

Heritage Impact Assessment

Proposed Bridgemount link, Carrigaline, County Cork



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1. Introduction

The Traffic and Transportation Section of Cork County Council are currently developing proposals for a pedestrian and cycle route in Carrigaline; the route will link Herons Wood to Bridgemount within the northern suburban area of the town. The proposed route will utilise a section of an abandoned railway line. The area (see **Figure 1** below) has been fenced off in recent decades.

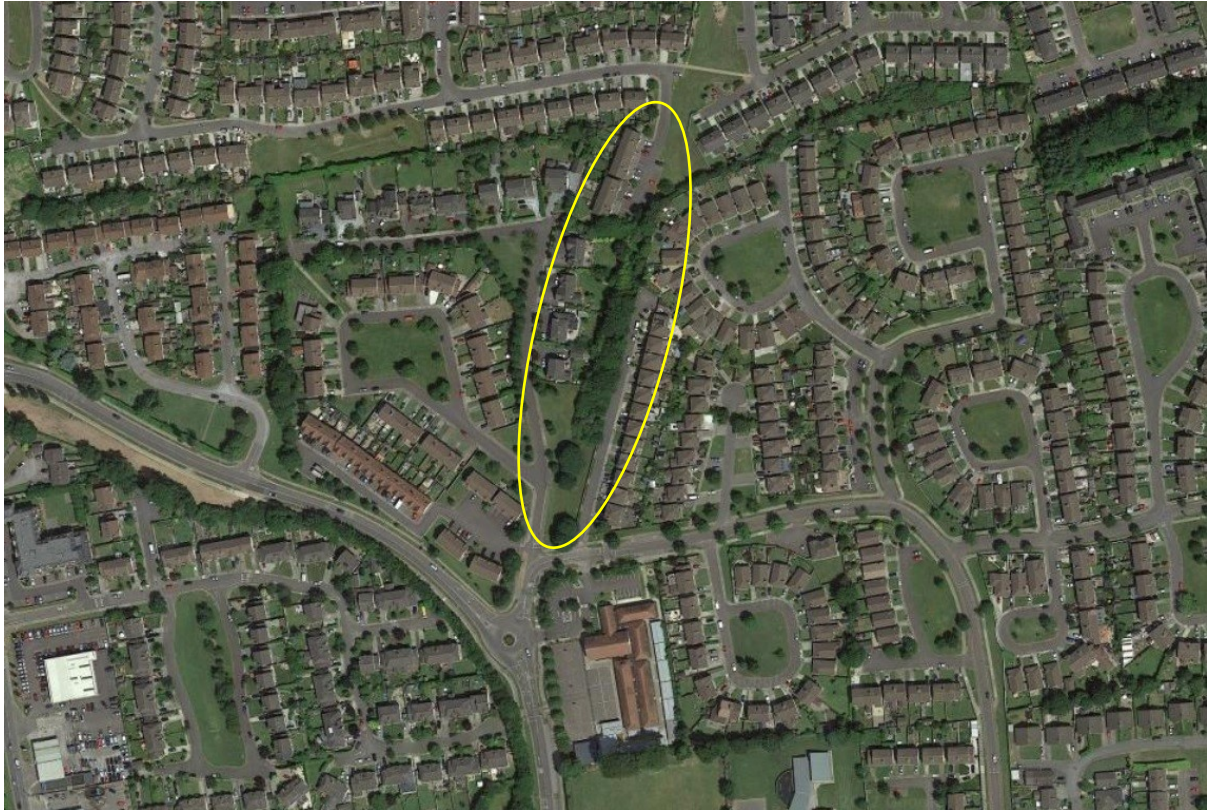


Figure 1: General location of subject area outline in yellow (Source: Google Maps)

At the request of Cork County Council, two built heritage specialists from the offices of John Cronin & Associates undertook a field inspection of a section of the disused Cork, Blackrock and Passage Railway line to determine the nature and significance of any heritage features along this section of the proposed pedestrian and cycle route.

