

Armagh City, Banbridge & Craigavon Borough Council Local Development Plan Paper



PAPER 14: STRATEGIC SETTLEMENT EVALUATION

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PURPOSE:

To provide members with a strategic evaluation of all of the Borough's existing settlements as identified in the Armagh Area Plan 2004, Armagh Area Plan 2004 (Alteration No 1: Armagh Countryside Proposals), Craigavon Area Plan 2010 the Banbridge, Newry and Mourne Area Plan 2015 and The Dungannon, South Tyrone Area Plan 2010, identify their role within a proposed new settlement hierarchy for the Armagh City, Banbridge and Craigavon Local Development Plan (LDP) and to identify any potential new settlements for consideration.

CONTENTS:

The paper provides:

- (i) The regional policy context for future physical development across a settlement hierarchy;
- (ii) An overview of the existing settlement hierarchies provided under the extant plans for the Borough;
- (iii) An evaluation of each settlement in the context of the Housing Evaluation Framework Table and the Hierarchy of Settlements and Related Infrastructure Wheel of the Regional Development Strategy 2035;
- (iv) An assessment of likely constraints for each settlement which may inform future land use decisions in relation to potential settlement expansion; and
- (v) A proposed settlement hierarchy for Armagh City, Banbridge and Craigavon taking account of the settlement evaluation.

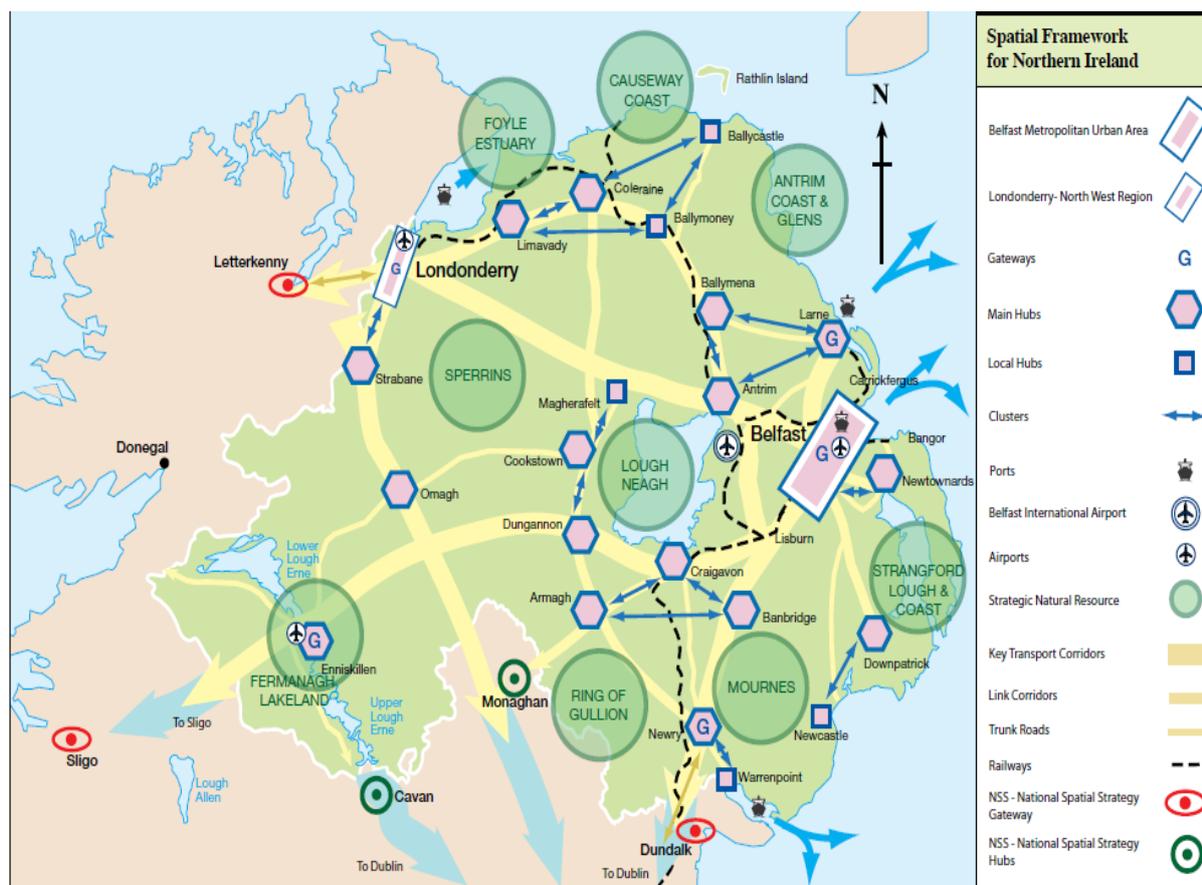
1.0 Introduction

- 1.1** Settlements throughout the Council area perform important functions, be it at the regional level, as a service centre for a wider area, or as a local facility to meet the day to day needs of those in the local area. One of the functions of the new LDP is to determine the role of settlements across the Borough, taking account of regional guidance and local circumstances, and guide development proposals appropriate to a settlement's role and function within the settlement hierarchy.
- 1.2** The Settlement Evaluation Report is one strand of the Countryside Assessment which also comprises identification of Environmental Assets, a Landscape Character Assessment and a Development Pressure Analysis. The purpose of this paper is to evaluate the existing settlements within the Borough and provide a new settlement hierarchy which identifies settlements and their role within the hierarchy in accordance with the RDS 2035 Spatial Framework Guidance and the SPPS.
- 1.3** The first position paper, Population and Growth (presented to Council in July 2014) recommended that the settlement hierarchy for the new Council area be re-examined to identify if any settlements need to be re-classified based on their function and services. At a Settlements Workshop held in June 2015, members discussed the settlement hierarchy and suggested variations to the classification of a number of settlements. A number of locations were also suggested as new settlements in the new settlement hierarchy. A summary of those areas and the findings from that workshop is included in this paper. Further workshops for members were held in September and October 2016 to review these findings. The output from this workshop has been incorporated within this paper.

2.0 Regional Policy Context

- 2.1** The Regional Development Strategy (RDS) 2035, in guiding future physical development of the region, identifies a hierarchy of settlements based on main hubs, local hubs and a strong rural community living either in small towns, villages, small settlements or in the open countryside.
- 2.2** The RDS 2035 contains a Spatial Framework (See Figure 1 below) which is aimed at achieving sustainable development and promoting economic development opportunities and population growth in the hubs and clusters.

Figure 1: RDS 2035 Spatial Framework for NI



2.3 For the rural area outside of the main and local hubs, the Spatial Framework guidance is to improve accessibility and sustain the rural communities living in smaller settlements (small towns and villages and small rural settlements) and the open countryside and to improve accessibility for rural communities. The RDS recognises that a strong network of smaller towns supported by villages helps to sustain and service the rural community. A sustainable approach to further development is important to ensure that growth does not exceed the capacity of the essential infrastructure expected for modern living.

2.4 The RDS identifies Armagh City, Banbridge Town and Craigavon Urban Area as main hubs and highlights the potential to cluster and to capitalise on their strategic position on the Belfast/Dublin and Belfast/Enniskillen/Sligo transport corridors (See Figure 1 above). Craigavon is the third largest centre of population in Northern Ireland and performs a strong sub-regional function offering a wide range of services and facilities including an acute hospital. It also benefits from its drive time to Belfast of around 30 minutes and a stop on the Belfast to Dublin Railway line. Banbridge benefits from its strategic location on the Belfast Dublin transport corridor and will continue to have a key role as an important retail and commercial centre within the cluster. Armagh City has a unique sense of place in Ireland and has been the spiritual capital of Ireland since around 445AD. Armagh is a rich heritage and a tourism destination with an abundance of cultural product. Armagh’s potential in tourism terms relies largely upon strategic improvements to the transport

corridor around the city. The combined ABC Cluster has the second largest population within the 11 Councils.

- 2.5** The ABC settlements vary greatly in size, form, function and capacity to accommodate growth. Some of the larger settlements currently designated as villages are urban in character, accommodating important local businesses and a range of shops and services whilst others act more so as 'dormitory settlements' adjacent to the hubs and lack facilities and services. A number of settlements have declined and lost basic services which were present when designated whilst some have grown significantly since they were designated.
- 2.6** The approach to designating ABC settlements varied between the four extant area plans (Armagh Area Plan 2004 & Alteration No 1:Armagh Countryside Proposals, Banbridge, Newry & Mourne Area Plan 2015, Craigavon Area Plan 2010 & The Craigavon Town Centre Boundaries and Retail Designations Plan 2010 and the Dungannon, South Tyrone Area Plan 2010). Some of our existing settlements have been designated outside the context of the RDS 2035 Housing Growth Indicators (HGIs) and therefore currently have very generous settlement development limits. In a number of instances, these generous limits have afforded significant opportunities for growth which would be beyond what you may reasonably expect within settlements of that size. We should consider this different approach to settlement designation in considering new settlements and attempt to bring a level of consistency in the new LDP.

Table 1: The ACBCBC Settlement Hierarchy urban / rural household split at 2011

Settlement Category	2011 H/hold (No)	2011 H/hold (%)*
Hubs (Armagh City, Banbridge Town & Craigavon Urban Area)	38279	51
Local Towns	7519	10
Villages	8812	11
Total Urban *	54610	72
Rural Remainder (Small Settlements & C'side)	20896	28
Total ACBCBC Borough	75,506	100

Source: - *NISRA Census 2011*.

*Total Urban is the sum of city, urban area, towns & villages. Rural Remainder relates to remainder not urban.

Hierarchy of Settlements and Related Infrastructure Wheel

- 2.7** The RDS provides a Hierarchy of Settlements and Related Infrastructure Wheel (See Table 2) outlines the patterns of service provision that are likely to be appropriate at different spatial levels including villages, urban centres / smaller towns, regional towns/clusters and principal cities. The model

recognises the strong relationship between settlement size and the levels of service that can be supported.

2.8 The RDS and the wheel also recognises that:

- Settlements often provide either a greater or lesser range of services and facilities than the core population may dictate. It is not appropriate therefore to consider settlement or urban population alone in classifying service settlements within any district – the population of rural hinterlands can also support services in urban centres;
- Service centres tend to be hierarchical, with a large number of centres providing a smaller range of services and facilities, and a smaller number of centres providing a wider range. Each class of settlement provides services lower down in the hierarchy; and
- Access to services and facilities is important. Creating a critical mass to support a level of services raises challenges for service providers in meeting the needs of spatially dispersed populations.¹

The LDP will consider a number of issues when determining if a settlement is placed within the appropriate level of the settlement hierarchy (ie. should it be moved from village to local town or from village to small settlement).

¹ RDS 2035, Page 23.

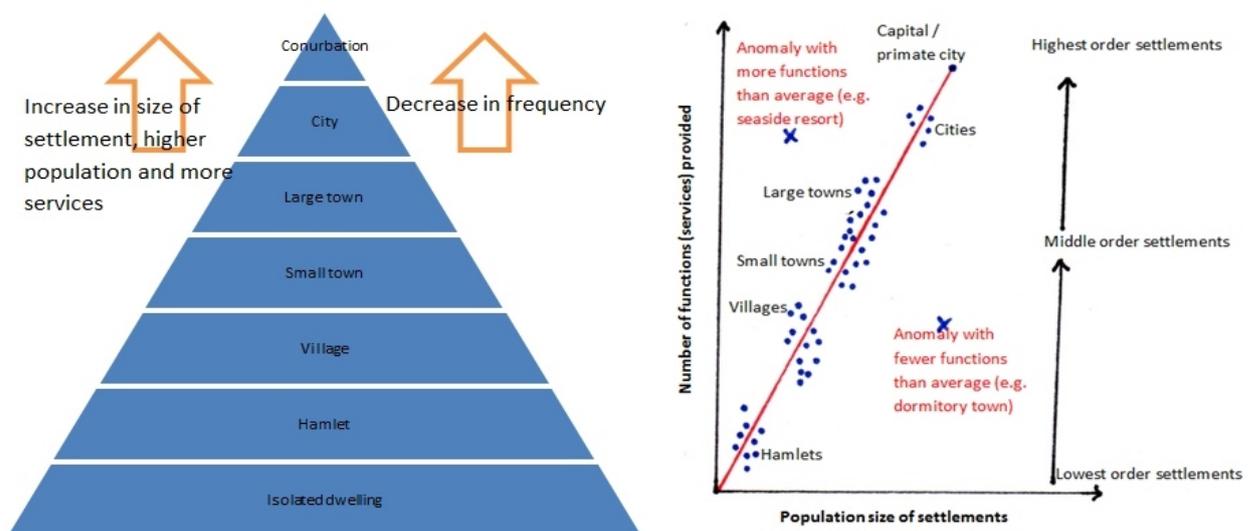
**Table 2: RDS 2035 Hierarchy of Settlements Related Infrastructure Wheel
(presented in a tabular form)**

Infrastructure	Principal City	Regional Town	Smaller Towns	Villages
Skills	University	Further Education, Special Schools	Library, Post Primary	Nursery, Primary School
Health	Acute Hospital, A&E, Maternity	A&E Hospital, Children’s Home, Minor Injuries, Outpatients	Pharmacy, Health Centres, Social Services, Day Care Centres	Doctor, Ambulance, Outreach Services
Social	Museums/Galleries, Conference/Concert Arena	Leisure Centre (pool) Visitor Centre, Advice Centres, Arts & Culture Centre	Community Centre, Sports Facility, Welfare Services	Local Hall, Play Areas
Environment	Power Generation, AONB/ASSI	Water & Sewage Treatment Plants, Waste-landfill, Waste-recycle	Recycling, Renewables, Water & Sewers supply	Access to clean water, Sewage disposal
Commercial	Department Stores, Specialist Shops, Arts & Cultural Facilities	Shopping Centres, Retail Warehousing, Range of Restaurants	Supermarket, Restaurants, Mix of Retail Facilities	Shop, Pub, Post Office, Petrol Station
Justice	Police HQ, High Court,	Police District, County Court,	Police Station	Neighbourhood Watch

	Prison Forensic Science	Probation Service		
Productive	Tourism Signature Projects, Science Centre, Major Industrial parks, Strategic Development Zones	Industrial Park, Tourism Office	Enterprise Centre, Information Office	Workshop/ Business Unit
Networks	Ports & Airports, Key Transport Nodes, Energy Generation Interconnector	Major Roads, Bus/Rail, Park & Ride, Cycle Network	Link Corridors/ Trunk Roads, Bus/Rail to larger centres	Local Roads, Broadband, Urban Street Lighting, Local Bus, Cycle

2.9 An example of a typical settlement hierarchy is shown in Figure 2 below which tends to present as a pyramid shape. This also presents the normal correlation of functions that you may expect within the different order of settlements.

Figure 2: General Settlement Hierarchy



Settlement Evaluation Framework

2.10 To assist the process of allocating housing land, the RDS 2035 also provides a broad evaluation framework which takes account of the varying capacities of settlements based on the six tests detailed in the following table:

1. Resource Test	Studies should be carried out to assess and detail the existence of community assets and physical infrastructure such as water, waste and sewage, including spare capacity.
2. Environmental Capacity Test	An assessment of the environmental assets of the settlement, the potential of flooding from rivers, the sea or surface water run-off and its potential to accommodate future outward growth without significant environmental degradation should be made.
3. Transport Test	Studies should be carried out to assess the potential for integrating land use and public transport and walking and cycling routes to help reduce reliance on the car.
4. Economic Development Test	The potential to facilitate an appropriate housing and jobs balance and to unlock any major strategic development opportunities should be assessed and detailed.
5. Urban and Rural Character Test	Assessment should be made of the potential to maintain a sense of place, and to integrate new development in a way that does not detract from the character and identity of the settlement.
6. Community Services Test	The potential to underpin and, where necessary, reinforce the community service role and function of the settlement should be assessed and detailed.

2.11 There is a degree of overlap in the Settlement Evaluation Framework factors – for example, the community services, economic development and resource tests and there is a strong relationship between the environmental capacity and urban and rural character tests.

2.12 The resource and transport tests are aimed at supporting sustainable development and settlements which have the environmental capacity for growth and score strongly in terms of the resource and transport tests should be considered to have stronger growth potential in relation to this element of RDS direction.

2.13 In defining where each settlement sits in the hierarchy, account should be taken of a wide range of factors, including the RDS Spatial Framework, the population of individual settlements and an assessment of the role or function of settlements including community services and facilities (eg social, religious, educational, commercial & recreational), environmental constraints, employment opportunities and existing physical infrastructure (eg sewerage services, water supply, drainage) including spare capacity and public transport provision.

Strategic Planning Policy Statement (SPPS)

- 2.14** The SPPS contains little information in relation to the identification of a settlement hierarchy. Rather, it focuses on settlements and the need for options for planned growth in major settlements in the LDP's Preferred Options Paper, the need to bring previously developed land forward for re-development to assist in regeneration, creating more attractive environments and reducing the use of greenfield land. It also highlights the importance of protecting existing areas of open space to promote wellbeing and addressing inequality through facilitating play and sport. The compatibility of development in its immediate and wider context and the settlement pattern of the area are acknowledged as important considerations.

3.0 Existing Area Plans

- 3.1** The existing area plans for the Armagh City, Banbridge and Craigavon Borough Council (ACBCBC) are:
- Former Armagh City & District Council area: Armagh Area Plan 2004 & Alteration No 1: Armagh Countryside Proposals;
 - Former Banbridge District Council area: Banbridge, Newry & Mourne Area Plan 2015;
 - Former Craigavon Borough Council area: Craigavon Area Plan 2010 & The Craigavon Town Centre Boundaries and Retail Designations Plan 2010; and
 - Former Dungannon District Council area: Dungannon, South Tyrone Area Plan 2010.
- 3.2** These existing plans designate a total of 104 settlements within our Borough made up of 3 x Hubs, 6 x local towns, 29 x villages and 66 x small settlements as detailed in Appendix 2. A number of settlements designated in these plans including those in the Slieve Croob area of the former Banbridge District Council area transferred to Newry / Mourne and Down Council area on 1 April 2015 (post RPA).
- 3.3** The Armagh Area Plan 2004, Craigavon Area Plan 2010 and Dungannon & South Tyrone Area Plan 2010 are now well past their notional end dates and were prepared long before the introduction of the RDS and in very different social and economic climates. Each plan established a settlement hierarchy upon which future development or growth was based. In each of the plans, the main town/urban area would be the focus for development with the smaller towns and villages identified as local centres serving the needs of their rural hinterlands. The Armagh & Craigavon plans have small settlements designated below village level - a fourth tier in the settlement hierarchy. These settlements could accommodate small groups of dwellings or single dwellings as long as their size, character and identity were preserved. There are no small settlements designated in the Dungannon Plan with villages being the lowest tier. The three older plans were prepared in the context of 'predict and provide' in relation to housing provision. The former Banbridge District is currently planned for by the Banbridge/Newry & Mourne Area Plan (BNMAP) 2015 which was adopted in 2013. It was prepared in the context of the RDS

and was considered to be in general conformity. BNMAP housing provision was considered in the context of the RDS direction to 'plan, monitor & manage' and RDS Housing Growth Indicators (HGIs). The BNMAP settlement hierarchy contains four tiers (hub to small settlement) and similarly apportions development to settlements based on their hierarchical position, infrastructure and environmental considerations.

