

Marina Park

ARCHITECTURE



Architectural Heritage Impact Assessment

June 2022



Howley Hayes Cooney Architecture has prepared this Architectural Heritage Impact Assessment for the Phase 2 Part 8 planning application for the Marina Park site in Cork City. This report has been prepared in conjunction with Cork City Council, OKRA Landscape Consultants and OCSC Consultant Engineers.



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1.0 Introduction

Marina Park, to the east of Cork city centre, is situated on reclaimed land that lies along the southern shore of the River Lee close to the harbour mouth. It faces north across the river towards the cranes and villas of the area known as Tivoli. A short distance up stream is the South Docks, a former industrial area now scheduled for re-development as housing, retail, leisure and offices.

The park is located at the base of an escarpment following the Old Blackrock Road westwards from the city, within the suburb of Ballintemple. Lining the road is a procession of large villas with extensive gardens, constructed by the wealthy citizens of Cork during the late eighteenth and early nineteenth centuries. Most of these houses remain largely intact, sitting along the ridge behind the park, however, many of the original gardens have been subdivided into plots to accommodate later residential development in the form of smaller houses and housing estates. The park site was reclaimed following the building of a sea wall to provide a more defined edge to the port entrance, increase the rate of flow to resist silting,

and to allow ships of deeper draft to reach the city quays. The slob land behind was slowly reclaimed by backfilling with dredging material from the river bed during the following decades. By the middle of the nineteenth century the western half of the new land was being used as a city park with a large racecourse.



Figure 1 - Late 19th c. historic photo of Marina Promenade



Figure 2 - Aerial view of Marina Park, with Phase 2 area shown in colour



Figure 3 - Phase 2 Site Plan with Red Line Boundary (by OKRA)

The Marina Park to the east was reclaimed later, with the extension of the quay walls and the introduction of the railway line serving Cork, Blackrock and Passage West. A significant part of the site was used as the show grounds for the Munster Agricultural Society, beside which a large, GAA stadium, known as Pairc Uí Caoimh was later constructed. The racecourse to the west of the park was eventually closed and became one of the largest industrial sites in the country when Ford and Dunlop established factories there and a large power plant was constructed on the site. The factories shut in the 1980s, and the brown field

sites were used as a series of industrial estates. The eastern side of the reclaimed land continues to be used for recreation; with the green areas lining the Marina road, the former railway line, now a greenway, and the Atlantic Pond combining to create a pleasant urban amenity. However, outside these areas the park is ill-defined and overgrown, and much of the built heritage is difficult to access and at risk due to neglect. Cork City Council obtained the former show grounds in 2009 and now plan to develop the site as an urban park, together with a new Centre of Excellence for Cork County GAA adjacent to the stadium.

2.0 Brief Description and History

The built heritage on the site dates from the sixteenth to the twentieth century and includes an interesting and eclectic mix of building types, from fortified dwellings, to luxury villas, industrial archaeology, garden follies, exhibition buildings and stadia. A brief description of these is as follows:

Dundanian Castle (PS492)

The medieval tower house known as Dundanian Castle was built by the Gallwey family in the 1560s and is featured on the *Pacata Hibernia* map of 1600 as *Galwaies Castell*. It is thought to be the place from which William Penn departed to America in 1682 to found the state of Pennsylvania. It is located on an elevated ridge facing north towards the river, with a slip leading down to sea level. *Dún Daingean* means the strong fortress and when built it would have been the most prominent structure in the vicinity, with strategic importance commanding the entry to the city from the harbour. Today it is obscured by mature trees, many which are close to the end



Figure 4 - Extract from *Pacata Hibernia* map of Cork from 1600 showing Dundanian Castle encircled by a motte

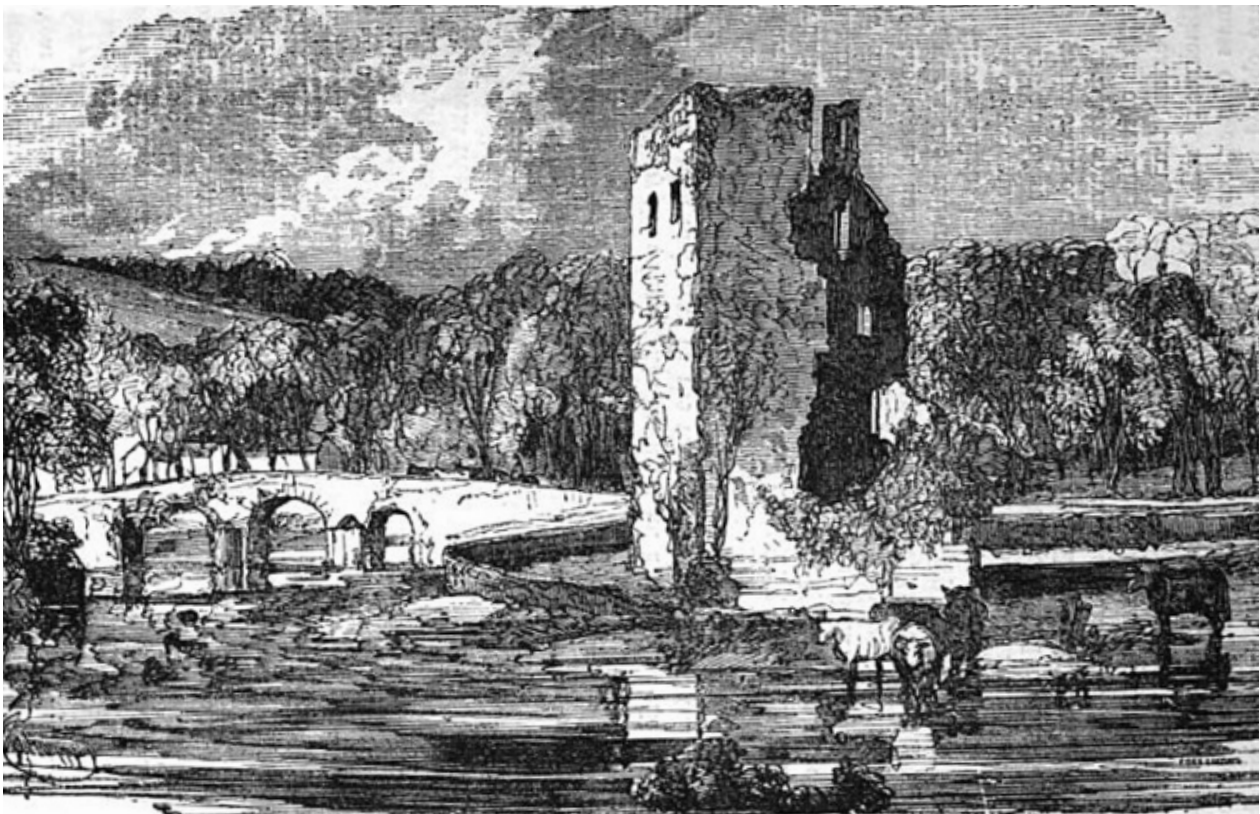


Figure 5 - Nineteenth-century view of Dundanian Castle



Figure 6 - Extract of 1842 map showing Navigation Wall and extent of land to be reclaimed

of their life. The structure is three storeys high, with a two-storey annex located to the north east corner of which only the north facing gable with its tall chimney survives. A nineteenth-century print shows it to be already in ruins (although its surrounds are not depicted accurately).

The stone slip at the base of Dundanion Castle is approximately forty metres long and over three metres wide and slopes six metres down to the current level of the park, which was previously the shoreline. While the slipway appears to have some antiquity, it is unclear whether the slip and the retaining wall lining the cliff face were built to serve the medieval tower house or were part of a later nineteenth century landscape design. On the 1869 map, the slip is fitted with gates close to the top of the slope and there are a series of terrace walls to the east of the tower. These secondary structures are not mentioned on the Record of Monuments & Places nor referred to in the description of the tower house in the Archaeological Inventory of County Cork.

Navigation Wall & Marina

The Navigation (or New) Wall was built in the 1760's to prevent the silting up of the south channel of the River Lee close to the mouth of the harbour. At this time, many of the larger ships were obliged to disembark their goods at Passage West for transport into the city. It consists of a stone quay wall nearly three kilometres in length that narrowed the width of the river to accommodate larger boats with deeper draughts.

This design enabled large ships facing into the wind to be pulled by horses as far as the city quays. A gap was left at Lapp's Island so that smaller ships could continue to use the south channel of the river. On the 1842 first edition OS map the quay is entitled 'Navigation Walk', suggesting that it was used as a promenade from an early stage and it visible to the west of Barrington's Folly. It also served as a tow-path and at a width up to fourteen metres in parts, was wide enough to accommodate carriages and pedestrians enjoying walks along the river front. Horse-drawn dredging of the riverbed commenced during the nineteenth century, with the mud and silt deposited on the landward side of the wall. Over time the deposits of compacted mud and silt led to the reclamation of the land between the wall and the escarpment of the former shoreline. This area is named as 'City Park' on the 1842 map. The first phase of the wall extended as far as

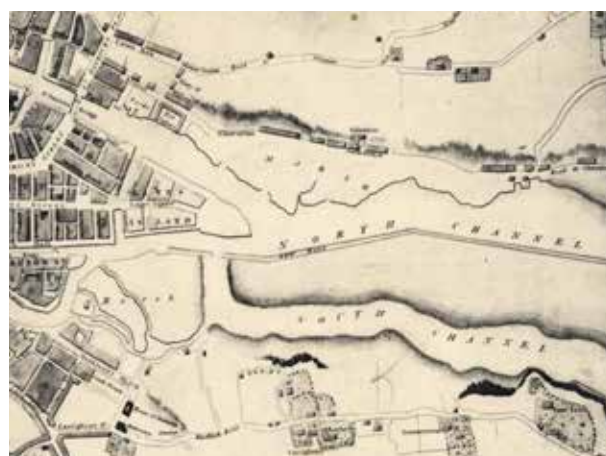


Figure 7 - Extract from Beauford's 1801 Cork map showing the wall

the present location of the sluice bridge opposite Barrington's Lane (now Avenue). In 1847, as part of the construction of the Cork, Blackrock and Passage railway the wall was extended by a further kilometre as far as Blackrock Harbour. The land reclaimed behind this new section of wall seems to have been occupied by the Ballintemple villas to supplement their already sizeable



Figure 8 - Historic photograph of the Marina and front of lodge

gardens.