2. Methodology

This report is based on a programme of desktop research, site inspection and desk-based assessment. The following sources were consulted as part of the desktop study:

- *Historic Environment Viewer* - The Historic Environment Viewer is an on-line digital service provided by the Department of Culture, Heritage and the Gaeltacht. It has been developed to enhance the user's experience by facilitating access to the databases of the National Monuments Service's Sites and Monuments Record (SMR) and the National Inventory of Architectural Heritage (NIAH) in a seamless one-stop point of access for both built heritage data resources. The viewer is capable of being accessed on the majority of browsers and platforms, including smart phones.
- *Cartographic Sources* - The detail on cartographic sources can indicate past settlement and land use patterns in recent centuries and can also highlight the impact of modern developments and agricultural practices. This information can aid in the identification of the location and extent of unrecorded, or partially levelled, features of archaeological or architectural heritage interest. The cartographic sources examined for the study areas include the 1st edition of the 6-inch Ordnance Survey (OS) maps (surveyed and published in the 1830s-40s), the Ordnance Survey map of 1876 and the 25-inch OS maps (surveyed and published 1887-1913).
- *Aerial photography* - In parallel with the cartographic study, a review publicly-accessible aerial photographic sources from the Ordnance Survey, Google and Bing Maps was undertaken.
- *Development Plans* - The local authority development plans relevant to the study area was consulted as part of this assessment. These plans outline the local authorities' policies for the conservation of the archaeological and architectural heritage resource and include the Record of Protected Structures (RPS) and any designated Architectural Conservation Areas (ACAs). The relevant development plan for the study area is the *Cork County Development Plan 2014* and the proposed *Cork County Development Plan 2022 – 2028*.
- *National Inventory of Architectural Heritage* - The function of the National Inventory of Architectural Heritage ('NIAH') is to record built heritage structures within the Republic of Ireland and to advise local authorities in relation to structures of interest within their areas.
- *Dictionary of Irish Architects* - The Dictionary of Irish Architects is an online database which contains biographical and bibliographical information on architects, builders and craftsmen born or working in Ireland during the period 1720 to 1940, and information on the buildings on which they worked. The Dictionary of Irish Architects was created and compiled in the Irish Architectural Archive over a period of thirty years. It was made publicly available online in January 2009. It remains a work-in-progress with new data added on a regular basis.

John Cronin and Ita O'Brien carried out an inspection of the subject site on 25/11/2021. The results of the site inspection are detailed in Section 4 and extracts from the photographic record are presented in **Appendix**. The background research, assessment of impact and report preparation was undertaken by Ita O'Brien and John Cronin.

3. Context

Location

The subject site is located within the townland of Carrigaline-Middle on a section of the disused Cork, Blackrock and Passage Railway line extension which ran to Crosshaven. The former railway cutting is secured to the south by a palisade fence and to the north by a high boundary wall and is surrounded by modern housing estates. There are no protected structures or NIAH structures within 300m of the subject site. One “recorded monument” (protected under the National Monuments Code). A lime kiln located immediately adjacent to the west of the former railway cutting is a “recorded monument” protected under the National Monuments Code and included in the Record of Monuments and Places (RMP); the monument’s reference number is CO087-032- --- (see **Figure 2** below).



Figure 2: Extract from Historic Environment Viewer (Source: Government of Ireland). The red dot indicates the recorded location of the lime kiln and the pink-shaded circle indicates an associated zone of notification for the monument.

Historical background

The Cork, Blackrock and Passage Railway line was opened in 1850, making it Cork city’s earliest railway, and initially ran from the Cork terminus at City Park Station, Victoria Road as far as Passage West. The original Cork station was replaced by the Albert Street Station in 1873. The original 5ft 3in line was replaced with a narrow gauge 3ft track in 1902 and the line was extended

as far as Crosshaven in 1904, with the Carrigaline station opening on the 18th June 1903. By 1909, eleven trains ran each way on weekdays from Cork to Crosshaven. The railway line was a popular route with passengers heading for Crosshaven on day trips and 1918 was its most profitable year with gross profits of £45,000. Extra carriages were borrowed from the Swilly and Donegal railway to accommodate the demand. During the Civil War Carrigaline bridge and part of the Douglas viaduct were destroyed. The company was incorporated into the Great Southern Railway in 1924 but due to competition from road transport and economic depression, the line closed in 1932. The Railway was taken over by the Great Southern Railways in 1925. The line beyond Monkstown was discontinued on the 1st of June 1932 and remainder closed on the 12th September 1932.



Figure 3: Historic photograph of Carrigaline railway station c. 1900 (Source: National Library of Ireland) – this former railway station is located approximately 400 metres to the south-south-west of the proposed Bridgemount Link

Cartographic review

The detail on historic cartographic sources demonstrates the nature of past settlements and land use patterns in recent centuries and can also highlight the impacts of modern developments and agricultural practices. This information can aid in the identification of the location and extent of unrecorded or partially levelled features of archaeological or architectural heritage interest. The cartographic sources examined for the study areas include the 1:10,560 Ordnance Survey map (1837-42), the 1:1056 Ordnance Survey map of 1876 and the 1:2500 Ordnance Survey map (1888-1913).

