



Architectural Heritage Report

Maglin Greenway Phase 1, Ballincollig, Cork

In conjunction with DBFL Consulting Engineers for Cork City Council

A: Courthouse Chambers, 27-29 Washington Street, Cork T12 WN8F

May 2023

T: 353 021 4393800

F: 353 021 4854145

E: architects@jca.ie

W: www.jca.ie



Contents	Page Number
1.0 Introduction	3
2.0 Historical Background	5
3.0 Current Description	9
4.0 Assessment Methodology	10
5.0 Assessment of Significance of Existing Site	13
6.0 The Proposed Development	14
7.0 Architectural Heritage Impact Assessment	15

Rev:	Description:	Date:	Prepared:	Checked:
0	22106_JCA-RP-001_Draft Conservation Information Report	13/01/2023	KMc, GO'C	GO'C
1	22106_JCA-RP-001_Draft Architectural Heritage Report	10/02/2023	KMc, GO'C	GO'C
2	22106_JCA-RP-001_Draft Architectural Heritage Report	04/04/2023	KMc, GO'C	GO'C
3	22106_JCA-RP-001_Draft Architectural Heritage Report	28/04/2023	KMc, GO'C	GO'C

1.0 Introduction

The following report has been prepared by JCA Architects, RIAI Conservation Grade 1 Architects, at the request of DBFL Consulting Engineers, to accompany their design and delivery of the Maglin Greenway Phase 1.

This report was prepared by Katherine McClatchie BA, MUBC, and Gareth O'Callaghan, BArch, MRIAI, RIAI Grade 1 Conservation Architect, both of JCA Architects. The site was visited in January 2023, and a visual inspection of the former rail line and any associated surviving built fabric took place.

The proposed development involves the creation of a Greenway which will commence on Maglin Road, running east along the former Cork & Macroom Direct Railway route to a proposed tie in to a new Heathfield access road (where there is presently a housing development under construction).

Phase 1 of the Maglin Greenway delivers on a long-held ambition of Cork County and City Councils to develop the former Great Southern Macroom-Cork railway line into a walking and cycling route. The proposed greenway links new and established residential areas in Ballincollig, and is intended to provide a safe and attractive route to Gaelscoil Uí Ríordáin, while enhancing the natural environment with new landscaping and street furniture.

1.1 Location and Heritage Protection Status

The proposed Maglin Greenway Phase 1 is located to the south-west of Cork City Centre, for most of its length, approximately 1.4km, along the former Cork & Macroom Direct Railway line. Strategically, the project forms part of the NTA’s broader cycle network, being the first phase of the BC-GW2 greenway to be implemented. The proposed Phase 1 Greenway Route and its relation to BC-GW2 route is indicated on the map below.



Figure 1: Location of Proposed Development – Phase 1 route (DBFL)



Figure 2: Architectural Heritage Map: there are NIAH structures to north of subject site but none within site boundary

There are no Protected Structures on the site or in the vicinity of the site. The site is not located in an Architectural Conservation Area. There are no structures included on the National Inventory of Architectural Heritage on the site.

This Architectural Heritage Report does not take into consideration any sites included on the Sites and Monuments Record for Co. Cork

2.0 Historical Background



Figure 3: First edition OS map, 1841-2, showing site before rail line introduced

The route of the proposed Maglin Greenway Phase 1 utilises the presently disused site of the former Cork and Macroom Direct Railway rail line.

The Cork and Macroom Direct Railway Company (C & MDR) was incorporated in 1861, with Sir John Arnott as Chairman. It was one of five county-based rail networks which, along with one national rail link, terminated at Cork City by the end of the 19th century. The C&MDR, like the majority of those lines, was built to the Irish standard gauge of 5ft 3in.

