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1 Introduction

Cork County Council proposes to develop a greenway from the environs of Midleton Train Station to the former Youghal Train Station predominantly along the alignment of the disused railway corridor.

The proposed greenway is a shared-use path for walkers and cyclists for leisure and visitor use which will be largely developed on the disused railway line and will incorporate landscaping, signage and associated amenities as well as ancillary works.

This Part 8 Planning Report describes the nature and extent of the proposed development and should be read in conjunction with the accompanying Part 8 Planning Drawings.

1.1 Scheme Overview & Objectives

Cork County Council proposes to develop a greenway between Midleton and Youghal. A greenway is a shared-use predominantly off-road path for walkers and cyclists. The proposed greenway will generally extend along the disused railway corridor from the environs of Midleton Train Station to the former Youghal Train Station through the villages of Mogeely and Killeagh.

Disused railway lines are especially suited for adaptation for use as greenways given their favourable topography and gentle gradient which appeals to the leisure walker and cyclist and provides a safe and attractive facility for people of all abilities. The proposed greenway will be approximately 23km in length and will be developed to national standards in accordance with best practice. The proposed greenway is to have a desirable maximum width of up to 4m and a general minimum width of 3m. A reduced width may arise in localised areas where constraints exist which limit the ability to widen.

Facilitating the development of infrastructure to meet the needs of visitors is essential to the effective delivery of a sustainable tourism sector. The development of the proposed greenway will be an important addition to tourism facilities in Cork, it will strengthen the attractiveness of East Cork generally and the Youghal and Midleton areas in particular as a visitor destination which will benefit the local economy through increased visitor numbers and tourist spend, supporting local businesses and commercial enterprises.

The proposed greenway will also be an important recreational amenity and will deliver positive health benefits through the provision of quality walking and cycling facilities for the enjoyment of the local and wider community. The proposed greenway will promote a sense of place and pride in the local community and create opportunities for renewal, supporting local businesses by encouraging visitors to the area.

1.2 Route Context

The scheme proposes the development of a greenway predominantly located on the disused railway line between Midleton and Youghal.
The railway between Midleton and Youghal opened in 1860 with regular passenger services operating until 1963. The line remained open for goods traffic until the early 1980s with occasional excursions or passenger specials ceasing in 1988. The railway line has been disused since this time. The railway line between Midleton and Cork reopened in 2009 at which time Midleton Train Station was refurbished and reopened.

The disused railway corridor is largely overgrown however the physical integrity of the route remains evident. Many of the original railway features including sections of track and structures such as bridges, culverts, station buildings, embankments and cuttings remain. The current status of the railway is disused and there are no proposals to bring the line into use for rail.

The railway corridor therefore presents an opportunity to harness an existing and unused asset for the benefit of the local area. The development of a greenway along the disused railway line will serve to maintain and protect the integrity of the railway corridor and allow for its reuse should its viability for rail use become feasible at a future date. In the interim, the proposal to develop a greenway will generate economic, community and environmental benefits for the local community and the wider East Cork area.

The status of the Midleton to Youghal railway is disused. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use and facilitate community and economic gain in the interim.

1.3 Route Selection
At a county level, Cork County Council has prioritised the development of greenways on publicly owned land with good route attributes and strong potential for delivery in the short to medium term. The development of a high quality greenway within the county will serve to demonstrate the potential of such projects to contribute to local communities, attract visitors to the county and support economic development and regeneration.

Within the county, the initial scoping of potential greenway routes focussed on the network of abandoned railway lines however due to the ownership status, many routes present challenges in terms of feasibility for development as long distance greenways in the short term.

The route of the proposed Midleton to Youghal greenway has been progressed on the basis that it is public ownership (the property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann) and having regard to its status as a disused line for which there is no current or foreseeable feasibility for rail use. In this context, the proposal provides for a fixed-line alignment and as such the alternative to not progressing the current proposal would essentially be the ‘do nothing’ scenario which would mean a loss of opportunity in terms of community, tourism and economic benefits.

The proposed route offers a number of advantages:
The proposed greenway is a route of scale with the potential for linkage and further future development.

The route is predominantly in single ownership on publicly owned lands.

The route offers the opportunity to develop a high quality, safe, segregated off-road facility with easy gradients affording comfortable access for all.

The route traverses the attractive rural landscape of East Cork with spectacular views of the Natural Heritage Area at Ballyvergan Marsh and Youghal Bay.

There is a range of things to see and do both on the route and in the wider hinterland with the potential to add further layers in the future to increase the visitor experience as part of Ireland’s Ancient East.

There are important tourism anchor points at the route trail heads in both Midleton and Youghal (Jameson Experience in Midleton; Youghal Clock Gate Tower and St. Mary’s Collegiate in Youghal).

There are towns/ villages along the route with visitor facilities and opportunities for future business development.

1.4 Scheme Extent

The proposed greenway will extend between Midleton Train Station and the disused Youghal Train Station predominantly along the corridor of the disused railway over a distance of approximately 23km. The disused railway line also links to the villages of Mogeely and Killeagh which lends connectivity from these villages to the proposed greenway. The proposed development is located within the townlands of Townparks (Imokilly By), Broomfield East, Park North, Killeagh, Roxborough, Clashduff, Stumphill, Ballynascarty, Kilmountain, Ballycrenane Beg, Mogeely, Carrignashinny, Garranenjames, Ballyquirk, Clashdermot West, Mountbell, Lisglasheen, Moanlahan, Lagile, Ballymakeagh More, Finisk, (ED Clonpriest), Burges Lower, Inchiquin, Gortaroo, Coolnacloghafinna, Coolaha, Beanfield, Ballyvergan West, Kennel, Ballyvergan East, Colerenagh, Summerfield, Dysart, Claycastle, Williamstown, County Cork.

The proposed greenway is generally located within the footprint of the railway property with two exceptions: at Midleton Train Station the proposed development will commence on Council-owned lands to the immediate north of the train station and at Ballyquirk a minor diversion to the original railway alignment is proposed.

The disused railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Subject to planning, it is proposed that the development, ongoing maintenance and management of the proposed greenway will be undertaken by Cork County Council under licence from Coras Iompair Eireann and as such the ownership status of the property will remain unchanged.

1.5 Consultation

As stated in Section 1.3 above, ownership of the majority of the overall route of the proposed greenway is vested in Iarnrod Eireann with the exception of a short section at Ballyquirk where a diversion is proposed and the adjoining the entrance to Midleton Station. Cork County Council has
had detailed and ongoing engagement with Iarnrod Eireann and Coras Iompair Eireann throughout the development of the project.

On the basis that the land immediately adjoining the proposed greenway is largely privately owned, Cork County Council sought to identify and make contact with land owners in order to provide information about the project and to obtain an understanding of the likely issues of concern.

