

A Development Plan
for Kinsale

Kinsale Urban District Council
1967

KINSALE URBAN COUNCIL

A Development Plan For

KINSALE

made under the Local Government (Planning & Development)
Act, 1963, by the Kinsale Urban Council by resolution
dated _____ th _____ 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.

KINSALE DEVELOPMENT PLAN

Part One - DEVELOPMENT POLICY

It is intended that Kinsale shall retain and develop its status as a local service centre with limited industrial activities and also a major centre of tourist and recreational activity.

The long record of population decline both in Kinsale Urban and Rural Districts was terminated and reversed by a slight population increase in both sectors in the '61 - '66 (See Table 1) intercensal period. It is likely that this increase will continue but is pointed out that the growth rate is much lower than is the popular opinion in this case.

The employment position is unbalanced in-so-far as there is a lack of male employment opportunities, a superfluity of female jobs as well as a distinct seasonal pattern induced by tourism.

Both the water and sewerage services are not satisfactory. The water supply position gives rise to minor crises during the summer season. A substantial part of the sewerage system is obsolete and needs renewal urgently and the indiscriminate disposal of untreated effluent into the Harbour is not desirable.

It is proposed to undertake a programme of minor road improvements to help easy and safe circulation of traffic. In examining development proposals particular attention will be paid to the needs of road safety and the reduction of car parking on public thoroughfares. Means will be sought to keep heavy industrial traffic out of residential areas whenever this can be done economically.

The housing position is not satisfactory, although a scheme of 10 houses in Cork Street was completed last year. In view of the expected population growth and the heavy rate of obsolescence of many existing houses, it would be desirable to acquire and develop sites for both public and private housing. In view of the population trend which is in a transitional stage from decrease to increase and also having regard to the limitations imposed by topography, industrial employment and services capacities, extensive housing schemes should not be expected or proposed and a policy of infilling and reconstruction of existing sites will be adopted.

There is a limited amount of industry in the town which provides an unbalanced proportion of female employment. Seasonal employment is created by the local tourist and recreational activities. It is intended to examine the possibility of providing and developing as far as possible a small industrial site to attract suitable industry.

As the town's stock of buildings is generally in poor condition encouragement will be given to schemes for their reconstruction to modern standards. It is proposed to undertake the redevelopment of derelict and unsightly areas according as the need and opportunity arises.

Kinsale and its surrounding areas have acquired an international reputation in the amenity and recreation sector in recent years. It is intended to preserve its wealth of amenities and to encourage and control the development of these to a degree which is compatible with preserving a high environmental standard. It is intended to control outdoor advertising and to encourage schemes for tidying and painting groups of buildings. It is intended to preserve the present

scale of buildings in the town and in general tall buildings will not be acceptable near the centre of the town.

In principle, as and when land comes on the market, consideration shall be given to its purchase in order to facilitate the proper development of the town and in particular its amenities.

With the exception of the promotion of industrial sites which are expected to yield a return in due course, all the developments 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) From a technical point of view for the purpose of development, the Development Area Boundary is shown by a continuous line on the Zoning Map.

b) The area within the broken line shown on the zoning map is an area of immediate or first-stage development. Extensive or dense development will not be permitted outside this area until such 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 by a dash-dot line on the zoning map. This embraces an area of 273 acres which is the 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 that residential character through noise, traffic generation or other nuisance.
- b) Industry. - General industry and ancillary uses.
- c) 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 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 Examine possibility of renewing obsolete sections of existing mains and acquiring supplementary or increased water supply.
- S.2 Arrange for comprehensive survey of drainage and sewerage system and treatment necessary, and seek to provide a suitable system.

3. Roads and Traffic.

- T.1 Seek to improve alignment of the Main Road L.42 near Perryville and World's End.
- T.2 Consider closing the existing road thro the town park and providing an alternative link road and car park at the northern end of the park.
- T.3 Seek to provide further parking space in the vicinity of the Glen and the Catholic Church.
- T.4 Consider the possibility of improving traffic circulation in the town centre by the introduction of traffic regulations.
- T.5 Preserve access to back-lands at Rathmore and Blackhorse Field.
- T.6 Seek to improve vision at blind corners and junctions as the opportunity arises.

