

Architectural Heritage Impact Assessment

Property Address; Kilmacthomas Greenway Railway Station
Kilmacthomas Co Waterford.

Commissioned by; Michael Tobin MRIAI for Waterford City and
County Council

Date; 29 February 2024

Report Author; Tom Finnegan MRIAI, Finnegan Architects



ARCHITECTURE
INTERIOR DESIGN
PLANNING SERVICES



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1.0 Introduction

The Architectural Heritage Impact Assessment has been requested to be carried out by Waterford City and County Council. The purpose of the assessment is to address a request for further information by Waterford City and County Council in respect of the proposed extension and renovation of Kilmacthomas Greenway Railway Station to provide a two-bedroom self-catering holiday unit in the Existing Station Building and to construct/ install two Line Hut holiday units as separate structures to the Southeast of the existing building. Ancillary accommodation to include secure bicycle parking and space for a model railway display see Appendix 1. Essential repairs are to be carried out to the original Gents toilets but they are to be maintained in their existing state. .

The purpose of the assessment is to identify and assess what impact of the proposed works to convert the existing building and addition of the new line huts structures would have on the fabric and significance of the building and its curtilage.

The report provides a brief description of the existing building, The nature and scale of the proposed works and the plans for the proposed works are contained in the appendix to the report.

The report comprises a record of the building, with survey drawings as produced by Michael Tobin Architects and a photographic record of the interior and exterior of the building and the other structures in the curtilage of the Railway Station.

The AHIA also references the Architectural Appraisal and Conservation assessment of Kilmacthomas Railway Station carried out by Conor Hourigan for Waterford County Council in May 2017 prior to initial renovation works being carried out at the time.

The assessment should therefore be read in conjunction with this earlier report and in conjunction with the drawings, specifications and scope of works proposed by Michael Tobin Architects.

2.0 Core Data

Purpose of assessment;	The Architectural Heritage Impact Assessment has been carried out as part of a planning application for WCCC. proposed extension and renovation of Kilmacthomas Greenway Railway Station. The report aims to provide a written and photographic record of the building in its present state, and a brief overview of its history and interventions made over time. The report will evaluate the significance of the structure and assessment of the impact of the proposed modifications.
Address;	Kilmacthomas Co Waterford.
OS Coordinates of Site	239607, 1061131
Planning Authority	Waterford City and County Council
Record of Protected	RPS 624
Structures	Waterford City and County Council RPS Reference Number 291
NIAH Reg Number	22805044#
ACA	No
Record of Monuments and Places	N/A
National Monuments Services	N/A
Categories of Special Interest	Architectural
Date of Site Inspection	10 May 2023

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Qualifications

MA, BArch (Hons)

Architect accredited in
Conservation grade 3
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3.0 Historical Background

The historical background with respect to the Station and the Railway Line is outlined in detail in the Report of 2017 but in summary;¹

1878

The Station and Signal Box was constructed sometime prior to 1878 when the building was opened to rail users with most traffic being to and from Waterford harbour of people and goods on their way to Wales.²

1967/1982

The Waterford to Mallow Line closed in 1967, but the line from Waterford to Dungarvan continued to be used to transport Magnesite until 1982

Historic Mapping

The Station and the signal box appear in the 25" Ordinance Survey Map 1897 -1913.

1982-2017

The station building was closed and disused.

4.0 Description of building

Niah Record (prior to 2017 Works)

“Detached five-bay single-storey railway station, opened 1878. Closed, 1982. Now derelict. Hipped slate roof with clay ridge tiles, rendered chimney stacks over ed brick irregular bond construction, and remains of cast-iron rainwater goods on timber eaves. Unpainted rendered walls with rendered band to eaves. Square-headed window openings with rendered sills, rendered surrounds, and remains of timber fittings. Square-headed door openings with remains of timber fittings including overlights. Interior now derelict with red brick-lined fireplace. Set back from road in own grounds with overgrown grounds to site, and remains of retaining wall along front (south-west) elevation originally forming platform.

¹ Architectural Heritage Impact Assessment for Kilmacthomas Railway Station May 2017 Conor Hourigan B Sc Arch MUBC

² Architectural Heritage Impact Assessment for Kilmacthomas Railway Station May 2017 Conor Hourigan B Sc Arch MUBC

Appraisal

An attractive, modest-scale railway station of simple, utilitarian form and appearance. Although now long disused, the railway station retains most of its original form and massing, while fragments of the original fittings and materials remain intact. The railway station, together with the attendant signal box (22805038/WD-15-05-38), is of particular significance as a reminder of the introduction of the railway network in the late nineteenth century as part of the development of the Great Southern and Western Railway line by the Waterford, Dungarvan, and Lismore Railway Company, which helped to support the economy of Kilmacthomas.”³

2017 Works

The following works were carried out to the building in or shortly after 2017;

External Walls

Outside face. It appears that little work was done apart from being cleaned up. A low power pressure wash was proposed in the 2017 report. Internal dry lining with insulated plasterboard was proposed in 2017 scope of works but this was not carried out.