Land registry information was accessed and through contact with community groups, telephone directories, online searches and land owners themselves, the approach to individual land owners was by way of a telephone call to offer an informal meeting on an individual basis to outline the project, answer queries and respond to concerns. It was considered that one-to-one meetings were the most constructive method of engaging with land owners as individuals may be reluctant to discuss personal circumstances in a public forum. Contact with land owners was not possible in every case and in other instances there was either no response or the offer to meet was declined. Meetings held with land owners were informal and unrecorded.

There was a general consistency among land owners in relation to the issues of concern that were identified. The most frequently raised comments primarily related to the potential for impact on day-to-day farm operations, the potential increased risk for burglaries and anti-social behaviour and the potential for impacts on privacy. As noted by the Department of Transport, Tourism and Sport in the recently published national and regional strategy for greenways (Strategy for the Future Development of National and Regional Greenways, 2018), there is no evidence of an increase in burglaries or anti-social behaviour due to greenways having been developed in an area however there is a need to address the practical concerns of land owners where possible and it is acknowledged that consideration is required in order to mitigate the potential impacts on farm operations.

To this end Cork County Council has set out an approach in Section 4 of this report and has committed to appoint a Project Liaison Officer and an Agronomist to facilitate on-going engagement with land owners in relation to the delivery of the project. The Council also acknowledges the Department’s proposal to devise a Code of Best Practice for Greenways and will endeavour to integrate this when it is introduced in terms of the future development of the project.

1.6 Submissions

Plans and particulars of the proposed development shall be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during normal office hours on each day and time during which the said offices are open for business during the period commencing on 18 September 2018 and ending on 16 October 2018, both dates inclusive, at the following offices of Cork County Council:

- Cork County Council, County Hall, Carrigrohane Road, Cork.
- Cork County Council, East Cork Municipal District Offices, Midleton Lodge, Youghal Road, Midleton, Co. Cork.
- Cork County Council, East Cork Municipal District Offices, Mall House, Youghal, Co. Cork.
Plans and particulars may also be viewed on Cork County Council’s website at:
https://www.corkcoco.ie/planning/municipal-districts-part-8-planning

Written submissions or observations with respect to the proposed development dealing with the proper planning and sustainable development of the area in which the proposed development is situated may be made on or before 30 October 2018 as follows:

In writing to: Part 8 Midleton-Youghal Greenway Submissions, Cork County Council, East Cork Municipal District Offices, Mall House, Youghal, Co. Cork

Or

Online at: https://www.corkcoco.ie/planning/municipal-districts-part-8-planning
2 Policy and Planning Context

2.1 National Policy Context

The proposed greenway aligns with national policy and objectives by providing shared-use walking and cycling facilities for recreational use by local communities, supporting healthy communities, developing connectivity between towns and villages, and underpinning economic growth and sustainable tourism development by attracting both domestic and overseas visitors. The following paragraphs reference key policy documents and strategies supporting greenway development in Ireland.

Key national policy in respect of greenway development is anchored in the policy document ‘Smarter Travel: A Sustainable Transport Future, 2009-2020. The vision of this policy is to encourage change in individual travel and encourage smarter travel choices and the document outlines a number of policies to encourage a shift from private car usage toward public transport, walking and cycling.

Ireland’s National Cycle Policy Framework (NCPF), also published in 2009, articulated the three strategic aims of improving quality of life, building a stronger economy and enhancing the environment. The development of a strong cycling culture in Ireland, encouraging recreational cycling and the importance of the policy to attracting oversees tourists are recognised in the NCPF policy document.

The national tourism policy statement ‘People, Place and Policy – Growing Tourism to 2025’ identifies the importance of continued investment in visitor experience for sustainable tourism development, including investment in outdoor recreational activities such as greenways.

The key objective of the National Physical Activity Plan, 2016, was to get at least half a million more Irish people taking regular exercise within ten years. The Plan envisages that the realisation of this objective will be achieved through measures including a ‘Get Ireland Cycling’ initiative and through local walking and cycling strategies. The availability of suitable infrastructure to support the implementation of this objective is therefore critical and greenways have a clear role to play in this regard.

The Outdoor Recreation Plan for Public Lands and Waters in Ireland, 2017, notes the potential of outdoor recreation to contribute to the overall well-being of the population and help reduce healthcare costs in addition to its contribution to rural tourism and the popularity of outdoor recreation activities among visitors, both domestic and international, making specific reference to the success of developed greenway projects.

The document ‘Realising Our Rural Potential: Action Plan for Rural Development’, 2017, places an emphasis on the role of activity based outdoor adventure tourism to contribute to economic growth in rural areas. The Plan highlights the role of this sector in facilitating local businesses to leverage tourism assets to support sustainable tourism development and the development of a new Greenways Strategy is specifically identified in the Action Plan to support tourism development in rural areas.
The National Planning Framework: Project Ireland 2040 prioritised investment in activity based tourism, including greenways and specifically references the potential funding made available under the Capital Plan 2018-2021 for the development of greenways under the National Greenways Strategy.

The Strategy for the Future Development of National and Regional Greenways was launched in July 2018. The Strategy notes the tourism, community, economic and amenity value of greenways and its objective is to assist in the strategic development of nationally and regionally significant greenways in appropriate locations, constructed to an appropriate standard in order to deliver a quality experience for all greenway users. It also aims to increase the number and geographical spread of greenways of scale and quality around the country over the next ten years with a consequent significant increase in the number of people using greenways as a visitor experience and as a recreational amenity. To deliver these objectives, project promoters will be required to work with relevant stakeholders to deliver:

1. A strategic greenway network of national and regional routes with a number of high capacity flagship routes that can be extended and/or link with local greenways and other cycling and walking infrastructure.
2. Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to Ireland and are regularly used by overseas visitors, domestic visitors and locals thereby contributing to a healthier society through increased physical activity.
3. Greenways that provide a substantially segregated off-road experience linking places of interest, recreation and leisure in areas with beautiful scenery of different types with plenty to see and do.
4. Greenways that provide opportunities for the development of local businesses and economies, and
5. Greenways that are developed with all relevant stakeholders in line with an agreed code of practice.

The proposed plans for the Midleton -Youghal Greenway were developed prior to the publication of the new national strategy however the project aligns with the strategy objectives and the above requirements for greenway development. The proposed greenway is 23km in length and links the tourism towns of Midleton, the home town of Irish Whiskey at Jameson Distillery, and the heritage and seaside resort town of Youghal. The proposed route is a fully segregated off-road facility along the disused railway line across the scenic rural landscape of East Cork with spectacular coastal views across the Natural Heritage Area at Ballyvergan Marsh to Youghal Bay. The Jameson Experience in Midleton which is located adjacent to the proposed greenway is a significant visitor destination, attracting 125,000 visitors in 2016. At Youghal, the proposed greenway will terminate at the former railway station which has potential for reuse for visitor facilities or as an attraction. There is further potential to develop tourism along the proposed greenway itself to showcase the natural heritage of the area at Ballyvergan and tell the area’s unique history, such as at the site of what was to be Ireland’s First World War airship site at Ballyvergan which directly adjoins the route.

