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Cork  
City Council  
Comhairle Cathrach Chorcaí

# Maglin Greenway Phase 1

## Summary of Proposals







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## 1 Introduction

Cork City Council are proposing to develop Phase 1 of the Maglin Greenway, a new walking and cycling route between Maglin Road and Gaelscoil Uí Ríordáin in Ballincollig. The proposed facility will be a high-quality commuter, recreational and safe route for pedestrians, cyclists and school children. The route will offer a safe and attractive alternative to car travel and will contribute towards meeting the objectives of national and local policies that promote more sustainable travel.

The purpose of this document is to set out the Cork City Council Part 8 Development Proposal for the Maglin Greenway Phase 1 Project.

### 1.1 Background

The Maglin Greenway Phase 1 is the first phase of the overall BC-GW2 Greenway Route outlined in the Cork Cycle Network Plan (2017). In the long term, it is planned that Cork City Council together with the National Transport Authority will develop BC-GW2 as a greenway starting at Killumney Village south west of Ballincollig and continuing for 9.7km along part of the former Great Southern Railway Cork to Macroom Direct Line as far as Curraheen. The route will deliver significantly improved walking and cycling facilities consistent with the Cork City Development Plan 2022-2028, Cork Metropolitan Area Transport Strategy (CMATS) and the recently published CycleConnects Plan (2022).

Phase 1 of the Maglin Greenway is proposed to provide a high quality and direct route for pedestrians and cyclists between Maglin Road and Gaelscoil Uí Ríordáin in Ballincollig, covering approximately 1.4km. The route will connect to several residential estates namely Glincool, Carriganarra and Limeworth before eventually terminating at the new Heathfield Residential Estate currently under development.

The proposed works include 3 to 4m wide shared use paths, quietways through estate streets, new footpaths, lighting and public realm improvements that highlight the local railway heritage of the area. The proposed landscape design improves biodiversity and wildlife potential with opportunities to include outdoor recreational areas, while preserving residential privacy and amenity.



## 1.2 Location and Extent of Works

The proposed Phase 1 of the Maglin Greenway is located to the south of Ballincollig, approximately 8km west of Cork City. It is proposed to provide approximately 1.4km of greenway route between Maglin Road and the new Heathfield Access Road, currently under development. The majority of the route follows the line of the former Great Southern Cork-Macroom Railway and also coincides with the 1500mm water supply pipeline from Inniscarra to Cork City and Harbour.

The route is primarily on greenspace, following the reserve of the abovementioned pipeline for the majority of the route, as indicated in Figure 1-1 below. The greenway formalises the existing desire lines between Glincool and Carriganarra Estates, currently served by informal foot tracks in the wayleave of the pipeline. From this point, sections of the route that traverse the Carriganarra Estate make use of the less busy internal streets. The proposed shared use spaces between cars and cyclists within the Estate streets are referred to as Quietways. A new footpath is provided for pedestrians within the estate that also connects to Limeworth Estate to the east, before continuing southwards within Carriganarra Estate. The route then continues east and re-joins the former Cork-Macroom Railway Line along green fields before terminating at the new Heathfield Access Road.

The greenway supports the planned Maglin Strategic Housing Development (An Bord Pleanála 308111), under construction, which will provide a creche and 113 dwellings, as well as segregated footpaths and cycle lanes along Maglin Road. On the eastern extent of the works, the greenway will connect to pedestrian and cycle paths currently under construction as part of the Heathfield Residential Development.





Figure 1-1: Study Area of the Proposed Maglin Greenway. Source: Cork City Council and DBFL.

### 1.3 Scheme Objectives

Phase 1 of the Maglin Greenway is designed to meet the following objectives:

1. Provide **high-quality, cohesive, and integrated infrastructure** for cyclists and pedestrians along the former Cork – Macroom Railway Line and develop its value for commuting and leisure cyclists and pedestrians.
2. Provide a **safe route to school** for pedestrians and cyclists to **Gaelscoil Uí Riordáin**.
3. Create an environment which will encourage **modal shift to sustainable forms of transport**.
4. Enhance **connectivity, safety and convenience for cyclists and pedestrians** in compliance with National Transport Authority (NTA), the Design Manual for Urban Roads and Streets (DMURS), the National Cycle Manual (NCM) and the latest design standards.
5. **Integrate** with other development proposals and plans for the area.

The Cork City Development Plan 2022-2028 outlines the vital role that public open space plays in providing exposure to nature, movement opportunities and social encounters, particularly for children. It states that public open space should be multi-functional and serve as local focal points. The proposed Maglin Greenway enhances the environmental assets and creates attractive areas for informal play.