Also in the 1850's, a racecourse known as the Cork (or Victoria) Park Racecourse was established. The promenade aligning the wall was completed in 1870, when it was renamed 'The Marina'. The city map of 1869 shows a tree-lined avenue along the railway and racecourse with landing places at regular intervals along its length with slips, moorings and steps down to the riverbed. Other amenities are also noted including boathouses, bandstands, bathing places and shelters and a subway and pedestrian bridges leading to the racecourse. Close to the Shandon Boat Club are

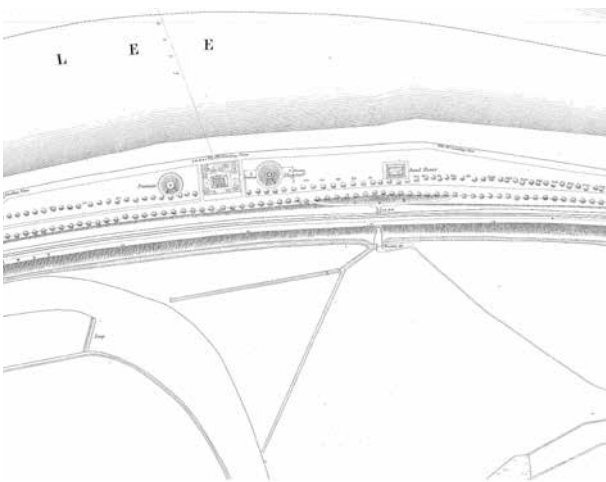


Figure 9 - 1869 map extract showing park structures along Marina

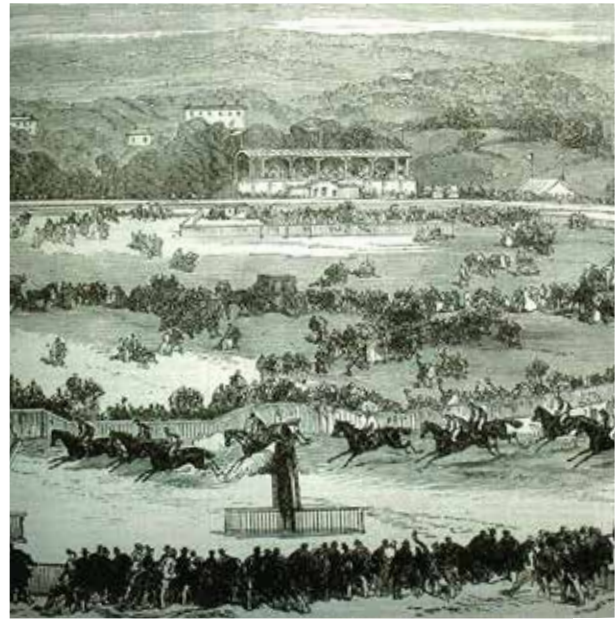


Figure 10 - Nineteenth century view of Cork Park racecourse

two mounds topped with a flagstaff and a fountain placed either side of a bandstand. A photograph from the Lawrence Collection dating from the end of the nineteenth century shows a small timber bandstand, which has since been removed, standing beside a broad sandy avenue lined by mature trees and numerous cast iron benches. Another photograph shows the small mound with the water fountain under a cast iron canopy with a short flight of steps. Close by was a building described as a 'lodge' on the 1900 map and shown on the 1869 map. This was a substantial building in an ornate cottage style.

The marshy area between the wall and the escarpment was largely filled at this time, with the Atlantic Pond and its system of drains and culverts evident, but it remains tree-less except for the base of Dundanion Castle. In 1892, the Cork Agricultural Society show grounds were established to the east of the racecourse, reinforcing the area's use for amenity and cultural pursuits. At that time, the Marina promenade extended as far as Victoria Quay. In 1917, the huge Ford tractor factory (the first outside the USA) was built on lands belonging to the Cork Park racecourse, transforming the west end of the reclaimed land into a vast industrial area, serviced by the port and powered by a large power station built in the 1950s. This change of use cut off the Marina from the city centre, and the park became more difficult to access, while remaining in use as a popular amenity.

Dundanion House

This fine neo-classical house was built in 1832 by Sir Thomas Deane, of the renowned architectural practice of Deane & Woodward, as his principal residence. At that time he had recently been knighted and was a successful architect, engineer and builder. The house was conspicuously located in this fashionable part of the burgeoning city suburbs, befitting a man of high social status. Before Dundanion, he lived for nine years in a nearby house called Drumcora, during which time he bought land to its east to create a large plot with an extensive garden stretching over 400 metres along the Old Blackrock Road. He sold this house and part of the site to his brother-in-law while keeping the eastern part, which contained Dundanion Castle, for his new residence that he named after the tower house. The newer house has a simple form with an Ionic portico facing south towards the road and a bow front facing the river. Its entrance front features restrained classical detailing with flat pilasters creating a giant order with the entrance bay being recessed. Three glazed doors under the portico provide fine views of the garden to the south from within the entrance hall, and the entire façade sits on a stepped podium. Otherwise the house is quite conventional and resembles the neighbouring houses in terms of scale and façade treatment. It remains largely intact though has been poorly extended; while much of the garden has been sold off for housing in the last forty years. The new gateway and access road installed to the Blackrock Road significantly altered the interpretation of the main garden front as it now addresses a parking area rather than a secluded garden.



Figure 11 - View of main entrance front of Dundanion House



Figure 12 - Etching of house at commencement of C, B & P railway

The award-winning housing scheme, Dundanion Court was built on the site adjoining the gate lodge just beside the walled garden, which is now the site of a petrol station. The house was originally set on extensive grounds of approximately 18 acres with a long frontage to Blackrock Road. The 1869 map shows both houses with landscaped gardens featuring winding paths through trees, statuary, a summer house, gazebo and walled garden. Later, when the garden was extended northwards to the Marina, a low limestone wall with wrought-iron railings was erected along the new boundary. These remain, though in poor condition, and the lower portion of the former garden is now a poorly maintained part of Marina Park.

Boat House



Figure 13 - Map extract from 1869 showing Dundanion House



Figure 14 - Dundanion Court housing scheme

Close to Dundanion Castle is a earth-covered structure with a rusticated stone arch entrance and brick barrel-vaulted interior. It is approximately ten metres in length, and is just over two metres in width and less than two metres high. On the nineteenth and early twentieth century maps it is listed as either a cave or a boat house. Another source suggested that that it had been used as an ice-house for the Deane family home standing above it. However, this use is unlikely. The structure is located quite high above the water line, which makes it an unlikely boathouse, more likely it was used for storing shallow draft pleasure boats in winter. It may also have been built as a type of garden folly or grotto, not unlike a cave as indicated on the early maps. An ornamental grotto-fronted boat house is found at Powerscourt Co. Wicklow, and a grotto-fronted ice-house at Hillsborough Co. Down, which have some similarities.

Barrington's Folly (PS489)

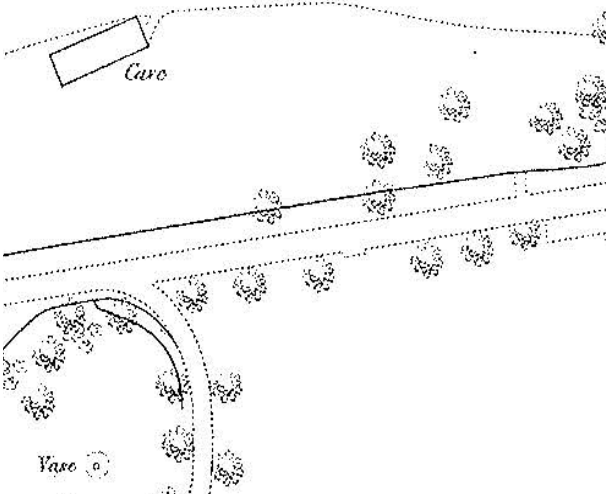


Figure 15 - Map extract from 1869 showing 'cave'



Figure 16 - Barrington's Tower

This fine garden structure or folly would seem to have been associated with Lisnalee (PS388), one of several large villas constructed along the Blackrock Road taking advantage of the panoramic views over the river. The 1842 map shows a house called Prospect with extensive gardens including a large walled garden that was accessed off Barrington's Lane. The map also indicates the folly, named 'The Castle' and also an adjacent quay. Interestingly there also appears to be a route between the folly buildings and Rock Cliffe House (NIAH 20868033), indicating a connection between these two estates.

A large water pumping station was constructed to the north of the folly in recent years, and the protected structure is now generally accessed along a small pedestrian path perpendicular to the greenway which traverses the park. Access from the south is difficult due to the development of the gardens of Lisnalee House for residential proposes and the eradication of all historic paths to the structure. Enveloped in ivy, vegetation trimming was carried out to both structures in February 2022, in order to facilitate a more detailed condition assessment of the tower and hall.

Although listed as a folly, it seems that both

the tower and the castle were originally roofed, so would be more correctly named as garden buildings. Both are now in a ruined state and are located at a level approximately eight metres below the house. At that time the quay was located beyond the end of the Navigation Wall. It is likely that they were used for parties and social functions, with the tower serving as an eye-catcher and prospect along the river side and the castle as a summer house.

The ten-metre high octagonal tower previously



Figure 17 - Interior view of Barrington's Tower

contained a timber staircase with intermediate landings. There are large door openings with pockets and corbels on the wall in the side closest to the castle that suggest a timber gallery linking to the castle at first floor and parapet level. Both structures are built from coursed rubble stone and brick, with limestone dressings, and lime plaster hood mouldings around the tower windows. The deep splayed embrasures to the slit windows, and the battlemented parapets suggest that it was in a Gothic Revival style building fashionable in the first half of the nineteenth century. Possible architects may have been the Pain brothers, who were prolific exponents of the style and were responsible for the remodelling and extension of Blackrock Castle nearby. The 1869 map shows the house as Lisnalee, which translates as Fort by the Lee. It is not entirely clear whether the house shown on the earlier map has been replaced, extended or simply renamed.

Either way, the current house is an imposing three storey building, which stands in the same location as Prospect and the garden layout is largely unchanged. On the 1869 map the castle and tower are both described as being in ruins and the quay is no longer shown as the new railway and quay wall extension has cut the garden off from the river. When originally built, the two structures would have been very conspicuous along the river shore, but now they are almost totally obscured by trees and are encroached by fencing to the pumping station.

