

# **RATHLUIRC DEVELOPMENT PLAN**



**Cork County Council**

**1979**

**Planning Department  
Cork County Council**

**RATHLUIRC  
DEVELOPMENT PLAN**

**July 1979**

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

Section 20 (1) 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. Rathluirc 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.

The format of the previous 1973 Plan has been revised and there are now three separate sections, Survey, Analysis, and Policy which form part of a coherent plan. The Policy section in addition to the Zoning and Objectives map, includes 'Specific Objectives' most of which should be accomplished during the 5 - year term of the Plan.

This review incorporates appropriate changes where necessary, based on available information in February 1978 and any altered circumstances obtaining since the last plan was prepared in 1973.

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

C O N T E N T S

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Part	1	SURVEY
Part	11	ANALYSIS
Part	111	PLANNING POLICY








M A P S

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1.	LOCATIONAL CONTEXT
2.	PHYSICAL FEATURES
3.	AMENITIES and COMMUNITY FACILITIES
4.	LAND USE
5.	SERVICES
6.	ZONING and OBJECTIVES



# LOCALATIONAL CONTEXT

-  City
-  Town
-  Airport
-  National primary route
-  Other main route
-  Railway
-  County boundary



Based on Ordnance Survey by permission of the Government

Development Plan Section Planning Department Cork County Council

C O L I M E R I C K

# PHYSICAL FEATURES

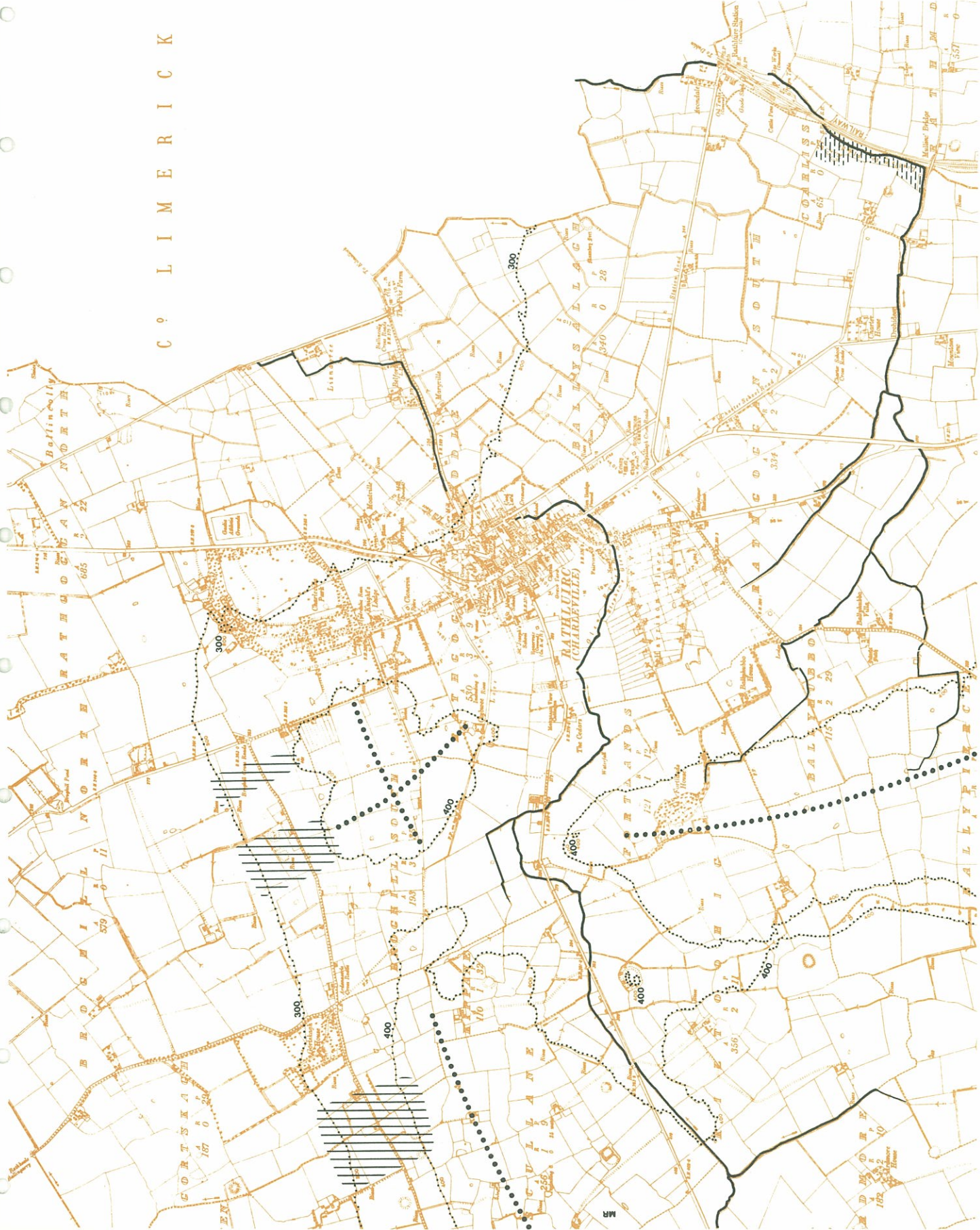
Stream

Land liable to flooding

Slope 1:10

Ridge line

Contour line - figures denote Ordnance Datum in feet



0 1 2 kilometers  
0 1/2 miles



1 SURVEY.

LOCATIONAL  
CONTEXT:

- 1.01 Rathluirc is a market town and food processing centre located on National Primary Route N.20, 39 miles from Cork, 22 miles from Limerick and less than a mile from the Cork - Limerick County boundary.
- 1.02 The service catchment covers an area of 160 square miles with a population of 9,500; 65 per cent within Cork County.

PHYSICAL  
FEATURES:

- 1.03 The town is situated just north of the watershed between the Shannon and Blackwater river basins. The Glen River, which flows through the town to join the River Maigue 3 miles further north, can only be considered a small stream under dry weather conditions. The general altitude is between 300 and 400 feet with the land sloping gently from the south-west. To the west of the town there is a series of local ridges and 5 miles to the south-east, the Ballyhoura mountains rise to over 1700 feet. The area is part of the Golden Vale, a plain covering Corth Cork, South Limerick and South Tipperary with soil conditions ideally suited to dairy farming.

NATURAL  
AMENITIES:

- 1.04 Due to the topography there are few significant amenity features in the area. Within the town, the Glen River, the ~~ridgelines and the treebelts~~ are the most important. A development plan has been prepared for a town park on the north bank of the Glen River. To the south of the town, the Ballyhoura mountain range is an amenity area of regional importance.

