request other person(s) other than the applicant to submit information on the question which has arisen and on which the declaration is sought.

- Any person issued with a declaration may on payment to An Bord Pleanála refer a declaration for review by the Board within 4 weeks of the date of the issuing of the declaration.

- In the event that no declaration is issued by the Planning Authority, any person who made a request may on payment to the Board of such a fee as may be prescribed, refer the question for decision to the Board within 4 weeks of the date that a declaration was due to be issued by the Planning Authority.

The application form and advisory notes are non-statutory documents prepared by Cork City Council for the purpose of advising as to the type information is normally required to enable the Planning Authority to issue a declaration under Section 5. This document does not purport to be a legal interpretation of the statutory legislation nor does it state to be a legal requirement under the Planning and Development Act 2000 as amended, or Planning and Development Regulations 2001 as amended.

DATA PROTECTION

"Cork City Council is committed to fulfilling its obligations imposed by the Data Protection Acts 1988 to 2018 and the GDPR. Our privacy statement and data protections policy is available at https://www.corkcity.ie/en/council-services/public-info/gdpr/.

We request that you read these as they contain important information about how we process personal data.

1. Plan, drawings and maps accompanying an application for a Section 5 Declaration on exempted development shall all be in metric scale and comply with the following requirements:-

* NOTE 2 COPIES OF PLANS AND PARTICULARS ARE REQUIRED

(a) site or layout plans shall be drawn to a scale of not less than 1:500 (which shall be indicated thereon), the site boundary shall be clearly delineated in red, and buildings, roads, boundaries, septic tanks and percolation areas, bored wells, significant tree stands and other features on, adjoining or in the vicinity of the land or structure to which the application relates shall be shown, land which adjoins, abuts or is adjacent to the land to be developed and which is under the control of the applicant or the person who owns the land, which is subject of the application, shall be outlined in blue and wayleaves shall be shown in yellow,

(b) other plans, elevations and sections shall be drawn to a scale of not less than 1:200 (which shall be indicated thereon), or such scale as may be agreed with the Planning Authority prior to the submission of the application in any particular case,

(c) the site layout plan and other plans shall show the level or contours, where applicable, of any land and the proposed structures relative to Ordnance survey datum or a temporary local benchmark,

(d) drawings of elevations of any proposed structure shall show the main features of any buildings which would be contiguous to the proposed structure if it were erected, whether on the application site or in the vicinity at a scale of not less than 1:200, as may be appropriate,

(e) plans relating to works comprising reconstruction, alteration or extension of a structure shall be so marked or coloured as to distinguish between the existing structure and the works proposed,

(f) plans and drawings of floor plans, elevations and sections shall indicate in figures the principal dimensions (including overall height) of any proposed structure and the site, and site layout plans shall indicate the distances of any such structure from the boundaries of the site,

(g) any map or plan which is based on an Ordnance Survey map shall indicate the relevant Ordnance survey sheet number,

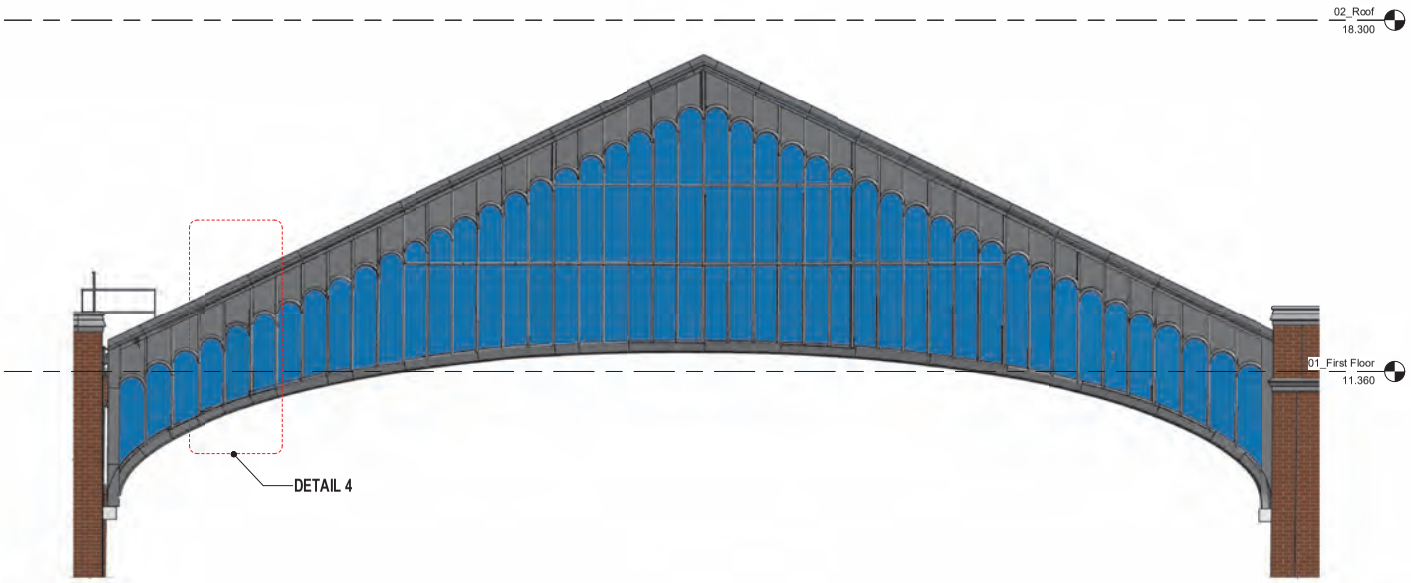
(h) the north point shall be indicated on all maps and plans other than drawings of elevations and sections,

(i) plans and drawings shall indicate the name and address of the person by whom they were prepared.

2. An application for development consisting of or comprising the carrying out of works to a protected structure, or proposed protected structure or to the exterior of a structure which is located within an architectural conservation area in a draft of a proposed development plan or a proposed variation of a development plan, shall, in addition to meeting the requirements above, be accompanied by such photographs, plans and other particulars as are necessary to show how the development would affect the character of the structure.

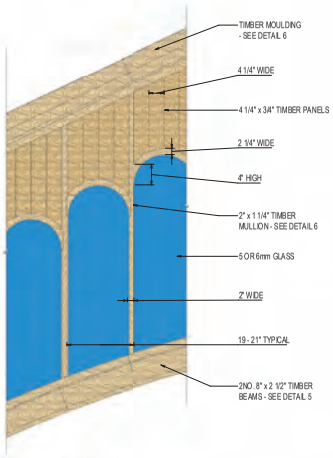
3. A planning authority may, by notice in writing, require an applicant to provide additional copies of any plan, drawing, map, photograph or other particular, which accompanies the application.

Appendix 03
Drawings illustrating the existing structure and defects



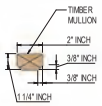
WEST GABLE ELEVATION

Scale 1:50



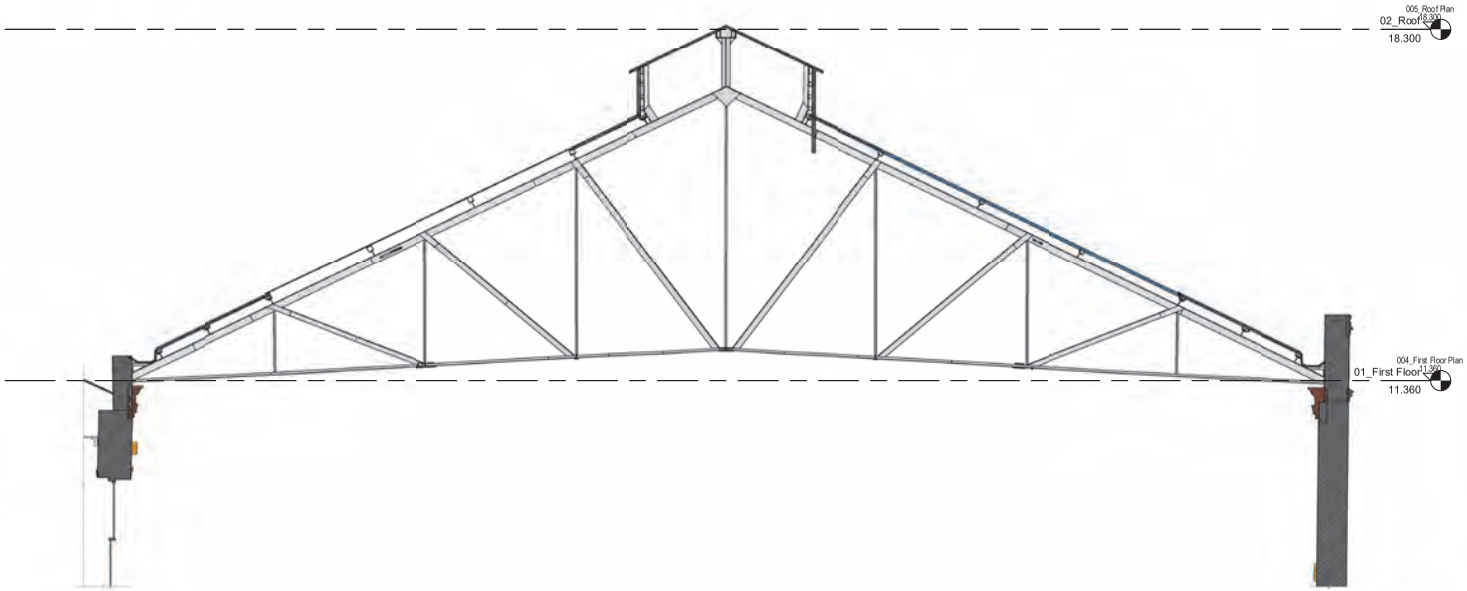
DETAIL 4

Scale 1:20



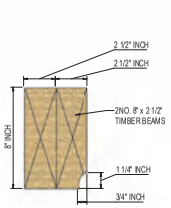
DETAIL 6

Scale 1:5



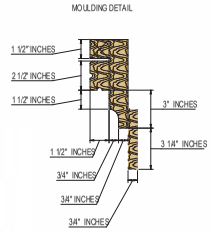
WEST GABLE ELEVATION - STRUCTURE

Scale 1:50



DETAIL 5

Scale 1:5



DETAIL 7

Scale 1:5

SEE DRG.NO. 001 FOR ADDITIONAL NOTES

REV	DESCRIPTION	BY	CHK'D	APPR'D	DATE
5/					
4/					
3/					
2/					
1/					

DRAFT

DRAWING STATUS

DRAWN	DESIGNED	CHECKED	APPR'D	DATE
GOC	PW	CG	RR	13.09.2024

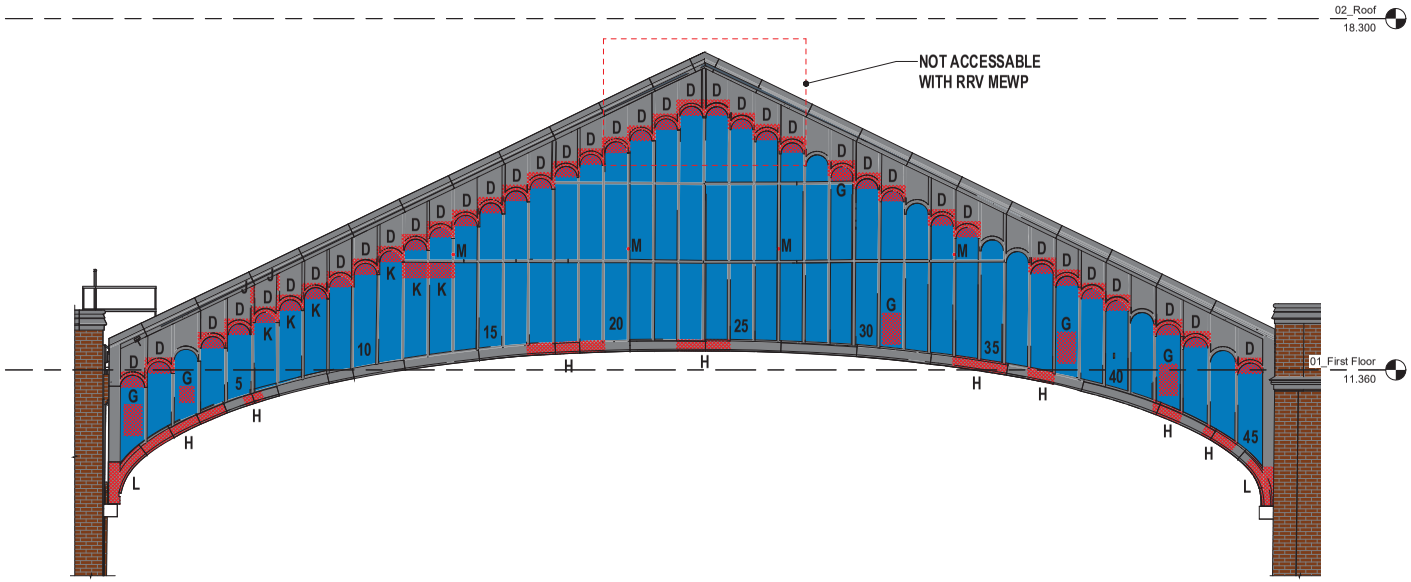
Iarnród Éireann
Irish Rail

Structural Design Section,
Iarnród Éireann,
Engineering & New Works Building,
Inchicore Works, Dublin 8, D08 K6Y3

KENT STATION, CORK

WEST GABLE - ELEVATIONS 6.1 & 6.2 & DETAILS

SCALE	DRAWING NO.	REV
1:50 @ A1	SADS-24-641-145	D0



WEST GABLE ELEVATION

Scale 1:50

SCHEDULE OF DEFECTS

A. TIMBER TRANSOM SLIPPED
B. DECAY IN TIMBER UPPER FASCIA
C. TWO TIMBER PANELS LOOSE
D. WINDOW HEAD. TIMBER MISSING
E. TIMBER PANELS. OUTWARD MOVEMENT
F. TIMBER MULLION. VERTICAL SPLIT
G. GLASS PANE CRACKED/BROKEN
H. DECAY IN BOTTOM TIMBER BEAM AT/NEAR BOLTED CONNECTION
J. TIMBER MULLION. OUTWARD MOVEMENT
K. GLASS PLANE SLIPPED (GAP AT TOP)
L. DECAY/DAMAGE IN TIMBER BEAM AT CORBEL SUPPORT
M. CORROSION OF BOLT. LATERAL RESTRAINT

GENERAL DEFECTS WEST GABLE

- CORROSION OF BOLTS IN TIMBER
- DELAMINATION OF TIMBER PAINT
- CORROSION OF NAILS AND SCREWS IN TIMBER
- GABLE HAS MOVED AWAY FROM WALL ON PLATFORM 4
- GABLE HAS MOVED INWARDS ON PLATFORM 5
- BOTTOM BEAM HAS ROTATED OUTWARDS
- SUPPORT BRACKETS ON TRUSS HAVE ALSO ROTATED

SEE DRG.NO. 001 FOR ADDITIONAL NOTES

REV	DESCRIPTION	BY	CHK'D	APPR'D	DATE
5/					
4/					
3/					
2/					
1/					

DRAFT

DRAWING STATUS

DRAWN	DESIGNED	CHECKED	APPR'D	DATE
GOC	PW	CG	RR	13.09.2024

Iarnród Éireann
Irish Rail

Structural Design Section,
Iarnród Éireann,
Engineering & New Works Building,
Inchicore Works, Dublin 8, D08 K6Y3

KENT STATION, CORK

WEST GABLE - SCHEDULE OF DEFECTS

SCALE	DRAWING NO.	REV
1:50 @ A1	SADS-24-641-147	D0

Appendix 02
Photographs illustrating the existing condition of the western timber gable