The contract for the construction of the C&MDR line was awarded to Joseph Ronayne, a railway and hydraulic engineer from Cork, who set up as a railway contractor. He carried out the Queenstown branch of the Cork & Youghal Railway, before he laid out and constructed the Cork & Macroom Railway, for which he was paid largely in shares. 'Thus', his obituarist notes, 'he occupied the unusual position of being engineer, contractor, and the largest proprietor in the undertaking, a combination which led to the line being designed with economy, well executed and carefully managed'¹.

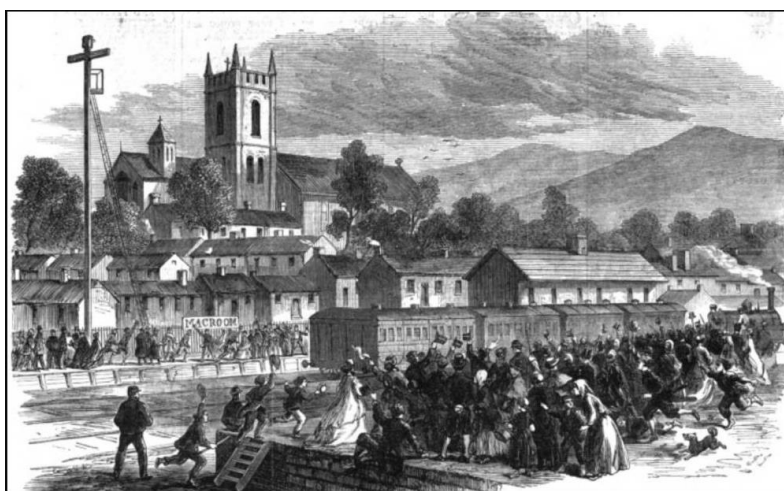


Figure 4: Opening of the Cork and Macroom Railway: Arrival of the first train at Macroom (Illustrated London News)

¹ Irish Architectural Archive, *Dictionary of Irish Architects* (entry for Joseph Ronayne)

The Cork and Macroom Railway, a line of twenty-four miles, starting from a junction with the Bandon Railway, one mile from the city of Cork, was formally opened last Saturday, and has been opened for traffic this week. The country through which it passes is fertile and picturesque, and must ultimately produce a large agricultural traffic. The line has been constructed by Mr. Ronayne in a most satisfactory manner.

There are five intermediate stations, at which the train stops by signal. These, with their respective distances from Cork, are — Ballincollig, 6 3/4 miles; Kilumney, 9 3/8; Kilcrea, 13; Crooks town road, 17; and Dooniskey, 20 1/2 miles. The length of the journey in time is an hour and a quarter.

The fares are moderate, being only 3s., 2s., and 1s. 6d. respectively for first, second, and third class, between Cork and Macroom, with a fare and a half for first and second day return, and 2s. third class return. There are three trains daily, except on Sundays, when the early train is dispensed with. The goods rates are also very reasonable.

The rolling stock is of the very best description. The carriages have been built by the Ashbury Company, of Manchester. They are all of teak-wood; roomy and convenient, well ventilated, and abundantly lighted. The engines are by Dubbs and Co., of Glasgow. All the arrangements for traffic appear satisfactory. Our Illustration shows the arrival of the first train at the Macroom terminus².

When the line opened in 1866, the C&MDR's trains ran into Albert Quay Station, by arrangement with the Cork, Bandon & South Coast Railway, whose terminus it shared. Following a disagreement over these arrangements, the C&MDR decided to build its own city terminus at Capwell, requiring a 3/4 mile extension from the Cork-Macroom line's junction with the West Cork line at Ballyphehane to the new terminus at Capwell. The new terminus opened for traffic in September 1879.