## 2 Planning and Policy Context

The proposed Maglin Greenway Phase 1 supports the overarching national, regional and local policy objectives for sustainable mobility, enhanced accessibility, transitioning to a low carbon and climate resilient society and enhanced amenity and heritage. These objectives are outlined in the following policy documents:

- National Planning Framework 2040
- National Sustainable Mobility Policy
- Ireland's Climate Action Plan 2023
- Regional Spatial and Economic Strategy (RSES) for the Southern Region
- Cork Metropolitan Area Strategic Plan (MASP) 2031
- CycleConnects (2022)
- Cork Metropolitan Area Transport Strategy 2040
- Cork City Development Plan 2022-2028

While the above policy directives provide a strategic framework for the long term development of the country, at a local level and fully integrated with the above objectives, the Maglin Greenway has been a feature of plans for development in Ballincollig since the [2005 Carrigaline Electoral Area Local Area Plan](#). The greenway is a mapped objective in the Cork City Development Plan 2022-2028, which also reflects its prior inclusion in the [Cork County Council 2017 Ballincollig-Carrigaline Local Area Plan](#). The route forms the first phase of the planned Greenway Route BC-GW2 identified in the 2017 Cork Cycle Network Plan (CCNP) and the more recent CycleConnects Plan.

The 2022-2028 CCDP also provides for an urban expansion area to the south of the proposed Maglin Greenway that will provide residential development, a small urban town centre, educational campuses, and open green space.

The proposed greenway deviates slightly from the route in the Development Plan and other transport planning policy documents, however links into and supports the above expansion of the Maglin Area to the south of current established land use.



## 3 Scheme Proposals

### 3.1 Project Description

The proposals provide vital walking and cycling links, a safe route to school for children, an enhanced outdoor experience for local communities and key amenity space that can be used throughout the year.

In general, the proposals comprise the following:

- A 1.4km shared route, providing connectivity between several new and planned residential developments and Gaeilscoil Ui Riordain,
- Provision of safe crossing facilities, including the treatment of junctions, where pedestrians and cyclists meet live traffic,
- Landscaping design to increase biodiversity and pollinator value and maintain residential privacy,
- Public realm design to reflect the heritage value of the former Cork to Macroom Railway,
- Informal play areas providing opportunity for children to play in a safe, attractive environment,
- Ecologically sensitive, energy-saving lighting to improve safety and security

*Figure 3-1* on the next page provides an overview of the route and proposals, while Section 3.2 below provides a more detailed description of the infrastructure that is proposed as part of the design of the project. Section 3.2 presents the landscaping strategy which will be further refined during the detailed design stage. These sections of the report should be read in conjunction with other scheme documents including the Photomontages provided in Appendix A, and the Preliminary Drawings in Appendix B.



Figure 3-1: Schematic Map of Phase 1 of the Maglin Greenway.

### 3.2 Detailed Scheme Proposals

The route is divided into four uniform design sections, as highlighted in Figure 3-2, and discussed in more detail below.



Figure 3-2 Maglin Phase 1 Greenway – Map highlighting uniform sections of design

#### 3.2.1 Section 1: North of Glincool Estate

The proposed Greenway has its starting point at the eastern side of the Maglin Road carriageway, and continuing to Carriganarra Estate. The following infrastructure is proposed:

- The project interfaces with new segregated pedestrian and cycle lanes being constructed along Maglin Road. A 4m uncontrolled raised crossing is provided across Maglin Road to facilitate this connection, with tactile paving to assist vision impaired users.
- From this junction, a new 4m wide shared use path is provided for approximately 580m within the wayleave of the Inniscarra to Cork Harbour Bulk Water Supply Line. The pathway is generally centralised within the green area allowing for sufficient amenity space on either side.
- **Surface water runoff** will be directed to the grassed verge on either side where it will filter naturally into the topsoil. To supplement this system, **sustainable drainage systems** (SuDS) will be implemented throughout the greenway. This will consist mainly of biodiversity enhancements, swales and attenuation areas where possible.
- **Low level lighting**, with light poles approximately 30m apart, is proposed along the route, to support the local natural habitat while maintaining user safety.

- Three **existing 2.5m wide pedestrian and cycling links** into Glincool Estate will be maintained and incorporated into the design of the shared use path, with sensitive tie-in to properties and existing landscaping,
- Existing **property boundaries** along this section will be maintained. Adequate screening between the residents and the greenway will be provided for in the form of trees and shrubs planted in informal groupings. This will allow for the development of a green boundary between the adjoining private properties and the greenway,
- The location of the **historic Ballincollig Train Station** within this section will be commemorated with a feature landscape design including platform-type seating areas, informative panel and further enhanced with the provision of a bike repair station and cycle parking.
- Existing **natural vegetation and trees** that will be removed as part of the works will be replaced by similar or higher-quality native planting, semi-mature trees and shrubs.

