

PASSAGE WEST DEVELOPMENT PLAN



Cork County Council

1973

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Planning Department

Cork County Council

MARCH 1973

(i)

INTRODUCTION

The Cork County Development Plan was formally adopted by the Council at its meeting on the 20th day of November, 1967. Under Section 20 of the 1963 Act, the Council as Planning Authority is bound to review its development plan at least once in every five years from the making of the original plan. It is for this reason that this town plan has been prepared as part of the review of the County Development Plan. The contents of the town plan are based on information available at June, 1972. This plan was formally adopted by the Council at its meeting on the 19th day of March, 1973.

Section 20 (I) of the Local Government (Planning and Development) Act, 1963, gives a Planning Authority the right to make any variation (whether by way of alteration, addition or deletion) which they consider proper, in the making of any review of the plan. Passage West is one of the nine scheduled towns in Cork County for which the Planning Authority is statutorily obliged to include detailed development plans as part of the overall County Plan. This review town plan incorporates appropriate changes where necessary based on available up-to-date information and any altered circumstances obtaining since the initial plan was prepared in 1967. It includes a revised format in which the basic survey information is included in Part I of the written statement and the development plan proper embodying the development policy, zoning and specific objectives with map, and feasibility in Part II. This gives the statement a logical sequence in which the problems and prospects of the town are analysed in Part I prior to the formulation of a development policy and specific objectives in Part II.

The zoning provisions of the original plan have been modified to include a system of primary or sole use zoning which is fully explained in Part II of the statement. It does not represent any radical change in policy but is purely a refinement of the original method of zoning which should permit of greater flexibility in the control of development while at the same time facilitating the emergence of a community structure and environment of high quality.

Part II, C (ii) Specific Objectives, corresponds to Part III, Development Objectives of the 1967 Development Plan for the town. The necessary changes in the objectives are explained in paragraphs 2.14 to 2.17 inclusive. These changes are necessitated by the achievement of specific objectives or by the addition of further specific objectives, the inclusion of which is now considered desirable.

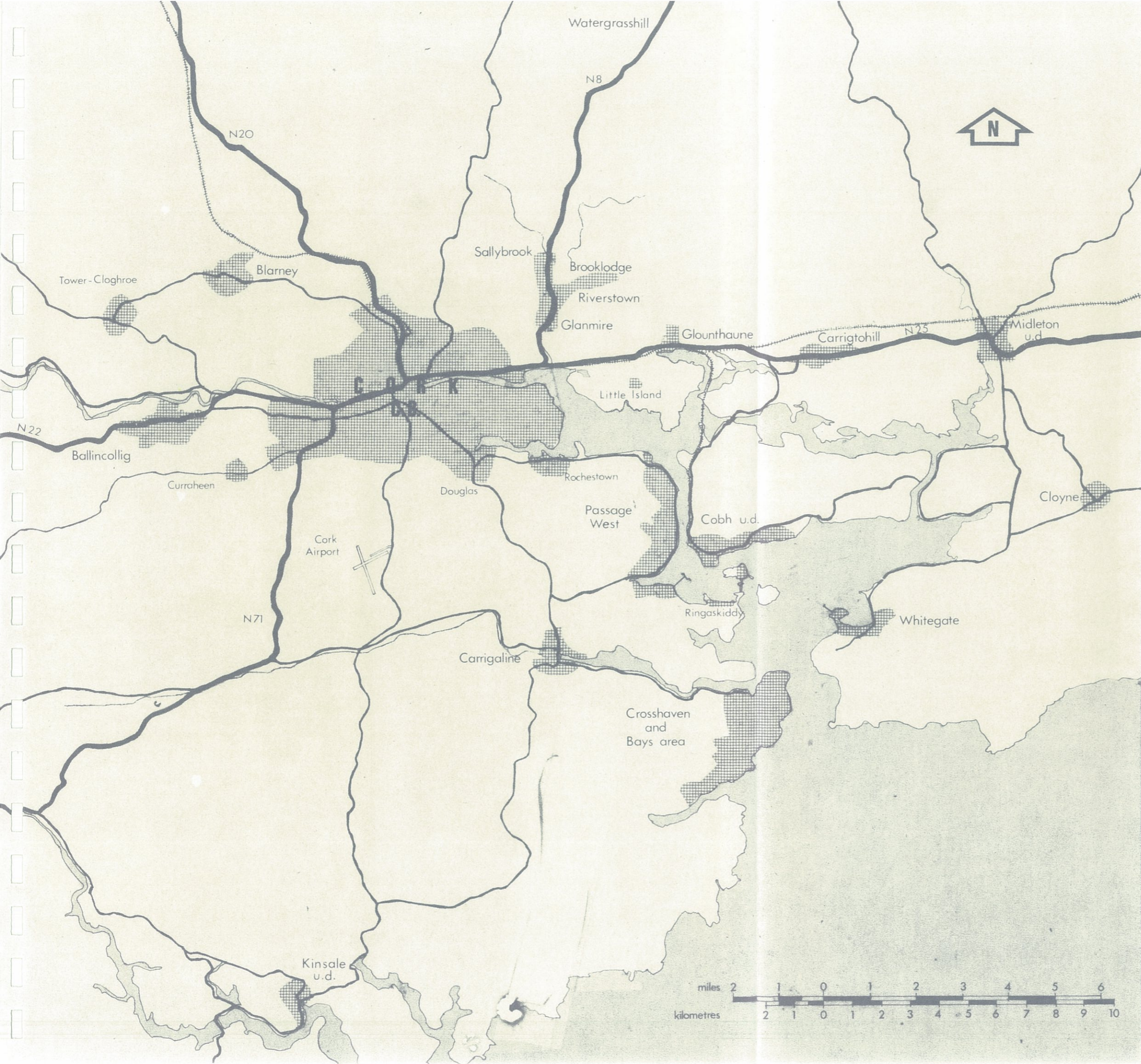
The 1967 County Development Plan's housing policy stated in general that the Council "will seek to gather new houses into existing settlements" and that in particular in relation to the environs of Cork City, "the policy will be to induce new developments away from the environs of the City into the villages 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" in the city environs such as Ballincollig, Carrigaline, Glanmire and Blarney (see Map I) and to the containment of suburban overspill outside the County Borough. The pace and scale of major speculative housing developments attracted to these towns has, however, created planning problems of its own in relation to the shaping of an efficient and pleasant overall physical environment to cater for the increasing population's social and economic needs. These problems have been accentuated by the absence to-date of an overall development plan for each of the satellite towns with the exception of Passage West, Middleton and Blarney.