Figure 5: OS large-scale map, 1897, showing the rail line and Ballincollig Station

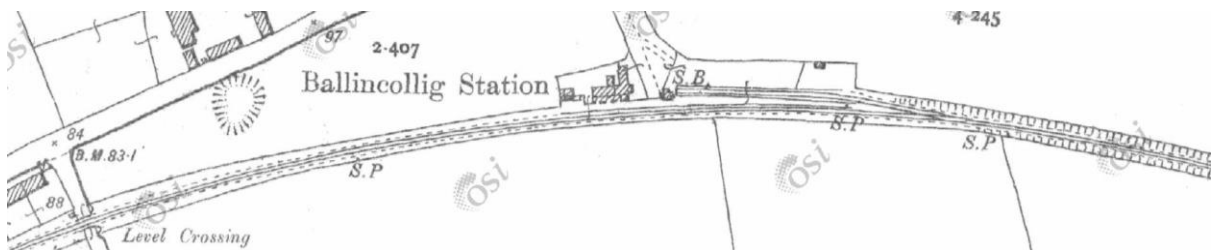


Figure 6: Detail of Ballincollig Station from 1897 OS map

² "The Cork and Macroom Railway." *Illustrated London News*. 48 (26 May 1866): 513

In 1925, the C&MDR was amalgamated into the Great Southern Railways, along with other Irish rail companies, the Capwell Terminus was closed and trains to Macroom returned to the west Cork line's terminus at Albert Quay. The station buildings were bought by the Irish Omnibus Company in 1929 and later became the property of CIE, with Capwell station becoming a bus depot, which it remains today.

The last regular passenger train on the line was operated in 1935 and the line eventually closed to goods traffic in 1953 with the line officially closed, the track having been removed, in 1960. The fate of the line had been sealed when the ESB announced in 1950 that in order to construct their hydro-electric power station at Carrigadrohid, the line would have to be flooded beyond Doonisky.

Colm Creedon, who has written extensively on the history of Cork railways, included a number of photographs of Ballincollig Station in his album on the C&MDR (a digital copy of which is available online through Cork County Libraries).

The proposed route for the Maglin Greenway runs along the former C&MDR rail line, and includes an area adjoining the former Ballincollig Station, now lost, shown in Creedon's photographs, below.



Figure 7: Lifting Train at Ballincollig (L) and Goods Shed at Ballincollig (R), c. 1955 (C. Creedon)



Figure 8: Ballincollig Station, 1955 (C. Creedon)

3.0 Current Description



Figure 9: Railway bridge located behind 51 Carriganarra Estate

Following a desktop assessment of historic sources, including maps and accounts of the Cork and Macroom Direct Railway, a visual inspection of the site was undertaken by JCA. This indicates that just one feature of the C&MDR infrastructure is visible within the site: a single span masonry stone arch bridge, located to the rear of no. 51 Carriganarra Estate. The arch is relatively shallow and only the upper part is presently exposed above ground: it is not clear how much more of the bridge structure survives beneath the present ground level. The bridge is constructed of rubble limestone masonry, and all detailing, including the low parapet wall capping, are constructed in ashlar Cork limestone.



Figure 10: OS large-scale map, 1897, on left showing the bridge in what appears to be its present location (just visible on map to right), with a signal post marked beside it on 1897 map, of which no evidence now remains.

The bridge is shown on the 1897 OS map, above, and this appears to align with its present location (above right), despite its current 'stranded' appearance following the removal of the rail line.

4.0 Assessment Methodology

The site was visited in February 2023, and the existing structure on the site was examined. Once information resulting from the historical analysis and physical inspection of the structures and site were compiled, the character of the historic structures and potential risks to their character were determined.

This impact assessment entails four stages:

1. A desk-top review of relevant documents relating to the site's history.
2. A field survey of any structures now surviving within the proposed development area.
3. An evaluation of the architectural heritage significance of any such structures.
4. An assessment of the impact of the proposed development on the special heritage significance of the site.

