

A Development Plan
for Cobh

Cobh Urban District Council
1967

COBH URBAN DISTRICT COUNCIL

a Development Plan for

C O B H

made under the Local Government (Planning & Development) Act, 1963, by the Cobh Urban Council by resolution dated 25th September 1967.

C O N T E N T S

The Development Plan

- Part One - Development Policy
- Part Two - Definition of Boundaries
Use and Density Zoning
Sundry Regulations.
- Part Three - Development Objectives relating to particular sites.

Zoning Map. 6" = 1 mile
Objectives Map 6" = 1 mile.

Appendices

- A. - Feasibility and Priorities.
- B. - Summary of Survey Data.
- C. - Long-term considerations.
- D. - Further Studies.

Key Map $\frac{1}{2}$ " to 1 mile.
Land Use Survey (Outline) - 6" to 1 mile.
Utilities Services 6" to 1 mile.
Tables and Diagrams.

COBH DEVELOPMENT PLAN

Part One - Development Policy

It is intended that Cobh should retain and develop its status as a local shopping and service centre, as well as a tourist resort and ocean liner terminus and a focal point of commercial and industrial activity in the Lower Harbour area.

The steady decline in population was arrested in the 1956 - 1961 intercensal period and has shown an increase of 342 to 5,608 persons in the 1966 census. This represented an increase of 6.5% and is the highest percentage increase of all the towns in Cork County. The population of Cobh Rural District Electoral Division also has increased by over 200 in the same period to approximately 2,760.

This population increase is due to the development of industrial activity in the Lower Harbour and appears to be likely to continue. There is however a lack of employment opportunities for female workers.

The present water supply is not adequate to cater for unrestricted demand in periods of drought. A Regional Scheme is at present being designed in conjunction with the County Council and it is presumed that this supplementary supply will cater for all foreseeable needs. The estimated date for completion of the Regional Scheme is 1973.

It is proposed to extend the existing sewerage services to cater for minor areas which are at present dependent on septic tanks where this is economically feasible and also to extend the services to new development within the area of economic drainage according as the necessity arises.

It is intended to undertake a programme of minor road improvement works to facilitate easy and safe circulation of traffic. In considering development proposals, particular attention will be paid to the reduction of car parking on public thoroughfares. One of the objectives of the plan will be to keep heavy commercial traffic out of residential areas wherever this can be done economically.

The number of job opportunities in the locality, particularly for male workers, is the main reason for the substantial increase in population. In view of the further expected population growth and the obsolescence of many existing houses it is proposed to acquire and develop sites for both public and private housing. The pleasant environment which the town enjoys would indicate that a bolder and more positive approach to providing for private housing would be justified.

The heavy industries in the locality cater predominantly for male workers. In view of the desirability of attracting further industry, preferably to cater mainly for female employees, it is intended to seek the acquisition of a suitable industrial site and develop it as far as is feasible.

It is proposed to proceed actively with the re-development of derelict sites and to improve areas of unsightliness in accordance with a systematic programme. Priority will be given to the provision of off-the-street parking in the re-development of these areas.

It is proposed to examine the possibility of providing a community and recreation centre which would cater adequately for the social and administrative needs of the town and if possible provide for a substantial conference and lecture room.

The town and its surrounding district are of high amenity quality and recreational potential. In the development of this potential the main emphasis will be on marine activities. The advantages of Cobh, for development as a car ferry terminus, with the almost ready-made facilities, is recognised and it is intended to co-operate with the Harbour Board and any other interested parties in promoting this project. It is intended to preserve the present scale of buildings, and in general tall buildings will not be acceptable near the centre of the town. By reason of the widespread visibility of all areas of the town as a result of the steeply sloping topography strict control will be maintained on the shape, colour and appearance of all new development. A notable lack in the range of amenities available is a Golf Course.

With the exception of the promotion of industrial sites which are expected to yield a return in due course, all the proposals involve expenditure which can be financed by the Council in the ordinary course during the 5 year period of the Plan.

PART TWO - Boundaries, Zoning, etc.