LEGEND

X POSITION OF PANEL No. X

Iarnród Éireann
Irish Rail

CAPITAL INVESTMENTS
STRUCTURAL DESIGN SECTION

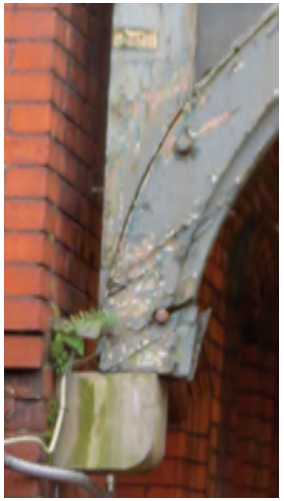
AUTHOR : CONOR GORMAN

DATE:21/11/2024

PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH





SUPPORT AT CORBEL



PANEL 3



PANEL 2



PANEL 1



PANEL 2



PANEL 3

Iarnród Éireann
Irish Rail

CAPITAL INVESTMENTS
STRUCTURAL DESIGN SECTION

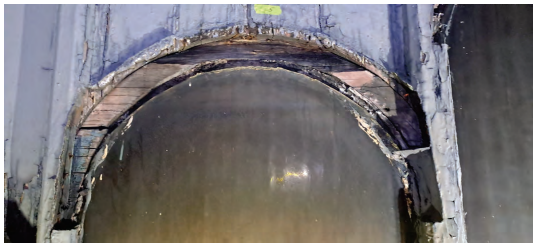
AUTHOR : CONOR GORMAN

DATE:21/11/2024

PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH





PANEL 5



PANEL 4 - 5



SUPPORT AT REAR OF PANEL 5 - 6



BOTTOM OF PANEL 4

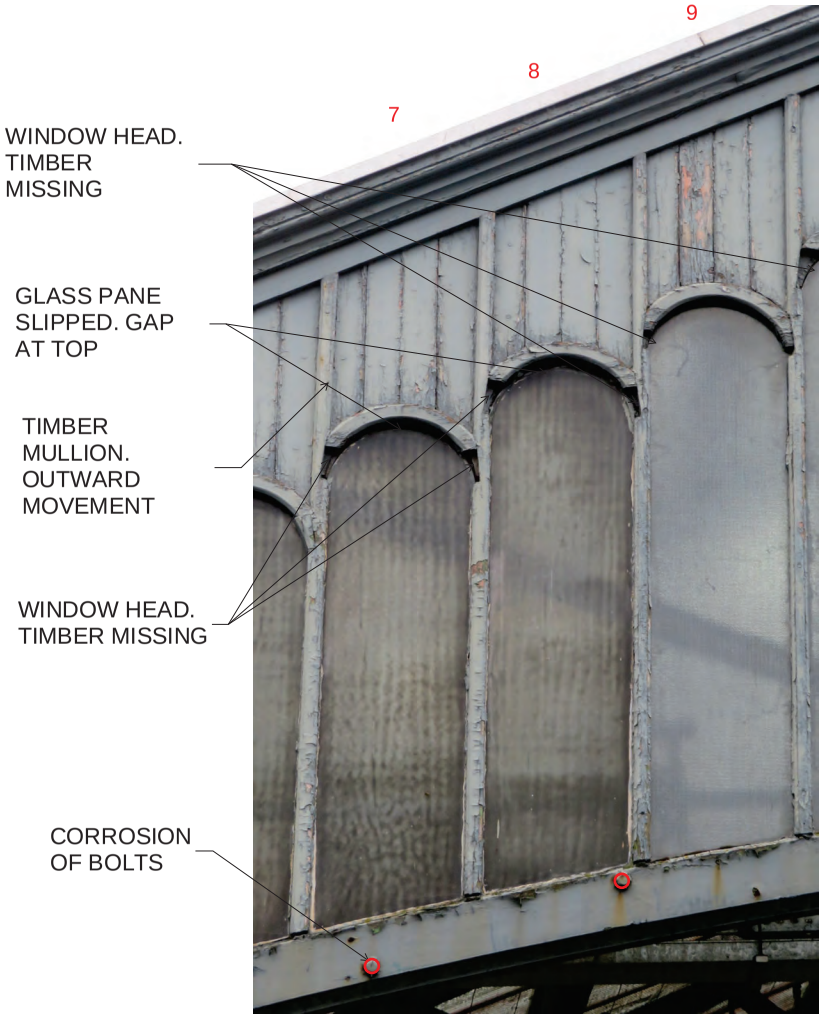


PANEL 4



PANEL 6

Iarnród Éireann Irish Rail CAPITAL INVESTMENTS STRUCTURAL DESIGN SECTION	AUTHOR : CONOR GORMAN DATE:21/11/2024 PROJECT TITLE: SADS-24-641 KENT STATION, CORK STRUCTURAL INSPECTION OF TRAIN HALL GABLES WEST GABLE DEFECTS PHOTOGRAPH





PANEL 7



PANEL 8



BOTTOM OF PANEL 8



PANEL 9

Iarnród Éireann
Irish Rail

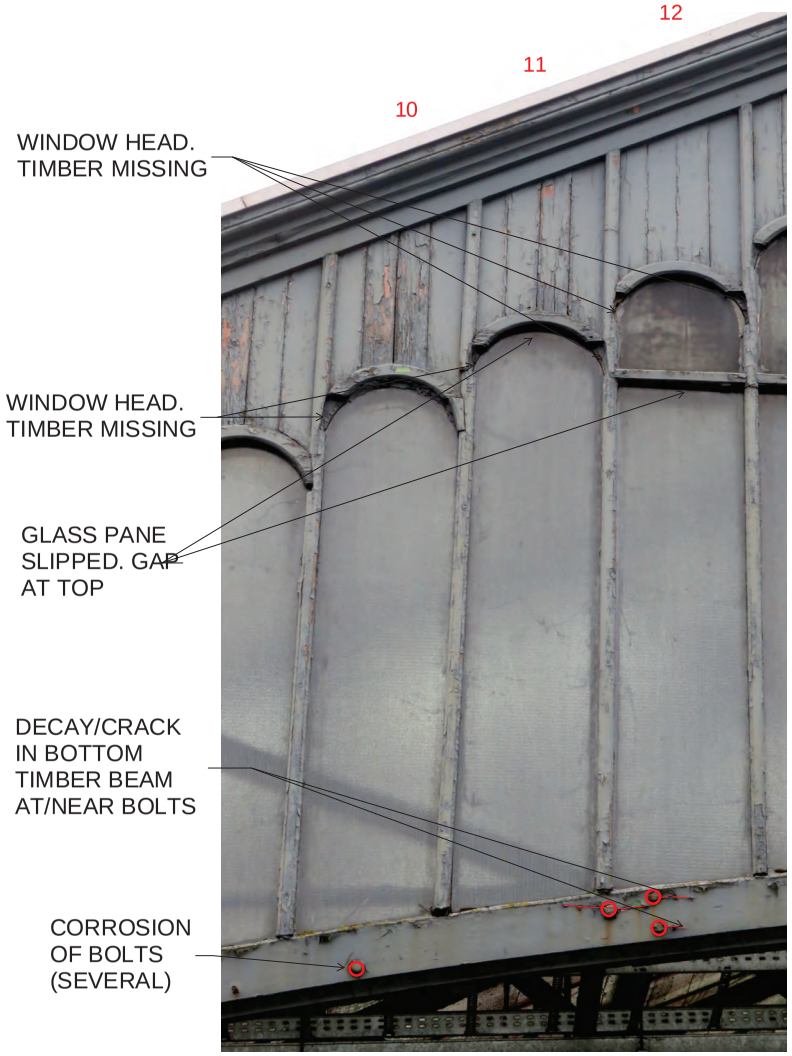
CAPITAL INVESTMENTS
STRUCTURAL DESIGN SECTION

AUTHOR : CONOR GORMAN

DATE:21/11/2024

PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH





PANEL 11 & 12



PANEL 12



PANEL 10

Iarnród Éireann
Irish Rail

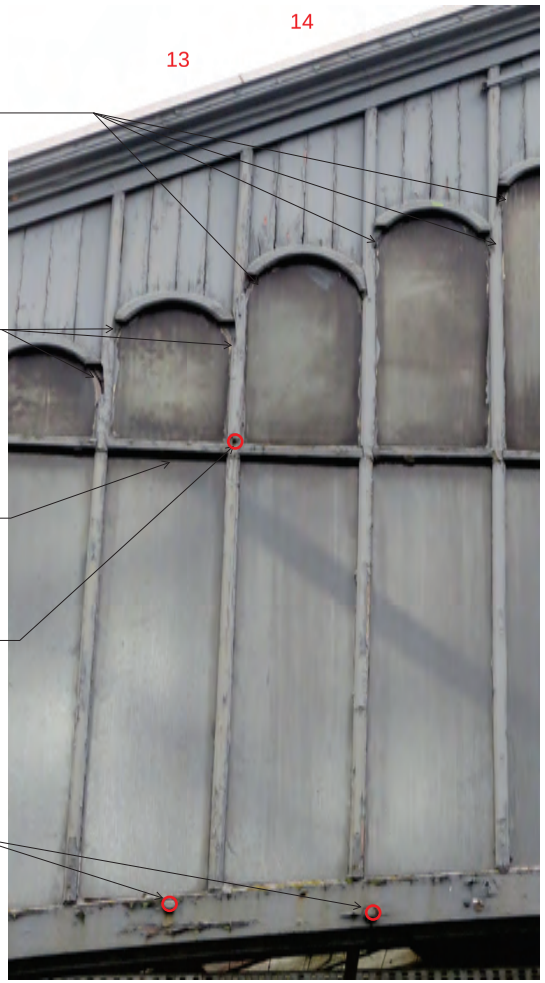
CAPITAL INVESTMENTS
STRUCTURAL DESIGN SECTION

AUTHOR : CONOR GORMAN

DATE:21/11/2024

PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH





BOTTOM OF PANEL 13



PANEL 13



PANEL 14



PANEL 15

Iarnród Éireann
Irish Rail

CAPITAL INVESTMENTS
STRUCTURAL DESIGN SECTION

AUTHOR : CONOR GORMAN

DATE:21/11/2024

PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH

16 17





PANEL 16



PANEL 16

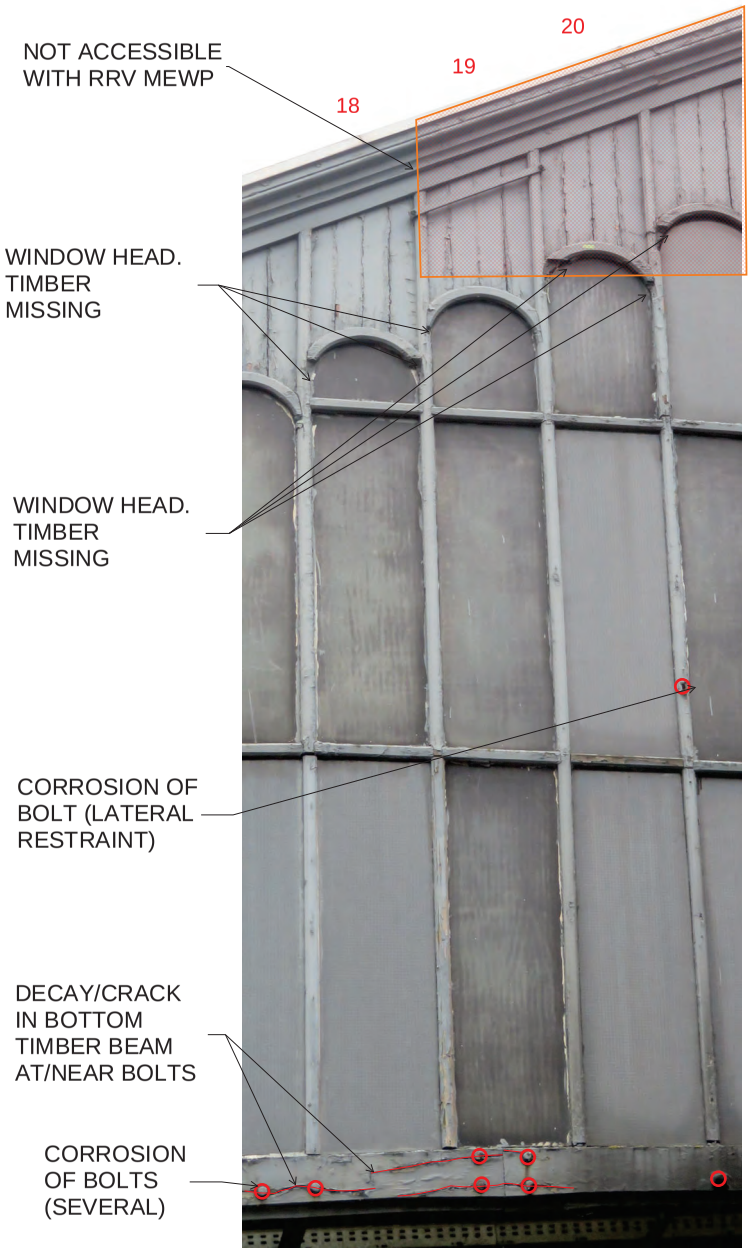


PANEL 17



BOTTOM OF PANEL 17

Iarnród Éireann Irish Rail CAPITAL INVESTMENTS STRUCTURAL DESIGN SECTION	AUTHOR : CONOR GORMAN DATE:21/11/2024 PROJECT TITLE: SADS-24-641 KENT STATION, CORK STRUCTURAL INSPECTION OF TRAIN HALL GABLES WEST GABLE DEFECTS PHOTOGRAPH