4. Housing.

- M.1 Seek to acquire approximately 8 acres in one or more lots for both public and private housing.

5. Industry.

- M.2 Seek to acquire approximately 5 acres for development as an industrial site.

6. Removal of blight; renewal of obsolete areas etc.

- R.1 Seek to improve, as a first priority, the derelict and unsightly areas on the Pier Head and the sea-front generally.
- R.2 Arrange for a comprehensive survey of other areas of dereliction and unsightliness and their improvement as far as feasible or redevelopment as housing sites, car parks, playgrounds or other appropriate use.

7. Community Facilities.

- C.1 Consider acquiring a suitable site for a Community Centre.
- C.2 Promote the establishment of a Boys Secondary School.

8. Amenity

- A.1 Further develop existing Town Park.
- A.2 Seek to provide a swimming pool.
- A.3 Seek to provide further yachting and angling facilities.
- A.4 Consider the acquisition and development of a suitable caravan site.
- A.5 Further develop riverside walk at Long Quay.

APPENDICES

Appendix A - Feasibility and Priorities

It will be seen that no unduly ambitious projects have been included which would entail expenditure which would be greatly in excess of normal spending, and out of proportion to the financial potential of the town. In most cases grants or subsidies are available from central funds for the works listed. In the case of sites acquired for industrial or private housing development, much depends on the fluctuations of market prices as regards the rental or sale returns which might be expected. The total valuation of the Urban Area is approximately £7,400 but effective valuation is substantially lower at £5,900.

APPENDIX B - Summary of Survey Data.

(1) Status and Context

Kinsale is an old town of great historical significance, situated on the estuary of the Bandon River approximately 18 miles to the south-west of Cork. Its harbour offers safe anchorage for commercial and pleasure craft and the town also functions as a service centre for a catchment area of approximately 80 square miles of good quality agricultural land and a total population of about 6,000 persons including the Urban population. The town suffered a long period of economic decay and population decline mainly as a result of the departure of its garrison and the disappearance of its fishing industry.

Within the past few years however the position has been stabilized and there are welcome signs of a vigorous revival with the main emphasis on the development of tourist and recreational potential. Some new manufacturing industries have also been started in the town. These are very necessary to supplement the "tourist" employment with its fluctuating seasonal demands.

(2) Population and Employment

The history and structure of the population and available employment are given in 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.

Notable features revealed by these tables are (1) the preponderance of females 57.6% in the Urban Population as against a national average of 50% (Table 2) and (2) the preponderance of job opportunities for females - Table 5.

(3) Utility Services

a) Water - Water is supplied from a storage reservoir of 6½ million gallons capacity at Farlistown approximately six miles from Kinsale. It is fed by gravity through 6" asbestos main to the treatment works at Rathmore and these consist of three slow sand filters having a total capacity of 90,000 gallons per day and a clear water service tank of 97,000 gallons capacity. The top water level of 220' O.D. in the clear water service tank makes it possible to serve all the developed area of the town. Present Average daily consumption is 72,000 gallons/day.

The supply is adequate for present usage but development will create increased demand. It is important to maintain a reserve capacity to cater for anticipated growth. A supplementary supply is envisaged from the Bandon Regional Scheme which is at present being investigated and designed. There is likely to be a time-lag of several years before Kinsale will receive an auxiliary supply from this source. In the meantime close supervision of wastage will be necessary and possibly the replacement of the older sections of the distribution network or the expansion of the existing supply to full capacity. Extensions at Catholic Walk and Sleveen should receive first priority.

b) Sewerage

A large concrete culvert runs from the Glen via Pearse Street to an outfall to the harbour near Perryville. The remainder of the town is serviced by a network of old masonry drains which flow directly into the harbour at four different points along the quays. A separate pipe network services the section of the town along the eastern road. There are also a number of smaller private drains flowing directly into the harbour. This is a most unsatisfactory situation for a tourist resort and the need for a new sewerage scheme with partial treatment works is becoming increasingly urgent.