In addition to the stunning beaches, boardwalk and spectacular ocean views, Youghal is a walled town of heritage significance with important tourism assets in the form of Youghal Clock Gate Tower and St. Mary’s Collegiate Church and Garden. Within the hinterland of the proposed greenway, Fota...
Widlife Park, Fota House and Gardens, Cobh with the Heritage Centre, Titanic Experience, Cobh Cathedral and Spike Island which a leading tourist attraction in its own right provide an impressive tourism offer within Ireland’s Ancient East ensuring that there is plenty for visitors to see and do.

The greenway has the added advantage of direct rail connectivity from Midleton to Cork City and the wider national rail network. The proposed greenway forms part of the Eurovelo 1 route corridor and has the potential for future extension to the west to Cork City to link to the Cork Harbour Greenway, part of which is already in place and the remainder of which is planning. While Youghal and Dungarvan were not directly connected by rail, there is potential given the proximity of these centres to investigate future connectivity to the Waterford Greenway. The proposed greenway is just over 20km from Cork City and this proximity to a metropolitan population of over 300,000 will ensure ongoing and year-round use of the greenway for day trips and leisure use.

The greenway will provide opportunities for the creation of new businesses, particularly in the tourism and hospitality sector as well supporting existing businesses through increased visitor numbers and increased trip duration. The proposed route has the advantage of direct connectivity with the towns and villages of Midleton, Mogeely, Killeagh and Youghal where there are existing visitor services and the potential for new business start-ups.

2.1.1 Guidance Documents for Scheme Design
The proposed Midleton to Youghal greenway will provide a high quality cycle and walking amenity. Regard has been had to the National Cycle Manual and to the National Trails Office’s publication ‘Classification and Grading for Recreational Trails’ and the scheme has been designed in accordance with the Transport Infrastructure Ireland (TII) publication ‘Rural Cycleway Design (Offline) DN-GEO-03047 which outlines the design standards and factors that need to be considered when providing cycleways. Subject to planning consent being obtained, the scheme will be progressed to detailed design stage which will entail liaison with adjoining land owners in respect of accommodation works including agricultural crossings, boundary treatment and related matters.

2.2 Development Plan Context
The following paragraphs set out relevant policy considerations in respect of the proposed development as contained in the Development Plans and Local Area Plans applicable to the scheme area.

The Cork County Development Plan 2014 sets out the planning policy and strategic development strategy for the county. The detailed planning strategy and land use zoning proposals for the local area are set out in the East Cork Municipal District Local Area Plan 2017 (this excludes the area within the former administrative areas of Youghal Town Council which is subject to the Youghal Town Development Plan 2009-2015 and Midleton Town Council which is subject to the Midleton Town Development Plan 2013, respectively.
2.2.1 Cork County Development Plan 2014

While the Cork County Development Plan notes the objective to secure the long term strategic aim of re-opening the rail route linking Cork and Midleton to Youghal (Objective CS 4-2 (f)), the Plan also notes that there are potential opportunities for walking routes and cycle ways around the county such as along the disused Midleton to Youghal rail line and that the Council will work with local communities to encourage their development (P. 8.7.9). Objective TO 7-1 seeks to promote the development of walking and cycling throughout the county as an activity for both international visitors and local tourists in a manner that is compatible with nature conservation and other environmental policies.

In putting forward proposals for the development of the proposed greenway, Cork County Council retains the long-term objective for the rail route as expressed in the County Development Plan 2014 but acknowledges that this is not feasible currently. As such, there is an opportunity to secure an interim use for the disused railway that will benefit local communities and the local economy while at the same time protecting the integrity of the line and the long term strategic objective.

As a safeguard to this position, the disused railway property will remain vested in the ownership of Coras Iompair Eireann and the development, management and operation of the greenway by Cork County Council will be by means of a licence. As such, the proposed development of the greenway would not prohibit the long-term strategic aim to re-open the rail route.

The Cork County Development Plan also includes objectives in respect of sites of cultural and natural heritage interest relevant to the proposed development site. On the basis that both the Cork County Development Plan and the Youghal Town Development Plan are applicable to the proposed scheme, cultural heritage is addressed below (Section 2.3) and natural heritage is addressed under separate cover within the Part 8 Planning Document in the Appropriate Assessment Screening Report and in the Ecology Report.

2.2.2 East Cork Municipal District Local Area Plan 2017

The East Cork Municipal District Local Area Plan 2017 states that ‘while the Council has a long term strategic objective to reopen the rail route linking Cork and Midleton to Youghal, there is an opportunity to yield a use from the disused railway line in the interim. The development of the disused railway line as a greenway would have the advantage of protecting the integrity of the route for the future while creating jobs and opportunities locally for the benefit of local towns, villages and communities in terms of amenities and tourism. The development of a greenway would safeguard the route for its potential future reopening as an operational railway and allow the local community to harness this resource asset both as an amenity and for tourism development. It is therefore an objective to assess and, as appropriate, develop a greenway on the disused railway line.’ The Local Area Plan acknowledges the long term strategic objective to reopen the rail route but highlights the potential for greenway development in the interim. As such, the proposed development is consistent with the objectives of the Local Area Plan.

The East Cork Municipal District Local Area Plan 2017 also includes specific objectives for future road provision which overlaps with the railway corridor. Within the environs of Midleton, there is an objective to develop Phases 2 and 3 of the Northern Relief Road (MD-U-01). The route shown
overlaps with the railway at Broomfield however on the basis of the existing railway corridor, proposals for the development of this road if progressed would make an accommodation for the railway corridor. A similar situation arises at Killeagh where the Local Area Plan includes an objective for a proposed bypass (U-03) and where a similar accommodation for the railway corridor would be required.

2.2.3 Midleton Town Development Plan 2013
The Midleton Town Development Plan 2013 sets out policies and objectives to guide the future development of lands within the boundary of the former Midleton Town Council.

It is an objective of the Midleton Town Development Plan 2013 (Objective No. TT 8-14/TT 8-16) to safeguard the potential for the reopening of the rail line from Midleton to Youghal and, in this context, to safeguard the existing rail line and infrastructure from inappropriate development. The proposed development of the greenway will be progressed with the agreement and under licence from Irish Rail on the basis that there is no viability currently for the re-opening of the disused line between Midleton and Youghal. The proposed development of the greenway will serve to retain the integrity of the route and protect it for future use and the line will remain in the ownership of Irish Rail as a safeguard to this position. The existing railway infrastructure will be re-used as part of the proposed scheme where possible however the remaining sections of track are not capable of re-use for rail and would in any event need to be replaced in event of the line being reopened.