FEATURES OF  
ARCHITECTURAL,  
HISTORIC  
INTEREST:

- 1.05 Buildings and groups which make an important contribution to the towns visual and historic character are listed in Table 1.

TABLE 1 : FEATURES OF ARCHITECTURAL, HISTORIC INTEREST.

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<u>LOCATION</u>	<u>ITEM</u>	<u>TYPE</u>	<u>IMPORTANCE</u>
Main Street	Catholic Church	Arch.	National
Main Street	Market House	Arch.	National
Chapel Street	Hall, formerly Catholic Church	Arch. & Hist.	National
Clanchy Terrace	Terraces of 3 storey 18th Century houses.	Arch. & Hist.	Regional
Main Street	Ruin of Church of Ireland.	Arch.	Local

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RECREATIONAL FACILITIES:

1.06 The principal recreational facilities are the G.A.A. Park, Old Cork Road; the Town Park; the Rugby Club, Limerick Road; the Golf Course, Ardmore; the Squash Club, Bakers Lane; the halls and community centre.

TOWN STRUCTURE:

1.07 The basic structure of the town is linear with nodal development at the intersection of the national primary route with the Kilmallock and Newtown roads. Some development in depth has taken place, principally along the western side at Harrison's Place, Love Lane and Charleville Park. However the town structure remains linear and diffuse with large areas undeveloped to the east of Bakers Lane while frontage development continues for over a mile along the Newtown road.



LAND USE:

1.08

The main land use features are: a linear commercial zone; a large-scale industrial complex to the east; a series of residential areas along the western side of the town and a considerable amount of ribbon housing development in the environs.

VISUAL CHARACTER:

1.09

As the town is set on a low ridge in relatively flat countryside, it presents an attractive profile particularly when approached from the north. The dominant elements are the slopes and tree belts, the cluster of roof lines and the church spires. In the town centre, Main Street has an impressive sense of scale due to the width of the street and the height of the enclosing buildings. A number of shop-fronts and signs of particular quality add interest and detail to the street facade. The side streets, which are predominantly residential, are more modest in scale but include some very attractive terraces.

POPULATION:

1.10

The population of Rathluirc in 1971 was 2232. Allowing for boundary revisions, this represented an increase of 10.4 per cent over the 15 years 1956-71. During the same period the population of the combined Mallow Urban and Rural Districts rose by 0.7 per cent.

1.11

Recent estimates indicate a faster rate of growth at town and Rural District level. The present population of Rathluirc is about 2400 and, on current trends, this should rise to 2640 by 1983 and reach 3,000 by 1991.