BOTTOM OF PANEL 19



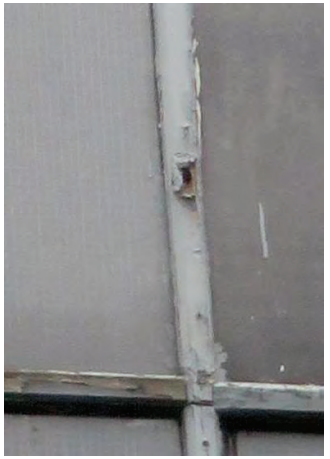
PANEL 18



PANEL 19



PANEL 20



LATERAL RESTRAINT BOLT

Iarnród Éireann
Irish Rail

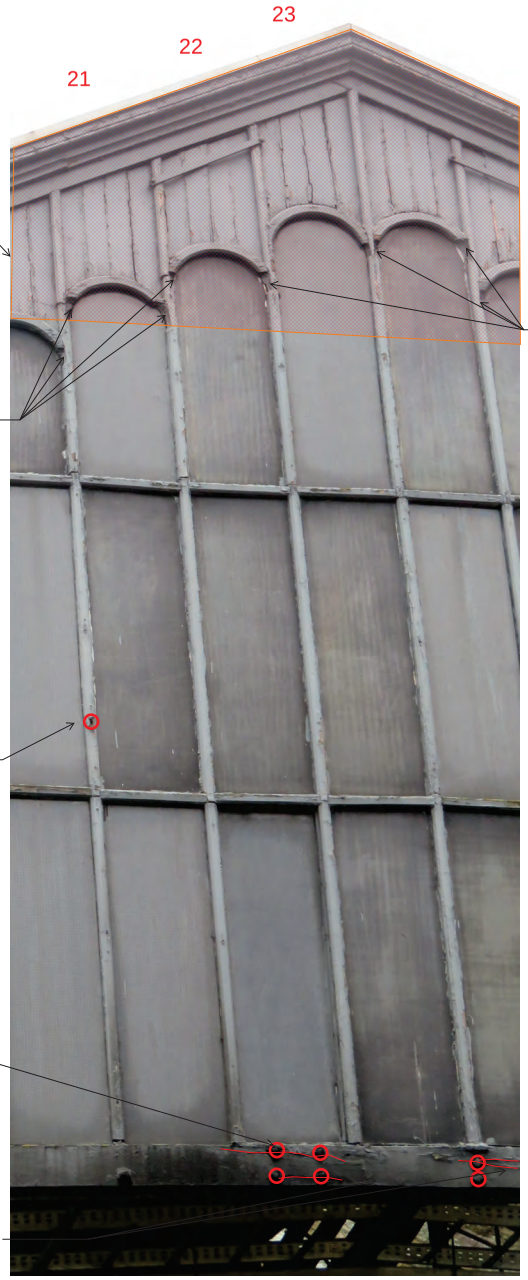
CAPITAL INVESTMENTS
STRUCTURAL DESIGN SECTION

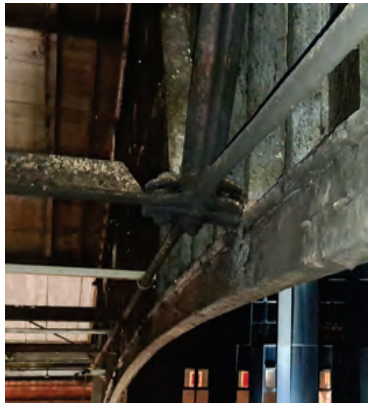
AUTHOR : CONOR GORMAN

DATE:21/11/2024

PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH





SUPPORT AT REAR OF PANEL 23 - 24



SUPPORT AT REAR OF PANEL 23 - 24



BOTTOM OF PANEL 22



BOTTOM OF PANEL 22 & 23



PANEL 21



PANEL 22



PANEL 23

Iarnród Éireann
Irish Rail

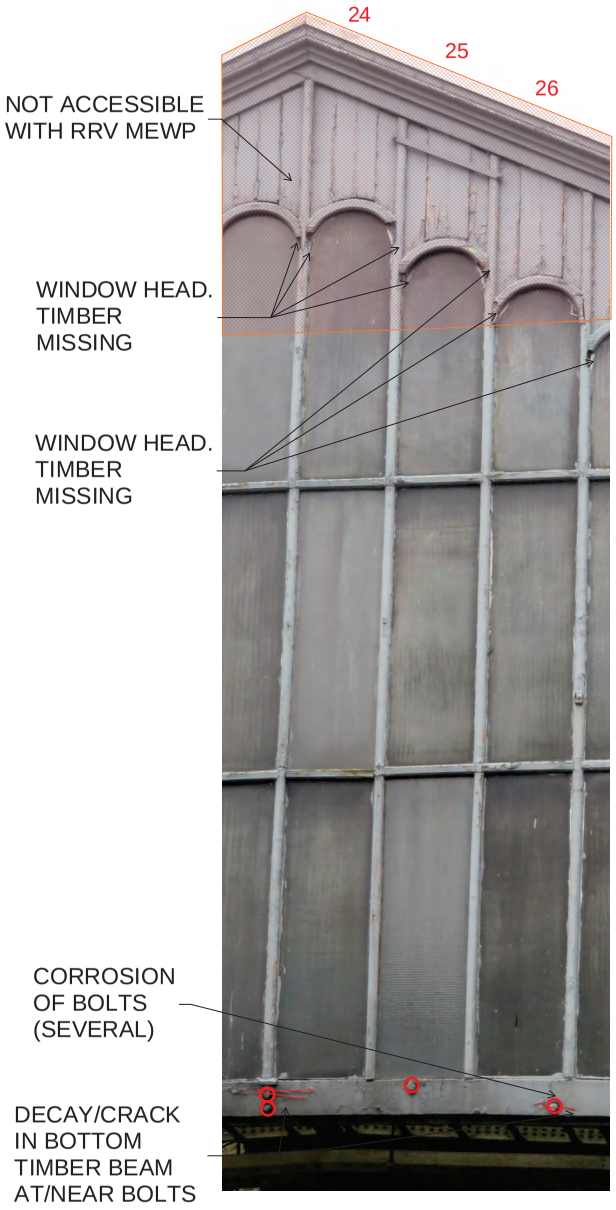
CAPITAL INVESTMENTS
STRUCTURAL DESIGN SECTION

AUTHOR : CONOR GORMAN

DATE:21/11/2024

PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH





PANEL 24



PANEL 25



PANEL 26

Iarnród Éireann
Irish Rail

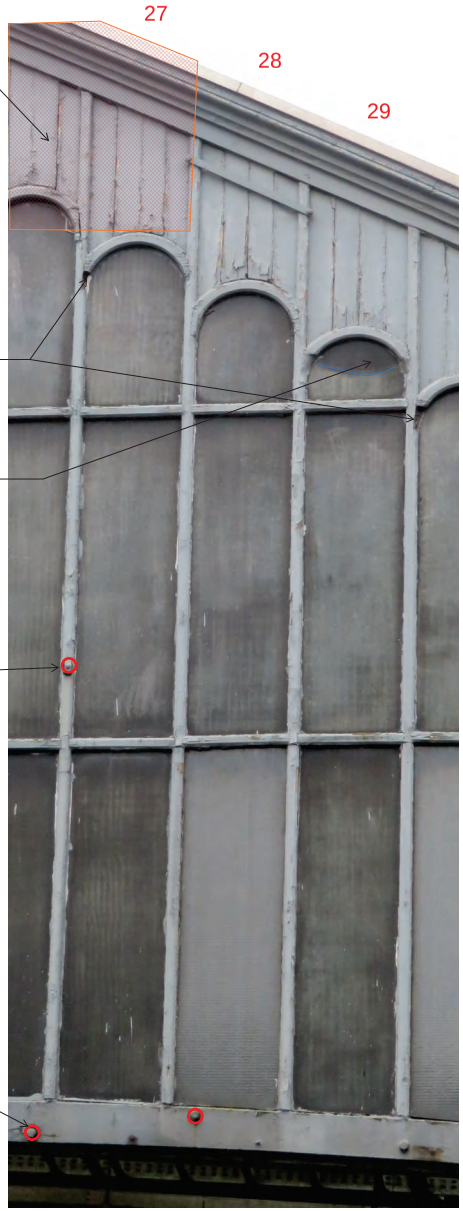
CAPITAL INVESTMENTS
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PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH





PANEL 27



PANEL 28



PANEL 29



LATERAL RESTRAINT

Iarnród Éireann
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CAPITAL INVESTMENTS
STRUCTURAL DESIGN SECTION

AUTHOR : CONOR GORMAN

DATE:21/11/2024

PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH





BROKEN GLASS AT PANEL 31



PANEL 30



PANEL 31



PANEL 32

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Irish Rail

CAPITAL INVESTMENTS
STRUCTURAL DESIGN SECTION

AUTHOR : CONOR GORMAN

DATE:21/11/2024

PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH





BOLT AT PANEL 33 -34



PANEL 33



PANEL 34



BOTTOM OF PANEL 34



PANEL 35



BOTTOM OF PANEL 35

Iarnród Éireann Irish Rail CAPITAL INVESTMENTS STRUCTURAL DESIGN SECTION	AUTHOR : CONOR GORMAN DATE:21/11/2024 PROJECT TITLE: SADS-24-641 KENT STATION, CORK STRUCTURAL INSPECTION OF TRAIN HALL GABLES WEST GABLE DEFECTS PHOTOGRAPH





PANEL 36



PANEL 37



BOTTOM OF PANEL 37

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CAPITAL INVESTMENTS
STRUCTURAL DESIGN SECTION

AUTHOR : CONOR GORMAN

DATE:21/11/2024

PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH





PANEL 38



PANEL 38

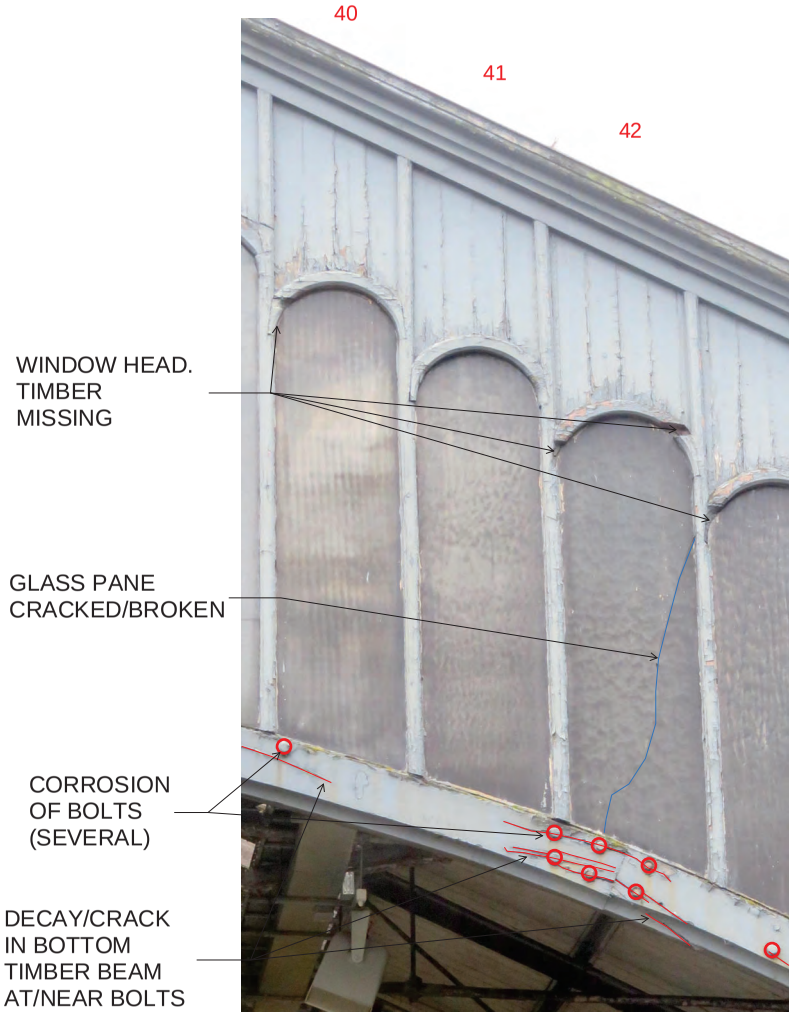


PANEL 39



BOTTOM OF PANEL 39 - 40

Iarnród Éireann Irish Rail CAPITAL INVESTMENTS STRUCTURAL DESIGN SECTION	AUTHOR : CONOR GORMAN DATE:21/11/2024 PROJECT TITLE: SADS-24-641 KENT STATION, CORK STRUCTURAL INSPECTION OF TRAIN HALL GABLES WEST GABLE DEFECTS PHOTOGRAPH





SUPPORT AT REAR OF PANEL 41- 42



PANEL 42



PANEL 40



PANEL 41



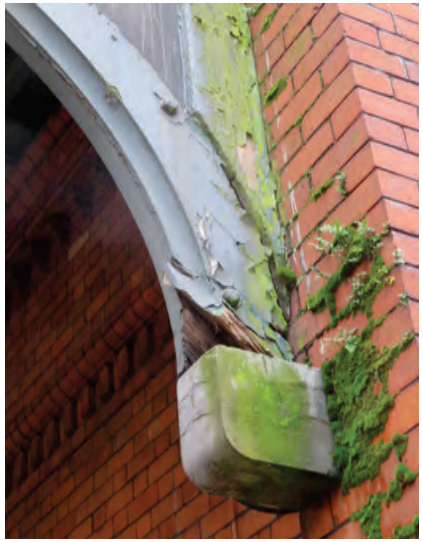
PANEL 42



BOTTOM OF PANEL 42

Iarnród Éireann Irish Rail CAPITAL INVESTMENTS STRUCTURAL DESIGN SECTION	AUTHOR : CONOR GORMAN DATE:21/11/2024 PROJECT TITLE: SADS-24-641 KENT STATION, CORK STRUCTURAL INSPECTION OF TRAIN HALL GABLES WEST GABLE DEFECTS PHOTOGRAPH





SUPPORT AT CORBEL



PANEL 44



PANEL 43



PANEL 44



PANEL 45

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Irish Rail

CAPITAL INVESTMENTS
STRUCTURAL DESIGN SECTION

AUTHOR : CONOR GORMAN

DATE:21/11/2024

PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH







THE INSIDE ELEVATION OF THE GABLE WAS NOT ACCESSIBLE FOR CLOSE INSPECTION ABOVE THE BOTTOM CHORD OF THE TRUSS. CABLE TRAYS AND BRACING RESTRICT ACCESS.

Iarnród Éireann
Irish Rail

CAPITAL INVESTMENTS
STRUCTURAL DESIGN SECTION

AUTHOR : CONOR GORMAN

DATE:21/11/2024

PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH



LATERAL RESTRAINT. CORROSION OF BOLT



GABLE SUPPORT NOT ACCESSIBLE OR VISIBLE

ROTATION OF TIMBER BEAM

ROTATION OF BRACKET SUPPORT





THE INSIDE ELEVATION OF THE GABLE WAS NOT ACCESSIBLE FOR CLOSE INSPECTION ABOVE THE BOTTOM CHORD OF THE TRUSS. CABLE TRAYS AND BRACING RESTRICT ACCESS.

Iarnród Éireann
Irish Rail

CAPITAL INVESTMENTS
STRUCTURAL DESIGN SECTION

AUTHOR : CONOR GORMAN

DATE:21/11/2024

PROJECT TITLE:
SADS-24-641 KENT STATION, CORK

STRUCTURAL INSPECTION OF TRAIN HALL GABLES
WEST GABLE DEFECTS PHOTOGRAPH

Appendix 04
Proposed Structural repair and stabilisation details

Kent Station Cork

(Western Screen Gable)

Proposed Interim Structural Repairs

PES-25-CORK-D-	001		NOTES MASTERSHEET
PES-25-CORK-D-	425		SITE PLAN
PES-25-CORK-D-	400		GA PLAN
PES-25-CORK-D-	401		GA ELEVATIONS
PES-25-CORK-D-	402		GA SECTIONS
PES-25-CORK-D-	403		GA DETAILS 1 OF 2
PES-25-CORK-D-	404		GA DETAILS 2 OF 2
PES-25-CORK-D-	405		STEELWORK GA 1 OF 2
PES-25-CORK-D-	406		STEELWORK GA 2 OF 2

A. GENERAL NOTES FOR ALL DRAWINGS:

1. GENERAL
   1.1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL DRAWINGS AND SPECIFICATIONS NOTED IN THE WORKS REQUIREMENTS.
   1.2. ANY QUERIES OR DISCREPANCIES ARE TO BE REFERRED TO THE EMPLOYER'S REPRESENTATIVE IMMEDIATELY.
   1.3. DO NOT SCALE FROM ANY DRAWING. WORK TO FIGURED DIMENSIONS ONLY. ALL DIMENSIONS ARE IN MILLIMETRES (mm) UNLESS NOTED OTHERWISE (U.N.O.)
   1.4. ALL LEVEL ARE IN METRES (MALIN HEAD) U.N.O.
   1.5. ALL SETTING OUT COORDINATES ARE RELATIVE TO THE **IRISH NATIONAL GRID (ING).**

2. TEMPORARY WORKS
   2.1. HOLES TO BE FORMED INTO OR THROUGH EXISTING STONEWORK, BLOCKWORK, BRICKWORK OR CONCRETE ARE TO BE FORMED USING NON-PNEUMATIC CORING METHODS. DRILLING IS NOT PERMITTED WHERE ANCHORS ARE TO BE INSTALLED, THE SIDES OF THE CORED HOLES ARE TO BE SCABBLED AS IF DRILLED.
   2.2. ALL CONTRACTOR (INCLUDING THEIR SUB CONTRACTOR/SPECIALIST/DESIGNERS) ALTERNATIVE PROPOSALS & DESIGNS, ALL CONTRACTOR TEMPORARY WORKS PROPOSAL & DESIGNS AND ALL ALTERNATIVE PERMANENT WORKS PROPOSAL & THE ASSOCIATED DESIGNS SHALL FOLLOW THE PROCEDURES SET OUT IN IARNRÓD ÉIREANN'S STANDARD 'NW-QMS-04-08-2 'GUIDANCE FOR CONTRACTOR'S PERMANENT WORKS AND TEMPORARY WORKS DESIGN'.
   2.3. THE CONTRACTOR IS TO PROTECT ALL EXISTING SITE SERVICES DURING CONSTRUCTION PERIOD AND REINSTATE WHERE ANY DAMAGE HAS OCCURRED.

3. MATERIALS SUPPLY
   3.1. ALL MATERIALS AND/OR PROCESSES COVERED BY A HARMONISED STANDARDS (SEE SECTION 300 OF THE CIVIL & STRUCTURAL WORKS SPECIFICATION FOR GUIDANCE) SHALL BE CE MARKED AND COPIES OF THE CE CERTIFICATION, THE FACTORY PRODUCTION CONTROL CERTIFICATE AND THE DECLARATION OF PERFORMANCE SHALL BE FORWARDED TO THE EMPLOYERS REPRESENTATIVE BEFORE THE MATERIALS OR PROCESSES ARE USED IN THE WORKS.
   3.2. WHERE DESIGN STANDARDS OR NORMS (EUROPEAN-EN, IRISH-IS, BRITISH-BS, ETC.) ARE REFERENCE ON ANY OF THE DRAWINGS ON WITHIN THE SPECIFICATIONS, THE REVISION OF THE STANDARD OR NORM AT THE DATE OF THE INVITATION TO TENDER SHALL APPLY. THE STANDARDS AND NORMS SHALL INCLUDE THE IRISH NATIONAL ANNEX.
   3.3. WHERE DRAWINGS, SPECIFICATIONS, STANDARDS, ETC. REQUIRE SPECIFIC BRANDS OR TYPES OF PRODUCTS, IT WILL BE ACCEPTABLE FOR THE CONTRACTOR TO USE EQUIVALENT PRODUCTS. IN SUCH INSTANCES THE CONTRACTOR WILL BE REQUIRED TO DEMONSTRATE FUNCTION EQUIVALENCE, ETC.