In addition, the complex inter-relationships for these towns with the City together with the implications of industrial expansion in the city environs and harbour area, calls for a better understanding of the inter-relatedness of different land uses and activities and of the varying infrastructural demands which operate particularly in regard to transportation, water and sewerage and social facilities. It is becoming increasingly clear that there is an urgent need for an overall land use - transportation strategy for the City and Harbour development area (see Map I) in which future population growth, associated economic activity and land use are incorporated in an appropriate planning policy related to a comprehensive transportation system which is based on consequent travel demand.

Development Plan policy and zoning objectives are indicated in relation to the development area within the Scheduled Town Boundary as adopted by the Council under Section 2 (6) of the Local Government (Planning and Development) Act, 1963, on the 18th day of October, 1965, and are also shown in accordance with Section 19 (3) of the Act for a particular area to the west without and adjoining the said boundary.

CORK CITY & HARBOUR DEVELOPMENT AREA



MAP 1
LOCATIONAL CONTEXT

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PART I : SURVEY AND ANALYSIS

A / GENERAL BACKGROUND

GENERAL

I.1 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. With 17th century origins, the town developed from being a small fishing village to becoming a transatlantic steamship port in the 19th century, with associated docks and yards. The dredging of the Passage gorge and the development of the railway links from Cork to Crosshaven (via Passage) and Cobh in the 19th century, 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 Lower Harbour.

I.2 Passage West, together with Monkstown and Glenbrook comprises the area under the jurisdiction of the Town Commissioners. The town had a population of 2,686 in 1966 and showed a slight increase over the previous 10 years. Since 1966, the higher rate of growth in new residential development has resulted in an estimated 1971 population of about 2,700, while current residential planning commitments would, if realised, result in a further increase in population of approximately 2,000. There are no major industries in the town and employment activities are closely related to those in Cork City and Lower Harbour Area. The town itself has a small service hinterland with a poorly developed commercial centre, while its environment benefits greatly from its topography and waterside location in the Harbour Area.

I.3 Proximity to Cork City and the Lower Harbour is perhaps the most significant factor to be considered when analysing future prospects for the development of Passage West. Despite a significant number of physical constraints, the town is likely to continue to develop as a low density residential and service centre with limited recreational and possibly, light industrial activities. Together with Carrigaline, Passage is likely to assume a significant role in the context of the Cork Harbour Commissioners development proposals for a major port-related industrial complex at Ringaskiddy. It should prove an attractive location for much of the associated service and residential development.

HISTORICAL
BACKGROUND

I.4 In 1690, Passage was a small fishing village. Its strategic location at the mouth of Lough Mahon at a time when the gorge was not navigable for steamers, contributed to its growth as a steamship port in the early 19th century, while the railway link made it an attractive and accessible recreational resort for Cork City people. There was a passenger ferry link to Carrigaloe which was used extensively during the 19th century. The "Sirius", the first steamer to cross the Atlantic, sailed from Passage in 1838 and accomplished the journey in 18 $\frac{1}{2}$ days.

I.5 The Royal Victoria Dockyard, constructed in 1832 and still in operation has traditionally provided the principal industrial employment in the town.

I.6 Passage West was first constituted as a Local Authority with Town Commissioners in 1920. A year later it acquired Urban District status with an Urban Council which was, however, dissolved in 1938. The Town Commissioners were re-established in 1942 and together with the County Council continue to function as the local government administrative unit for the town. Monkstown Castle, erected in 1636 and located in the grounds of Monkstown Golf Club, is the major building of historic interest. Much of the existing town has late 19th and early 20th century origins. This has resulted in considerable problems of obsolescence and blight which call for large scale renewal or redevelopment of parts of the town including the central area.








PHYSICAL
FEATURES

I.7. 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.

I:8 The Physical Features Map shows the location of local ridge lines, slopes etc. Such factors are of particular significance in Passage acting as constraining or determining forces in regard to the location and scale of future development and are important considerations when formulating a future structure for the town.



PHYSICAL FEATURES

-  Rock outcrop
-  Land liable to flooding
-  Slope 1:10
-  Slope 1:5
-  Land over 400 ft. O.D.
-  Ridge line
-  Town Commissioners' Boundary

Feet 500
Metres 150

March 1972

Based on the Ordnance Survey by permission of the Government (OS/70)

EXISTING
TOWN
STRUCTURE

I.9 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.