TABLE 2 : POPULATION STRUCTURE 1971

	% of total population aged			% of total population	
	0-14	15-64	65+	Male	Female
Rathluirc	33.3	57.3	9.4	49.1	50.9
Aggregate Town Areas Cork County.	29.8	57.8	12.4	48.5	51.5

Source C.S.O.

1.12 The 1971 population structures of Rathluirc Town and the Cork County Town Areas are compared in Table 2. Rathluirc had a younger population with a more balanced sex structure.

EMPLOYMENT: 1.13 Between 1966 and 1971 the number at work living in Rathluirc (as recorded in the Census) rose by 7.6 per cent, due mainly to a 46 per cent rise in industrial employment. Service employment fell by almost 4 per cent. Table 3 shows the 1971 employment structures of Rathluirc and the Cork County Town Areas. The level of industrial employment was slightly higher in Rathluirc and there was a greater proportion of service employment in the induced rather than the autonomous sector.

TABLE 3: EMPLOYMENT STRUCTURE.

% of total employment by sector.

	Agriculture	Industry	Autonomous Services	Induced Services.
Rathluirc	3.3	32.4	14.7	49.6
Aggregate Town Areas Cork County	3.8	30.3	23.1	42.8

(Source C.S.O.)

1.14 Within the industrial sector, the food industry accounted for almost 70 per cent of total employment compared with an average of 34 per cent for the County Town Areas. This reflects the important position of the creamery and the bacon factory as the main employment outlets in the Rathluirc area. In the long term, a more diversified economic base may be necessary to maintain a consistent growth in employment.

TABLE 4 : MANUFACTURING INDUSTRY IN THE RATHLUIRC AREA.

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<u>FIRM</u>	<u>LOCATION</u>	<u>PRODUCT</u>
Owen Binchy & Sons Ltd.	Main Street.	Bread & Confectionery.
Emdown Products Ltd.	Broad Street.	Bedding.
Golden Vale Engineering Ltd.	Kilmallock Road.	Stainless Steel Tanks.
Golden Vale Foods Ltd.	Kilmallock Road.	Dairy Products.
John Morrissey & Sons Ltd.	Kilmallock Road.	Grain Milling.
Oriel Press Ltd.	Chapel Street.	Printing Works.
Western Meats Ltd.	Ardnageehy	Bacon Products.

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EDUCATION: 1.15 There are two primary schools, two secondary schools, a vocational school and a centre for the mentally handicapped. Outline permission has been granted for an extension to the Vocational School at Rathgoggan South.

HOUSING: 1.16 Since 1966 235 houses have been built in Rathluirc and its environs, of which 68 were built by the Council. An estate development at Charleville Park accounted for about a third of the privately built housing. Most of the remainder took the form of single infill and ribbon developments at Love Lane along the Newtown Road.

- 1.17 There are planning permissions outstanding for about 65 private housing units. The Council will shortly begin a scheme of 22 houses at Rathgoggan Middle.

OBSOLETE  
AREAS:

- 1.18 Less than a quarter of the housing stock was built before 1900. The general condition of buildings is good, the standard of maintenance being a reflection of the towns prosperity. Some patches of obsolescence occur, particularly in the Turrets and The Glen.

WATER  
SUPPLY:

- 1.19 The main source is at Jamestown in the Ballyhoura mountains, 5½ miles south-east of Rathluirc and consists of seven springs and a stream collected into a catchment tank. The treatment includes 4 No. slow sand filters with a design capacity of 100,000 g.p.d., a service reservoir of 160,000 gallons (T.W.L. 538' O.D.) and a chlorination plant. The supply is augmented by 40,000 g.p.d. from the Allow Regional Scheme via a 150,000 gallon reservoir at Killavee near Newtownshandrum and by 72,000 from a source at Ballyhay pumped directly into the distribution system. These auxiliary supplies are interim measures pending the implementation of a new Rathluirc Regional Scheme.
- 1.20 The proposed new scheme will be based on the abstraction of 1.0 million g.p.d. from the Awbeg River at Imphrick 7 miles south of the town. After treatment the water will be pumped to a new 1 million gallon storage reservoir (T.W.L. 520' O.D.) at Lisballyhay. The town will be served by a 350 mm. trunk main with a terminal reservoir of 1 million gallons (T.W.L. 425' O.D.) at Broghill. Approximately 0.4 m g.p.d. will be available for industrial use. At present Golden Vale Food Products Ltd. draw the bulk of their water requirements from a private supply.

PUBLIC  
DRAINAGE:

- 1.21 The present system consists of a network of concrete sewer ranging in size from 6" to 21" diameter conveying the effluent to a treatment plant off the Kilmallock Road before discharge to the Glen River, a tributary of the Maigue. There are two ejector stations on the network serving low level areas adjoining the Newtown and Kilmallock roads. The treatment plant includes 2 no. grit chambers, 2 no. primary settling tanks, 2 no. percolation filters, 2 no. humus tanks and 2 no. sludge drying beds. The capacity of the plant is not adequate to deal with present flows and loadings.