B. NOTES FOR NEW STEELWORK - MATERIAL SPECIFICATION

1. MATERIAL SPECIFICATION

   1.1. ALL STRUCTURAL STEEL TO BE IN ACCORDANCE WITH THE FOLLOWING STANDARDS;
   - IS EN 10025 'HOT-ROLLED PRODUCTS OF STRUCTURAL STEELS'
   - IS EN 10029 'HOT-ROLLED STEEL PLATES 3mm THICK OR ABOVE'
   - IS EN 10210 'HOT FINISHED STRUCTURAL HOLLOW SECTIONS OF NON-ALLOY AND FINE GRAIN STEELS'.

   1.1. ALL STRUCTURAL STEEL GRADES SHALL BE THUS:
   - HOLLOW SECTIONS TO BE S355 J2H TO IS EN 10210
   - HOT ROLLED SECTION: UNIVERSAL BEAMS, COLUMNS, PFC CHANNELS, ANGLES TO BE S355 J2 TO IS EN 10025
   - PLATES TO BE Fe510D1/S355J2 TO IS EN 10029

   1.1. ALL STAINLESS STEEL USED SHALL BE
   - IN THE WORKS TO BE IN ACCORDANCE WITH IS EN 10088 STAINLESS STEELS.
   - ALL STAINLESS STEEL USED IN THE WORKS SHALL BE GRADE 1.4401/1.4404 (GRADE 316) AND STRENGTH PROPERTY CLASS 70 U.N.O.

2. FABRICATION STANDARDS & PROCEDURES

   2.1. ALL STRUCTURAL STEEL ELEMENTS TO MANUFACTURED TO EXECUTION CLASS EXC2 IN ACCORDANCE WITH IS EN 1009-2
   2.2. THE FABRICATOR SHALL BE CERTIFIED TO UNDERTAKE WORKS TO EXECUTION CLASS EXC2 IN ACCORDANCE WITH IS EN 1009-2. A COPY OF THE STEELWORK FABRICATORS SYSTEM 2+ AUDITED FACTORY PRODUCTION CONTROL CERTIFICATE AND ASSOCIATED WELDING CERTIFICATE AND THEIR RECENT SURVEILLANCE AUDIT FOR IS EN 1090 SHALL BE ISSUED TO THE EMPLOYERS REPRESENTATIVE BEFORE ANY FABRICATION OR ASSEMBLY DRAWINGS ARE PREPARED, ANY MATERIALS ARE ORDERED AND ANY MATERIALS ARE USED IN THE WORKS.
   2.3. TO BE MANUFACTUREALL PRODUCTS USED IN STEELWORK FABRICATION SHALL BE CE (DISCRETELY) MARKED, INCLUDING STEEL BEAMS, PLATES, WELDING WIRE, BOLTS, NUTS, WASHERS, PAINTS, ETC. IN ACCORDANCE WITH IS EN 1090-1 & IS EN 1090-2. ALL FABRICATED & UN-FABRICATED STRUCTURAL STEELWORK DELIVERED TO SITE SHALL BE CE MARKED.
   2.4. A COPY OF THE STEEL MILL CERTIFICATES AND CURRENT CE MARK CERTIFICATES LISTED IN E2 ABOVE AND A DECLARATION OF PERFORMANCES FOR ALL OF THE STEELWORK (INCLUDING STEEL PLATES, WELDING RODS, BOLTS, NUTS ALL WASHERS, ETC.) TO BE USED IN THE WORKS AND A COPY OF THE FINAL SET OF THE FABRICATION & ASSEMBLY DRAWINGS SHALL BE ISSUED TO THE EMPLOYERS REPRESENTATIVE BEFORE THE STEELWORK IS DELIVERED TO SITE.

3. WELDING AND BOLTING REQUIREMENTS

   3.1. ALL BOLTED CONNECTIONS SHALL CONFORM TO IS EN 15048 AND MUST BE SUPPLIED AS A COMPLETE ASSEMBLY.
   3.2. ORDINARY BOLTS TO BE MINIMUM PROPERTY CLASS 8.8 TO EN 15048-1 AND GALVANISED TO EN 10864 U.N.O.
   3.3. PRELOADED BOLTS TO BE MINIMUM PROPERTY CLASS 8.8 TO EN 114399-1 AND GALVANISED TO EN 10864 U.N.O.
   3.4. ALL CONNECTION END PLATES TO BE MINIMUM 15mm THICK (U.N.O. OR SHOWN ON THE DRAWINGS)
   3.5. ALL FILLET WELDS TO BE MINIMUM 6mm LEG LENGTH AND CONTINUOUS (U.N.O. OR SHOWN ON THE DRAWINGS)
   3.6. ALL BUTT WELD EDGES TO BE PREPARED (CHAMFERED).
   3.7. ALL WELDS SHALL COMPLY WITH IS EN 1090-2.
   3.8. ALL WELDS SHALL BE TESTED IN ACCORDANCE WITH THE PROCEDURES IDENTIFIED IN IS EN 1090-2.
   3.9. THE FREQUENCY OF THE WELD TESTING SHALL BE IN ACCORDANCE WITH SECTIONS 90.022 TO 90.026 OF THE CIVIL AND STRUCTURAL WORKS SPECIFICATION.

4. STEEL SURFACE PREPARATION & CORROSION:
   4.1. ALL STEEL IS TO BE BLAST CLEANED TO SA 21/2 IN ACCORDANCE WITH BS EN ISO 8501-1 AND GALVANISED IN ACCORDANCE WITH BS 1461. GALVANISED COATING TO ACHIEVE MIN. DRY FILM THICKNESS (DFT) OF 110 MICRONS. GALVANISED STEEL TO BE PRIMED AND TOP COAT WITH COLOUR TO MATCH EXISTING STRUCTURE APPLIED.
5. ALL STAINLESS STEEL TO BE MILL FINISH UNLESS NOTED OTHERWISE

C. NOTES FOR GROUTS & ADHESIVES:

1. CEMENTITIOUS GROUT
   1.1. CEMENTITIOUS GROUT TO FOSROC CONBEXTRA GP OR EQUIVALENT NON-SHRINK CEMENTITIOUS GROUT WITH A CHARACTERISTIC COMPRESSIVE STRENGTH OF AT LEAST 40N/mm2 AT 28 DAYS.
2. STABILISATION GROUT - TRUSS No.1 BEARING
   2.1. INITIAL GROUTING OF DAMAGED BRICKWORK IS TO BE CARRIED OUT USING NATURAL CEMENT NATCEM D OR EQUIVALENT. THIS INCLUDES DURING INSTALLATION OF VERTICAL DOWEL BARS.
3. EPOXY BEDDING GROUT TO S. STEEL BEARING PLATE
   3.1. A SUITABLE EPOXY BEDDING MORTAR TO BE USED WITH MIN. CHARACTERISTIC COMP. STRENGTH OF 40N/mm2 AT 28DAYS. ROTAFIX TIMBER GROUT OR ROTAFIX CB10T OR EQUIV IS ALSO PERMITTED FOR USE IF A GROUT MATERIAL IS PREFERRED.
   3.2. THE TOP OF THE STONE CORBEL IS TO BE COVERED WITH A HEAVY GAUGE DUCT TAPE/BONDED DPC TO PREVENT THE BEDDING MORTAR/GROUT BONDING TO THE EX. STONE.
4. DEBONDING WAX
   4.1. FIDDES & SONS FURNITURE WAX OR EQUIVALENT APPLIED LIBERALLY TO EXISTING TIMBER FACES THAT ARE TO BE DEBONDED FROM TIMBER GROUT.
   4.2. JOINT IT ANTI BONDING WAX TO BE USED ON EXISTING BRICK SURFACES WHERE GROUTS ARE TO BE APPLIED.
5. TIMBER GROUT
   5.1. TIMBER GROUT (USED IN THE INFILLING OF SPACE BETWEEN STABILISATION AND EX. TIMBER, LOCAL TIMBER REPAIR) TO BE ROTAFIX TG 6 OR EQUIVALENT
6. CHEMICAL RESIN - CHEMICAL FIXINGS
   6.1. INJECTION ADHESIVE FOR CHEMICALLY ANCHORED FIXINGS SHOULD BE FISCHER FIS-V PLUS OR EQUVIALENT
7. WOOD ADHESIVE
   7.1. JOINTS IN STRUCTURAL MEMBERS ARE TO BE COMPLETED WITH ROTAFIX CB10T OR EQUIVALENT ADHESIVE. ADHESIVE MUST BE SUITABLE FOR USE ON LOAD BEARING JOINTS AND CERTIFIED TO MIN CLASS 4 WATERPROOFING TO EN205:2016.

D. GLAZING REPLACEMENT

1. ALL EXISTING GLASS IN THE WORKS AREA IS TO BE PROTECTED THROUGH OUT THE WORKS. WHERE GLASS IS DAMAGED IT MUST BE REPLACED WITH HAND DRAWN GLASS OR AS AGREED WITH THE PROJECT CONSERVATION SPECIALIST.

E. NOTES FOR ANCHORS, FIXINGS, ETC:

1. ALL ANCHORS AND FIXINGS INCLUDING RESINS, MORTARS, BOLTS, ETC ARE TO HAVE AN ETAG CERTIFICATE AND/OR BE CE MARKED AS GENERAL NOTES SECTION A.
2. ALL FIXINGS SHOULD BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURES REQUIREMENTS.
3. FIXING TYPES ARE SPECIFIED IN SCHEDULE 1 ON THIS DRAWING.
4. WHERE THE CONTRACTOR PROPOSES AN ALTERNATE ANCHOR, THE CONTRACTOR SHALL REQUEST A COMPLETED FM-01 FORM FROM THE HSA'S 'CODE OF PRACTICE FOR THE DESIGN AND INSTALLATION OF ANCHORS' FROM THE EMPLOYERS REPRESENTATIVE, THEN COMPLETE A FM-02 FORM & ISSUE IT TO THE EMPLOYER'S REPRESENTATIVE FOR APPROVAL. THE EMPLOYER'S REPRESENTATIVE IS TO BE GIVEN 10 WORKING DAYS TO PROVIDED THE COMPLETED FORM.
4. THE ANCHOR INSTALLER MUST COMPLETE A FM-03 FORM FROM THE HSA'S 'CODE OF PRACTICE FOR THE DESIGN AND INSTALLATION OF ANCHORS' FOR ALL ANCHORS AND FORWARD COPIES OF THE COMPLETED FORMS TO THE EMPLOYER'S REPRESENTATIVE WITHIN 24 HOURS OF THE ANCHOR BEING INSTALLED.

SCHEDULE 1 - FIXINGS

REF	TYPE	USE	DIAMETER (mm)	LENGTH (mm)	MATERIAL & OTHER SPECIFICATION
SCREWS & NAILS					
TYPE S1	**T-STAR/TX STAR DRIVE** CSK HEAD	GENERAL	MIN. 4mm	VARIES – AS REQUIRED	STAINLESS A2 SPAX UNIVERSAL T-STAR PLUS/ FISCHER Terrace screw FTS-ST A2P OR EQUIVALENT
TYPE S2	**HEX HEAD** SCREW	STEEL ARCH TO EXISTING	8mm	140mm	GALV. FISCHER PowerFast FPF II HVTF 10CR EQUIVALENT
TYPE S3	**HEX HEAD** SCREW	STEEL ARCH TO EXISTING	10mm	140mm	GALV. FISCHER PowerFast FPF II HVTF 12 OR EQUIVALENT
TYPE S4	BRASS SCREW	GLAZING BEAD REPLACEMENT	4mm	40-50mm	SOLID BRASS
TYPE S5	RING SHANK NAIL	PLYWOOD PACKING TO NEW/EXISTING TIMBER	MIN. 2.5mm	75	HOT DIPPED GALVANISED
BOLTS					
TYPE B1	BOLT	STEEL ARCH TO TIMBER	M20	220mm	STAINLESS A2
TYPE B1A	DOUBLE SIDED TOOTHED TIMBER CONNECTOR	TIMBER TO TIMBER	M20	NA	SIMPSON STRONG-TIE DST60 STAINLESS A2
TYPE B2	HSFG BOLT	STEEL ARCH STEEL CONNECTIONS	M20	70mm	HOT DIPPED GALV. – GRADE 8.8
TYPE B3	HSFG BOLT	STEEL WINDPOST CONNECTIONS	16	60mm	HOT DIPPED GALV. – GRADE 8.8
TYPE B4	BOLT/THREADED BAR	LINDAPTER TO GUSSET	M20	200mm	HOT DIPPED GALV. – GRADE 8.8
TYPE B5	BOLT/THREADED BAR	STEEL TO TIMBER (MULLION)	M8	220mm	HOT DIPPED GALV.
LINDAPTER CLAMP	SPECIALIST STRUC. CLAMP	BRACING TO EX. AND WINDPOST TO EX.	AF20	NA	HOT DIPPED GALV.
MASONRY FIXINGS – CHEMICAL ANCHORS					
TYPE CM1	CHEMICAL FIXING - REVERSABLE	STEEL ARCH & BRACING TO WALL	M16 & M20	300	STAINLESS A2 THREADED ROD – FISCHER FIS A OR EQUIVALENT
TYPE CM1A	INTERNAL THREAD	STEEL ARCH & BRACING TO WALL	RG 22 x160 (M16)	160mm/200mm	FISCHER ROD RG IR IN

F. NOTES FOR STRUCTURAL TIMBER:

1. GENERAL
   1.1. ALL TIMBERS TO BE DIMENSIONS SHOWN ON THE CONTRACT DRAWINGS, UNLESS AGREED OTHERWISE WITH THE ENGINEER.
   1.2. ALL FIXINGS (SEE SCHEDULE 1) ARE TO BE EITHER STAINLESS STEEL A2 OR GALV. MILD STEEL WITH ETA CERTIFICATION FOR THE PARTICULAR FIXING TYPE. ALL FIXINGS IN TIMBER TO BE INSTALLED INTO SUITABLY SIZED PRE-DRILLED HOLES (NO MORE THAN FIXING DIA - 1mm).
   1.3. PLYWOOD
   - ALL PLYWOOD MUST CONFORM TO REQUIREMENTS OF EN13986
   - ALL PLYWOOD MUST BE STRUCTURAL GRADE, CERTIFIED SUITABLE FOR USE CLASS 3 (MARINE GRADE) IN ACCORDANCE WITH EN 636-3 AND BE CONSTRUCTED WITH BOND CLASS 3 ADHESIVE UNLESS AGREED OTHERWISE.

2. REPLACEMENT TIMBER MATERIAL
   2.1. ALL REPLACEMENT TIMBER TO BE SALVAGED PITCH PINE. WHERE STRUCTURAL MEMBERS ARE TO BE REPLACED (BOTTOM RAIL AND END POST MEMBERS) THE TIMBER SHOULD BE STRENGTH GRADED. WHERE SUITABLE PITCH PINE CAN NOT BE SOURCED, THE FOLLOWING CRITERIA SHOULD BE FOLLOWED IN SELECTING A SUITABLE ALTERNATIVE;
   - SOFTWOOD TO MATCH VISUALLY AND SUIT EXISTING SCOTS PINE/PITCH PINE MATERIAL
   - NATURAL DURABILITY - CLASS 1 TO EN 350:2016
   - SERVICE USE CLASS 3
   - MIN. STRENGTH CLASS C22 TO EN 355

   2.1. END SEGMENTS OF THE FRAME MUST BE CONSTRUCTED FROM TIMBER WITH SPECIALLY SELECTED GRAIN WHICH FOLLOWS THE GEOMETRY. WHERE SPECIALLY SELECTED GRAIN CAN NOT BE SOURCED, GLUE LAMINATED SECTION SHOULD BE CONSIDERED WITH CLASS 1 DURABLE TIMBER WITH MINIMUM STRENGTH GRADE C22 SUCH AS GRADE A1 ACCOYA WOOD (ACETYLATED PINUS RADIATA)

3. TIMBER GROUT & CARBON FIBRE PLATE (CFRP) REPAIRS
   3.1. TIMBER GROUT TO BE ROTAFIX TG6 OR EQUIVALENT AND WHERE USED SHOULD BE FORMED TO MATCH EXISTING TIMBER PROFILES.
   3.2. CFPR PLATES TO BE 50MM WIDE ROATFIX CARBON FIRBE PLATE BONDED TO THE EXISTING TIMBER/GROUT REPAIR SUBSTRATE (FOLLOWING SUITABLE PREPARATION) USING ROTAFIX CB10T ADHESIVE OR EQUIVALENT.