(4) Roads and Traffic

The main traffic routes serving the town are L.42 which passes through from Cork to Clonakilty. L.41 from Innishannon to Kinsale and an important county road link to T.65 at Priestbridge. No accurate assessment of weekend traffic has been made to date, but it is probable that the greatest traffic volume occurs at weekends and steps should be taken to determine this. A particular problem relating to heavy commercial traffic is created by the maximum load limits on the Eastern, Ringnanean and Western bridges. The western bridge has a limited life and is becoming increasingly obsolescent due to the tendency of modern commercial vehicles to enlarge. The circulation of traffic within the town is hindered by the narrow streets and numerous blind junctions.

Through traffic is mainly tourist and recreational with a relatively small commercial content. The present road network is capable of handling through traffic flow provided the carriageways are kept free of parked vehicles. In general the volume of recreational tourist traffic is very variable as it is largely influenced by unpredictable factors such as weather conditions, sporting fixtures etc. and consequently very heavy peak flows of short duration are likely to occur. The universal problem of providing adequate parking space is one for immediate attention.

(5) Housing

The Urban Council at present owns 112 houses of which 10 were recently constructed. These 10 houses were to offset a list of 26 applicants of whom 22 were eligible. Twenty four houses have been constructed by the Council over the last 10 years and 20 new private dwellings have been erected. Three of the private houses have been built by the Graepel's Factory for its employees.

(6) Industry

Unsatisfactory aspects of the employment situation in the town are that there is a lack of opportunities for men and also the seasonal fluctuations created by the tourist industry. It would be desirable to attract further industry which would give predominantly male employment.

(7) Blight and Renewal

There are extensive areas of blight which give obvious testimony of the age and economic difficulties of the town. It is desirable that some of these ruinous buildings be cleared as they constitute an eye-sore and a danger to adjoining properties on account of their present state of decay.

Blight and Renewal contd.

These blighted areas should be redeveloped as soon as possible as the enclosed character of the town's streets will be broken when the sites are cleared. Even though there is an urgent need for clearance of the decaying structures, it should be borne in mind that they must be replaced by structures of suitable architectural character (i.e. 20th century architecture sympathetic with the existing character of the structures). This is necessary if the town enclosures are to survive as such.

The solution of this difficulty is the most important and the most complicated problem facing Kinsale. There are numerous blighted areas of varying size and condition. They may be roughly divided into two classes:-

- (a) Structures which are beyond redemption -
Ruinous Buildings.
- (b) Structures which can be reconstructed -
Dilapidated Buildings.
- (A) RUINOUS STRUCTURES - The only solution in this case is clearance.

Fu Factors which further complicate this problem are:-

- (1) Determination of ownership of the ruinous sites.
- (2) Liability to owners of adjacent sites.
- (3) Public Liability where the structure is dangerous.

Factors which might help towards a solution of the problem are:-

- (1) The increasing availability of mobile demolition machinery which can carry out the clearance quickly and with safety.
- (2) A generous attitude on the part of the Department of Local Government in the matter of Derelict Site Grants.
- (3) The co-ordination of site clearance with other development works which would absorb the rubble from the clearance of sites.

(B) DILAPIDATED BUILDINGS

The most encouraging feature of this problem is that the number of buildings in this category is not likely to increase any further as a result of the turn of the tide in the fortunes of Kinsale. There is also considerable evidence of reconstruction activity to cure present dilapidation and this movement seems likely to gather momentum. A sympathetic and generous attitude in the matter of Reconstruction Grants would be very helpful in stimulating the growth of this resurgent movement.

(8) Community Facilities

The town at present seems to have a wide variety of social facilities. The most notable aspect of this is the absence of a Boys' Secondary School which could perhaps be run in conjunction with the present primary school.

