

A Development Plan
for Youghal

Youghal Urban District Council
1967

A development Plan for

Y O U G H A L

made under the Local Government (Planning & Development) Act,
1963, by the Urban Council by resolution dated this _____ th.
day of _____ 196 .

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YOUGHAL URBAN DISTRICT

DEVELOPMENT PLAN

Draft Written Statement

PART ONE - DEVELOPMENT POLICY.

It is intended that Youghal should retain and develop its status as (a) a local service centre based on a rich agricultural hinterland; (b) an important light industrial centre; (c) a popular seaside resort. The Council will seek to utilise every opportunity to exploit the full potential of each facet of its present tripartite role.

The Urban population has shown a steady pattern of growth over the past 15 years. The registered increase during this period was 346 persons while the corresponding figure for the environs was 113. This process of increasing urbanisation is in line with the general trend throughout the country. It is expected that this growth will be maintained in Youghal during the next five years as the present healthy condition of its industrial and commercial activity should be conducive to further expansion.

There is a good range of employment in the town. Apart from some slight seasonal unemployment, the position in this regard is satisfactory. The proportion of the population gainfully employed to that of the whole town, is close to the national average in contrast to the range of job opportunity which shows an imbalance in favour of the female side. To rectify this position, means of promoting more employment outlets for males will be sought.

The lack of proper mains pressure in the high level areas and the deteriorated condition of sections of the distribution network apart, the water supply system is generally adequate. A scheme to remedy the former defect has been prepared and its implementation as soon as possible will be pursued. It is proposed to investigate the feasibility of carrying out a systematic renewal of the corroded distribution mains. The sewerage system is satisfactory but the condition of the built masonry sewers will be reviewed regularly. It is proposed to make small extensions to the system to serve new development within the area of first stage development as the necessity arises.

The antiquated layout and alignment of the town's street network are in conflict with the demands of modern arterial route and heavy local traffic. Congestion becomes particularly acute during the holiday season. It will be the policy of the Council to take such measures as may be necessary to reorganise internal circulation for the relief of traffic congestion and to promote the safety and free flow of traffic.

The housing position is reasonably satisfactory due to the active construction programme pursued by the Council in recent years and still in progress. But in view of the anticipated population growth and the marked obsolescence of many existing houses, it is proposed to acquire and develop a further site for public housing. The Council's existing site in Seafield will be developed for private housing. It has sufficient sites to meet the expected private housing demand for at least five years hence. It will be necessary to keep the housing position under constant review particularly in the light of any new development in the district.

A policy of infilling a substantial area as yet undeveloped and of reconstruction of existing sites will be pursued. Development control will seek to procure development in depth of sites and ribbon growth will not be permitted:

Youghal has an unusual amount of blighted and obsolete property mainly due to its heritage of much 19th. Century substandard housing concentrated in ghetto-like clusters on the steep slopes of the hill to the west of the main street. Absentee landlordism was an important factor in the rapid deterioration of these houses. It is proposed to undertake the redevelopment of groups of buildings as the need and opportunity arises. In addition, many of the town's buildings will warrant reconstruction to modern standards within the next decade. Encouragement will be given to schemes of this nature. The Urban Council will, in conjunction with the County Council, seek a general clearance of temporary structures both within the Urban District and in its immediate environs. Unauthorised dumping will be strictly controlled.

The town is well provided with light industry mainly aligned on textiles. Diversification into industry of a heavier vein, preferably with a high male employment content, is considered desirable. It is proposed to explore the practicability of acquiring and developing a site for industry. In general, a more active and constructive approach to promoting the town's advantages in this respect will be adopted.

The erection of a new Vocational School will be sought. The possibility of (a) improving facilities for community meetings and cultural activities; (b) diversifying recreational facilities and (c) providing more open space for childrens' playgrounds, will be examined. Special attention will be directed to the development of facilities which are considered most likely to increase Youghal's tourist potential.

The town and its district have considerable amenity and tourist potential, though this latter aspect appears to have been neglected for the development of Youghal as a purely seaside recreational centre for a large local population. It is intended to promote the development of both of these equally important aspects. Local co-operation and involvement will be essential to success in this matter.

Development control will seek to control advertising and encourage schemes for tidying or painting groups of buildings. It is intended to preserve the present scale of buildings in the town, and in general tall buildings will not be acceptable near the centre of the town.

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

With the exception of the promotion of industrial sites which are expected to yield a return in due course, all the proposals involve expenditure which can be financed by the Council in the ordinary course during the 5 year period of the Plan.

PART TWO - BOUNDARIES, ZONING ETC.