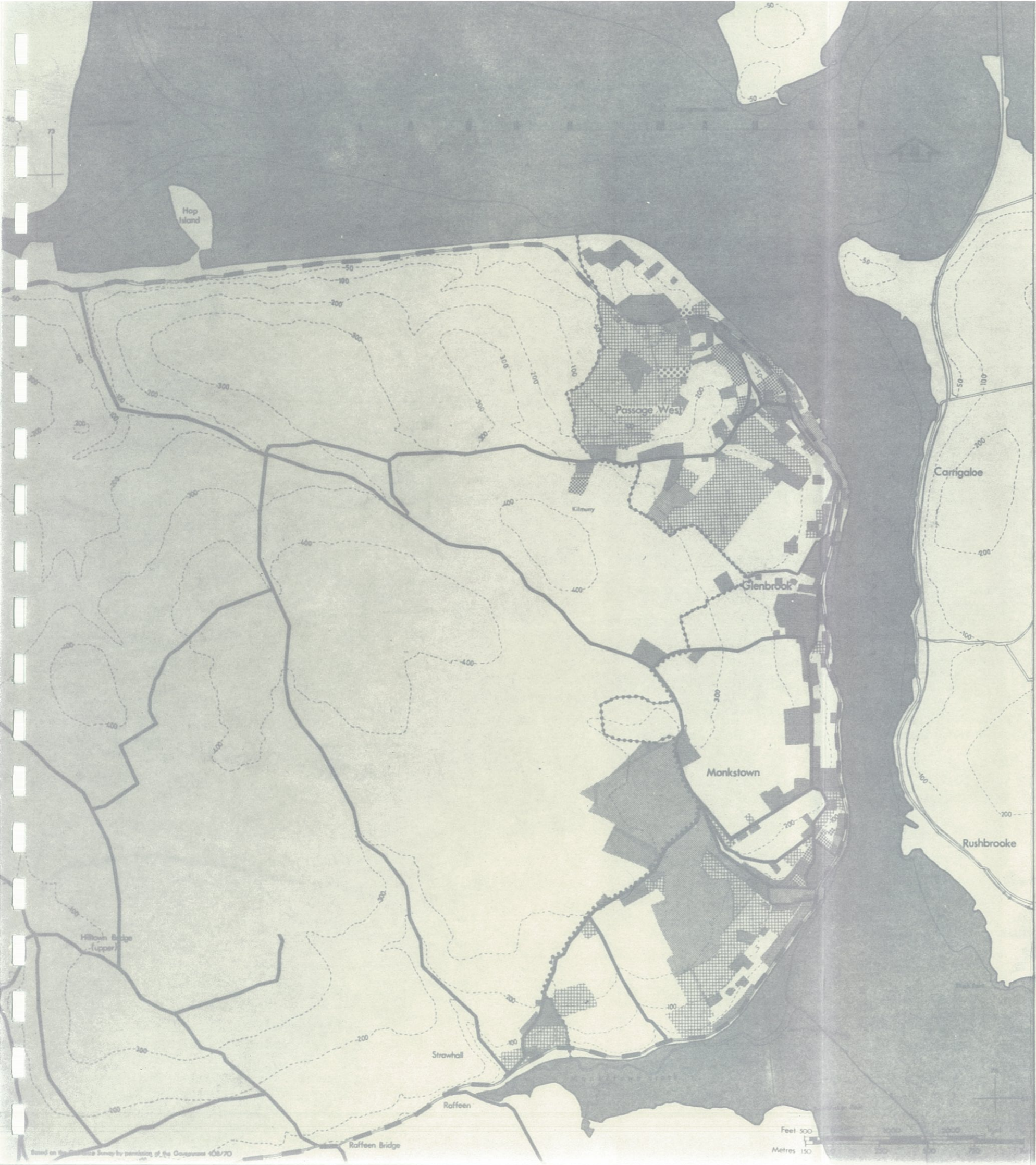
I.10 The Land Use Map shows the location of the existing and proposed (i.e. presently committed by way of planning permissions) areas for residential, commercial and industrial use as well as major community facilities, open space and the basic road network in the vicinity of the town. A significant amount of new development since 1966 has taken place in the form of individual house constructions in the area of first stage development delineated in the 1967 County Development Plan. 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.

I.11 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 while Monkstown Golf Club is the major area of open space in the town.

B / POPULATION

POPULATION
CHANGE

I.12 The 1966 population of the town was 2,686 and showed a slight decline from the 1911 population of 2,815. Between 1961 and 1966 the population increased by 3.9%. The 1971 population has been estimated at 2,700 approximately while present residential commitments (by way of outstanding planning permissions and proposed Local Authority housing) account for a further estimated 2,000. It is evident that such a scale of growth needs to be carefully controlled and directed in a co-ordinated and systematic manner. The timely provision of facilities and services to cater for the needs of the expanding population is the major problem to be overcome in this regard.



LAND USE

existing	proposed	
		Residential
		Community facilities
		Commercial
		Industrial
		Public open space
		Town Commissioners' boundary
		Main road
		County road

Based on the Ordnance Survey by permission of the Government 10/6/70

Feet 500
Metres 150

March 1972

POPULATION
STRUCTURE

I.13 Of the 1966 population, 48.5% were males and 51.5% females. This shows a slightly greater percentage of males and lower percentage of females than the corresponding figures for the aggregate town areas in Cork County (including the County Borough) of 47.9% males and 52.1% females. Of the 1966 population, 31.9% were under 14 years, 57.2% were between 15 and 64, while 10.9% were over 65. The corresponding figures for the State were 31.1%, 58.8% and 11.1% respectively.

C / EMPLOYMENT AND INDUSTRY

OVERALL
EMPLOYMENT
STRUCTURE

I.14 The 1966 Census of Population recorded that of a total of 971 people at work in various locations but living in Passage, 685 were males and 286 females. Of the total, 40 were engaged in extractive industry, 398 in manufacturing, while the remaining 533 were engaged in service employment. These figures represent percentages of 4.1%, 41.0% and 54.9% respectively. The figures, when compared with locally based employment outlets, reflect the complex work - journey pattern which is prevalent in the Harbour area and indicate the residential function of Passage West within the Greater Cork Area. No significant industries have been established in the town itself in recent years and future residential growth will most likely be associated with new employment opportunities in Cork City and in particular, the Lower Harbour area.

MANUFACTURING
INDUSTRY

I.15 Table I shows the main employment outlets in the town and surrounding areas as at February, 1972. Industrial employment in Passage is largely related to the surrounding areas at Ringaskiddy, Haulbowline, Rushbrooke, Whitegate and Cork City, while the only industries in the town itself are Haulbowline Industries (Dockyard) and the O.K. Tyre Company. The Dockyard, occupying an area of approximately 5 acres near the town centre, is engaged in shipbreaking and scrap metal while herrings are also processed for export during the winter season. The O.K. Tyre Company has been in operation in the town since 1965 and has its main depot in Cork City.

SERVICE
EMPLOYMENT

I.16 From the limited amount of information collected on service employment in the survey, it would appear that the proportion of service jobs in the town per head of population is relatively low for an urban area. This may be due largely to the relatively small service hinterland and the lack of a developed commercial centre at Passage. Service employment tends to grow naturally in association with industrial development and population growth. The Cork Sub-Regional Study has estimated that one manufacturing job creates 1.35 service jobs. Because of its close proximity to Cork City, and in particular to the proposed port industrial development area

TABLE I. MAIN EMPLOYMENT OUTLETS.