Community Facilities Contd.

Some consideration should be given to the provision of an out-door recreation centre which should include a bowling green, a pitch and putt course and tennis courts.

Should the reconstruction or replacement of any of the existing facilities be considered it should be noted that at present these are scattered throughout the town and that the gradual centralisation of them to some one social centre is to be desired. The exact location of such a centre and further aspects of it should be the subject of detailed consideration.

(9) Amenity

Kinsale has a great tourist potential. This has been developed as follows :-

- (1) Two grade A hotels comprising over 100 rooms have been completed.
- (2) A deep sea angling centre has been developed with approximately six sea-going vessels for angling purposes.
- (3) The Atlantic Yacht Charter Company has been established and has available for charter two new ocean cruisers for sailing purposes.
- (4) A Yacht Club exists with a membership of 150 and a school of sailing.
- (5) Kinsale Golf Course is sited approximately 2 miles from the town and has a membership of 200.
- (6) There is an active G.A.A. club in the town and this club has its own grounds just outside the urban boundary.

Local clubs enjoy a large measure of support from outside sources notably from Cork city. As already noted the wide variety of facilities such as a cinema, ballroom, town hall, billiard rooms, museum, meeting room, library and town park exist but unfortunately the natural setting of the town and the character of the town's centre which is the most significant tourist potential is either being abused or neglected.

(10) Miscellaneous

Two maps showing Land Use in outline and Utility services are appended.

APPENDIX C - Long-term considerations

- (1) The replacement of the Western Bridge and the relocation of the new bridge are matters which will be of considerable importance to the future of Kinsale.
- (2) It should be an objective of Planning Control to limit development so that the capacity of the town and its surrounds are not overloaded to the detriment of its environmental standards.

APPENDIX C - Further Studies

- (1) A comprehensive survey of parking capacity and traffic circulation in the town should be carried out.

POPULATION HISTORY

TABLE 1.

| Year | Kinsale U. | Kinsale Rural D.S.D. | Kinsale R.D. |
|------|--------------|----------------------|--------------|
| 1911 | 4,020 (545)* | 2,556 | 11,641 |
| 1926 | 2,747 (395) | 1,809 | 9,912 |
| 1936 | 2,391 (328) | 1,674 | 9,191 |
| 1946 | 2,087 (299) | 1,570 | 8,723 |
| 1951 | 1,928 (286) | 1,511 | 8,507 |
| 1956 | 1,612 (266) | 1,407 | 8,185 |
| 1961 | 1,587 (269) | 1,374 | 8,033 |
| 1966 | 1,589 (260) | 1,340 | 8,292 |

* Environs and Summer Cove.

AGE & SEX STRUCTURE

TABLE 2

| Age Group | State | | Munster | | Cork Co. | | Kinsale U.D. | |
|-----------|-------|------|---------|------|----------|------|--------------|------|
| | M% | F% | M% | F% | M% | F% | M% | F% |
| 0 - 14 | 15.9 | 15.2 | 15.6 | 15.1 | 14.9 | 14.2 | 11.0 | 12.0 |
| 15.- 44 | 18.2 | 18.2 | 18.2 | 17.4 | 18.3 | 17.4 | 15.9 | 19.1 |
| 45 - 64 | 10.8 | 10.6 | 10.6 | 10.3 | 11.6 | 11.4 | 9.0 | 15.0 |
| 65 & over | 5.3 | 5.8 | 5.8 | 6.5 | 5.9 | 6.3 | 6.5 | 11.5 |
| TOTAL - | 50.2 | 49.8 | 50.2 | 49.8 | 50.7 | 49.3 | 42.4 | 57.6 |

MONTHLY LIVE REGISTER RETURNS 1966.