1. Boundaries

a) For purposes of the Development Plan, the development area shall be the area within the Urban District Boundary. The development area boundary is shown as a continuous line on the Zoning Map. The present area embraces 1203 acres and provides ample scope for development for many years to come.

b) The area within the broken line shown on the Zoning Map is the area of immediate or first stage development. Extensive or dense development will not be permitted outside this area until such time as the land within it is substantially developed. In pursuance of this policy and in view of the high cost of prematurely extending utility services, it is intended not to further extend such services outside the area of first-stage development until the facilities within it are substantially absorbed by development.

2. Use Zoning

It is proposed to establish four use zones as follows:-

- a) General Development - All uses with the exception of Special Industry. In areas principally residential in character, General Industry will not normally be permitted unless it offers no threat to that residential character through noise, traffic generation or other nuisance.
- b) Industry - General industry and ancillary uses.
- c) Agriculture - Uses in connection with agriculture; and residential and industrial uses at low density, subject to conditions to protect public health and amenity, and to obviate the need for extending services. Special Industry will not normally be permitted in the Development Area.
- d) Public Open Space.

3. Density Zoning

It is not proposed to include specific density provisions. It is considered that planning control will provide the appropriate degree of density control necessary in the Urban District.

4. Miscellaneous Requirements

In considering applications for planning permission, the following points will receive special attention:

- a) Roads and Traffic - In the course of construction of new or renewal of existing premises, business interests should in principle provide loading space within their own curtilages, together with parking space for their own vehicles. Where practicable, rear access and accommodation for customers' cars should be provided.

a) Roads and Traffic Contd.

In residential areas, parking space should be provided for cars at the rate of at least one per dwelling.

Vision at road junctions and vehicular gates should be adequate for safety.

b) Outdoor advertising :- Generally signs attached to buildings are preferable to those on free standing hoardings. Signs should not interfere with windows or other features of the facade, or project above the skyline. The size and scale of signs should not conflict with those of existing structures in the vicinity. Signs will not normally be permitted in residential or agricultural areas. Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety. It is likely that advertising panels exceeding the 16 sheet size (6'8" x 10'0") will generally be out of scale.

c) Filling Stations :- These shall conform to standards ruling at the time of development for protecting amenity and traffic safety. Kerbside pumps will not be permitted.

PART THREE - DEVELOPMENT OBJECTIVES.

1) Period of Plan:

In the absence of any specific statement to the contrary, the period of this plan should be taken as being five years from its adoption. (Matters arising beyond this period are noted in Appendix C).

2) Utility Services:

- S.1* Implement the erection of a water tower (100,000 gals) at existing reservoir site on Cork Hill.
- S.2 Investigate the feasibility of renewing the deteriorated distribution mains and service connections.
- S.3 Provide additional inspection chambers where required on all masonry sewers.

3) Roads and Traffic:

- T.1* Establish car parks at (i) Claycastle Strand; (ii) Dolphin's Square.
- T.2 Seek parking area convenient to R.C. Church.
- T.3 Complete footpath renewal programme.
- T.4 Investigate the feasibility of introducing a one-way street system in the town centre on the lines suggested in Appendix B, Section 4 - Roads & Traffic.
- T.5* Widen, realign and surface the Kilcoran - Seafield road.
- T.6 Formulate an urban road realignment programme.
- T.7 Seek to improve vision at dangerous junctions and corners as the need and opportunity arises.

4) Housing:

- M.1* Proceed with the construction of a further 20 Council houses in Raheen Park.
- M.2 Acquire at least 5 acres in one or more lots for public housing.
- M.3* Proceed with development of existing Urban Council site in Seafield for private housing.

5) Industry:

- M.4 Seek to acquire approximately 5 acres for development as an industrial site.

6) Removal of Blight; Renewal of obsolete areas:

- R.1 Formulate a programme of renewal or redevelopment for major groups of obsolete and blighted property.
- R.2 Remove individual derelict buildings in prominent locations throughout the town.
- R.3* Seek a general clearance of temporary structures in the Claycastle Area.

7) Community Facilities:

- C.1 Seek the provision of a new Vocational School and the reservation of adequate space for the future expansion of educational facilities.
- C.2 Investigate the feasibility of providing a community centre with a well appointed Assembly hall, committee rooms, games rooms and such other facilities as might be considered desirable in a centre of this kind.

* Reference Nos. on Objectives Map.

7) Community Facilities Contd.

- C.3 Examine the possibility of providing more and better recreational facilities.
- C.4 * Promote the acquisition of sufficient adjoining land to adequately provide for an extension to the existing North Abbey cemetery.

8) Amenities:

- A.1 * Develop the reclaimed area adjoining Dunne's Park as an informal area of open space suitably cultivated and appointed with seating.
- A.2 * Explore the possibility of providing laybys on Golf Links Road at appropriate vantage points overlooking the bay.
- A.3 * Pursue the early implementation of the proposed sea defence scheme along the sea-front.

