

A Development Plan
for Skibbereen

Skibbereen Urban District Council
1967

SKIBBEREEN URBAN DISTRICT

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made under the Local Government (Planning and Development) Act, 1963, by the Urban DCouncil by resolution dated this 28th day of September, 1967.

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SKIBBEREEN DEVELOPMENT PLAN

Part One - Development Policy.

It is intended that Skibbereen will retain and develop its status as a local market and service centre and a tourist resort strategically placed in an area of high amenity. The promotion of industrial development suitable to the locality will be an objective of the Development Plan.

The history of the population trend showed a steady decline in both Urban and Rural District with the more pronounced rate of decrease in the Rural District. In the 1961 - '66 intercensal period, however, a definite tendency towards stabilization of the Urban Population in particular is evident. It would appear that the town must look to further industrialization and the development of tourism if it is to maintain or increase its present population. In the circumstances at present it is impossible to make a reliable population projection but there is more justification for optimism now than previously in view of the establishment of the Fastnet food processing factory.

A new water supply system is almost complete and the position in this respect is satisfactory.

For the most part the sewerage system consists of obsolete masonry drains which should be replaced. A number of houses which are serviced by septic tank should be absorbed into the public system if at all feasible.

It is intended to undertake a number of minor road improvement works to facilitate easy and safe circulation. In examining development proposals particular attention will be paid to the needs of road safety and the reduction of car parking on the public street. Means will be sought to keep heavy industrial traffic out of shopping and residential areas wherever this is economically feasible.

The housing position is reasonably satisfactory and recent surveys of housing needs have revealed only limited demand. In view, however, of a possible population increase and the obsolescence of many existing houses it is proposed to develop sites which have been acquired for both public and private housing. Extensive housing schemes should not be proposed and a policy of infilling and reconstruction of existing sites will be adopted.

Industrial development in the town to date is limited in spite of persistent and energetic efforts to attract developers. The importance to the future of the town of attracting further suitable industry is emphasized and this objective might best be promoted by developing a suitable site as far as is feasible. Diversification in the type of industry would also be desirable to offset the seasonal fluctuations of the food processing and tourist industry.

The prolonged population decline and obsolescence has created a substantial amount of blight in the town's stock of buildings and it is proposed to undertake the redevelopment of groups of buildings and derelict sites as the need and opportunity arises and in general to induce a more compact town structure.

It is proposed to improve facilities for community meetings.

The town and its district are of tourist interest, being of high scenic quality and possessing considerable potential for development particularly on the coastline. It is the intention to improve the amenities for the benefit of the inhabitants by seeking to provide more childrens' playgrounds, by controlling outdoor advertising and by encouraging schemes for the tidying or painting of 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) For the purposes of this plan, the development area shall be the area enclosed by the Urban District Boundary which is shown as a solid line on the Zoning Map.
- 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 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)
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 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 completion of present water supply improvement scheme.

S.2 Arrange for a comprehensive survey of existing sewerage system with a view to renewal of obsolete sections and the incorporation of unserved areas of existing development into the public system.

3. Roads and Traffic.

T.1 Consider the possibility of a diversion of the Ilen River with a view to creating access and a parking area to the rear of Bridge Street, Main Street and North Street.

T.2 Seek to develop minor car parks wherever possible to provide off-the-street parking as required.

T.3 Seek to improve blind corners and junctions as the opportunity offers.

T.4 Preserve access off North Street to the river.

T.5 Seek to provide rear access roads to business premises wherever possible.

T.6 Examine the possibility of constructing a link road from the parking area proposed in T.1 above to the Skull road near the old C.I.E. Station and preserve suitable routes until such time as the feasibility of the project is determined.

4) Housing.

M.1 Develop acquired sites to meet requirements.

5) Industry.

M.2 Seek to acquire suitable site or sites for industrial development.

6) Removal of Blight and renewal of obsolete areas.

R.1 Arrange for a comprehensive survey of derelict and unsightly areas in the town with a view to programming their improvement or redevelopment.

7) Community Facilities

C.1 Investigate the adequacy of existing community facilities and seek to provide for any needs which may be ascertained.

8) Amenity.

A.1 Consider the possibility of acquiring suitable site for swimming pool.

A.2 Seek to acquire and develop a suitable caravan site.

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 or development for housing or industry a return might be expected from these in due course.

Whenever 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 various proposals.

APPENDIX B - Summary of Survey Data.

(1) Status and Context.

Skibbereen is a market town and service centre for an extensive area of approximately 190 sq. miles and a total catchment population of about 13,700 persons including the Urban population. Census towns in its sphere of influence, with their population in brackets, are :- Schull (410), Ballydehob (303), Union Hall (220), Baltimore (200), Leap (180), Drinagh (180), Castletownshend (160), Glandore (140). (Est. 1966 figures).

The hinterland and coastline have considerable tourist potential but agriculturally the area is of indifferent quality with a good deal of rock outcrop.

The town is described in tourist brochures as "the ideal centre from which to discover the delights of that region of beauty, leisure and legend".

At first appearances the town seems to be unusually widespread in relation to its population of just over 2,000, but upon closer examination it is seen that it in fact reaches far into the countryside in narrow ribbons from a relatively compact commercial centre.