Cork, Blackrock & Passage Railway



Figure 18 - View of Barrington's Tower (2014)

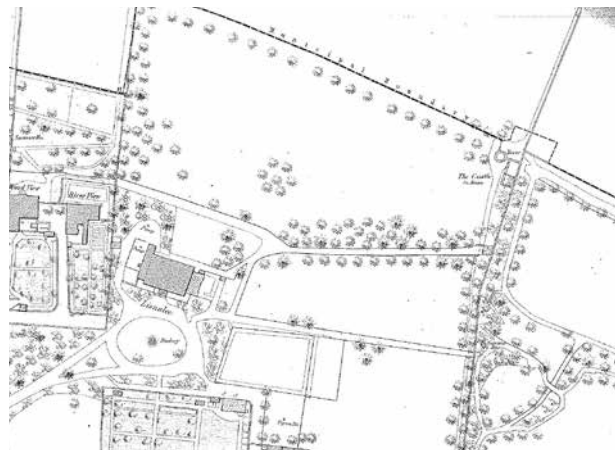


Figure 19 - Map extract from 1869 showing folly in Lisnalee garden

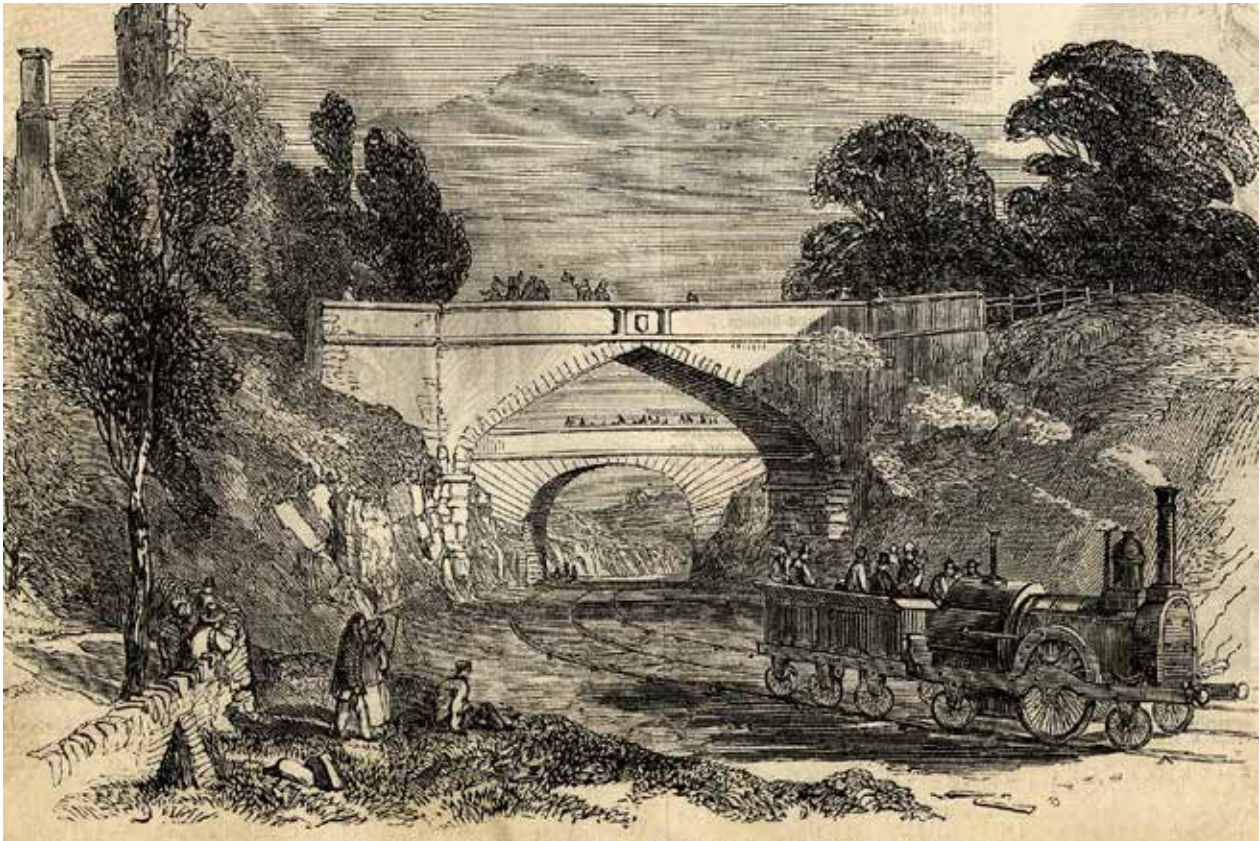


Figure 20 - Etching of opening of C,B & P railway showing bridge

The Cork, Blackrock and Passage Railway was completed in 1850, to link the city with Passage West. Thomas Deane was in charge of its construction, but the rail line itself was designed by John MacNeill who was an assistant to Thomas Telford and was responsible for many of the finest railways in Ireland. The terminus was close to the easternmost point of the Navigation Wall on Victoria Quay at the entrance to Cork Park Racecourse.

On leaving the station, the track ran along the Navigation Wall as far as the eastern end of the Atlantic Pond from where it turned inland across the newly reclaimed land. This line cut through the grounds of Dundanion Castle at a level some eight metres below the garden. This left the house and castle to the east side, and the gate lodge and stables to the west, and presented the most challenging feat of engineering along the line. The existing garden layout was largely saved by the construction of the fine, Gothic bridge, attributed to the young Benjamin Woodward. A stone plaque records the year of its construction as 1848. This may well have brought some

financial benefit to Deane, perhaps coincidental or fortuitous given the need to avoid the headland at Blackrock on the way to the Douglas viaduct and onwards to Passage West. Perhaps the fine bridge was compensation enough for Deane for the disruption to his property. The private bridge follows the path of the garden walks as shown on the first edition map of 1842.

In 1873 a new terminus was built close by on Albert Road, with a new route as far as the Atlantic Pond, which followed the former



Figure 21 - Historic photograph of train along Marina

shoreline under the escarpment, allowing better access from the racecourse directly onto the Navigation Wall. No longer able to compete with road transport the railway was closed in 1932. The line of the railway now forms part of Monahan Road, with a broad cycle and footpath on the embankment starting from its junction with the Marina at the eastern end of the Atlantic Pond. Just outside the site area between the bridge at Dundanion and the bridge over the cutting on the Blackrock Road is a small station at the base of a steep series of ramps leading up to the road above.

Former Munster Agricultural Society Buildings

An extensive collection of buildings was built by the Cork Agricultural Society (later known as the Munster Agricultural Society) in 1892, and permission was granted for the removal of these structures during the Phase 1 works for the park. This complex of buildings was fully recorded and surveyed by Howley Hayes Cooney Architecture prior to removal.

Shandon Boat Club



Figure 22 - Aerial view of site during show in 1972

In 1871, the city council granted land to build a clubhouse along the Navigation Wall. The first clubhouse was a simple corrugated metal structure and was replaced by the existing building, which dates from 1896 and has been attributed to J.F. McMullen. The clubhouse is timber-boarded at first floor level with a brick ground floor built into the embankment below the level of the road. An early photograph shows cantilevered timber balconies to all sides that were sheltered by the overhanging eaves. These were subsequently removed. The building was entered from the sides and front, with boat storage and



Figure 23 - Recent view of Shandon Boat Club complex

changing rooms below and the club rooms on the upper level with views over the river to watch regattas. Its setting was altered when the nearby power station was built in 1954. At this time the avenue was truncated so that the clubhouse was now at the end of the promenade. The building and the section of former avenue in front of it are now enclosed by a tall metal fence.

This is one of the most visible of the surviving buildings that reflect the long established recreational use of the site, despite the large industrial complex that now overshadows it.
Páirc Uí Chaoimh



Figure 24 - Late 19th c. historic photo of Shandon Boat Club



Figure 25 - Páirc Uí Chaoimh today

This stadium, with a capacity of 43,500, is one of the largest in the country. It is owned by the Gaelic Athletic Association and hosts matches for the Cork County hurling and football teams each year. Sports meetings were frequently held in the area from the mid-nineteenth century. By the late 1890s the GAA were allowed by the Cork Agricultural Society to use a portion of the site, shown as Football Ground on the 1900 second edition OS map, located between the showground buildings and the show jumping area. This pitch was not for the exclusive use for Gaelic sports; rugby matches were also played there. The Cork Athletic Grounds opened in 1904 and hosted All-Ireland finals, Munster finals and National League games. This was originally a simple stand structure with open terraces on three sides and is shown on the 1927 map in the location of the current stadium. In 1974, the existing structures were removed to make way for the current stadium. It is now entirely enclosed with concrete terraces to form a bowl with a covered stand lining the south side. The stadium underwent a significant re-development which commenced in 2016, resulting in a new stadium and all-weather pitch. Further works are anticipated around the stadium in the coming years.

Marina Park, Atlantic Pond & Surrounds



Figure 26 - Páirc Uí Chaoimh during redevelopment

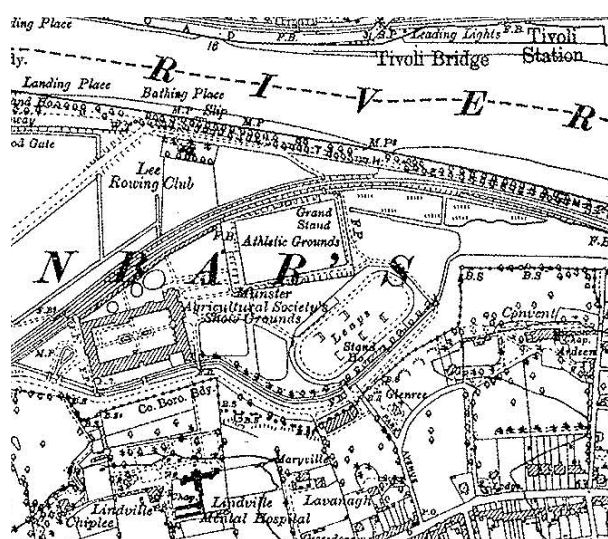


Figure 27 - 1927 Map showing Páirc Uí Chaoimh's site as Athletic Grounds



Figure 28 - The Atlantic Pond

Further east of Páirc Uí Chaoimh sits the Marina Park which consists of several distinct areas, each with their own character. These characteristics are strongly influenced by the local topography and hydrography. There are two main access routes: one is the Marina, a tree-lined avenue following the Navigation Wall beginning at Shandon Boat Club and continuing as far as Blackrock Harbour. The second follows the line of the former railway where the tracks have been removed to create a pleasant foot path and cycle way that is well shaded by mature trees. This starts at the Atlantic Pond and continues on to the viaduct leading to Douglas and Rochestown. The Atlantic Pond itself is a pleasant walk ringed with trees, with the wall to Ardfoyle Convent running along one side. The high walls to the large villa gardens align steeply sloping lanes that lead down to the pond and railway from the Old Blackrock Road. When originally constructed these would have led to the shore prior to the land reclamation. Barrington's Lane (now Barrington's Avenue), Abot's Lane (now Park Avenue) and King's Quay Lane (now Church Avenue), are a valuable part of the character of the area, and give glimpses of the Georgian villas on the ridge overlooking the park.