- 3.4** The main city/towns/urban area (hubs) in the three council areas are Armagh City, Banbridge Town and Craigavon Urban Area (comprised of Portadown, Central Craigavon & Lurgan). Armagh and Banbridge also have three local towns each (ACDC: Keady, Markethill & Tandragee and BDC: Dromore, Gilford & Rathfriland). In addition, the former areas of Armagh has 14 villages, 6 in Banbridge, 8 in Craigavon and 3 in Dungannon. There is also a total of 66 small settlements designated across the Borough with 35 of these located within the former Armagh City & District Council Area (See Appendix 2 for list of current ABC settlements). The ACBCBC settlements vary greatly in size, form, character, function and capacity to accommodate growth.
- 3.5** There are no designated Dispersed Rural Communities (DRC) in the ACBCBC Borough. DRCs are designated in recognition of the strong sense of belonging and sense of place in certain rural areas and have the potential to promote rural regeneration. They are located in a remote rural area with a strong community identity and associated with a traditional focal point and a locally significant number of dwellings. There is no reference to DRCs in the published Strategic Planning Policy Statement (SPPS). Therefore, we would require clarification from the Department for Infrastructure (DfI) as to the status / policy basis if Council were mindful to suggest any future DRC designations.

4.0 Settlement Evaluation Methodology

- 4.1** Each of the existing 104 settlements in the Borough has been appraised against the six tests set out in the RDS Housing Evaluation Framework (Table 3) and a Settlement Appraisal Report attached at Appendix 1. The settlements have also been evaluated against the 'Hierarchy of Settlements and Related Infrastructure Wheel' (Table 2). The evaluation has comprised survey work, analysis and desk-top research. The Settlement Appraisal reports should be read with the existing area plans and settlement maps to clarify issues raised and understand plan zonings / designations.

Link to existing Area Plans: https://www.planningni.gov.uk/index/policy/dev_plans/devplans_az.htm

- 4.2** The broad evaluation framework essentially provides an overview of the services, facilities, physical infrastructure, constraints and environmental characteristics of each settlement. Census population and household statistics from the 2011 Census are included.
- 4.3** Thus, for each settlement, a Settlement Appraisal Report which is summarised at Appendix 1 has been produced incorporating the following:

- A brief overview of the settlement including location, urban form, historical context, population level and number of households;
- A consideration of the six tests in the RDS evaluation framework; and
- Summary of potential constraints affecting settlement expansion capacity.

- 4.4** It should be noted from the criteria set out for the Wheel, that the range of facilities within a settlement is a key consideration when determining a settlement's position in the hierarchy. It is clear that the city / urban area /main towns and to a lesser extent the local towns can provide a broad range of facilities. For those settlements currently classified as villages, the range of facilities is more limited and can vary significantly between one village and another. When considering settlements position in the hierarchy, we considered the related infrastructure detailed in the RDS 'Hierarchy of Settlements and Related Infrastructure Wheel', the role and function of the settlement and its context. Eg a village with a larger population located close to a larger town that provides a full range of services / facilities may have less services / facilities than may normally be expected as their needs are partially met in the larger settlement.
- 4.5** The resource and transport tests are aimed at supporting sustainable development and settlements. They consider links, accessibility (public & private transport) and the provision of existing resources such as water, waste and broadband.
- 4.6** Although bus services are less frequent in rural areas and non-existent in some others, there are alternative solutions available such as community transport partnerships and other rural transport initiatives that help to address the needs of those without access to public transport or their own car (eg DART: Down and Armagh Rural Transport and Armagh Rural Transport).
- 4.7** The economic development and community services tests are aimed at supporting sustainable development and acknowledge settlements that are self-contained in relation to employment opportunities and social / community facilities such as convenience shops, schools, churches and community groups.
- 4.8** It is also acknowledged that changes in the way we access services, service provision and rationalisation of services mean that some services such as banks and post offices traditionally associated with settlements have reduced in number and there are several settlements which previously possessed these services. In lieu of a bank, the presence of an ATM / post office is now viewed as an important service in many of our settlements and is often located within the local shop.
- 4.9** The environmental capacity and urban and rural character tests provide an indication of the ability of a settlement to grow and absorb additional new

development. To inform these, the following factors have been taken into account:

- Does the landscape and topography surrounding the settlement have the capacity to absorb more development?
- Is the settlement within a sensitive landscape e.g. Lough Neagh shores?
- Are there significant archaeological or historic environmental constraints (such as Conservation Areas, Listed Buildings, Scheduled Monuments) which would prevent the settlement growing?
- Are there significant environmental / nature conservation constraints (such as Ramsar wetlands, SPAs, SACs, Nature Reserves, ASSIs) constraints which would prevent the settlement growing?
- Are there significant areas of flood risk?
- If required, can the settlement physically accommodate any more development without having a detrimental effect on character, appearance and setting? This involves considering the size of the existing settlement, the built form of the settlement and whether there are any physical structures such as main road or a river that have or would contain / constrain future development.

4.10 In relation to the designation of new small settlements, Planning considered the criteria of the Armagh Area Plan 2004 (Alteration No 1: Armagh Countryside Proposals) and the methodology endorsed by the PAC at the Independent Examinations of the Banbridge / Newry & Mourne Area Plan (BNMAP) 2015, Belfast Metropolitan Area Plan (BMAP) 2015 and the Northern Area Plan (NAP) 2016. After considering the aforementioned new small settlement designation approaches, ACBCBC used a set of criteria that was consistent with the Plans and PAC interpretation as follows:

- Significant number of occupied dwellings;
- Social facilities & services;
- Commercial facilities;
- Be the focus of an active community identity;
- Nucleated form and sense of place; and
- Distance to and relationship with adjacent settlements.

Each potential new settlement was considered against the criteria detailed above and a recommendation based on a combination of how the settlement met the criteria.

4.11 At the Settlement Workshop held on 15th June 2015, discussions on the classification of each settlement and where they should sit in the new settlement hierarchy led to the following conclusions:

- Define five levels in the settlement hierarchy – Hubs, Local Town, Village and small settlement.

- Three Hubs remain as Armagh City, Banbridge Town & Craigavon Urban Area (CUA: comprising Portadown, Central Craigavon & Lurgan).
- Six local towns remain as Keady, Markethill, Tandragee, Dromore, Gilford and Rathfriland.
- Richhill and Waringstown should be investigated as to whether or not it could be classified as a local town. There were mixed views on this suggestion with a number of members highlighting the villages large populations whilst acknowledging the location, function and village identity of the settlements.
- A number of existing small settlements across the Borough as detailed below should be considered for reclassification as villages.
- A number of areas across the Borough as detailed below should be considered for classification as new small settlements.

Settlement Hierarchy Workshop:

4.12 In light of information presented, Members asked that the status of the following settlements be considered for upwards reclassification:

Village to Local Town:

- Waringstown (mix of opinions on reclassification)
- Richhill (mix of opinions on reclassification)

Small Settlement to Village:

- Scotch Street
- Derrymacash
- Lenaderg
- Clare (Co. Armagh)
- Annaclone
- Annaghmore
- The Birches
- Tartaraghan

The following be considered as new settlements:

Potential new small settlements:

- Peppers Trees (Tandragee Road, Portadown), Knocknamuckley, Clare Crossroads (Lawrencetown / Bleary Co. Down), Lisnagade/Ballyvarley (Scarva Rd, Banbridge) to be further investigated as potential small settlements.

Dispersed Rural Community (DRC):

- Killysavan (E of Poyntzpass)

In light of discussions and information presented, Members stated that the following settlements status should not be re-considered:

- Dollingstown; &
- Derryhale.

Further Assessment of Borough for potential Settlements:

4.13 The following locations were discovered through a Borough wide map search and desktop exercise carried out by the Planning Team to highlight established groupings of development and community / social facilities. These locations were then inspected on site and considered as potential new small settlements against the criteria specified above in paragraph 4.10.

- Annaghmore Road, Annaghmore;
- Clare Moss Road, Waringstown;
- Derryhirk Road, Tullyroan;
- Drumnasoo Road, Portadown;
- Lisasly Road, Collegelands;
- Old Mill Road, Scarva;
- Sentry Box Road, Annaclone;
- Tullygoonigan, Moy Road, Armagh;
- Vicarage Road, Portadown;
- Whitehall Road, Aghagallon;
- Derryadd, Ardmore;
- Pier / Byrnes Rampart, Derrytrasna; and
- The Slopes, Bleary.

4.14 Three settlements were transferred from Dungannon District to ACBCBC post-RPA on 1 April 2015. The three settlements were Clonmore, Derrylee and Tamnamore (Co. Armagh element) villages as designated through the Dungannon and South Tyrone Area Plan (DSTAP) 2010. The lowest tier of settlement classification in the DSTAP 2010 is villages and the plan did not designate small settlements. Therefore all three settlements were villages and we evaluated these against the RDS infrastructure wheel to determine if they were correctly classified as villages or should be reclassified as small settlements. Tamnamore Village is split by the Blackwater River with the western part of the settlement within Mid Ulster Council Area (Co. Tyrone) and the eastern part within ACBCBC (Co. Armagh). Clonmore and Derrylee Villages are completely within ACBCBC Borough and County Armagh.

4.15 At the DEA 'Mop-Up' workshops held in September / October 2016, members / officers did not suggest any new small settlements in addition to those highlighted at the June 2015 Settlement Workshop. However a number of comments were repeated in relation to settlements classification and potential issues as follows:

- That Council should consider de-zoning or excluding 'long-withheld lands' across all settlements;
- That Council should consider the sustainability of settlements, in terms of commuting distances and possibility to integrate housing with local job opportunities;

- That Council should not consider downgrading of settlements in the hierarchy classification unless there are exceptional reasons / evidence; &
- Rural planning policy (PPS 21) is too restrictive in terms of enabling development in the countryside.

5.0 Settlement Evaluation Conclusions

ACBCBC Settlement Classification Recommendations:

5.1 Following a strategic evaluation of each settlement within Armagh City, Banbridge & Craigavon Borough, a proposed settlement hierarchy has been compiled and is included in Appendix 3 of this paper. The evaluations confirm Armagh City, Banbridge Town and the Craigavon Urban Area (CUA) as main settlements of the Borough taking into account their level of service / facility provision, potential for employment, population size, transport corridor location and the spatial guidance within the RDS. Of the 104 settlements in the existing Borough settlement hierarchy, 101 have been confirmed within their existing classification, three settlements have been suggested for reclassification, two new small settlements are suggested and an additional node is suggested at Derryadd small settlement to acknowledge Ardmore Road community facilities. If these recommendations are accepted, our Borough would have 106 settlements. The recommendations are as follows in line with the proposed hierarchy (Appendix 3).

(a) Taking into account the level of service / facility provision, the potential for employment within the settlement, how they function and the relationship with adjoining settlements, the population / household size and the spatial guidance within the RDS, the following settlements are recommended to remain classified as **Hubs and Local Towns** in the new settlement hierarchy:

Settlements recommended to remain classified as Hubs:		
Armagh City	Banbridge Town	Craigavon Urban Area (CUA: Portadown, Central Craigavon & Lurgan).

Settlements recommended to remain classified as Local Towns:	
Keady	Dromore
Markethill	Gilford
Tandragee	Rathfriland

(b) Taking into account the level of service / facility provision, the potential for employment within the settlement, how they function and the relationship with adjoining settlements, the population / household size and the spatial guidance within the RDS, the following settlements are recommended to remain classified as **villages** in the new settlement hierarchy:

Settlements recommended to remain classified as Villages:			
Blackwatertown	Kinallen	Aghacommon	Clonmore
Charlemont	Lawrencetown	Aghagallon	Tamnamore
Darkley	Loughbrickland	Bleary	
Glenanne (Lisdrumchor)	Scarva	Dollingstown	
Hamiltonsbawn		Donacloney	
Killylea		Drumnacanvy	
Laurelvale/Mullavilly		Magheralin	
Loughgall		Waringstown	
Middletown			
Milford			
Mountnorris			
Poyntzpass			
Richhill			
Tynan			

Note: Views were divided on whether Richhill and Waringstown should be a village or a local town. Given their size, location, function and level of service/ facilities provision, it is recommended that they remain classified as villages.

- (c) Taking into account the level of service / facility provision, the potential for employment within the settlement, how they function and the relationship with adjoining settlements, the population / household size and the spatial guidance within the RDS, the following settlements are recommended to be reclassified as **from small settlements to villages** in the new settlement hierarchy:

Settlements recommended for reclassification upward to Villages:
Derrymacash
Scotch Street

The small settlements of Scotch Street and Derrymacash are recommended for upgrade to village in the new settlement hierarchy on account of their population, services / facilities, function and the RDS Spatial Guidance.

- (d) Taking into account the level of service / facility provision, the potential for employment within the settlement, how it functions and the relationship with adjoining settlements, the population / household size and the spatial guidance within the RDS, Derrylee settlement is recommended to be reclassified **from a village to a small settlement** in the new settlement hierarchy:

Settlements recommended for classification downgrade to Small Settlement:
Derrylee

- (e) Taking into account the level of service / facility provision, the potential for employment within the settlement, how they function and the relationship with adjoining settlements, the population / household size and the spatial guidance within the RDS, the following settlements are recommended to remain classified as **small settlements** in the new settlement hierarchy.

Settlements recommended to remain classified as Small Settlements:		
Acton	Annaclone	Ballymacmaine
Aghory	Ardtanagh	Ballynabragget
Annaghmore	Ashfield / Gowdystown	Blackskull
Annaghmore (Moss Rd)	Ballela	Charlestown
Annahugh	Ballyroney	Derrymore
Ardress	Closkelt	Derrytrasna
Artasooly	Corbet	Gamblestown
Auglish	Glasker	Gibson's Hill
Ballymacnab	Glen	Maghery
Broomhill	Katesbridge	Milltown (Co. Armagh)
Carrickaness	Kilkinamurray	Milltown (Co. Down)
Cladymore	Lenaderg	Tartaraghan
Clare	Moneyslane	The Birches
Collegeland	Tullylish	
Derryhale	Waringsford	
Derrynoose		
Derryscollop		
Drumhillery		
Edenaveys		
Eglish		
Glenanne		
Granemore		
Kilmore		
Lisnadill		
Loughgilly		
Madden		
Milltown (Aghory)		
Milltown (Benburb)		
Mullaghbrack		
Salters Grange		
St. Mary's Terrace		
Stonebridge		
Tassagh		
Tullygoonigan		
Tullyroan Corner		

- (f) Taking into account the criteria detailed above at paragraph 4.10, how the settlement functions and the relationship with adjoining settlements, the

population / household size and the spatial guidance within the RDS, the following settlements are recommended to be classified as **small settlements** in the new settlement hierarchy. Maps of the suggested four new settlements / node are included at Appendix 6.

Settlements recommended to be classified as new Small Settlements / new node to an existing Small Settlement :		
Pier / Byrnes Rampart	Whitehall Road	Derryadd (new node)

(g) Taking into account the level of service / facility provision, the potential for employment within the settlement, how they function and the relationship with adjoining settlements, the population / household size and the spatial guidance within the RDS, Planning do not propose to bring forward any further new settlements than specified above in the new settlement hierarchy at this stage. We have considered the suggested areas for classification (as detailed in paragraphs 4.12-4.13) and do not consider that they meet the specified criteria for new settlements. It is worth noting that before the Council would finally designate any new settlements, any suggestions will be subject to consultation and consideration in the LDP Sustainability Appraisal (SA).

(h) Killysavan has been suggested as a Dispersed Rural Community (DRC). As detailed in paragraph 3.5, there is no reference to DRCs in the published Strategic Planning Policy Statement (SPPS). Therefore, we would require clarification from the Department for Infrastructure (DfI) as to the status / policy basis for any future designation before we investigate this further. Planning will seek clarification on this matter from DfI.

Sewage Infrastructure Consideration

5.2 The Public Utilities position paper presented to the Planning Committee on 5th November 2015 provided information from NI Water on the headroom capacity of each settlement. This information showed that the majority of settlements have reasonable capacity based on existing properties or planning proposals. However, it was noted that several settlements had no capacity and were not identified for an upgrade in the business plan 2015/2021. These are:

- Poyntzpass;
- Glenanne (Lisdrumchor);
- Mountnorris;
- Ballynabragget;
- Milltown (Co. Down); and
- Waringstown.

5.3 Additionally, to date, NI Water have not responded in relation to the headroom capacity of 38 of our small settlements due to resource issues. It is likely that a number of these smaller settlements may have WWTW capacity, operate

private waste systems or have their waste pumped to a nearby larger settlements WWTW which has capacity. However until NI water respond on these settlements, we have not been able to fully consider the environmental capacity of the settlements detailed in Appendix 7.

- 5.4** As NI Water take into account planning consultations as part of the 'committed development' calculation i.e. houses built and those that have been permitted but not yet built, there may be an element of some double counting within their assessment of capacity (i.e. existing properties and commitments). Further liaison with NI Water on this matter is required. Whether a settlement can accommodate additional housing in the absence of adequate sewage capacity is a matter to be addressed through the Sustainability Appraisal.

ACBCBC Housing Land Availability Report

- 5.5** The Council will produce housing land availability reports annually for the Borough that shows housing land availability across all our settlements designated in Development Plans. This will be an important tool in considering housing need against the RDS 2035 Housing Growth Indicator (HGI) for ACBCBC.
- 5.6** Responsibility for the publication of the housing land availability reports transferred from DoE to Council post-RPA (1st April 2015). The most up to date reports that we currently have are 2014 reports for the four former council area settlements and are included in Appendix 4. Work is ongoing to update the housing land availability maps and reports to 2017.

ACBCBC Preparatory Study Reports

- 5.7** To date, the Planning Department have presented 14 preparatory study papers to Planning Committee on a variety of topics (including housing, open space & recreation, employment, town centres etc). These papers provide a background and evidence base for the Local Development Plan (LDP) and can be used to supplement the information in the Settlement Appraisal Reports.

6.0 Conclusion and Recommendation

- 6.1** The Settlement evaluation has confirmed that ACBCBC settlements remain as currently classified within the settlement hierarchy with the exception of the following:
- Scotch Street and Derrymacash reclassified from small settlement to village;
 - Derrylee reclassified from village to small settlement;
 - Pier/Byrnes Rampart (Derrytrasna) and Whitehall Road (Aghagallon) classified as new small settlements; and
 - Derryadd small settlement to have an additional node to the north.
- 6.2** This would result in an ACBCBC settlement hierarchy comprising four tiers, consisting of city/main towns, local towns, villages and small settlements.
- 6.3** The Settlement Appraisal Reports will be considered as part of the Sustainability Appraisal and subject to consultation in advance of preparation of the Preferred Options Paper.