It is an objective of the Development Plan (Objective No. TT 8-15) where necessary, to reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted: - New buildings not required for the operation of the railway; and - New vehicular and pedestrian accesses where these accesses are the sole or primary access to development. - New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation. - Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area.

Within the boundary of the former Midleton Town Council area, a small car park is proposed at the start of the greenway on existing undeveloped lands at Forrest Hill which are zoned Residential in the Midleton Town Development Plan 2013. The route of the proposed Northern Relief Road is identified in the Midleton Town Development Plan and the proposed greenway adjoins this route from Forrest Hill through the northern portion of the Midleton Train Station complex. Within the former town boundary, the northern portion of station complex is zoned Town Centre Mixed Use.

The Midleton Town Development Plan 2013 includes objectives for the protection of the archaeological and architectural heritage relevant to the proposed scheme which are addressed in Section 2.3 below.
2.2.4 Youghal Town Development Plan 2009-2015

In Youghal, the proposed greenway is located on lands within the former Youghal Town Council area that are zoned for Utilities/Infrastructure in the Youghal Town Development Plan 2009-2015. Reflecting the position of the County Development Plan, the objective of the Youghal Town Development Plan is to work with the relevant agencies to provide for the re-opening of the rail line. Cork County Council retains this objective but recognises that in working with Iarnrod Eireann and Coras Iompair Eireann, the reopening of the line to Youghal is not currently viable. The proposed greenway will serve to protect the integrity of the railway and preserve the rail line as provided for in the Youghal Town Development Plan 2009-2015 and the development of the greenway under licence from Coras Iompair Eireann will allow for the re-opening of the railway as and when this is feasible. The Youghal Town Development Plan 2009-2015 includes objectives for the protection of the archaeological and architectural heritage relevant to the proposed scheme which are addressed in Section 2.3 below.

2.3 Archaeology & Architectural Heritage

A desktop assessment of archaeological and architectural heritage constraints was undertaken based on a study area incorporating the proposed development site and adjoining lands with reference to a 100m wide corridor either side of the centreline of the proposed route.

The principal sources reviewed for the known archaeological resource were the Sites and Monuments Record (SMR) and the Record of Monuments and Places (RMP) for County Cork. These provide comprehensive lists of the known archaeological resource.

In addition to the Record of Protected Structures and Architectural Conservation Areas identified in the relevant statutory development plans, the National Inventory of Architectural Heritage (NIAH) was consulted for the purposes of identifying structures and features of architectural heritage interest.

2.3.1 Archaeology

There are no known archaeological sites or Zones of Notification located within the footprint of the proposed scheme, including at the location of the proposed minor diversion from the former railway line at Ballyquirk. Three known archaeological sites are located at the outer margins of the study area (Map Ref. 1, 2 and 8) and the Zones of Notification around a further five sites overlap on the outer margin of the study area (Map Ref. 3, 4, 5, 6 and 7). These sites are shown in Appendix 1 (Drawings: Cultural Heritage Sites – Sheet 1-13). On the basis that no known archaeological sites or Zones of Notification are located within the proposed development site, no negative impacts on the known archaeological resource are predicted.

Table 1: Archaeological Sites within study area and including sites with Zones of Notification extending into the study area

<table>
<thead>
<tr>
<th>Map Ref.</th>
<th>Monument No.</th>
<th>Townland</th>
<th>Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CO076-134----</td>
<td>Park North (Imokilly By.)</td>
<td>Burnt mound</td>
</tr>
<tr>
<td>2</td>
<td>CO076-029----</td>
<td>Roxborough</td>
<td>Country house</td>
</tr>
<tr>
<td>3</td>
<td>CO076-118----</td>
<td>Killeagh (Imokilly By.)</td>
<td>Souterrain</td>
</tr>
<tr>
<td>4*</td>
<td>CO066-060---</td>
<td>Carrignashinny</td>
<td>Enclosure</td>
</tr>
<tr>
<td>5*</td>
<td>CO066-041001-</td>
<td>Killeagh Gardens</td>
<td>Graveyard</td>
</tr>
</tbody>
</table>
No general archaeological mitigation measures are deemed necessary given the nature of the proposed development on top of the existing rail alignment. For the short diversion at Ballyquirk, it is proposed that a suitably qualified archaeologist will monitor topsoil removal. At other locations in the event that substantial works are required outside the footprint of the original railway formation, a programme of unlicensed archaeological monitoring will be applied in accordance with details to be agreed with Cork County Council’s Archaeologist prior to commencement of development.

### 2.3.2 Architectural Heritage

Architectural heritage sites which are included in the Record of Protected Structures and/or the National Inventory of Architectural Heritage and which are located within a study area based on to a 100m wide corridor either side of the centreline of the proposed route are identified in Table 2 and are shown in Appendix 1 (Drawings: Cultural Heritage Sites – Sheet 1-13).

**Table 2: Architectural Heritage Sites - Protected Structures (RPS) and National Inventory of Architectural (NIAH) sites within study area**

<table>
<thead>
<tr>
<th>Map Ref</th>
<th>RPS No.</th>
<th>NIAH Ref.</th>
<th>Location</th>
<th>Name/Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>5</td>
<td>20907610</td>
<td>Townparks</td>
<td>Midleton Railway Station</td>
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<tr>
<td>2</td>
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<td>20906632</td>
<td>Ballynascarty</td>
<td>Bridge</td>
</tr>
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<td>3</td>
<td>-</td>
<td>20906635</td>
<td>Mageely</td>
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<td>Station Master’s House</td>
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### Map Ref | RPS No. | NIAH Ref. | Location | Name/Description
---|---|---|---|---
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29 | 3010 ² □ | 20823264 | Williamstown | House
30 | 3009 ² | 20823263 | Williamstown | House
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32 | 3007 ² | 20823261 | Williamstown | House
33 | 3006 ² | 20823260 | Williamstown | House
34 | 3005 ² | 20823259 | Williamstown | House
35 | 3004 ² | 20823258 | Williamstown | Signal Box
36 | 3003 ² | 20823257 | Williamstown | Railway Station
37 | - | 20823285 | Williamstown | House
38 | - | 20823284 | Williamstown | House
39 | - | 20823283 | Williamstown | House
40 | 3036 ² * | - | Williamstown | Railway Turntable
41 | 3002 ² | - | Williamstown | Station Master’s House
42 | 3001 ² | - | Knockaverry | Former Theatre
43 | 2908 ² | 20823248 | Seafield | House
44 | 2907 ² | 20823247 | Seafield | House
45 | - | 20823246 | Seafield | House
46 | 2905 ² | 20823245 | Seafield | House
47 | 2904 ² | 20823244 | Youghal-Lands | House
48 | 2903 ² | 20823243 | Youghal-Lands | House
49 | 2902 ² | 20823242 | Seafield | House
50 | 2901 ² | 20823241 | Seafield | House
51 | 2822 ² | 20823240 | Knockaverry | Post Office Box
52 | 2910 ² | 20823250 | Knockaverry | House