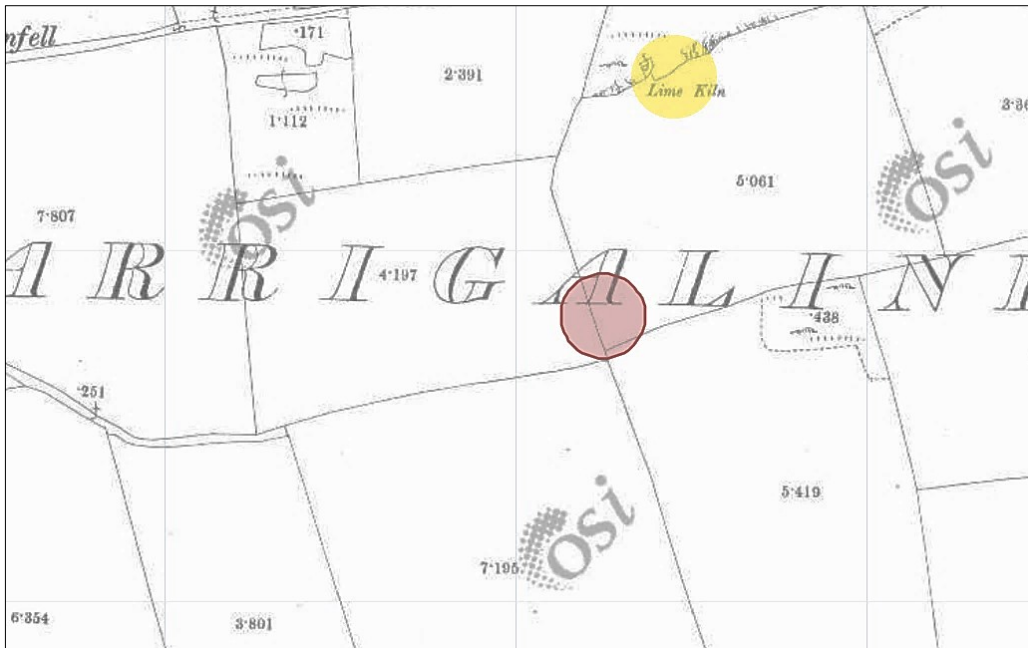


Figure 4: Extract from 1:2500 Ordnance Survey map (1888-1913) with location of overpass in red and lime kiln in yellow (Source: Government of Ireland, Historic Environment Viewer)

The 1:2500 Ordnance Survey map (1888-1913) Ordnance Survey map (see **Figure 4**) shows the area prior to the construction of the railway line. The site was in use as open farmland. The lime kiln is located in the north of the map.

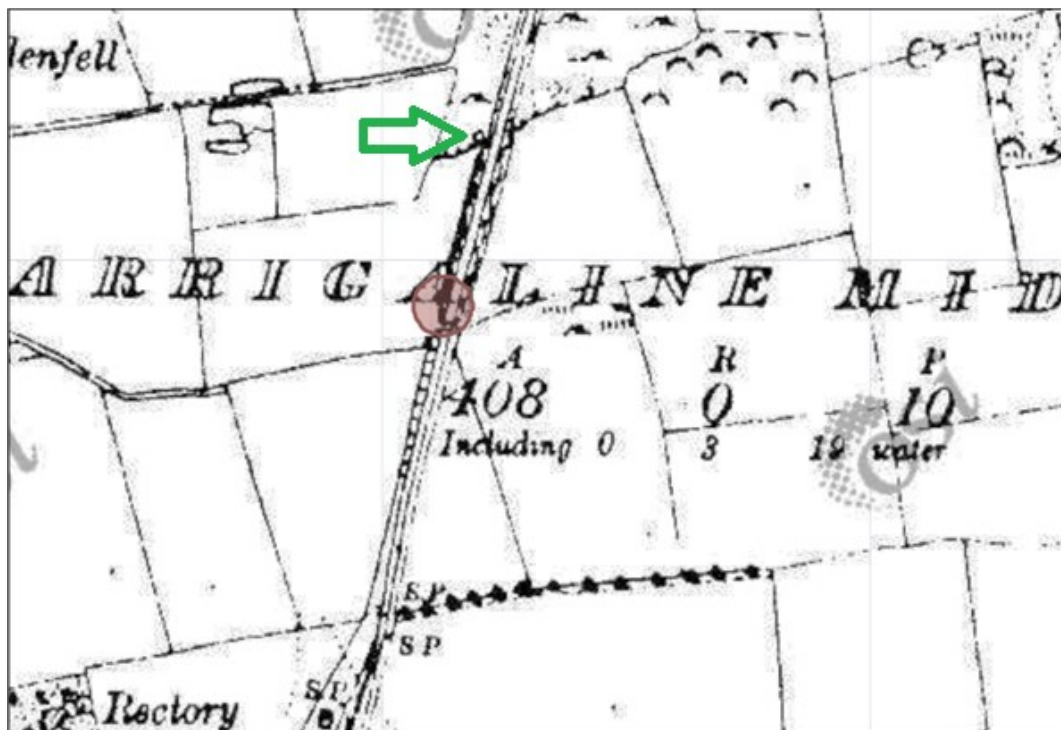


Figure 5: Extract from Cassini map c. 1934 showing railway line. The lime kiln is indicated by the green arrow and the location of the overpass is highlighted by a red circle.