1. Boundaries.

a) For considerations of development only, the Development Area shall be taken as being within the continuous line shown on the Zoning Map and described as the "Development Area Boundary". This boundary is largely determined by considerations of economic drainage of the areas involved outside the Urban Boundary.

b) The area within the broken line shown on the Zoning Map is the area of immediate or first-stage development. Extensive or dense development will not be permitted outside this area until such a time as the land within it is substantially developed. In pursuance of this policy, and in view of the limitations on utility services and the high cost of prematurely extending them, it is intended not to extend such services outside the area of first-stage development until the facilities within it are substantially absorbed by development.

c) The Urban District Boundary is shown the dash-dot line on the Zoning Map. The present Urban Area is 571 acres. This is the administrative area to which this plan applies.

2. Use Zoning.

It is proposed to establish three use zones as follows -

- a) General Development - All uses with the exception of Special Industry. In areas principally residential in character General Industry will not normally be permitted unless it offers no threat to the residential character through noise, traffic generation or other nuisance.
- b) Industry - General Industry and ancillary uses.
- e) Agriculture - Uses in connection with agriculture: and residential and industrial uses at low density, subject to conditions to protect public health and amenity, and to obviate the need for extending services. Special Industry will not normally be permitted in the Development Area.

3. Density Zoning.

Having regard to the size of the town and the existing distribution of development it is considered that no significant facts would be revealed by a density zoning analysis, and that the existing density control standards will be sufficient to prevent any problem arising in the foreseeable future.

4. Miscellaneous Requirements.

In considering applications for development permission, the following points will receive special attention :-

- a) Roads and Traffic - Business premises should in principle provide loading space within their own curtilages, together with car parking for their own vehicles. Where practicable space for visitors cars should be provided.
- b) Outdoor advertising - Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted in residential or agricultural areas. Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.
- c) Filling Stations shall conform to current standards for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

PART THREE - Development Objectives.

1. Period of Plan.

In the absence of any specific statement to the contrary the period of this Plan should be taken as being five years from its adoption. (Matters arising beyond this period are noted in Appendix C.)

2. Utility Services

- S.1 Arrange for an adequate supplementary supply of water to be received from the proposed Cobh Regional Scheme.
- S.2 Arrange for a survey of the areas not serviced by the present sewerage system with a view to having these areas integrated into the public system.

3. Roads and Traffic

- T.1 Arrange for white line delineation of parking areas with a view to better regulations of parking in the major parking areas and seek to increase these areas if possible.
- T.2 Seek to develop minor car parks wherever possible to provide off-the-street car parking as required.
- T.3 Examine the possibility of providing an improved route from West Beach to Cuskinny and preserve free of development.
- T.4 Seek to improve blind junctions and acute V junctions according as the opportunity offers.
- T.5 Preserve access to back-lands in the vicinity of Mount Eaton and also in the Ringmeen - Middleton Park area.

4. Housing

- M.1 Acquire approximately 15 acres in one or more lots suitable for public and private housing.

5. Industry

- M.2 Seek to acquire approximately 8 acres for development as an industrial site.

6. Removal of blight; renewal of obsolete areas.

- R.1 Clear derelict sites at (1) The Mall, (2) Harbour View, (3) Thomas Kent Street.
- R.2 Arrange for survey and programme the clearance of other derelict and minor derelict sites.

7. Community Facilities

- C.1 Seek to acquire a suitable site for community and administrative centre.

C.2 Seek to have extended the range of crafts at the Vocational School to cater for local industries.

8. Amenity.

A.1 Seek to develop seaside walks towards Cuskinny and White Point.

A.2 Develop Caravan Park of limited size at Bishop Roche Park.

A.3 Seek suitable site for swimming pool and examine feasibility of constructing same.

APPENDICES

Appendix A - Feasibility and Priorities.

The projects recommended are in proportion to the size and needs of the town. In most cases grants or subsidies are available from central funds for the works listed and in the case of sites proposed for acquisition for housing or industrial development a return might be expected from these in due course.

Wherever sufficient data was not available or investigations were not sufficiently detailed the proposal is usually limited to a recommendation to examine the problem further with a view to determining its feasibility.

Priorities and programming of the plan must of necessity be flexible to allow for the co-ordination of projects in the most economic sequence and also to allow for the fact that unpredictable factors will in many cases determine what is the most opportune time to implement certain proposals.