APPENDICES

Appendix 1: ACBCBC Settlement Appraisals

Appendix 2: Existing Settlement Hierarchy Table for ACBCBC Borough

Appendix 3: Proposed ACBCBC Settlement Hierarchy Table

Appendix 4: ACBCBC Housing Land Availability Report 2014

Appendix 5: ACBCBC Borough Location Map

Appendix 6: Suggested New Small Settlement / New Node Maps

Appendix 7: Settlements without NI water WWTW Capacity Info

Appendix 1: Armagh City, Banbridge & Craigavon Borough Settlement Appraisals (104 Settlements)

Appendix 1: Settlement Appraisals

Section 1:	Settlements in former Armagh City District	Page 1
Section 2:	Settlements in former Banbridge District	Page 145
Section 3:	Settlements in former Craigavon District	Page 212
Section 4:	Settlements in former Dungannon District	Page 284

Former Armagh City District

Hub:	page	Small settlements:	page	Small settlements:	page
Armagh City	1	Acton	64	Kilmore	113
		Aghory	66	Lisnadill	116
Towns:		Annaghmore (Moss Road)	68	Loughgilly	118
Keady	6	Annaghmore	70	Madden	120
Markethill	10	Annahugh	73	Milltown (Aghory)	122
Tandragee	14	Ardress	75	Milltown (Benburb)	124
		Artasooly	77	Mullaghbrack	128
Villages:		Auglish	79	Salters Grange	131
Blackwatertown	17	Ballymacnab	81	St. Mary's Terrace	134
Charlemont	22	Broomhill	83	Stonebridge	137
Darkley	25	Carrickaness	85	Tassagh	139
Glenanne (Lisdrumchor)	28	Cladymore	88	Tullygoonigan	141
Hamiltonsbawn	31	Clare	90	Tullyroan Corner	143
Killylea	34	Collegeland	92		
Laurelvale/Mullavilly	37	Derryhale	95		
Loughgall	40	Derrynoose	98		
Middletown	44	Derryscollop	100		
Milford	47	Drumhillery	102		
Mountnorris	50	Edenaveys	105		
Poyntzpass *	52	Eglis	107		
Richhill	55	Glenanne	109		
Tynan	54	Granemore	111		

Former Banbridge District

Hub:		Small settlements:		Small settlements:	
Banbridge	145	Annaclogh	178	Moneyslane	206
		Ardtanagh	181	Tullylish	208
Towns:		Ashfield / Gowdystown	183	Waringsford	210
Dromore	153	Ballela	185		
Gilford	158	Ballyrone	187		
Rathfriland	162	Closkelt	189		
		Corbet	192		
Villages:		Glasker	194		
Kinallen	166	Glen	196		
Lawrencetown	168	Katesbridge	198		
Loughbrickland	171	Kilkinamurray	201		
Scarva	175	Lenaderg	203		

Former Craigavon Borough

Hubs:		Small Settlements:		Small Settlements:	
Craigavon Urban Area	212	Ballymacmaine	245	Milltown (Co. Armagh)	272
		Ballynabragget	248	Milltown (Co. Down)	274
Villages:		Blackskull	251	Scotch Street	277
Aghacommon	221	Charlestown	253	Tartaraghan	279
Aghagallon	224	Derryadd	255	The Birches	281
Bleary	227	Derrymacash	257		
Dollingstown	230	Derrymore	260		
Donacloney	233	Derrytrasna	262		
Drumnacanvy	236	Gamblestown	264		
Magheralin	238	Gibson's Hill	266		
Waringstown	242	Maghery	269		

Former Dungannon District

Villages:	
Clonmore	284
Derrylee	287
Tamnamore (Eastern portion within Co. Armagh)	289

Settlement Appraisals in former Armagh District

SETTLEMENT APPRAISAL – ARMAGH CITY

Armagh City is located approximately 13km south-west of the Craigavon Urban Area (Portadown) and approximately 24km west of Banbridge. Armagh is classified as a Main Hub in the Regional Development Strategy (RDS) 2035 Spatial Framework for Northern Ireland and identified within the RDS as part of a cluster of settlements with Craigavon Urban Area and Banbridge to have the potential to capitalise on their strategic position on the Belfast/Dublin (A1) and Belfast/Enniskillen/Sligo (M1) Economic Corridors.

The City is served by four main link corridors to Monaghan, Dungannon, Newry and the Craigavon Urban Area.

Armagh City has a unique sense of place with a significance and influence felt across the island for 6500 years. It has been the spiritual capital of Ireland since around 445AD. The historic centre of Armagh has a prime place in history as one of the earliest urban settlements, having formed as a hilltop settlement over a period of 1500 years. The city is of great ecclesiastical, historical, architectural and archaeological importance, and is likely to owe its origin to the proximity of Navan, the capital of the Kings of Ulster. Armagh is a rich heritage and tourism destination with an abundance of cultural product including Georgian architecture, the cathedrals, museums, the planetarium and Navan Fort.

In the 2011 Census Armagh had a population of 14,749 people and 5,871 households.

SETTLEMENT EVALUATION FRAMEWORK (ARMAGH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean Water, waste and sewage disposal. • Armagh Waste Water Treatment Facility is located within the north of the City, to the east of St Brigid’s Hill. • Sewage Treatment Works located to the north of the City, along Drumcairn Road with a number of pumping stations throughout the settlement. • Household Recycling Centre based at Station Road and a recycling bring sites at Cathedral Road Recreation Centre. • A number of street recycling containers and textile containers throughout the city. • Broadband provision.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are significant areas of land within and surrounding Armagh located within the floodplain and affected by surface water flooding, particularly to the north and west of the City. • Areas located within the floodplain are associated with the River Callan corridor to the north and west of Armagh and the Ballynahone River which runs along the eastern side of the City. • Within and surrounding Armagh City are a number of Industrial Heritage and Defence Heritage sites including various mills, bridges and quarries. • There are a number of listed buildings/features throughout the city including the two Cathedrals, the Gaol, Shambles Market House, Armagh Observatory College and the Palace Stables in addition to a significant number of buildings around the Mall, in particular along College Street and Russell Street. • A Tree Preservation Order (TPO) has been designated on a small area of land within the north-western area of the City, north of

	<p>Willowbank Cemetery. A second, smaller TPO is located centrally within the residential area of Dobbin Hill Park.</p> <ul style="list-style-type: none"> • The Palace Demesne and The Mall are designated as Historic Parks Gardens and Demesnes (HPGD). The College Observatory, Deans Hill and Umgola are designated as Supplementary HPGD's. Castle Dillon HPGD is located approximately 1km east of Armagh, to the north of the Portadown Road (A3). There is also a Site of Local Nature Conservation Interest within the Castle Dillon Estate. • Located to the south-west of Armagh off the Monaghan Road is an area designated as Drumarg Area of Special Scientific Interest (ASSI) and Drumarg Cliff and Karst Site of Local Nature Conservation Interest (SLNCI). • A Conservation Area was designated for Armagh City in 1981, and subsequently extended in 1992 and is located centrally within the heart of the City, on lands including the Mall, both Cathedrals and lands around College Street, Russell Street and Scotch Street. • An Area of Significant Archaeological Interest (ASAI) has been designated to the west of Armagh which includes the lands within and surrounding the Navan Fort. The ASAI is comprised of a grouping of scheduled monuments including the 'Find Spot' of Iron Age Horns, Ring Ditches, Haugheys Fort and crops marks. Furthermore the designation also includes a number of archaeological sites and monuments including Bronze Age Earthworks, burial sites and Navan Fort. • Within and in the vicinity of Armagh there are a number of archaeological sites and monuments including Edenaveys Tree Ring, raths, standing stones, medieval and prehistoric settlement sites, historic graveyards and ecclesiastical sites. There are also scheduled monuments to the north and south of the City (Tullyard Mound off the Loughgall Road and Niall's/O'Neill's Mound off the Monaghan Road). • Within the City there are a number of sites which are recognised as Pollution and Prevention Control Installations, Industrial Pollution or Petroleum Storage Premises. There is also a number of sites which are recorded on the Poisonous Substances Register. • A number of Open Space Wedges are zoned in the Armagh Area Plan (AAP) 2004 within Armagh City including land at Edenaveys, Drumadd and Drumarg. • The topography of Armagh varies across the settlement around the 'seven hills' that make up the city. The city has a drumlin setting and the cathedrals, observatory, monuments and Palace Demesne are all striking local hilltop landmarks, visible from the many radial approach routes. To the south, the wooded grounds of the Palace and golf course form a green wedge which extends to the heart of the city. To the north east, the wooded grounds and lakes of the Castle Dillon Estate form an attractive entrance to the city.
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<p>TRANSPORT</p>	<ul style="list-style-type: none"> • Armagh is served by a network of major roads providing linkage with Craigavon and beyond to Belfast (via the A3 & M1), Newry (A28), Dungannon (A29) and Monaghan, the Republic of Ireland (A3/N12). • Within the City there are a number of public car parks. Furthermore there are areas of on-street car parking in city centre locations including Thomas Street, Castle Street and Scotch Street. • Armagh is located along National Route 91 (Belfast to Ballyshannon) of the National Cycle Network which provides bicycle linkage between Portadown and Tynan. • Within the City there is a bus station with regular services linking Armagh to Newry (No. 40), Armagh to Dungannon (No. 72), Armagh to Keady (No. 69) and Armagh to Craigavon (No.61). There are also Goldline services linking Armagh to Belfast and cross-border routes. Furthermore there are a number of local city services (No.s 371 a, b & c) and school bus services serving Armagh City and the wider district. • Areas of the disused Ulster Railway bed which linked Armagh with Monaghan and Belfast via Portadown are still in situ.
<p>ECONOMIC DEVELOPMENT</p>	<ul style="list-style-type: none"> • Armagh City is a centre of employment and services for both its urban and rural populations, providing its rural hinterland with a range of administrative, employment, health, education, shopping and recreational services whilst also being recognised for its rich historical and ecclesiastical heritage. • Within the current development plan there are several areas in the City which are specifically zoned for Industry including Edenaveys Industrial Estate and Mullinure. There is also a business centre on the Loughgall Road, the Hamiltonsbawn Road Industrial Estate and the adjacent Armagh Business Park (ABP). • The AAP 2004 designates a Central Area Limit (city centre boundary) for Armagh along with a commercial area (primary retail core). To the north of the Central Area is a mixed business area off the Loughgall Road. • The main shopping and commercial streets within the central area includes Upper English Street, Market Street, Scotch Street and Thomas Street which have a variety of shops, cafes, banks and services, the majority of which are independently owned. There are also two small shopping centres located at the Mall and Ogle Street. There is also a shopping offer at the Spires Retail Park beyond the commercial area off the Moy Road. There is a significant number of vacant premises within the City Centre. • Other City Centre uses include offices, cinema & theatre (the Market Place), tourism, education, housing and a mix of restaurants and bars. • Armagh City has been awarded official ‘purple flag’ status, recognising it as a vibrant, welcoming and diverse city to visit during the evening.
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • Armagh originally formed as a hilltop settlement. The radial and circular street pattern developed in medieval times. • Armagh District has a distinctive landscape setting having been influenced by undulating drumlin topography and the River Callan which runs from north to west through the City.

	<ul style="list-style-type: none"> • The landscape to the south is more elevated with the grounds of the Palace providing a green wedge which extends to the heart of Armagh and to the north the drumlins are pronounced. • Armagh has a number of important landmarks including St. Patrick's Cathedral (RC), St. Patrick's Cathedral (COI), Palace Demesne and observatory all of which are visible from the many radial routes serving the City. • The City Centre has a strong historic core with a many historic buildings including the museum and courthouse and also a number of important archaeological features and sites. • To the east of Armagh's commercial centre lies the Georgian Mall Area, a unique historical area of open space within the city. • The compact city centre has a historic urban form and a wealth of listed buildings, making it a special place to live, work and visit. • There are a significant number of undeveloped sites which will be considered further in the local development plan urban capacity study.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • There are a number of equipped play areas within Armagh, including facilities located at The Palace Demesne, Kingston Memorial Playing Fields, Alexander Park, Drumbreda and Cathedral Road. • In addition to this there are significant areas of open space within the City, including the Athletic Grounds Stadium Complex (County Armagh GAA), Ardmore Playing Fields (Armagh City FC) and the Palace Demesne (Armagh Rugby Club). There are also playing fields associated with local schools including Armagh Royal and St. Patrick's Grammar playing fields. • Armagh City fulfils an important role as an Administrative Centre, with both the Headquarters for the Education Authority (Southern section) and Council Offices (Palace Demesne) located within the City. • There are a number of education facilities including St. Patrick's Grammar School, St. Catherine's College, The Royal School, Armagh High School and Armagh College of Further and Higher Education. In addition to these schools there are numerous primary and nursery schools. • Armagh has a significant number of churches including the two Cathedrals (St. Patrick's RC and St. Patrick's COI) and establishments serving all the main religious denominations. • There is a wide range of other facilities including a police station, fire station, vehicle test centre, Library, Orchard Leisure Centre, residential homes, Citizens Advice Bureau, community halls, GP surgeries, St. Lukes & Longstone Hospitals, Armagh Community Hospital, Mullinure Health and well-being centre, Marketplace Theatre, Tourist Information Centre, Planetarium, Observatory, two hotels, a youth hostel and a number of B&Bs.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north of Armagh, the main constraints to growth may be the floodplain, areas of surface water flooding, the location of the former railway, topographical issues and the River Callan corridor.
- To the east of Armagh, the main constraints to growth are the proximity to Castle Dillon HPGD and Site of Local Nature Conservation, Listed Annaclare House, the floodplain around the Ballynahone River corridor, areas of surface water flooding, location of the former railway bed, topographical issues and archaeological sites.
- The main constraints that may affect growth to the south of Armagh may be the floodplain, areas of surface water flooding, the Palace Historic Park, Garden & Demesne, topographical issues and also the location of scheduled monuments and archaeological sites.
- Also it must be noted that the small settlement of Edenaveys is approximately 150m south of the south-eastern boundary of Armagh.
- Armagh City is contained to the south by the Markethill Road east of No. 19 Markethill Road.
- To the west of Armagh, the main constraints to growth are the location of the Navan Area of Significant Archaeological Interest (including the associated scheduled monuments and archaeological sites), topographical issues, archaeological sites, the River Callan, the floodplain and areas of surface water flooding.
- Located to the south-west of Armagh off the Monaghan Road is Drumarg ASSI and Umgola HPDG (Supplementary) and associated listed house and features. Additionally, west of Umgola HPDG is a scheduled mound (Niall's / O'Neill's Mound).
- Armagh City is contained to the south by the Killylea Road west of No. 32 Killylea Road.
- The village of Milford and its playing fields are located approximately 600m to the south-west of the City along the Monaghan Road.
- There are a number of protected routes throughout Armagh City (including Portadown Road, Moy Road, Loughgall Road, Markethill Road, Keady Road, Monaghan and Killylea Road).
- There are also rural dwellings / buildings beyond the settlement development limit on the various approaches.
- Armagh originally formed as a hilltop settlement. It has a distinctive landscape setting having been influenced by undulating topography and the River Callan which runs from north to west through the City. The landscape to the south is more elevated with the grounds of the Palace providing a green wedge which extends to the heart of Armagh City and to the north the drumlins are pronounced.

SETTLEMENT APPRAISAL – KEADY

Keady is a town located 13km south-west of Armagh and 16km north of Castleblaney, County Monaghan. It is located on a cross border route (A29 / R181) with the Republic of Ireland. Keady, principally along Kinelowen Street and emerged as an important industrial centre in the mid-18th century when the use of waterpower led to the growth of linen mills and factories. It is set on the northern edge of the Carrigatuke Hills with the Clay River running through a valley in the middle of the town. The topography and approach roads have resulted in a settlement.

According to NISRA 2011 Census data Keady has a population of 3036 people and 1239 households.

SETTLEMENT EVALUATION FRAMEWORK (KEADY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Waste Water Treatment facility is located between Tassagh Road and Glen Road. • Recycling facilities are located at Keady Civic Amenity Site and Annvale Industrial Estate. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Within the town the floodplain extends along the Clay River corridor. Flooding also affects land adjacent to the river to the north-west and south-east of the settlement. • There are numerous areas within the settlement and beyond affected by surface water flooding. • There are a number of Industrial Heritage sites which reflect the industrial history of the town. These include beetling and bleaching mill sites, gas houses and gasometer, flour mills and Keady Rail Station and viaduct, which were part of the Castleblaney, Keady and Armagh rail line. • There is a concentration of listed buildings within the centre of the town along Kinelowen Street, Davis Street and Bridge Street including a number of dwellings, the Northern Bank building, St. Patrick's Church, St. Matthew's (COI) Church, and the 2nd Presbyterian Church. In addition to these buildings is the Kirk Memorial, which contributes significantly to the townscape, identity and character of the town. • There is a listed railway viaduct at Glen Road and a listed railway bridge at Granemore Road. • Pigsaw Lodge is located off the Crossmore Road (200m north-west of Keady settlement limit.) • Within Keady, there are no Archaeological Sites or Monuments. However, there are several outside the current development limit including the site of a Holy Well (Altar Well) south-west of St. Patrick's Estate and two Scheduled Monument Zones (Devlin's Fort, which is located 830m east of the settlement limit and Gordon's Fort, which is located 1.3km north-east of the settlement limit) east of the town on Granemore Road. • Clay Lake Site of Local Nature Conservation Importance (SLNCI) is located 740m south-west of Keady.

	<ul style="list-style-type: none"> • To the east of the town, the Armagh Area Plan (AAP) 2004 has designated a Policy Zone. The purpose of which is to confirm that the land should remain in agricultural use due to its prominence in the landscape and likely access difficulties. • Along the Clay River is Keady Glen amenity area which has been zoned in the AAP 2004 as amenity open space with an equipped play park, a tree lined walk and seating areas. • The NI Landscape Character Assessment (NILCA) Series states that Keady is situated on the northern edges of the Carrigatuke Hills. It is a town of hills and hollows, with the higher ground lying predominantly to the south and river valleys flowing to the north. To the south, Clay Lake is set amidst hummocky ground.
TRANSPORT	<ul style="list-style-type: none"> • Keady is located on the A29 and B23 / R181 which is a main cross-border route 13km south-west of Armagh and 8.5km north-east of the border with the Republic of Ireland on the road to Castleblaney. • The A29 which changes to the B23 is a protected route and runs through the settlement from the north to the south-west. • A disused railway track bed is evident to the north (route of the former railway line serving Armagh-Keady-Castleblaney), traversing the town and exiting to the south-west of the town. There are historic and industrial features which correspond to this rail link within the town. • There is street lighting, footpath connections, traffic calming measures and pedestrian crossing points throughout the town. • Regular bus services (Route Nos 69 & 69c) between Armagh and Darkley via Keady and onwards to Castleblaney. • There are a number of public car parks and on-street car parking.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within Keady, an area of 4.2ha has been zoned for industry in the AAP 2004. The majority of this land is undeveloped and part of the zoned land lies within the floodplain of the Clay River. • Adjoining the zoned industrial land is Keady Business Centre which has a number of business units and a recycling centre. • North-west of the industrial zoning are outbuildings and a yard area used by a building supplier. • A recycling firm operates from the former Warners Factory at Tassagh Road.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The footprint of the town has been influenced by the topography, the river corridor, the industrial heritage and the approach roads. • The core of the town, around the monument, has a number of distinctive buildings, the old mill building and the contemporary Tommy Makem Arts Centre. • The river corridor (Keady Glen) and associated mature trees add to the character of the Town Centre. • The housing mix in Keady is typically urban with a combination of semi-detached and detached dwellings, terraced houses and townhouses. Housing densities and tenure vary across the town. • The settlement contains a large number of vacant/undeveloped lands including lands west of Darkley Road and potential from the

	<p>site of the former Police Station at Davis Street. These will be considered further in the Urban Capacity Study.</p> <ul style="list-style-type: none"> • Of the lands zoned for housing in the AAP 2004, some are developed / partially developed and some undeveloped. Modern housing development has been constructed at Granemore Road (Granemore Heights) and Annvale Road (Rathmoyle Park). • Zoned AAP 2004 open space areas (Amenity open space at Keady Glen, and sites undeveloped for open space at Madden Row and Darkley Road).
<p>COMMUNITY SERVICES</p>	<p>There is an good range of facilities within the settlement limit of Keady which includes the following:</p> <ul style="list-style-type: none"> • Secondary School: St. Patrick’s High School. • Primary School: St. Francis’ of Assisi Primary School. • Keady Recreation Centre (dual use arrangement at St. Patrick’s High School) with facilities open to the public including a fitness suite, hall, 3G & grass pitches and meeting/spin/changing rooms. • St. Patrick’s Youth Club and Play Group. • Keady Medical Centre, Tassagh Road & Willowbank Surgery, Crossmore Road. • Dentist, Kinelowen Street. • Churches/Religious Institutions: St. Matthew’s (COI), St. Patrick’s RC, 2nd Keady Presbyterian, St. Clare’s Convent and associated graveyards. • Tommy Makem Arts and Community Centre. • Library. • Fire Station. • Old Mill Heritage Centre. • Residential Care home and a Fold. • Gerard McGleenan GAC Park (Keady Dwyers Gaelic football Club, Keady Lamh Dearg hurling & Keady Street Patricks Camogie Clubs). • Keady Sean Doran boxing club. • Keady Glen amenity area with equipped playpark, landscaped walk and seating. • Council GAA playing field at Madden Row. • Petrol Filling Station and convenience store. • Commercial activity in the town includes a supermarket, convenience stores, Post Office, florists, clothing stores, beauticians, hairdressers, barbers, banks and professional services, offices, cafes and Public Houses.