The remaining Victorian infrastructure such as the railway and its bridges, the sluice and bridge at the Atlantic Pond and the Navigation Wall, should all be protected and enhanced. There are isolated examples of Victorian park ornaments; such as the cast iron fountain and guardings to the fine cut-stone steps close to the Shandon Boat Club on the west side, with the cast-iron railings on a stone dwarf wall lining the Marina in front of Dundanion Castle to the east. There are two railway bridges, which traverse the green-way or old railway line, located within the proposed park site. These are not protected structures but are listed on the NIAH. Built in the mid nineteenth



Figure 29 - View across the River Lee

century to provide access to Dundanion Castle following the construction of the railway, the first bridge is a single arch structure, faced in cut ashlar faced structure, complete with rusticated base and a heraldic shield.

The local topography has meant that many areas of the park are difficult to access, but have resulted in a range of different habitats outside the main parkland. The slopes of the former shoreline escarpment are thick with undergrowth and the railway embankment's steep slopes lead down to marshy areas or thickets. Hidden among the trees are the two small, but



Figure 31 - View looking east along former railway track



Figure 32 - View over Atlantic Pond from SW corner

interesting protected structures, Dundanion Castle and Barrington's Folly, all but invisible to the casual visitor. The relatively open area to the lining the frontage of the Castle has been poorly maintained. From the map evidence, it seems that these areas were first occupied by the owners of the houses on the ridge as extensions to their gardens, and later were ceded to the Corporation, to become a public park. At that time the wall was opened up to provide access to the Marina through stone piers and a large section of the railings was removed. Although tar macadam pathways were put down and trees planted, this area does not appear to have been maintained in the recent past.

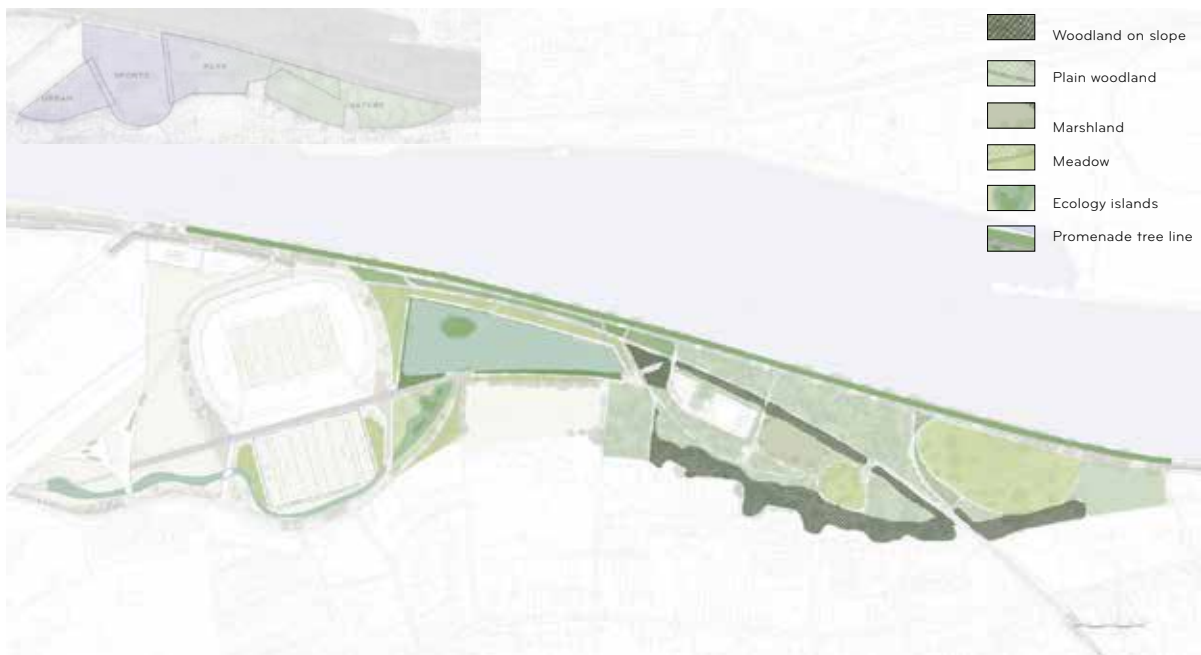


Figure 30 - Thematic plan showing the different ecological typologies identified on site (by OKRA)

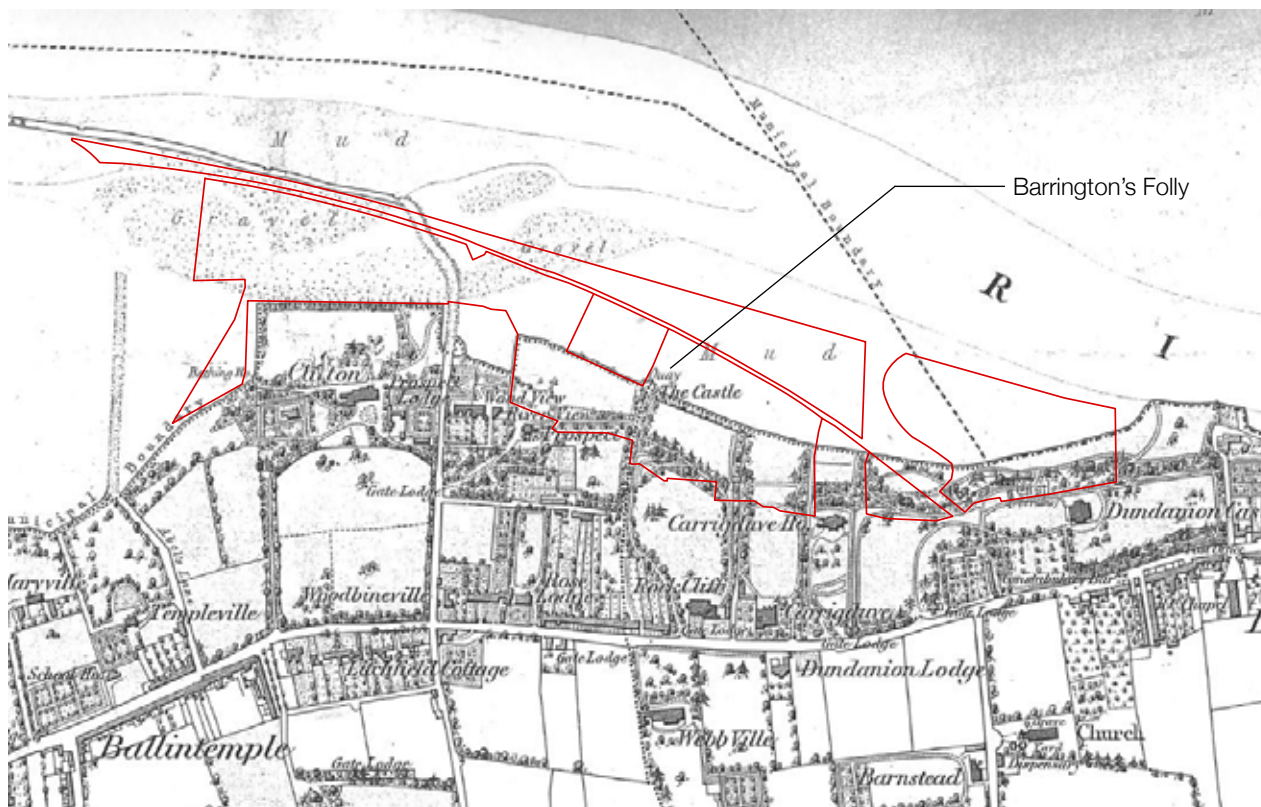


Figure 34 - 1845 OS Map First Edition w/Phase 2 Boundary Lines Over-laid

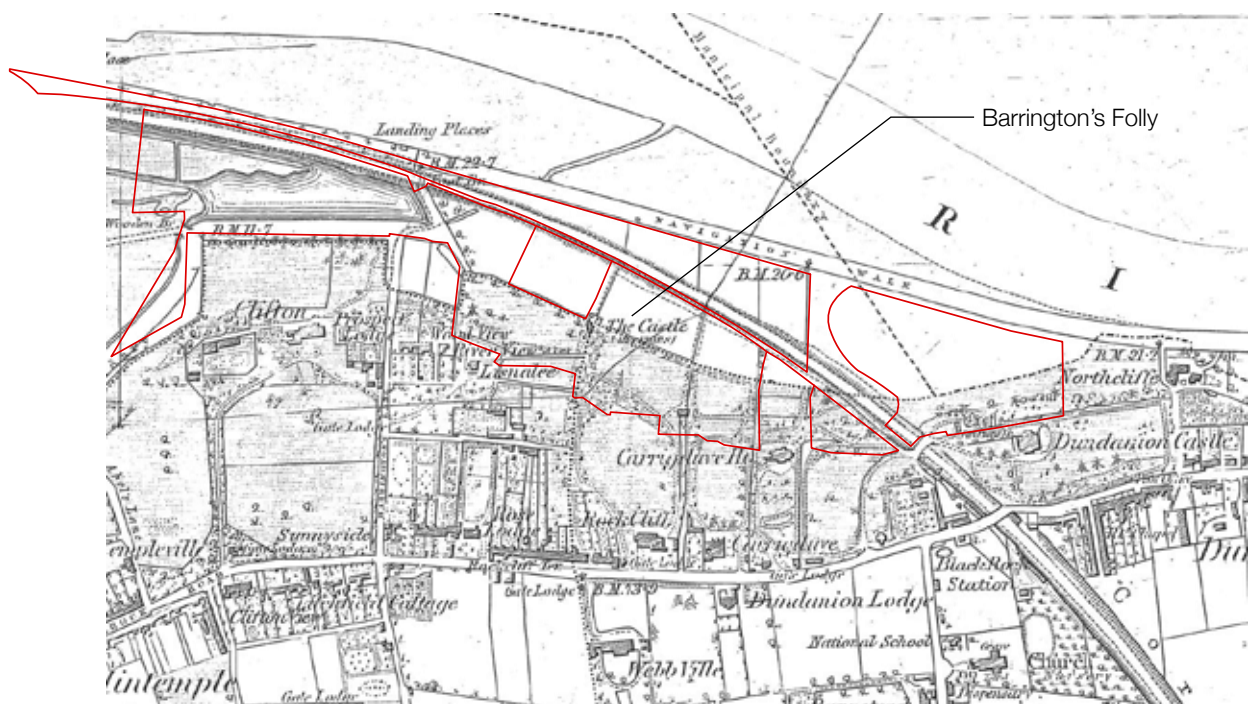


Figure 33 - 1859 OS Map First Edition w/Phase 2 Boundary Lines Over-laid

3.0 Statement of Significance

General

Significance is the means by which the cultural importance of a place and its component parts can be measured and compared. Assessing significance helps to inform the policies and proposals for the management and future use of an historic building or place, in a manner that will respect, preserve and enhance the cultural importance of the site. This can assist in identifying areas of a place where only minimal changes should be considered, and other areas where the significance and character of the place could be enhanced by change.

