

PASSAGE WEST DEVELOPMENT PLAN



Cork County Council

1979

**Planning Department
Cork County Council**

**PASSAGE WEST
DEVELOPMENT PLAN**

July 1979

I N T R O D U C T I O N

By being a scheduled town, it is the statutory obligation of the County Council, as planning authority to produce a development plan for Passage West.

The first development plan for Passage West was produced in 1967 as an integral part of the County Development Plan.

It was reviewed in 1972 and was subsequently adopted by the Council in March 1973. In accordance with the requirements of the 1963 Planning Act this Development Plan has again been updated in the overall review of the County Development Plan. The contents of the document are based on information available in July 1978.

The significance and importance of a Development Plan for Passage West has increased since 1967. The 1967 County Development Plan's housing policy stated in general that the Council "will seek to gather new houses into existing settlements" and that in particular in relation to the environs of Cork City, "the policy will be to induce new developments away from the environs of the City into the villages and towns capable of growth in their own right".

The implementation of this policy has led to the development and growth of the "satellite towns" such as Ballincollig, Carrigaline, Glanmire and Passage West in the environs of the City (see Map 1) and to contain suburban overspill outside the County Borough.

It is important to note that, since 1973, the strategic planning context, within which these documents are prepared has been adjusted by the recently published Cork Land Use/Transportation Plan. Prior to this publication, insufficient coherent guidelines existed to indicate the desired and achievable relationships between travel needs and a broad spectrum of land uses, reviewed within the socio-economic framework of the area and of the sub-region. Accordingly, the development role of the area under examination in this document, as well as the satellite towns generally, was difficult to establish. However, the Cork Land Use/Transportation plan has clarified these problems and indicated the manner in which they could be approached. This in turn, has facilitated the definition of a strategy of planned development, within which the role of each satellite town or developmental area is clearly established. In terms of this document, the Passage West Plan has been prepared on the basis of this role definition. The detailing of specific objectives of a developmental and controlling nature have been formulated to achieve this role.

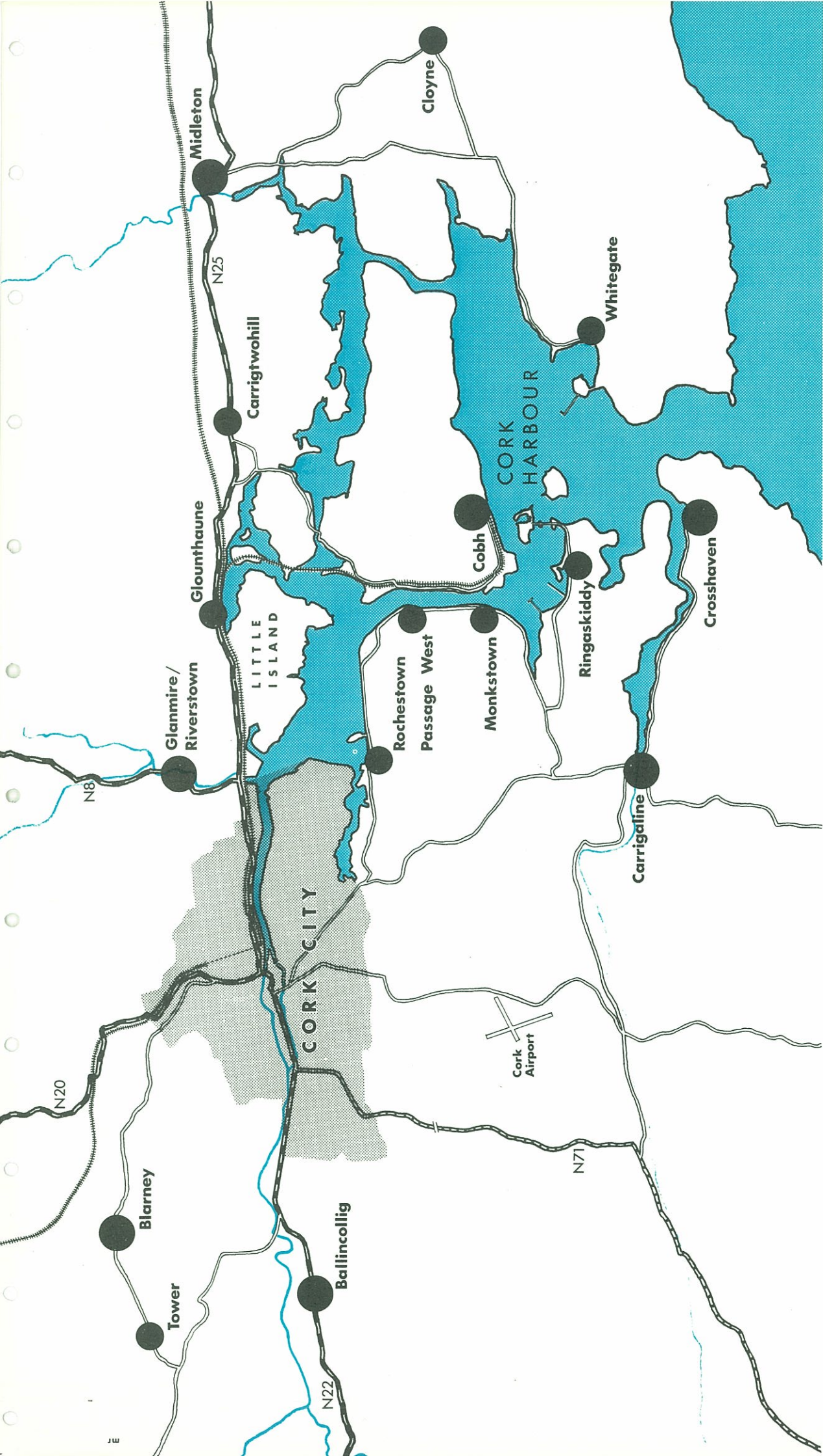
This Plan was adopted by Cork County Council on 30th July, 1979.