APPENDICES: These are not part of the Development Plan but are supplementary to it.

APPENDIX A: Feasibility & Priorities.

The amounts to be spent are in proportion to the size and needs of the town. The projects are economically feasible subject to the availability of the appropriate grants from central funds. The development of industrial and private housing sites differs from other objectives in that it is expected to yield a return in due course. A number of objectives involve feasibility studies and investigations of certain projects. This work is considered essential to the formulation of a rational development programme based on a logical assessment of reliable data.

The provision of adequate utility services to cater for anticipated needs and the promotion and development of its industrial and amenity potential, must be recognised as being fundamental to the orderly planning of the town. Apart from preserving a balance in these matters, no special schedule of priorities is considered necessary.

APPENDIX B: Summary of Survey Data.

1) Status.

Situated on the western shore of the Blackwater Estuary at the base of a range of hills, Youghal is an old and interesting market town and an important light industrial centre. Its antiquity is reflected in its buildings, most of which have been reconstructed or newly fronted, but some may still be distinguished by their gable ends fronting the street and their pointed doorways of stone.

The town is a very popular seaside resort, having a fine strand extending nearly three miles along the western shore of the bay. Due to the fact that accessibility is limited to vessels of 12 ft. draught, the town's importance as a shipping port has declined. Commercial fishing activity is now mainly confined to salmon fishing in the lake-like upper stretch of the estuary. The town structure is essentially linear in character, a natural consequence of the local topography. The principal street, from which diverge several smaller streets, is almost a mile in length and is divided by the Clock Gate into the North and South Main Streets. It also forms part of the Cork-Waterford arterial route, T.12.

The town's proximity to the border of County Waterford is emphasised by its role as a service centre for the south-western section of this County. Its estimated service area embraces 115 sq. miles with a catchment of about 5,000 population in a rich agricultural hinterland.

2) Population and Employment.

An examination of the Survey Material reveals the following features of interest in this respect:

- a) Steady population growth over the past 15 years - See Table 1.
- b) The balance of age and sex structure favours the female population in contrast to the national average figures - See Table 2.
The employable sector (15 - 65 years) in 1961 constituted 58.2% of the total population as compared with 58.7% County, 57.0% Munster and 57.8% State. The breakdown for the child bearing group (15 - 44 years) was 35.4% Urban District, 35.7% County, 35.6% Munster and 36.4% State.
- c) No serious unemployment problem - See Tables 3 and 4 and Graph No. 1.
- d) Good variety of job opportunity - See Table 5.
A total of 2,177 persons were gainfully employed in 1964. Of this number, 1,434 were men and 743 were women, indicating a need for further employment outlets for males. Employers are generally in a position to recruit sufficient workers locally to cater for their present needs.
- e) The number of school leavers in 1966 was 137 of whom 63 finished courses at the local Vocational School. The number available for local employment was 79.

3) Utility Services.

a) Water - The average daily consumption of water in Youghal is 300,000 gallons. This increases by 40,000 gallons approximately during the holiday season. The supply is based on the Glendine River. A modern treatment works was constructed in latter years at Boola, 7 miles to the north in County Waterford. It includes rapid gravity filters, clear water tank and chlorination plant. Water is conveyed in three trunk mains, 1 No. 6" and 2 No. 8" - all cast iron, to a 300,000 gallon service reservoir at Cork Hill (T.W.L. 257 ft. O.D.) which feeds the town through a distribution network consisting of 3", 4", 5" and 6" c.i. mains and a few more recently laid extensions in 4" p.v.c.

The existing treatment plant and trunk mains can yield 400,000 gals. per day at present (except in dry years when the source would fall below this figure) and by installing pumping plant at Glendine could yield 600,000 gals. per day.

The distribution system suffers from being a very old pipe system, mainly 3" c.i. pipes now almost 70 years old. This is resulting in wastage. In addition, the service reservoir does not command sufficient head to give an adequate supply to any point above the 200 ft. contour where much land suitable for development is available. The Urban Council now proposes to remedy this latter defect by providing a water tower (cap. 100,000 gals., T.W.L. 340 ft. O.D.) on the existing reservoir site. The Preliminary Report for this scheme has been submitted to the Department of Local Government for its approval.

The existing serviced area is shown in heavy outline on attached Utility Services Map.

b) Sewerage - The extent of the present drainage area is shown in light outline on attached Utility Services Map. The bulk of the town's sewage is conveyed in a network of built masonry drains to a number of river outfalls where it is discharged untreated. The drains are generally in a satisfactory condition. There is ample dilution available and no nuisance is normally created. The Strand area is served by a new scheme completed in '62. Sewage from this area is pumped into 98 Memorial Park where a comminutor process takes place before discharge.