### 3.2.2 Section 2: Carriganarra Estate

From this point on, the greenway is continued as a footpath and a parallel 'quietway' utilising the internal street network of Carriganarra Estate. Bollards are proposed between the greenway section and the quietway network to prevent vehicles accessing the greenway and parking.

#### **Carriganarra Estate East-West Section and Connection to Limeworth Estate**

- The two main junctions that the quietway traverses in the east-west direction are proposed as low **raised tables**. The raised tables act as a traffic calming measure, reducing the speed of vehicles through the estate. The junctions will be surfaced with a suitable, high quality and durable material finish, having minimal noise impacts. **Tactile paving** will be provided to assist vision impaired users.
- Existing **driveway accesses** that are impacted by the position of the raised tables will be designed for safe and convenient tie-in with respect to maintaining safe gradients and sight distance for affected residents.
- The existing 6.0m wide carriageway and tarmac surfacing will be retained. The **quietway** will be denoted through the use of road signage and road markings. The footpath to the south of the carriageway will be retained.
- In order to maintain privacy of residents to the south of the carriageway, pedestrians will be directed towards a new 2.0m concrete footpath proposed within the bulkwater wayleave in the estate. The proposed footpath has been shifted northwards from the carriageway to retain existing trees, while still maintaining the majority of the communal

area as amenity space for residents. Where existing vegetation is removed, new landscaping and semi-mature trees/shrubs are proposed.

- The existing **stone arch railway bridge** on the western extent of Carriganarra will be incorporated and made a feature in the landscape design. The area surrounding the bridge will be augmented with soft and hard landscaping design and seating area. The landmark also indicates the continuation of the scheme southwards with the start of a 3m wide shared use path from this point onwards, and a connection to Limeworth, immediately to the east.
- No new **lighting** is proposed given that there is existing street lighting within the estate.

### **Carriganarra Estate North-South Section**

- Two options for cyclists are proposed in the section running north-south within the estate. The 'quietway' street typology has been continued to allow cyclists to continue along the roadway while a 3m wide shared use path is also provided adjacent the roadway for cyclists who wish to continue off-road. The shared use path will be separated from the road by a **0.5m buffer strip**, landscaped with ornamental planting. As in the above section, the existing roadway width and tarmac surfacing will remain unchanged.
- The existing turning area will be retained with the addition of a strip of yellow road markings to prevent parked vehicles blocking the access from the turning area onto the shared use path.
- **Surface water runoff** will either be directed to the grassed verge where it will filter naturally into the topsoil or alternatively directed to the existing road drainage system.
- The communal green area will remain grassed to maintain amenity space for residents.
- Any existing **natural vegetation and trees** that will be removed as part of the works will be replaced by similar or better-quality native planting, semi-mature trees and shrubs.
- As in the previous section, **existing street lighting** will be used, while ensuring adequate lux levels are achieved with the existing light column positions over the extent of the 3m shared use path.

### **3.2.3 Section 3: Behind Limeworth Estate**

From Carriganarra Estate, the greenway continues as a shared use path following the Limeworth Estate boundary. The following infrastructure is proposed:

- A 4m wide tarmac shared use path with a minimum 4m wide planting strip of bulb and meadow mix maintained on either side of the greenway.

- **Low level lighting** is proposed to support the local natural habitat while maintaining user safety. Additional lighting is proposed where the greenway rounds the corner of the Carriganarra Estate and is in close proximity to the river.
- A new **boundary treatment** will be provided along the unfenced side of this section of greenway.

### 3.2.4 Section 4: Connection to Heathfield Development

The remainder of the route continues along the Cork-Macroon Railway Line with a 4m wide shared use path. The surface design including drainage, lighting and landscaping design is similar to the adjacent greenway sections, with the addition of the following:

- **Access points** will be included to development sites that flank the greenway on the northern boundary to ensure the greenway is easily accessible by pedestrians and cyclists from the new developments. Suitable tie-in to the proposed internal road and pedestrian network of the developments is currently under discussion with the developer and planning applicants.
- A new **boundary treatment, consistent with the section above**, will be provided along the greenway.
- The greenway terminates at the **access road to Heathfield Development** connecting to segregated pedestrian and cycle lanes currently under construction by the developer.