- 1.22 Under the proposed new scheme, a new treatment plant will be built at Ballincolly, north-east of the town. The design capacity is for an equivalent population of 15,000.

REFUSE  
DISPOSAL:

- 1.23 Domestic refuse is collected every week by compression loader and disposed of at Council tipheads at Sally's Cross and Ballymagooly. Existing capacity is adequate for reasonable future requirements.

TELECOMM-  
UNICATIONS:

- 1.24 Rathluirc and district is served by a fully automatic exchange with a capacity of 800 lines of which 640 are now in use. Spare capacity is adequate for the next five years.

ELECTRICITY:

- 1.25 Electricity is supplied through a substation south of the town which transforms the 38KV supply to 10KV for domestic and other uses. The distribution capacity is adequate for any foreseeable growth in demand.

ROADS:

- 1.26 As it is located on a national primary route the town experiences heavy through traffic in addition to a sizeable local traffic generated by industry and services. Local traffic movements are concentrated on the central shopping area which forms part of the national primary route N.20. Through traffic is restricted by the local traffic and by the disorganised pattern of parking and loading. As traffic volumes increase the capacity of the through route will become critically deficient.

PARKING:

- 1.27 As there is very little off-street parking and loading space there is a heavy demand for kerbside space along Main Street. Double parking occurs during peak periods causing severe restrictions to through and local traffic.

PUBLIC  
TRANSPORT:

- 1.28 There is a provincial and expressway bus service to Cork, Limerick, Mallow, Galway and Ballina. Mainline trains serve Rathluirc Station one mile south-east of the town.

# AMENITIES and COMMUNITY FACILITIES

C O L I M E R I C K

 Amenity/recreation open space

 Shrubs/trees/woodland of scenic value

 Church - R.C.