4) Roads and Traffic.

Youghal experiences heavy local traffic in addition to the normal through arterial route traffic. This local traffic is particularly acute during the holiday season and its circulation is severely restricted by the inherent narrowness of the existing street network and by the lack of adequate off-street parking accommodation. With growth in traffic on our roads at present over 8% per annum, no town can afford to ignore a traffic problem of this nature. The physical layout of the existing street network lends itself to the introduction of a one-way street system in the central shopping area which would segregate east and west bound traffic between South Abbey and Dolphin's Square, the former traffic to travel via Friar Street, South and North Main Street and the latter via Catherine Street, Grattan Street, Kent Street, The Mall and Strand Street. Sufficient cross-links exist between the two routes to provide ready access to business premises. This system would resolve many of the town's parking problems, lead to a much better utilisation of street space and considerably improve the capacity of the street network. Serious consideration should be

Roads and Traffic Contd.

given to its adoption. A further extension of this system would be to make west-bound traffic diverge further north and thus increase the length of the one-way section. This could be a long-term consideration and entail the construction of a new length of road linking Dunne's Park and the arterial route to the north of the town. The maze of narrow streets which ascend the slopes of the Gregory Hill to the west of the arterial route are badly in need of widening and vertical realignment. The exceedingly steep gradients present a very difficult and expensive task in this respect. The funds available limit the scope of this work to very minor improvements and it is felt that a special case could be made for seeking an increase in the annual Urban Road Fund Grant over a certain period to expedite the requisite improvements. It is recommended that roadworks be co-ordinated where possible with the clearance of blighted and derelict properties.

An urgent need exists for extensive parking accommodation in the vicinity of the Strand to cater for the seasonal influx of daytrippers.

5) Housing.

The Urban Council's present housing estate comprises 219 houses, 90 of which have been built in the past 16 years. There are 50 more houses almost completed and the construction of a further 20 is scheduled to commence shortly. The present waiting list contains a total of 96 applicants. Negotiations are at present in progress for the purchase by the Council of an 11 acre site to the immediate south of Cork Hill.

Development in the private sector has not been very active, only 50 houses being built within the Urban District since 1950, giving a proportion of public to private building in this period of 1.3 to 1.0. The Council has a site for 40 private houses in Seafield. The development of this site is about to be undertaken. It should be noted that 12 private and 10 Local Authority houses have been erected in recent years to the immediate west of the Urban Boundary in Ballyclamasy and Summerfield respectively. This latter trend towards ribbon growth should be contained within its present limits pending the infilling of a substantial area as yet undeveloped within the Urban District.

It is estimated that the programme for the next five years should provide for the construction of a minimum of 80 new houses distributed equally between the private and public sectors.

The total number of dwellings in the town in 1961 was 1,105 of which 60.9% were of pre-1900 vintage. A fairly high rate of obsolescence is to be expected in these older type houses. The occupancy rate was 0.82, indicating no general overcrowding.

6) Industry.

Table 5 lists existing industries and the number of related employees in each case. The town's industrial activity has shown a steady pattern of progress in recent years and it is expected that this trend will be maintained, thus creating further employment opportunities in the town.

Industry Contd.

Employment in the Salmon Fishing Industry which is seasonal from February to July, absorbs approximately 60 males. This number of fishermen is augmented by boats from up the Blackwater River to about 160 males. The turnover in '66 amounted to £53,000, most of the catch being for export.

Youghal's central location, good communications, amenities and labour availability are its main advantages for prospective industrialists. In relation to communications, the continuation of rail services to Cork is considered desirable in the interests of maintaining some diversification of systems of transport.

7) Blight and Renewal.

Like many old towns, Youghal has extensive areas of blight and obsolescence. Concentrations in particularly bad condition occur in the Cork Hill area, along the Quays and in the lanes to the west of the Main Street. There is also a number of individual derelict sites scattered throughout the town. In addition, some buildings were seen to be in an advanced state of disrepair and in urgent need of renovation if eventual dereliction is to be avoided.

The temporary dwellings in the Claycastle and Dysart areas present an unsightly picture and detract considerably from the appearance and character of the area.

If the amenity potential of Youghal is to be fully exploited, it is essential that areas and items of unsightliness be removed.

8) Community Facilities.

The town has an extensive range of social facilities and a large number of cultural, sporting and recreational clubs have been formed. There is a full complement of institutions catering for the educational needs of the community. A new Boy's National School is being constructed in Strand Street. The Vocational School is housed in rented premises with inadequate accommodation. A new school is urgently needed as it is important that the vocational aspect of education be properly catered for particularly in the light of increasing industrial activity in the town. In general, there is a lack of open space adjoining schools for recreational purposes and for future expansion.