C O N T E N T S





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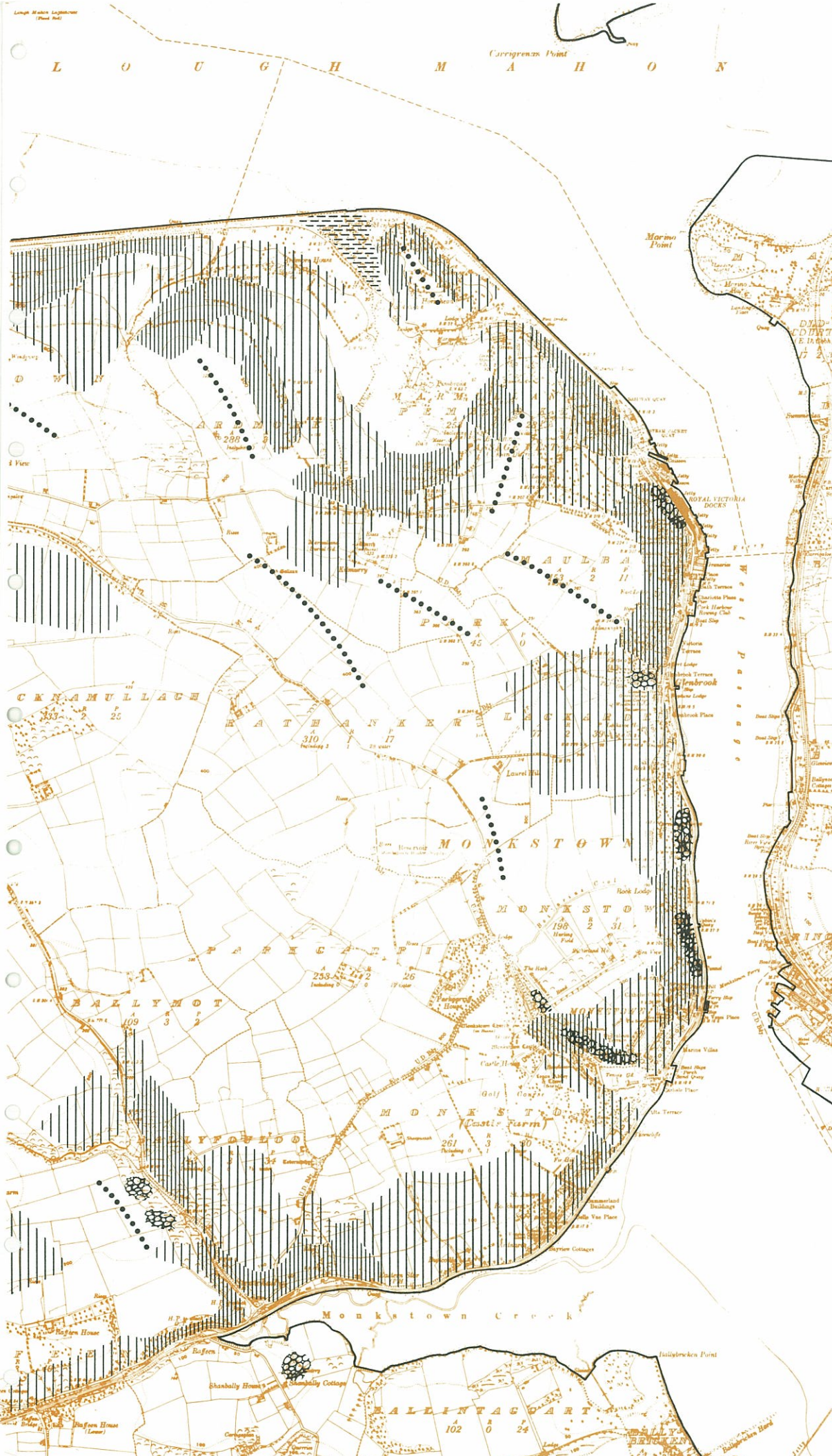


LOCATIONAL CONTEXT - Cork City & Harbour Development Area







-  National primary route
-  National secondary route
-  Other road
-  Railway

0 5 10 15 kilometres
0 5 10 miles

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PHYSICAL FEATURES

-  Shore line
-  Slope 1:5
-  Slope 1:10
-  Land liable to flooding
-  Rock outcrop
-  Ridge line



**Passage West
Development Plan**

LOCATIONAL
CONTEXT:

- 1.01 Situated 6 miles to the south east of Cork City, Passage is a town which has grown on the western bank of the narrow gorge which joins Lough Mahon, the upper waterway of Cork Harbour with the lower and main portion of the Harbour.
- 1.02 The area covered by this plan falls under the jurisdiction of the Passage West Town Commissioners, and contains, apart from Passage West, Monkstown and Glenbrook.
- 1.03 Due to its strategic location at the mouth of Lough Mahon at a time when the gorge was not navigable for steamers, Passage grew from a small fishing village in the 17th century to a steamship port in the early 19th century. Freight and passengers were unloaded in Passage for further transport by a road to Cork. The ease of access from Cork to Passage, first by road and, since 1850, by train stimulated its importance as a recreational centre.
- 1.04 The dredging of the Passage gorge and the development of railway links from Cork to Crosshaven, Cobh and other places, marked the beginning of the decline of the town as a port and recreation area. It now functions mainly as a dormitory town closely related to employment and other activities in Cork City and the Lower Harbour.

TOPOGRAPHY
AND SOILS:

- 1.05 Located on the western bank of the narrow gorge linking Lough Mahon to the Lower Harbour, Passage is enclosed by the steeply ascending slopes of the east-west armorican ridge (Lehenagh Ridge) which runs through Great Island and westwards to Cork Airport. The ridge, consisting mainly of old red sandstone, rises to a height of over 400 feet O.D. and descends steeply to the town. The wooded slopes which form a backdrop to Passage provide a valuable scenic asset and afford many fine views of the Harbour.
- 1.06 The main physical features, such as ridge lines and slopes are shown on map 2. Such features are of particular importance in Passage as they act as constraining or determining factors in the location and scale of past and future development.

NATURAL
AMENITIES:

- 1.07 The natural amenities consist of the scenic landscape character associated with the steeply rising Lehenagh ridge and its pockets of woodlands and tree belts plus the fine views from the slope of ridge over the harbour.

FEATURES OF
HISTORICAL
AND ARCHIT-
ECTURAL
INTEREST:

- 1.08 The most important building of architectural interest is Monkstown Castle, which was erected in 1636. It is one of the very few early 17th century houses in Ireland with an intact roof and its original lime rendering. It consist of four large flanker towers, each with bartizans, connected by smallish, four storey gables. The castle is very complete and should be preserved at all cost.
- 1.09 The following table gives a list of all the items of historical and architectural interest.

TABLE 1 - Features of Historical/Architectural Interest.

<u>ITEM AND LOCATION</u>	<u>DESCRIPTION</u>	<u>IMPORTANCE</u>	<u>C.D.P.</u>
Monkstown Castle Monkstown.	17th Century house with roof intact. Four flanker towers with bartizans. Four storeys with string-courses between each floor. Original lime rendering. The entrance door is round headed with mullioned windows. Known to contain at least one very fine chimney piece. Recently been boarded up. Castle is very complete and should be preserved at all cost.	National	F 52
Catholic Church, Passage.	Build in 1791, Large T-shaped building, hipped with slight sprocketing and raised coigns. Recently been done over. Retains fine reredos.	National/ Regional	-
Church of Ireland Church, Passage.	Appears to be a 19th century reconstruction of 18th century church. It retains 18th century box pews and contains some interesting tombs.	Regional	-
Methodist Church, Passage.	Mid 19th century gothic church with spire, now used as organ factory.	Local	-
St. Johns Church, Monkstown	First protestant church erected since the Reformation (1832), built of red sandstone and hewn limestone.		