APPENDIX B - Summary of Survey Data

91) Status and Context

Cobh's history and prosperity have been intimately associated with and, to a great extent determined by, the various maritime activities - military, commercial and recreational - in the adjoining Cork Harbour. It is situated in a very pleasant environment on the southern slopes of Great Island approximately 15 miles south-east of Cork by road although only 8 miles distant by direct line. The road and rail links with Cork are carried on causeways at Belvelly. Due to the fact that it has only one direct road link with the mainland, Cobh's hinterland has been confined to the area of Great Island and this factor has inhibited its growth as a marketing and distribution centre. Its rural catchment area of approximately 10 sq. miles has a present population of about 2,760, after a long period of decline both of population and economic status the position of the town now appears to have become stabilized. It is in the unique position of being the largest centre of population in the growth area surrounding Cork City and Harbour. There are a number of large industries situated in its immediate neighbourhood and it enjoys a comprehensive range of recreational facilities and potentialities. Its main handicap is the relative seclusion imposed by lack of adequate road communications with the surrounding hinterland. The distortion of the road network in the area has been caused by the complex layout of natural waterways and tidal areas in the Harbour, and is now becoming a geographical anachronism. It is outside the context of this report to deal further with this matter but mention must be made of two vital links which call for investigation -

- (1) Causeway and bridge at East Ferry.
- (2) High level bridge from Rushbrook to Monkstown.

The fate of these two projects will have considerable influence on the future status and prosperity of Cobh. Its present day economy is based on (1) local industries (2) its potential as a tourist resort. (3) its service area. Accommodation is provided by three hotels and a large number of guest houses. There is a comprehensive range of social and sporting clubs in the town. Educational needs are adequately catered for. The magnificent Catholic Cathedral dominates the town, providing a centre-piece of very fine architectural merit. Cobh is the ecclesiastical headquarters for the Diocese of Cloyne.

(2) Population and Employment

The population and employment history and structure are illustrated by the following tables -

- a) Population History - Table 1.
- b) Population Age and Sex Structure - Table 2.
- c) Employment and Unemployment particulars - Tables 3 & 4.
- d) Variety of job opportunities - Table 5.

(3) Utility Services

- a) Water - The present supply is derived from Tibbotstown,

Water Contd.

Three service tanks regulate the distribution of the supply to the various levels of the town. The top water levels and capacities of these tanks are as follows:-

	T.W.L.	Capacity
Water tower at Carrignafof	374 O.D.	85,000 gallons
Ground Level Tank	299 O.D.	100,000 "
Low Level Tank	230 O.D.	100,000 "

The average daily consumption at present is approximately 400,000 gallons per day, of which about 320,000 gallons are consumed by domestic uses and 80,000 gallons by industry. The supply is not adequate to cater for unrestricted demand in periods of drought.

b) Sewerage - The area served by the public sewer system is shown in the Utility Services Map. It will be noted that there are substantial areas containing an appreciable number of dwellings that are not connected to the public system. The 1961 census shows that, at that time, 1327 dwellings out of the total of 1372 in the Urban Area were provided with flushed toilets. It would appear therefore that a considerable number of houses in the area in question are equipped with septic tanks or other means of disposal. The public system discharges its effluent at numerous points along the waterfront.

(4) Roads and Traffic

The only main road serving Cobh is L 189 which branches off the main Cork-Dublin Road (T.12) at Kilacloyne and passes through the town to a dead-end near East Ferry. The 1963 Traffic Census shows that the traffic flow at the western end of the town was 1375 vehicles (Average Annual Daily Traffic) with a Heavy Commercial Vehicle content of 7%, while that at the eastern end was 166 vehicles with a H.C.V. content of 3%. Due to the width of roadway along the waterfront and the very light through traffic flow Cobh has no appreciable parking or traffic problems as yet. The capacity and safety aspect of the main road deteriorates rapidly towards the eastern end of the town.

As regards circulation traffic within the town the main problem is created by a number of acute V-junctions where the turning radius should be enlarged whenever possible.

(5) Housing

The Urban Council at present owns 250 houses. Of this number 52 were constructed within the past 15 years and at the moment a further scheme of 42 houses is just complete.