### 3.3 Landscape Strategy

The overall landscape strategy for the greenway is inspired by the former Great Southern Cork-Macroon Railway Line with a series of seating areas designed to function like stations along the line of the Greenway, interpretive panels providing information on the railway line and the existing stone railway bridge made into a focal point.

Natural play elements have been included for young children to encourage active play, with surrounding seating areas to allow for passive supervision by parents and residents.

The landscaping plan introduces native, pollinator-friendly planting to create an environmental 'living' corridor which will support pollinator populations, increase biodiversity and optimise the benefits for flora and fauna along the route.

An array of small, semi-mature and specimen trees will edge the greenway with the lawn areas sown with a meadow and bulb mix.

The planting of new native and naturalised species compensates for the loss of individual trees and sections of hedgerow, bringing biodiversity gain and providing commuting routes for wildlife.



Examples of trees that will be included are common oak (*quercus robur*), Scots pine (*pinus sylvestris*), English walnut (*juglans regia*), copper beech (*fagus sylvatica* f. *purpurea*), silver birch (*betula pendula*), Turkish hazel (*corylus collurna*), field maple (*acer campestre*), sweet cherry (*prunus avium*), common hazel (*corylus avelanna*), common hawthorn (*cratageus monagyna*), crab apple (*malus sylvestres*), and rowan (*sorbus aucuparia*) amongst others.

Within Carriganarra the landscaping offers a more restrained planting scheme to retain residential amenity space, with the main intervention being a bulb/meadow or ornamental planting between the new footpaths and the streets and a seating area near the historic railway bridge.

To the south of Limeworth and Heathfield Estates the landscape design includes mainly bulbs and meadow planting surrounding the greenway. This will ensure that planting provides year-round visual interest.

The landscape design has been chosen to not only enhance the quality of life of the community but also to enhance the biodiversity and ecological value of the site. The exact location, species, size and form of the proposed planting will be specified in the later detailed design stage of the project.

## 4 Supporting Surveys and Assessments

An Appropriate Assessment Screening (AA) and an Environmental Impact Assessment (EIA) Screening have been undertaken as part of the preliminary design of the greenway. The screening reports found that neither an Environmental Impact Assessment Report (EIAR) nor an Appropriate Assessment (AA) are required, and determinations by Cork City Council have been included in Appendices C and D.

An Ecological Impact Assessment, an Architectural Heritage Assessment, and a Tree Survey have also been carried out to inform the design of the Greenway. The Ecological Impact Assessment found that the proposed development will not cause any significant negative impacts on designated sites, habitats, legally protected species or any other features of ecological importance. The Architectural Heritage Assessment found that constructing the greenway improves the legibility of the Cork-Macroom Railway Line, enhancing the understanding of the technological past of Ballincollig and the surrounding areas. These assessments found that the construction of the Maglin Greenway would have a positive impact on the surroundings.

In addition to the above, a desktop archaeological survey was carried out based on current records available on the Archaeological Survey of Ireland database. The study indicated that there are no known sites of archaeological significance within the study area.

The above referenced reports and assessments are included in Appendices D-H.

## 5 Summary

Pursuant to the requirements of the provisions of Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) Cork City Council seeks to implement the first phase of the Maglin Greenway which has consistently been a key objective of Local Area Plans since 2005.

The proposed greenway formalises existing links between residential estates and provides new connections to Heathfield, Maglin, Limeworth and other development areas in Ballincollig. In particular, Phase 1 of the Maglin Greenway provides schoolchildren and parents or guardians the opportunity to walk or cycle to Gaelscoil Uí Ríordáin in a safe and attractive environment that is mostly off-road, ensuring children get the physical activity that they need for their physical, mental and social development.

The proposal thus provides opportunities to contribute to a healthier society through increased physical activity, encouraging communities to walk, wheel or cycle. The shift to more sustainable transport modes will thus provide a positive environmental impact for the whole area, helping to combat climate change by reducing greenhouse gas emissions while also reducing noise pollution and vehicle congestion.

The project will also have significant biodiversity and habitat benefits with the landscape design featuring trees and pollinator and wildlife friendly plants along the extent of the greenway.

The scheme also provides enhanced amenity area through informal play areas and regular seating areas with informative signboards. Aspects of the public realm design have also been chosen to reflect the railway heritage of the site, increasing the visibility of the former Cork-Macroon Railway Line.

Should the project achieve Planning Approval, the City Council will work closely with affected parties to ensure that disruption is minimised throughout the construction phase. Following completion, it is the intention that Cork City Council will maintain the proposed greenway and surrounding landscaped areas.



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