4. TREATMENT OF DECAYED TIMBER
   4.1. RETAINED TIMBERS WHICH HAVE BEEN DAMAGED BY DECAY DUE TO WET ROT OR INSECT INFESTATION (WOOD WORM) ARE TO BE TREATED WITH SPECIFIED WOOD PRESERVATIVE, INCLUDING SURROUNING SOUND MATERIAL AT LEAST 200mm FROM THE POINT OF DECAY. THIS INCLUDES AREA'S WHERE DECAYED TIMBER IS TO BE REMOVED FOR LOCAL REPAIRS.
   4.2. AFFECTED TIMBERS ARE TO BE TREATED WITH WYKABOR 20.1 GEL OR EQUIVALENT BORON WOOD PRESERVATIVE, APPLIED STRICTLY IN ACCORDANCE WITH THE MANUFACTURERS TECHNICAL AND HEALTH & SAFETY REQUIREMENTS.

5. PAINT TO TIMBER
   5.1. ALL NEW AND REPAIRED TIMBER TO BE COATED WITH TWO COATS (EX. PRIMER) OF EXTERIOR LINSEED OIL BASED PAINT WITH TOP COAT TO MATCH EXISTING COLOUR. KNOTS TO BE TREATED IN ADVANCE WITH A SHELLAC KNOTTING PRIMER.
   5.2. EXISTING TOP COATS TO BE REPAIRED LOCALLY WITH EXTERIOR WATER BASED PAINT TO MATCH EXISTING COLOUR FOLLOWING SUITABLE SURFACE PREPARATION.

THIS DRAWING IS BASED ON SURVEY DRAWING NO.:
THIS DRAWING TO BE IN READ IN CONJUNCTION WITH DRAWING(S) NO.:

REV	DESCRIPTION	BY	CHK'D	APPR'D	DATE
C/					
B/					
A/					

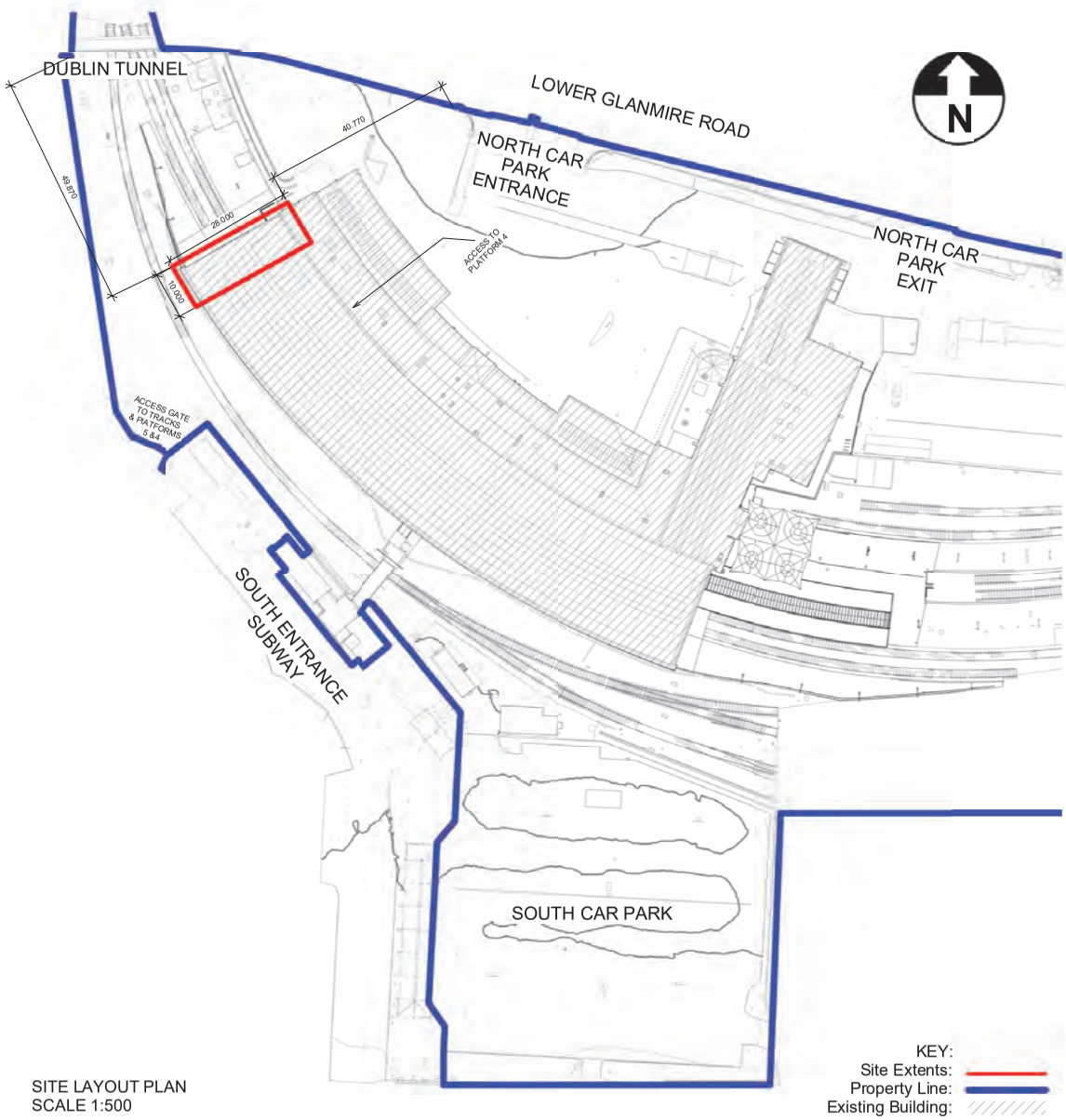
DRAWING STATUS **FOR CONSTRUCTION**

DRAWN	DESIGNED	CHECKED	APPR'D	DATE
M.C.	M.C.		S.B.	SEPT. 25

Iarnród Éireann Irish Rail
Principal Engineer Structures,
Engineering & New Works Building,
Inchicore Works, Dublin 8, D08 K6Y3.

KENT STATION
WESTERN GABLE
INTERIM STRUCTURAL REPAIRS
NOTES MASTERSHEET

SCALES	DRAWING No.	REV.
NTS	PES-25-CORK-D-001	



SITE LAYOUT PLAN
SCALE 1:500

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Rev	Description	Date

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE

Iarnród Éireann
Irish Rail
PRINCIPAL ENGINEER STRUCTURES
CCE TECHNICAL DEPARTMENT
www.irishrail.ie

PROJECT

KENT STATION
WESTERN GABLE
INTERIM STRUCTURAL REPAIR

TITLE

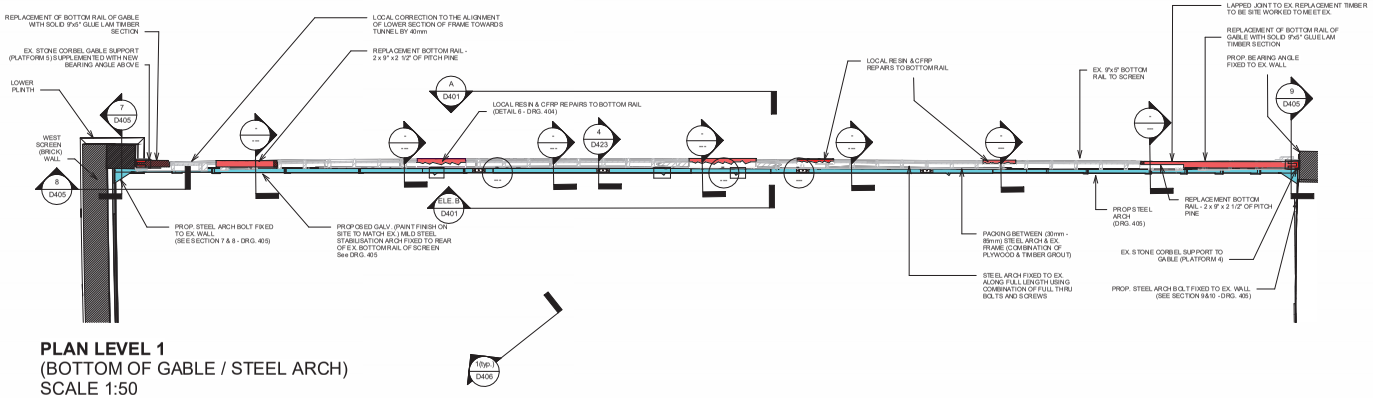
Site Layout Plan

DRAWN BY	CHECKED BY	DATE
VOR	MC	08/28/25

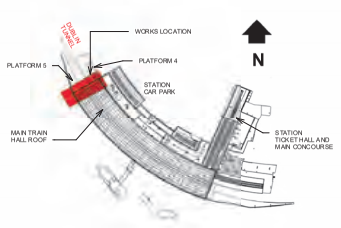
SCALE (@ A1)	PROJECT NUMBER
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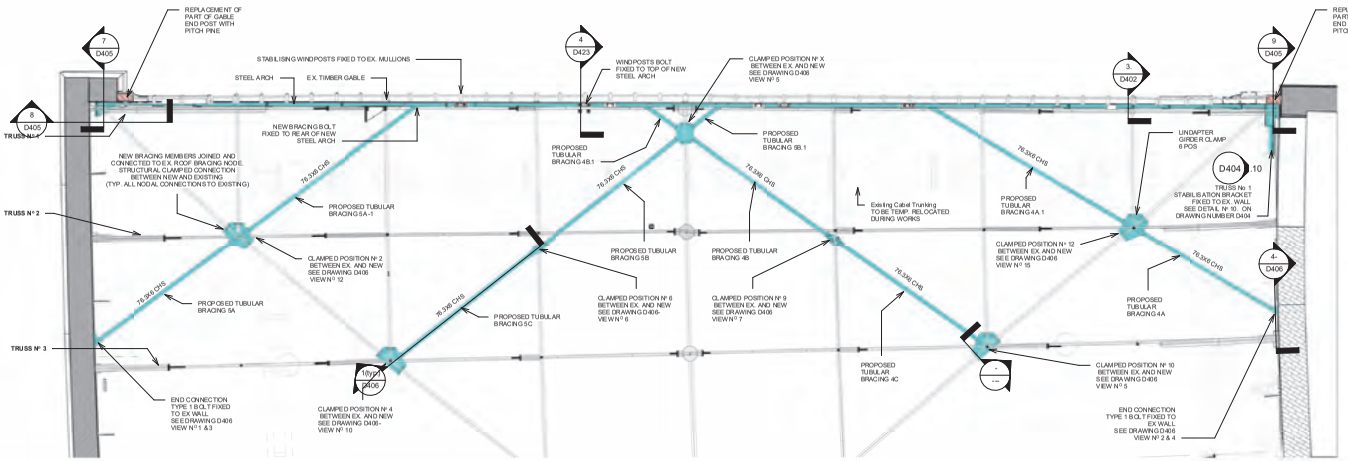
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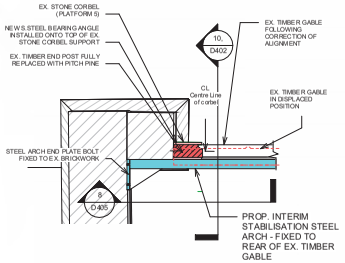
PLAN LEVEL 1
(BOTTOM OF GABLE / STEEL ARCH)
SCALE 1:50



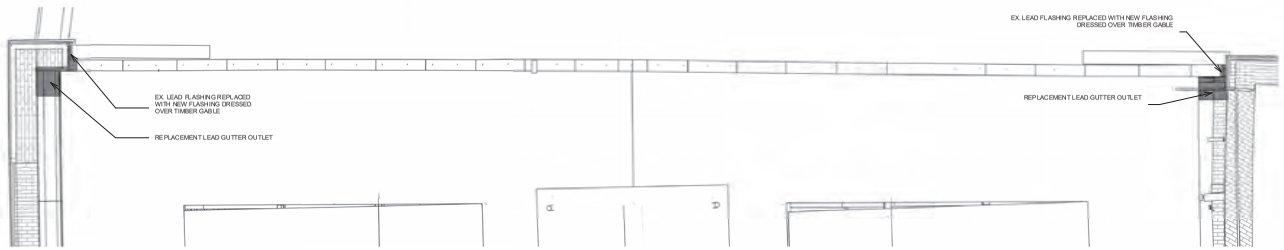
KEY PLAN
SCALE 1:2000



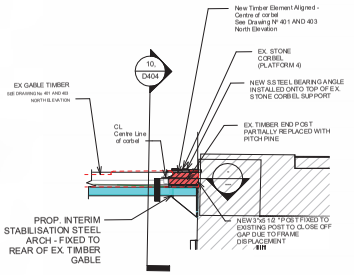
PLAN LEVEL 2
(TRUSS BOTTOM BOOM/TOP OF BOTTOM BRACING LEVEL RAIL)
SCALE 1:50



PLAN LEVEL 4.1
CORBEL PLATFORM 5
SCALE 1:25



PLAN LEVEL 3 (ROOF PLAN)
SCALE 1:50



PLAN LEVEL 4.2
CORBEL PLATFORM 4
SCALE 1:25

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LEGEND:

- PROPOSED PERMANENT STRUCTURAL TIMBER REPAIR - PRIMARY ELEMENTS
- PROPOSED INTERIM REPAIR/STRUCTURE
- PROPOSED PERMANENT REPAIR - SECONDARY FABRIC TIMBER ELEMENTS
- PROPOSED PERMANENT REPAIR - GLAZING REPLACEMENT

Rev	Description	Date

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE CONSTRUCTION

Iarnród Éireann
Irish Rail
PRINCIPAL ENGINEER STRUCTURES
CCE TECHNICAL DEPARTMENT
www.irishrail.ie