There is a tendency for farm sizes in the hinterland to increase. This is due to the flight from the land of small farmers and the absorption of these holdings by adjoining owners.

There is much justification for optimism from the point of view of local employment with the establishment of the Food Processing Factory.

(2) Population and Employment.

The history and structure of the town's population and employment characteristics are illustrated in the following tables :-

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

(3) Utility Services.

a) Water - The average daily consumption of water in Skibbereen is 150,000 gallons per day. The town is serviced by a reservoir at Pound Hill which has a capacity of 200,000 gallons and a top water level of 212' O.D. The supply is fed through 6" mains from this reservoir. From the most part the mains are new p.v.c. pipes. The source of the supply is at Ballyhilty Bridge where it is drawn from the River and this gives an adequate supply. The Ilan River has an abundant supply of good soft water suitable for manufacturing industries.

b) Sewerage - Disposal of sewerage is directly to the river. For the most part the sewerage system consists mainly of old masonry drains and the amount of piped supply is practically negligible. At Glencurragh 20 houses are serviced by two septic tanks from which sewage is disposed of into a stream. This stream flows into the river a short distance away. At the western end of the town 10 houses are serviced in the same way. The fact that the river is tidal at Skibbereen affords a good dilution factor and sewage is disposed of directly without treatment.

(4) Roads and Traffic.

Skibbereen is experiencing great inconvenience and disruption of the town's normal activities in its effort to cater for increasing volumes of both through and circulating traffic. Its problems might be defined as follows:-

- (1) Lack of car parking areas strategically sited in close proximity to the main shopping area.
- (2) Lack of rear access to business premises.
- (3) Lack of peripheral roads to facilitate internal circulation apart from the routes along the main shopping frontages.

The meandering route of the Ilen River close to the rear of North Street, Main Street and Bridge Street creates a special problem of substantial size, the solution of which would appear to involve a diversion of the river. If at all feasible this project would radically improve the capacity of the town to deal with its traffic and parking problems.

(5) Housing.

The Council has at present 116 houses in the town and its environs. In 1950/51 10 houses reached tender stage but it was decided not to go ahead with the construction of these houses at that time because of lack of eligible applicants. Since then there has been little demand for houses. The Council has land available at present should a housing need arise. Ten houses have been constructed by private developers in the past 10 years. The Urban Council is providing a number of developed sites for private housing.

(6) Industry.

Skibbereen is very much dependant on attracting further industries and developing its tourist potential if it is to retain or increase its present population. This factor appears to be generally appreciated and considerable effort has been devoted to this purpose.

(7) Blight and Renewal.

Blighted areas for development in Skibbereen exist in the High Street, Chapel Lane area and along upper Bridge Street. Other minor areas of blight exist in the Mardyke and between the Ilen River and Bridge Street. It will be noted that these areas of blight indicate a trend towards shrinkage of the developed area of the town on one hand while new residential development indicates a trend towards extension on the other hand. It would be very important to induce a more compact town structure by encouraging the infilling of blighted areas and limiting any further ribbon sprawl.

(8) Community Facilities.

Being the administrative headquarters for West Cork, Skibbereen is well provided with an extensive range of facilities. Education is catered for by three primary Schools, two Technical Schools and two Secondary Schools. The local hospital does not cater for surgery - this facility is available at Bantry. The town has a Dispensary which caters for dentistry. There are three Dentists in private practice, three doctors, three Solicitors and five Veterinary Surgeons. The town has its own branch Social Welfare Office and Employment Exchange. A wide range of sporting, recreational and social activities are indulged in and in the cultural sector two Choral Societies and three Dramatic Societies are active. There is a need for a swimming pool.

(9) Amenity

The capital of the Carberies is the centre of an extensive tourist area of high scenic quality, having a complex coastline well suited to substantial development of diverse nature suitably integrated into existing settlements. The town is well provided with accommodation, having two hotels, numerous guest-houses and private boarding accommodation. It serves as an excellent base for tourists of the area.

(10) Miscellaneous.

Two maps showing Land Use in outline and utility Services are appended. In the utility services map the area serviced by water is shown in heavy outline and the sewered area in lighter outline.

APPENDIX. C - Long-term considerations.

(1) The problem of periodic flooding is a major difficulty and tends to sterilize considerable areas close to the town centre. A survey should be undertaken to determine to what extent the adverse impact of flooding on the town's development might be reduced by -

- (a) Systematic reclamation.
- (b) River Diversion.
- (c) Flood Control in the tidal estuary.

APPENDIX D - Further Studies.

(1) A comprehensive study of traffic circulation and parking in the town is necessary to determine its present capacity and future requirements.

POPULATION HISTORY

TABLE 1.

Year	Skibbereen Urban	Skibbereen Rural D.E.D.	Skibbereen Rural District
1911	3,021	1,406	20,455
1926	2,627	1,188	17,429
1936	2,541	1,135	15,500
1946	2,363	1,054	13,961
1951	2,341	1,049	13,065
1956	2,202	922	12,031
1961	2,028	809	11,153
1966	2,027	800 (Est.)	10,710.

AGE & SEX STRUCTURE - Skibbereen U.D.