Summary of the key issues which may affect the settlement and its potential for expansion are as follows:

- To the north, growth may be constrained by the protected route (A29), surface water flooding, disused rail track bed, rural development of dwellings / buildings along Bachelors Walks (north-east) and two listed features; The Rectory and its outbuildings which are located within and adjacent to the settlement limit and Písgah Lodge located off the Crossmore Road (200 metres north-west of Keady settlement limit).
- To the east, growth may be constrained by surface water flooding, flooding to the north-east along the Clay River corridor and a significant tree grouping at the junction of Tassagh Road and Bachelors Walk which is adjacent to the settlement limit of Keady.
- To the south, growth may be constrained by the protected route the B3 (south-west), surface water flooding, flood risk along the Clay River corridor and along a watercourse to the south of Granemore Park, the Clay River, topography and its capacity to integrate (rising land to the south of Keady with an open aspect adjacent to the settlement limit on both sides of Upper Darkley Road, there is prominent land which rises steeply opposite to the entrance to Fair Green Park located off the Granemore Road and rising lands to the east and south of Rathmoyle Avenue), significant tree grouping and the disused rail track bed to the south-west of Keady.
- To the west, growth may be constrained by topography and its capacity to integrate (land rises to a crest on the north side of Madden Road and rises steeply along the south-west of Madden Row particularly in the area close to the junction with Madden Road) and there is an archaeological feature (Holy Well) adjacent to and west of St. Matthew's Estate.
- There are a number of rural dwellings / buildings on the approach roads to Keady settlement limit along the Armagh, Castleblayney Road, Darkley Road, Granemore Road and Tassagh Road.
- The settlement limit is contained to the north-east by Bachelors Walk.

SETTLEMENT APPRAISAL – MARKETHILL

Markethill is located approximately 8km south-east of Armagh city, situated adjacent to the main Armagh – Newry road (A28). Markethill is a traditional town which developed originally around The Square and Main Street. It began to grow during the Plantation of Ulster and was founded by a Scottish family, the Achesons of Gosford who built a strong castle at nearby Cloncarney around 1617. It was replaced with a Manor House and was visited by Jonathon Swift in the late 1720s.

According to NISRA 2011 Census data, Markethill has a population of 1652 people and 688 households. The Town has grown from a population of 1290 people and 540 households at the 2001 Census.

SETTLEMENT EVALUATION FRAMEWORK (MARKETHILL) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Sewage Treatment Works is located 0.6km east of Markethill. • Broadband. • Recycling 'Bring banks' located within the town. • Amenity/Recycling Centre.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are areas of land within and to the north, east, south and west of the town that are located within the floodplain of the Gosford River Cusher. • There are areas of land within and surrounding the town including lands between Green Road and Main Street which may be subject to surface water flooding. • There are a number of Industrial Heritage Sites including a corn mill site, Markethill Railway Station, Linen factory, Bridge and Signal post. • There are a number of listed buildings including the Former Courthouse, Methodist Church, First Presbyterian Church, Chapel of Ease, and several dwellings within the town. To the north of the town there are listed gateways and wall of Gosford House. • A Site of Local Nature Conservation importance (SLNCI) has been designated on lands which encompass Gosford Forest Park. • Gosford Forest Park has also been designated as a Historic Park, Garden and Demesne. The castle within it (Gosford Castle), one of the largest listed buildings in Northern Ireland, has been converted into private apartments. • Within the town there is a site recognised as a Petroleum Storage Premises. Within the vicinity there are also a number of recognised sites storing poisonous substances. • There are a number of archaeological sites / monuments around the town these include an enclosure to the south of the town beside Markethill High School, Gosford Bawn to the south-west of the town and within Gosford Forest Park, there is Crunaght Fort and Dean Swift's Well. • To the north of Markethill there is a wedge of woodland (Markethill Wood) situated between Castle View Road and Gosford Road. • The topography of Markethill varies across the settlement and surrounding lands.

TRANSPORT	<ul style="list-style-type: none"> • Markethill is bypassed by the main Armagh to Newry road (A28) which is a protected route, approximately 8km south-east of Armagh City. • There is a National Cycle Network (Route 91) located approximately 1.42km North of Markethill. • Within the town there is public car parking (including on-street parking), bus stops/shelters, street lighting and footpaths. • There are two regular bus services, Newry to Armagh route (Service 40) and Markethill to Portadown route (Service 63). • The line of the dismantled Newry to Armagh railway runs through the centre of the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There are a range of businesses within Markethill including clothes shops, professional services, dentistry, beauty salons, convenience shops, hot food takeaways, bakery and a butchers. • Markethill Business Park is located on Fair Green Road, this includes a Recycling Centre and various businesses such as an electronics business. • Geddis Square, a small retail complex contains a Pharmacy, Charity Shop, hot food takeaway and offices. • 2.1 hectares of land zoned for industry in the current Area Plan. • 0.9 hectares of zoned industrial land to the west of Green Road is undeveloped. • A large furniture shop and associated car park occupies a zoned industrial site at Fair Green Road. • 0.5 hectares of land zoned for industry at Green Road has been developed for residential use. Markethill was known for its thriving livestock market (the mart has now relocated 1.5km south-west of the town on the Cladymilltown Road) and has a good range of shops and services. • Commercial activity is mainly concentrated around Main Street, Keady Street and Mowhan Road with residential developments situated mainly to the east, west and south of The Square.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • Markethill is a traditional market town which formed around Main Street / The Square adjacent to the old Livestock Mart. • Most of the commercial activity in the town is centred around Main Street, Keady Street and Mowhan Road with modern residential developments to the south, east and west of the core of the town. The vacant agricultural livestock market building adjacent to The Square and vacant police station have potential for redevelopment. • Other than Gosford Forest Park, the town is surrounded by agricultural land. • The topography varies across the settlement. • The Newry to Armagh (A28) protected route and Gosford Forest Park provide a defined boundary to the eastern side of the settlement. • Markethill is an important service centre for the surrounding rural catchment area and provides a wide range of services and facilities for the local and wider community. • There are areas of undeveloped lands throughout the settlement, which will be considered further in the Urban Capacity Study. • East of Markethill is the Gosford Forest Park. A forest and parkland area open to the public of approximately 240 hectares. The setting of the town benefits from its close proximity to the extensive demesne and listed Norman style Gosford Castle.
<p>COMMUNITY SERVICES</p>	<p>Within the town there are a number of facilities including:</p> <ul style="list-style-type: none"> • ATM, • opticians, • Cafes, • Barber shop, • Hairdressers, • Pharmacy, • Health Centre, • Post Office, • 6 churches and associated graveyard and halls, • Orange Hall, • The Robert Montgomery small memorial hall, • Scouts group, • Neighbourhood Watch Area, • Markethill Primary school, • Markethill Junior High School, • Day Nursery, • Conference and community facility, • Telephone boxes, • Political party offices, • Ulster-Scots community network, • County Armagh Community Development and Playgroup • Gosford Castle Historic Park, Garden and Demesne is located to the north-east of Markethill which is open to the public and includes a play park, visitor facilities and woodland trails.

Summary of the key issues that may affect the settlement and its capacity for expansion includes:

- To the north, growth may be constrained by the A28 Protected Route which contains the northern boundary of the town, areas affected by surface water flooding, the floodplain, the Site of Local Nature Conservation Importance designation, Gosford Park Historic Park Garden and Demesne (which also defines the boundary of the town) and associated listed features, a listed dwelling (to the north-west), archaeological sites/monuments, the topography (steeply rising prominent slopes to the north-west of the town, south of the A28 in the vicinity of Castle View Road) and a wedge of woodland located between Castle View Road and Gosford Road which extends beyond the current boundary towards the north-west.
- To the east, growth may be constrained by the A28 Protected Route which contains the eastern boundary of the town, the floodplain of the Gosford River Cushier, the Sewage Treatment Works, areas affected by surface water flooding, the Site of Local Nature Conservation Importance designation, Gosford Park Historic Park Garden and Demesne, a listed gate lodge, archaeological sites/monuments and the topography (land falls to the north and south of the Tandragee Road, with the land on a lower level than the public road).
- To the south, growth may be constrained by areas affected by surface water flooding, the floodplain, the disused railway bed (to the south-east) and the topography (land falls to the east of the Mowhan Road with areas of rising land to the west. To the south-east of the town land falls steeply to the east of the A28 with some areas to the west that are elevated above the public road). The southern boundary of the town is partially contained by a road which links the Mowhan Road to the A28.
- To the west, growth may be constrained by the floodplain of the Gosford River Cushier, areas affected by surface water flooding, archaeological sites/monuments and the topography (Undulating land to the south of the Coolmillish Road with areas of prominent slopes and rising land to the north. To the north and south of the Seaboughan Road there are areas of undulating land).
- There are a number of rural buildings/dwellings along the approach roads to the town, in particular along the Coolmillish Road (to the west) and the Tandragee Road (to the east).

SETTLEMENT APPRAISAL- TANDRAGEE

Tandragee is situated on the Portadown to Newry Road (A27), approximately 8 kilometres south of Portadown and 15 kilometres east of Armagh. The Cusher River meanders through the south-eastern fringe of the town as it works its way north to join with the River Bann and the Newry Canal.

According to the NISRA 2011 Census, Tandragee has a population of 3,486 and 1,382 households.

SETTLEMENT EVALUATION FRAMEWORK (TANDRAGEE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Sewage Treatment Works located along the south eastern boundary of the settlement limit. • Civic Amenity Site located centrally, to west of the recreation centre. • Bring Banks located in several areas. • Broadband. • Electricity power station located approximately 0.7km to the north along the A27 Portadown Road.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are significant areas of land within and surrounding Tandragee that are located within the floodplain and are affected by surface water flooding. The areas of flooding are largely associated with the Cusher River which is located to the east and south of Tandragee, and a small number of minor watercourses to the north, east and west. • There are a number of Industrial Heritage Sites including bridges, flax mills, corn and flour mills, saw mill and aqueduct. • There are a number of listed buildings/features including Tandragee Gate Lodge, Tandragee Castle, Tandragee Methodist Church, St. Mark's Church, Sinton's Mill, Ballymore Rectory, Orange Hall on Gilford Street in addition to a small number of shops and dwellings on Market Street. • A Tree Preservation Order encompasses lands to the west and south of Tandragee Castle. • A substantial area of land to the west of the town, including Tandragee Castle and its grounds have also been included on the supplementary list of Parks, Gardens and Demesnes of Special Historic Interest. • Within and in the vicinity of the Town there are a number of archaeological sites including Ballyknock Enclosure, Lisbane Rath, Glebe Hill Enclosure, Cargans Rath, Tullyhugh Enclosure and a 17th Century Ecclesiastical Site. • There is a Scheduled Monument (early Christian Rath) to the north of the town, along Ballymore Road. • Within and in the vicinity of the town there are a small number of sites which are recognised as Pollution and Prevention Control Installations, Industrial Pollution or Petroleum Storage Premises. There is also a site recorded on the Poisonous Substance Register (storage of bottled gas on Market Street). • Clare Glen Woodland situated approximately 1km south-west of Tandragee has been designated as a Site of Local Nature Conservation

	<ul style="list-style-type: none"> • Importance (SLNCI) with areas of mature woodland protected by a Tree Preservation Order (TPO). • The topography of Tandragee varies across the settlement and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • Tandragee is situated on the main Portadown to Newry Road (A27 Protected Route), approximately 8 kilometres south of Portadown and 15 kilometres east of Armagh. • The National Cycle Network is located to the west and east of the town (Route 9 - Newry Canal Towpath and Route 91 Belfast to Ballyshannon) and there is also signage indicating Bridleways/horse riding routes. • Within the town there is public car parking (including on street parking), bus shelters, street lighting, footpaths and traffic lights. • In the immediate vicinity of the Schools there are school traffic patrols. • There is a regular bus service to Tandragee which serves Portadown to Newry (No. 463) and a bus which serves Portadown to Tandragee (No. 63).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the current Area Plan approximately 6ha of land has been zoned for industry, on lands at Glebe Hill Road and Gilford Street. It must be noted that the lands at Glebe Hill Road (4.3ha) has been developed for housing. • A crisp factory and porridge oats factory operate within the town. • In terms of commercial activity there are a large number of businesses within the town including convenience stores, a guest house, fast food outlets, petrol stations, pharmacy, hairdressers, opticians, public houses and a small number of specialist businesses including accountants, jewellers and car sales. • Outside the settlement limit there is a farm shop, concrete plants, fuel depot and a quarry.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Tandragee is compact in form due to being physically constrained by the surrounding topography and the Cusher River. • The town has historical associations with a number of industries including flax mills, a saw mill and also corn and flour mills. Whilst the textile factory, is no longer in operation, the Town does retain significant employment in the potato processing, oat milling and quarrying industries. • The Town's setting is characterised by two buildings set on a crest to the west of Church Street. The tower of St Mark's Church is visible from most parts of the town and beyond, while Tandragee Castle is also dominant in views of the town from the south and south-east. • A number of features contribute to the Town's landscape setting. The Cusher River meanders through the south-eastern fringe of the town and the rolling hills and mature trees of Tandragee Golf Course and Demesne provide a distinctive setting to the south-western side of the town while the less vegetated Glebe Hill performs a similar function to the south. • Tandragee has a number of undeveloped sites which will be considered further in the Urban Capacity Study.

	<ul style="list-style-type: none"> • Tandragee is an important service centre for the surrounding rural area and provides a wide range and number of services and facilities.
COMMUNITY SERVICES	<p>Within the Town there are a large number of facilities including:</p> <ul style="list-style-type: none"> • ATM, dentist, six churches including St. Mark's Church of Ireland, St James' (RC) Church, Tandragee Baptist Church, Tandragee Free Presbyterian Church, Tandragee Methodist Church and Tandragee Presbyterian Church, medical practice, municipal offices, advice centre, library, public toilets, Tandragee Primary School, Tandragee Nursery School, Preschool Playgroup, Orange Hall, Credit Union, recreational facility including playing fields, Police Station and Tandragee Junior High School. • Outside the current settlement limit there is Tandragee First Presbyterian Church, Tandragee Football facilities (Madden Road), Cusher Meadow allotments and Tandragee Golf Club.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the location of the protected route (A27 Portadown Road), the floodplain (to the north-east), areas affected by surface water flooding, a scheduled monument, archaeological sites and topographical issues (areas of steeply rising land to both sides of the A27, with prominent slopes particularly to the west. Undulating areas of land to the east of the Ballymore Road and rising slopes to the west, which are prominent in areas). There is an electricity power station located approximately 0.7km to the north along the A27 Portadown Road which may also constrain growth.
- To the east, growth may be constrained by the Cusher River, the topography (areas of undulating land and prominent slopes along the Madden Road towards elevated areas. To the east of the Old Gilford Road/Tullyhugh Park the topography falls towards the river corridor), archaeological sites and monuments, the sewage treatment works, the protected route (A27 Scarva Road), the floodplain, areas of surface water flooding and the location of listed features such as O'Hare's Bridge. The Old Gilford Road/Tullyhugh Park contain the eastern boundary of the Town. There is a concrete manufacturing plant to the east of the settlement limit along the Old Scarva Road.
- To the south, growth may be constrained by the location of the protected route (A27 Scarva Road), the floodplain, areas of surface water flooding, the location of the Cusher River, the Site of Local Nature Conservation Importance (to the south-west), location of archaeological sites, listed features including Sinton's Mill and Ballymore Rectory and the topography (areas of rising land with open slopes to east and west of the A27. Steeply rising land along the Glebe Hill Road, with lands falling towards the river corridor).
- To the west, growth may be constrained by the location of the Tandragee Castle Historic, Park, Garden and Demesne (Supplementary), the location of the Tree Preservation Order which partially adjoins the western boundary, the topography (to the south-west of the Town the land rises steeply to the north of the Markethill Road and falls towards the river corridor to the south. Areas of steeply rising land to the north of the Armagh Road (A51) and open exposed areas to the south of the A51, with areas of prominent slopes), the floodplain, areas of surface water flooding, archaeological sites, listed features such Derryallen House and the listed Gatelodge (which adjoins the western boundary along the Markethill Road).

SETTLEMENT APPRAISAL – BLACKWATERTOWN

Blackwatertown Village is situated to the very north-west of the Borough, along the River Blackwater which marks the boundary with County Tyrone and Mid Ulster District Council Area. The village is located approx. 6.5km north-west of Armagh City and over 2km east of Benburb Village (Mid Ulster).

According to the NISRA 2011 Census, Blackwatertown has a population of 376 people and 150 households.

SETTLEMENT EVALUATION FRAMEWORK (BLACKWATERTOWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • A Sewage Treatment Works is located outside and north-east of the settlement limit, along Ballycullen Road; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • The village is significantly affected by flood risk, both to its immediate west and east. Substantial lands within the settlement limit fall within the floodplain of the adjoining River Blackwater to the north and west. This affects the two football fields at O’Neill Park (An Port Mor GFC), the second of which extends outside the settlement limit to the north-east. The main pitch is entirely affected as is the large undeveloped field to the south-west of the GFC Ground, behind Main Street. The Bridgewater Business Park Site, immediately adjacent to the river to the west, is also shown to be affected as is the pumping station compound behind. This floodplain area extends considerably to the north and south/south-west along the river corridor, including the flat low-lying lands across and west of the river, over the council/county boundary. • A second significant floodplain is located to the east of the village, extending north of Lisboffin Road and further south-east and north-east. This floodplain affects a substantial area of low-lying land east of the disused canal bed. • Surface water flooding affects two main areas within the village, both low-lying to the north/north-west – on the main football pitch at O’Neill’s GFC as well as the undeveloped field to its south-west along the River Blackwater. Outside the settlement, significant surface water flooding affects lands to the east, north-east and further south (east of the Ulster Canal route). • The Lock Keeper’s House to the very east of the village, at No.78 Charlemont Road, is the only listed building within the settlement. • The nearest listed heritage outside the village, is Tullydowey House further to the south-west (840m) with listed gate lodge and gates closer where Tullydowey Road meets Clonfeacle Road (360m). • The bed of the disused Ulster Canal is situated to the immediate east of the settlement, crossing under Lisboffin Road. This extends towards Benburb (north-west) and Charlemont (north-east). • The lock keepers house (listed) is also an industrial heritage site, in addition to the canal lock, quay and a number of bridges along the disused canal route along the east edge of the settlement.