Scope of Current Works

No changes are being proposed to the outside face as part of the change of use. It is proposed to remove the walls to the side of each of the fireplaces to allow access to new bedrooms at either end of the building. The wall being removed on the west side contains the remains of a safe which is an interesting feature which was recommended to be retained in the 2017 report.

Windows / Doors

New windows were installed in 2017 six over six timber single glazed sash windows.

New timber external doors have been installed to the openings in the front and rear elevations.

Scope of Current works

No change is being proposed to the current windows and doors which will be incorporated into the new design.

Roof

The roof has been fully replaced with new rafters, roof felt, battens, and Fibre cement roof slates.

What appears to be cementitious new render has been applied to the two chimneys with new chimney pots and flashing.

No insulation has been added between the rafters as originally proposed.

Scope of Current works

It is proposed to add rigid insulation between the rafters with insulated plasterboard below with a 50mm vented airspace above.

³ National Inventory of Architectural Heritage Redg No 22805044

Floor

A new limestone flag floor has been installed in the main part of the building. The concrete sub floor remains in the Ladies Toilet on the Southeast end which is accessed from outside separate to the rest of the building.

The skirting board and dado rails are of moulded concrete and are an interesting feature. This is likely to have been for practical purposes given the use of the rooms as public waiting rooms.

Scope of Current works

Retain existing limestone floor and install new limestone floor in southeast bedroom. (Ladies toilet)

Other works ;

Install new stud partitions.

Install new electrical and heating services.

Install New kitchen and bathroom.

Signal Box

No further works are being proposed to the signal box as part of this project.

Existing Gents WC

The original Gents toilets are to be maintained in their existing state.

New Line Huts and Secure bike storage

Two new Line Huts are to be installed along with secure bike storage and a model railway display area are to be provided to the southeast of the existing Railway Station.

5.0 Impact Assessment / Recommendations

The 2017 Report described the Railway station as having “historical significance and having an important piece of industrial and cultural history. It mentions that the Railway Station and its Signal Box contribute to the significance of the place. It also recommends that the Gents toilet block could be removed as part of a future extension of the building.

I believe that the development including the new Line Huts will constitute a compatible use for the Railway Station and will help ensure its survival into the future.

Consideration should be given to repurposing the Gents Toilets as a storage area for the new units and there is a danger that they will fall back into disrepair if they are to be maintained in their present state without practical use.

The Proposed works to the existing Station building involves little alterations overall to the existing external elevations, and the internal alterations being proposed are necessary to support a compatible use into the future for the Station building as a self-catering holiday unit.

Proposed Works	Rationale for intervention	Impact on Fabric Character or Setting	Impact Rating
General			
External Walls New insulation no changes proposed to external elevations.	Appropriate materials as existing external walls are early concrete blockwork construction.		Neutral /Positive
Roof New internal insulation between and below rafters	Appropriate materials/ Minimum intervention New roof already installed as part of 2017 works	New vaulted Ceilings to be installed with rigid insulation and insulated Plasterboard skimmed finish.	Neutral/Positive
Floors. New limestone floor over existing concrete subfloor in Southeast section	To support compatible use Keeping Building in use Minimum Intervention Appropriate Materials	New Limestone floor installed in most of building as part of 2017 works.	Neutral
Internal Walls Dry Lining	To support compatible use Keeping Building in use Minimum Intervention	covers over existing concrete skirting boards / remains of dado rail but reversible, insulated plasterboard skimmed will be a compatible material to original sand and cement render.	Neutral / Reversible
Windows and Doors Already replaced no changes proposed.	To support compatible use Keeping building in use Minimum Intervention		Neutral

Addition of new bathroom/ Plumbing	To support compatible use Keeping Building in use	Proposed change has no impact on the character or significance of the Structure	Neutral / Positive
Removal of Existing Electrics Rewire	Protect fabric of the building / fire Safety	Neutral Impact on Fabric	Positive
Install Fire Alarm and Burglar Alarm Board	Fire Safety	Works will not impact on Fabric	Neutral/Positive
Regrading/resurfacing rear garden new paths	Accessibility / Keeping building in use	No impact on fabric	Neutral Positive
New Line Huts / Bike store Model Railway display	To support compatible use Keeping Building in use Minimum Intervention	Detached from existing buildings no impact on fabric / significance of existing buildings	Neutral/positive
Existing Gents Toilets	Not compatible use/ Not keeping this part of building in use	Proposal may lead to future maintenance issues due to lack of use.	Neutral/negative