The railway line which opened in c. 1902 is depicted on the Cassini map of c. 1934 (see **Figure 5** above) and the current overpass can be seen as one of two overpasses in Carrigaline Middle. The surrounding area continues in use as agricultural land.

4. Description of the site

The area inspected consists of a former railway cutting that is surrounded by modern housing development (mostly dating from the late 1990s onwards). The former railway cutting is secured to the south by a palisade fence and to the north by a high boundary wall. The boundary fences of adjoining back gardens flank the western and eastern sides of the railway cutting which is in excess of six metres deep in places. The entire cutting is heavily overgrown.

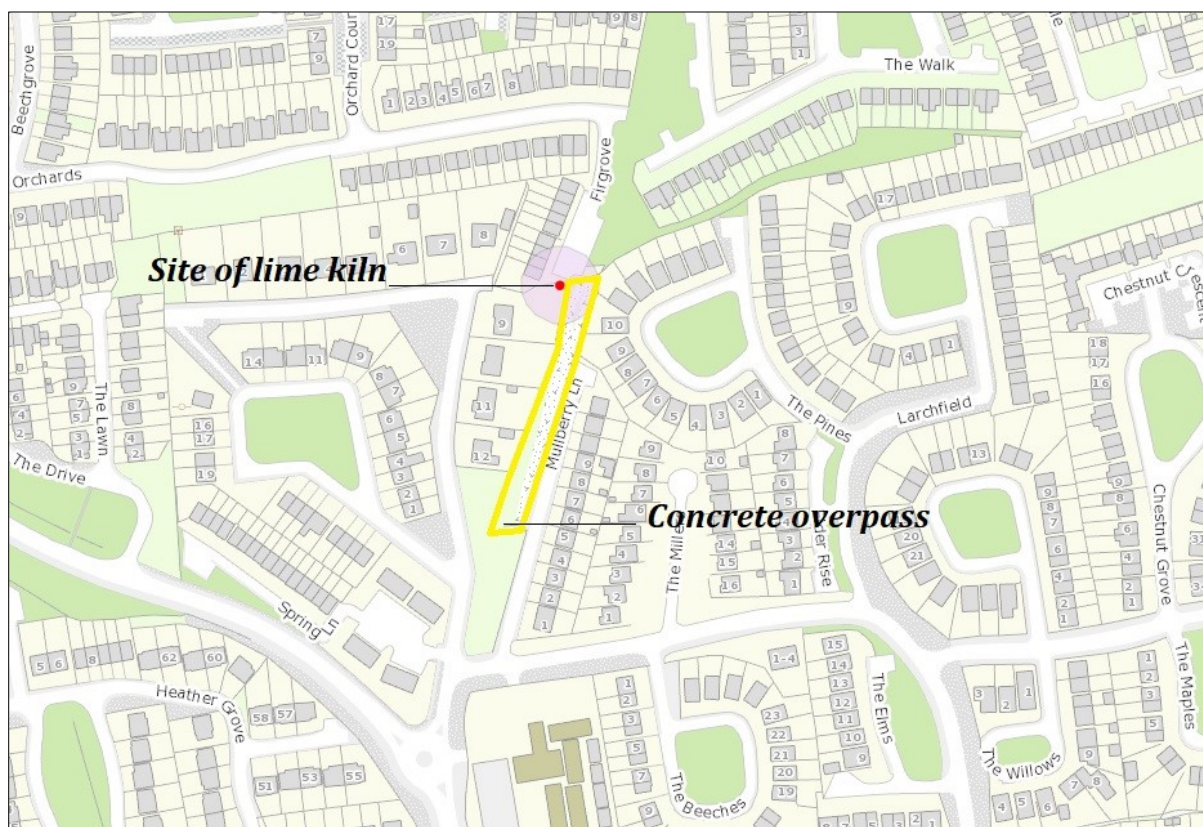


Figure 6: The subject area outlined in yellow

A recorded monument, a lime kiln (RMP No. C0087-032----) was recorded at the northern end of the former railway cutting by the Cork Archaeological Survey in February 1986. The kiln was built up against a rock outcrop and was described by the survey as follows:

In quarry, built against rock outcrop. Front (H 5.5m; Wth c. 6m) W-facing; arched recess (H 2m; Wth 2.55m; D 2.6m). Funnel barrel-shaped in cross section, brick-lined at base, stone lined higher up.