RECREATIONAL FACILITIES:

- 1.10 The majority of the recreational facilities can be found in the Monkstown area. It possesses an 18 hole golf-course a public park with an adjacent tennis court and a quay which is heavily used for the storage and launching of small boats.
- 1.11 Passage has a small open space adjacent to the Vocational School and a tennis club with 3 courts. There is a proposal to establish an amenity walkway from Hop Island to Passage on the disused railway track.
- 1.12 There are only two playing pitches in the area, one in Passage and in Monkstown. The location of these and other recreational facilities are shown on the Amenity and Recreational Map.

SETTLEMENT PATTERNS:

- 1.13 Physical features have considerably influenced the development of Passage as a narrow linear settlement flanked by the River Lee to the east and the steeply ascending slopes of the Lehenagh Ridge to the west. The road from Cork to Monkstown (Main Road L.67) runs parallel to the waterfront from north to south through the town and most of the established buildings are located adjacent to this route.
- 1.14 The Land Use Map shows the location of the existing and proposed (i.e. presently committed by way of planning permissions) areas for residential, commercial and industrial use as well as major community facilities, open space and the basic road network in the vicinity of the town. A significant amount of new development since 1966 has taken place in the form of individual house constructions.

Much of current developments and commitments, however, are assuming a more comprehensive form although dispersed throughout the entire administrative area. The future pattern of residential growth is more likely to assume a more compact and better integrated form than formerly, provided the problem of comprehensive servicing and physical constraints can be overcome.

- 1.15 The linear character of the town has separated it into three basic communities viz. Passage, Monkstown and to a lesser extent, Glenbrook. The traditional "town centre" is at Passage but is generally in poor physical condition, and has a relatively small range of facilities, particularly those of a commercial nature. Furthermore, it is not centrally located nor readily accessible to the general surrounding area. The Royal Victoria Docks is the only significant land area used for industrial purposes.

- POPULATION: 1.16 Due to the scrapping of the 1976 Census, it is hard to determine accurately the present level of population in the Passage/ Monkstown area. Based on the register of electors the population was calculated at 3,007 persons in April, 1978. A factor indicating the ratio of voters to the total population was derived by comparing the 1971 register of electors with the census of the same year and was adjusted to take the change in the minimum voting age from 21 to 18 years into account. Applying this ratio to the April 1978 register of electors gave the present population level.
- 1.17 It should be noted that the number of new houses constructed since 1971 would indicate a higher population of around 3100. Consequently ~~an~~ average figure of 3050 is believed to be the most realistical one. This would mean a increase of 12.6% over the 1971 population of 2709 persons
- 1.18 Existing commitment by way of outstanding planning permissions will, when completed, result in an additional population of 2300 persons. Due to the lack of sewerage facilities, the time-scale for these developments will depend on the construction of a new sewerage system.
- EMPLOYMENT STRUCTURE: 1.19 According to the 1971 Census of Population of a total of 927 people at work in various locations but living in Passage/ Monkstown, 677 were males and 250 females. Table 2 gives a comparison between the employment structure of the Passage area and that of the aggregate town areas (towns, including their environs, with a population of more than 1500 in County Cork.

TABLE 2 EMPLOYMENT STRUCTURE IN PASSAGE AND AGGREGATE TOWN AREAS 1971.

	PASSAGE	AGGREGATE TOWN AREAS
Agriculture & Fishing	1.94%	3.80%
Manufacturing & Mining.	39.91%	30.20%
Construction & Electricity & Transportation & Public Administration & Recreation.	21.14%	23.48%
Commerce & Professions & Personal service & Finance.	37.00%	42.52%

INDUSTRIAL
EMPLOYMENT:

- 1.20 Table shows the relative importance of the manufacturing with 370 people employed in this sector. This figure when compared with the number of jobs provided for locally (46), reflect the dormitory function of Passage within the Greater Cork Area. The only industries in the town itself are Haulbowline Industries and Duckhams Oils. Haulbowline Industries occupies a five acre site near the Passage town centre and is engaged in shipbreaking scrap metal, dredging, floating crane and tug operations, while during the winter season herrings are processed. Duckhams is a storage and distribution plant for lubricants.
- 1.21 The vast majority of the Industrial Work force is employed outside Passage, such as the Verolme Cork Dockyard in Rushbrooke, Irish Steel on Haulbowline Island and Pfizers in Ringaskiddy. The construction of the N.E.T. plant at Marino Point offers further employment for the residents of Passage.
- 1.22 It should be clear from the above that the growth of Passage will not depend on local employment opportunities, but on the industrial development in the upper Harbour and, to a lesser extent, Cork City.

SERVICES AND
COMMUNITY
FACILITIES:

- 1.23 From the limited amount of information available, it would appear that a very large percentage of these 343 jobs in the "locally induced" economic sector, that is Commerce, Professions, Finance and Personal services, are provided in Cork City. This again emphasises the dormitory character of Passage.
- 1.24 The traditional centre at Passage West is not very well developed. Probably the most important explanation for this situation is its unfavourable location, both by its non-central position on the northern end of the linear town as well by its proximity to the shopping and commercial facilities of Cork City. The latter also limits the service hinterland to only a few miles with a corresponding low number of people dependent on the Passage centre. Dereliction in the centre and the lack of parking facilities are another factor.
- 1.25 St. Mary's in Passage and the Sacred Heart Church in Monkstown are the two Catholic Churches which serve the area. There are Protestant Churches at Monkstown and Passage. The Parish Hall at Passage (C.Y.M.S.) and the Club Hotel at Glenbrook provide the main meeting and indoor recreational venues in the town.

EDUCATION:

- 1.26 In Passage West are a boys and a girls primary school, as well as mixed secondary and a vocational school. A new boys primary school to replace the old one is currently in the phase of construction. Monkstown has another primary school for both boys and girls, where prefabricated extensions have been added to cater for the increased attendance.

- 1.27 The provision of educational facilities is generally satisfactory at the moment although there appears to be a lack of classrooms for the lower grades in the girls primary school, nor do they have a hall for physical education.
The growth in population will increase the demand for education, especially since these "blow-ins" tend to have a larger share of children in the school going age than the resident population.