The total number of dwellings in the Urban Area at the moment is approximately 1,450 of which almost 900 were constructed prior to 1900. A fairly high rate of obsolescence is to be expected in these older type houses.

It is estimated that the programme for the next five years should provide for the construction of a minimum of 110 new houses. Verolme Cork Dockyard Co. Ltd. have constructed 22

(6) Industry

Cobh is fortunate in having a number of heavy industries within convenient reach (see Table 6). These provide a preponderance of male employment, approximately 50% of which are resident in Cobh. On the other hand the number of employment opportunities available for females is very inadequate.

(7) Blight and Renewal

There are three substantial areas of blight which are situated in the more densely developed area of the town as follows -

- (1) The Mall.
- (2) Harbour View
- (3) Thomas Kent Street.

It is desirable that these areas should be cleared as far as possible and the space made available should be assigned to street widening, parking space and possibly a limited amount of housing development.

(8) Community Facilities

Cobh has a comprehensive range of social facilities and a large number of cultural, sporting and recreational clubs have been formed. Local educational needs are adequately catered for by existing establishments.

As regards recreational facilities, great potential exists for further development, particularly in respect of marine activities.

The present administrative offices are not satisfactorily accommodated. It would be advisable to consider the provision of an adequate civic centre to cater for needs of administration and appropriate social activities on a central site, the exact location of which would require detailed investigation. Plans for a new Vocational School are in hands. This is a very desirable development as, in view of Cobh's situation relative to a number of large industries, the vocational aspect of education should be adequately catered for.

(9) Amenity

Cobh has great tourist potential by reason of its coastal situation in picturesque surroundings with great variety of recreational facilities within easy reach. It provides a substantial amount of accommodation of varying grades in its hotels and guest houses and enjoys the publicity of being a port of call for trans Atlantic liners. In view of this, its development to date as a tourist resort is disappointing. It is difficult to analyse the reason for this but one of the main factors which contribute would appear to be its relative isolation as a peninsular town. The solution would be to improve road communications and this matter will more appropriately be dealt with in the County Development Plan.

The present time would seem to be opportune to start an intensive effort to develop the amenity and tourist potential of the town and its surroundings. As already mentioned sea-angling and yachting are activities which appear at the moment

Amenity Contd.

pool as the beaches in the immediate vicinity are not satisfactory and are of limited capacity.

APPENDIX C - Long-term considerations

The following projects are not under the jurisdiction of the Urban Council but their execution would react to the benefit of the town and their position should be kept under review and their completion promoted when they become economically justifiable:

- (1) Completion of bridge and ancillary road works at East Ferry.
- (2) High Level bridge linking Rushbrock and Monkstown.
- (3) Improvement of Main Road link to T.12:- Cork - Middleton Road.

APPENDIX B - Further Studies

A number of other surveys and studies would be necessary to determine the pattern of development in the City and Harbour Area and its surrounds and to identify the role which Cobh would fulfil in this development.

- (1) Work-journey pattern in Harbour and surrounding area.
- (2) Comprehensive survey of Traffic circulation and parking in the Urban Area.
- (3) Origin and destination survey of traffic in Cork City and the Airport and Lower Harbour area.
- (4) Comprehensive Survey of the potential of the Harbour Area as an industrial and international trading centre.

POPULATION HISTORY

TABLE 1.

Year	Cobh Urban	Rural District
1911	3,209	3,395
1926	7,077	2,898
1936	6,075	2,298
1946	5,619	2,146
1951	5,711	2,138
1956	5,472	2,311
1961	5,266	2,554
1966	5,608	2,760 (est.)

TABLE 2.

AGE AND SEX STRUCTURE

Age Group	State		Munster		Cork County		Cobh Urban	
	M %	F %	M %	F %	M %	F %	M %	F %
0 - 14	15.9	15.2	15.6	15.1	14.9	14.2	14.2	15.3
15 - 44	18.2	18.2	18.2	17.4	18.3	17.4	18.0	18.8
45 - 64	10.8	10.6	10.6	11.8	11.6	11.4	10.3	11.6
65 & over	5.3	5.8	5.8	6.5	5.9	6.7	4.4	7.4
Total	50.2	49.8	50.2	49.8	50.7	49.3	46.9	53.1

MONTHLY LIVE REGISTERED RETURNS DEC. '65 - NOVEMBER '66.