TABLE 2.

Age Group	State		Munster		Cork Co.		Skibbereen U.D.	
	M(%)	F(%)	M(%)	F(%)	M(%)	F(%)	M(%)	F(%)
0 - 14	15.9	15.2	15.6	15.1	14.9	14.2	13.4	13.4
15 - 44	18.2	18.2	18.2	17.4	18.3	17.4	15.0	18.9
45 - 64	10.8	10.6	10.6	10.8	11.6	11.4	11.5	13.1
65 & over	5.3	5.8	5.8	6.5	5.9	6.3	6.0	8.7
TOTAL -	50.2	49.8	50.2	49.8	50.7	49.3	45.9	54.1

MONTHLY LIVE REGISTER RETURNS - 1966.

TABLE 3.

Month	Number
January, 1966.	22
February, "	25
March, "	25
April, "	40
May, "	36
June, "	29
July, "	27
August, "	22
September, "	15
October, "	18
November, "	23
December, "	31

ANNUAL AVERAGE LIVE REGISTER, '61 - '65.

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
Clonakilty	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
Fermoy	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
Macroom	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
Skibbereen	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

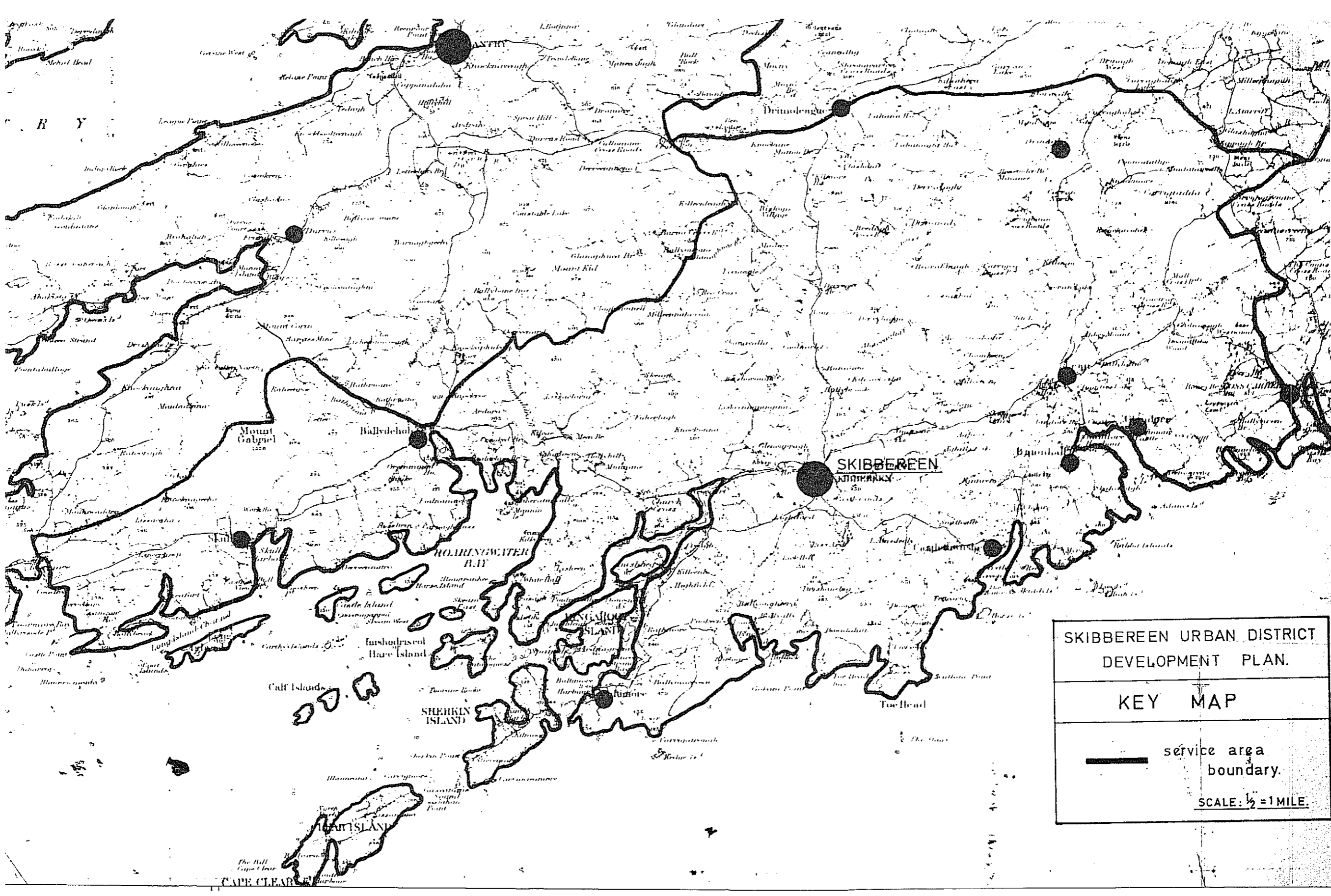
SKIBBEREEN

Table 5

Employment Opportunities

Employer.	Type of Industry.	Employees.	
		Male	Female
Fastnet Co. Op. Society Ltd. /	Food Processing Seasonal (8 months)	83	95
Cork County Council Quarry & Machinery Yard.	Public Services	31	6
Postmaster	" "	18	11
Fuller & Co. Ltd. /	General Merchants	15	8
J. J. Field /	Merchant <i>Baker</i>	9	12
Barry Bros.	Builders	20	
Skibbereen Motor Works	Garage	17	3
Southern Star Ltd. /	Newspaper	14	1
Crowe Ltd.	Builders Providers	1	5
The West Cork Hotel	Hotel	1	14
Eldon Hotel	Hotel	1	8
<i>Fastnet Candles</i>		1	3