 Cemetery

 Primary school

 Secondary school

 Vocational school

 Post office

 Community centre

 Railway station

 Garda station

 Feature of historic/architectural interest

 Library

 Cinema

 Hall

 Bank

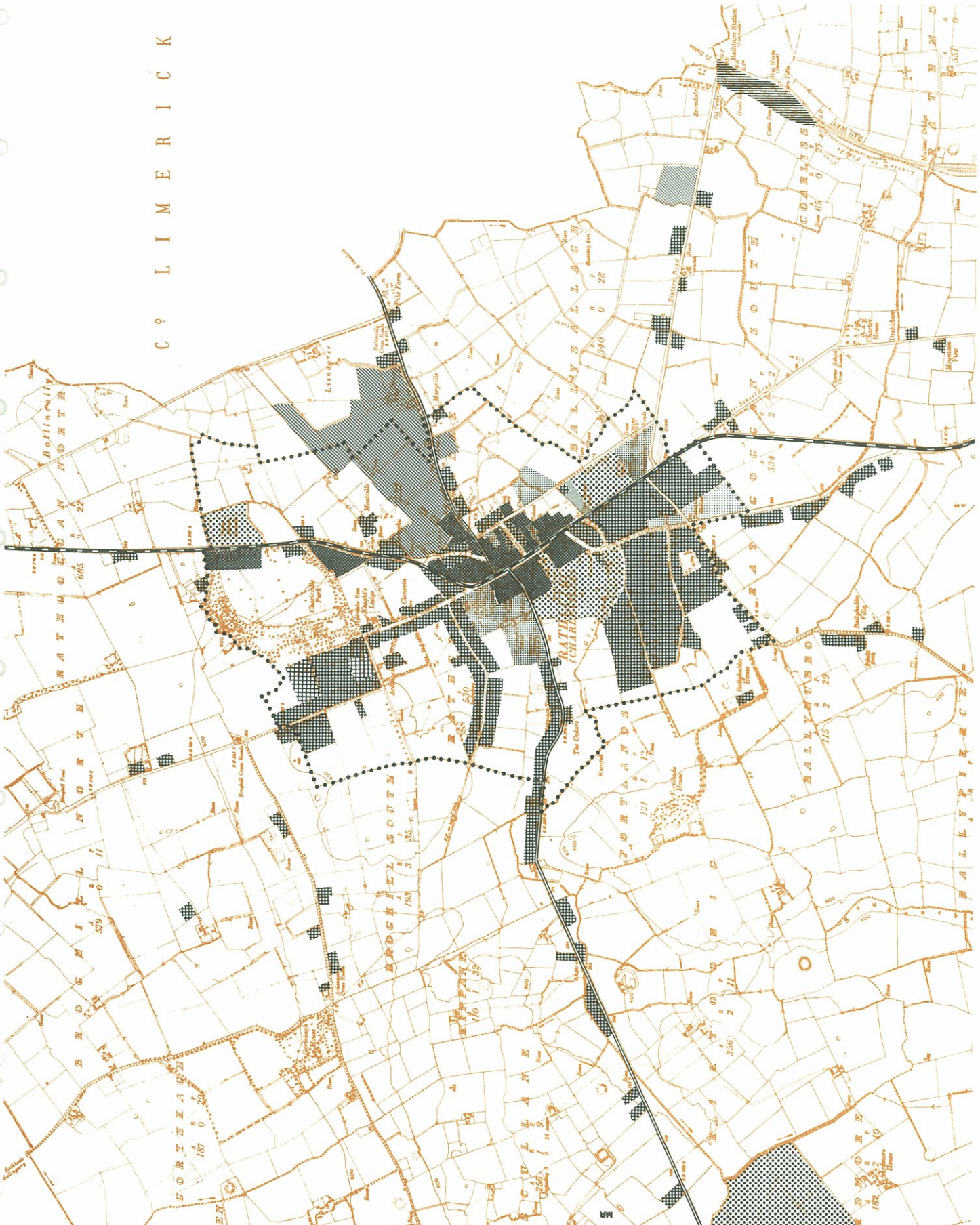
 Hotel

 Playing field

 Golf course



C O R K C O U N T Y C O U N C I L



**LAND USE**

- Existing
- Proposed
- Residential
- Industrial
- Commercial
- Community facilities
- Amenity/ recreation open space
- Transportation
- National primary route
- Main road
- Scheduled town boundary



SUB-  
REGIONAL  
ROLE:

- 2.01 Rathluirc has evolved from a market town serving a catchment of 7 - 10 miles radius into an important food manufacturing centre processing milk from part of North Cork and most of County Limerick. Two-thirds of the industrial work force live outside the town and one third live outside the service catchment. The town has assumed the role of growth centre for a large and rural area. Although the growth in employment has occurred mainly in the food industry, the economic base has diversified into other areas - principally engineering. This trend should be encouraged as the recent pattern of growth cannot be maintained indefinitely by the food sector alone. Strategically located on an arterial route between two national growth centres, Rathluirc is an ideal location for light industry.

TOWN  
CENTRE:

- 2.02 The shopping area is clustered along Main Street. Already, there is fairly intensive commercial use, and, as population increases, the demand for retail floorspace will spill over into the side streets, particularly Broad Street, Chapel Street and Smiths Lane. It is important that any redevelopment in the town centre respects the character of the streetscape and that, where possible, parking and loading space is provided within the site curtilage.

RESIDENTIAL  
AREAS:

- 2.03 The pattern of residential development has been generally satisfactory. By providing serviced sites for private development some of the pressure for ribbon-type development in the town environs has been diverted to provide infill housing within the development zones. Together with public and private estate developments this has facilitated a controlled expansion of the residential areas. However, ribbon development remains a problem and the policy of providing serviced sites should be adapted to cater for a wider range of house types and income groups. Up till now most housing development has occurred along the western side of the town. This was due mainly to the availability of serviced land. To achieve a more balanced town structure it will be necessary to reorientate development to the east of the town centre, between Bakers Lane and the Kilmallock Road. An action area plan will be drawn up to provide for servicing this area and to co-ordinate public and private housing development.



SERVICES:

2.04 The water supply and public drainage systems are critically deficient. Although the water supply is being augmented from a number of auxiliary sources, there is some difficulty in maintaining supplies, particularly in the northern part of the town. The sewerage treatment plant was not designed for the present loading. Moreover adjacent industrial development rules out the possibility of expansion and it must now be relocated further downstream. The lack of spare capacity in the sanitary services networks has become a major constraint on development. Preliminary reports have been prepared and new schemes are scheduled for implementation within the next five years. The provision of services is a particularly difficult problem in Rathluirc due to the fact, that the town is located close to the watershed of two major river catchments. The local watercourses do not have sufficient flow to satisfy water requirements or to provide the dilution necessary for effluent disposal. The cost of providing services is, therefore, relatively high. When considering the question of future industrial development it is important that the water demand and the volume of effluent is kept within reasonable limits.