Notes: ¹ Cork County Development Plan, 2014; ² Youghal Town Development Plan, 2009-2015; ³ Midleton Town Development Plan 2013, and; * shown in Youghal Town Development Plan Record of Protected Structures Map 8A but not referenced in Youghal Town Development Plan Volume II (Youghal Register of Protected Structures); □ denotes National Inventory of Architectural Heritage (NIAH) sites where two map points are registered for one property.

Three Protected Structures are located within the proposed development site. All three are within the former Youghal Train Station complex and comprise the former Railway Station (RPS Ref. No. 3003), Signal Box (RPS Ref. No. 3004), and Railway Turntable (RPS Ref. No. 3036). Both the Railway Station and Signal Box are also included in the NIAH (NIAH Ref. 20823257 and 20823258, respectively). The proposed development site is removed from but generally within the curtilage of Midleton Railway Station (RPS. No 5 and NIAH Ref. 20907610). No works are proposed to these structures as part of the proposed development and as such no negative impacts are predicted. Vegetation clearance at or in the vicinity of these structures will be carried out as part of the scheme. A Method Statement for vegetation clearance at these locations will be developed to the satisfaction of the Council’s Conservation Officer prior to the commencement of development.

Two structures which are identified in the National Inventory of Architectural Heritage (NIAH) but are not Protected Structures are located within the proposed development site: the former Railway Station (NIAH Ref. 20906635) and the Level Crossing (NIAH Ref. 20906639), both at Mogeely. No works are proposed to these structures as part of the current scheme and as such no negative impacts are predicted. A Method Statement for any vegetation clearance proposed in the vicinity of
these structures as part of the scheme will be developed to the satisfaction of the Council’s Conservation Officer prior to the commencement of development.

A number of structures which are either Protected Structures or are identified on the NIAH (or both) are located outside the proposed development site but within 100m of either side of the proposed greenway. These include Midleton Railway Station (RPS Ref. No. 5; NIAH Ref. 20907610), the bridge at Ballynascarty (NIAH Ref. 20906632); the Station Master’s House (NIAH Ref. 20829021) and the Church of the Sacred Heart of Jesus (RPS Ref. No. 00399, NIAH Ref. 20906638) in Mogeely, and; the Station Master’s House (NIAH Ref. 20829021), Railway Station (NIAH Ref. 20829022), Store/Warehouse (NIAH Ref. 20829023), and Signal Box (NIAH Ref. 20829024) in Killeagh.

In Youghal, all of the 24 residential properties at Front Strand are identified in the NIAH, 22 of which are included in the Record of Protected Structures. These structures and their curtilage is separate from the railway property and the proposal to accommodate the proposed greenway on the alignment of the original railway line is such that no negative impacts are predicted.

Other structures within the study area in the vicinity of Youghal Station are either Protected Structures or are identified on the NIAH (or both) are shown in Appendix 1 (Drawings: Cultural Heritage Sites – Sheet 1-13) and Table 2 above. Having regard to their location relative to the scheme and the nature and extent of the proposed development, no negative impacts are predicted.

Two Architectural Conservation Areas (ACAs) as defined in the Youghal Town Development Plan 2009-2015, are located within or overlap in part on the study area (see Appendix 1 (Drawings: Cultural Heritage Sites – Sheet 1-13). The first encompasses the group of residential properties at Front Strand and the second is the ACA which extends from the Knockaverry Strand area to the Lighthouse Road area. Having regard to the location of the proposed greenway on the original rail alignment and the nature of the works, the proposal will have a neutral impact on the identified ACAs.

The proposed development may entail work to ancillary railway features such as railway bridges etc. as described in the project description (Sections 3 and 4). These features are not identified in the Record of Protected Structures or in the National Inventory of Architectural Heritage but may be of built heritage interest. It is proposed that these features will be fully assessed at detailed design stage with the intention to retain and repair where possible and replacement only being considered where necessary in the interests of safety or structural need. Proposed works to such features will be submitted for consultation to Cork County Council’s Conservation Officer at detailed design stage and recording of such features (including photographic survey) will be carried out prior to commencement of development.

2.3.3 Railway Heritage

The proposed greenway will be predominantly located on the alignment of the disused railway line between Midleton and Youghal. The Cork and Youghal Railway opened in 1860 but was taken over by the Great Southern and Western Railway in 1868. Regular passenger services operated until the early 1960s and the line continued in intermittent use for goods traffic until the late 1970s with occasional passenger excursions taking place up to 1987.
The disused railway corridor is largely overgrown. A number of former railway buildings and structures are located within the proposed development site. No works to these buildings is proposed as part of the current scheme. While there may be potential to secure their future reuse for heritage, tourism or visitor related purposes at a future date, any such proposals would be subject to the requirements of the Planning and Development Act 2001 (as amended) and the approval of Iarnrod Eireann/Coras Iompair Eireann.

The heritage value of the railway will be reflected in the presentation of the route through visitor information and signage to be provided as part of the overall scheme.

2.4 Determination in accordance with Section 120(1B)(b)(i) of the Planning and Development Regulations 2001 (as amended)
Cork County Council has prepared an EIA Screening Report in accordance with the requirements of Section 120(1B)(b)(i) of the Planning and Development Regulations 2001 (as amended). On the basis of this report, Cork County Council has completed EIA screening and has determined that there is no real likelihood of significant effects on the environment. Accordingly, it has been determined that EIA is not required in respect of this proposed development.
3 General Description of Proposed Development Site & Outline of Proposed Works

3.1 Introduction
The proposed development provides for the construction of a greenway between Midleton and Youghal and all ancillary works.

The site of the proposed scheme is predominantly located on the disused railway line and can be generally subdivided into three sub-sections for the purposes of description:

- Midleton Train Station and environs to the disused Mogeely Station
- The disused Mogeely Station to the disused Killeagh Station
- The disused Killeagh Station to the disused Youghal Station.

Paragraphs 3.2 to 3.4 inclusive generally describe the existing character of the proposed development site and outline in general terms the typical scope of the proposed scheme within each of the above three sub-sections. A description of the principal features of the proposed scheme is set out in Section 4 and illustrated in the Part 8 Planning Drawings.