The assessment of the significance of the constituent elements of the place is based on an understanding of its history, phases of development and changes over time, using the system of categorisation set out in Part IV (Architectural Heritage) of the 2000 Planning & Development Act. For the historic landscape of Marina Park in Cork and its structures these categories are –historical, archaeological,

architectural, horticultural, technological and social. Each structure or area is considered separately and collectively, as an historic place, in the conclusion.



Figure 35 - Late 19th c. historic photo along the Marina Promenade



Figure 36 - View of Cork by John Butts c. 1740

Navigation Wall

The Navigation Wall is of historical, social, technological and architectural significance. It was commenced in the 1760s to accommodate the passage of large ships up to the city quays. The high quality of the stonework suggest that this new wall was intended to impress the populace and those arriving by sea, while also re-forming the river mouth and reclaiming land to be used for pleasure. The later addition of park structures and furniture illustrate the importance of the site for recreation. This reflected the growing confidence and prosperity of the city and is a highly significant example of eighteenth-century civil engineering and improvement. The changing uses of the western portion of the reclaimed land as a racecourse, car assembly plant, showground and latterly a sport stadium, together with its proposed future redevelopment, all attest to its continued evolution as a place of strategic importance to the city and the county. Currently the quay wall is not listed on the Record of Protected Structures nor the Record of Monuments & Places but should be considered as a structure of national significance.

Dundanon Castle

The north wall of the sixteenth-century tower house known as Dundanon Castle forms part of the boundary of the Marina Park. This structure is of significant historic, architectural and archaeological interest. The Castle is situated within the private grounds of Dundanon House, and when built, would have been one of the most conspicuous structures defending the approaches to the city from the sea. While it has partially collapsed, it retains its form and has several interesting features. It is reputed to have remained in use as a dwelling until the property was bought by Sir Thomas Deane. There is a reference by his wife Eliza of stonemasons making the castle a 'picturesque ruin', in order to be an ornamental feature in their extensive landscaped gardens, either as an eyecatcher or a prospect tower. It is featured in several historic views, being the oldest standing structure in the area and the only tower house remaining within the city boundary. Dundanon Castle is included on the Record of Monuments & Places ref: CO074-049, and on the Record of Protected Structures ref: (PS492).



Figure 37 - Recent view of Dundanon Castle from SW

Dundanon House & Garden

Although Dundanon House is located outside the Marina Park site area, its association with Dundanon Castle and the fact that its curtilage formerly stretched as far as the Marina means that its significance should be considered in any architectural heritage impact assessment of the area. This house was designed as the principal residence of Sir Thomas Deane (1792- 1871), one of the most eminent and prolific architects in nineteenth- century Ireland. It is of significant historical and architectural interest. His practice, in partnership with Benjamin Woodward and his son Thomas Newenham Deane, was responsible for several architectural masterpieces such as the Museum Building at Trinity College in Dublin, the Kildare Street Club and the Oxford Museum of Natural History. While less celebrated as a designer than Woodward, Deane was a successful architect and a major cultural figure of his time. The design of Dundanon House makes imaginative use of, form, proportion and neo-classical detailing to create an impressive garden front to the south. It is listed on the Record of Protected Structures ref: (PS492) and is included



Figure 38 - Portrait of Sir Thomas Deane

on the National Inventory of Architectural Heritage survey of Cork City reg. no. 20868056, with a national rating. The associated features on the site include the bridge, slipway, boat house, and other structures such as the walled garden, garden walls and the stable yard all of which remain intact. The gate lodge was removed and part of its site was ceded in the late 1960's for the building of Dundanion Court, one of the finest modernist housing schemes of its time and now a protected structure.

All of these elements considered collectively make Dundanion House, its curtilage and associated structures, an historic place of national significance.

Boat House & Slipway

The structure referred to as the boat house is an intriguing building, the purpose of which is not clear. It consists of a shallow brick vaulted structure with a stone arched opening set into the bank at the bottom of the slipway. Headroom is restricted within the building and the rocky floor suggests that it did not contain sufficient water to accommodate even a boat of shallow draft, when the edge of the former shoreline extended to this point. One possibility is that it was used for storage of small skiffs or equipment above the water line. As the structure predates the building of the navigation wall and appears to be

associated with the slipway and the tower house, it could possibly be of some antiquity. The narrow 50mm wide clay bricks used in the vault are also typical of early brick construction.

The slipway and retaining wall may also be of archaeological interest, albeit that they are not mentioned in the descriptions of the tower house in the Archaeological Inventory of County Cork. An outcrop of rock adjoining the slipway may be the edge of a former stone quarry, which may explain the construction of the ramp if extracted stone was used further afield than the near by structures. Neither the ramp nor the "boat house" is included on the Record of Protected Structures or the Record of Monuments & Places, however, a further archaeological assessment may find that they should be included.

Barrington's Folly

While no contemporary sources describing this interesting garden building are known, it is likely that it dates from the early decades of the nineteenth century. A painting by Nathaniel Grogan from c.1785 entitled *Children Playing around the Neo-Gothic Folly at Tivoli* shows Ballintemple in the background, and depicts how the wealthy citizens of Cork enjoyed and built designed landscapes and garden structures overlooking the river valley and passing ships. Barrington's Folly, as it is known, is built within the gardens of Lisnalee, which like the folly, is also a protected structure. The house and gardens predate the reclamation of the Marina Park site, and the folly would once have been one of the most conspicuous structures along the approaches to the city from sea. It is likely that the building was built for pleasure and prospect, but may also have had a more practical use, as garden follies often combined the functional with the fanciful. Like all of the best follies, Barrington's Folly provides an ornamental focus in the landscape and a place from which to enjoy good views of the surrounding landscape, in this case the gardens and the river. The architect of the folly is unknown, but both the Pain brothers and Sir Thomas Deane have associations with the area, and the architectural quality of the building would suggest a designer of their stature. There are similar examples of follies found locally such as the Fr. Mathew Tower across the river at



Figure 39 - Children Playing around the Neo-Gothic Folly at Tivoli by Nathaniel Grogan c. 1785

Glanmire designed by G.R. Pain. Barrington's Folly is a structure of regional significance and should be made more accessible to the public following repair and consolidation. A viable and sustainable new use should be found for the building when considering any new park facilities for the site. The folly is listed on the Record of Protected Structures ref: (PS489).



Figure 40 - Internal view of the tower

Cork, Blackrock & Passage Railway

The railway ceased operation in 1932, being unable to compete with the wider availability of motor transport at that time. Much of the original route remains intact, and is now used as a leafy pedestrian and cycle path linking the outlying suburbs to the park. It is of considerable strategic importance for local transport, and there are proposals to use the route for light rail or a bus corridor. Its current amenity value is important as a route giving access to park.

The pointed arch bridge at Dundanion Castle is the most conspicuous structure associated with the Cork, Blackrock & Passage Railway within the Park. It is located at the very edge of the park on its eastern side, and leads into an atmospheric cutting with sheer quarried faces, ten metres deep, with the main road passing above. A hundred metres further up the track, is a second bridge, which makes a fitting gateway entrance to the park along with the former Blackrock station house. The pointed arch bridge is of unusual construction and is fairly rare in Ireland and has been attributed to Benjamin Woodward, who would have been a young architect in Sir Thomas

Dean's practice at the time. Deane was in charge of the railway project, and the sod-turning ceremony was carried out in the grounds of his house by his wife as he was not available.

The association between this fine bridge with one of the most renowned architectural Irish practices of the nineteenth century, the interesting associated structures and picturesque location within this popular city park would support its being recorded as a place of regional significance.

The bridge is listed along with the house on the Record of Protected Structures ref: (PS492). It is also included in the NIAH survey reg. no. 20868044. The nearby station house at Blackrock is also listed on the Record of Monuments & Places ref: CO074-120.

Marina Park, Atlantic Pond & Surrounds

The Marina Park and Promenade have been used for public recreation since 1870, as a continuation of the park to the western side of reclaimed land. The historic park walls, furniture and remains of the park structures should be protected and conserved. The promenade has splendid views over the river towards Blackrock Castle. There are a range of natural habitats within the park area, lending distinct characteristics to different areas including wetlands, woodland, open water of the Atlantic Pond, and the linear park along the Marina. The view from the Marina looking towards Blackrock Castle is protected under the Cork City Council Development Plan 2009-2015.



Figure 41 - Late 19th c. historic photo from along the Marina Promenade



Figure 42 - View to east

Conclusion

As an extensive area of reclaimed land close to a busy city, the special characteristics of Marina Park are almost all as a direct result of human intervention, whether by design or consequence. The stone walls lining its edges and access lanes; the artificial water features; the major infrastructural elements of the Wall and Railway; the folly and castle, all contributed in turn to the formation of the park landscape, its structures and artefacts. These are an important part of our technological, industrial and historical heritage and should be conserved. The Victorian park structures that remain are in a vulnerable state, and illustrate the site's long use as for recreation. The adjoining former industrial site has left a legacy of national architectural and technological interest, while the social aspect of the site are also important, including its current uses by the GAA, and as a recreational destination by local residents.

The current uses should be promoted and encouraged in any proposals for new designs or alterations. Dundanion Castle and Barrington's Folly reflect the historical development and varied use of the area over the past five hundred years. However, other structures within the site also require protection in order to conserve the archaeological and architectural heritage. Together, all of these various strands of interest contribute to Marina Park being an historic place of regional, or possibly national cultural significance.

4.0 Condition of the Structures

The condition of the various historic structures located within the proposed park site were assessed during site visits in 2021 and 2022. A brief summary of the condition of Dundanion Castle is included due to its significance and current derelict and potentially dangerous structural state.

The inspection of the structures was limited, and in most cases observations were made only from ground level. Access to Barrington's Folly was made possible via scaffold, as vegetation was removed from this protected structure to facilitate inspection.