Desktop Study

The historical aspects of the site's development were ascertained using historic Ordnance Survey maps and published sources on the transport history of Cork and in particular the Cork and Macroom Direct Railway. Colin Rynne's *The Industrial Heritage of Cork City & its Environs* (Dublin 1999) provides a concise but very informative account of the history of the rail line. Colm Creedon's *Cork and Macroom Direct Railway Album*, a digital scan of which is available through Cork County Libraries. Other sources consulted include "The Cork and Macroom Railway." *Illustrated London News*. 48 (26 May 1866), p 513 and Creedon, C., 'The Cork & Macroom Direct Railway', *The Railway Magazine*, September 1956.

Field Survey

A survey of the site was carried out by JCA in February 2023. This entailed the examination, description and photographing of all relevant structures within the development site for three reasons: (1) to verify what was already known about its built heritage, (2) to update this information to take account of any physical alterations to the site's structures, and (3) to fill in any gaps in our knowledge of the site, such as previously unrecorded features.

4.1 Assessment of Impact Methodology

An evaluation was made of the likely impacts of the proposed development upon the heritage characteristics of the historic structure within the site. Changes to the structure's physical attributes could potentially arise from:

- Indirect disturbance to upstanding structures, e.g. vibrations from construction traffic, stockpiling of earth, and overshadowing by new buildings.
- Direct physical interventions to upstanding structures, e.g. piecemeal demolitions, new extensions, and the replacement of existing fabric, fixtures and fittings

The magnitude of these impacts can range from 'major' in the case of drastic alterations or demolitions, to 'negligible' or 'none' where little or no change will ensue as a result of the impact. Such impacts can either be 'beneficial' or 'adverse' depending on whether the heritage character of the feature being impacted upon is enhanced or degraded as a result. A 'neutral' impact will be neither beneficial nor adverse.

- Major: *Beneficial* - Large scale or major improvement of resource quality; extensive restoration or enhancement; major improvement of attribute quality. *Adverse* - Loss of resource and/or quality and integrity of resource; severe damage to key attributes.
- Moderate: *Beneficial* - Benefit to, or addition of, key attributes; improvement of attribute quality. *Adverse* - Loss of resource, but not adversely affecting integrity; partial loss of/damage to key attributes.
- Minor: *Beneficial* - Minor benefit to, or addition of, one or several key attributes; some beneficial impact on attribute or a reduced risk of negative impact occurring. *Adverse* - Some measurable change in attributes, quality or vulnerability; minor loss of, or alteration to, one or several key attributes.
- Negligible: *Beneficial* - Very minor benefit to or positive addition of one or more attributes. *Adverse* - Very minor loss or detrimental alteration to one or more attributes.
- None: No loss or alteration of attributes; no observable impact, ie neither beneficial nor adverse.

The *significance* of an impact will depend on its magnitude and the heritage value of the feature being impacted upon. It can range from 'neutral', through 'moderate' to 'very large'. Thus, a major negative impact on a feature of very high heritage value will have a significantly large adverse effect, whereas the same impact on a feature of negligible value will be relatively insignificant. For the purposes of this analysis, the levels of impact significance are defined as follows:

- Very large: Only very adverse effects are normally assigned this level of significance. They are generally, but not exclusively, associated with sites of international, national or regional importance that are likely to suffer a most damaging impact and loss of integrity. However, a major change in a site or feature of local importance is not precluded from this category.
- Large: These beneficial or adverse effects are considered to be very important considerations and are likely to be material in the planning process.

- Moderate: These beneficial or adverse effects may be important, but are not likely to be key factors in the planning process. Their cumulative effects may, however, be relevant if they lead to an increase in the overall adverse effect on a particular feature.
- Slight: These beneficial or adverse effects may be raised as local factors but are unlikely to be a critical issue in the planning process.
- Neutral: No effects or those that are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error.