Name of Firm	Address	Products	Where Sold	No. of Employees	
				Male	Female
Haulbowline Industries	The Docks, Passage West	Shipbreaking, Scrap Metal, Fish processing	Fish for export to Continent	45	1
O.K. Tyre Co.	Passage West	Tyres	26 Cos.	22	5
Verolme (Cork) Dockyard Ltd.	Rushbrooke, Cobh.	Shipbuilding	Export and Home Market	1,062	38
Irish Steel Holdings Ltd.	Haulbowline Island.	Steel Products	Export and Home Market	800	30
Pfizer Chemical Corporation	Ringaskiddy	Chemicals	Export	420	30
TOTAL				2,329	104

at Ringaskiddy, however, such a factor is likely to indicate minimum assessment of service employment in Passage especially in view of the generally acknowledged potential of primary processing port industries in the metals and chemical sectors for generating considerable secondary manufacturing and service employment. This aspect is particularly emphasised in the Cork Harbour Commissioners Development Proposals for the Ringaskiddy area.

D / SERVICES

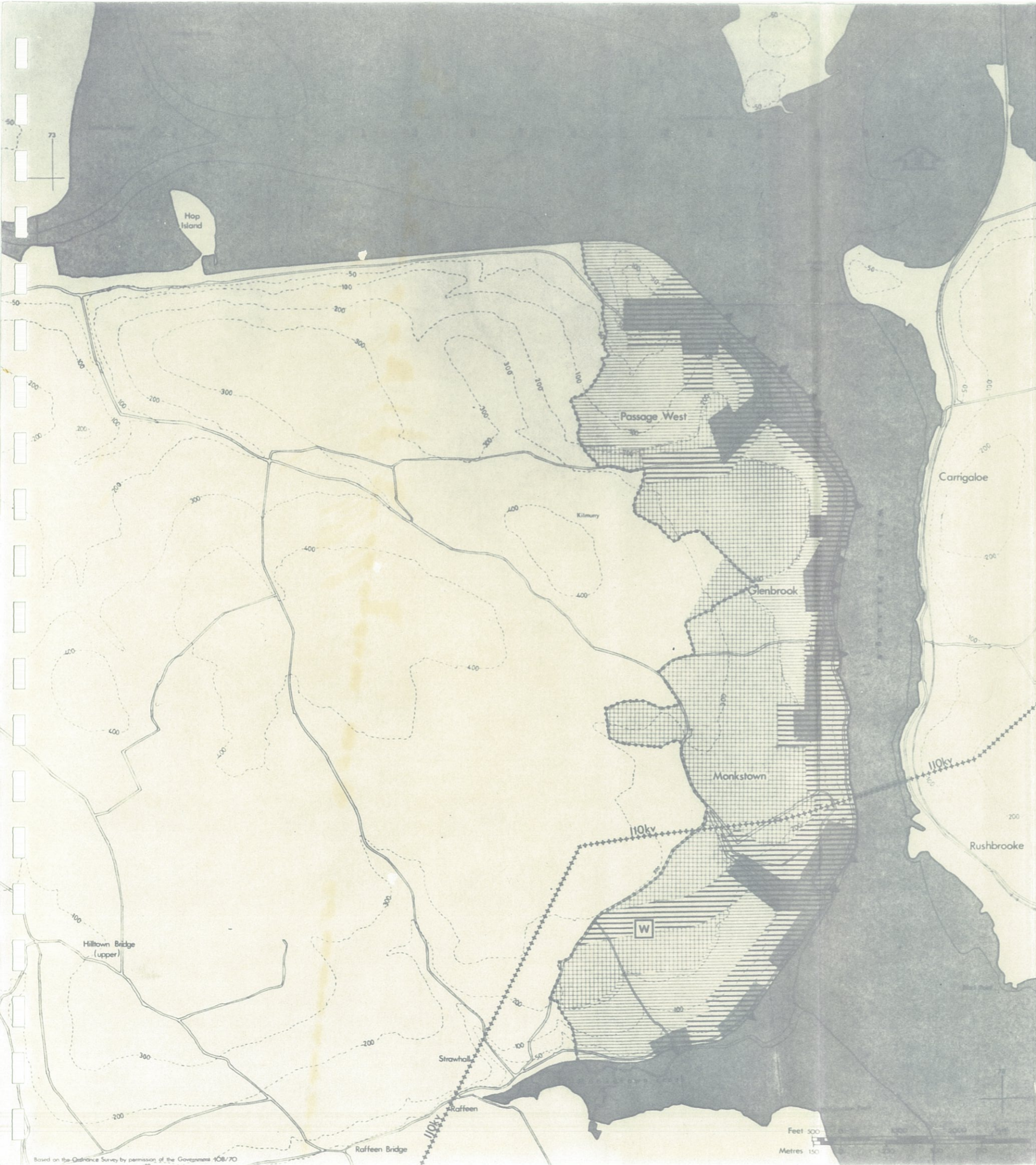
WATER
SUPPLY

I.17 The existing and proposed serviced areas are shown on the Services Map. The existing water supply at Passage is part of a system which serves Carrigaline, Ringaskiddy and part of Cork City's southern suburbs in the Grange and Douglas areas. The water is extracted from the Owenboy River at Ballea at the rate of 0.5 m.g.d. and provides a supply for a low level (i.e. up to 200 ft. O.D.) distribution area at Passage West. Present daily consumption in the town is estimated at 150,000 g.p.d. and there is little spare capacity. The Lee - Ballea scheme, Stage I, at present nearing completion, will supply an additional 1.5 m.g.d. from the Owenboy and is designed mainly to cater for the Pfizer project at Ringaskiddy but will in the short term, at least provide some spare capacity for the Passage West area. A proposed intermediate level distribution network as part of the Lee - Ballea scheme is designed to cater for 300,000 g.p.d. within the Town's boundary and will facilitate the development of the higher lands (i.e. from 200 - 300 ft. O.D.) in the town.