Navigation Wall & Marina Park

The Navigation Wall as found today remains largely intact, in a reasonable state of preservation with some areas that require repair where the masonry has fallen away. The eighteenth-century section that continues as far as the Atlantic Pond is in a slightly better condition than the later stretch. It features fine cut-stone blocks and cast iron bollards, a fountain and flagstaff base on artificial mounds. Further east, the dressed stones

are smaller and of poorer quality. This section has been capped in concrete in parts and has been buttressed with loose rock armour. Many sections have eroded away and it seems to be more susceptible to inundations. Salvaged dressed stones taken from the quay wall have been used to block access to the Atlantic Pond bridge.

On the eastern side of the site there are decorative iron railings lining the Marina in front of Dundanion Castle. These largely cast iron railings are rusting badly, but could be repaired and redecorated as part of the conservation works. The rubble dwarf wall and dressed limestone capping that supports the railing is intact for the most part but would benefit from re-pointing and ivy removal.

The edges to the Atlantic Pond are lined in concrete. However, the bridge and the sluice at its eastern end are fine limestone structures with large dressed stones of rock-faced ashlar, which are in a vulnerable state due to tree roots. In fact, large trees are growing directly on top of the structure suggesting an extended period of

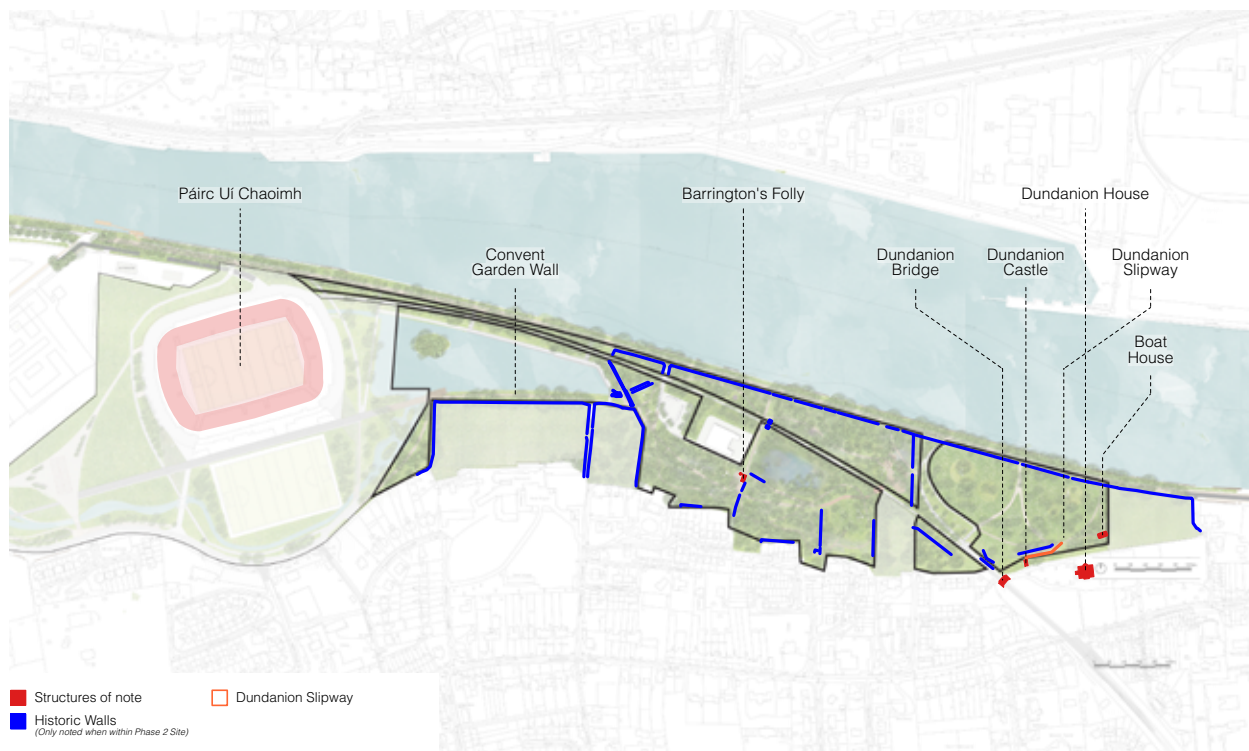


Figure 43 - Marina Historic Structures Map DRAFT

neglect. The bridge is in danger of subsidence with a significant loss of material and a concrete wall has been built along the west side. There are park benches and shelters located around the park, but most are modern types and of little significance. Any original examples that survive, as seen on early photographs, should be identified and conserved.



Figure 44 - View along historic walls to Barrington's Avenue

Boundary Walls

The site is characterised by many fine stone boundary walls dating from the nineteenth and possibly the late-eighteenth century. The walls are for the most part intact, although they have been extended in parts, reduced in others and repaired using hard cement-rich mortars. In more inaccessible areas the walls are at risk from invasive ivy growth and tree roots and have been reduced in height due to partial collapse due to neglect. Many of the walls have lost much of their mortar and require re-pointing in soft lime and sand mortars.

Barrington's Folly

This building with its octagonal tower and castle is in a very vulnerable state, and is being badly damaged by invasive ivy and nearby trees. Both structures would originally have been roofed and functional, but are listed as being in ruins on the 1869 map so have survived remarkably well. The castle is of stone construction with brick surrounds to openings, stone dressings to cappings and cornices and some cast lime mouldings. The tower has a stone base, but the main shaft is entirely of yellow brick. Pockets from the former timber floor structures are evident in both buildings. It is possible that the tower was used as the stair access for the castle, also allowing visitors to continue up the stairs to a flat roof deck from where they could enjoy prospects of the river towards the city and out into the harbour. Lime plaster finishes survive externally and internally in both buildings and the east side of the castle remains almost entirely covered in lime dash. The openings to the castle have been badly eroded from the cornice down, the brick arch over the entrance has fallen away. The tower still retains some of the window frames, which serve to brace the openings so that they remain intact. Timber lintels and beams have survived in both buildings. There is a tree growing within the castle, and another just outside it with branches and roots disturbing the integrity of the structure.

An extensive covering of ivy had invaded both structures, making the castle exterior almost entirely shrouded in ivy and briars. This ivy was trimmed back and removed under a vegetation removals programme in January 2022. The parapet to the castle and tower had been obscured due to the ivy coverage, and it is now evident that the battlements have been badly disturbed by the ivy roots. The removal of the ivy has allowed for the commencement of an emergency programme of works to consolidate the parapets, and ensure no further loss of historic fabric.

The parapets to the castle consist of a series of consistent castellations, constructed entirely in brick, with sloped limestone flags placed in the troughs, or dips, between each castellation, to create a weathering to the wall top. There is no remaining evidence of a weathering wall top to the brick battlement, though the bricks may have



Figure 45 - View of collapsed arch to 'castle' to Barrington's Folly

been stepped, and could have had a mortared or haunched top, which has since substantially failed. The lack of a weathering to the wall-tops, and the rooting of vegetation has caused the parapets to become quite unstable. The growth of vegetation has also resulted in little to no mortar remaining between the joints. The wall tops are no longer structurally stable and are at risk of imminent collapse. An emergency programme of works to consolidate the parapet tops is now underway on site.

A large tree branch is currently growing directly on top of the east wall of the castle, and may or may not be causing the corner of the structure to move – this south-east corner, at high level, is of structural concern, as it is leaning to the south, and is not adequately supported on the east gable, it is at risk of collapse.

In the castle the original floor joist pockets in the masonry wall are visible at first floor level and the roof joists are visible at roof level. These masonry pockets are of structural concern, particularly the ones at high level as much of the brick has been lost and they are positioned precariously close to the brick parapets. A continuous horizontal recess below the pockets is also a cause of concern.

Repair to these pockets is also included within the emergency works currently on-going on site.

The north and south gables of the castle contain two large segmental brick arched entrances with large windows openings above each one. The arch to the south end is still intact, though cracking and loose masonry is evident above the arch where the window opening has started to fail, and this gable is in a precarious state. The instability of the gable is further exacerbated by the complete loss of the masonry over the window opening. The presence of a large tree branch, mentioned above, which rests close to the south east corner of the structure is also a major concern. The underside of the brick arch has also been infilled with brick, and the three timber lintels supporting the infill are undersized and contain woodworm. This gable wall requires a stabilisation programme of works, and the removal of the large tree branch as soon as possible. The arch to the north gable has completely failed, with only remnants of the brick spring points remaining evident on both sides.



Figure 46 - The south gable of the hall

The octagonal tower appears to be structurally sound for the most part, built on a stone plinth, which is visible to approx. waist height above ground, with bonded brickwork construction above. Remnants of an historic lime render is evident internally and externally. There are a number of window openings with relieving brick arches and timber lintels visible. The timber lintels will need to be replaced as many have started to fail or contain woodworm. The entrance to the tower is on the south side, and there appears to be have been a link between the buildings at first floor level, though this is difficult to decipher due to loss of fabric. The ground floor arched entrance to the tower has collapsed but a first floor arch remains in place above, with a squared headed opening above this opening. A number of pockets within the wall internally indicate the position of the spiral staircase.



Figure 47 - Parapet top to the tower



Figure 48 - Window in the tower



Figure 49 - Tree resting on the parapet wall



Figure 50 - Failing lintel to the opening in the south gable

The octagonal tower is fully castellated in the same manner as the castle, though a number of the castellations have been lost on the north sides (facing the river). Sloping limestone slabs have also been placed in the troughs or dips between the brick uprights and the majority of these are still in place. There is no remaining weathering to the tops of the castellations and the brickwork is loose and completely unstable. They are at risk of imminent collapse, and will be repaired under the current emergency works.



Figure 51 - View of bridge at Dundanion looking east

Former Railway Infrastructure & Buildings

The fine bridge at Dundanion Castle has an unusual pointed arch construction, Gothic Revival in style, more in keeping with the castle rather than the neo-classical house. It consists of fine limestone ashlar, with steeply pitched, roll-topped capping stones with rock-faced ashlar facings to the abutments. A section of the cast iron railings survive and the bridge seems to be in fair condition, with little evidence of movement. However, a large tree has grown on top of abutment on the south side beside the

eastern parapet and its roots are likely to be the cause of latent defects. This should be removed to avoid serious damage to the structure. A line of shrubs and young trees along the west parapet should be removed before they become more fully established. Ivy growth is also prevalent on the piers on either side of the arch. The former route of the railway, along with its embankments and retaining walls, should also be surveyed for evidence of decay and conserved.