The various permutations of 'magnitude of impact' and 'heritage value' will result in the following impact significances:

Heritage Value	Magnitude of Impact				
	None	Negligible	Minor	Moderate	Major
Very High	Neutral	Slight	Moderate/ Large	Large/Very Large	Very Large
High	Neutral	Slight	Slight/Moderate	Moderate/Large	Large/Very Large
Medium	Neutral	Neutral/ Slight	Slight	Moderate	Moderate/Large
Low	Neutral	Neutral/Slight	Neutral/ Slight	Slight	Slight/Moderate
Negligible	Neutral	Neutral	Neutral/ Slight	Neutral/ Slight	Slight

The duration of the impact is also of relevance. Short-term impacts upon a site's built heritage may arise during the construction phase of a development. There is likely to be long-term residual impacts as well once the development is completed and the site operational.

5.0 Assessment of Significance of Existing Site

The Cork and Macroom Direct Railway was one of five county-based rail networks, along with one national link, which were established in Cork in the 19th century.

After closure, much of the infrastructure associated with the rail line was removed and parts of the route redeveloped for other purposes.

A visual inspection of the proposed Maglin Greenway route indicates that there is a single surviving railway structure, located behind Carriganarra Estate: a single span masonry stone arch bridge. The arch is relatively shallow and only the upper part is presently exposed above ground: it is not clear how much more of the bridge structure survives beneath the present ground level



Figure 11: Railway bridge located to the rear of Carriganarra Estate

The former Cork and Macroom Direct Railway line and the surviving bridge on this site is of significant **historical** and **technical** interest as surviving railway heritage and have a **social** significance due to their role in Cork's extensive 19th and early 20th century rail system. The line's engineer was Sir John Benson, an architect and engineer who played an important role in the design of many public buildings in Cork as well as a number of the county's railways.