3.2 Midleton Station Environs to Mogeely
This section of the proposed development site is approximately 8.3km in length and extends from just outside the northern entrance to Midleton Train Station to the disused Mogeely Station.

The proposed development site commences on Council owned lands contiguous to the northern entrance to Midleton Train Station. In the vicinity of the Midleton Train Station complex, the proposed development site is adjoined to the north and south by residential development and, in the eastern portion of the railway complex, the Midleton Rugby Football Club adjoins the railway property to the south. The proposed greenway corridor will be located outside the operational area of the railway on lands that are currently overgrown or under scrub vegetation within the northern portion of the railway property. The proposed greenway connects to the original railway alignment on the western approach to Broomfield Bridge. To the west of Broomfield Bridge, the Irish Distillers complex is located to the south of the original railway corridor.

Eastward from Midleton, land use adjoining the railway corridor is predominantly agricultural with a mixture of agricultural activities present. A number of established operational agricultural crossings are evident along the length of this section of the railway corridor.

A farmhouse and associated yard adjoins the railway property on the approach to Mogeely. At Mogeely, the disused railway complex is overgrown in parts. The railway station building remains as does the level crossing at the junction with the public road. No works to these structures are proposed as part of the scheme. An industrial land use adjoins the disused railway complex to the south.

The disused railway corridor is largely overgrown throughout the section between Midleton and Mogeely and the project will entail site clearance to accommodate the proposed greenway. Existing
planted boundaries and hedgerow will be retained where possible. Existing culverts and bridge structures will be subject to full assessment at detailed design stage however the objective will be to retain and repair with modifications or replacement only being considered in limited circumstances where necessary in the interests of safety or structural need.

Existing road crossings will be maintained and proposals are shown in the Part 8 Planning Drawings. Existing established agricultural crossings will be maintained in accordance with the principles set out in Section 4. Key elements of the scheme include the provision of a shared use path for walkers and cyclists and the provision of signage and user amenities such as seating and cycle stands. A small car park is proposed to the north of the existing northern entrance to Midleton Train Station and a second car park is proposed to the east of the existing northern station car park, access to which will be via the existing station car park. Car parking is also proposed adjoining the former station at Mogeely. The principal features of the scheme are set out in Section 4.
3.3 Mogeely to Killeagh

This section of the proposed route extends from the disused Mogeely Station to the disused Killeagh Station, a distance of approximately 4.6 km.

In Mogeely, to the east of the L-3805, a residential property and co-op store adjoin the railway corridor to the south with a church and playing fields located immediately to the north. Between Mogeely and Killeagh, the railway corridor is substantially overgrown. Within this section, the lands immediately adjoining the railway corridor are typically in agricultural use with a number of existing agricultural crossings in place and occasional farmyards, farmhouses, and residential properties in the vicinity. Adjoining the disused Killeagh Station, the disused Station Master’s House is in private residential use and two other residential properties adjoin the railway property to the north.

Between Mogeely and Killeagh, vegetation clearance will be required to accommodate the proposed development however the objective will be to retain boundary planting where possible. The scheme includes the provision of a shared use path for walkers and cyclists as well as related user amenities such as seating and signage.

Existing road crossings will be retained as detailed in the Part 8 planning drawings and proposals for the accommodation of existing agricultural crossings will be developed in accordance with the principles set out in Section 4. It is proposed that existing railway structures (bridges, culverts etc.) will be fully assessed at detailed design stage with the intention to retain and repair throughout - replacement will only be considered where required in the interests of safety or structural necessity. A minor deviation from the original alignment of the railway property is proposed at Ballyquirk where the former railway cottage is occupied. Car parking is proposed at the former Killeagh station area. The principal features of the scheme are set out in Section 4.
3.4 Killeagh to Youghal
This section extends from the disused station at Killeagh to the disused station in Youghal, a distance of approximately 10.1 km.
To the east of the disused station area in Killeagh, an existing residential development is located immediately to the north of the railway corridor and a single private residence and yard adjoin the railway to the south. Continuing east from Killeagh, land use on either side of the railway corridor is chiefly agricultural with a number of agricultural crossings visible. The railway corridor between Killeagh and Youghal is generally overgrown. Occasional farmyards, farmhouses and residential properties are located adjacent to the railway corridor within this section. The landscape and agricultural character of this area changes on the approach to Ballyvergan where there is some forestry and more marginal wetland or marsh land adjoining the line.

On the approach to Youghal, the railway is adjoined to the north by Seafield Caravan Park and to the south by a private residential property and Claycastle Pitch and Putt Club. Further east, a residential property is located to the north of the railway line with a gated access from the public road via a level crossing of the railway corridor. At Front Strand, a group of detached and semi-detached dwellings adjoin the railway property to the south.

The lands contiguous to the proposed scheme at the disused Youghal Station area are generally undeveloped. An existing public car park adjoins the disused train station area to the south and the original railway turntable remains in situ but is overgrown.

Between Killeagh and Youghal the proposed shared use greenway will be accommodated on the disused railway line following clearance. Existing boundaries and hedgerow will be retained where possible. As outlined in Section 4, the path will typically take the form of a sealed surface bituminous finish with the exception of an approximately 2.5km section in the vicinity of Ballyvergan where the greenway will be accommodated on boardwalk. The remainder of the path from the Railway Bridge to Youghal Station will have a sealed surface finish.

As shown in the Part 8 Planning Drawings, existing road crossings will be retained throughout. Existing established operational agricultural crossings will be maintained as outlined in Section 4. Access to the existing residential property to the north of the railway line at Claycastle will be maintained. Throughout the section between Killeagh and Youghal, existing railway structures (bridges, culverts etc.) will be assessed in full at detailed design stage where the objective will be to retain and repair with modifications or replacement only provided where so required in the interests of safety or structural need. Car parking and footpath access is proposed adjacent to the former Youghal Station.
Plate 1.7 Disused railway corridor looking east from Killeagh showing existing railway bridge (centre)

Plate 1.8 Disused railway corridor at Ballyvergan looking east and showing Bog Road

Plate 1.8 Disused railway station area at Youghal looking east
4 Description of Principal Features of Proposed Scheme

4.1 Introduction
The following paragraphs describe the principal features of the proposed scheme and should be read in conjunction with the accompanying Part 8 Planning Drawings.

4.2 Site Clearance and Preparation
Clearance will be undertaken to remove existing vegetation and organic material but vegetation clearance will be kept to a minimum during the construction phase. Hedgerows and tree lines will be maintained where possible however the removal of overgrown and encroaching vegetation on the disused railway will be necessary for site access and construction on all sections of the greenway.