There would appear to be scope for more diversification in the provision of recreational facilities, particularly in relation to water sports and associated activities. While a number of halls at present cater for association and club meetings, functions etc., the desirability of having one centre with adequate facilities and accommodation to cater for all the community's needs in this respect, should be considered.

St. Raphael's Mental Hospital overlooks the town while the District Hospital on Cork Hill is centrally situated. The latter does not cater for surgical cases.

9) Amenity.

Youghal is essentially a family recreational resort, more frequented by day-trippers than by tourists. While there is scope for the introduction of new amenities and the improvement of existing ones, the following gives some indication of the town's potential as a seaside resort:

To the west of the town, there is an excellent beach with good bathing and a promenade. A coastal erosion problem exists in this area and an £80,000 sea defence scheme has been prepared and submitted to the Board of Works. The latter body have provisionally approved the Scheme subject to the requisite finance being made available. Departmental sanction of the expenditure is being urgently awaited.

To the west also, there are two caravan parks, one of which is unfortunately sited from the visual aspect. A public park, the '98 Memorial Park, is located between the town and beach. Good fishing is available at Rincrew Bridge, at Greenpark Corner and at Pilmore which is at the western extremity of the beach. The Quays offer good landing facilities for light sea-going craft and a certain amount of recreational fishing takes place there during the mackerel season. Cruising facilities are available to groups of holiday makers up the Blackwater Valley. A nine-hole golf course on Knockaverry Hill commands a fine prospect of the bay. It is proposed to extend the course eventually to 18 holes. A pitch and putt course has recently been provided in Summerfield. A well appointed greyhound race track lies approximately one mile to the west of the town centre. Besides the Town Hall, there are two large ballrooms close to the town and in addition two cinemas in the town itself.

Registered accommodation is provided for locally by seven hotels and numerous guesthouses having a total of 175 bedrooms.

There are many buildings of historic interest and some of architectural interest in the town.

(10) Miscellaneous.

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

YOUGHAL URBAN DISTRICT
DEVELOPMENT PLAN
APPENDIX B
POPULATION HISTORY

TABLE 1

Year	1911	1926	1936	1946	1951	1965	1961	1966
Youghal Urban District	5,648	5,339	5,131	4,809	4,752	4,841	5,043	5,098
Youghal Urban District Environs	--	--	--	--	--	35	93	113
Youghal Rural District	4,193	3,842	3,550	3,284	3,197	3,095	3,070	3,014

Percentage increase in Urban District Population ('61-'66) = 1.1%
 Percentage decrease in Rural District Population ('61 - '66) = 1.8%

YOUGHAL URBAN DISTRICT

DEVELOPMENT PLAN

APPENDIX B

Table 2. Age and Sex Structure (1961)

AGE GROUP	STATE		MUNSTER		COUNTY		YOUGHAL U.D.	
	M (%)	F (%)	M (%)	F (%)	M (%)	F (%)	M (%)	F (%)
0 - 14	15.9	15.2	15.6	15.1	14.9	14.2	14.4	14.4
15 - 44	18.2	18.2	18.2	17.4	18.3	17.4	16.3	19.1
45 - 64	10.8	10.6	10.6	10.8	11.6	11.4	11.0	11.8
65 and over	5.3	5.8	5.8	6.5	5.9	6.3	5.2	7.8
TOTAL	50.2	49.8	50.2	49.8	50.7	49.3	46.9	53.1

YOUGHAL URBAN DISTRICT

Development Plan

APPENDIX F

Monthly Live Register Returns (Dec. '65 - Nov. '66)

TABLE 3

Month	Number
December, 1965	67
January, 1966	62
February, 1966	51
March, "	47
April, "	49
May, "	79
June, "	72
July, "	56
August, "	60
September, "	62
October, "	79
November, "	83