I.18 Further large scale industrial development at Ringaskiddy and the lower Harbour would require large volumes of water which could only be made available from the proposed Cork City and Harbour Scheme, based mainly on abstraction from the River Lee. If this scheme were implemented, it would provide an adequate supply for any long-term residential and industrial growth in the Passage West - Ringaskiddy area as provision has been made in the design for its connection to that of the Lee - Ballea, Stage I, scheme's distribution network.

SEWERAGE

I.19 The extent of the drainage area is shown on the Services Map. The existing system is obsolete and consists of individual sections of drains which convey the sewage to numerous outfalls where it is discharged untreated along the waterfront. The network which has never been fully surveyed, is composed of built masonry and piped concrete and earthen ware sewers of various sizes. The condition of the latter is difficult to detect as no manholes or inspection chambers are provided on many of the sewer sections. It is generally recognised, however, that many of the older sections are in poor condition and of limited capacity. The system is apparently functioning satisfactorily and has given little trouble to-date. A complete appraisal of the existing scheme is urgently needed in the light of proposed developments and the town's potential for growth in the context of its future role in relation to major port and industrial development in the Ringaskiddy Area.



SERVICES

-  Existing water supply (Low level)
-  Proposed water supply (Low level)
-  Proposed water supply (Intermediate level)
-  Existing water installation
-  Existing sewered area
-  Main sewerage outfalls
-  Electrical power lines
-  Town Commissioners Boundary

March 1972

Feet 500
Metres 150

Based on the Ordnance Survey by permission of the Government 108/70

1.20 It is desirable to have an assessment made of the dilution available and the minimum capacity of the river to cater for further effluent without affecting its amenity value, an exercise which cannot be tackled in isolation from the whole question of effluent discharge into Cork Harbour and the maintenance of the latter's assimilative capacity with minimum conflict of interests alround.

REFUSE
DISPOSAL

1.21 The collection of refuse is carried out on a weekly basis at Passage West by a private contractor, and deposited in a dump to the north of the town. In the event of further expansion at Passage West, a more comprehensive system will have to be provided, possibly in the context of an overall scheme for refuse disposal for the City, its environs and Harbour Area.

ELECTRICITY

1.22 The present supply for the area is obtained from a 10KV line which is linked to two 38KV sub-stations at Douglas and to the north of Carrigaline Village. The present 10KV tie line connection is carrying an existing load of 1.5 megawatts which is of a mainly domestic nature. It has a capacity of 2.5 megawatts leaving a consequent surplus of 1 megawatt. Any significant housing expansion or industrial expansion would entail the re-enforcement of the line and in the long term the augmentation of the distribution capacity by the construction of a new sub-station in the vicinity of Rochestown to provide an additional 38KV - 10KV infeed point into the network. It should be noted that the existing 10KV line serves both the Rochestown - Monkstown - Glenbrook and Passage areas.

TELECOMMUNICATIONS

1.23 The Passage West area is served by an automatic exchange situated in Glenbrook which has a capacity of 500 lines of which approximately 400 are now in use. The present building can accommodate additional exchange equipment capable of doubling the existing terminal capacity. It is anticipated that the latter will have to be expanded in 1974 to meet increase demand. The existing cabling is adequate to cater for foreseeable future loads.

E / COMMUNICATIONS

GENERAL

1.24 Because of its location on Main Road L.67 which is one of the main routes between Cork City and the Ringaskiddy area, the degree of through traffic in such a linear type town has become in recent times more significant with the expansion of industrial development in the Lower Harbour Area. In addition,

the area experiences, particularly during summer months, heavy week-end traffic associated with recreational activities. While there is as yet no serious problem the general recommendations to provide an adequate communications link with the Lower Harbour area in the context of proposals for an external road network in the City and its environs, need to be considered when formulating a future structure for the town.

1.25 Because of its location on the elevated west bank of the narrow Passage gorge, the long term possibility for the construction of a harbour bridge from Monkstown to some point on Great Island has major implications for the future planning of the Passage area. The construction of a harbour bridge would require a detailed cost / benefit study in the context of a land use - transportation strategy for the City, its environs and Harbour area. The estimated cost of such a bridge has been given at £2 - 3 million and it is evident that at this stage, from a development control point of view, the general location of the proposed bridge and adjoining approaches should be identified and preserved free from development. There is at present a passenger ferry service to the Verolme Cork Dockyard at Rushbrook and in the short term it would appear that further possibilities exist for short-haul car ferry services to improve the accessibility of the Lower Harbour Area.

1.26 The basic road network in the vicinity of the town is shown on the Land Use Map. It is evident that many of these roads have extremely steep gradients and generally are not capable of carrying heavy volumes of traffic. Significant expansion at Passage West would require the provision of a more elaborate internal distributor system based largely on modifications of the existing road network.

PARKING

1.27 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 certain conflict with traffic circulation, but the problem is minimised to some extent because of the relatively undeveloped nature of the central area for commercial and other traffic generating activities. Should the town centre expand as a commercial and social centre, the provision of off-street car parking facilities will form an essential requirement.

PUBLIC TRANSPORT

1.28 C.I.E. has an average daily through town service of 21 buses each way to and from Cork City. All buses travel as far as Monkstown while 9 of these also serve the Ringaskiddy area.

F / HOUSING

HOUSING
CONSTRUCTION
(1966 - 1971)

1.29 Since 1966, 80 new dwellings have been constructed and occupied while a further 10 are at present under construction. 30 of these were erected by the Council at Dan Desmond Villas. Present residential commitments by way of outstanding planning permissions and proposed Council housing, account for a further estimated 500 dwellings which gives an equivalent population commitment of 2,000 approximately assuming an average occupancy of four persons per dwelling. The Local Authority commitment consists of a 9 acre site in Council ownership at Pembroke on which it is proposed to construct 72 dwellings. Plans for the first phase of this development involving the construction of 24 houses and 4 flats are to be prepared shortly and it is expected that construction of these dwellings will begin in 1973.