TABLE 3

| Month | Number |
|---------------|--------|
| January, 1966 | 67 |
| February, " | 62 |
| March, " | 45 |
| April, " | 36 |
| May, " | 38 |
| June, " | 28 |
| July, " | 31 |
| August, " | 43 |
| September, " | 45 |
| October, " | 68 |
| November, " | 60 |
| December, " | 56 |

KINSALE URBAN DISTRICT C

ANNUAL AVERAGE LIVE REGISTER, 1961 - 1965

APPENDIX B - TABLE 4

| Towns | 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 |
| Bandon | 913 (39.5 %) | 19 | 18 | 18 | 15 | 13 | 2.1 | 2.0 | 2.0 | 1.6 | 1.4 |
| Bantry | 904 (40.4 %) | 19 | 18 | 17 | 17 | 19 | 2.1 | 2.0 | 1.9 | 1.9 | 2.1 |
| Clonakilly | 901 (37.2 %) | 22 | 14 | 13 | 16 | 12 | 2.4 | 1.6 | 1.4 | 1.8 | 1.3 |
| Cobh | 1,941 (36.8 %) | 92 | 71 | 98 | 79 | 97 | 4.7 | 3.7 | 5.0 | 4.1 | 5.0 |
| Ferryoy | 1,240 (37.8 %) | 45 | 39 | 41 | 42 | 47 | 3.6 | 3.1 | 3.3 | 3.4 | 3.8 |
| Kinsale | 646 (40.8 %) | 38 | 44 | 30 | 37 | 44 | 5.9 | 6.8 | 4.6 | 5.7 | 6.8 |
| Maerroom | 818 (37.7 %) | 15 | 19 | 16 | 12 | 17 | 1.8 | 2.3 | 2.0 | 1.5 | 2.1 |
| Mallow | 2,052 (37.0 %) | 53 | 56 | 73 | 66 | 58 | 2.6 | 2.7 | 3.6 | 3.2 | 2.8 |
| Middleton | 1,107 (39.9 %) | 49 | 42 | 49 | 56 | 40 | 4.4 | 3.8 | 4.4 | 5.1 | 3.6 |
| Passage West | 914 (35.7 %) | 43 | 36 | 46 | 33 | 40 | 4.7 | 3.9 | 5.0 | 3.6 | 4.4 |
| Rathbreen | 760 (36.9 %) | 32 | 27 | 22 | 17 | 16 | 4.2 | 3.6 | 2.9 | 2.2 | 2.1 |
| Youghal | 1,836 (36.4 %) | 55 | 54 | 54 | 50 | 57 | 3.0 | 2.9 | 2.9 | 2.7 | 3.1 |