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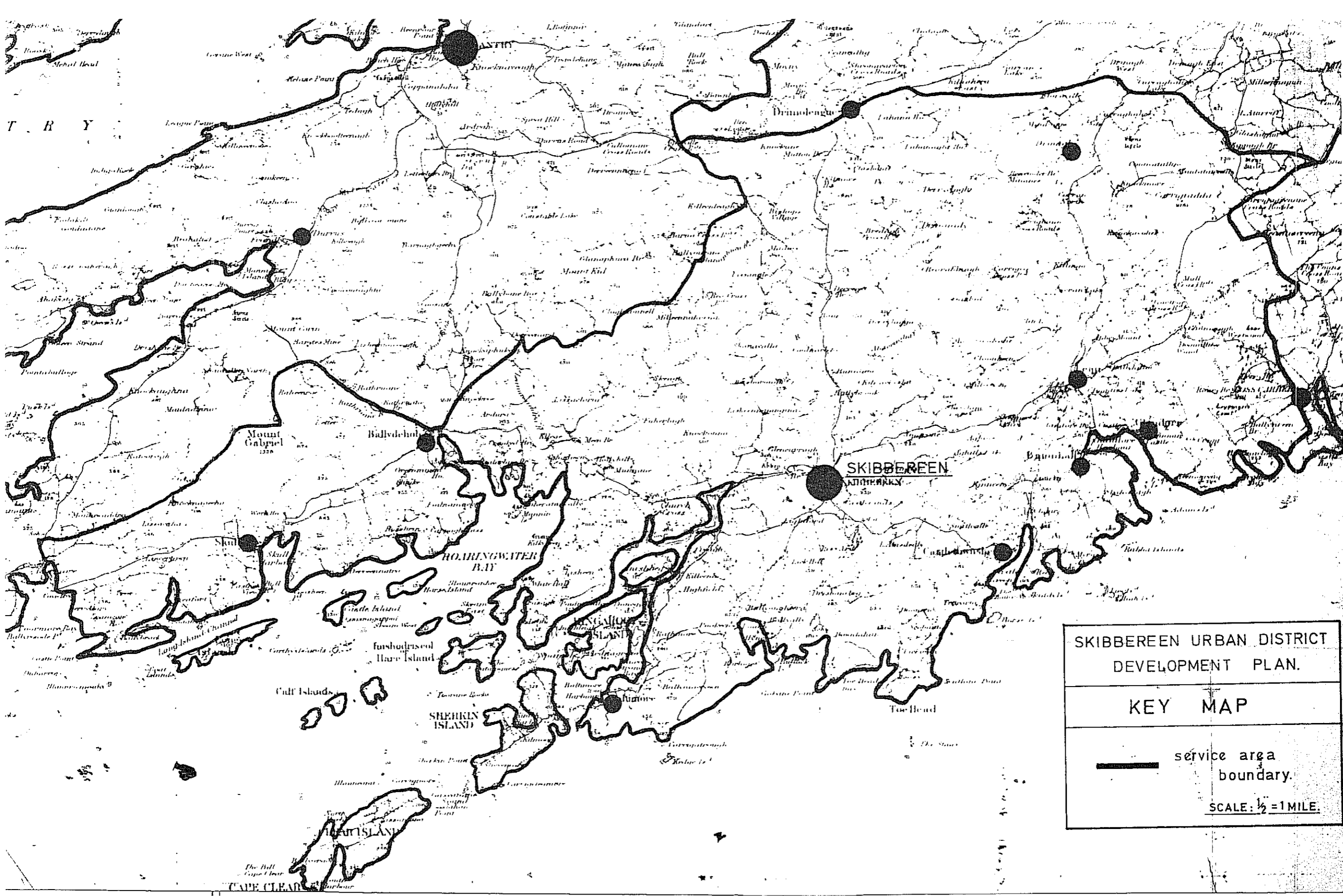


SKIBBEREEN URBAN DISTRICT
DEVELOPMENT PLAN.

KEY MAP

— service area boundary.

SCALE: 1/2 = 1 MILE.