YOUGHAL URBAN DISTRICT

ANNUAL AVERAGE LIVE REGISTER : 61 - 1965

APPENDIX B TABLE 4

Towns	Gainfully occupied persons - Census of Population	Average Total Live Register					Average Total Live Register as % of gainfully occupied persons 1961.				
		1961	1962	1963	1964	1965	1961	1962	1963	1964	1965
Bandon	913 (59.9 %)	19	18	18	15	13	2.1	2.0	2.0	1.9	1.4
Bantry	904 (40.4 %)	19	18	17	17	19	2.1	2.0	2.0	1.9	2.1
Clonakilly	901 (37.2 %)	22	14	13	16	12	2.4	1.6	1.4	1.8	1.3
Gobh	1,941 (36.8 %)	92	71	98	79	97	4.7	3.7	5.0	4.1	5.0
Ferfoy	1,300 (30.8 %)	45	39	41	42	47	3.6	3.1	3.3	3.4	3.8
Kinsale	646 (30.8 %)	38	44	30	37	44	5.9	4.8	4.6	5.7	6.8
Macroom	818 (37.7 %)	15	19	16	12	17	1.8	2.3	2.0	1.5	2.1
Mallow	2,052 (37.0 %)	53	56	73	66	58	2.6	2.7	3.6	3.2	2.8
Middleton	1,107 (39.9 %)	49	42	49	56	40	4.4	3.8	4.4	5.1	3.6
Passage West	914 (35.7 %)	43	36	46	33	40	4.7	3.9	5.0	3.6	4.4
Skibbereen	760 (36.9 %)	32	27	22	17	16	4.2	3.6	2.9	2.2	2.1
Youghal	1,836 (36.4 %)	53	54	54	50	57	3.0	2.9	2.9	2.7	3.1

Youghal

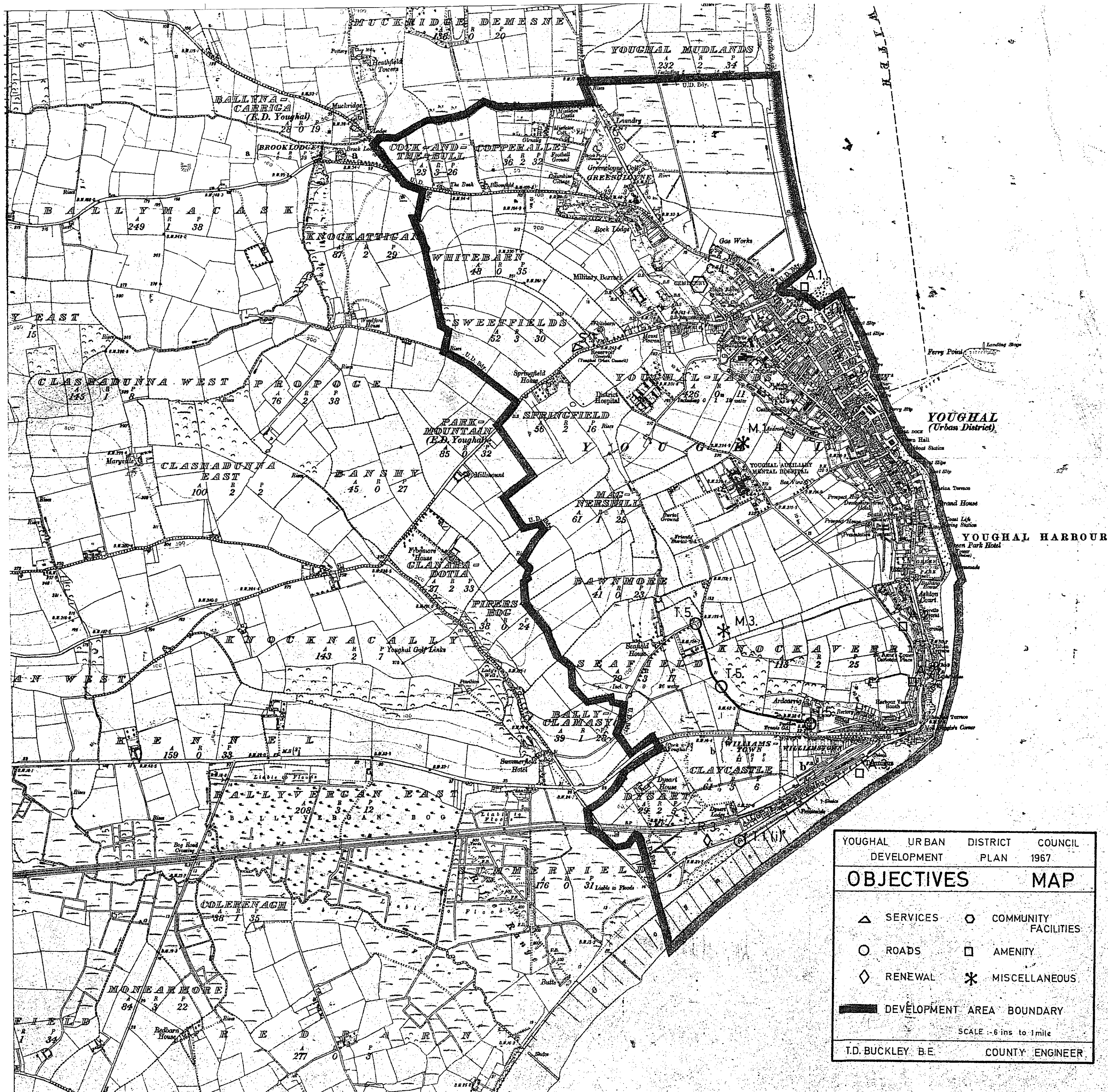


YOUGHAL URBAN DISTRICT
 DEVELOPMENT PLAN
 YOUGHAL
 KEY MAP
 B.I.Y.