PROJECT

KENT STATION
WESTERN GABLE
INTERIM STRUCTURAL REPAIR

TITLE

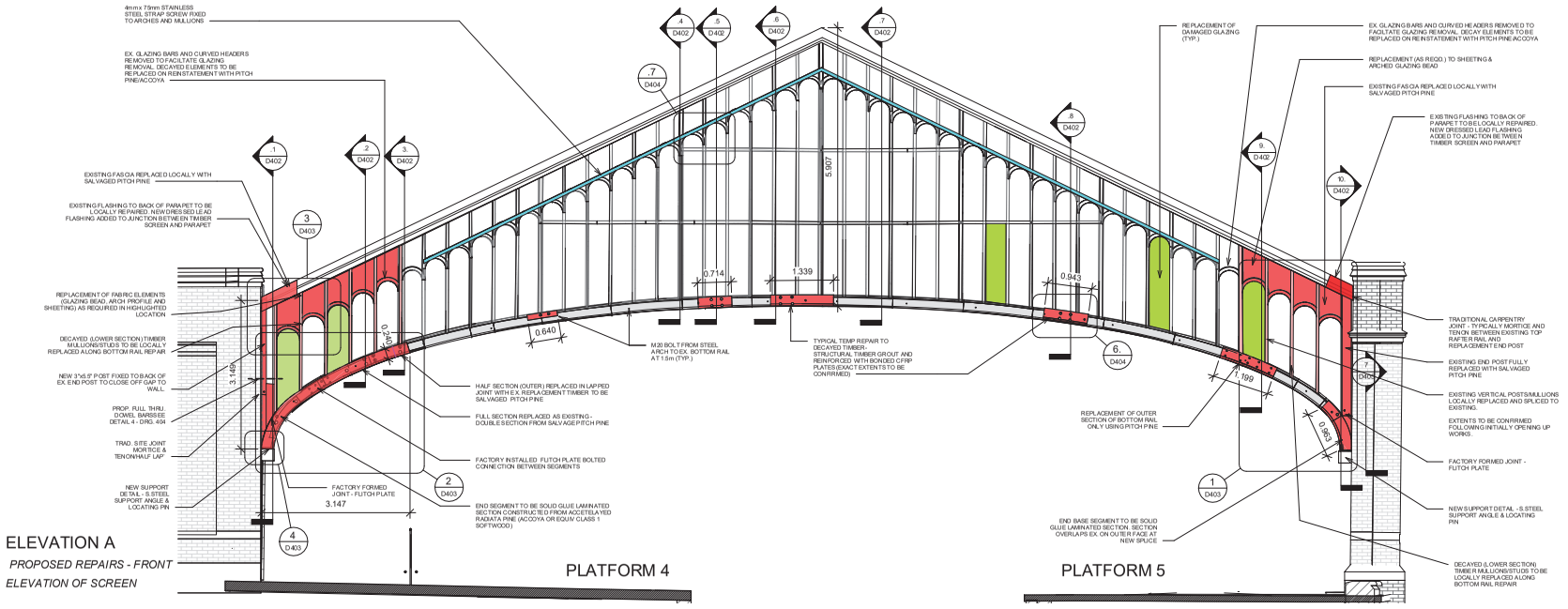
GENERAL ARRANGEMENT
PROPOSED LAYOUT

DRAWN BY	CHECKED BY	DATE
VOR	M.C.	05/09/25

SCALE (@ A1)	PROJECT NUMBER
As indicated	51844

DRAWING NUMBER	REV
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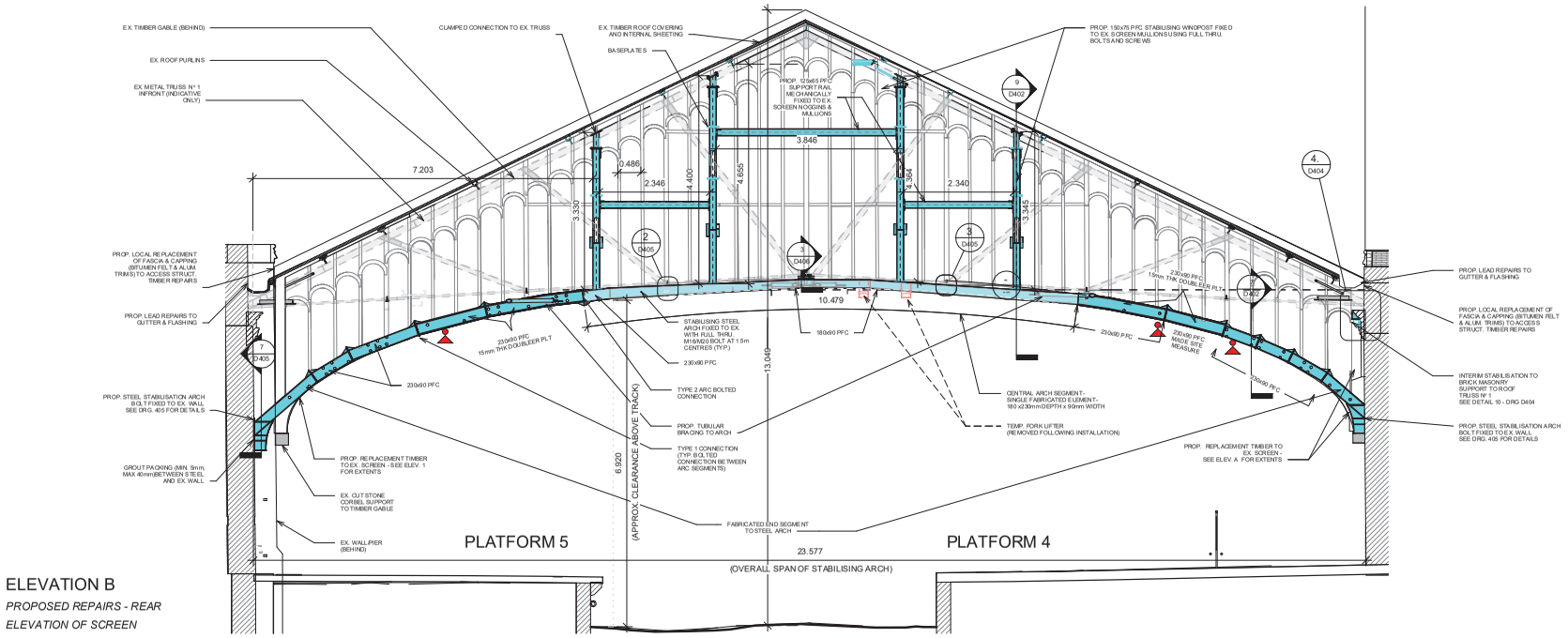
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ELEVATION A

PROPOSED REPAIRS - FRONT

ELEVATION OF SCREEN



ELEVATION B

PROPOSED REPAIRS - REAR

ELEVATION OF SCREEN

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- ROPOSED INTERIM REPAIR/STRUCTURE
- PROPOSED PERMANENT REPAIR - SECONDARY/FABRIC TIMBER ELEMENTS
- PROPOSED PERMANENT REPAIR - GLAZING REPLACEMENT

Rev	Description	Date

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE CONSTRUCTION

Iarnród Éireann
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PRINCIPAL ENGINEER STRUCTURES
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PROJECT

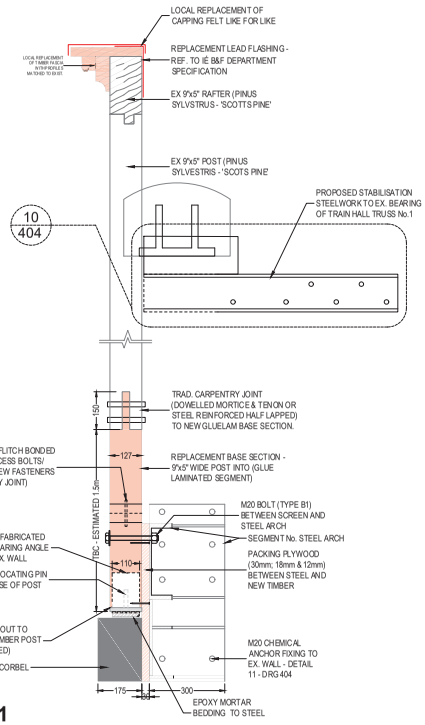
KENT STATION
WESTERN GABLE
INTERIM STRUCTURAL REPAIR

TITLE

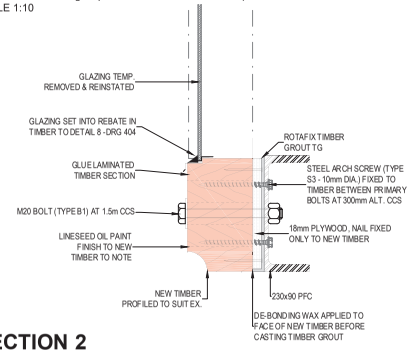
General Arrangement Elevations

DRAWN BY	CHECKED BY	DATE
VOR	M.C.	07/27/2025
SCALE (@ A1) 1 : 50	PROJECT NUMBER 51844	
DRAWING NUMBER D401 (PES-25-CORK-D-401)		REV

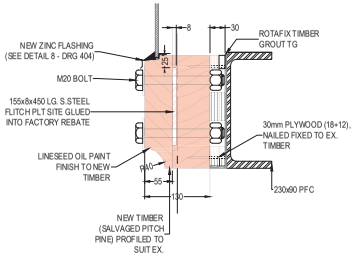
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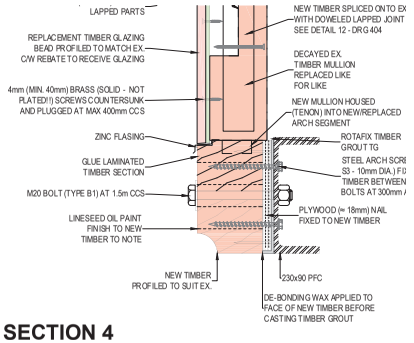
SECTION 1
(End Post and Bearing Repairs - Platform 4 End of Gable)
SCALE 1:10



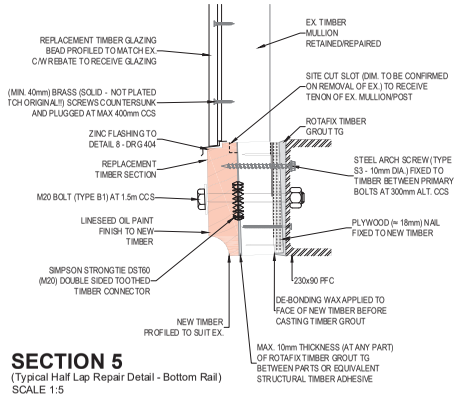
SECTION 2
(Typical detail at Full (GluLam) Segment Replacement)
SCALE 1:5



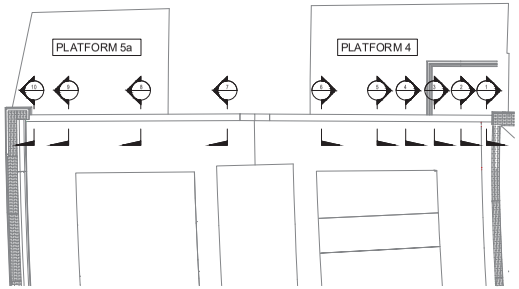
SECTION 3
(Typical Flitch Plate Connection between New Replacement Segments)
SCALE 1:5



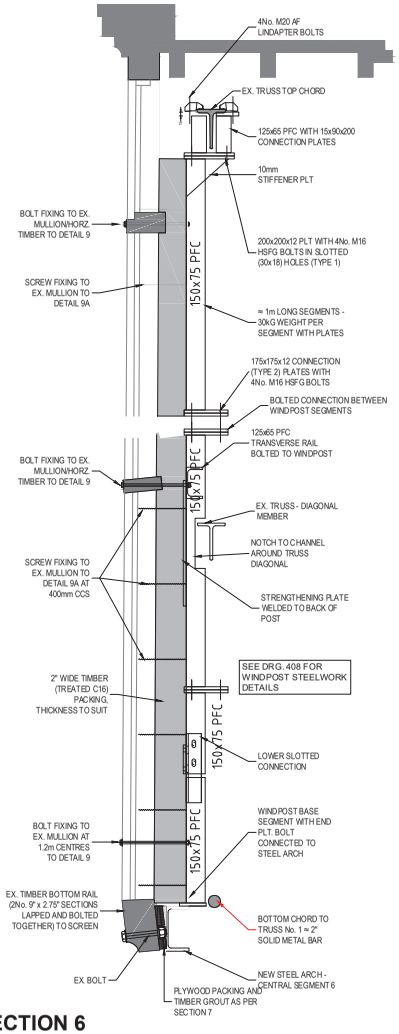
SECTION 4
(Typical Replacement of Bottom Rail at a Mullion Repair)
SCALE 1:5



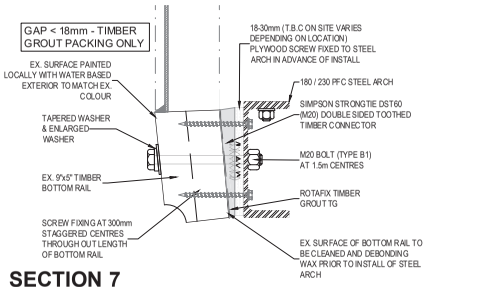
SECTION 5
(Typical Half Lap Repair Detail - Bottom Rail)
SCALE 1:5



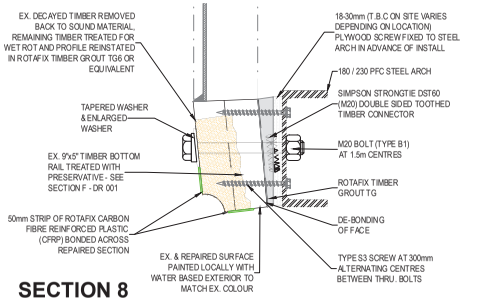
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SCALE 1:125



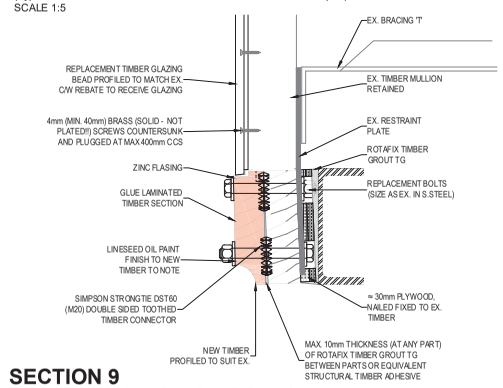
SECTION 6
(Typical Connection of Windpost to Steel Arch & Ex. Gable)
SCALE 1:5



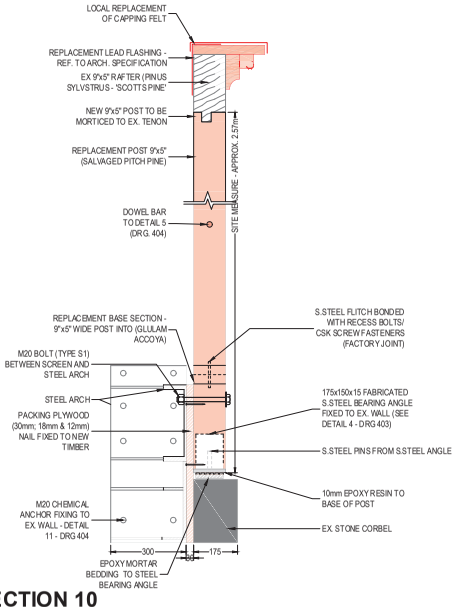
SECTION 7
(Typical Connection between Steel Arch and Ex. with gap > 18mm)
SCALE 1:5



SECTION 8
(Typical Connection of Steel Arch & Ex. Gable & Interim Timber Repair)
SCALE 1:5



SECTION 9
(Typical Half Lap Repair Detail - Bottom Rail at Ex. Restraint)
SCALE 1:5



SECTION 10
(End Post and Bearing Repairs - Platform 5a End of Gable)
SCALE 1:10

REFER TO DRG.NO. 001 FOR ADDITIONAL NOTES

REV	DESCRIPTION	BY	CHK'D	APPR'D	DATE
5/					
4/					
3/					
2/					
1/					

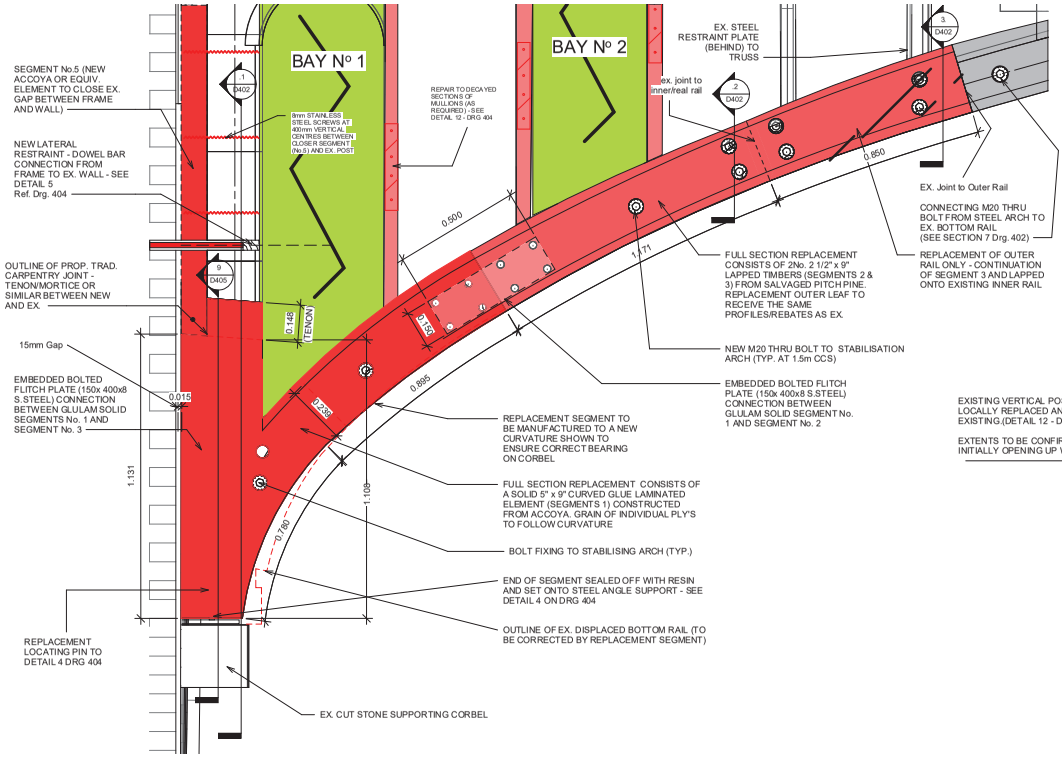
DRAWING STATUS: **CONSTRUCTION**

DRAWN	DESIGNED	CHECKED	APPR'D	DATE
M.C.	M.C.	M.C.	S.B.	SEPT 25

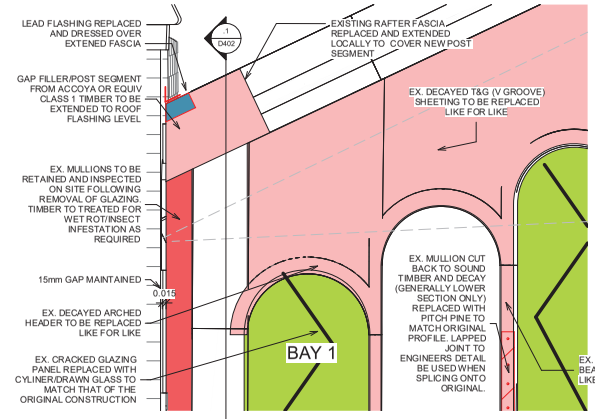
Iarnród Éireann Irish Rail
Principal Engineer Structures, Technical Dept., CCE, Iarnród Éireann, Engineering & New Works Building, Inchicore Works, Dublin 8, D08 K6Y3