TRAFFIC AND  
ROADS:

2.05 There is a clear conflict along Main Street between the flow of through traffic and the pattern of circulation parking and loading associated with intensive commercial use. Over the next five years we can expect an increase in traffic volumes and retail floor space. The general approach to this problem should be to ease the pressure on Main Street by encouraging commercial use in side streets and backlands; segregating local and through traffic and providing off-street parking and loading areas. Ultimately national primary traffic will be diverted to the east of the town via Ballincolly Cross Roads. This a a long-term solution and in the meantime an inner relief route will be provided by upgrading Bakers Lane and connecting with the N.20 at the Charteschool Road and Old Limerick Road junctions. A second relief road through the Town Park connecting Smith's Lane and New Line Bridge will provide access to a new car-park and to the rere of commercial properties along Main Street. Distributor roads will be provided as required in development areas.







OPEN SPACE  
AND AMENITIES:

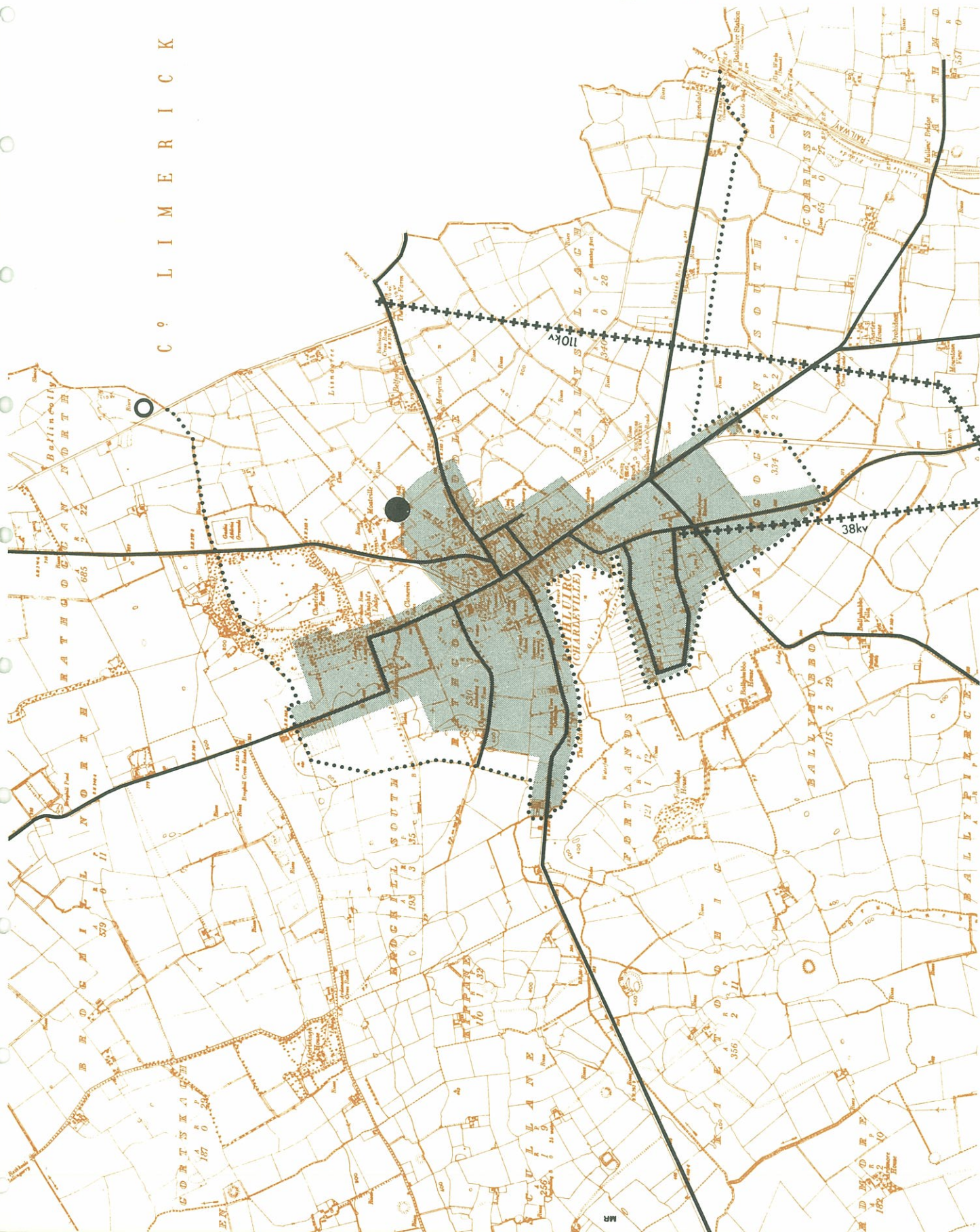
2.06 The Town Park - Glen River valley area is the main amenity feature in the town. There is plenty of scope for developing its amenity and recreational potential by landscaping, tree planting and providing footpaths, seating and play facilities. Sites should be reserved for educational and community facilities which will be needed as the town expands. The approach will be to develop the park in stages within the framework of an overall plan. Within the next five years this plan will be drawn up and the first stage, probably involving the section immediately west of the new relief route will be completed.