Some of the railway track was removed a number of years ago. It is proposed that the remaining track will be lifted and both track and sleepers will be salvaged where possible. The existing track would not be suitable for future reuse as railway track. The existing ballast will remain in position to act as part of the foundation layer for the proposed path.

4.3 Proposed Path
The proposed path will largely be formed using a sealed bituminous surface with the exception of an approximately 2.5km section in the vicinity of Ballyvergan on the approach to Youghal.

4.3.1 Sealed Surface Path
The railway corridor was constructed to accommodate a single track. The track line is generally located in the centre of the corridor but does shift in position on approaches to bends. It is proposed to generally position the proposed path on top of the existing track line.

The proposed path is to have a desirable maximum width of up to 4m and a minimum width of 3m, made up of 40mm bituminous surface laid on 150mm of crushed stone sub-base. Localised exceptions to this may arise, for example, at existing bridges or in similar situations.

As stated, the proposed path will be generally constructed on the existing line and the existing ballast will be retained to form part of the foundation layer. An indicative section detail for the proposed path is provided in the Part 8 Planning Drawings. The full details for the path construction will be specified at detailed design stage. Where the proposed path is located on an embankment, additional fencing may be used to confine users to the path. There will be a cross fall of 3% on the surface of the finished path.
4.3.2 Boardwalk
Between Chainage 1200 and Chainage 3800 as shown in the Part 8 Planning Drawings, the proposed path will be constructed as a boardwalk. The boardwalk will be constructed of either a raft foundation or similar system which will be specified at detailed design stage. The boardwalk deck will be constructed of either timber or composite material, subject to specification at detailed design stage. As the boardwalk will be elevated above the surrounding ground levels, railings will be provided on the boardwalk edges to 1.4m in height. This section of the proposed path will follow the alignment of the railway line and will be up to 4m in effective width, subject to full specification at detailed design stage.

4.4 Bridges
A number of existing railway bridges over local roads and/or watercourses will require retrofitting to accommodate the proposed path. The bridges are in varying states of repair with some bridge decks and/or parapets in poor condition.

Works to upgrade or repair bridges will include remedial works or the provision of a new concrete deck. No earthworks, remedial works, construction or in-stream works outside the existing railway corridor are required as part of the proposal. Railings will be installed on over-bridges to provide 1.4m high protection for users.

4.5 Culverts
Works to upgrade or repair culverts will include remedial works or the provision of a new box culvert. No earthworks, remedial works, construction or in-stream works outside the existing railway corridor are required as part of the proposal. Railings may be installed on culverts where required to provide 1.4m high protection for users.

4.6 Drainage
The existing drainage paths and culverts which are located along the railway are to be retained. A proposed cross fall of 3% will direct runoff towards the existing drainage ditch adjacent to the disused railway.

Drainage ditches will be maintained in their present condition. As the runoff from the proposed path will be limited, the existing drainage ditches will be more than capable of providing sufficient drainage capacity for the proposed greenway path. An additional closed drainage pipe system may be required where the condition of the existing drainage ditches warrant replacement. The full details of the construction will be specified at detailed design stage. Run-off from car parking facilities will connect to existing storm water services or soakways where none are present.

The provision of a boardwalk through the Ballyvergan area will not impact on existing drainage as the path will be above existing ground levels.
A Flood Risk Assessment has been prepared and is contained under separate cover within the Part 8 Planning Document. This report concludes that the proposed development is defined as a ‘water-compatible development’ and therefore its construction is acceptable. While there is potential for parts of the path to be inundated during a flooding event, this is acceptable provided that the path design takes this into consideration.

4.7 Car Parking, Access Points and Lighting
The Part 8 Planning Drawings show indicative layouts for proposed car parking arrangements which will be further developed at detailed design stage. Ducting will be provided however the greenway is not proposed to be lit.

Access points to car parking facilities are shown in the scheme drawings. Vegetation and tree removal will be required to facilitate access and sight lines. Vehicular access to the greenway at car parks and road crossings shall be permitted for maintenance and emergency use only.

4.8 Road Crossings
A number of at-grade road crossings exist along the existing railway corridor which will be retained as part of the scheme but may require some works to provide a safe crossing point for pedestrians and cyclists and in the interests of the safety of road users. Proposed works at these locations may include additional road markings, signage and other traffic calming measures on the local road. The level of traffic calming will depend on the level of vehicular traffic on the local roads which are to be crossed as well as visibility at the crossings. Signage and access controls will also be required on the greenway to alert walkers and cyclists of approaching road crossings. All relevant approvals and liaison with the Area Roads Engineer will be adhered to for any traffic calming proposals which fall under this project.

The treatment of road crossings will vary from where the greenway path crosses a public road within a town/village and where it crosses a public road in a rural area. In built up areas, the crossings will include provision of traffic calming measures and may include additional street lighting. All crossing points will incorporate staggered gates, advanced warning signage for both the path users and advance warning signage for road users. Walkers and cyclists will be required to yield to road users. Crossings will be at grade and may include antiskid surfacing treatment as appropriate.

4.9 Agricultural Crossings
The accommodation of existing established agricultural crossings will be provided for as part of the scheme and will generally take the form of a level at-grade crossing with agricultural gates on either side of the corridor providing the individual landowner with access. A concrete pad will be provided between the agricultural gates and existing agricultural services (e.g. water and/or electricity) will be maintained. The accommodation works at the crossing point will be agreed in consultation with the landowner at detailed design stage, however it will typically consist of a gated arrangement, as described, which will separate the greenway path from the farm. When the land owner wishes to
use the crossing point, gates will be utilised to temporarily close the greenway path until the farmer completes his/her crossing. Surface water runoff from the greenway path will be piped to a drain to prevent water accessing lands via the crossing point. Equally water will not run off crossing points to the greenway path surface. Advance signage will be put in place on the approach to at-grade agricultural crossings to alert path users of potential agricultural activity on the path.

In exceptional circumstances, consideration may be given to the provision of a cattle under/over pass. The provision of a cattle under/over pass will only apply in a limited number of situations where it can be demonstrated to the satisfaction of the Council that the individual landowner has an existing, contiguous and substantial landholding on both sides of the railway corridor and that the land owner is currently engaged in a dairy farming operation on these contiguous lands that necessitates the movement of animals across the existing railway corridor via an established crossing on a regular basis. It is envisaged that a maximum of a single cattle under/overpass will apply per individual land owner. In such applicable circumstances, consideration will be given to the provision of an individual cattle under/overpass at or in the vicinity of an existing established agricultural crossing, the details of which will be subject to full assessment and to the site specific circumstances and conditions as well as consultation with the individual landowner at detailed design stage.

Cork County Council will appoint an agronomist to liaise with land owners at the detailed design stage in order to agree accommodation works on an individual basis.