6.0 The Proposed Development

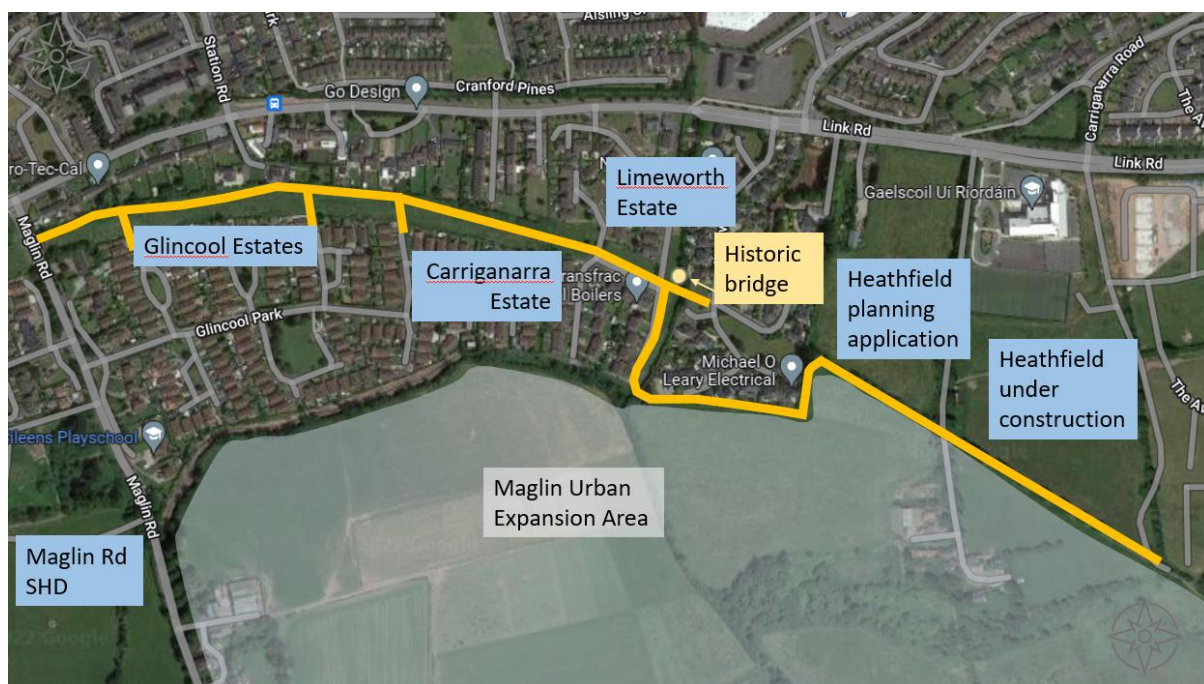


Figure 12: Site location map

The greenway begins on the eastern side of Maglin Road in Ballincollig. The developers of the Maglin Strategic Housing Development to the west of Maglin Rd. are providing segregated footpaths and cycle lanes along Maglin Road that will give access to the greenway.

The greenway will then be routed through the green area to the north of Glincool Estate, maintaining access to Glincool Gardens and Glincool Park. The landscaping is designed to increase biodiversity value and maintain residential privacy, transforming the green area into a linear park. Seating areas along the way are reminiscent of train stations with a commemorative plaque near the site of the former Ballincollig station.

Entering Carriganarra Estate from the west, the greenway crosses the estate street on a raised table that ensures the safety of pedestrians and cyclists. A new footpath is provided on the northern side of the street to provide additional connectivity for pedestrians. Cyclists share the carriageway with motorists. The green area is provided with enhanced landscaping. A second raised table junction takes pedestrians and cyclists to a seating area near the bridge from the Cork-Macroon railway. The seating area has an informative plaque commemorating the history of the Cork-Macroon railway. At this point, an east-west access link into Limeworth Estate is provided. The greenway itself turns to the south within Carriganarra Estate on a shared 3m path that minimises the impact on the green area (more experienced cyclists can ride in the street). New landscaping will be provided in the green area.

Taking into consideration development that has occurred since the closure of the railway line and a desire to provide connectivity to future development, the route takes a brief detour from the railway alignment before rejoining the railway line close to the Heathfield development.

The greenway lies just outside the southern border of the Heathfield development, currently seeking planning approval. Connections are provided to this development to ensure greater access to the greenway. The greenway crosses a laneway that provides pedestrian and cyclist access to the

development from Carriganarra/Link Road. The laneway also forms part of a shorter route to the Gaelscoil from the greenway. The eastern end of Phase 1 of the Maglin Greenway ties in with the Heathfield access road, currently under construction, and its pedestrian footpaths and cycle lanes. The borders of the greenway are planted with a variety of native species to provide biodiversity gain and enhance the experience of greenway users.

7.0 Architectural Heritage Impact Assessment

- There are no Protected Structures or structures identified on the NIAH within the proposed site, and the site is not located within an Architectural Conservation Area.
- The re-use of the former Cork and Macroom Direct Railway line as a Greenway retains a section of the historic rail route. This has a beneficial impact on the historic route of the rail line, which will continue to be legible on that part of the Greenway route which follows it. Where the route diverges from the former rail route alignment, there will be some loss of this beneficial impact.
- The route of the proposed Greenway will pass by the only evident surviving feature of the Cork to Macroom Direct Railway – a small single span masonry stone arched bridge. The bridge will not be altered as part of the proposed works, so the physical impact will be neutral. There will be a beneficial visual impact resulting from the improved legibility of the bridge as a surviving element of the former railway as the past history of the Greenway as a railway route will be identified.
- Repairs to ensure the continued maintenance of the bridge could include pointing with an appropriate lime mortar and consolidation of any loose or fallen stone. Replacement of the existing railings with railings of similar scale would not negatively impact the character of the structure as they are a recent intervention. Consideration should be given to improving the bridge's legibility as an arched structure in any landscape proposals for the area around the bridge.
- It is noted that there is an intention to provide a commemorative plaque near the site of the former Ballincollig railway station (to the rear of the present houses at Sunningdale). There would also be a beneficial impact on the legibility of the site's history if a similar plaque were to be provided beside the surviving stone bridge and/or at the seating area near to the bridge, so that its origins could be more readily understood.