HOUSING:

- 1.28 Since 1971 a total of 101 houses have been constructed while a further 42 are currently under construction. Present commitments to residential development by way of outstanding planning permission and proposed Local Authority housing account for a further 598 dwellings, which together with the houses under construction gives a population equivalent of 2300 persons assuming an average population equivalent of 4 persons per dwelling.
- 1.29 The Local Authority commitment consists of an nine acre site at Pembroke on which it will construct 82 terraced dwellings and 6 flats. Also included in the scheme are nine sites for private dwellings. Construction of Phase 1 consisting of 28 dwellings and 4 flats is in its final phase.
- 1.30 Apart from public housing, the bulk of new housing construction in Passage since 1966 has been of the detached, low density type, generally catering for the middle and upper income groups. While up until a few years ago this was mainly of the "one-off" variety, the recent trend is one of estate development.

OBSOLETE AREAS,
RENEWAL AND
REDEVELOPMENT:

- 1.31 The traditional town at Passage consists of rows of terrace type housing adjacent to the Main Road passing through the town. Many of these are now showing signs of obsolescence and blight and a large part of the town centre, in particular, requires comprehensive renewal or re-development. The most notable examples of blighted areas are at Dock Cottages at the rear of Dock Street, Canning Place and the Glen at Monkstown and Glenbrook.

WATER SUPPLY: 1.32 The existing water supply at Passage is part of the new Lee-Ballea Scheme, which also serves Douglas, Grange, Carrigaline and Ringaskiddy. This scheme incorporates the old Ballea scheme. The water for the new scheme is extracted from the Owenbue River at Ballea at the rate of 2.4 m.g.d. and pumped to two reservoirs: a low level reservoir at Ballinrea (250 ft. O.D.), part of the former Ballea scheme, and a new high level reservoir at Carr's Hill (375 O.D.). The Carr's Hill reservoir is important for Passage in that it allows the development of the higher lands, between 200 to 300 ft. O.D.

1.33 The capacity of the scheme is adequate and the spare capacity will increase with the completion of the Bandon-Innishannon scheme, which will make an additional 1.5 m.g.d. available, while the new Cork City and Harbour Scheme will take over the supply to Ringaskiddy, thus releasing a further 1.25 m.g.d. for future developments in the area served by the Lee-Ballea scheme.
The present consumption in Passage West and Monkstown is 230,000 g.p.d. Map 4 shows the main pipes of the water supply system.

SEWERAGE: 1.34 The existing system is obsolete and consists of individual sections of drains which convey the sewage to numerous outfalls on the water front, where it is discharged untreated. Many of the older sections of pipe are in poor condition and of limited capacity. This lack of capacity, combined with the undesirability of untreated discharge, has prevented major residential development.

1.35 At present consultants are appraising the sewerage situation with the view to providing three main outfalls together with treatment works, which will replace the existing outfalls. Construction is likely to take place on a phased basis, which will of course greatly influence the location of new development.

TELECOMMUNICATIONS: 1.36 The area is served by an automatic exchange in Glenbrook which was recently expanded to a capacity of 900 lines, of which 550 lines are in use at present. While the exchange capacity is sufficient to meet the demand in the immediate future, the trunk line to Cork, which also carries the Cork-Cobh telephone traffic, is overloaded.
This might be overcome by the laying of a new trunk line to Cork, or by re-routing the traffic via Carrigaline.

ELECTRICITY: 1.37 The present supply for the area is obtained from a 10 KV line which is linked to a 38 KV sub-station at Douglas and another to the north of Carrigaline. The existing load is over 2 megawatts, with a total capacity of 2.5 megawatts. Any significant housing or industrial expansion would entail the re-enforcement of the 10 KV line and the E.S.B. are contemplating the construction of a new 38KV sub-station at Rochestown.

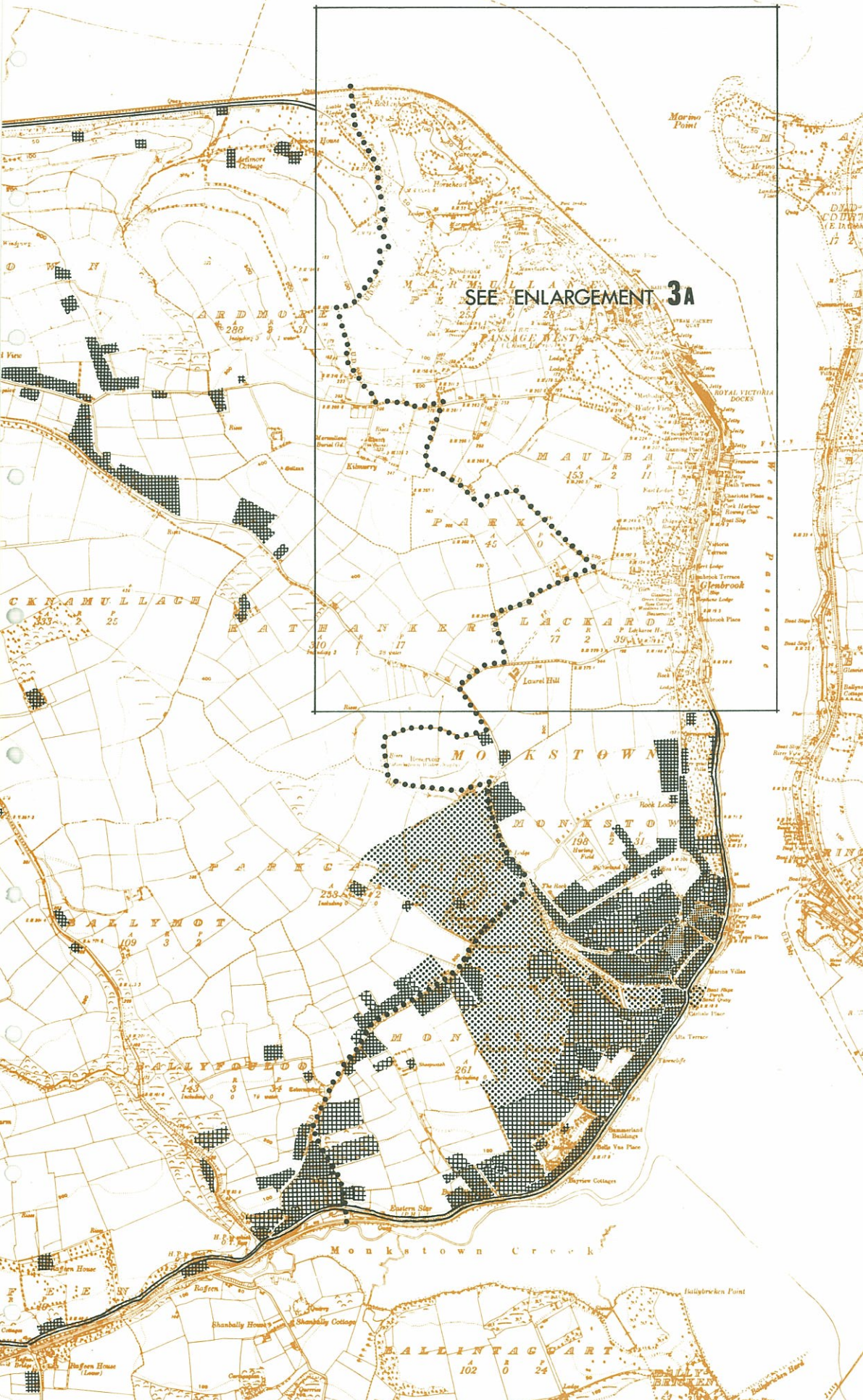
REFUSE 1.38 The collection of refuse is carried out once a week by the County
DISPOSAL: Council and disposed at the regional dump at the Kinsale Road.