HOUSE TYPES
AND LAYOUT.

1.30 Apart from public housing development, the bulk of new housing construction in Passage since 1966 has been of the detached type generally catering for the middle and upper income groups. Such housing has frequently taken place in a rather random and unrelated manner, thus causing problems of servicing, access to facilities etc. While it is not realistic to suggest that such isolated developments should no longer be permitted it is evident that greater attention should now be given to directing growth to the most desirable and feasible areas for such development within the context of an overall structure for the town. Because of physical and related constraints, the satisfactory assimilation of residential development in such landscape demands very careful treatment in relation to scale and density.

OBSOLETE AREAS,
RENEWAL AND
REDEVELOPMENT

1.31 The traditional town at Passage generally 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. Generally, the extent of blight in the town is sufficiently significant as to require a detailed action area study to formulate specific proposals for renewal or re-development of the blighted areas.

G / SOCIAL FACILITIES

GENERAL

1.32 The town generally has an adequate range of social facilities, in proportion to its population, the only exception.

being in the realm of shopping and other commercial facilities where the town does not appear well equipped. The provision of facilities in Passage is also related to those in Cork City, particularly in the fields of shopping, health and to a lesser extent, education and recreation. The service area for Passage is difficult to define, but generally extends only a few miles inland, possibly including Rochestown and Ringaskiddy. It is significant that in the Cork Sub-Regional Study of 1971, it was observed that of all the urban districts and scheduled towns in the County where statistics of retail and cash turnover were available in the Census of Distribution for 1956 and 1966, Passage showed the lowest aggregate cash turnover and lowest cash turnover per outlet in both years.

EXTENT AND
ADEQUACY

1.33 In Passage, there are boys and girls Primary Schools and a mixed "secondary top" as well as a Vocational School. The Sisters of Mercy also run St. Joseph's Orphanage in association with the Primary School and "secondary top". There is a proposal to construct a new primary school at Passage and it is expected that this will be erected in 1973. In Monkstown, there is also a Primary School where prefabricated extensions have been recently added to cater for the increased attendance.

1.34 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.

1.35 It is evident that additional facilities will need to be provided in central locations in relation to future residential areas. The waterfront location and linear pattern of existing development renders this a difficult task but some attempt must be made to concentrate facilities in the town centre and establish associated district centres convenient to the future residential areas.























H / AMENITY

GENERAL

1.36 The main features of interest are the river, the wooded slopes forming a backdrop to the town and the magnificent views of Cork Harbour from the higher areas, many of which are vulnerable to large scale development. Monkstown has an 18-hole Golf Course while Monkstown Castle, erected in 1636 and located in the Golf Club's grounds, is a building of significant historical interest. There are few major areas of public open space in the town, the only others



AMENITIES AND SOCIAL FACILITIES

-  Shrubs, trees, woodland of scenic value
-  Areas of landscape & recreational value
-  Public open space
-  Playing field
-  P18 Golf course
-  * Scenic viewpoint
-  ▲▲▲▲ Scenic route
-  Visual barrier
-  Ridge line
-  Buildings of historic/architectural interest
-  PS Primary school
-  SS Secondary school
-  VS Vocational school
-  H Hall
-  HC Hotel
-  Church r.c.
-  Church (o.t.)
-  GS Garda station
-  FS Fire station
-  PO Post office
-  Shopping area
-  Town commissioners boundary

March 1972



Based on the Ordnance Survey by permission of the Government 408/70

being the G.A.A. pitch, the narrow strip of open space opposite Toureen Terrace in Passage and at the pier in Monkstown. The project by An Taisce and Cork County Council to develop the old railway line from Hop Island to Passage as an amenity walk has enhanced the attractiveness of the area as a recreational outlet. It is possible to hire boats (with driver) at Glenbrook for trips up river and in the Lower Harbour but this type of facility is as yet largely undeveloped and the town offers considerable potential for further development as a centre for such activity. At present the Monkstown Bay Sailing Club is an active base for yachting in the Lower Harbour.

I / SUMMARY OF DEVELOPMENT CONSTRAINTS AND DETERMINANTS.

I.37 From the preceding analysis, certain factors emerge which will clearly act as constraints and determinants in the formation of a viable structure for the town. The more important of these are :

(i) Physical features i.e. constraints on development imposed by topography (steep slopes etc.) and land forms (rock outcrop, marsh, land liable to flood etc). Topography is of particular significance in Passage and while development is possible in virtually all areas, construction is more expensive on the steeper slopes and is of necessity of a lower density. A further consideration in the context of the landscape and land forms of the overall Harbour area is the visual vulnerability of much of the Passage West area which reduces the environmental capacity of the area to accommodate development (see Physical Features Map).

(ii) Areas already developed and committed to development i.e. the existing town structure and areas likely to develop in the future by way of outstanding planning permissions. The existing linear character of Passage West makes it difficult for the town to develop as an integrated structural unit and it is more feasible to consider future development in terms of separate communities based on Passage, Monkstown and to a lesser extent, Glenbrook (see Land Use Map).

(iii) The present level and location of services frequently has a decisive role to play in determining the extent and pattern of future growth. The economic provision of services in otherwise suitable and conveniently servicable areas constitutes a major determinant in attracting development to these areas. In an area of topographical diversity, such as Passage

West, this factor is of considerable significance in directing the future pattern of growth and would appear to encourage the development of separate low density residential areas extending inland from the established town and covering the hillsides which at present form a backdrop to the town. The construction of a modern sewerage system consisting of a new trunk main to collect all the individual lateral sections and possibly a new treatment works would facilitate the development of a more compact and integrated town structure. The limitations of the capacity of the existing water supply which serves only the low level areas (up to 200 ft. O.D.) is an immediate constraint on any major development in the higher areas (between 200 and 300 ft. O.D.) and can only be resolved through the provision of an intermediate level supply from the Lee Ballea Scheme, Stage I, as suggested in the Consultant's Report of January, 1972. (See Services Map).