	<ul style="list-style-type: none"> • Similar industrial heritage sites are located along the River Blackwater that flows to the west and north of the village, including a bridge, wharf and ford. • The area contains a high concentration of archaeological sites, which include the find site of a bronze age axe to the north-west of Main Street and the site of a 16th Century Village located at the very south end of the settlement on a prominent hill. • Other notable local archaeological sites include the Scheduled Mullan Fort (with scheduled zone, 375m south-west of the village; other artillery fort sites to the north-west (across the River Blackwater); the Yellow Ford Battle site to the south-east; Crockanroe Rath (325m east) and Annahoe Rath (485m south-east), both on prominent drumlins. • St. Jarlath's Roman Catholic Church and Old Graveyard Site, approx. 300m west of the village is the site of an Early Christian monastic community, churches (pre-norman and medieval) and graveyard, as well as the site of Clonfeacle Cross (Monument). • The River Blackwater corridor includes numerous trees, offering good screening on the western approach (from Benburb). • Significant tree groups are also located to the east and north-east of the village, east of the disused canal in low lying land, which dominate the wider views along the Lisboffin and Charlemont Road approaches. • The local topography varies significantly, with the village rising to the south /south-east from the Blackwater Valley towards an elevated ridge and prominent hill and also further north-east. The landform dips into a valley due east/south-east of the village. The land falls steeply to the west towards the river, west of Blackwatertown Road.
TRANSPORT	<ul style="list-style-type: none"> • Blackwatertown is located 2km west of the main A29 Road, between Armagh City and Dungannon Town. • The village is also served by a number of country roads, which link to the nearby villages of Charlemont and Moy to the north (3km), Benburb in Co. Tyrone to the west (2km), Loughgall to the east (6km), as well as Artasooly small settlement to the south-west (4km). • The village has limited bus connections to Armagh and Dungannon (services 72,72b/c/d). School services run to and from these towns. • The settlement has street lighting and footpaths, disconnected in places off the Main Street. The village has a 30mph speed limit.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no land is zoned for economic development / industrial use. • Bridge Business Park (workshop units and office space), off Main Street contains the following businesses: <ul style="list-style-type: none"> ▪ Hairdressers; ▪ Mushroom Supplier (Office); and ▪ Kitchen Showroom and Workshop/Furniture Manufacturer. • Within the settlement, the economic development uses are: <ul style="list-style-type: none"> ▪ Public House and Restaurant, Main Street; ▪ Local Newsagent/Convenience Store/Post Office, Main Street; ▪ Day Nursery and After School Club, Main Street. • Outside the village: <ul style="list-style-type: none"> ▪ Truck and Trailor Spares Supplier, Clonfeacle Road, 160m west;

	<ul style="list-style-type: none"> ▪ Self-catering Cottage, Ballycullen Road, 450m north.
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The village has developed east of the bridging point on the River Blackwater, with an historic core extending along Main Street (between the local shop and the Public House) and south between where Avonmore Road and Benburb Street branch off to the south before merging into a single road. This part of the village retains much of its 18th/19th Century character, with traditional street frontage buildings. • The former National School building (now community hall) at the east of Main Street, of the same era, is a locally significant building. This reads with the old street front cottage at No.2 Main Street, opposite. • The oldest west part of Main Street contains a number of vacant properties, with a number of undeveloped sites and backlands along the east part of Main Street and Ballycullen Road. • The built form is otherwise dominated by a number of established public and private housing developments/rows, at its east and west ends, with a number of single dwellings in particular along Ballycullen Road and the middle section of Main Street. • The Methodist Church on Avonmore Road, which dates from 1898, is not a listed building but it is locally significant. • Main Street climbs gradually east to a Y-Junction where Charlemont Road and Lisbofin Road fork to the north-east and south-east either side of the Former National School building. • Two large modern residential developments, off Charlemont Road, extend substantially beyond the village settlement limit to the north-east, comprising approx. 64 dwellings and/or gardens. • A second football field at O’Neill’s (An Port Mor) GFC also extends outside the limit, along the south bank of the River Blackwater and along Ballycullen Road (but with no access from this). • The settlement is contained by the River Blackwater to the north and west and the disused canal route to the east, both of which are associated with dips in the landform. The lands to the south and north-east also rise towards prominent ridges/drumlins. • The settlement contains ten undeveloped / vacant areas: <ul style="list-style-type: none"> ▪ north of Main Street, along river (north-west of Bridge Business Park); ▪ to rear of 49-55 Main Street; ▪ adjacent/north-west of 20 Benburb Street; ▪ adjacent/south of Blackwatertown Play Area, Blackwatertown Road; ▪ Ballycullen Road (to rear of 25 Main Street); ▪ 154 Ballycullen Road (adjacent and to rear of No.5 Main Street); ▪ corner of Main Street and Ballycullen Road (between No.s 5 and 25 Main Street, extending to rear of No.156 Ballycullen Road); ▪ to rear (south-east) of 28 Main Street; ▪ to rear (south/south-east) of 6-24 Main Street; ▪ opposite 63 Lisbofin Road (east/south-east of 2 and 2A Main Street).

	<ul style="list-style-type: none"> • The Shanmulla Wood and Athboy Meadows Developments to the north-east of the village (outside the settlement limit) do rise prominently from Charlemont Road in particular, over an elevated ridge. The surrounding drumlin topography and road-side screening however helps to significantly reduce the wider impact and views of the settlement, from the five (5) approach roads and other local roads. • The wider area retains a strong rural character, with a dispersed development pattern.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • St. Jarlath's Primary School, Charlemont Road; • Blackwatertown Methodist Church, Blackwatertown Road; • Public House, Main Street; • Local Newsagent/Convenience Store/Post Office, Main Street; • Day Nursery and After School Club, Main Street; • Parochial / Community Hall, Charlemont Road; • Community Hall, Former National School, Charlemont Road (used by boxing club); • Council Equipped Play Area with Multi-use Games Area (MUGA), Blackwatertown Road; • O'Neill's GFC An Port Mor, O'Neill Park, Main Street (via Quaymount); • Outside the settlement: St. Jarlath's Roman Catholic Church and Graveyard, Clonfeacle Road (approx. 290m south-west).

Summary of the key issues which may affect the settlement and its capacity for expansion:

- To the north, growth may be constrained by the River Blackwater (which acts as the council boundary and settlement edge); the floodplain (flood risk); surface water flooding; the location of Blackwatertown Sewage Treatment Works; the topography (elevated ridge to the north-east); associated prominence concerns (capacity to integrate); the setting and views of archaeological sites to the north and north-west; the disused Ulster Canal bed (extending to the north-east); and the existence of two housing developments (Athboy Meadows and Shanmulla Woods) outside the existing settlement limit to the north-east.
- To the east, growth may be constrained by the disused Ulster Canal bed (containing the settlement to the east); the floodplain to the east (flood risk); surface water flooding; the character, setting and views of the listed lock house (No.78 Charlemont Road) on the settlement edge; the topography (falling lands to the east before rising significantly); significant tree groups/vegetation; the setting and views of the prominent Crockanroe and Annahoe Rath to the east and north-east; and proximity to rural development on Lisboffin Road.
- To the south, growth may be constrained by the River Blackwater to the south-west (which acts as the council boundary and settlement edge); the floodplain (flood risk); surface water flooding; the topography (rising lands to the south/south-east, with elevated ridge and prominent hill); the setting and views of Crockanroe Rath to the south-east and an archaeological site to the south end of the settlement limit (16th Century Village Settlement); and the disused Ulster Canal bed (extending to the south).
- To the west, growth may be constrained by the River Blackwater (council boundary and settlement edge); the floodplain (flood risk); surface water flooding; the topography (steeply falling towards and low-lying lands associated with River Blackwater Valley; significant vegetation along River Blackwater edge/corridor; and the setting and views of an archaeological site to the south end of the settlement limit (16th Century Village Settlement).

- In addition, the future growth of the settlement within the existing development limit may be constrained by a host of key issues, including considerations around the character and heritage value of the historic core; the River Blackwater floodplain (flood risk); surface water flooding; the value, setting and views of archaeological sites within and close to the settlement limit; the character, setting and views of the lock house (No.78 Charlemont Road, listed and industrial heritage) and the significant topographical changes across the settlement; to ensure that new and re-development proposals shall not have a detrimental impact on the settlement's overall character and key features.

SETTLEMENT APPRAISAL – CHARLEMONT

Charlemont is a village situated approximately 10 km north of Armagh, on the A29 Armagh – Dungannon Road. It is separated from Moy and the Mid Ulster Council by the River Blackwater, which runs in a north-easterly direction towards Lough Neagh. Charlemont sits on a small hillock in a relatively flat and open landscape adjacent to the River Blackwater. Landscape features are sparse with a grouping of trees in the grounds of Charlemont Fort and another at a junction in the Armagh Road.

According to NISRA 2011 Census data, Charlemont has a population of 109 with 52 households. In 2001 Charlemont had a population of 150 with 63 households.

SETTLEMENT EVALUATION FRAMEWORK (CHARLEMONT)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • All households have access to clean water as well as having appropriate waste/sewage disposal. • There are no recycling facilities within the settlement limit. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • The river Blackwater is located along the northern boundary of the village and is a significant feature within the village and beyond. The river provides the Council boundary with the Mid Ulster District Council. • There are large areas affected by flooding to the north-east beyond the scheduled Charlemont Fort and along the eastern boundary, extending southwards. This flooding area also includes the north-western corner of the village and extends westwards along the Blackwater river corridor. • There are areas within the village affected by surface water flooding along the northern boundary and along the southern boundary. • There are four listed buildings within the current development limit. • The line of the disused Ulster Canal is evident to the north east of the village. Protection of this feature may constrain the nature of future development potential in this area. • Charlemont Fort is identified as an archaeological site / monument and the surrounding landform is identified as a scheduled monument zone. To the south-west is Legar Hill burial ground, a second scheduled monument which is also located on an elevated portion of land outside of the current development limit. • Further archaeological sites have been identified within the village including earthen ramparts at the Church View residential area and a post medieval settlement within the centre of the village. • Within the village there are a number of industrial heritage points, namely Lock/ Lockhouse/ Canal Basin and stores and Bridges along the line of the disused Ulster Canal. Bridge and a Pier along the Blackwater. • A Local Landscape Policy Area has been designated along the River Blackwater and is associated with the village of Moy.

	<ul style="list-style-type: none"> • The village is located close to the settlement of Collegeland (less than 1km).
TRANSPORT	<ul style="list-style-type: none"> • Running north – south through the village is the A29, Armagh Road which is a Protected Route. • The A29 links Charlemont with Armagh with Dungannon. It is approx. 5.5km south of the M1 motorway, with direct links to the motorway. • The village has a regular bus service between Armagh and Dungannon via services 72, 72b and 72c. The village is also lies on the Portadown / Dungannon route service 67. There is a bus stops on Main Street but no bus shelters however these are available in Moy. • On Main Street there is a pedestrian crossing point identified by a central refuge point. • There is street lighting throughout much of the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There are several businesses in Charlemont including: large furniture retail store, two public houses however both appear vacant, a costume hire shop, a hardware shop including fuel pumps and solid fuel sales, a filling station with convenience store, a building supplies merchant, a haulage yard and a trailers sales and leasing business. • Charlemont Industrial Estate is also within the settlement and it includes a large haulage company.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is linear in form and on the ground does not appear to be separate from Moy on the opposite side of the River Blackwater, in the Mid Ulster council district. • There is a row of residential development on Main Street mixed with a few buildings used for commercial use, albeit some of them are currently vacant. There is a cluster of residential development located at the junction of Armagh Road and College Lands Roads. This is the main area of residential development within the village. House types are predominantly terraced properties consisting of both single and two storey dwellings. • The surrounding landscape is undulating with areas of elevated agricultural land or clusters of residential development. • Due to the proximity to the M1 motorway there is both residential and economic development in the surrounding rural area. • At this southern corner of the village there is a large area of undeveloped land which extends out of the development limit towards the furniture store. There are further areas of undeveloped land within the current development limit such as land south of the disused Church on Armagh Road.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Millar’s Hill Orange Hall at the junction of the Armagh Road and the College Lands Road. • Collegelands GFC club house and playing fields (outside the limit).

Summary of the key issues that may affect the settlement and its potential for expansion include:

- To the north, growth may be constrained by the floodplain, the River Blackwater (which contains the northern boundary of the village and defines the boundary with the Mid Ulster Council Area), areas affected by surface water flooding, a Local Landscape Policy Area designation (associated with Moy), the proximity of the village to the settlement of Moy (potential coalescence issues), an archaeological site/monument, a Scheduled Monument Zone (to the north-east), the A29 Protected Route, the listed Charlemont Bridge located adjacent to the northern boundary of the village and the topography (elevated exposed land to the east of the A29).
- To the east, growth may be constrained by the floodplain, areas affected by surface water flooding, the disused Ulster Canal (to the north-east), the Scheduled Monument Zone and potential integration issues resultant from the open landscape which gently rises towards the settlement boundary.
- To the south, growth may be constrained by the floodplain (to the south-east), areas affected by surface water flooding, a Scheduled Monument Zone (to the south-west), the A29 Protected Route, the proximity of the village to the settlement of Collegeland (potential coalescence issues) and the listed Church of Ireland (which adjoins the south-eastern boundary) of which there are important views on approach from the east (along Collegelands Road).
- To the west, growth may be constrained by the floodplain, the River Blackwater, areas affected by surface water flooding and the topography (areas of rising land along the Ballycullen Road in the vicinity of the Scheduled Monument Zone).
- To the north, east and south-west of the village there are a number of rural buildings/dwellings.

SETTLEMENT APPRAISAL – DARKLEY

Darkley is a village located approximately 14km south of Armagh and 3km south-east of Keady, just off the A29 Keady – Newtownhamilton Road. The village sits on the side of the River Callan and its setting is dominated by the former mill building.

According to NISRA 2011 Census data, Darkley has a population of 224 and 80 households.

SETTLEMENT EVALUATION FRAMEWORK (DARKLEY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • All households have access to clean water as well as having appropriate waste/sewage disposal. • A Sewage Treatment Works is located adjacent to the south-eastern boundary of the village. • There are no recycling facilities within the village. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There is a small area of flooding along the River Callan corridor. This flood area extends for a short distance along the eastern mill boundary. • There are a few small areas within the village that are affected by surface water flooding. There are also a few small number of areas to the west, where the land is elevated but largely flat. • There is one listed building within the Darkley settlement limit, Darkley House, the house is currently in use by a charity organisation which provides community facilities, including a playing field. • Within the grounds of Darkley House is a band of trees protected by a Tree Preservation Order (TPO). A line of mature trees extends across the Darkley Road and along the field boundary just west of Darkley House providing an attractive approach to the village. • There are four industrial heritage points throughout the village including a spinning factory, two spinning and weaving factories and a boiling house. • There are three designated Sites of Local Nature Conservation Importance close to the village including Darkley Reservoir and Tullynawood Lake to the south and Aughnagurgan Lough to the east. • The general topography of the settlement is elevated to the west falling east towards the mill buildings. The settlement also rises gradually to the south towards the junction with the Darkley and Upper Darkley Roads. • The area of terraced dwellings is stepped into the elevated land to the west. The primary school building and single dwellings along the Upper Darkley Road are slightly elevated above the remainder of the village. • The topography of the land along the development boundary of Darkley is described within the urban/ rural character section.

TRANSPORT	<ul style="list-style-type: none"> • Darkley is located off the Darkley Road out of Keady, approx. 3km south-east of Keady. • There is a regular bus service, no. 69, to Keady and Armagh. This departs from a bus shelter on Main Street. • There are no traffic calming measures or pedestrian crossing points within the settlement. • There is footpath provision throughout the majority of the village. There is also street lighting throughout the village.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • An egg packaging plant is located within the mill building. • There is also an animal feed mill within the existing mill buildings.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Darkley has a very strong character which is dominated by the imposing mill buildings and associated rows of terraced dwellings. • Despite there being some activity within the mill buildings there is a large portion remaining empty and falling into disrepair. The three rows of terraced dwellings are distinctive and alongside the mill provide a centre to the village. • Within the wider landscape the topography is largely rolling hills with small areas of elevated land mixed with lower and occasionally wet grassland. There are areas with mature, strong hedgerow boundaries. • To the south-east there is a large conifer plantation centred on the former Mountain Lodge House (abandoned) which falls steeply west towards the valley of the River Callan. Both these features are significant topographical constraints. • There are a number of undeveloped sites / areas within the village.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Darkley Primary School • Crossfire Trust based at Darkley House, which includes a play pitch. • Community Centre • A Post Office service operates from the community centre three mornings a week. • Telephone box • GAA playing fields

Summary of the key issues that may affect the settlement and its capacity for expansion include:

- To the north, growth may be constrained by a small area affected by surface water flooding (to the north-west) and the topography (rising land to the west of the public road and falling land to the east, with areas of exposed slopes).
- To the east, growth may be constrained by the River Callan, the floodplain, areas affected by surface water flooding, the Sewage Treatment Works (located adjacent to the south-eastern boundary), significant conifer plantation (to the south-east), the listed Darkley House which adjoins the eastern boundary of the village, the topography (exposed slopes and falling land).
- To the south, growth may be constrained by the River Callan, the floodplain, areas affected by surface water flooding, the topography (steeply rising land to the west of Upper Darkley Road and falling land to the east), the mill race which lies between the River Callan and Upper Darkley

Road and significant conifer plantation (to the south-east). To the south-west growth may be constrained by Darkley Reservoir which is a Site of Local Nature Conservation Importance (SLNCI).

- To the west, growth may be constrained by areas affected by surface water flooding and the topography (elevated land).
- There are a number of rural buildings/dwellings to the north of the village.

SETTLEMENT APPRAISAL – GLENANNE (LISDRUMCHOR)

Glenanne (Lisdrumchor) is a village located approximately 15km south-east of Armagh and 6km south of Markethill. The village has developed around the crossroads of Glenanne /Upper Lisdrumchor and Mowhan Roads (known locally as ‘Corkey’s Corner’). The bulk of built development is north of the crossroads south of the Springhill Road.

According to the NISRA 2011 Census data, Glenanne (Lisdrumchor) has a population of 151 people and 64 households.

SETTLEMENT EVALUATION FRAMEWORK (GLENANNE, LISDRUMCHOR) Key settlement information as contained on the RDS Infrastructure wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Met Office weather station off the Upper Lisdrumchor Road. • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are no significant topographical constraints. • There are no areas of land within the floodplain however there is a small area of land along the Glenanne Road either side of the settlement limit is liable to surface water flooding. • The closest floodplain to the settlement is located approximately 300m to the north-east of the village. • To the south of the settlement is the scheduled Lisdrumchor Upper Rath (ARM021:015) which sits on an elevated site. • To the north-east of the settlement is an unscheduled rath (ARM021:014). • Surrounding the settlement limit, the main land use is agriculture. • To the north-west of the settlement are existing playing fields off the Springhill Road which are partially outside the development limit. • Within the village there are a number of undeveloped / vacant sites as detailed below in the urban / rural character section. • Topography gently slopes west (high) to east (low). The village low point is located at the crossroads.
TRANSPORT	<ul style="list-style-type: none"> • Glenanne (Lisdrumchor) has developed around the crossroads of the Markethill to Whitecross Road (B134) known locally as ‘Corkey’s Corner’. • A bus stop is located at Corkeys’s Corner with services 40c, e and h to Armagh, Markethill and Newry. • Limited footpath and street lighting provision around the housing developments. • There is no cycle routes or abandoned transport routes within or adjacent to the village.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No commercial activity, shops, offices or factories within the village. A recycling and treatment facility for home and commercial waste is located 100m to the SW off the Upper Lisdrumchor Road. • There is no land zoned for industry within the village in the Armagh Area Plan (AAP) 2004.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • Early OS map 1830 shows little development at the crossroads. • OS map 1900 shows Rufus House a two storey red brick terrace at the crossroads and significant expansion of the Glenanne Mill Complex which was located to the NE of the village. • Main period of expansion was 1960 / 70's with the construction by NIHE of the Mossfield Estate and within the past 10 years, a medium density housing development at School House Close. Only other housing is the four cottages at 6-12 and a single dwelling at No 21 Upper Lisdrumchor Road. • No major rivers or topographical features within 500m of the village. • Other than Rufus House, little of the historic core remains around the crossroads. • Village has a generous amenity recreational provision (playpark, grass pitch area, community gardens and allotments) to rear of Mossfield Estate. • In terms of undeveloped / vacant lands within the current settlement limit these are: <ul style="list-style-type: none"> ▪ Site of former Police / Army Base located to rear of 12 Upper Lisdrumchor Road. Consists of an overgrown cleared brownfield site. ▪ Site on eastern side of Mowhan Road north-east of Rufus House. ▪ Site on western side of Corkey's Corner. A brownfield site with derelict building. ▪ Site to east and south of Orange Hall Upper Lisdrumchor Road. Consists of two small fields accessed off Orange Hall or School House Close.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Orange Hall • Little Villagers Playgroup • Mossfield Community Garden (with grassed area, seating, allotments, BBQ and outdoor museum with old mill machinery) • Grass football pitch and changing rooms (in porta cabin) • Outside the development limit Shaw's Lake and adjacent wooded river valley represent a resource for fishing / recreation and local walkers (footpath from lake to neighbouring small settlement of Glenanne). There is a small carpark on the northern shore of the lake off the Mowhan Road.