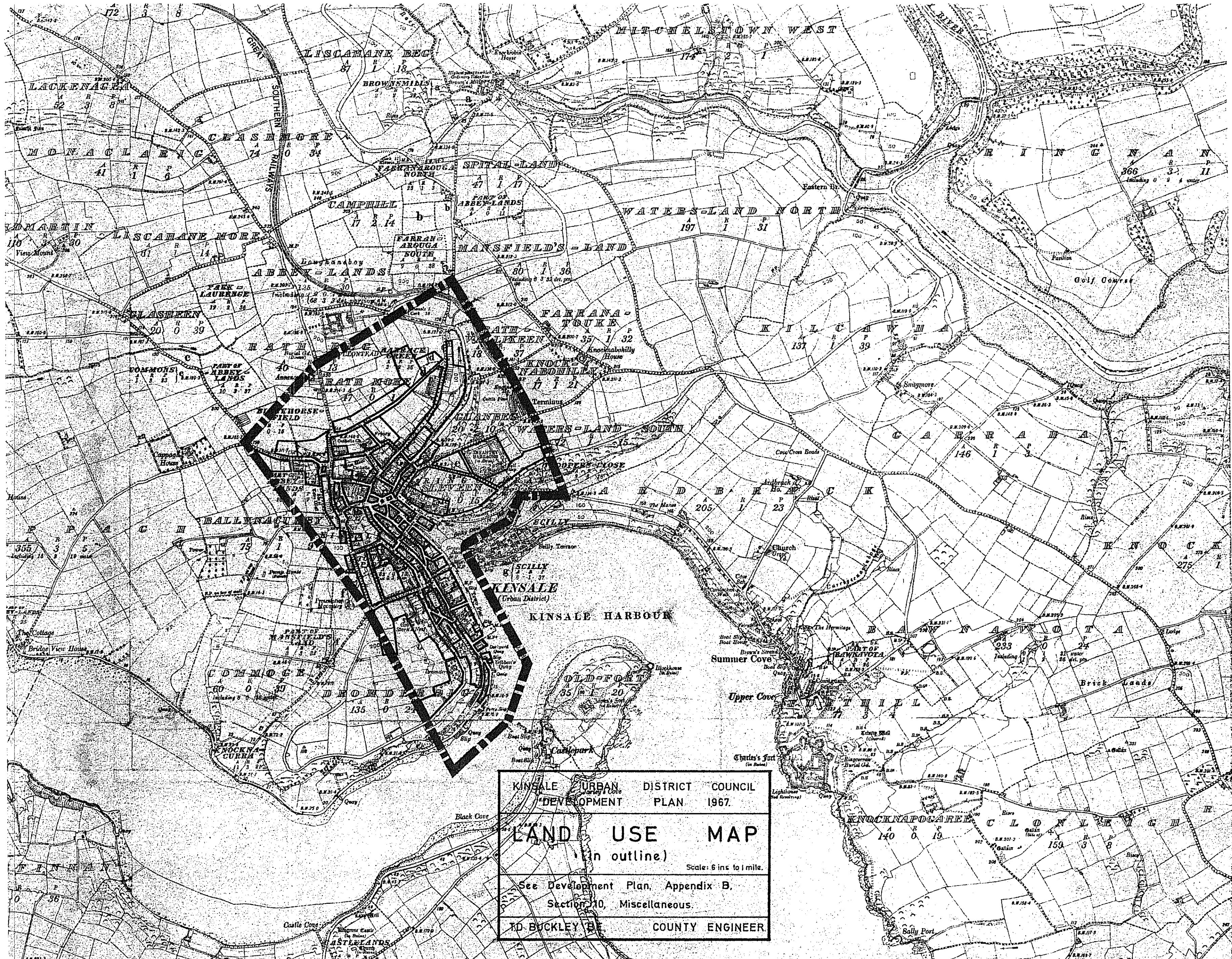
KINSALE U. D.

VARIETY OF EMPLOYMENT OPPORTUNITIES

TABLE 5

| Employer | Type of Industry | Employees | |
|-----------------------------|----------------------|-----------|--------|
| | | Male | Female |
| Kire Manufacturing Co. Ltd. | Clothing | 57 | 215 |
| Graepel Ltd. | Light Engineering | 36 | 7 |
| Trident Hotel. | Hotel | 33 | 32 |
| Henry Good Ltd. | General Merchant | 23 | 6 |
| Robert Acton. | General Merchant | 16 | 3 |
| Edward Ryan & Co. Ltd. | Candle Manufacturing | 9 | 7 |
| Actons Hotel | Hotel | 10 | 5 |
| | Total | 184 | 275 |

Kinsale.