(iv) The volume of through traffic is likely to grow with the development of an industrial area in the Lower Harbour and will ultimately create significant communications and environmental problems, particularly in the town centre. Proposals for an external road network to improve accessibility between the proposed industrial area in the Lower Harbour and the City, will eliminate through traffic problems in Passage West. With continued expansion of the town itself as a residential and service centre, the growing volume of internal traffic would require some modifications of the existing road network in the vicinity of the town and in particular a need exists for a north - south spine route to link the higher areas along the western boundary of the town. It is evident that the possible long-term construction of a Harbour Bridge from Passage to Great Island would impose a constraint on any further development in the vicinity of the proposed route.

(v) Numerous other factors will play varied parts in dictating the extent and pattern of future growth in the town. The attractiveness of the area itself, the availability of land, housing, community facilities, and the extent of public and private investment will all function as factors which will ultimately determine the Passage West of the future.

PART II. DEVELOPMENT POLICY, ZONING AND SPECIFIC
OBJECTIVES, FEASIBILITY.

A / DEVELOPMENT POLICY

GENERAL

2.1 The basic aim of this development plan is to provide a framework for the guidance of future development so as to produce a living, working and recreating environment of high quality and to ensure a future urban structure in which all its various parts will play their roles as interrelated elements of a single system.

ELEMENTS

2.2 It is the policy of the Council -

- (i) to promote the growth of the town as a residential, service and social centre with limited industrial and recreational development consistent with its role in the overall development of the City environs and Harbour Area,
- (ii) to settle the pattern of future internal growth through the designation for the use of particular areas for particular purposes and the appropriate servicing of selected areas,
- (iii) to make proposals for dealing with future traffic, taking into account the need to secure a high standard of accessibility for those using motor vehicles, and a pleasant, safe and convenient system for those on foot and using bicycles,
- (iv) to generally improve the physical character and environment of the town with particular regard to the renewal and redevelopment of obsolete central areas and the preservation of local amenities in the immediate Harbour Area.

B / DEVELOPMENT AREA

GENERAL

2.3 In determining the proposed development area, physical features, present development, commitments, serviced and economically servicable areas as well as general planning principles were taken into account. The constraints and determinants imposed by these factors have been outlined in Part I.

2.4 The development area is here taken to include the area under the jurisdiction of the Town Commissioners together with areas to the west without and adjoining the aforesaid boundary. Physically, such a boundary generally corresponds to that area enclosed by the Passage gorge to the east, and the 300 ft. contour to the west.

C / ZONING AND SPECIFIC OBJECTIVES

GENERAL

2.5 The statutory map of the Development Plan (Map No. 6) for Passage West is self explanatory and illustrates the Council's objectives relating to zoning, utility services, roads, amenities, renewal and other matters. The clauses relating to general policy (as provided for in the Local Government (Planning and Development) Act, 1963) and objectives set out in the written statement of the Development Plan for the County, shall have application to the Development Plan for Passage West.

2.6 Map No. 6 indicates policy rather than detail and should not, therefore, be used to take measurements. Approximate geographical location is indicated rather than site detail. If any conflict should exist between the written statement and the plan, the written statement shall prevail.

(i) ZONING OBJECTIVES

LAND

USE

2.7 The use zoning states the purpose for which particular areas of land may be used. Development applications will be considered having regard to the proper planning and development of the area as prescribed in the Development Plan, and to the general provisions of Section 26 of the 1963 Act.

PRIMARY
OR SOLE
USE

2.8 Where a primary use for an area is stated, this use will be the principal land use within that area. Where a sole use for an area is stated, such use will be strictly limited in order to provide essential supporting uses for the primary use areas. The sole use area must be protected from intrusion of uses which could lead to an under provision of supporting uses. Unless land use in a particular area is stated to be solely one use, applications for use which would not inhibit the primary use may be considered.

Such permissions may be granted if the planning authority considers that the proposed use or development would not be detrimental to the primary use objective for the area and that it would conform with proper planning and development. In planning primary use objectives in this way, it is hoped to encourage and facilitate development in a positive manner.

PURPOSES
OF
ZONING

2.9 The purpose of each use zoning is denoted on the Zoning and Specific Objectives Map No.6 . The primary or sole use for which use zones are reserved, are set out in the schedule of use zoning (Table 2) overleaf.

2.10 Indicated on Map No. 6 are the development areas where it is an objective of the Council to make major drainage available in order to promote the proper planning and development of the area. The provision of services over so large an area will necessarily take many years and it should not be assumed that because an area is indicated as a development area and indicated for a use purpose, that development applications will receive immediate permission because they appear to comply with the various requirements of the plan. The introduction of drainage into these areas will be on a phased basis and until such time as drainage is available in any area, the Council will normally refuse permission for development.

2.11 Where lands have been or are in the future made capable of development through the provision of drainage and other infrastructure by the Council, and are not being so developed, it will be the policy of the Council to secure the initiation of such development by agreement and if considered desirable compulsorily to acquire such lands and develop or make arrangements for their development under Section 77 of the Act.

LAND NOT
INDICATED
FOR ANY USE

2.12 Where an area of land is not indicated for any purpose on the Zoning and Specific Objectives Map No. 6 the use of such land shall be deemed to be primarily agricultural.