ROADS: 1.39 Because of its location on one of the main Cork/Ringaskiddy roads, the amount of through traffic in the linear town of Passage - Monkstown has increased rapidly due to the expansion of industrial development in the Lower Harbour Area. The proposed Cork-Ringaskiddy road would greatly diminish the volume of through traffic.

1.40 The internal road network is shown on the Land Use Map. Many of these roads have extremely steep gradients and are generally very narrow. It is evident that these are not capable of carrying heavy volumes of traffic.

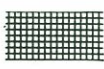
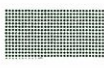


1.41 There are no significant facilities for off-street car parking in the town. The narrow streets provide the only parking spaces and this obviously creates a conflict with the traffic circulation, especially by the unloading of lorries in the commercial area. Another pressure points are at the ferry landings at De Vesci Place in Monkstown and Toureen Terrace in Passage.

PUBLIC 1.42 C.I.E. has an average daily service of 21 buses from and 24 to
TRANSPORT: Cork City. All buses travel as far as Monkstown, while 11 of these continue as far as Ringaskiddy.



SEE ENLARGEMENT 3A

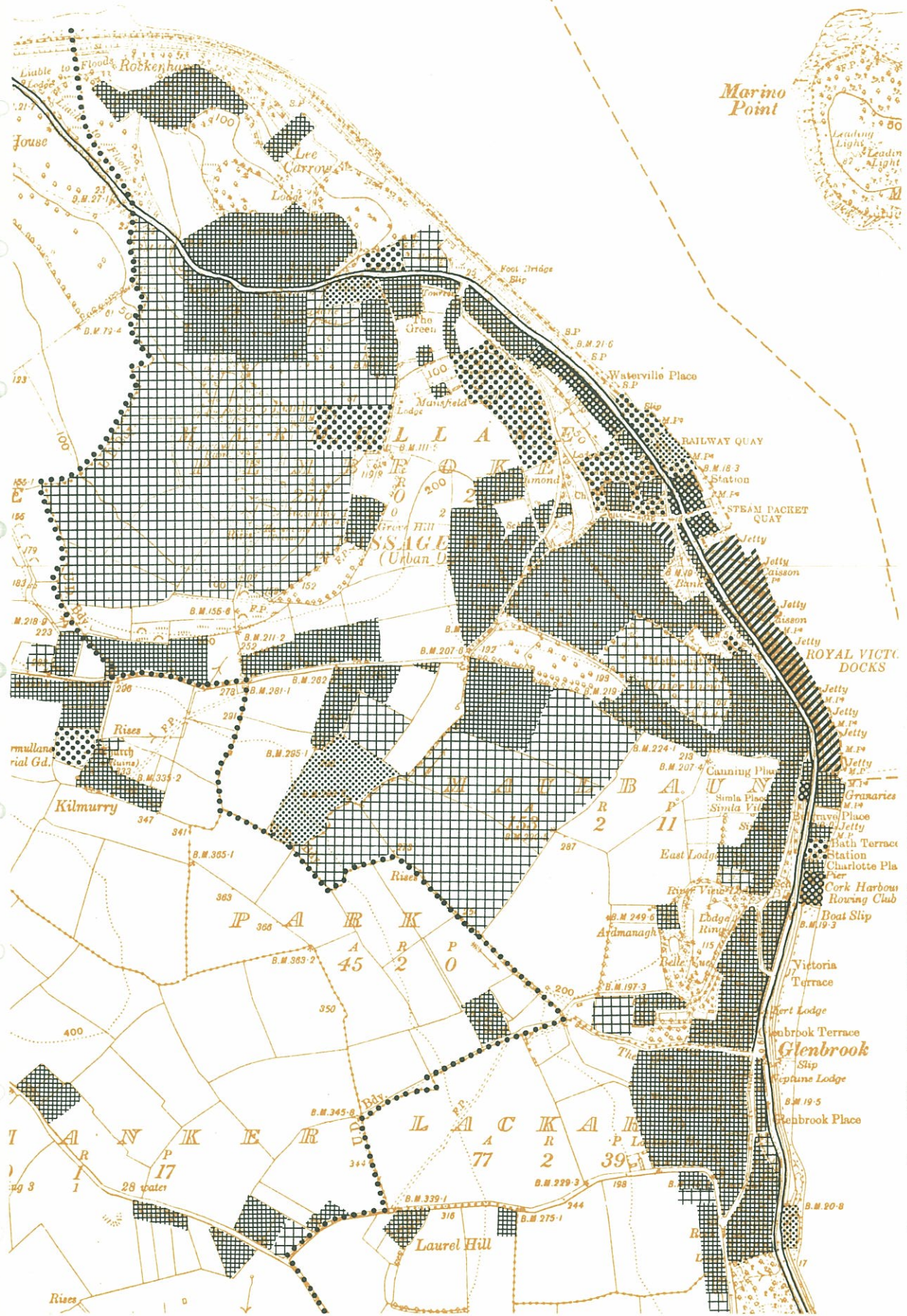
LAND USE









-  Residential existing
-  Residential proposed
-  Community facilities
-  Open space
-  Main road
-  Town commissioners' boundary



Passage West Development Plan

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- LAND USE**
-  Residential existing
 -  Residential proposed
 -  Commercial
 -  Industrial
 -  Community facilities
 -  Open space
 -  Main road
 -  Town commissioners' boundary



**Passage West
Development Plan**
Aug. 1977

SUB-REGIONAL
ROLE

- 2.01 Being located only six miles to the south-east of Cork City and being well endowed with natural amenities, it is no surprise to know that Passage/Monkstown has increased rapidly in population. The area was designated as a satellite town in the 1973 County Development Plan. The Cork Land Use Transportation Study which has just been published reaffirms the importance of Passage/Monkstown in the regional development by setting a target of 6,200 persons in 1991. It will perform the important function as dormitory town for the increasing population of the Greater Cork Area.

INDUSTRIAL
LOCATION

- 2.02 Due to the steeply sloping terrain, suitable industrial land is hard to find. Most of the level land has already been committed to residential uses and it is unlikely that industrial job opportunities in the town itself will increase rapidly. It should be pointed out here that the inhabitants of Passage/Monkstown are ideally situated to avail of the increasing job opportunities in Ringaskiddy, Marino Point and Rushbrooke.