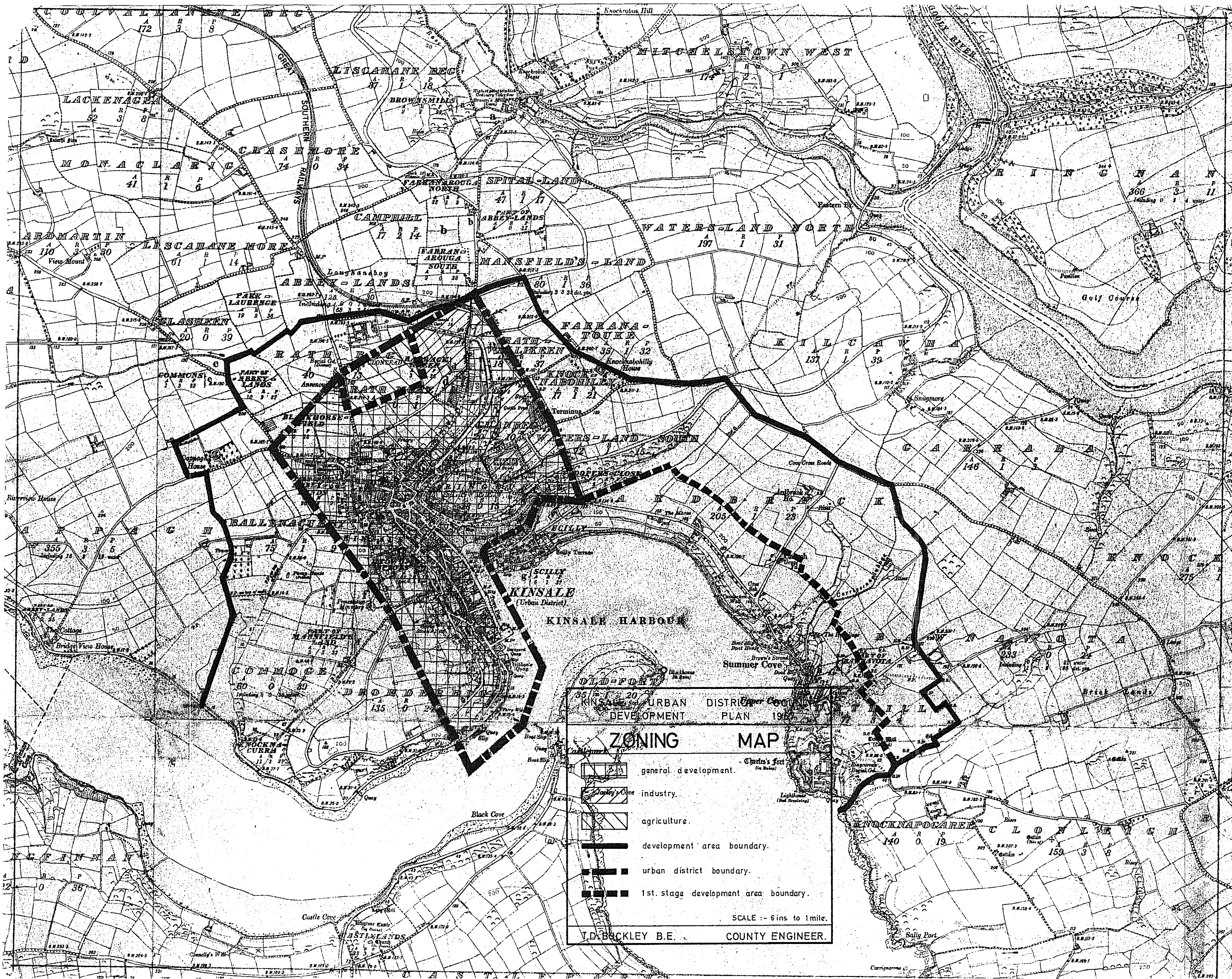
KINSALE URBAN DISTRICT COUNCIL
 DEVELOPMENT PLAN 1967.

LAND USE MAP
 (in outline)

Scale: 6 ins to 1 mile.


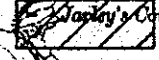




See Development Plan, Appendix B,
 Section 10, Miscellaneous.