Summary of the key issues affecting the settlement and its capacity for expansion are as follows:

- To the north and north-west of the village, the settlement is contained by the Springhill Road and playing field. There is also an unscheduled rath.
- To the north of the settlement is Shaws Lake and there are also areas affected by surface water flooding.
- Potential coalescence issues with the small settlement of Glenanne to the north-east.
- On the eastern approach to the limit along Glenanne Road, the land rises to the north-west and a localised ridge height. There are also areas affected by surface water flooding on the Glenanne Road and there is a small watercourse south-east of the crossroads.
- To the south along Mowhan Road there is a scheduled rath which sits on an elevated wooded site and also areas affected by surface water flooding.
- To the south-west of the village there is a recycling centre, weather station and memorial (along the Upper Lisdrumchor Road).

- The Glenanne Road contains the settlement to the east and the Springhill Road contains the settlement to the north.

SETTLEMENT APPRAISAL – HAMILTONSBAWN

Hamiltonsbawn is a village located approximately 7km east of Armagh and 3km south of Richhill.

According to NISRA 2011 Census data, Hamiltonsbawn has a population of 895 people and 343 households.

SETTLEMENT EVALUATION FRAMEWORK (HAMILTONSBAWN)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Recycling 'Bring Banks' located within the petrol filling station/shop premises • Waste Water Treatment Works located to the east/south-east of the village • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • No areas of land within or immediately adjacent to the village located within the floodplain. • Significant areas of land within and in close proximity to the village which are affected by surface water flooding. • Industrial Heritage sites relating to the former Newry and Armagh rail line are located to the north of the village including the former site of Hamiltonsbawn railway station. • Listed Buildings located at 2 Main Street and a vernacular listed building located at 2 Marlacoo Road. • Archaeological Sites/Monuments including the former site of 'Hamilton's Bawn', a fortification built in the early 17th century, an early Christian Rath and an armorial stone. • An Engineering business located to the immediate north-west of the village is recognised as an Industrial Pollution Radiochemical Inspectorate (IPRI) site. • Located at the central crossroads of Hamiltonsbawn there is a Tree Preservation Order (TPO) Designation involving a single chestnut tree. • The topography of the village varies across the settlement and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • The A51 Armagh to Tandragee Road runs through the village • The village is clustered around a crossroads, bisecting the main route between Richhill and Markethill. • To the north-east of the village there is a disused railway line • Within the village there are bus shelters, street lighting, traffic calming measures and footpaths, although there are no apparent cycle routes. • Bus services linking to Armagh, Portadown and Newry (Service No. 63b, 40b and 40e)

<p>ECONOMIC DEVELOPMENT</p>	<ul style="list-style-type: none"> • Within the current development plan there are no areas of land zoned for industrial use. • To the immediate edge of the settlement limit along Killyrudden Road there is a substantial engineering works. • Commercial activity within the village includes a convenience store, Public Houses, two fast food businesses and a residential home. There is also another business unit on Main Street, which is vacant.
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The village was first established in 1619 having derived its name from the “Bawn House” located to the south of the village on the Mullabrack Road. It originally extended from the crossroads junction in a westerly direction, and was largely comprised of roadside dwellings. • By 1880, the village had a strong linen industrial base, but today the village is largely residential with a small number of commercial premises. • The residential density of the village is fairly high and consists of a variety of house types including older public sector style properties and modern housing developments. • The village has maintained its linear form along Main Street however it has also extended northwards along the Annareagh Road to beyond the primary school. • The settlement sits, for most part, into the landform between drumlins. However there is evidence of sprawl northwards, towards higher land, in the form of both residential development and also the substantial engineering works to the northern/north- western side of the settlement. • To the south of the village there is evidence of ribbon development extending along the Mullaghbrack Road, particularly to the eastern side of the public road, consisting of residential properties. • Undeveloped sites within the settlement include the following lands: <ul style="list-style-type: none"> ▪ Located to the south-east of the Engineering business and the north of the A51, to the rear of existing residential dwellings there is a plot of undeveloped land. The land is enclosed by built development and is elevated above the public road and is accessed via a currently disused entrance located at the Hamiltonsbawn/Killyrudden Road junctions. ▪ To the immediate west of Hamiltonsbawn Orange Hall and north of the A51 there is a large area of land which rises in a northerly direction with a small number of attractive trees. ▪ Forming the northern boundary to the western side of the Annareagh Road there is an area of undeveloped grassland which has very well established boundaries and has great variances in its topography, generally rising from the northern and southern boundaries of the site towards the central area of the site.
<p>COMMUNITY SERVICES</p>	<p>Within the settlement there are a small number of facilities including Hamiltonsbawn Primary School, ATM, children’s play area (adjacent to the primary school) and an Orange Hall.</p>

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north of the village, growth may be constrained by areas of surface water flooding, the topography (areas of land rising to the west, north and north-west) and the location of the disused railway line.
- To the east of the village, growth may be constrained by the location of the waste water treatment Works, areas which may be affected by surface water flooding, the disused railway line to the north-east and the topography (areas of land rising to the north-east and south).
- To the south, growth may be constrained by areas of surface water flooding, archaeological sites and the topography (areas of land falling towards the settlement boundary).
- To the west, growth may be constrained by areas of surface water flooding and the topography (areas of land rising towards the eastern boundary and towards the north-west from the north-western boundary).
- The western boundary of the settlement is contained by the Hamiltonsbawn and the Killyrudden Roads.

SETTLEMENT APPRAISAL – KILLYLEA

Killylea is a village located approximately 7km west of Armagh, on the Armagh-Aughnacloy (A28) Road. The A28 road to the north bypasses and contains the old village. The village is set on a hill, with St. Mark's Church at its summit and is principally made up of development along Main Street and Fellows Hall Road.

According to NISRA 2011 Census data, Killylea has a population of 253 people and 107 households.

SETTLEMENT EVALUATION FRAMEWORK (KILLYLEA) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal • Broadband available; • Recycling banks; • Substation to the east off the settlement limit; • Killylea sewage works is located north of College Glebe housing development.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are no lands within or adjacent to the settlement within the floodplain; • Lands to the north, east and west of the settlement are affected by surface flooding; • Listed St. Mark's Church; • Darton Historic Park, Garden and Demesne (Supplementary) is situated less than 300m west of the village. The demesne has the 19th Century Darton House with fine parkland trees and a walled garden. A gate lodge also stands at the entrance of the site; • There are four Archaeological Sites and Monuments around the settlement. The closest being an enclosure to the north-east of the settlement which has been identified as a possible rath.
TRANSPORT	<ul style="list-style-type: none"> • The Killylea Road is a protected route also known as the A28 between Armagh City and Aughnacloy; • There are no pedestrian crossings or traffic lights within this village; • Killylea has pedestrian footpaths throughout the village and benefits from streetlights; • There are bus stops located within the village which are serviced by route No. 73 (Armagh City - Caledon – Ballygawley); • There is a National Cycle Network (Route No. 91: Belfast to Ballyshannon) which passes through Killylea between Armagh and Monaghan; • Approximately 500m north of the village is the bed of the disused Armagh to Clones railway line (Ulster Railway). Killylea was a station on this line (1858-1957).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Caravans sales, west of settlement; • No land has been zoned for industrial or commercial use in the Armagh Area Plan (AAP) 2004.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The historic core of Killylea was focussed along Main Street mainly south and west of the landmark St. Mark’s Church; • The village has a compact form other than a row of development extending along Fellows Hall Road. The village is contained to the south of the modern Killylea Road and is focused around Main Street and Fellows Hall Road; • Killylea Village is a mix of housing, community uses and commercial uses. The village is focused around Main Street where all the main services are located; • St. Mark’s Church and graveyard (listed) are positioned on the crest of the hill adjacent to a green amenity area which includes picnic tables and is known as Fairgreen; • The village contains a number of small modern housing developments including College Glebe, Old Forge, Strawberry Lane (under construction), Greywood Close, the ‘Northern Ireland Housing Executive style’ Esker Park and a number of terrace dwellings along Main Street . • There are a small number of areas of undeveloped lands including: <ul style="list-style-type: none"> ▪ Rectangular area of grasslands south of the primary school; ▪ Area of grasslands and agricultural outbuildings between 9 & 15 Fellows Halls Road; ▪ There is one area of land to the east of the settlement that is partially developed for housing (Strawberry Lane).
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • St. Mark’s (COI) Church, hall and graveyard; • Killylea Methodist Church, Hall and graveyard; • Killylea Primary School; • Killylea Orange Hall; • Killylea Community House, 4 Old Forge; • Killylea Village Park; • Killylea Bowling Green; • Youth Hall; • Public Toilets; • Funeral Directors; • Post Office within convenience shop; • Two Public Houses, Main Street; and • Neighbourhood Watch Scheme.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, Killylea is contained by the Killylea Road (A28) which is a protected route. There are also small areas of surface water flooding and an archaeological site/monument to the north-east.
- Along the eastern Killylea Road approach, there is an elevated ridge of land east of Greywood Close and areas affected by surface water flooding.
- Along the southern approach to Killylea is the junction of Lisagally and Fellows Halls Roads which may contain the settlement and its capacity for expansion. Along this elevated southern approach road, land falls to the south-east and south-west.

- To the west, growth may be constrained by Darton House Historic Park, Garden and Demesne (supplementary), areas affected by surface water flooding and woodland areas.

SETTLEMENT APPRAISAL – LAURELVALE/MULLAVILLY

Laurelvale and Mullavilly together form a village located approximately 3km south of Portadown and situated just off the Tandragee Road which is the main Portadown-Newry (A27) Road.

According to the NISRA 2011 census data, Laurelvale/Mullavilly has a population of 1,284 and 476 households.

SETTLEMENT EVALUATION FRAMEWORK (LAURELVALE/MULLAVILLY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • There is a recycling clothing 'bring bank' located within the residential area of Jillian Heights. • Sewage Works located to the west of the village. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land within and immediately adjacent to the village are affected by surface water flooding. • Significant areas of land located within and also to the north, west and east of the village are located within the floodplain. • There are a number of minor watercourses in the vicinity of the village. • Within the eastern portion of the village there is the Grade B listed Mullavilly Parish Church. • Surrounding the settlement there are a small number of archaeological sites/monuments including two early Christian Rathes, an enclosure and possible graveyard. • To the west of the settlement is Tamnaghvelton Fort and enclosure. • Industrial Heritage Sites, including a Corn Mill, two Linen Manufacturers/factories and a saw mill. • Located within the south western portion of the village, to either side of the Laurelvale Road, is a Tree Preservation Order (TPO) Designation. • The topography of the village varies across the settlement and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • Laurelvale Mullavilly is located off the Portadown A27 protected route, linking Portadown and Tandragee. • Within the village there are a number of bus shelters and there are speed humps along the main throughfare, Mullavilly Road. • The majority of the village has both footpaths and street lighting. • To the east of the village, beyond the protected route, there is the National Cycle Network. • Laurelvale is on the main bus route from Portadown to Newry via services 63, 63a and 63h. It is also on the Tandragee-Scarva-Poyntzpass-Markethill route via services 463.

<p>ECONOMIC DEVELOPMENT</p>	<ul style="list-style-type: none"> • There are no lands within the village specifically zoned for industry. However, within the eastern portion of the village there is an established industrial equipment manufacturer. • In relation to commercial activity within the settlement there is a monumental sculptor, kitchens and bathroom business, fast food takeaway, convenience store and Post Office. • Beyond the settlement limit there are a number of businesses including a substantial garden nursery, private nursing home, pigeon supplies, industrial weighing, hairdressers, convenience store, petrol station, car sales and mechanics.
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The village originally formed as two separate areas, Laurelvale and Mullavilly. • The settlement to the west ‘Laurelvale’ was linear in form, having originated around a corn mill and mill race. The settlement to the east ‘Mullavilly’ originally formed as a cluster around the Mullavilly Parish Church, with a small number of dwellings. • By 1900 there was a degree of linkage between the two settlements due to the location of Mullavilly Primary School and Kilmore Parish Church which were located midway between the two settlements. At this time, Mullavilly remained relatively small in comparison to Laurelvale which was dominated by a substantial linen weaving factory located in the vicinity of the Mullavilly and Laurelvale Roads. • In more recent years the village has expanded its residential base, with a large number of housing developments, particularly to the southern side of the Mullavilly Road. • The current form of the village is irregular although the abundance of vegetation cover, apple orchards and undulating countryside has created an attractive rural setting for the village. • There are several areas of undeveloped land with Laurelvale Mullavilly including: <ul style="list-style-type: none"> ▪ To the west of Mullavilly Heights is an area of flat grassland enclosed by mature field boundaries. To the west of this area of land is a smaller wedge of flat overgrown land. ▪ At the junction of the Mullavilly and Laurelvale Roads there is land to both the north and south of the public road. The area of land to the south is overgrown and rises fairly steeply from the south to north where it meets the Mullavilly Road. The area of land to the north of the Mullavilly Road rises to North West. ▪ Just inside the western boundary of the village, on lands south of the Laurel vale Road and west of Old Mill Manor is grassland that gently slopes towards the south. ▪ To the west of Hillmount Manor is a large area of land. ▪ On both sides of the Laurelvale Road (within the southern area of the settlement). ▪ To the south east of the cricket pavilion and to the south of Mullavilly Green is a significant wedge of undeveloped land which rises from west to east towards the boundary with Rose Garden Close.

<p>COMMUNITY SERVICES</p>	<p>Within the village there are a number of facilities including:</p> <ul style="list-style-type: none"> • a cricket pavilion, • Kilmore Parish Church, graveyard and Hall, • Mullavilly Parish Church, graveyard and Hall, • Mullavilly Primary School, • Children’s play area and MUGA, • Laurelvale Mission Hall, • Floodlit football pitches and associated portacabin facilities. <p>Beyond the settlement limit there is also an Orange Hall and also Tamnamore Meeting House located on the Tamnaghmore Road.</p>
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the A27 protected route (to the north-east), a wind turbine which is located in close proximity to the north-eastern boundary, proximity to an archaeological site/monument, the topography (Areas of rising land to the north of Chapel Lane, areas of elevated land and exposed slopes to the north-east of Mullavilly Heights and an area of elevated land to the north-east of the A27), the floodplain (in the vicinity of a minor watercourse) and areas affected by surface waterflooding.
- To the east, growth may be constrained by the A27 protected route, areas affected by surface water flooding, the listed Mullavilly Parish Church which is located adjacent to the eastern boundary, long established tree groups to the west of the Protected Route, and the location of major overhead electricity pylons and associated apparatus (to the west of the A27).
- To the south key issues may include the floodplain (in the vicinity of a minor watercourse), the proximity to archaeological sites/monuments (to the south-east), areas affected by surface water flooding and the topography (undulating areas of land and exposed slopes/elevated areas particularly on approach along the Laurelvale Road in relation to lands south-east of Laurel Grove/Drive and lands south of Rose Gardens).
- To the west key issues may include the floodplain (in the vicinity of a minor watercourse), areas affected by surface water flooding, the sewage works, the proximity to an archaeological site/monument (enclosure), the topography (rising land to the north of the Mullavilly Road and exposed slopes/rising land to the east of the Tamnaghmore Road on approach towards Jillian Heights) and the location of major overhead electricity pylons and associated apparatus (to the north of the Laurelvale Road).
- To the north, east, south and west of the village there are a number of rural houses and buildings.
- The village is contained to the north-east by the A27 Protected Route.

SETTLEMENT APPRAISAL – LOUGHGALL

Loughgall Village is located along the B77 (Armagh-Portadown) Road, approx. 5.5km north-east of Armagh City and 8.5km west of Portadown. A religious settlement is known to have existed at Loughgall in the early nineteenth century, but the structure of today’s village has its origins in the Plantation of Ulster.

According to NISRA 2011 Census data, Loughgall has a population of 282 people and 116 households.

SETTLEMENT EVALUATION FRAMEWORK (LOUGHGALL) Key settlement information as contained in the RDS infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Wastewater Treatment Works, north off Main Street (rear of No.58); • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • A portion of undeveloped lands within the village limit to the north-east of Orchard House, Rectory Close falls within the floodplain, which extends northwards and is associated with a minor watercourse which runs along a narrow valley. Two significant areas to the north-west and south of the village also fall within the floodplain, the latter close by within Manor House Demesne / Loughgall Country Park, extending north of Lough Gall. • A small number of areas within the settlement are affected by surface flooding, along the narrow valley floor that extends north/south across the village, next to the old graveyard, as well an area in the low-lying undeveloped field north of Orchard House, Rectory Close. Wider low-lying lands, outside the village limit, to the west, north-west and within the Manor Demense / Country Park are also affected. • Loughgall has a large Conservation Area, designated in 1993, which extends along Main Street, from the prominent St. Luke’s Church of Ireland and adjoining Old School House to the west to the junction with Old Road to the east/north-east and includes a large part of the Manor House Demesne to the south/south-east of the village limit. • The Conservation Area contains a large number of listed buildings and structures that include the Dispensary House, Orange Hall, St. Luke’s Church and adjoining School House and The Manor House, Gate Lodges and Entrance Gateway. • A number of listed buildings are located outside the Conservation Area (and village), including the Hermitage, Old Coach House and Ice Houses located with the Manor House Demesne to the south. • The walled Manor House Demesne to the south of the settlement is a registered site on the list of Historic Parks, Gardens & Demesnes. • A significant (scheduled) archaeological site is located in the village centre, at the Early Christian Church (ruins) and Loughgall Graveyard. • A number of archaeological sites are located outside the village, including a bawn and settlement site, walled garden, crannog (under Lough Gall) and souterrain within the Demesne, as well as the scheduled Ballytyrone Rath further south. • A number of industrial heritage sites are situated close to the village, including that associated with a number of former limestone quarries and