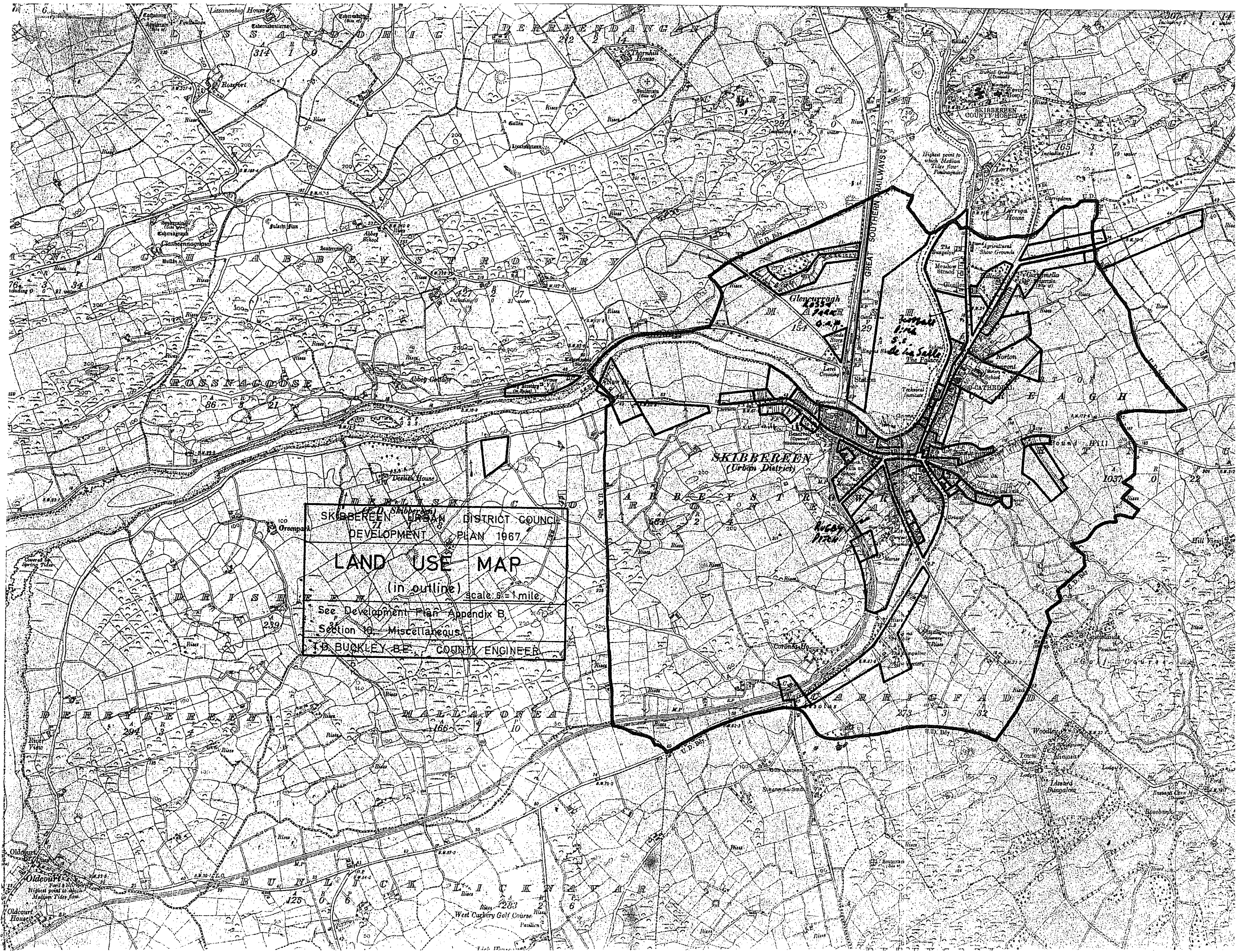


SKIBBEREEN URBAN DISTRICT
DEVELOPMENT PLAN.

KEY MAP

— service area boundary.

SCALE: 1/2" = 1 MILE.



SKIBBEREEN URBAN DISTRICT COUNCIL
DEVELOPMENT PLAN 1967
LAND USE MAP
(in outline) scale 8" = 1 mile
See Development Plan Appendix B,
Section 10 - Miscellaneous
T.D. BUCKLEY B.E. COUNTY ENGINEER

SKIBBEREEN
(Urban District)