On the basis of the site survey, the monument does not appear to survive. However fragmentary remains of the structure may survive within heavy overgrowth on top of the western side of the railway cutting at the location recorded by the Cork Archaeological Survey.

At the southern end of the section of railway cutting is a narrow concrete agricultural overpass (see **Appendix**). This appears to date from the beginning of the twentieth century when the railway connection to Carrigaline was constructed. The structure consists of two concrete

abutments placed either side of the cutting; these support three reinforced concrete beams, 300mm x 500mm, which in turn support a flat reinforced concrete slab c. 3300mm x 4500mm. The bridge/overpass has a concrete parapet wall c. 100mm in thickness and c. 9300mm in length.

5. Assessment of significance

On the basis of the site survey for this assessment, the former lime kiln which is a “recorded monument” and was recorded by the Cork Archaeological Survey in the 1980s does not appear to survive. However fragmentary remains of the structure may survive within heavy overgrowth on top of the western side of the northern end of the railway cutting. Irrespective of the state of survival of the monument, the area adjoining the monument is considered a *zone of archaeological notification* and may retain material of archaeological and/or industrial interest.

The overpass dates to the beginning of the twentieth century, is utilitarian in nature and of no particular heritage significance. It is noted that this section of the former railway line is the only segment that was not along the coast and/or alongside a public road; therefore, there was a requirement for localised agricultural access across the cutting in this inland area. The structure was likely built by the railway company for the exclusive use of an individual farmer/landowner and not built as an embellishment or feature to adorn the local landscape. The structure is of basic construction. Due to the obvious deterioration of the concrete (see photographic record contained within the appendix of this document), the structure may be unsuitable for retention. The structure is considered to be of negligible heritage significance.

6. Conclusions and recommendations

Cork County Council are proposing to utilise a section of the disused Cork, Blackrock and Passage Railway line in the townland of Carrigaline Middle as part of a pedestrian and cycle route. A site inspection was undertaken by John Cronin & Associates to determine the nature and significance of any heritage features along this section of the proposed route.

A lime kiln (RMP No. CO087-032----) was recorded at the northern end of the former railway cutting by the Cork Archaeological Survey in February 1986. The kiln was said to be built up against a rock outcrop and according to Ordnance Survey mapping it was positioned immediately west of the railway cutting (see **Figure 5** above). In the intervening decades, the area surrounding the lime kiln has been developed for housing and the area has been walled off and is heavily overgrown. On the basis of the site survey, the monument does not appear to survive. However, fragmentary remains of the structure may survive within heavy overgrowth on top of the western side of the railway cutting. The proposed re-use of the former railway line as a pedestrian and cycle route is unlikely to give rise to any impacts on the monument (save from inadvertent and over-intensive removal of vegetation along the western side of the cutting).

The overpass is an early twentieth-century reinforced concrete structure which has been disused for many years. The structure was for agricultural use as a cattle overpass. The structure is of little or no heritage significance and displays no inherent architectural qualities or design significance. It is noted that there appears to be significant structural decay in the support beams as the concrete is spalling and delaminating, and many of the metal reinforcement bars are exposed and heavily corroded. The structure is not identified in any heritage inventory or survey as a feature of archaeological, architectural, civil engineering, or technical significance. The removal of the structure would not represent a significant loss to the built and railway heritage of Carrigaline and environs.

Recommendations

It is recommended that vegetation clearance or ground disturbance work within the *zone of archaeological notification* for the lime kiln (RMP No. CO087-032----) should be supervised/monitored by a suitably qualified archaeologist to ensure that any surviving fragmentary remains of the former lime kiln are not impacted by the proposed works.

If the concrete overpass is to be removed, it is recommended that prior to demolition that a scaled, drawn and measured survey of the structure be prepared. The survey should include ground plans, elevations, and representative sections. The resultant survey should be retained by the Traffic and Transportation Section of Cork County Council for archival purposes.

7. References

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Appendix: Photographic record



Plate 1: View to overpass from within cutting with the ground below having been infilled.



Plate 2: Northern elevation of overpass



Plate 3: Underside of overpass looking west



Plate 4: Underside of overpass looking east



Plate 5: Decayed concrete and exposed reinforcement bars