	<p>lime kilns to the north-west, west and south-west (off Cloveneden Road and Ballygasey Road), with one in the Demesne.</p> <ul style="list-style-type: none"> • The village has good tree cover, with a number of significant tree groups and long established woodlands within and adjacent to the settlement limit (including around the Manor House Demesne, St. Luke’s Church and the Rectory opposite) along with some mature field boundaries. This all contributes to the village’s landscape setting, with the tree groups and woodlands within the Demesne/Country Park helping to frame and break up development along Main Street and further west along Ballygasey Road, in places. • Loughgall Lake and surrounding woodlands within Manor House Demesne (including the treed avenue), south of the village, is a Site of Local Nature Conservation Importance (SLNCI); • The local topography varies significantly, with prominent ridges and drumlins to the north, north-east, south-east (where the Manor House sits) and west of the settlement. The village crosses a narrow valley that extends north to south through the centre of the village, towards Lough Gall, with Main Street falling into a dip in the vicinity of the Old Graveyard, before rising to the north-east and west.
TRANSPORT	<ul style="list-style-type: none"> • Loughgall is located along the B77 Road, which is a longer route between Armagh and Portadown than the more direct A3. Annahugh Small Settlement is located close by to the east, along the B77 (3km). The village is also served by a network of country roads, which link to the nearby villages of Charlemont and Moy (to the north-west), Blackwatertown (to the west) and Richhill (to the south-east). • The village has bus connections to Armagh, Portadown and Dungannon (Services 65 and 67). • The settlement has street lighting and footpaths, disconnected in places (such as along Old Road). The village has a 30mph speed limit. • The Main Street accommodates on-street parking in places.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use. • Within the settlement there are a number of economic development uses, which include: <ul style="list-style-type: none"> ▪ Convenience Shop and Post Office, Main Street; ▪ Garden Centre, Main Street; ▪ Antique Shop, Main Street; ▪ Museum of Orange Heritage and Tea & Coffee Shop, Main Street; ▪ Haulage & Transport Services, Ballygasey Road. • A number of significant economic development uses are located in the surrounding countryside. These, below, are within 2.5km of the village unless stated: <ul style="list-style-type: none"> ▪ a meat processor, 12 Lissheffield Road; ▪ fresh food processors (2), 56 & 81a Creenagh Road (3.1 and 4.1km); ▪ electrical engineering /maintenance firm, 65 Tirmacrannon Road; ▪ a bakery, 40 Ballymagerny Road; ▪ a bathrooms and ceramics supplier; 78 Ballygasey Road; and ▪ a dog kennels, cattery and pet supplies, 100 Ballygasey Road.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The historic core of the village along Main Street, which is designated as a Conservation Area, contains a number of landmark buildings (such as St. Lukes’s Church and the Old Courthouse at either end) and historic features including a fine collection of intact Georgian and Regency houses. The buildings range from traditional street terracing to grand gentlemen’s residences, which are informally set along both sides of Main Street. The Conservation Area extends to the south, outside the village limit, to include the Manor House and its mature setting. This reflects the linkages, both historic and visual, between the Main Street and the demesne house. The ornate entrance gateway (including Gate Lodges) to the Manor House forms the focal point of the Conservation Area. • Loughgall Conservation Area Design Guide (1993) identified the gap along the frontage between Nos. 58 and 62 Main Street as a potential development opportunity site (to enhance the Conservation Area), which remains undeveloped. • The settlement is contained by the Manor House Historic Park, Garden and Demesne / Country Park to the south. The demesne also contains the smaller Loughgall Country Park (facilities listed later in report). • The outer urban areas further west and north-east are characterised by more modern development. That along Ballygasey Road to the west is visually removed from Main Street by reason of mature trees and the intervening drumlin. Old Road rises significantly to the north-east, towards the prominent established Orchard Park development. • The built form also extends outside and north-west of the limit, where the Agri-food & Biosciences Institute (AFBI) is located, north of the primary school. The second and main AFBI site is located within Manor House Demesne. • The settlement contains 8 vacant / undeveloped areas at: <ul style="list-style-type: none"> ▪ Ballygasey Road, west of The Cope Primary School; ▪ north of Rectory Park and Orchard House, north of Main Street; ▪ north of Main Street, to rear of No. 58; ▪ north of Main Street, to rear of No. 62; ▪ north of Main Street, to the rear/north-west of No. 62; ▪ between 75 & 79 Main Street and 5 Old Road; ▪ 5a Old Road; and ▪ south of 8 Old Road. • The wider area retains a strong rural character, with a dispersed development pattern. The drumlin topography and good levels of landscaping also help limit views of and visual connection with the village.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • The Cope Primary School, Ballygasey Road (Controlled Junior School); • St. Luke’s Church of Ireland, Ballygasey Road/Main Street; • St. Luke’s Church Hall, Ballygasey Road/Main Street; • Loughgall Play Group, Ballygasey Road; • Orchard House Supported Living, Rectory Close, off Main St. (North); • War Memorial, opposite the Rectory, Main Street; • Loughgall District Orange Hall, Main Street; • Graveyard, Main Street; • Masonic Hall, Main Street;

	<ul style="list-style-type: none"> • Convenience Shop and Post Office, Main Street; • Loughgall Women’s Institute, Main Street; • Public Toilets, Main Street; • Sloan’s House - The Museum of Orange Heritage, Main Street. • Other local facilities outside the village limit include (distance by road): <ul style="list-style-type: none"> ▪ Loughgall Football Club, Ballygasey Road (south); ▪ Loughgall Country Park, including children’s play park, tennis courts/MUGA, football field, outdoor gym/Trim Trail, parkland, walkways, Bridle Paths, Fishing and 18h Golf Course (south); ▪ St. Patrick’s Roman Catholic Church and Graveyard, Eagraalough Road (1.5km and 1.7km to north/north-west); ▪ Ballymagerny Free Presbyterian Church, Ballymagerny Road (1.4km north-east); ▪ Derrycrew Mission Hall, Ballymagerny Road (1.7km to north-east); ▪ Hoggs Pub, 1 Eagraalougher Road (1.1km to north-west).
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Summary of the key issues which may affect the settlement and its capacity for expansion:

- To the north, growth may be constrained by the floodplain, surface water flood risk, the location of Loughgall Sewage Treatment Works, the Conservation Area (extending outside the limit north-east of Main Street, the topography (rising lands/elevated ridges north of primary school and north of Orchard Park), associated prominence concerns (capacity to integrate), Old Road (as a development edge, north of Orchard Park) and proximity to rural development on Redlion Road and Ballymagerny Road.
- To the east, growth may be constrained by the topography (elevated ridge around Orchard Park, Old Road and steeply falling lands from this) and associated prominence concerns (capacity to integrate); the Conservation Area (eastern most end); the setting and views of Manor House Historic Park, Garden and Demesne (HPGD) and associated built heritage, landscape and archaeological features; Manor House Demesne Site of Local Nature Conservation Importance (SLNCI); and proximity to rural development on Old Road.
- To the south, growth may be constrained by the Conservation Area; the setting and views of Manor House HPGD and associated built heritage, landscape and archaeological features; Manor House SLNCI; existing open space (Loughgall Country Park); the topography (undulating landform, including rising lands to the north-east towards Manor House); the floodplain (flood risk); and surface water flood risk.
- To the west, growth may be constrained by the topography (rising lands/elevated ridge around Cloveneden Road junction) and associated prominence concerns (open landform north of Ballygasey Road); the setting and views of Manor House HPGD and associated built heritage, landscape and archaeological features (including the significant tree group/long established woodland south of Cloveneden Road); and urban sprawl concerns along Ballygasey Road.
- In addition, the future growth of the settlement within the existing development limit may be constrained by a host of issues, including considerations around the special character and heritage value of Loughgall Conservation Area; the character, setting and views of the significant number of listed buildings and structures within the historic core; the setting and views of the scheduled Church and Old Graveyard archaeological site/monument; the setting and views towards Manor House HPGD and its associated built heritage, landscape and archaeological features; and the natural features of Manor House SLNCI, to ensure that new and re-development proposals shall not have a detrimental impact on the settlement’s overall character and key features.

SETTLEMENT APPRAISAL – MIDDLETOWN

Middletown is a village located approximately 14km south-west of Armagh, along the A3 Protected Route linking Armagh and Monaghan. The village has developed as a compact cluster originating around the junction of Monaghan Road, Main Street, Coolkill Road and Rathtrillick Park. At one time there was a thriving distillery in the village which was converted into a flax and corn mill around 1860.

According to the NISRA 2011 Census, Middletown has a population of 237 people and 91 households.

SETTLEMENT EVALUATION FRAMEWORK (MIDDLETOWN)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • All households have access to clean water as well as having appropriate waste/sewage disposal. • A Sewage Treatment Works is located west of the village adjacent to the Cor River. • There are recycling ‘bring banks’ located within the carpark of the Public House at the eastern entrance to the village. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • The southern boundary of the village, along the Cor River corridor and lands to the west, north-west and north-east of the village are located within the floodplain. • There are areas within the village and also to the west, south, east and north-east affected by surface water flooding. • A watercourse is located to the north-east of the settlement limit. • Approximately 760 metres north of the village is the Tullybrick Lough Area of Special Scientific Interest (ASSI) and Tullybrick Site of Local Nature Conservation Importance (SLNCI). • There are three listed buildings within the village and a further two outside the development limit, one of which includes a convent, chapel, outbuildings and a gate (St Louis). • Approximately 100m north of the village is an Archaeological Site/Monument (Rath) and approximately 570m north of the village is a Scheduled Monuments Zone (prehistoric mound/barrow). • There are a number of industrial heritage features within and surrounding the settlement including a bridge and brickfields. • The Cor River is located to the west of the village and provides the boundary with the Republic of Ireland. • The general topography of the village is relatively flat surrounded by an undulating landscape. There are areas of elevated land to the south-east towards St. Mary’s Terrace and also to the north and south-west towards St. John’s Church (Church of Ireland). The elevated areas to the south are prominent. The south-western area includes the collection of buildings associated with St Louis’ Convent and St John’s Church. • St. Mary’s Terrace Local Landscape Policy Area (LLPA) is located approximately 310m to the south-east of the village.

<p>TRANSPORT</p>	<ul style="list-style-type: none"> • Middletown is located off the A3 protected route, between Armagh and Monaghan. • The village has a regular bus service between Armagh, Monaghan, Cavan Town and Belfast via service 70, 270, 271 and 278 which depart from a bus shelter on Main Street. • The disused Ulster Canal is located approximately 740 metres to the north-west of the village. • There is a 30 mph speed limit through the village and a pedestrian crossing point located on Main Street. • There is street lighting throughout much of the settlement.
<p>ECONOMIC DEVELOPMENT</p>	<p>There are a number of businesses within the village including:</p> <ul style="list-style-type: none"> • Off Licence, • Public House, • Convenience shop, • Tile shop, • Gift shop, • Independent Speech and Language Therapist, • Hot Food Take Away.
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The character of the village is defined by its compact form, numerous built heritage features and its location along the Cor River. Within the centre of the village is a small communal area with a sculpture and a memorial. • The village is located within a gently undulating landscape with some areas of prominent hillside development. • The village located approximately 350m north-west of the small settlement of St Mary's Terrace. • There is a cluster of services and feature buildings in the vicinity of the crossroad junction within the settlement. • There are a mix of house types within the village including older terraced properties with long generous gardens and small residential developments predominantly consisting of semi-detached dwellings. • There are a number undeveloped areas within the village including lands west of Ivy Park, lands north-west of the Presbyterian Church and Hall and lands to the rear of 7 Main Street (facing on to the Coolkill Road).
<p>COMMUNITY SERVICES</p>	<p>There are a number of community facilities within the village including:</p> <ul style="list-style-type: none"> • Community Garden, • Post Office, • St. Louis' Convent, • St. John's Church (COI) and Church hall (to the east of the Church), • Middletown Presbyterian Church, • Funeral director, • Memorial statue with communal space, • Council owned play park at Ivy Park, • Small playing field south of Ivy Park,

	<ul style="list-style-type: none"> • Market House, • Middletown Centre of Autism, • Middletown GAC (Eoghan Ruadh football club, Na Fianna hurling club & St. Johns camogie club) and pitches 200m NW of limit on Coolkill Road. • St. Johns Primary School (14 Rathtrillick Road) 500m to SE of limit.
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Summary of key issues that may affect the settlement and its capacity for expansion include:

- To the north, growth may be constrained by the floodplain (to the north-east and north-west), the Cor River (to the north-west), a watercourse (to the north-east), areas affected by surface water flooding (to the north-west and north-east), an Archaeological Site/ Monument, the topography (elevated lands to the west of the Coolkill Road) and a significant tree grouping to the north-west of the village. The Middletown GAA pitches are located to the north of the village and there are a number of rural buildings/dwellings to the east of the Coolkill Road.
- To the east, growth may be constrained by areas affected by surface water flooding, the topography (areas of elevated land) and the A3 Protected Route which runs through the settlement. There are a number of rural buildings/dwellings beyond the settlement development limit to the north of the A3.
- To the south, growth may be constrained by the proximity to St. Mary's Terrace (potential coalescence issues) and its associated Local Landscape Policy Area, the topography (rising lands to the south-east), the Cor River and its floodplain, areas affected by surface water flooding, the large cluster of historic buildings to the south-west (including St. John's Church (COI), Middletown Centre of Autism and the listed St. Louis' Convent) and the significant tree grouping which provides a buffer between the settlement limit and the grounds of the Centre of Autism. The south-eastern boundary of the settlement is partially contained by a road/laneway linking Church Street and the A3 Monaghan Road.
- To the west, growth may be constrained by the A3 Protected Route, the disused Ulster Canal (to the north-west), the Cor River and its floodplain, a significant tree grouping (to the north-west), areas affected by surface water flooding, the sewage works and the border with the Republic of Ireland.

SETTLEMENT APPRAISAL – MILFORD

Milford is a small village located approximately 2km south-west of Armagh City. The village is linear in form and located south of the A3 protected route linking Armagh and Monaghan.

According to the NISRA 2011 Census, Milford has a population of 569 and 215 households. This has increased from a 2001 population of 393 and 186 households.

SETTLEMENT EVALUATION FRAMEWORK (MILFORD) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Waste Water Pumping Station (WWPS) located east of the village. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are significant areas of land within and surrounding the village that are located within the floodplain of the River Callan and Butter Water River which are located to the east of the village. • Within and surrounding the village there are also areas that are affected by surface water flooding. • Industrial Heritage Sites including a former lime quarry site and also the locations of former flour and linen industries. • Listed buildings including the grade B2 Milford Primary School, a grade B2 dwelling and a grade B1 hall. • To the south of the village there are a number of listed features including another listed dwelling the Manor House. • The village has two Tree Preservation Orders (TPO): One, west of the Ballyards Road extending in a westerly direction towards the Magheraville Road and encompassing lands associated with the listed Manor House; and a smaller TPO on land located immediately to the south of the Manor Hill residential development, Monaghan Street. • A Site of Local Nature Conservation Importance (SLNCI) is designated on lands to the south-east of the village adjacent to the River Callan. • There are a number of archaeological sites/monuments around the village including an early Christian Rath to the west and enclosures to the south and north of the village. • The enclosure located south of the village is scheduled and has an associated Scheduled Monument Zone. • The topography of Milford is generally flat as detailed below, however it does vary across the village and the surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • Milford is located approximately 2km south-west of Armagh, adjacent to the A3 protected route linking Armagh and Monaghan. • South-east of the village is the disused Armagh to Castleblaney railway bed. • Within the village, there are bus shelters, street lighting, footpaths and traffic calming measures. • There is a regular bus service along the Monaghan Road opposite Milford which serves Armagh – Monaghan (No 70) and Belfast – Cavan (Nos 270 & 271).

ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within Milford, there is no land zoned for employment / industrial use nor evidence of any industrial activity. • In terms of commercial activity there are a small number of businesses including a vehicle hire business, a signage business, Homecare Independent Living business, a fuel depot, a coffee house, a land survey business and a charity office. • To the north-east of the settlement limit is a vehicle sales business. To the west of Milford, along Magheraville Road, there is an established grocer's factory/storage facility. There is also a construction business located along the Ballyard Road.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Milford developed as a 'Mill Village' around the River Callan at the beginning of the 19th Century. Originally the village consisted of three streets of red brick terraced dwellings along Monaghan Street, Hill Street and Anne Street. • However, recent residential development, particularly to the south and west of the village is modern in terms of design and layout and contrasts with the compact form and character of the mill terraces. • The village is contained by a protected route (A3) immediately north of the village and enjoys an attractive setting, largely due to the substantial clusters of tree groups south and west of the village (including TPOs), the highly vegetated plain of the River Callan and the Armagh Area Plan 2004 designated Site of Local Nature Conservation to the south-east of the village (Milford Cutting Nature Reserve). • Within the village limits there are three main areas of undeveloped land: <ul style="list-style-type: none"> ▪ On the lands associated with the former Callan Valley Mills, extending towards the north and east. The lands consist of flat scrub land and a large derelict warehouse. This area of land is located to the west of the Callan River and is affected by both surface water flooding and is located within the floodplain. ▪ To the east of Milford Orange Hall there is a large wedge of grass land which gently rises towards the north-east and is currently used for grazing. ▪ Opposite 1-21 Anne Street, there is a narrow strip of flat grassland and is visible from the protected route.
COMMUNITY SERVICES	<p>Within the village there are a small number of facilities including:</p> <ul style="list-style-type: none"> • Children's equipped play area; • Orange Hall and Milford Christian Fellowship Hall; and • Outside the current settlement limit there are playing fields, allotments and McCrum Park/Memorial (partially inside the village).

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the A3 Protected Route (which contains the northern settlement boundary), archaeological sites/monuments, areas affected by surface water flooding, the River Callan (to the north-east) and the floodplain. To the north-east of the village there may be topographical constraints, due to areas of rising land. To the north-east of the village there may be coalescence issues resultant from the proximity to Armagh.
- To the east, growth may be constrained by the location of the River Callan and Buffer Water River, the Waste Water Pumping Station, areas of surface water flooding/floodplain, the disused railway bed (to the south-east) and the topography (areas of land rising gently towards the east and south-east). An area of residential development extends beyond the eastern boundary of

the village.

- To the south, growth may be constrained by the location of the River Callan (which contains the southern boundary of the settlement), the floodplain, an archaeological site/monument, areas of surface water flooding, a Tree Preservation Order designation, the disused railway line (to the south-east), a Site of Local Nature Conservation Importance, listed features including the Manor House and the potential impact on rural character. The topography is flat marshy land adjacent to the River Callan (south-east) with areas rising to the west on the western side of the road.
- To the west, growth may be constrained by the location of the A3 Protected Route, the floodplain, areas affected by surface water flooding, a Tree Preservation Order designation, the listed Clontelaghan House and the topography (an area of rising land to the south of the protected route).
- There are a number of rural buildings/dwellings to the south and west of the village.
- Potential growth of the village should be guided by the built and natural heritage, development constraints and topography.

SETTLEMENT APPRAISAL – MOUNTNORRIS

Mountnorris is a village located approximately 15km south-east of Armagh, adjoining the boundary with the Newry, Mourne and Down District Council.

According to the NISRA 2011 Census, Mountnorris has a population of 155 people and 79 households.

SETTLEMENT EVALUATION FRAMEWORK (MOUNTNORRIS) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Sewage Treatment Works located to the east of Main Street, outside the current settlement limit. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There is a significant area of land approximately 70-100m to the east of the village which is located within the floodplain of the Cusher River. • Areas of land within the village and beyond the settlement boundary to the east and south and to a lesser extent the west and north are affected by surface water flooding. • A small watercourse associated with Glenanne Mill Complex runs along the southern boundary of the settlement. • Within the vicinity of the village there are a small number of Archaeological Sites/Monuments including a rath (to the south-west) and 17th Century Fortification (to the north-west). • There are no listed features within Mountnorris, however there are a small number within the vicinity of the village including Rosehill (to the north) and Pound House (to the south). • The topography of the village and surrounding land is varied, with significant topographical constraints to the west and north.
TRANSPORT	<ul style="list-style-type: none"> • Mountnorris has developed along the main Markethill to Bessbrook Road (B133). • There are no formal public car parks however there are private car parks at the Presbyterian Church Hall, to rear of the public house and the community hall. • There is a 'Park and Drop' facility at Mountnorris Primary School. • There is a bus stop and shelter at the junction of Main Street and Cusher Green (Bus Service No. 40 provides linkage to Bessbrook, Newry, Markethill and Armagh). • There are no disused transportation lines, cycle paths or rights of way however there are footpaths and streetlights throughout the village. • There are traffic calming measures along the main street including a 30mph road speed restriction, pedestrian islands and a school patrol crossing.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the village there are no lands zoned for economic development. • Within the development limit there is an existing factory which produces livestock feeding equipment and plastic pipes.

	<ul style="list-style-type: none"> • Commercial businesses within the village include a public house and restaurant, auto repair/petrol filling station, post office and convenience shop. • To the west of the settlement limit there is an industrial site which recycles commercial waste and cardboard and also a chicken hatchery.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Mountnorris originated during the Plantation era and is linear in form, having developed around the Bessbrook Road, the principle road through the settlement. • The village is predominantly comprised of residential development, including a mixture of terraced, semi-detached and single dwellings. • The drumlin landscape has largely influenced the shape and form of the settlement, especially to the north and west of the village. • There are a small number of undeveloped areas within the village including: <ul style="list-style-type: none"> ▪ Lands to the rear of 6 to 24 Main Street (approximately 1.40ha) is relatively flat and backs onto existing dwellings and a factory. ▪ Lands to the north and east of 91 Bessbrook Road (approximately 2.38ha) is steeply sloping and prominent. ▪ A backland area between Porthill Road and Presbyterian Church (approximately 0.88ha).
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Mountnorris supports a number of facilities including Mountnorris Primary School, Community Hall (with new children’s play park facility), Mountnorris Presbyterian Church (and graveyard), Presbyterian Church Hall, Open Space (Green) at Cusher Green and an Orange Hall. • Glenanne Gospel Hall is located outside the village along the Glenanne Road.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography (steeply sloping lands with elevated areas to the west of Bessbrook Road), an archaeological site/monument, the impact on rural character (potential integration issues), the listed Rosehill and areas of surface of water flooding.
- To the east, growth may be constrained by areas of surface water flooding and the Sewage Treatment Works located to the east of Main Street. The Cusher River and its associated floodplain is also located to the east of the village.
- To the south, growth may be constrained by the listed Pound House, areas of surface water flooding, the small watercourse / mill race, the topography (steeply sloping lands with elevated areas to the west of Bessbrook Road), impact on rural character (potential integration issues). The southern boundary of the village adjoins the boundary with the Newry, Mourne and Down District Council.
- To the west, growth may be constrained by the topography (steeply rising land with elevated and prominent areas), archaeological sites/monuments, and areas of surface water flooding. There is a significant industrial site to the west of the existing settlement development limit.