TOWN CENTRE:

- 2.03 The existing town centre in Passage is functionally very weak as is witnessed by the large number of derelict buildings in the centre. This weakness can be attributed to the strong competition with Cork City, especially Douglas and the lack of off-street parking which is a prerequisite in modern car-oriented shopping.
- 2.04 There is considerable scope for renovation and reconstruction in the town centre. In this the County Council can play an important role by acquiring derelict site and making these available, together with a design brief, to interested parties for redevelopment. The design brief will ensure that the infill development is in harmony with its neighbours and the street facade.
- 2.05 Traditional shop fronts and sign writing are of particular importance in that they represent an uniquely Irish tradition. They should be retained where possible and any replacements should respect traditional standards in design, scale and use of materials.

RESIDENTIAL
DEVELOPMENT:

- 2.06 Up until now residential development has taken place in the form of "one-offs" or in relatively small estates. The lack of an adequate drainage system prohibited any large scale housing development. The implementation of the first phase of the drainage scheme is to take place within the next five year period and this is likely to stimulate large scale development in the newly serviced area.

2.07 The steep slopes, together with the elongated pattern of development, makes it difficult to solve the existing traffic problems. These problems are basically a lack of parking facilities and the obstruction caused by loading lorries. These problems will be partially solved by a one way system on Dock Street and Strand Road. At the same time the County Council will actively pursue a policy of acquisition of car parking sites. The vehicle ferry between Monkstown and Rushbrooke, which is proposed for the 1982-86 period will make the employment opportunities on Great Island easily accessible.

SERVICES:

2.08 The water supply has been augmented recently by the provision of a high level system and its capacity is more than adequate for the expected future demand. Drainage however is very problematic with overloaded sewers and multiple untreated outfalls. The first phase of the Passage West Sewerage Scheme which will serve the Pembroke area, is scheduled for completion within the next five years.








SUMMARY OF
DEVELOPMENT
CONSTRAINTS
AND DETERMIN-
ANTS:

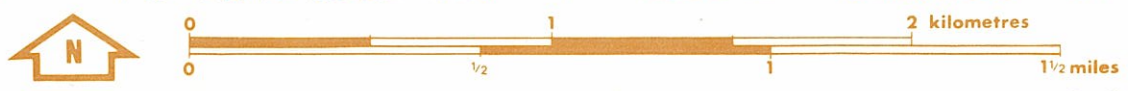
2.09 A number of factors will act as constraints and determinants in the development of the town:-

- (i) Physical features such as steep slopes, rock outcrops and land liable to flooding.
- (ii) Areas already developed or committed to development, i.e. the existing town structure and planning permissions which have not yet been taken up.
- (iii) The designation of Passage West as a growth centre for population in the County Development Plan.
- (iv) Infrastructure: due to the high cost of providing a drainage scheme, this scheme will be implemented on a phased basis. This means that development will have to be phased accordingly.



SERVICES

-  Water supply (existing)
-  Water supply (proposed)
-  Water supply installation (existing)
-  Water supply installation (proposed)
-  Sewered area
-  Sewerage outfall
-  Electrical power line



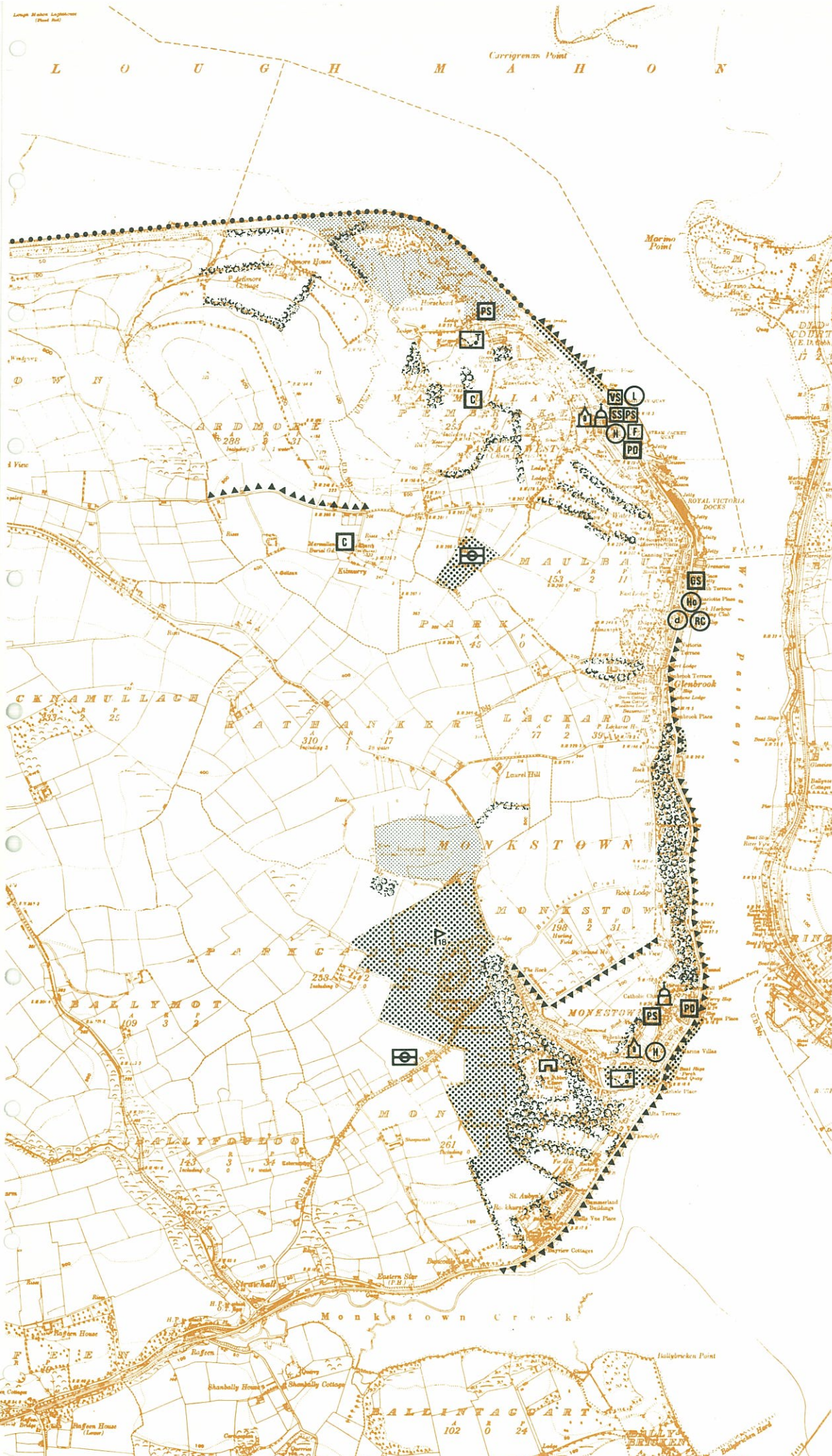
Passage West Development Plan


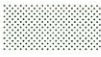
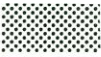




