4.10 Boundary Treatment
The following paragraphs set out proposals for boundary treatment for property adjoining the disused railway corridor.

4.10.1 Boundary Treatment with Agricultural Property
Existing vegetation and robust natural boundaries within the railway corridor will be retained where possible. Prior to the commencement of development, an assessment of existing boundaries will be undertaken with a view to developing and implementing a Landscape Masterplan and maintenance regime.

Where there is no boundary, it is proposed to re-establish the original boundary. The type of boundary will be agreed with the adjoining landowner and will take the form of either a concrete post-and-wire fence with planting or stock proof fencing with planting. Existing drainage and/or ducting will be maintained.

In general terms, it is proposed that Cork County Council will provide fencing to protect livestock. It is proposed that the fence will be erected on the farmer’s holding. Arrangements for the provision of the fence will be agreed with the land owner. It is proposed that the Council will take responsibility for the materials and the erection of the fence and that the farmer will be responsible for its maintenance.

Cork County Council will appoint an agronomist to liaise with land owners at the detailed design stage in order to agree accommodation works on an individual basis.
4.10.2 Boundary with Residential Property
A number of residential properties are located adjacent to the existing railway corridor. Screening may be required in certain areas to protect the privacy of residents however the method of screening may vary dependent on factors including proximity of the dwelling, existing boundary planting, ground levels and ground conditions etc. Consultation with landowners will be undertaken at the detailed design stage of the project to agree site specific proposals. Cork County Council will appoint a Project Liaison Officer to engage with land owners to agree details of boundary treatment at detailed design stage however as a general principle the following provisions will apply to the provision of boundary treatment at the residential curtilage of a dwelling, subject to need, site-specific considerations including ground levels and conditions and agreement with the relevant landowner:

4.10.2.1 Dwelling within 10m of Railway
Where a dwelling is within 10m of the boundary of the railway corridor and the curtilage of the dwelling directly adjoins the railway corridor, up to a maximum 2m high woven and lap boarded panel fence will be constructed and supplemented where possible on the scheme side with a natural hedgerow to future proof the fencing. In exceptional circumstances, a capped and rendered concrete block wall may be erected (to a maximum 2m height). Full details of boundary screening will be developed where required at detailed design stage. Such details will be dependent on site-specific considerations, including existing boundary planting, ground levels and conditions, and reflect consultations with the individual land owner.

As an exception to the above provisions, it should be noted that the existing disused railway corridor adjoins a number of residential properties at the Front Strand area in Youghal. As noted in Section 2.3, these individual properties are Protected Structures and are located within an Architectural Conservation Area (Youghal Town Development Plan 2009-2015). These dwellings are separated from the railway property by an existing wall. No additional boundary works are proposed at this location.

4.10.2.2 Dwelling within 50m of Railway
Where a dwelling is within 50m of the boundary of the railway corridor and where the existing boundary is not sufficient to protect the privacy of the land owner, up to a maximum 2m high woven and lap boarded panel fence will be constructed and supplemented where possible on the scheme side with a natural hedgerow to future proof the fencing. Full specifications for boundary treatment in such circumstances will be developed where required at detailed design stage. Such details will be dependent on site-specific considerations, existing boundary planting, ground levels and conditions and consultations with the individual land owner.

As an exception to the above provisions, it should be noted that the existing disused railway corridor adjoins a number of residential properties at the Front Strand area in Youghal. As noted in Section 2.3, these individual properties are Protected Structures and are located within an Architectural Conservation Area (Youghal Town Development Plan 2009-2015). These dwellings are separated from the railway property by an existing wall. No additional boundary works are proposed at this location.
4.10.3 Boundary with Commercial or Other Property
Where the railway corridor directly adjoins an existing commercial, industrial or other land use, consideration of options for boundary treatment where required will be developed at detailed design stage to reflect the nature of the adjoining land use, existing boundary treatment, ground levels and conditions, site-specific considerations and consultation with the relevant land owner.

4.11 Ducting
Ducting will be provided along the route to allow for the potential to run services such as eFibre, telecoms or similar future services.

4.12 Construction Access & Temporary Construction Compounds
Access for construction purposes will make use of existing public roads and land. It is envisaged that an area of the proposed car park locations will serve as temporary construction compounds during the construction phase. Access for construction purposes will be also be primarily via the proposed car park locations. Construction machinery (e.g. excavators, dumpers and pavers) will be used in the construction of the proposed greenway path.

4.13 Signage
Signage will incorporate visitor information, way-finding information, heritage information and advisory/regulatory information in proximity to road/agricultural crossings or as required. All signage will be subject to full specification at detailed design stage in accordance with national technical standards and guidance.

4.14 Landscaping and Ancillary Facilities
Existing boundary hedgerow will be retained where possible although overgrown and encroaching vegetation will need to be removed to facilitate the proposed scheme. A Landscape Masterplan will be developed for the overall scheme at detailed design stage and will incorporate proposals for compensatory planting. The Landscape Masterplan will identify opportunities for enhancement and include proposals for rest areas consisting of seating and cycle stands, for example. The Landscape Masterplan will be required to reflect the ecology of the area, the local environment, local history and the railway heritage in the materials, planting and other details.

4.15 Railway Buildings
A number of existing disused railway buildings are located along the route of the proposed greenway however the current Part 8 application does not include proposals for any works to these structures. It is acknowledged that these structures may have potential for appropriate reuse at a future date, for example for tourism related purposes or for visitor facilities. Any proposed works in the future would be subject to the requirements of the Planning and Development Act 2001 (as amended).
4.16 Dog Control
Dogs will be required to be kept on a lead and appropriate regulation, signage and promotion of this arrangement will be undertaken by Cork County Council.

4.17 Maintenance and Management
Cork County Council is the promoter of the proposed greenway and, subject to Part 8 planning consent being approved, a licence will be sought from Coras Iompair Eireann. Under this licence agreement, Cork County Council will be responsible for the development, maintenance and public liability of the greenway.

Cork County Council will prepare a detailed plan to provide for the ongoing maintenance and management of the proposed greenway at detailed design stage.

4.18 Funding and Timing of Development
The implementation of the proposed scheme will be dependent on the availability of funding. As such, the delivery of the scheme may be achieved in a whole stage or on a phased basis, depending on funding. Subject to Part 8 planning consent being secured, Cork County Council will seek funding from all relevant potential funding sources to secure the delivery of the project and will submit an application for the development of the proposed greenway to the National and Regional Greenway Fund through the Department of Transport, Tourism and Sport.

The sequence and timing of the works will be structured to allow environmental factors to be accommodated at appropriate stages in accordance with best practice.
Appendix 1: Cultural Heritage Sites

Sheet 1-13 inclusive