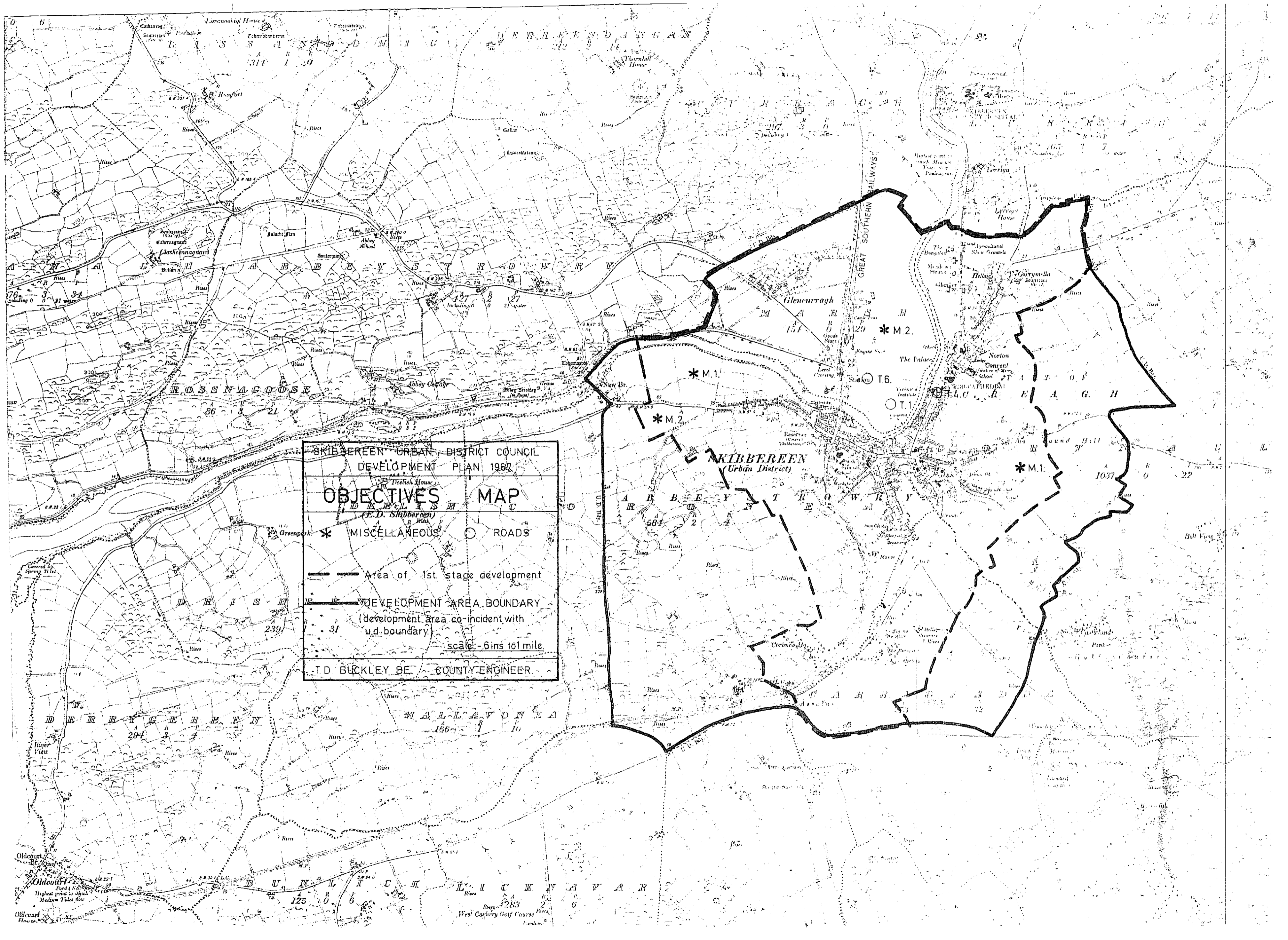
SKIBBEREEN
COUNTY HOSPITAL

ROSSNAREAGUE

MALLENDAWONEA

GREAT SOUTHERN RAILWAYS

West Corkery Golf Course



SKIBBEREEN URBAN DISTRICT COUNCIL
 DEVELOPMENT PLAN 1967

OBJECTIVES MAP
 (E.D. Skibbereen)

* MISCELLANEOUS ○ ROADS

— — — Area of 1st stage development

- - - - - DEVELOPMENT AREA BOUNDARY
 (development area co-incident with
 u.d. boundary)

scale: - 6 ins to 1 mile

T.D. BUCKLEY BE. COUNTY ENGINEER

SKIBBEREEN
 (Urban District)