Jan. 1978

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AMENITIES and COMMUNITY FACILITIES



-  Shrubs, trees, woodland of scenic value
-  Area of landscape and recreational value
-  Open space
-  Scenic route
-  Amenity walk
-  Playing field
-  Golf course
-  Tennis court
-  Rowing club
-  Structure of historic/architectural interest
-  Church (R.C.)
-  Church (C.of I.)
-  Cemetery
-  Primary school
-  Secondary school
-  Vocational school
-  Garda station
-  Fire station
-  Post office
-  Library
-  Hall
-  Hotel
-  Dancing



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Passage West
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Aug. 1977

111 PLANNING POLICY:

GENERAL:

- 3.01 The aim of this document is to provide a framework for the guidance of future development so as to provide a living, working and recreational environment of an acceptable standard in Passage West. This framework consists of zones indicating the purposes for which particular lands may be used and a list of detached objectives to be implemented during the five year period of the plan.

OVERALL
POLICY:

- 3.02 It is the policy of the Council:
- (i) to promote the town as a residential growth centre within the context of the Greater Cork Area.
 - (ii) to determine the pattern of future growth by designating land for particular uses and to provide, where feasible, the appropriate services.
 - (iii) to improve the physical character of the town centre at Passage by actively encouraging renewal and infill development.

PRIMARY
OR SOLE
USE:

- 3.03 Land is zoned for primary or sole uses. Where a sole use is stated, development will be strictly limited to such use. Where a primary use is indicated, other use, which would not inhibit the primary use may be considered.

INTERPRET-
ATION OF
ZONING:

- 3.04 Use-Zones are outlined on the Zoning and Objectives Map. This map should be interpreted by referring, through map reference numbers, to the relevant paragraph in the written statement (lightly printed numerals e.g. 3.10 and to the list of specific objectives (bold numerals e.g. (4)).

SERVICING
OF
DEVELOPMENT:

- 3.05 It is the intention of the Council to provide public drainage in unserviced areas zoned for development. As the provision of services may take some years to complete, it should not be assumed that planning applications received in the interim for these areas will receive immediate permission. Services will be provided on a phased basis and applications which appear to comply with the general requirements of this document may be refused permission on grounds of prematurity.

DEVELOPMENT
CHARGES:

- 3.06 Under Section 26, (2), of the 1963 Planning Act conditions may be attached to planning permission requiring contributions towards Council expenditure facilitating the proposed development.

LAND NOT
INDICATED
FOR ANY
USE:

- 3.07 Where an area of land is not indicated for any purpose on the Zoning and Objectives Map, the use of such land shall be deemed to be primarily agricultural.

RESIDENTIAL
DEVELOPMENT:

- 3.08 The areas zoned for residential uses are primary use zones. There are two categories of residential use defined in relation to public drainage provisions.
- 3.09 In residential areas which will be provided with public drainage, all development must connect to the sewer network. Applications may be refused on grounds of prematurity.
- 3.10 In some areas residential development may be permitted even though public drainage will be not provided. Such development must comply with health and sanitary services regulations and density may be restricted to 4 dwellings per acre. Factors such as topography, ground conditions and proximity to roads, watercourses and other developments may impose more severe limitations.
- 3.11 Shopping and Community facilities may be permitted where their use would contribute to a proper level of services within the residential area.
- 3.12 It is the policy of the Council to seek the provision of adequately land-scaped open spaces in residential areas, with specific use-functions attached to them. To this end the Council will secure the inclusion of adequate open space at the planning permission stage. It will additionally see to the enforcement of open space conditions - Section 25 of the 1976 Planning Act gives planning authorities effective powers in the enforcement of open space provisions in residential areas.

COMMERCIAL
ZONES:

- 3.13 Areas zoned for commercial uses are primary use zones - residential development will also be considered. In general, infill development must be integrated with the scale and detail of the street facade. Where sufficient off-street car-parking cannot be provided, contributions may be required towards Council expenditure on public car-parks.

INDUSTRIAL
ZONES:

- 3.14 Areas zoned for industrial uses are primary use zones - commercial development will also be considered. Applications will be assessed in the context of the capacity of the traffic and sanitary services networks, acceptable standards of noise and dust emissions and the visual impact on the landscape.

AGRICULTURAL
ZONES:

- 3.15 Agricultural Zones include areas marked "A" on the zoning and objectives map, as well as the area outside the development area boundary. While agriculture is the primary use, other uses might be considered under certain strict conditions.

- 3.16 Housing developments in these zones should serve the agricultural community. Ribbon developments, as well as scattered and isolated dwellings in the countryside are not encouraged. These developments are often difficult and costly to service, can be visually obstrusive and, due to the creation of multiple access points, contribute to road traffic hazards.
- 3.17 In the case of "ribboning" the proliferation of septic tanks and bored wells can constitute a serious health hazard. To prevent this isolated houses will be permitted on $\frac{1}{4}$ acre sites, but where clustering has occurred, the sites must measure $\frac{1}{2}$ to 1 acre.
- 3.18 As a counterbalance to urban generated rural housing, it is the Council's policy to provide serviced sites adjacent to existing settlements. These sites will be sufficiently flexible in size and layout to cater for a wide choice and to accomodate all income groups.
- 3.19 Industrial development may be allowed in selected areas where problems of visual intrusion, effluent disposal and traffic safety can be resolved.
- 3.20 The lands to the west of Monkstown have been zoned agricultural. Already a sizeable number of planning permissions for residential development have been given in this area and the pressure for development is likely to continue. By zoning these lands agricultural the Council wants to make it clear that the provision of drainage facilities is a very long term proposal and these might even be abandoned altogether due to the very high cost involved. Nevertheless, some "one-off" development with a septic tank arrangement might be allowed.

OPEN SPACE
AREAS:

- 3.21 Some areas are designated solely as open spaces. No development will be allowed unless it is related to recreational uses. Strict conditions of siting, layout and design will be imposed on any permitted development.
- 3.22 Educational, Community and Recreational development will be allowed in areas reserved primarily as open spaces.

SCENIC
LANDSCAPE.

- 3.23 Scenic landscape is marked on the Zoning and Objectives Map by vertical hatching. Scenic areas zoned for agriculture will be used solely for that purpose while strict conditions of siting, design and landscaping will be imposed in areas zoned for development.