6.0 Photographic Inventory



Fig. 1 Front Elevation 1



Fig 2 Front Elevation 2



Fig 3 Rear Elevation from Road



Fig 4 Side Elevation of Train Station



Fig 5 Side elevation of train station with gent's toilets



Fig 6 Chimney Stack



Fig 7 New Timber Sash Windows



Fig 8 External Gents Toilet



Fig 9 New renovation Eaves with Timber fascia soffit and new metal Gutter

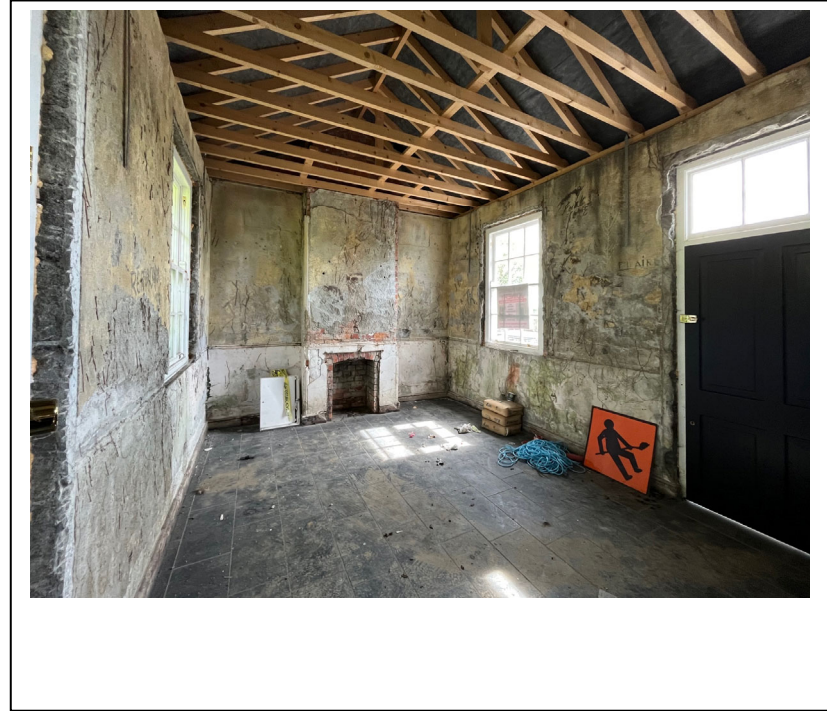


Fig 10 Interior 1



Fig 11 Fireplace with walls on either side to be removed



Fig 12 Interior 2

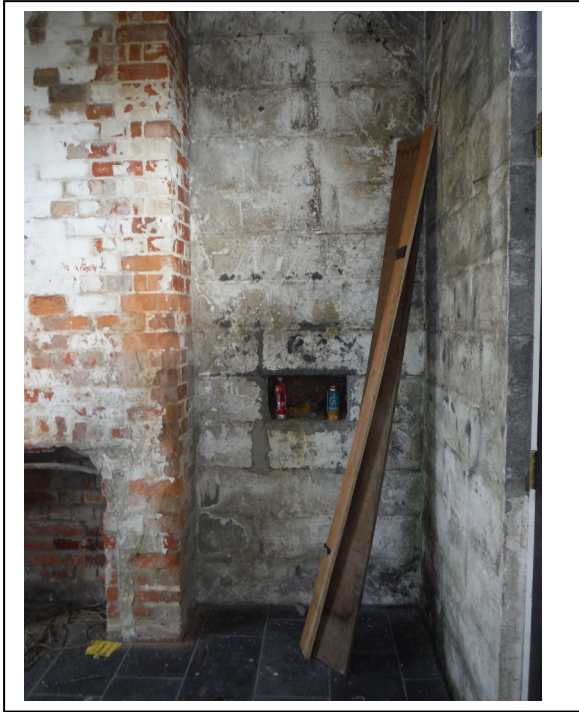


Fig 13 Internal Partition wall beside fireplace to be removed



Fig 14 Fireplace with safebox and opening either side.



Fig 15 Safebox



Fig 16 Fireplace in ladies toilet



Fig 17 WC Recess in ladies Toilet



Fig 18 New Roof structure



Fig 19 New Limestone Floor



Fig 20 New Limestone at Door Threshold