TABLE 2 : SCHEDULE OF USE ZONING OBJECTIVES

DEVELOPMENT TYPE	PURPOSE OF ZONE	USE OF ZONE	MAP SYMBOL
Residential	To provide for limited in-fill residential development and to preserve and improve residential amenity	Primarily Residential Use	A
Residential	To provide for residential development and to preserve an appropriate level of open space amenity	Primarily Residential Use	B
Residential	To provide for the comprehensive development of a residential community	Primarily Residential Use	C
Central Area	To provide for shopping, community and commercial development	Primarily central area uses	D
Open Space	To provide for recreational open space and ancillary development	Primarily Recreational Use	E
Open Space	To preserve an area of open space amenity.	Primarily Agricultural Use	F
Marine based	To provide for marine based commercial, industrial and amenity development including for appropriate redevelopment and renewal	Waterside Uses	G

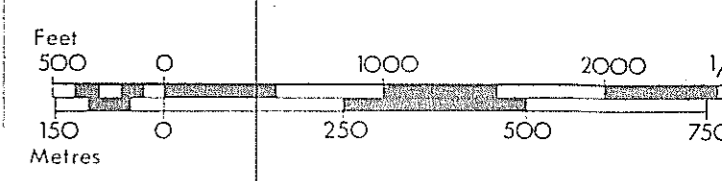
ZONING OBJECTIVES

symbol	purpose of zone
A	To provide for limited infill residential development and to preserve and improve residential amenity
B	To provide for residential development and to preserve an appropriate level of open space amenity
C	To provide for the comprehensive development of a residential community, appropriately related to existing landforms
D	To provide for shopping commercial and commercial development
E	To provide for recreational open space and ancillary development
F	To preserve an area of open space amenity
G	To provide for marine-based commercial, industrial and amenity development including for appropriate redevelopment and renewal

SPECIFIC OBJECTIVES

	Zone boundary
	O ₁ Action area boundary
	U ₁ Water main
	T ₄ Access points
	Public housing
	O ₁ , O ₂ , O ₃ , Obsolescence
	L ₃ , L ₄ , Amenities
	Town Commissioners Boundary

PASSAGE WEST DEVELOPMENT PLAN



MAY 1972



2.13 All uses established before 1st October, 1964, conflicting with the use zoning provisions of the Development Plan, shall be non-conforming uses. While the continuation of such uses will be generally discouraged, it is appreciated that continuity of use may from time to time require minor building extensions on or in land on which the use existed on 1st October, 1964. Such works may be permitted provided the continued use does not prejudice the proper planning and development of the area and the preservation and improvement of the amenities thereof.

(ii) SPECIFIC OBJECTIVES

2.14 Specific development objectives for the town are shown on Map No. 6 and are listed hereunder. In the absence of any statement to the contrary the period of these objectives should be taken as five years from the making of the plan.

2.15 Where specific development objectives were listed under Part Three - Development Objectives in the Development Plan for Passage West, pages 212 - 213, Cork County Development Plan 1967, and do not reappear in this review plan, it can be taken that these objectives have been realised.

2.16 Where a double asterisk appears before a specific objective hereunder, it signifies that this objective represents an additional specific development objective not contained in the 1967 Development Plan for Passage West, the inclusion of which is now considered desirable. All the objectives represent a continuation and / or an extension of the original development plan policy.

2.17 A single asterisk denotes objectives not shown on Zoning and Specific Objectives Map No. 6.

UTILITY
SERVICES

** U.1 To proceed with the implementation of the proposed water supply augmentation scheme to serve the intermediate level areas of Passage West (i.e. up to 300 ft. O.D.) as part of Stage I of the Lee - Ballea scheme.

* U.2 To investigate the feasibility of providing a comprehensive sewerage system and appropriate treatment

including for its possible integration within an overall drainage scheme for the City and Harbour Area. In the short term, to seek the overhaul of the existing sewer network including for the replacement of defective sections of sewers and the provision of inspection chambers at appropriate intervals in all sewers.

COMMUNICATIONS
AND TRAFFIC

T.1 To improve alignment and vision at dangerous junctions and corners as the opportunity arises and in particular at -

- (i) Rockenham Housing Scheme,
- (ii) Corner of Sommerville Terrace opposite Dock Terrace,
- (iii) & (iv) Corners on the road from Monkstown Catholic Church to the junction with Scotchman's Road.
- (v) Corner on Glen Road from Monkstown to Rochestown.

** T.2 To promote the development of an integrated pedestrian network within the development area.

** T.3 To restrict multiple access onto the road network
* in accordance with the requirements of the proposed circulation system.

T.4 To preserve access to backlands in the vicinity of points shown; sufficient land to allow carriageways, footpaths and vision to standards ruling at the time of development.

** T.5 To preserve free from development -

- (i) a proposed distributor link road connecting the proposed district centre at the top of the Glen, Glenbrook, with the proposed backland development areas to the north and south,
- (ii) the proposed long-term high level Harbour Bridge route from Monkstown to Great Island with adequate provision for approaches and intersections in the vicinity of the area indicated. Prepare a preliminary design of the alignment and an estimate of the construction costs involved.

T. 6 To provide for off-street car parking space (i) in the central area as the need and opportunity arises and (ii) opposite Bath Terrace.

HOUSING

** R.1 To proceed with proposed housing development on 9 acre site in Council's ownership at Pembroke.

** R.2 To proceed with the preparation of action area
* plans for residential areas as the need and opportunity arises.

** R.3 To seek to acquire and service a site for private
* housing development.

OBSOLESCENCE,
RENEWAL AND
REDEVELOPMENT.

0.1 Prepare an action area plan for the central area at Passage West providing for the renewal and (where necessary) redevelopment of obsolete properties with particular attention to buildings -

(i) Between Main Street and Dock Street,

(ii) at Railway Quay,

(iii) at Dock Cottages,

(iv) at Canning Place.

0.2 To re-develop derelict buildings at The Glen, Glenbrook.

0.3 To re-develop derelict buildings at The Glen, Monkstown.

INDUSTRY

* W.1 To seek to acquire a suitable site for light industry.

SOCIAL
FACILITIES

* S.1 To encourage and where feasible assist community effort towards the provision of social facilities as required to meet the area's expanding needs.

AMENITIES

* L.1 To provide for the preservation of trees and woodlands.

* L.2 To seek where appropriate the proper landscaping of all new development in order to improve its visual appearance and general environment.

L.3 To layout open area opposite Toureen Terrace as recreational open space connected to amenity walk along abandoned railway line from Hop Island.

L.4 To develop proposed open space area at Monkstown as a public amenity area.

D / FEASIBILITY

FINANCE

2.15 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.

2.16 The Council, considering the capital expenditure necessary for the provision of infrastructure, in particular that for roads and sanitary services, to accommodate the estimated population growth, will require contributions towards expenditure as provided in the Local Government (Planning and Development) Act, 1963.

COST

2.17 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.