TABLE 3.

MONTH	NUMBER
December, 1965.	37
January, 1966.	30
February, "	28
March, "	14
April, "	27
May, "	9
June, "	13
July, "	8
August, "	7
September, "	9
October, "	9
November, "	17

COBH URBAN DISTRICT COUNCIL
ANNUAL AVERAGE LIVE REGISTER '61 - '65
APPENDIX B. Table 4.

	Gainfully occupied persons - Census of Population 1961	Average total live register					Average total live register as % of gainfully occupied persons 1961				
		1961	1962	1963	1964	1965	1961	1962	1963	1964	1965
	913 (39.5 %)	19	18	18	15	13	2.1	2.0	2.0	1.6	1.4
	904 (40.4 %)	19	18	17	17	19	2.1	2.0	1.9	1.9	2.1
ty	901 (37.2 %)	22	14	13	16	12	2.4	1.6	1.4	1.8	1.3
	1,941 (36.8 %)	92	71	98	79	97	4.7	3.7	5.0	4.1	5.0
	1,240 (37.8 %)	45	39	41	42	47	3.6	3.1	3.3	3.4	3.8
	646 (40.8 %)	38	44	30	37	44	5.9	6.8	4.6	5.7	6.8
	818 (37.7 %)	15	19	16	12	17	1.8	2.3	2.0	1.5	2.1
	2,052 (37.0 %)	53	56	73	66	58	2.6	2.7	3.6	3.2	2.8
	1,107 (39.9 %)	49	42	49	56	40	4.4	3.8	4.4	5.1	3.6
West	914 (35.7 %)	43	36	46	33	40	4.7	3.9	5.0	3.6	4.4
en	760 (36.9 %)	32	27	22	17	16	4.2	3.6	2.9	2.2	2.1
	1,836 (36.4 %)	55	54	54	50	57	3.0	2.9	2.9	2.7	3.1


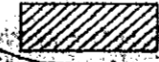
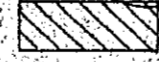
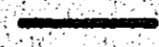


VARIETY OF JOB OPPORTUNITIES.

EMPLOYER	TYPE OF INDUSTRY.	EMPLOYEES	
		MALE	FEMALE
IRISH STEEL HOLDINGS LTD. HAULBOWLINE, CO. CORK.	STEELMAKERS & ROLLERS.	726	27
VEROLME DOCKYARD COBH.	SHIPBUILDING	713	25
MARINE TRANSPORT SERVICES, ATLANTIC QUAY, COBH.	MARINE TRANSPORT.	33	5
DEPT. OF DEFENCE NAVAL DOCKYARD, HAULBOWLINE.	PUBLIC SERVICE	83	
DEPT. OF DEFENCE CORPS OF ENGINEERS SPIKE ISLAND.	"	42	
DEPT. OF DEFENCE NAVAL TRANSPORT	"	36	