CORK KENT STATION
TRAIN HALL WESTERN GABLE
INTERIM STRUCTURAL REPAIRS
GENERAL ARRANGEMENT - SECTIONS

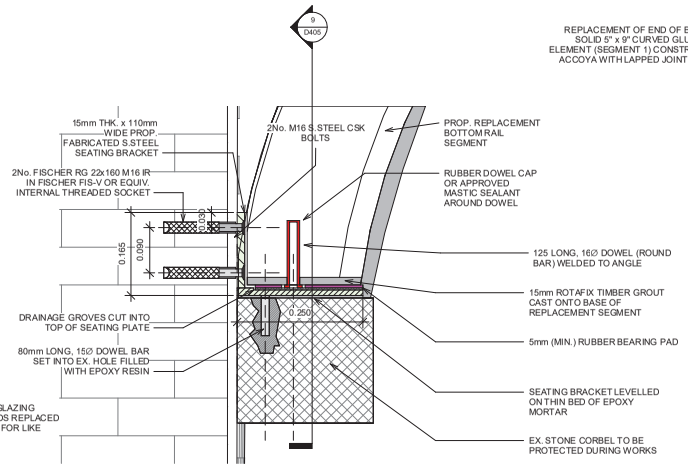
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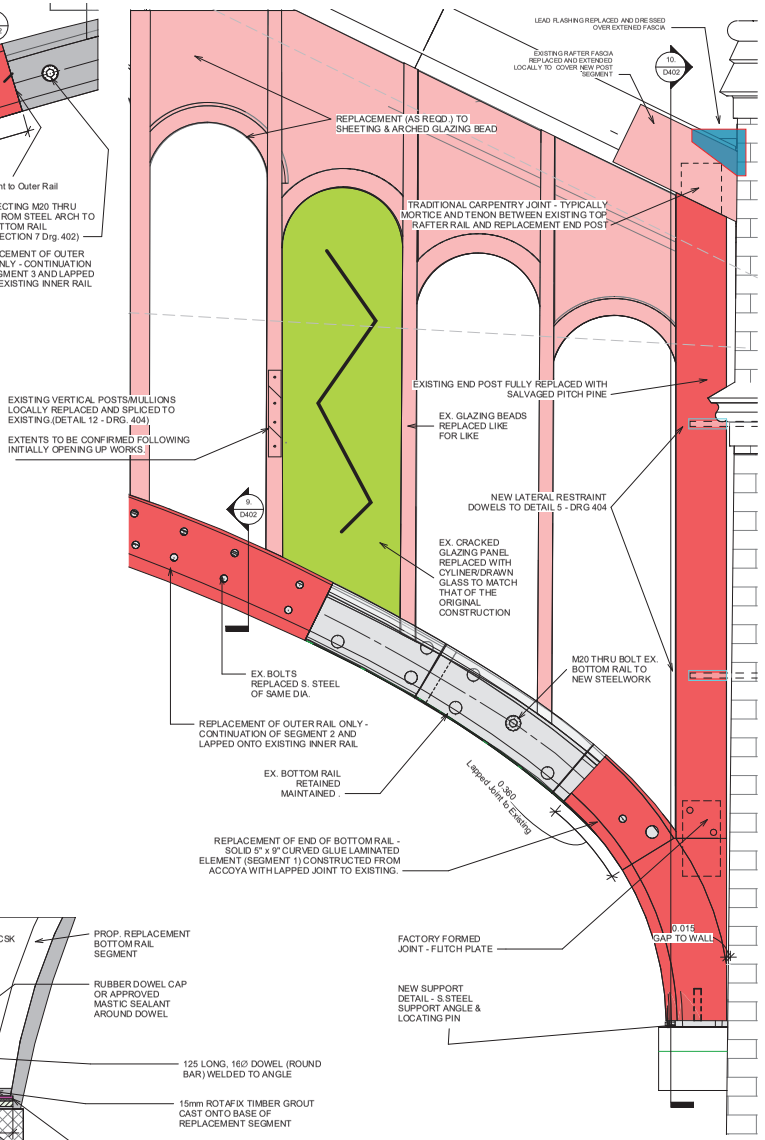
DETAIL 2
(PLATFORM 4 BOTTOM RAIL REPLACEMENT)
SCALE 1:10



DETAIL 1
(PLATFORM 4 END - RIDGE LEVEL REPAIR S)
SCALE 1:10



DETAIL 4
(TYPICAL END BEARING DETAIL)
SCALE 1:5



DETAIL 3
(PLATFORM 5A END REPAIR & REPLACEMENT)
SCALE 1:5

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- PROPOSED PERMANENT REPAIR - GLAZING REPLACEMENT

Rev	Description	Date

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Iarnród Éireann
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PRINCIPAL ENGINEER STRUCTURES
CCE TECHNICAL DEPARTMENT
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PROJECT
KENT STATION
WESTERN GABLE
INTERIM STRUCTURAL REPAIR

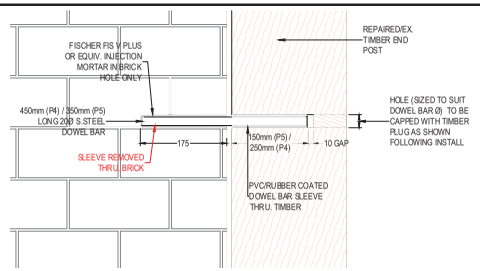
TITLE
Details 1 of 2

DRAWN BY	CHECKED BY	DATE
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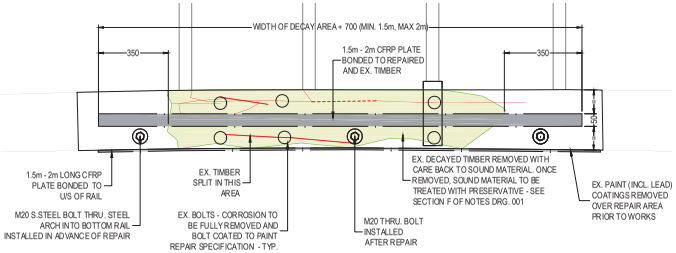
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As indicated	51844

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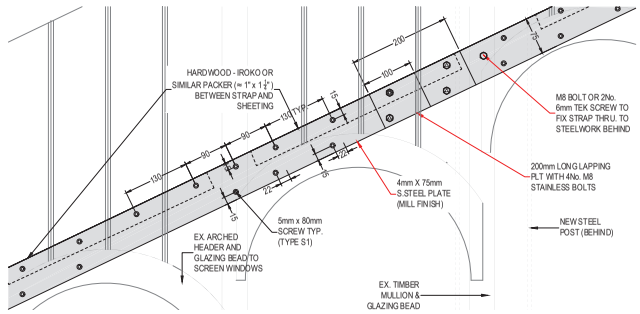
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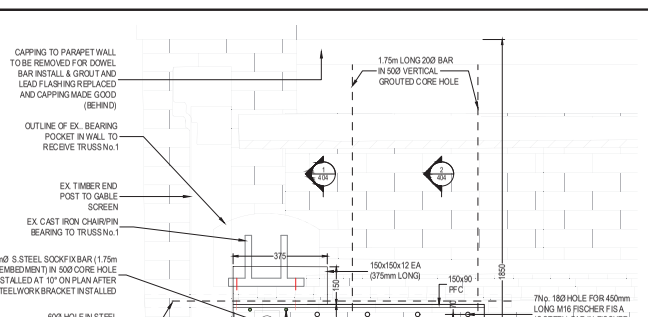
DETAIL 5
(DOWEL BAR TO END POSTS)
SCALE 1:5



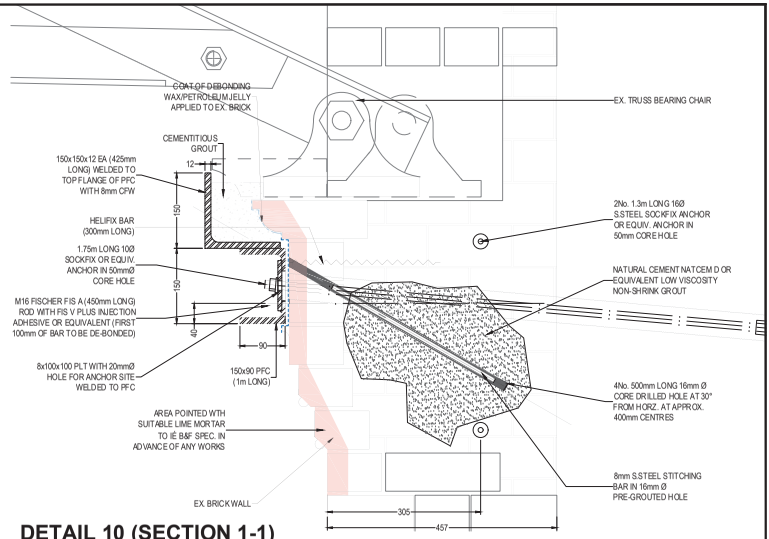
DETAIL 6
(TYPICAL BOTTOM RAIL INTERIM REPAIR)
SCALE 1:10



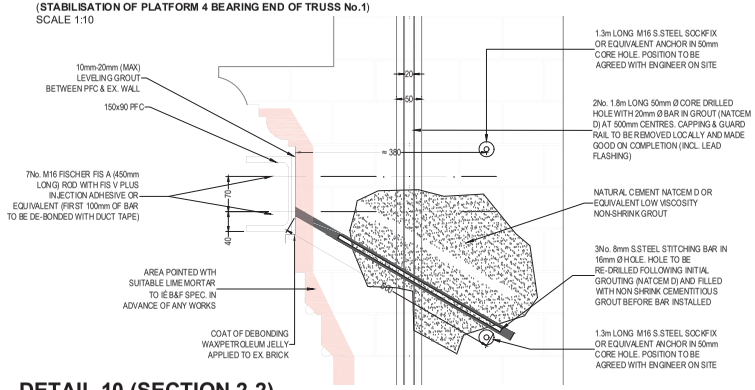
DETAIL 7
(TYPICAL INTERIM STRAPPING)
SCALE 1:10



DETAIL 10
(STABILISATION OF PLATFORM 4 BEARING END OF TRUSS No.1)
SCALE 1:10



DETAIL 10 (SECTION 1-1)
SCALE 1:5



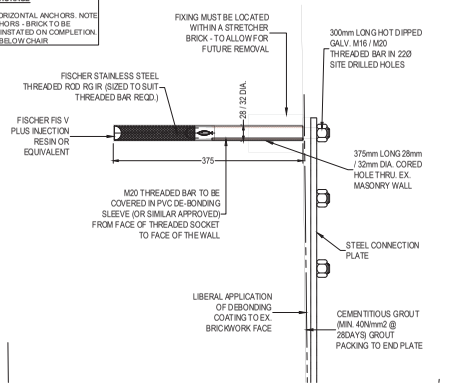
DETAIL 10 (SECTION 2-2)
SCALE 1:5

DETAIL 10 CONSTRUCTION SEQUENCE

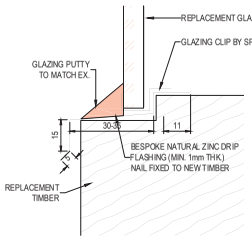
PHASE 1 - PREPARATION
1. POINT UP BRICKWORK IN AREA WITH SUITABLE LIME MORTAR
2. LOCALLY PIN LOOSE BRICK WITH 6mm STAINLESS STEEL HELIBAR

PHASE 2 - MASONRY STABILISING & GROUTING
3. CORE DRILL 2No. 50mm DIA. VERTICAL & INCLINED 16mm DIA. STITCHING HOLES
4. POUR NATURAL CEMENT NATCEM D GROUT OR EQUIVALENT INTO VERTICAL HOLES. PLUGGING 16mm HOLES AS GROUT FILLS.
5. INSTALL VERTICAL 20mm DOWEL BAR
6. RE-DRILL 16mm HOLES AND INSTALL 8mm STITCHING BARS
7. FIX STEELWORK TO WALL USING 6No. M16 CHEMICAL FIXINGS
8. GROUT BEHIND STEELWORK WITH NON SHRINK CEMENTITIOUS GROUT

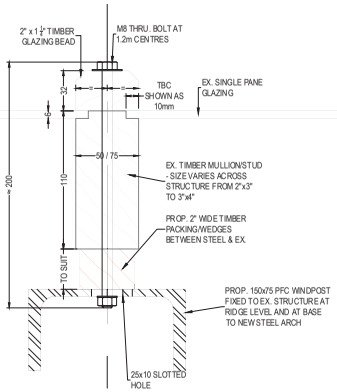
PHASE 3 - REINSTATEMENT OF RESTRAINT - ANCHORAGE
9. CORE DRILL 3No 50mm HORIZONTAL HOLES
10. INSTALL 3No M16 SOCKFIX ANCHORS - ALL HORIZONTAL ANCHORS. NOTE SPECIAL REQUIREMENT FOR EXTERNAL ANCHORS - BRICK TO BE REMOVED PRIOR TO CORE DRILLING AND REINSTATED ON COMPLETION.
11. WELD COVER PLATE TO PFC OVER ANCHOR BELOW CHAIR



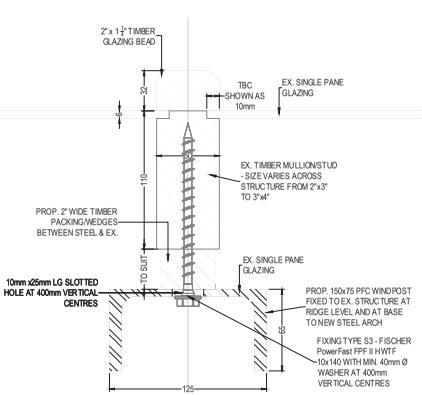
DETAIL 11
(TYPICAL FIXING OF STEEL ARCH TO BRICKWORK)
SCALE 1:5



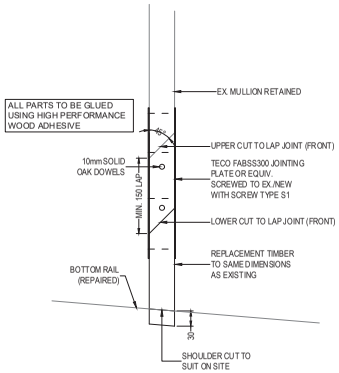
DETAIL 8
(BOTTOM RAIL REPLACEMENT - FLASHING DETAIL)
SCALE 1:1



DETAIL 9
(TYPICAL BOLTED CONNECTION OF WINDPOST TO EXISTING)
SCALE 1:5



DETAIL 9A
(TYPICAL HEAVY DUTY SCREW CONNECTION OF WINDPOST TO EXISTING)
SCALE 1:5



DETAIL 12
(TYPICAL SPLICE TO MULLION)
SCALE 1:5

REFER TO DRG.NO. 001 FOR ADDITIONAL NOTES

REV	DESCRIPTION	BY	CHK'D	APPR'D	DATE
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4/					
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2/					
1/					