SPECIFIC
OBJECTIVES:

- 3.24 Specific Objectives, numbered in bold type on the Zoning and Objectives Map, are listed below. Some of these will be implemented by the Council, directly or indirectly. Others will depend on individual or collective action by persons or organisations. In all cases these objectives should be partially or fully achieved within five years of the adoption of this Council.

SPECIFIC OBJECTIVES:

COMMUNICATIONS
AND
TRAFFIC:

1. To create a one-way street system with Dock Street for south-bound and Strand Street for northbound traffic.
2. To provide off-street car parking in the Passage central area by the acquisition of suitable derelict properties.
3. To provide car parking at the landing of the ferry to Marino Point.
4. To investigate the possibility for a new access road into the higher ground at Maulbawn.
5. To ensure that future residential development in the Pembroke-Maulbawn area includes an intergrated road network.
6. To construct a footpath along the Carrigmahon Road.

URBAN
RENEWAL:

7. To promote the acquisition and renewal or redevelopment of derelict sites in Passage.

AMENITIES:

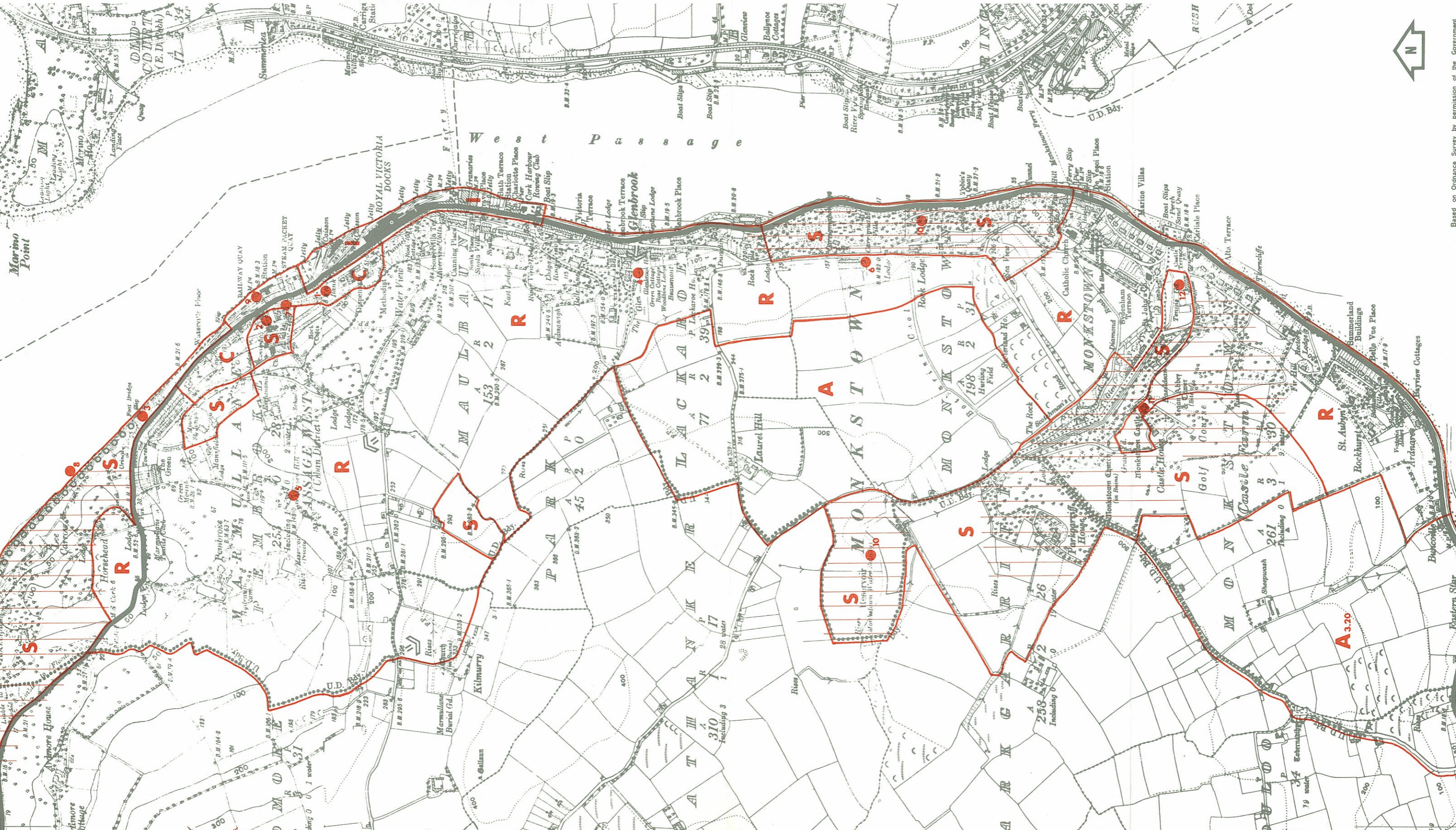
8. To create, in conjunction with local groups, a riverside walk with seats on the abandoned railway line from Hop Island to Toureen Terrace.
9. To extend the public park at Main Street and to provide additional seating accommodation.
10. To preserve the wooded character of the slope between Glenbrook and Monkstown.
11. To restore Monkstown Castle in co-operation with other interested bodies. The castle is structurally sound and could be restored at a relatively small cost.
12. To improve the existing park at the Glen, Monkstown.
13. To investigate the possibility of developing the old reservoir into an amenity area.

FINANCE:

3.25 The implementation of the development objectives mentioned above are based on the assumption that the necessary capital moneys, permissions and approvals will be forthcoming from central government sources. Should such money not be available, or should compulsory acquisition of lands, etc. not be confirmed by the responsible Minister of Government, objectives so affected will be excluded from statutory implementation.

COST:

3.26 Detailed cost estimates have not been included in this plan. Such costing is possible only at the stage where more detailed design for roads, services, housing layouts, social facilities, etc. have been drawn up. While no such study has been carried out, it is clear that a well planned compact type structure offers opportunities for minimising development costs particularly in relation to provision of infrastructure, while also producing other social, economic and environmental benefits. The alternative is to allow a sprawling and unrelated settlement to develop, thus producing an unplanned, unattractive and inefficient environment.



ZONING and OBJECTIVES

LAND USE ZONES

- R** Residential – total 506 acres
- C** Commercial " 15 "
- I** Industrial " 10 "
- S** Open space " 256 "
- A** Agriculture " 282 "
- ||||| Scenic landscape

Note – Reference number (e.g. 3.20) relates to paragraph in the written statement

OBJECTIVES

- Specific objective
- oooo Proposed amenity walk
- ⇨ Proposed access point

Note – Reference number (e.g. 10) relates to list of objectives.

EXISTING

- Link road
- Scheduled town boundary