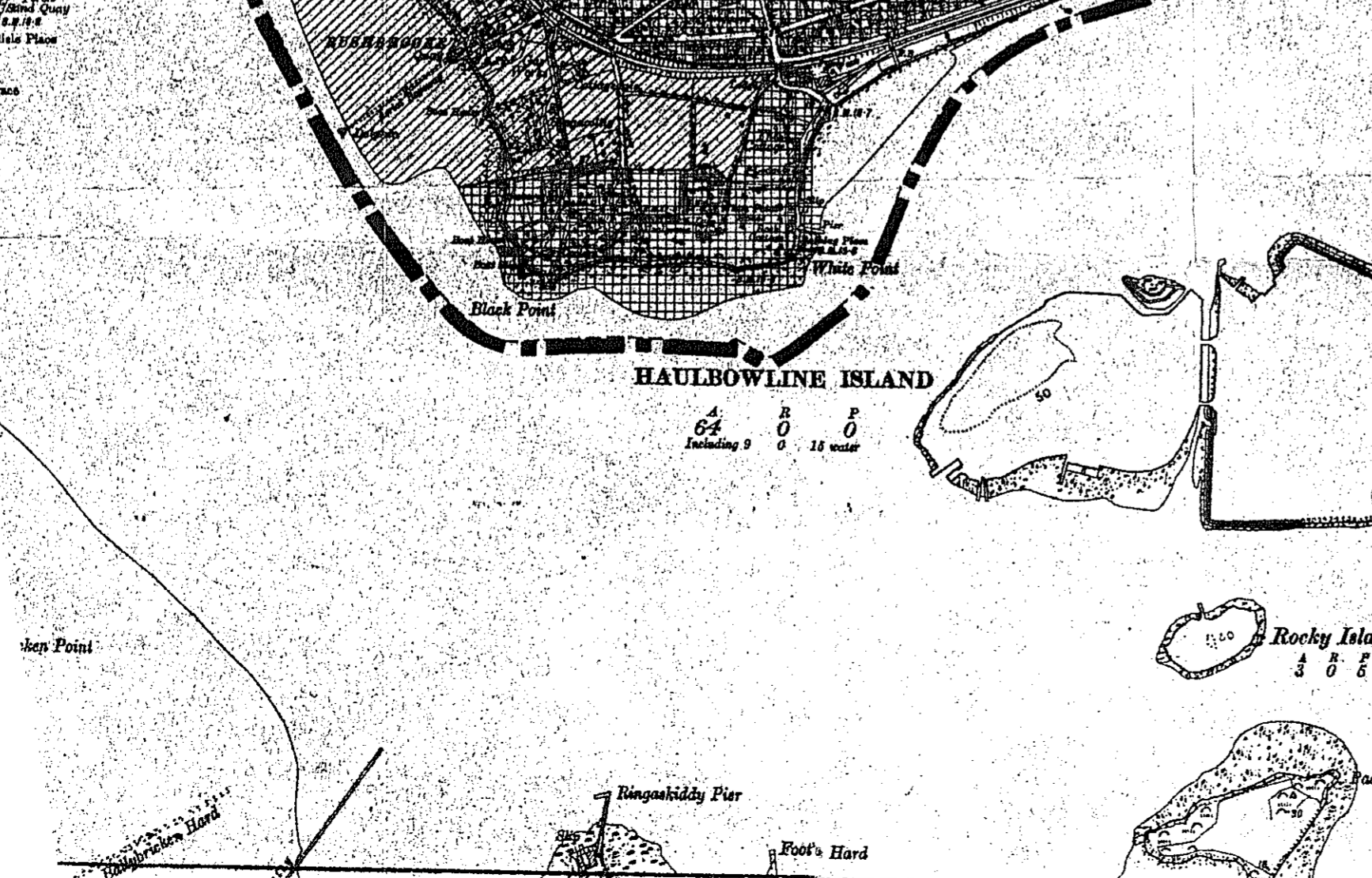
COBH URBAN DISTRICT COUNCIL
DEVELOPMENT PLAN 1967

ZONING MAP

-  general development.
-  industry.
-  agriculture.
-  development area boundary.
-  urban district boundary.
-  area of 1st stage development otherwise coincident with urban district boundary.

SCALE - 6 ins. to 1 mile.

T.D. BUCKLEY B.E. COUNTY ENGINEER.



Spitbank Lighthouse
(Plan 4 and 17414)