SUMMARY OF  
DEVELOPMENT  
CONSTRAINTS  
AND  
DETERMINANTS:

- 2.07 A number of factors will act as constraints and determinants as the town develops:-
- (i) Physical features, i.e. 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) Infrastructure - in some areas high threshold costs in providing access roads and services will preclude small-scale or piecemeal development.
  - (iv) Many other factors will affect the pattern and extent of the town's growth including the actual growth of population and employment, the rate of public and private investment and the availability of land.

# SERVICES

-  Water supply
-  Sewered area
-  Sewerage installation
-  Proposed sewerage catchment
-  Proposed sewerage installation
-  Electrical supply line



kilometres  
1/2 miles

GENERAL:

- 3.01 The aim of this document is to provide a framework for development so as to achieve a living, working and recreational environment of an acceptable standard in Rathluirc. The framework consists of zones stating the purposes for which particular lands may be used and detailed objectives listed for implementation during the five year period of the plan.

OVERALL  
POLICY:

- 3.02 It is the policy of the Council:-
- (i) to promote the growth of the town as an employment and service centre;
  - (ii) to settle the pattern of future growth by designating land for particular uses and providing the appropriate services;
  - (iii) to make provision for present and future traffic flows.
  - (iv) to improve the physical character and environment of the town by encouraging infill development, conserving the town's visual character and developing the amenity potential of the Town Park and The Glen River Valley.

PRIMARY  
OR SOLE  
USE:

- 3.03 Land is zoned for primary and sole uses. Where a sole use is stated, land will be strictly limited to such use. Where a primary use is stated, other uses, 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. 3.04) and to the list of specific objectives (bold numerals e.g. 18).

SERVICING  
OF  
DEVELOPMENT:

- 3.05 It is the intention of the Council to provide sanitary services 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), (g) 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  
ZONES:

3.08 The areas zoned for residential uses are primary use zones. Where necessary, shopping and community facilities will be allowed. Landscaped open spaces will be required and conditions relating to open space will be enforced under Section 25 of the 1976 Planning Act.

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 area residential development may be permitted even though public drainage will not be 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 to roads, watercourses and other developments may impose more severe limitations.

3.11 In all areas, the design and layout of residential development must be integrated with the visual character of the town.

COMMERCIAL  
ZONES:

3.12 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:

3.13 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:

- 3.14 Agricultural zones include areas marked "A" on the Zoning and Objectives Map and areas not indicated for any use. While agriculture is the primary use, other uses may be considered under certain strict conditions.
- 3.15 It must be properly established that housing development will serve the agricultural community and occupation will be limited to a person solely employed in agriculture.
- 3.16 Industrial development may be allowed in selected areas where problems of visual intrusion, effluent disposal and traffic safety can be resolved.

OPEN SPACE  
AREAS:

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

SCENIC  
LANDSCAPE

- 3.19 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:

- 3.20 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 document.

TRAFFIC AND  
ROADS:

1. To preserve free from development a route for a future national primary relief road to the east of Rathluirc.
2. To provide an inner relief route along Bakers Lane connecting with the national primary at the Old Limerick Road and Charterschool Road junctions.
3. To provide a relief road through the Town Park connecting Smiths Lane with New Line Bridge.
4. To preserve free from development the routes of the following secondary distributor roads:
  - (i) A section linking Smith's Lane to Love Lane.
  - (ii) A section linking Love Lane to the Broghill Road at Ardmachree Corner.
  - (iii) A section linking the Limerick Road (N.20) to the Broghill Road at Knights Lodge.
5. To restrict multiple access onto main roads.
6. To preserve access to backlands at the points shown. This will involve reserving sufficient road frontage to allow carriageways, footpaths and sightlines to Council standards.
7. To provide a car park in conjunction with the Town Park relief road.
8. To revise parking regulations in the town centre including reserving areas along Main Street for loading and unloading of commercial vehicles.

INDUSTRY:

9. To provide sites for small industries at Station Road.

SERVICES:

10. To implement the proposed sewerage scheme.
11. To implement the proposed water supply scheme.
12. To prepare an action area plan for the residential zone east of Baker's Lane.

13. To acquire derelict sites and backlands for housing development.
14. To provide serviced sites for private development at Love Lane.
15. To provide Council housing at Broghill Road.
16. To prepare a programme for amenity and recreational development in the Town Park - Glen River area.
17. To make tree preservation orders for trees and woodlands of scenic value at:
  - Limerick Road.
  - Charleville Park.
  - Ardmachree Corner.
  - Moatville.
18. To preserve the following features of architectural and historic interest:
  - Holy Cross Church.
  - The Market House.
  - The Hall in Chapel Street.
  - Clanchy Terrace.
  - The ruin of the Church of Ireland.