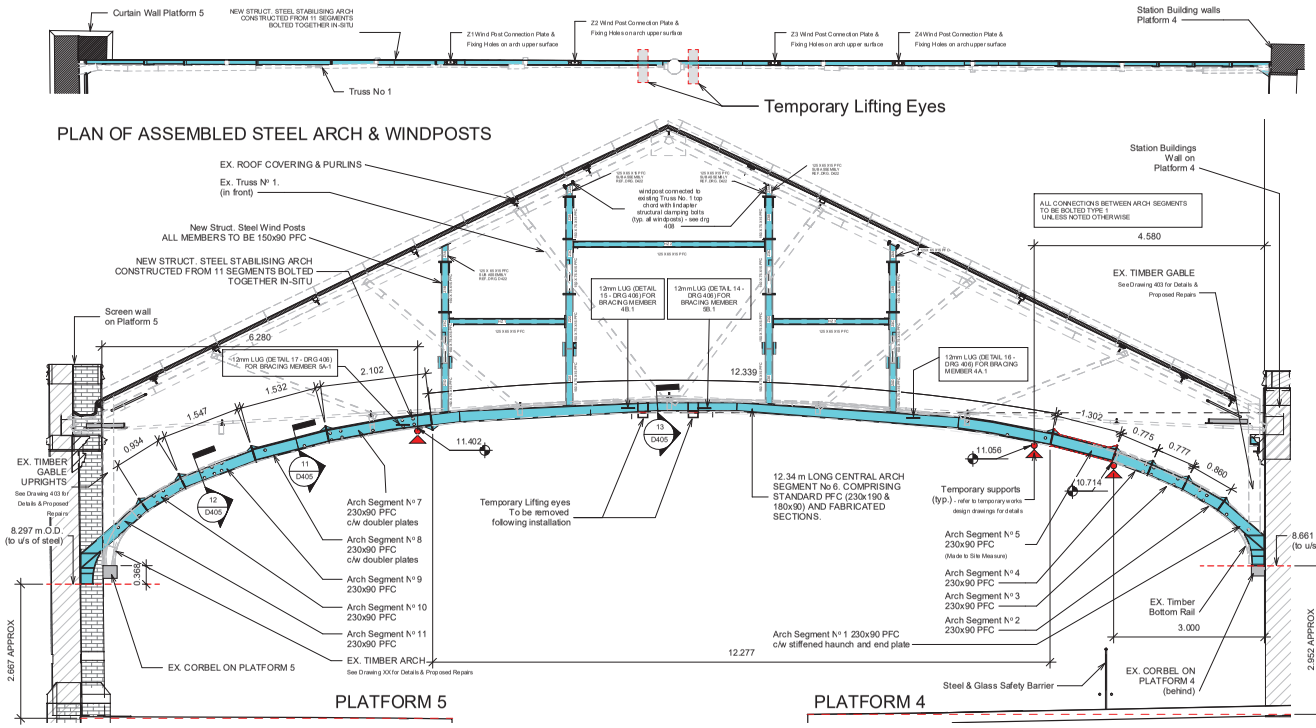
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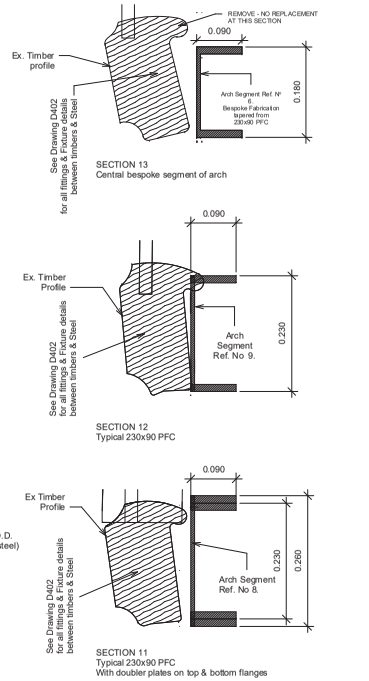
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M.C.	M.C.	M.C.	S.B.	SEP 25

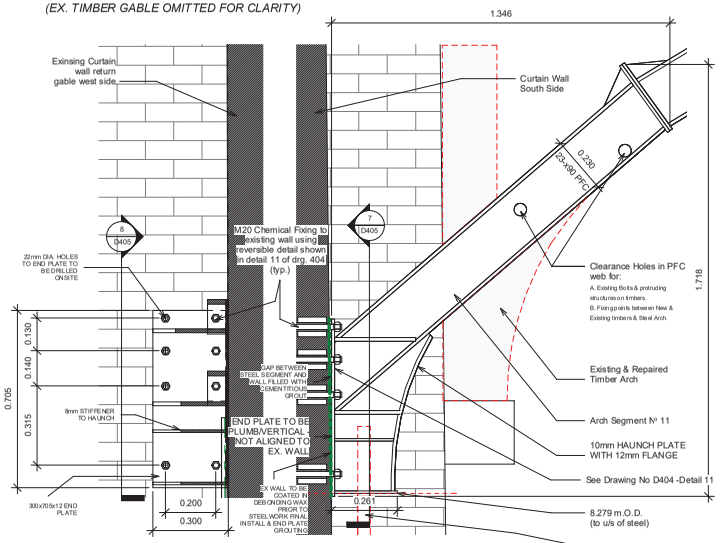
Iarnród Éireann Irish Rail
Principal Engineer Structures, Technical Dept., CCE,
Iarnród Éireann,
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Dublin 8, D08 K6Y3

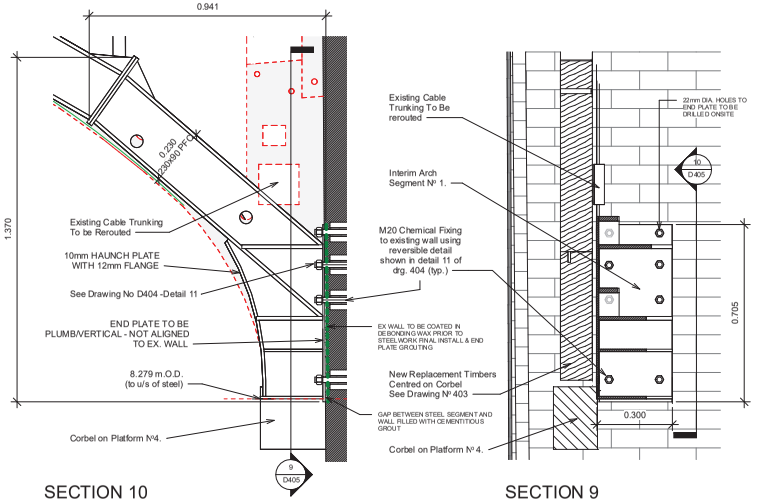
CORK KENT STATION
TRAIN HALL WESTERN GABLE
INTERIM STRUCTURAL REPAIRS
DETAILS 2 OF 2

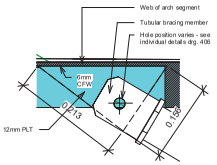
SCALES	DRAWING NO.	REV.
AS NOTED AT A1	PES-25-CORK-D-404	











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Rev	Description	Date

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE
	CONSTRUCTION

Iarnród Éireann Irish Rail
PRINCIPAL ENGINEER STRUCTURES
CCE TECHNICAL DEPARTMENT
www.irishrail.ie

PROJECT

KENT STATION
WESTERN GABLE
INTERIM STRUCTURAL REPAIR

TITLE

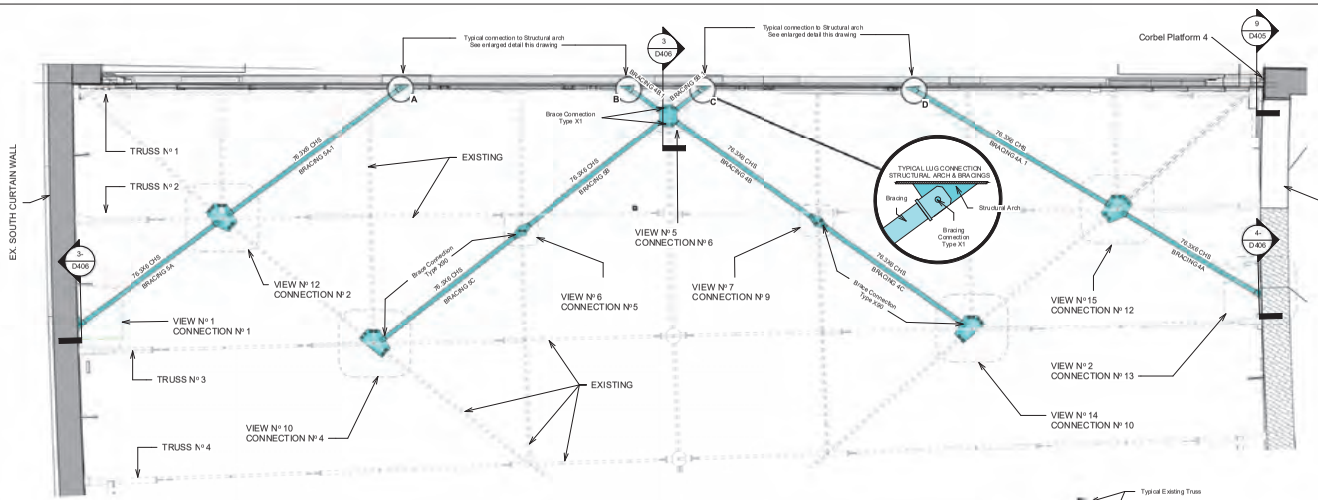
Proposed Stabilisation Steelwork
General Arrangement 1 of 2

DRAWN BY	CHECKED BY	DATE
VOR	M.C.	04/09/25

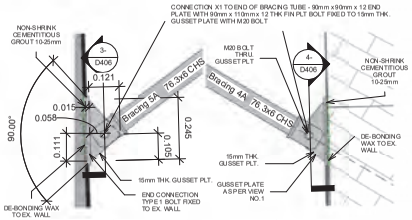
SCALE (@ A1)	PROJECT NUMBER
As indicated	51844

DRAWING NUMBER	REV
D405 (PES-25-CORK-D-405)	

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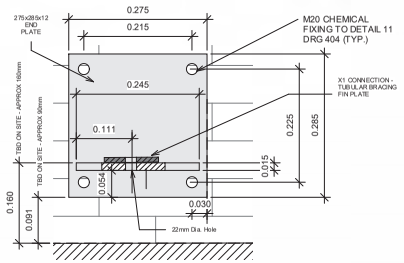


PLAN LEVEL 1 PROPOSED BRACING ARRANGEMENT
SCALE 1:50

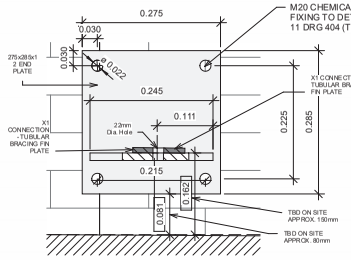


PLAN VIEW N° 1 Connection N° 1
SCALE 1:10

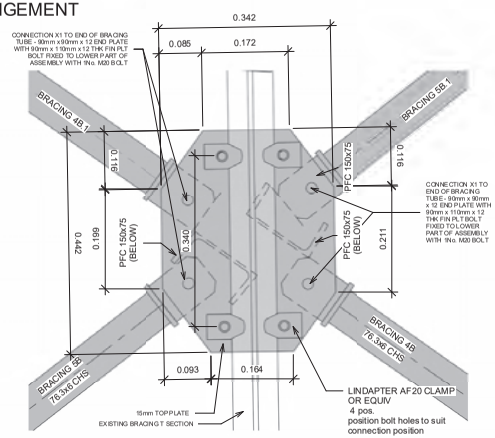
PLAN VIEW N° 2 Connection N° 13
SCALE 1:10



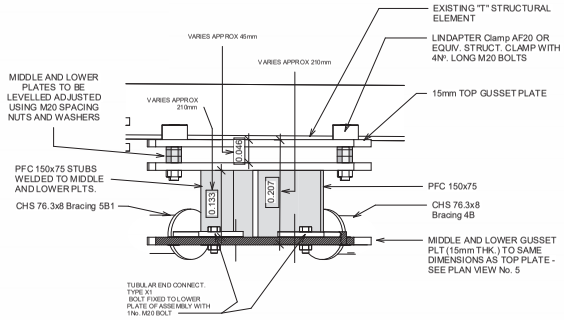
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SCALE 1:5



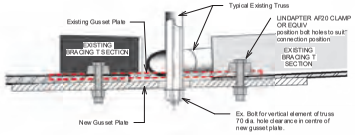
SECTION VIEW N° 4 Connection N° 13
SCALE 1:5



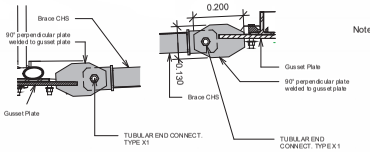
PLAN VIEW N° 5 Connection N° 6.
SCALE 1: 5



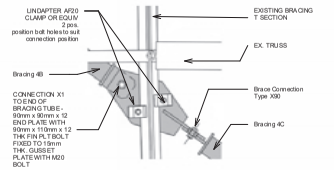
SECTION VIEW N° 16 Connection N° 6
Elevation *Central Hub for Connection No 6 & Bracings 4B1, 5B1, 5B,4B*
SCALE 1: 10



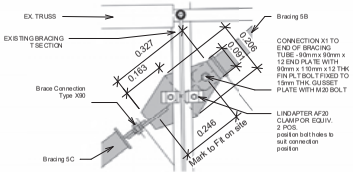
TYPICAL SECTION VIEW OF GUSSET PLATE
(Subject to Site Measurements)
SCALE 1: 5



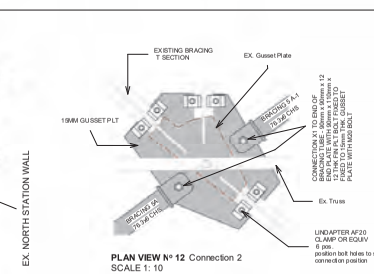
TYPICAL SECTION: AT TYPE X9(CONNECTION
(Subject to Site Measurements)
SCALE 1: 5



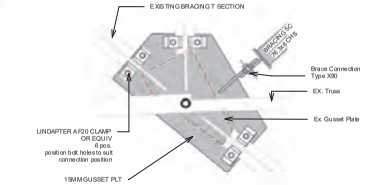
PLAN VIEW N° 7 Connection N°9
SCALE 1: 10



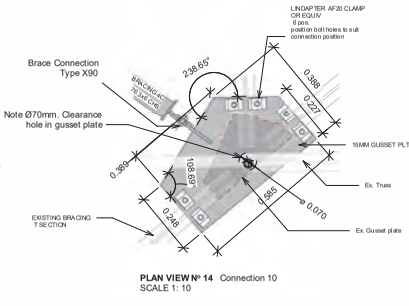
PLAN VIEW N° 6 Connection N° 5
SCALE 1: 10



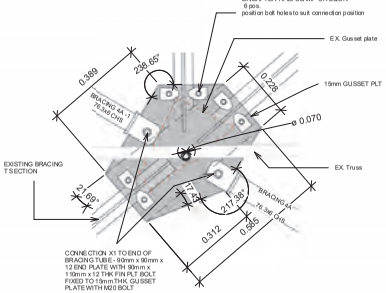
PLAN VIEW N° 12 Connection 2
SCALE 1: 10



PLAN VIEW N° 10 Connection 4
SCALE 1: 10



PLAN VIEW N° 14 Connection 10
SCALE 1: 10



PLAN VIEW N° 15 Connection 12
SCALE 1: 10

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LEGEND:

- PROPOSED PERMANENT STRUCTURAL TIMBER REPAIR - PRIMARY ELEMENTS
- PROPOSED INTERIM REPAIR/STRUCTURE
- PROPOSED PERMANENT REPAIR - SECONDARY/FABRIC TIMBER ELEMENTS
- PROPOSED PERMANENT REPAIR - GLAZING REPLACEMENT

Rev	Description	Date

CODE	SUITABILITY DESCRIPTION
STATUS	PURPOSE OF ISSUE CONSTRUCTION

Iarnród Éireann
Irish Rail
PRINCIPAL ENGINEER STRUCTURES
CCE TECHNICAL DEPARTMENT
www.irishrail.ie

PROJECT

KENT STATION
WESTERN GABLE
INTERIM STRUCTURAL REPAIR

TITLE

Proposed Stabilisation Steelwork
General Arrangement 2 of 2

DRAWN BY	CHECKED BY	DATE
VOR	M.C.	05/09/25

SCALE (@ A1)	PROJECT NUMBER
As indicated	51844

DRAWING NUMBER	REV
D406 (PES-25-CORK-D-406)	

05/09/2025 16:28:22

Appendix 05
Photographs showing the temporary propping and access scaffolding currently in place;



Temporary Propping Platform 4



Temporary Propping Platform 5