5.0 Conservation Strategy

Existing historic fabric should always be treated with respect, and should be retained and repaired wherever possible. There should be a general resistance to the loss of existing fabric, unless a compelling, beneficial and well-argued case can be presented. As set out in the Burra Charter, conservation strategies should do as little as possible, but as much as is necessary in order to ensure the preservation of cultural heritage and significance. The emphasis should be on retention and repair, rather than restoration and renewal, to preserve the aesthetics of age i.e. honest signs of wear and tear. Set out below are the general principles of good conservation practice together with appropriate strategies for the conservation of the architectural heritage within the site.

Maintenance & Repair

Regular on-going maintenance is the most effective way to preserve historic structures. All repairs should be carried out to the highest conservation standards using appropriate details and materials of matching quality. It is important that repair works are prioritised in terms of their

urgency, and informed by regular inspection and expert advice. Defects when left unchecked can bring about rapid deterioration, resulting in considerable financial loss that can be avoided by a regime of routine maintenance.

Reuse & Redevelopment

For the majority of historic structures and landscapes, their on-going occupation and use are of fundamental importance if the place is to be valued and maintained. It is not always possible to preserve the original use of a building or historic place throughout their lifetimes. To inject new life into a threatened or redundant building, through its adaptation for a viable new use, contemporary interventions are often necessary. New uses should be found that are sensitive to and compatible with the qualities of the place to ensure that its cultural significance is never compromised. In some cases, such as at Barrington's Folly, the 'reuse' aspect could simply be to bring it back into use as a folly within the landscape, a place where people can visit and sit, and enjoy views of the structure.



Figure 52 - Historic image of the Marina Promenade

Alterations & Interventions

Alterations & interventions may be necessary to provide improved access, or to comply with current building standards where appropriate. Any intervention should be designed to the highest standards and be an honest expression of its own age. Good conservation practice follows the principle of the reversibility of all new interventions, so that a building can always be returned to its former state if so desired. Any proposals to alter or extend a building, should take care to enhance its setting and a clear interpretation of its architectural heritage. Such interventions should be designed sensitively and should respect the design intention and integrity of the original building and its setting.



Figure 53 - View of former garden wall to Dundanion at Marina

Barrington's Folly

Barrington's Folly was built to adorn a garden and provide a prospect tower to overlook the river. The redevelopment of the park offers an excellent opportunity to conserve this interesting and important structure and to reinstate its prominence its fine river side setting. Improvements to its immediate setting would include clearing out of obtrusive vegetation, and altering the alignment of the boundary fence to the pumping station to provide more space. The folly should be preserved as a ruin, after first undertaking extensive repairs to its fabric. As there are no known drawings or reliable descriptions of the building from the nineteenth century, an attempt at a full restoration would be conjectural and inappropriate. However, even in a ruined state, the folly could be made more accessible to the public by installing a

lightweight staircase to access the parapet of the tower. This would have the dual purpose of improving access for maintenance and providing a prospect tower from which to view the new park and surroundings. As scaffolding is currently in place on the structure it is possible to see across the landscape from the top of the tower. Unfortunately the presence of the water pumping station has greatly compromised this view. Options to extend a lightweight up within the octagonal tower could also be explored, to at least provide access up to the higher levels, with views of the park visible through the window openings.

An ongoing programme of conservation works should be undertaken at Barrington's Folly to ensure the preservation of the historic fabric.

Urgent works to be tackled following the current works on site include:

- Repair of the south gable wall of the castle
- Removal of the tree branch sitting on the structure
- Removal of the dead tree to the north east corner of the castle
- Replacement of failing timber lintels with aged timber lintels of similar size

A drawing survey will be prepared of the structures following the removal of the scaffolding, along with a photographic survey of the tower and castle. This documentation will form the basis of future work proposals to conserve and repair these buildings.



Figure 54 - Interior view of the parapets to the hall prior to repair works



Figure 55 - View of east side of tower house showing erosion



Figure 56 - View of interior of west wall of 'castle'

Dundanion Castle

This monument should be preserved as a ruin, and its surrounds cleared and thinned so that it can once more be visible from the river and parkland below. While largely sited within private grounds, the tower is located on rising ground on the boundary of the current park area. The structure is in private ownership, and its long-term conservation could only be assured by incorporating it into the park so that it can be properly repaired and maintained and its association with the slipway retained. At present it is to remain in private ownership. The slip-way will sit within the park and this structure will be cleared and repaired to allow for pedestrian access up to the base of the Castle.

Boat House & Slipway

Vegetation was cleared from the boat house and slipway in February 2022, to facilitate limited protection to these structures, and a full architectural survey will be undertaken prior to embarking on future works. These structures have been inspected following limited vegetation removals from both. Associated with Dundanion Castle, they should be retained within the park proposals and revealed to the public. The slipway and the surrounding walls will require extensive repairs and consolidation to ensure they can safely be incorporated into the public realm. The boathouse is not high enough to be useable, it should be conserved and fitted with a secure gate to stop its use for anti-social behaviour, and significant rooted growth should be removed from its roof. Following removal of the vegetation it was noted that repair works are required to the front arched entrance, and a repointing of the underside of the vaulted ceiling within the structure should also be undertaken.



Figure 57 - View of entrance to vaulted interior to boat house



Figure 58 - View of slipway at base of Dundanion Castle



Figure 59 - View of boundary wall and railings in front of Dundanion

Boundary Walls and the Navigation Wall

The historic boundary walls around the site should be kept in good stead, repointed with suitable lime mortars where required, following the removal of cement mortars. Where stone repairs are required, indents of matching stone, or a suitable mortar repair should be undertaken. Vegetation management is always a concern on masonry structures, and these structures should be checked yearly to ensure that there is no progressive damage from ivy roots. Remnants of a possible portion of an old quay wall, directly west of Barrington's Folly, and aligned with shoreline

edge on the first edition ordnance survey map, will also be revealed where possible, and should be minimally disturbed, but left in a found state. Localised conservation works will be required to ensure that the stones are kept relatively well consolidated with the use of lime mortars.

All conservation repair works to the structures should be carried out under best conservation principles and in accordance with best conservation principles as outlined in the Burra Charter.

6.0 Development Strategy

Policy and Protection

It is noted in the current Cork City Development Plan 2015-2021 that two of the five strategic objectives of the plan are to:

- Ensure that elements of archaeological, architectural and other cultural significance are identified, retained and interpreted wherever possible and the knowledge placed in the public domain;
- Improve and encourage access to and understanding of the architectural heritage of the city

The park proposals provide an excellent opportunity to deliver these objectives, particularly in relation to long hidden structures such as Barrington's Folly, the slip way and boat-house.

Marina Park is not part of an Architectural Conservation Area, nor is it part of the medieval or Georgian cores of Cork City. But as established earlier in the report, it is a site of historic, social, industrial and architectural significance, and contains a range of built elements from different periods of the city's history, such as the emergence of the Blackrock railway line, and the

wealthy estates which once lined Blackrock Road.

Adjacent conservation areas include 'Blackrock Road' which sits south of the site and was a proposed ACA under the current 2015-2021 Cork City Development, and will be fully adopted under the Draft 2022-2028 Cork City Development Plan (still in draft). This ACA is centred on Blackrock Road, and the northern section of the ACA is generally described as 'escarpment adjacent to the southern bank of the River Lee'. On the south side of Blackrock Road, the conservation area extends to include the rear gardens of the terraced houses in Ballintemple and the villas along Castle Road, alongside several ecclesiastical buildings such as the Ursuline Convent, St Michael's Church of Ireland and St. Michael's Roman Catholic Church.

The northern edge of Blackrock Road housed older Georgian Terraces, as evidenced on the historic OS maps (first edition), with large estate houses and associated gate houses sitting behind these terraces, closer to the river edge, and in time the southern side of the road was developed. The entrance gates to the Rock Cliffe estate are protected (PS519) and the house itself is noted to be of regional importance on the NIAH.



Figure 60 - Planning and context map (by OKRA)



Figure 61 - Landscape plan showing retention of Barrington's Folly and surrounding proposed landscaping (by OKRA)

Landscape Preservation Zones

As noted in the Cork City Development Plan 2015-2021;

Landscape Preservation Zones (LPZs) are areas in need of special protection as their character and amenity value is considered to be highly sensitive to development and as such have limited or no development potential. Typically the landscape character of LPZs combines distinctive landscape assets such as topography / slope, tree cover, setting to historic structures / other types of open spaces and other landscape assets.

Dundanon House and Castle is listed as a LPZ, (SE9), and cites the following 'assets' 'Topography (A), Water / River Corridors (B), Tree Canopy (C) and (G) Landmarks, associated with this zone. Other adjacent LPZs include the Convent Lawn north (SE10), the Convent lawn south (SE11) and the Blackrock Road escarpment (SE12).

There is an objective to 'preserve and enhance' the character and visual amenity of LPZs'.... and 'development will be considered only where it safeguards the value and sensitivity of the particular landscape.'

Development Proposals

It is proposed to develop the site as a public park, as outlined in the proposals prepared by OKRA Landscape consultants and OCSC Engineers. The project's objective is to transform the existing landscape into an iconic park landscape with several distinct park attractions. This is a most welcome proposal as the site, though pleasant in many aspects, is in much need of focused strategic redevelopment in order to maximise its potential as a urban park for the city. A detailed masterplan for the whole site was granted Part 8 planning permission in 2013, and the proposals within this planning application relate to Phase 2 of the Marina Park redevelopment project. Phase 1, which focused on the area around and south of Pairc Ui Chaoimh, was completed last year.

The Phase 2 works aim to provide an 'eco-park' and covers 13ha of the 32ha Marina Park master-plan site. The Phase 2 site extends from the Atlantic Pond to Church Avenue, and will include the historic boundary walls to the south, Barrington's Folly, the slipway to Dundanon Castle and boat-house, and the two railway bridges which now cross over the recently established 'green-way'. It will also include the



Figure 62 - Phase 2 Existing Site Map (by OKRA)

old eighteenth century navigation wall remnants, where visible along the rear or southern part of the site. All of these structures have been carefully considered within the design proposals, with the intention of enhancing their presence within the parkland, as part of a focused effort to highlight the history of the site.

Barrington's Folly will become a focal resting point, reachable from a reinstated and improved north-south pedestrian path alongside the water pumping station. This path, located just off the green-way, will contain steps to address the level change across the site, and the fencing which currently bounds the existing path will be relocated further west, providing more space and a greater degree of separation between the pumping station and the surrounding park.