FINANCE:

- 3.21 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:

3.22 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

<b>R</b>	Residential	total 421 acres
<b>I</b>	Industrial	95
<b>S</b>	Open space	70
<b>A</b>	Agricultural	84
<b>C</b>	Commercial	49

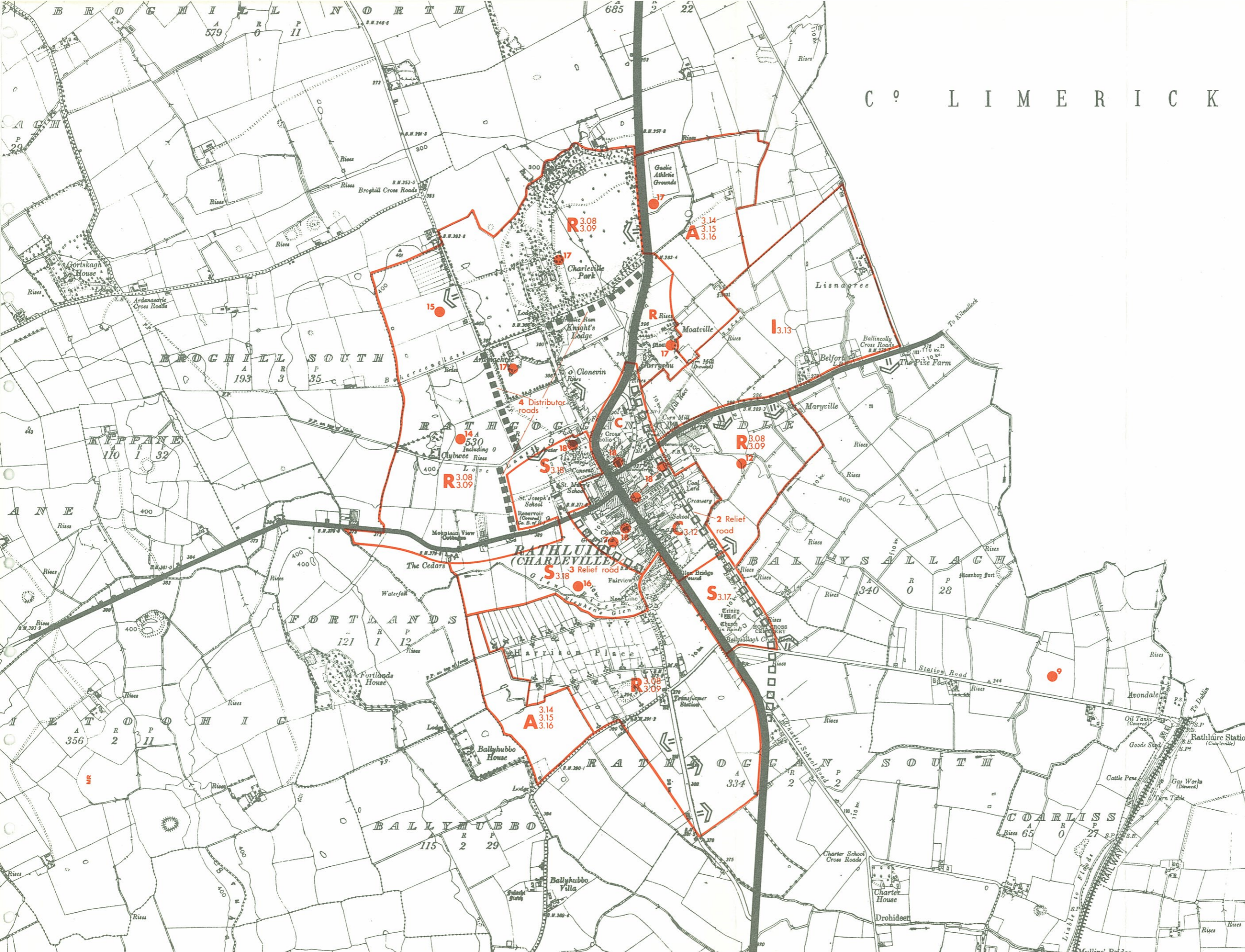
Reference number (e.g. 3.14) relates to paragraph in written statement

## OBJECTIVES

- Specific objective
  - Relief road
  - Access road
  - Access point
- Reference number (e.g. 18) relates to list of objectives

## EXISTING

- National primary route
- Trunk road
- Railway



Rathlure Development Plan

May 1978