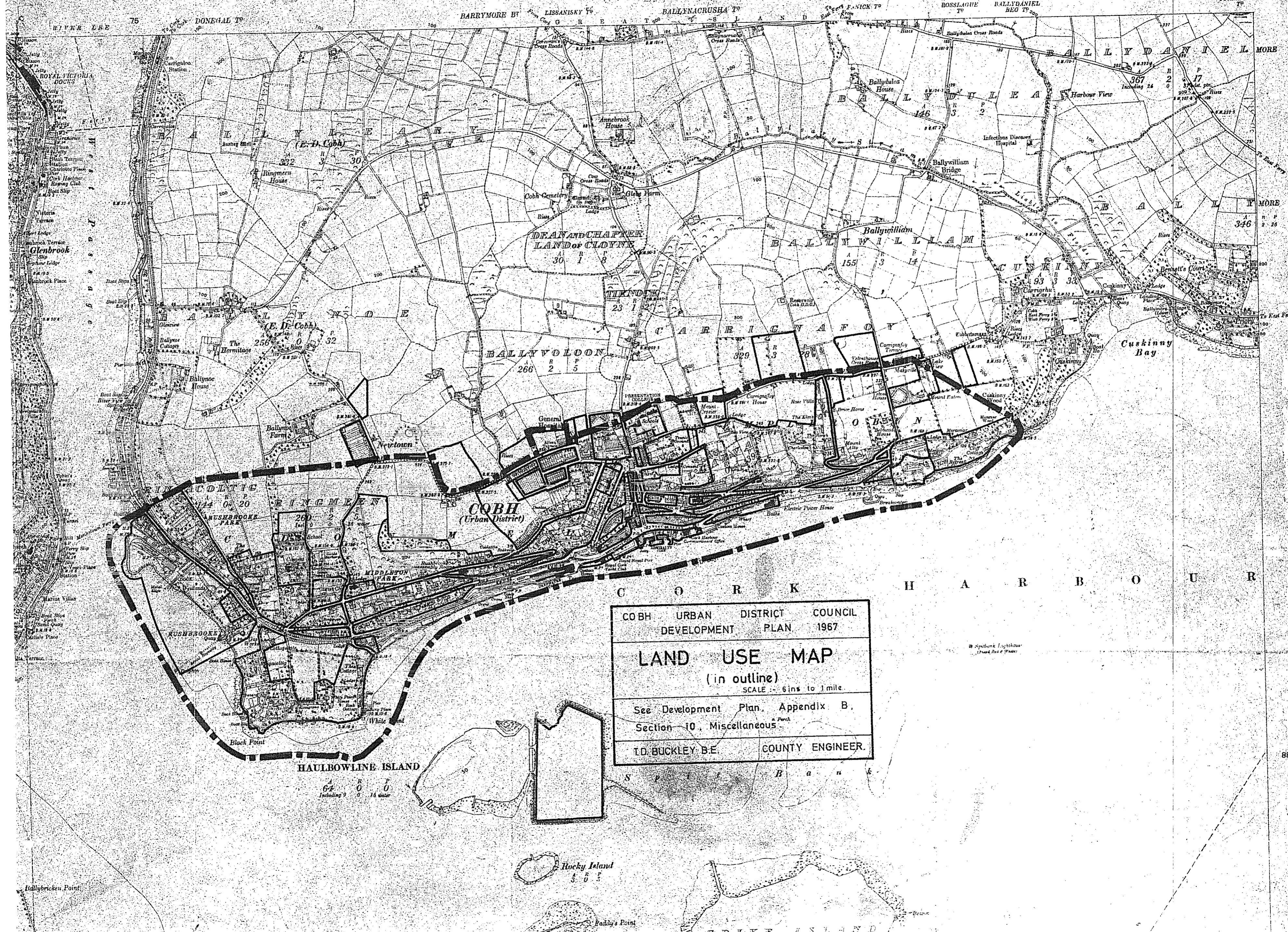


COBH URBAN DISTRICT COUNCIL
DEVELOPMENT PLAN 1967

OBJECTIVES MAP

- ▲ SERVICES
- ROADS
- ◇ RENEWAL
- COMMUNITY FACILITIES
- AMENITY
- * MISCELLANEOUS
- B.U.D. boundary

T.D. BUCKSEY B.E. COUNTY ENGINEER



COBH URBAN DISTRICT COUNCIL
 DEVELOPMENT PLAN 1967

LAND USE MAP
 (in outline)
 SCALE :- 6ins to 1mile.

See Development Plan, Appendix B,
 Section 10, Miscellaneous.

T.D. BUCKLEY B.E. COUNTY ENGINEER.