A new secondary pedestrian route through the rear or south part of the site will be opened up, providing opportunities for the public to explore a woodland setting, and heritage walk through this quieter part of the site. The area around the folly will be cleared to allow for picnic facilities and to better present the protected structure, and will include interpretation panels documenting the

history of the folly. Works to repair this important protected structure have already commenced, as agreed with the Cork City Conservation Department, and further works, to the lower parts of the structure will be carried out alongside the park redevelopment proposals, to ensure the buildings are safe, consolidated and preserved for future generations.



Figure 63 - Aerial view of Marina Park, with Phase 2 area shown in colour



Figure 64 - New accessible entrance at Carlingford Castle by HHC

The openings to the tower and castle will need to be gated, to prevent vandalism and prevent the public from entering the structures when not in use. These gates will be placed in three locations, at the entrance to the tower, and within both gables of the castle. The proposed gates should be contemporary and 'light-touch' providing minimal visual obstruction, allowing visitors to see into the structures. We have provided similar gates at Carlingford Castle constructed of weathered steel, and would propose similar here. In order to prevent the accumulation of unwanted

rubbish inside these gates, we would advise inclusion of a lightweight steel mesh to the back of each one if necessary.

A similar gate, with mesh will be added to the boat house, to prevent unwanted access within this structure. This will be determined when the existing base of the boat house is established.

There are no works required to the two bridges at this time, except for light cleaning and localised repointing with suitable lime mortars.

7.0 Impact Assessment

The design proposals are considered positive in nature, with regard to impact on the historic structures, and have been assessed below under several parameters, such as setting, views, and impact on historic fabric. The degree of the impact has also been established, as to whether it is significant, moderate, negligible, and whether or not it is a negative or positive impact.

Barrington's Folly

The historic setting of Barrington's Folly has been highly compromised by development throughout the latter two centuries. The reclamation of land beyond the folly, to facilitate the construction of the railway line, has stranded the folly inland, removing its historic presence on the shoreline. Housing development to the south and south-west has severed its historic landscaped connections with Lisnalee House and Rockcliffe House. And in recent years, the lack of vegetation management around the folly has allowed it to become completely enveloped, and virtually invisible from view and divorced from the public realm.

The existing setting is highly compromised and the proposed park will have a significant, positive impact on the setting of this structure, bringing it back into prominence as a focal point within a contemporary designed landscape. The proposal for this part of the park is to reinstate a woodland setting, while opening up a small area around the folly so that visitors to the park may sit and enjoy this nineteenth century octagonal tower and castle.

Much like the setting of the folly, the views to and from the folly have been greatly compromised in recent years, in particular with the construction of the pumping station, which sits in close proximity to the structure. The approach paths from the south, from Lisnalee and Rockcliffe House cannot be reinstated due to housing development. However a new route is proposed from the south-west within the park, a new woodland path which will afford visitors views of the folly from a southerly approach, as would have been the case for the families visiting the tower



Figure 65 - View of along promenade

and castle in the nineteenth century. The existing path from the north will be cleared and widened and this view will be greatly enhanced by the removal of vegetation and relocating of the water pump fence. Insertion of lightweight stairs within the castle and tower would allow for views out of the structure across the new park. The proposed development is considered to have a significantly positive impact on the views to and from the folly.

There will be minimal alteration to the existing historic fabric of the tower and castle, as the intention is to retain this structure in its ruinous state, but to consolidate and conserve it where required. Works will only be required to ensure that it is structurally safe. The insertion of protective gates are required for health & safety reasons, but will be minimally obtrusive, and will afford the public views into the structure. These insertions are also reversible and can be removed at a later date.

Dundanion slipway and boat-house

The Dundanion slip-way and boat-house are both completely overgrown and hidden within an unmanaged section of the park. Bringing both of these structures back into view and prominence within the proposals will have significant positive impact on the setting and views of both of these structures.

The reclaiming of the slip-way will allow people to wander up to the base of Dundanion Castle, a route previously unavailable to them, to stand at the base of this tower house, and take in views across the park. This is considered to be a positive impact upon the structure, as this new use will also ensure on-going maintenance and conservation works to the slip-way.

The design proposals which will have no significant impact on the two railway bridges, with only a moderate positive impact as the views of these bridges will be improved through clearing of surrounding vegetation. There are no other proposals which will impact upon the bridges.

The boat-house, slipway and boundary walls throughout the proposed site will all be carefully conserved where necessary, repointed with lime mortars and with localised masonry repairs only as required. Impact on the historic fabric is considered to be moderate to negligible as these historic structures.

In terms of impact on the protected and historic structures throughout the development site, the design proposals are considered to be entirely positive in nature.

8.0 Summary of Conclusions

Marina Park, to the east of Cork city centre, is situated on reclaimed land that lies along the southern shore of the River Lee close to the harbour mouth.

The park is located at the base of an escarpment following the Old Blackrock Road westwards from the city, within the suburb of Ballintemple. Lining the road is a procession of large villas with extensive gardens, constructed by the wealthy citizens of Cork during the late eighteenth and early nineteenth centuries.

The eastern side of the reclaimed land continues to be used for recreation; with the green areas lining the Marina road, the former railway line, now a greenway, and the Atlantic Pond combining to create a pleasant urban amenity. However, outside these areas the park is ill-defined and overgrown, and much of the built heritage is difficult to access and at risk due to neglect.

The built heritage on the site dates from the sixteenth to the twentieth century and includes an interesting and eclectic mix of building types, from fortified dwellings, to luxury villas, industrial archaeology, garden follies, exhibition buildings and stadia.

The medieval tower house known as Dundanion Castle was built by the Gallwey family in the 1560s and is featured on the Pacata Hibernia map of 1600 as Galwaies Castell.

The stone slip at the base of Dundanion Castle is approximately forty metres long and over three metres wide and slopes six metres down to the current level of the park, which was previously the shoreline.

Close to Dundanion Castle is a earth-covered structure with a rusticated stone arch entrance and brick barrel-vaulted interior. It is approximately ten metres in length, and is just over two metres in width and less than two metres high.

Barrington's Folly would seem to have been associated with Lisnalee (PS388), one of several large villas constructed along the Blackrock Road taking advantage of the panoramic views over the river. The 1842 map shows a house called Prospect with extensive gardens including a large walled garden that was accessed off Barrington's Lane.

A large water pumping station was constructed to the north of the folly in recent years, and the protected structure is now generally accessed along a small pedestrian path perpendicular to the greenway which traverses the park.

The Cork, Blackrock and Passage Railway was completed in 1850, to link the city with Passage West. Thomas Deane was in charge of its construction, but the rail line itself was designed by John MacNeill who was an assistant to Thomas Telford and was responsible for many of the finest railways in Ireland.

As an extensive area of reclaimed land close to a busy city, the special characteristics of Marina Park are almost all as a direct result of human intervention, whether by design or consequence... Together, all of these various strands of interest contribute to Marina Park being an historic place of regional, or possibly national cultural significance.

Barrington's Folly was built to adorn a garden and provide a prospect tower to overlook the river. The redevelopment of the park offers an excellent opportunity to conserve this interesting and important

structure and to reinstate its prominence its fine river side setting. The folly should be preserved as a ruin, after first undertaking extensive repairs to its fabric.

Dundanion Castle should be preserved as a ruin, and its surrounds cleared and thinned so that it can once more be visible from the river and parkland below. While largely sited within private grounds, the tower is located on rising ground on the boundary of the current park area. The slip-way will sit within the park and this structure will be cleared and repaired to allow for pedestrian access up to the base of the Castle.

The boathouse is not high enough to be useable, and it should be conserved and fitted with a secure gate to stop its use for anti-social behaviour, and significant rooted growth should be removed from its roof. The existing floor of the boathouse should also be revealed.

Marina Park is not part of an Architectural Conservation Area, nor is it part of the medieval or Georgian cores of Cork City. But as established earlier in the report, it is a site of historic, social, industrial and architectural significance, and contains a range of built elements from different periods of the city's history, such as the emergence of the Blackrock railway line, and the wealthy estates which once lined Blackrock Road.

The Phase 2 works aim to provide an 'eco-park' and covers 13ha of the 32ha Marina Park master-plan site. The Phase 2 site extends from the Atlantic Pond to Church Avenue, and will include the historic boundary walls to the south, Barrington's Folly, the slipway to Dundanion Castle and boat-house, and the two railway bridges which now cross over the recently established 'green-way'. It will also include the old eighteenth century navigation wall remnants, where visible along the rear or southern part of the site.

Barrington's Folly will become a focal resting point, reachable from a reinstated and improved north-south pedestrian path alongside the water pumping station. This path, located just off the green-way, will contain steps to address the level change across the site, and the fencing which currently bounds the existing path will be relocated further west, providing more space and a greater degree of separation between the pumping station and the surrounding park.

The openings to the tower and castle will need to be gated, to prevent vandalism and prevent the public from entering the structures when not in use. These gates will be placed in three locations, at the entrance to the tower, and within both gables of the castle.

The historic setting of Barrington's Folly has been highly compromised by development throughout the latter two centuries. The reclamation of land beyond the folly, to facilitate the construction of the railway line, has stranded the folly inland, removing its historic presence on the shoreline.

There will be minimal alteration to the existing historic fabric of the tower and castle, as the intention is to retain this structure in its ruinous state, but to consolidate and conserve it where required. Works will only be required to ensure that it is structurally safe.

The design proposals are considered positive in nature, with regard to impact on the historic structures.

Howley Hayes Cooney Architecture are recognised for their work in both contemporary design and for the sensitive conservation of historic buildings, structures and places. Over a thirty year period, the practice has been responsible for the conservation of many national monuments and the reuse of numerous buildings of national and international cultural significance, many of which have received RIAI, RIBA, Irish Georgian Society, Opus or Europa Nostra Awards. These include – Russborough, Lambay, Charleville Forest, Buncrana Castle, Hotel Ard na Sidhe, the former Blue Coats School (now headquarters of the Law Society of Ireland), St Catherine’s, Meath Street, and Marsh’s Library both in Dublin and the People’s Park Dun Laoghaire. Under the Conservation Accreditation System, implemented by the Royal Institute of Architects of Ireland, Howley Hayes Cooney Architecture is accredited as a Conservation Practice Grade 1 and director James Howley a Conservation Architects Grade 1. Howley Hayes Cooney Architecture have, to date, been responsible for nearly three hundred conservation plans, reports and feasibility studies for clients such as the Heritage Council, the World Monument Fund, the Office of Public Works, the Department of Arts Heritage and the Gaeltacht, the Law Society of Ireland, the Alfred Beit Foundation, Diageo Ireland, and Liebherr International, together with numerous local authorities and private clients.