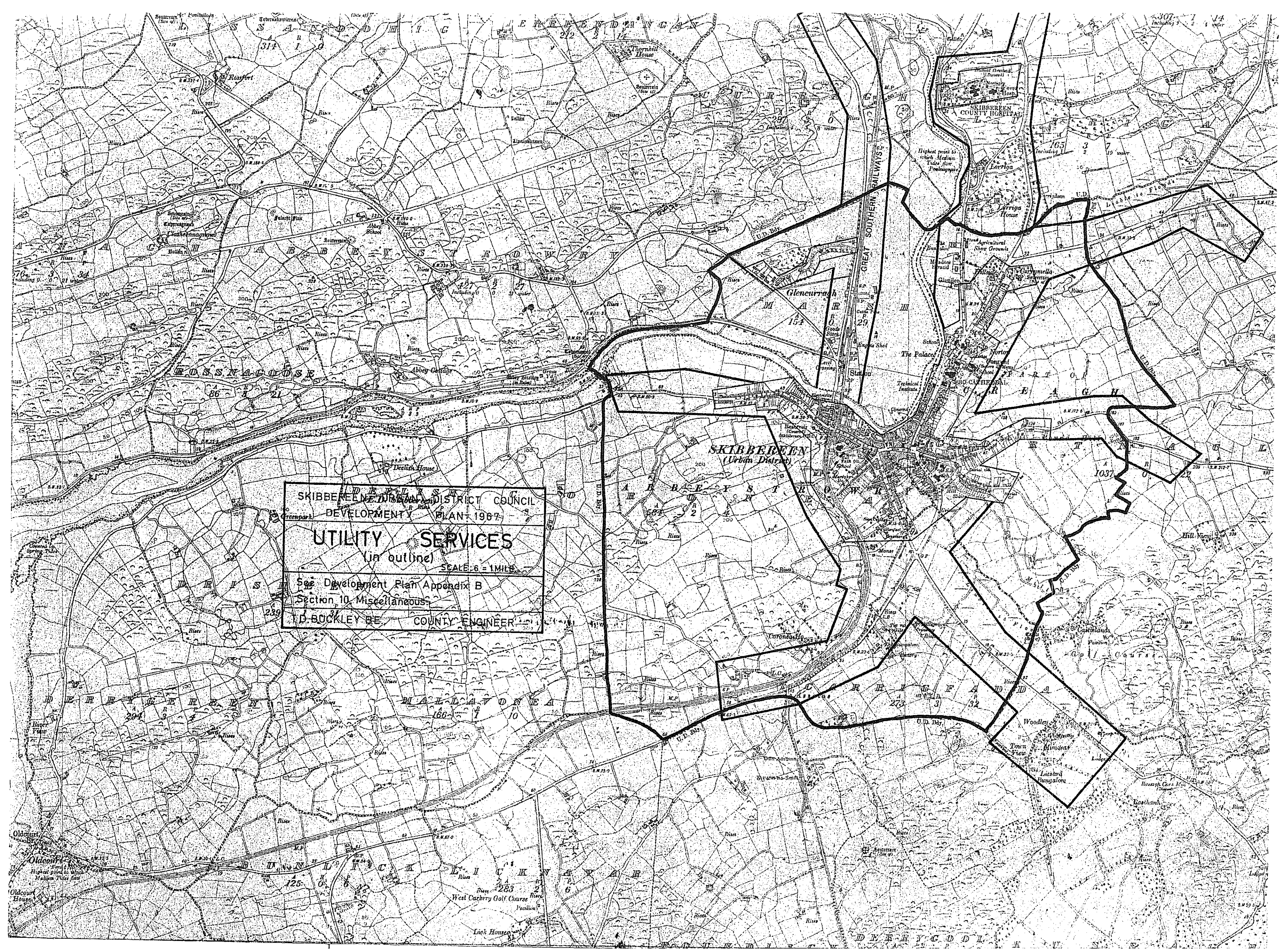
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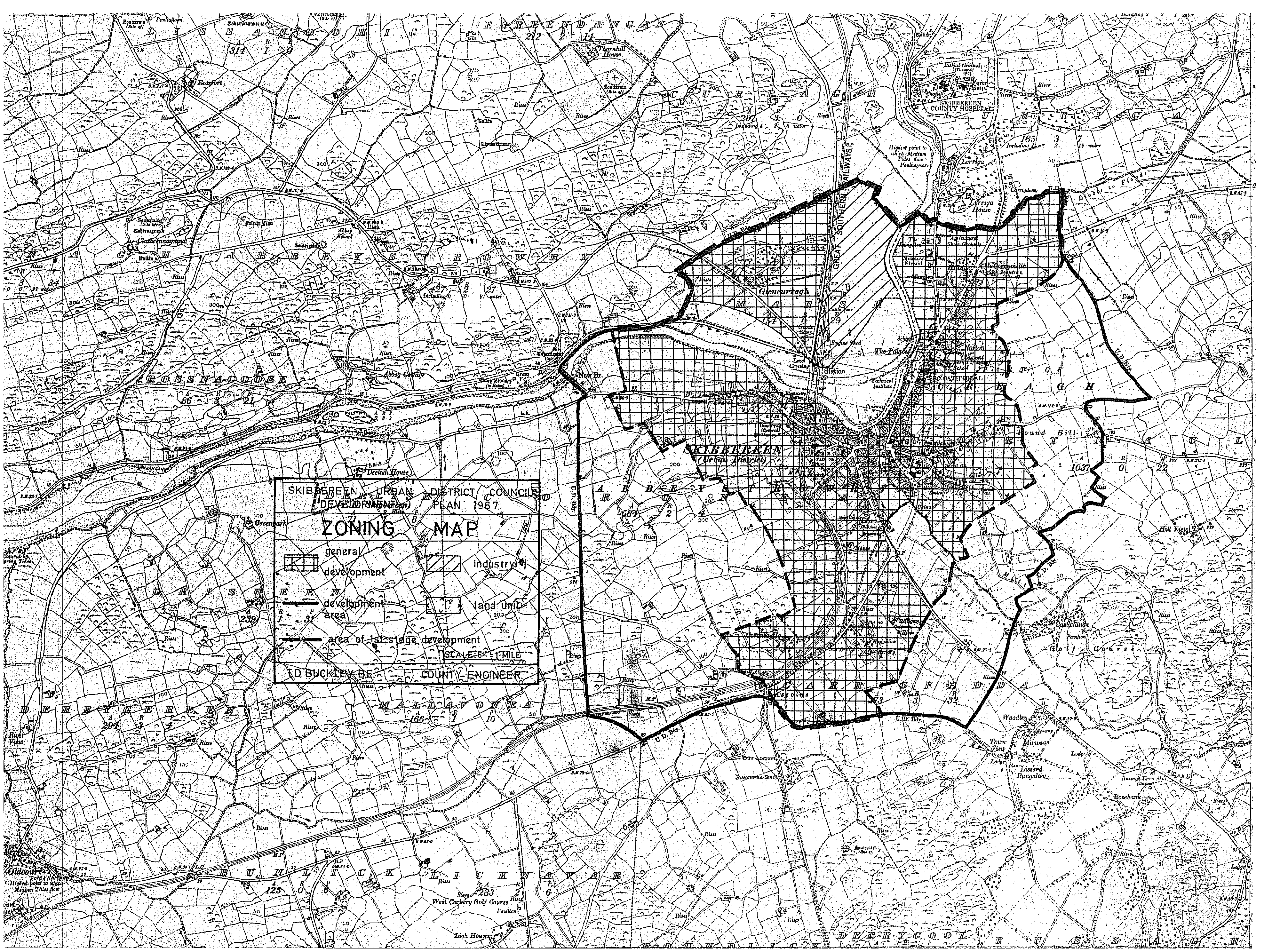
ROSSNAGOOSE