T. D. BUCKLEY COUNTY ENGINEER.



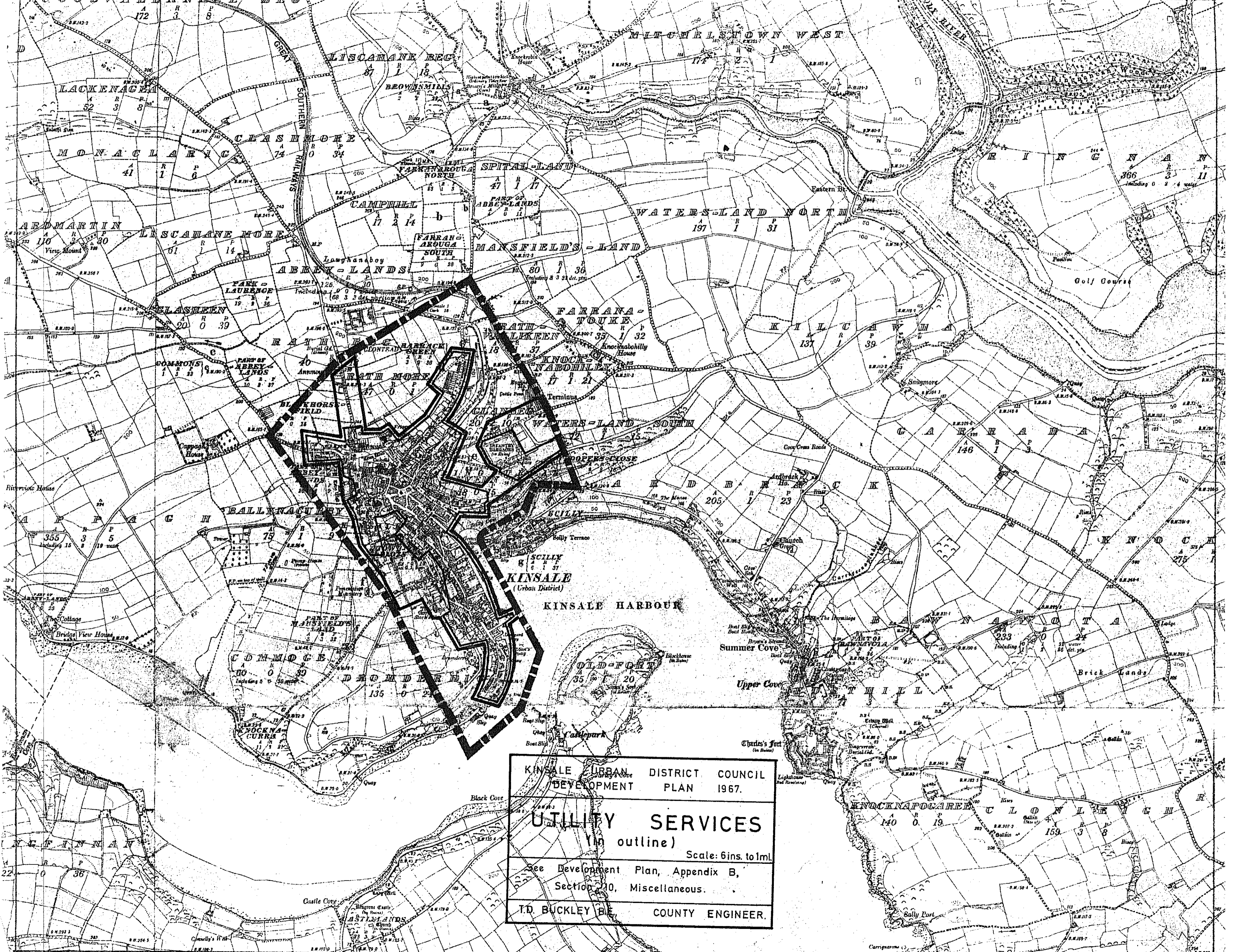
KINSALE URBAN DISTRICT DEVELOPMENT PLAN 1967

ZONING MAP

-  general development.
-  industry.
-  agriculture.
-  development area boundary.
-  urban district boundary.
-  1st. stage development area boundary.

SCALE :- 6ins to 1mile.

J.D. BUCKLEY B.E. COUNTY ENGINEER.



KINSHALE URBAN DISTRICT COUNCIL
DEVELOPMENT PLAN 1967.
UTILITY SERVICES
 (in outline)
 Scale: 6 ins. to 1 ml.
 See Development Plan, Appendix B,
 Section 10, Miscellaneous.
T.D. BUCKLEY B.E. COUNTY ENGINEER.