HAULBOWLINE ISLAND

64 0 0
Including 9 0 14 water

Rocky Island
5 0 5

Baddy's Point

SPIKE ISLAND



COBH URBAN DISTRICT COUNCIL
 DEVELOPMENT PLAN 1967

UTILITY SERVICES
 (in outline)

SCALE - 6 ins. to 1 mile

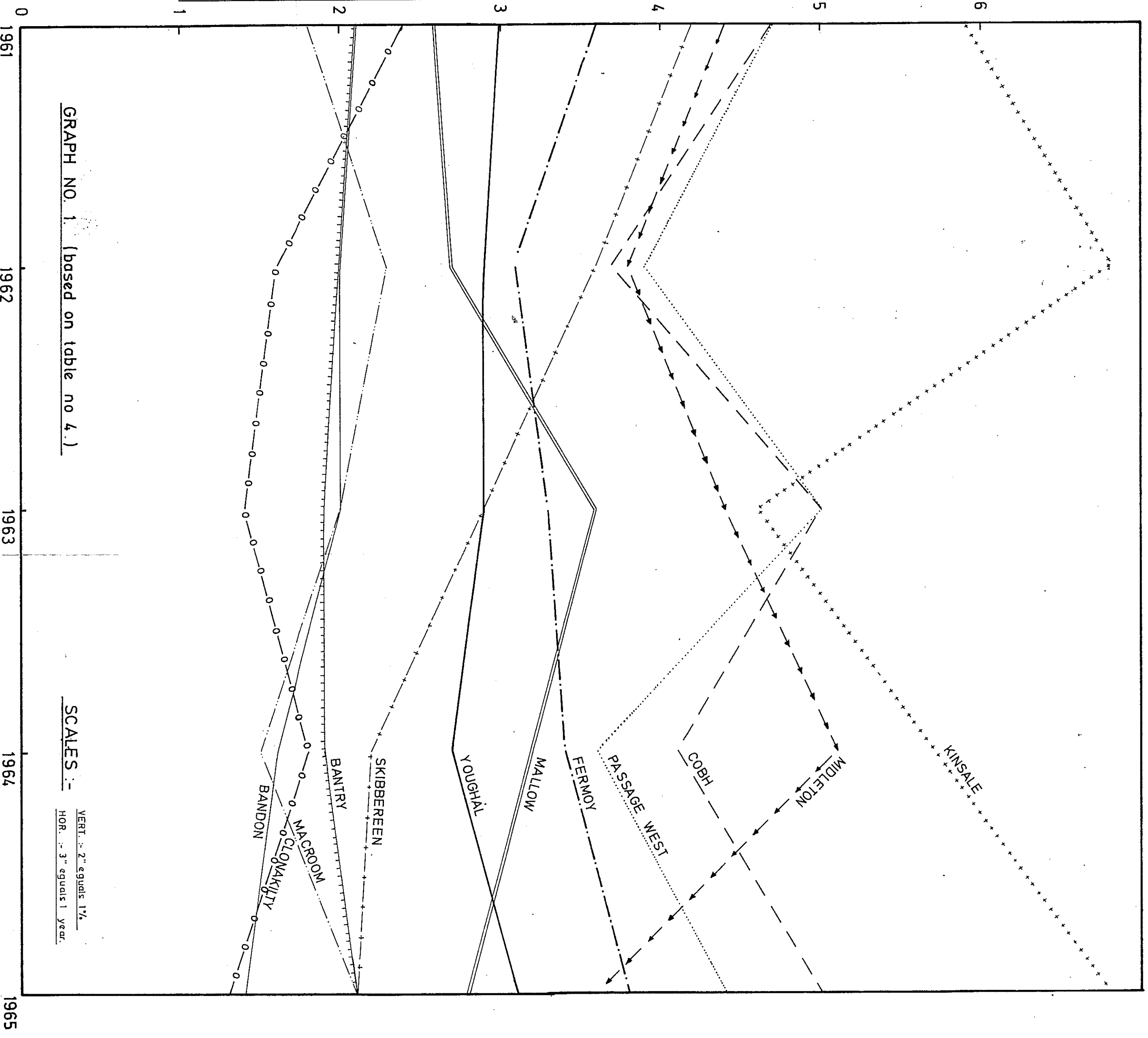
See Development Plan Appendix B
 Section 10. Miscellaneous

T.D. BUCKLEY BE. COUNTY ENGINEER

64 0 0
 Including 0 0 10 water

Spinnaker Lightship
 (Post Box of White)

Average total Live Register as % of gainfully occupied persons 1961.



GRAPH NO. 1. (based on table no 4.)

SCALES :-

VERT. :- 2" equals 1%
HOR. :- 3" equals 1 year.