GREAT SOUTHERN RAILWAYS

Oldcourt
 Highest point to which
 Medium Tides flow

West Corkery Golf Course
 Par 3





SKIBBEREEN URBAN DISTRICT COUNCILS
DEVELOPMENT PLAN 1967

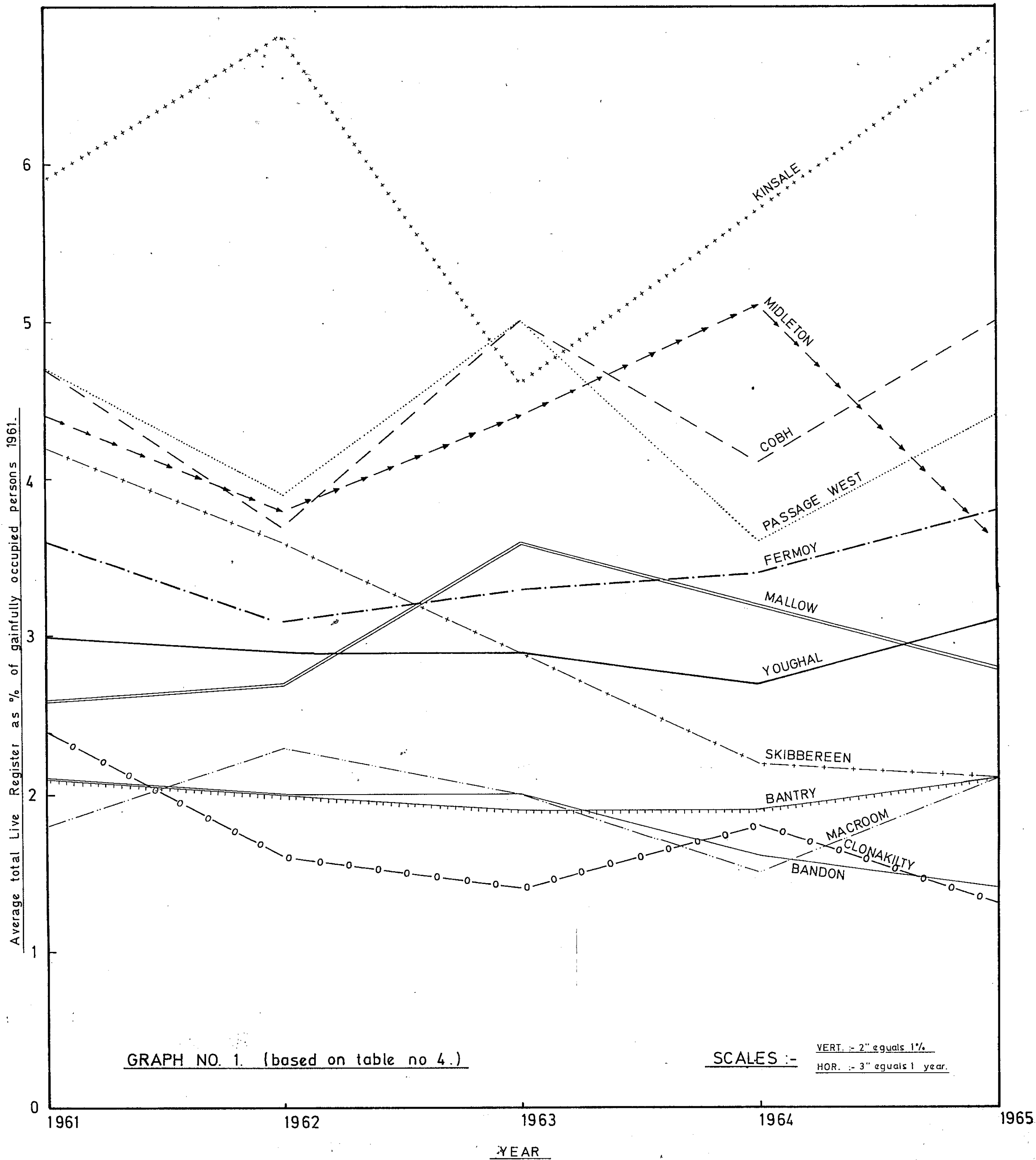
ZONING MAP

	general development		industry
	development area		land use

area of 1st stage development

SCALE 6" = 1 MILE

D. BUCKLEY B.E. COUNTY ENGINEER



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

SCALES :-

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