——— service area
 ——— boundary
 ——— county
 boundary
 SCALE 1:50,000



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



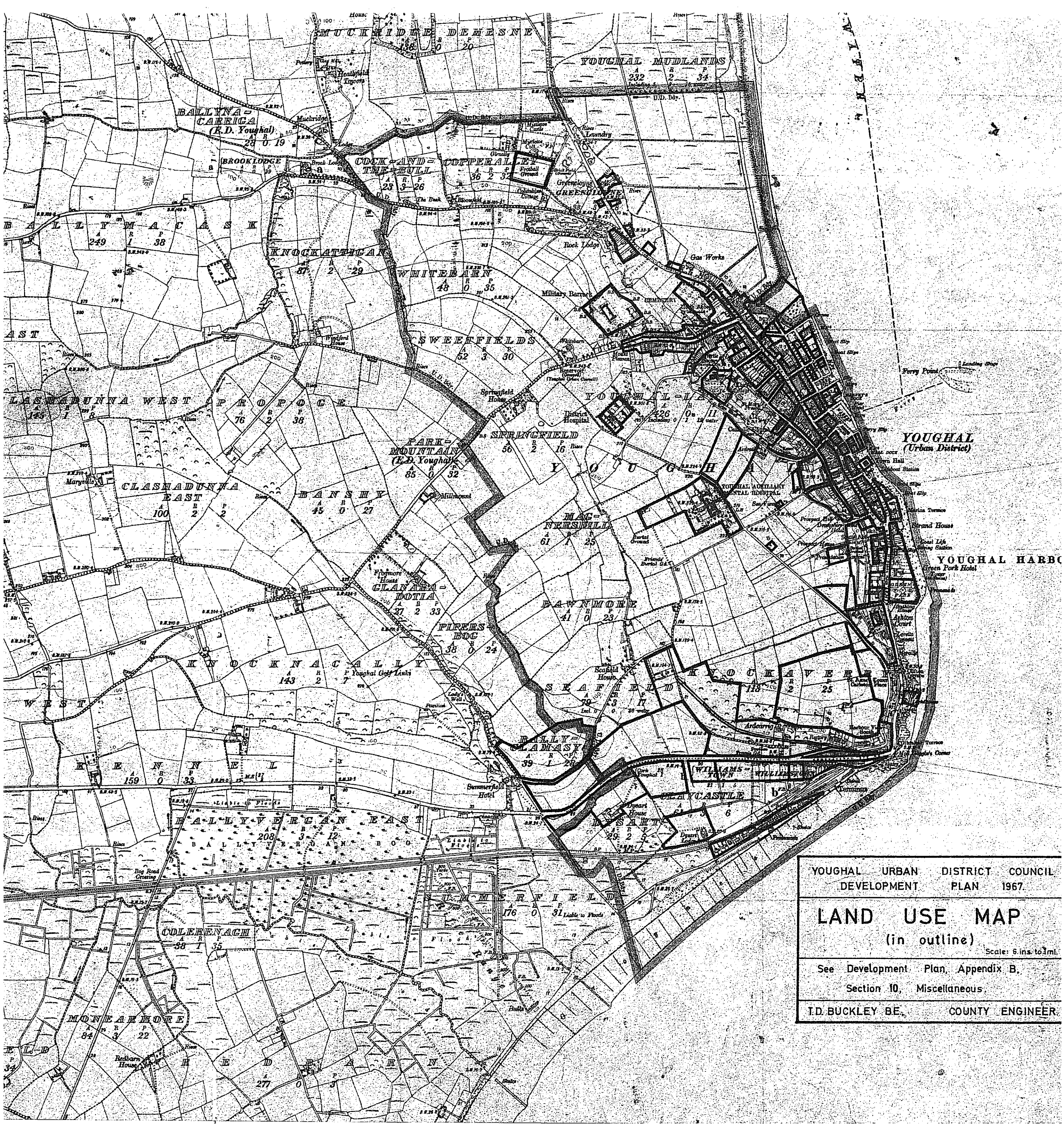
YOUGHAL URBAN DISTRICT COUNCIL
DEVELOPMENT PLAN 1967

OBJECTIVES MAP

△ SERVICES	○ COMMUNITY FACILITIES
○ ROADS	□ AMENITY
◇ RENEWAL	* MISCELLANEOUS
— DEVELOPMENT AREA BOUNDARY	

SCALE - 6 ins to 1 mile

T.D. BUCKLEY, B.E. COUNTY ENGINEER

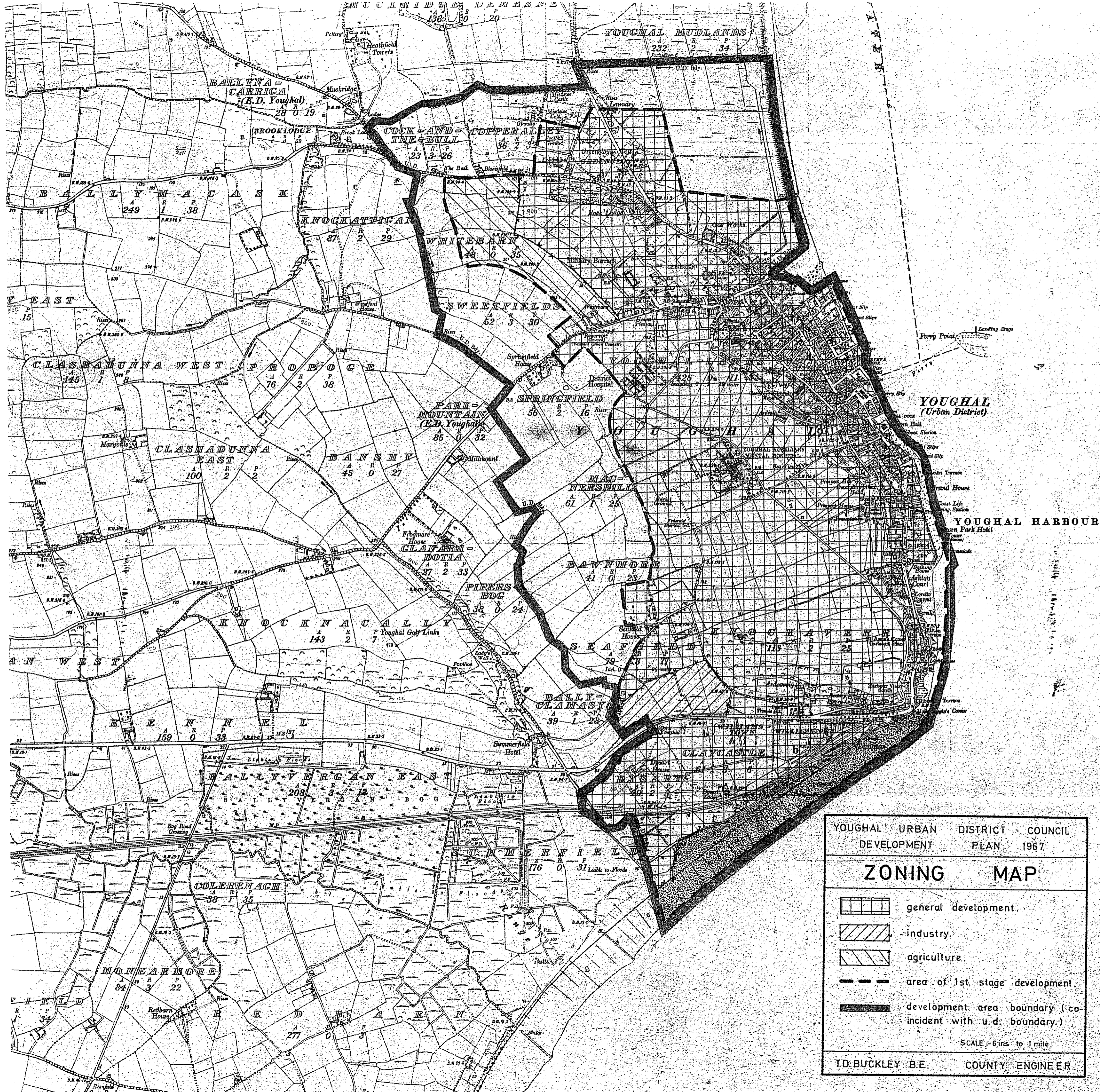


YOUGHAL URBAN DISTRICT COUNCIL
 DEVELOPMENT PLAN 1967.


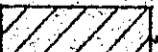
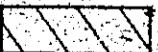


LAND USE MAP
 (in outline) Scale: 6 ins. to 1 ml.

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

T.D. BUCKLEY B.E., COUNTY ENGINEER.



YOUGHAL URBAN DISTRICT COUNCIL
 DEVELOPMENT PLAN 1967
ZONING MAP

-  general development.
-  industry.
-  agriculture.
-  area of 1st stage development.
-  development area boundary (coincident with u.d. boundary.)

SCALE - 6 ins. to 1 mile

I.D. BUCKLEY B.E. COUNTY ENGINEER