SETTLEMENT APPRAISAL – POYNTZPASS

Poyntzpass is a village located approximately 9km south-west of Banbridge, on the A27 protected route between Portadown and Newry.

According to the NISRA 2011 Census, Poyntzpass has a population of 614 people and 255 households.

SETTLEMENT EVALUATION FRAMEWORK (POYNTZPASS) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewerage disposal. • Recycling 'Bring Banks' and a sewage treatment works located within the village. • Electricity substation located centrally within the village, to the east of the A27. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land immediately adjacent to the village, particularly to the east of Poyntzpass, are affected by surface water flooding. • Areas of land, particularly to the east and west of the settlement are located within floodplain. • Disused Newry Canal and tow path runs alongside the eastern boundary of Poyntzpass. • Poyntzpass Local Landscape Policy Area (LLPA). The main features of the LLPA include the Newry Canal Corridor and associated vegetation. • Industrial Heritage sites including a Flax mill, Corn mill, Lock House and Signal box. • To the west of the village, to the north of the Tannyoky Road there is a densely vegetated mill race area which provides a very attractive visual feature on approach from the west. • Listed features including the former Poyntzpass Primary School, Tullynacross Windmill, Poyntzpass Church of Ireland and also the signal box, walls and railing associated with the railway station. • Area of Archaeological Potential on settlement node east of railway line. • An Archaeological Site, the 12th Century Loughadian Castle, is located within the Area of Archaeological Potential. • A Scheduled Monuments Zone is along the Newry Canal. Danes Cast Another significant Scheduled Monuments Zone is located to the east of the village and associated with a linear earth works. • Danes Casts Fen located to the east of the village has been designated as a Site of Local Nature Conservation (SLNCI). • The topography of the village is detailed below, however it does vary across the settlement and surrounding lands. • To the north between the Acton Road and A27 the topography rises steeply towards Acton House. To the east between the Bann Road, Loughadian Road and Brackenbridge Road there are no major topographical constraints. To The south between the railway line, Old Road and the A27 Newry Road the topography rises steeply southwards. To the west between the A27 Newry Road and the

	Tannyoky Road the topography rises steeply to a windmill stump located on the summit of a drumlin.
TRANSPORT	<ul style="list-style-type: none"> • Poyntzpass is located approximately 9km south-west of Banbridge, on the A27 protected route between Portadown and Newry. • The village has formed around the crossroads of Meeting Street, Railway Street and the A27, straddling the Armagh and Down County boundaries'. To the east of the village there is the disused Newry Canal and tow path, National Cycle Network Route and the railway which links Belfast to Dublin. • There is a railway halt in Poyntzpass on the Belfast to Newry Line. • Within the village there are bus shelters, street lighting, traffic lights and footpaths. • There are both rail services and bus services to the village proving linkage with Portadown, Newry, Tandragee and Banbridge (Services No.463, 66 and 63).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement limit there is no evidence of any industrial activity nor is there any land zoned for this purpose within the current development plan. • In relation to commercial activity, there are a number of businesses including convenience stores, petrol stations, Public Houses, a Hotel and credit union. • Outside the settlement limit, there is a car sales business and a residential care home.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Poyntzpass was originally established in the late 18th Century as a compact cluster of development around the crossroads, with a Corn Mill and Flax Mill to the west of the village. • Whilst the village has remained fairly contained to the west and east, it has extended significantly to the north and south with a number of residential developments. • The village lies in a north-south aligned valley, bisected by the main Portadown to Newry Road (A27), the Belfast to Dublin Railway line and the now disused Newry Canal and tow path. • The village is surrounded by a rolling drumlin landscape to east and west, with areas of dense vegetation and pastureland, creating an attractive natural rural setting. • In terms of undeveloped sites there are several areas within the village. <ul style="list-style-type: none"> ▪ To the west of the main street through Poyntzpass and immediately north-west of the sewage treatment works on Church Street is a large area of undeveloped land which gently falls towards the east. ▪ To the south of the area detailed above there is a significant area of undeveloped land which is generally flat, however it does fall in an easterly direction in the vicinity of the sewerage treatment works which is located at the eastern boundary of the village. ▪ Located at the southern boundary of the village, immediately west of Aughan Park, is a small wedge of overgrown grassland which gently rises to the north-east.

	<ul style="list-style-type: none"> ▪ To the west of the protected route A27, at the southern boundary of the village is an area of flat hard cored land bound by fencing. ▪ South east of No.6 Tannyoky Road, is a strip of open agricultural land which rises to the south-west. ▪ To the south of Poyntzpass Primary School and west of Brannock Meadows (residential development) is a narrow strip of grassland. ▪ To the south-east of the above location, on lands fronting Railway Street, there is a large vacant backland plot.
<p>COMMUNITY SERVICES</p>	<p>Within the village there are a large number of facilities including:</p> <ul style="list-style-type: none"> • Railway platform and halt, • Public toilets, • GAC playing fields and facilities, • St. Joseph’s and St. James’ Primary School, • St. Joseph’s RC Church, graveyard and Hall, • Poyntzpass Primary School, • Poyntzpass Meeting House (Presbyterian Church), • Public open space/picnic area in the vicinity of the Canal Lock, • Poyntzpass Baptist Church, • Poyntzpass Orange Hall, • Acton Parish Church, • Poyntzpass Independence Church, • Part-time GP surgery; and • Playgroup.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the A27 protected route, areas of surface water flooding, floodplain, LLPA, railway line, scheduled monuments zone and the topography.
- To the east, growth may be constrained by the topography, LLPA and SLNCI designations, the railway track, Newry Canal and tow path, the Area of Archaeological Potential, the Scheduled Monuments zone, the location of the National Cycle Network, areas of surface water flooding/floodplain.
- There are a number of rural dwellings and buildings on the Loughadian Road on the north-east approach.
- To the south, growth may be constrained by areas of surface water flooding, the A27 protected route and the topography.
- To the west, growth may be constrained by the A27 protected route, the topography, areas of surface water flooding, the floodplain and the location of the Mill Race.
- Overall, the potential impact of future development/growth on the historic core of the village, numerous listed features, Industrial Heritage and Defence Heritage Sites, Area of Archaeological Potential and areas of existing floodplain and surface water flooding must be considered in addition to the potential impact on the surrounding rural landscape.

SETTLEMENT APPRAISAL – RICHHILL

Richhill is a large village located approximately 7km north-east of Armagh and 7km south-west of the Craigavon Urban Area (Portadown). The village is located south of the A3 Protected Route between Portadown and Armagh. The historic core contains a number of listed buildings including Richhill House (Castle) and is a conservation area. The village has extended significantly over the 1980s along the Legacorry Road, Annareagh Road, Maynooth Road, Corcreevy Road and Sleepy Valley Road.

According to the NISRA 2011 Census, Richhill has a population of 2,821 and 1, 076 households.

SETTLEMENT EVALUATION FRAMEWORK (RICHHILL) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Waste Water Treatment Works located on the Legacorry Road. • Recycling 'Bring Banks' located within the forecourt of the Fruitfield complex. • Neighbourhood Watch scheme. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land within the vicinity of Richhill are located within floodplain and areas of land affected by surface water flooding. The areas of flooding/surface water flooding are largely associated with watercourses which run parallel with the western and eastern boundaries of the village (Fairy and Tall Rivers). • There are a small number of industrial heritage sites including bridges and the sites of former flax and corn mills. • There are a number of listed buildings mostly located on Main Street and the Square, including the prominent St. Mathew's Church and Hall and Richhill House (Castle). • There is a substantial Conservation Area designation within the core of the village encompassing Main Street, Irish Street and Tandragee Road. • There is a Policy Zone designation encompassing the grounds of Richhill House. This is an important area of high visual amenity within the village. • Within the village there are several Tree Preservation Order (TPO) designations. • A number of archaeological sites are located in close proximity to the village including an early Christian Rath and enclosure. • The topography of the village varies across the settlement and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • Richhill is located south of the A3 protected route which links Portadown and Armagh. • Within the village there are traffic lights, traffic calming measures, footpaths, street lighting and a number of bus shelters and bus stops (there are a number of bus services including school bus services that serve the village providing linkage to Armagh, Portadown and Belfast). • Whilst there are no apparent cycle routes, there is signage indicating walking clubs and bridleways/horse riding routes. • There is on-street parking along Main Street.

<p>ECONOMIC DEVELOPMENT</p>	<ul style="list-style-type: none"> • Within the current development plan there are no areas of land within the village that are zoned for industrial use. However, there is a furniture manufacturing factory on Tandragee Street. • To the north of the village and the A3, there is a substantial engineering business adjacent to the old Fruitfield jam factory. • In terms of commercial activity within the village there are a large number of businesses including convenience shops, a Post Office, cafes, fast food businesses, Public Houses and a charity shop. • Outside the village there are a small number of businesses which are close to Richhill including landscaping supplies, petrol filling station, Fruitfield Centre (includes Coal and Fuel supplies, car wash, food hall, shop, restaurant and petrol filling station), bathroom showroom, timber supplies and accident repairs.
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • Richhill core is compact in form with development along the arterial approach roads. • The village has predominantly developed along Annareagh Road in the south and Sleepy Valley in the north, with a substantial residential base. • Richhill is an attractive historic village and on several occasions has won the prestigious 'Best Kept Village' award. • The village has a strong identity and attractive visual character which has been created through the layout of the streets which lead up the hillside towards The Square and the visually prominent St. Mathew's Church and Richhill House (Castle). • In terms of undeveloped land there are a small number areas within the current settlement limit: <ul style="list-style-type: none"> ▪ Along the western boundary of the village, on the western side of the Corcreevy Road there is a 0.7ha area of land. The site consists of grassland which rises towards the western boundary and is defined by mature trees. ▪ To the western side of the Annareagh Road there is an area of land which consists of grassland and rises in a westerly direction. ▪ To the north and rear of the Normandy Inn, Located on Main Street, is a substantial area of land, the majority of which is low lying and overgrown with dense vegetation. ▪ Located centrally within Richhill, to the north of the Main Street is a substantial area of land which has been designated as a Policy Zone. ▪ To the north east of the Policy Zone is a large wedge of undulating land. This area of land is zoned for housing, however only a small portion has been developed, adjacent to Deans Walk. ▪ To the east of the conservation area and north-west of Richhill Methodist Church (adjacent to Church Way) is a small area of undeveloped grassland which rises very steeply towards the north-west.

<p>COMMUNITY SERVICES</p>	<p>Within the village there are a large number of facilities including:</p> <ul style="list-style-type: none"> • Hardy Memorial Primary School, • Public toilets, ATM, • Trinity Evangelical Church, • Quaker Meeting House, • Legacorry House (Amenity Housing), • Richhill Dental Care, • Children’s Play area, • Telephone boxes, • Health Centre, • Veterinary Clinic, • Richhill School of Music, • Orange Hall, • Village Explorer’s Playgroup, • Elim Church, • Constituency Offices, • Pharmacy, • Post Office (and many post boxes), • St. Mathew’s Church, • ‘The Village Park’ (including recreational pavilion, sports/activity hall, meeting rooms, grass pitches, bowling green, MUGA, kids Playpark), • Telecommunications centre, • Methodist Church. <p>Outside the settlement limit there are the following facilities:</p> <ul style="list-style-type: none"> • Richhill Presbyterian Church, • Orchard Municipal Cemetery, • ‘Enable HQ’, an Autism support facility.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north of the village, growth may be constrained by the floodplain (to the north-east and north-west), the protected route which contains the village, areas of surface water flooding, location of archaeological features, location of the Waste Water Treatment Works and the topography (Undulating rural landscape and areas of prominent elevated land).
- To the east, growth may be constrained by areas of surface water flooding/flood plain, the location of the Tall River watercourse, location of archaeological features, the topography (undulating rural landscape, with elevated areas to the north-east, exposed slopes and lands sloping towards the river corridor) and consideration of the nearby small settlement of Stonebridge (to the north-east).
- To the south, growth may be constrained by the topography (undulating rural topography with exposed slopes to the west of the Annareagh Road), the location of the listed Course Lodge, areas of surface water, the floodplain and Tall River (to the south-east).
- To the west, growth may be constrained by the topography (undulating rural landscape with areas of exposed slopes and steeply rising lands), areas of surface water flooding/floodplain, the listed Presbyterian Manse and the TPO designation which extends beyond the current settlement limit to the west.

- There are a number of rural dwellings/buildings adjoining the settlement along all approach roads.
- The potential impact of future development/growth on the central core of the village, including the Conservation Area and numerous listed features, to ensure that any future growth does not have any detrimental impact upon the historic and unique character of the village.

SETTLEMENT APPRAISAL – TYNAN

Tynan is the smallest village in the Borough, located approximately 10km west/south-west of Armagh City and 3km south-west of Killylea Village. The village has historical associations with early Christianity as well as with the Tynan Abbey Estate nearby to the west/south-west.

According to the 2011 NISRA Census, Tynan has a population of 71 people and 35 households.

SETTLEMENT EVALUATION FRAMEWORK (TYNAN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Sewage Works is located east of Tynan settlement limit, with access via a laneway south of 2 Main Street; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • The village is located between two sections of Tynan River to the east and west of the village. The eastern-most short section of the settlement limit, to the rear of 16 Main Street, abuts Tynan River. A significant floodplain extends along the river (mainly on its east side) and across low-lying lands to the north-east. The Tynan River corners sharply next to the settlement before flowing to the south-east. It loops around further south of the village before leading towards the River Blackwater further to the north-west. • A second large floodplain area associated with the Tynan River (flowing northwards) is located to the west of the village, within approx. 130metres. Coolkill Road largely contains what is a substantial floodplain area on its west side. • Low-lying areas close by to the north and east of the village limit are affected by surface water flooding. • St. Vindic’s Church is the focal point of the village and a significant local landmark within the historic village centre. Its hilltop location makes for a prominent landmark with clear long distance views from the five approach roads to the village. The church building, associated gates and walling are listed structures. • The two imposing white rendered dwellings opposite and north of (Nos. 1 & 3 Dartan Ree), with stone boundary treatment, are listed along with the stone-faced Old Courthouse building on the corner to the east. The Former Primary School and Master’s House, at 4 Derryhaw Road, now used as a Parish Hall, is also listed. • Tynan Village Cross is an important State Care Monument (archaeological site), dating from 700-900 AD, located on the Dartan Ree roadside, opposite and west of the graveyard. The cross is thought to be a composite of a number of other crosses, relocated to this site from the graveyard. Tynan is a pre-Norman Ecclesiastical site where an Early Christian Monastery associated with St. Vindic is believed to have existed on or near the current Parish Church site. • Tynan Abbey Estate, located within approx. 150m west of the village, is on the Register of Historic Parks, Gardens and Demesnes. The substantial demesne contains the remains of the former house, known as Tynan Abbey (destroyed by fire), located approx. 700m to the south-

	<p>west of the village. It comprises substantial areas of parkland, farmland and long established woodland along the Tynan River Valley, with its listed gate lodges and a number of archaeological sites (including Tynan Terrace Cross, Well Cross and a platform rath). This estate sits next to Caledon Historic Park, Garden and Demesne (Registered List) to the north-west associated with Caledon House.</p> <ul style="list-style-type: none"> • Caledon and Tynan Area of Special Scientific Interest (ASSI) is located within approx. 150m west of the village. This covers 319ha of parkland and special fen habitats, within Tynan Abbey Demesne. • Tynan Abbey Site of Local Nature Conservation Importance (SLNCI) is located 550m south-west of the village. This extends to the south and west of the former Tynan Abbey, along the far edge of Coolkill Road, across areas of parkland, woodland and a lake within the demesne. • A disused railway bed (former Portadown to Cavan Line) is located 500m to the north-west of the village. The Tynan Station was located approx. 750m north of the village, where the main line connected to the former Caledon Valley Railway (Narrow Gauge) into Co. Tyrone. The former station building is listed and now used as a dwelling. • The former Ulster Canal is located close to the River Blackwater, within 900m north-west and 1km west of the village. In other sections, the Blackwater River formed part of the Ulster Canal network. • There are a number of local industrial heritage sites outside the village, including a railway viaduct to the north-west and lime quarries and kilns to the south-east and north-east (within 780m). • St. Joseph's Roman Catholic Church to the south of the village (190m) on Chapel Hill Road is not listed, but the church building and adjoining graveyard are important local landmarks. • The Rectory outside the village to the south-east, along Derryhaw Road (430m), is not listed but is also an important local landmark, by reason of its association with the village's St. Vindic's Church as well as visually (large house set amongst trees visible out of village, with parkland setting, walled garden and gate lodge (derelict/overgrown). • The elevated village itself has an open aspect with limited tree cover. The wider area however benefits from more tree and vegetative cover along field boundaries and road-sides, with significant landscaping associated with a long established woodland south of the village (within 260m), the parkland setting around The Rectory outside the village (south-east) as well as mature screening along the Tynan River. • The local area is characterised by drumlin topography, with the village located on a hill top between low-lying valleys to the immediate east and further west into a wider valley (beyond Coolkill Road), where the Tynan River flows (on both sides of the village). Land rises further to the north, east, south-east and south towards higher drumlins.
TRANSPORT	<ul style="list-style-type: none"> • Tynan is located a few hundred metres east of the Coolkill Road (B210) which extends north to south between the A28 Killylea Road (Armagh - Caledon) and A3 Monaghan Road (Armagh - Middletown). • Bus connections run to Caledon and Armagh, with limited service to and from Ballygawley (Service 73) with a bus stop located outside Abbey Park, Abbey Road. School services run to Caledon and Armagh.

	<ul style="list-style-type: none"> • The village has a speed limit of 30mph and there are no traffic lights, crossing points or other traffic control measures; • The village has street lighting and footpath provision (on at least one side of the street) along the majority of its built form. • The National Cycle Network (Route 91) runs through the village Main Street from Benburb (via Kennedies Road) to Killylea (via Derryhaw Road) and towards Monaghan / Republic of Ireland (via Abbey Road).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • A pharmacy, with Post Office, on Main Street is the only economic development use within the village. • A vacant unit sits opposite the pharmacy (former hardware shop). • No land has been zoned for industrial or commercial use.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Tynan is a small estate village associated with the nearby former Tynan Abbey (700m to the south-west) and its associated demesne. • The village has a compact form, situated around the prominent St. Vindic's Church which sits on a small hill-top. The village falls gently on all sides from this highest point. Five rural roads converge in the village centre, in addition to a narrow laneway that climbs westwards off the nearby Coolkill Road (B210) which links to Dartan Ree and the Village Cross Corner. • St. Vindic's Church and Graveyard is the focal point of the village and its small historic core, which is centred at the junction of Main Street and Dartan Ree. The picturesque historic core contains a number of landmark and attractive buildings and features, along with other traditional-style buildings fronting the two main streets. • The outer areas to the north (Main Street), north-west (Abbey Road) and west (off Dartan Ree) comprise the more modern but modest developments at Abbey Park (stone-faced bungalows) on Abbey Road and the cottages at 11-23 Dartan Ree, in addition to some modern dwellings. • A large new housing development (known as Dartan Hall) with 38 dwellings has commenced to the south of the village and church graveyard, with access off Dartan Ree extending back to Chapel Hill Road. Only 6 of 38 approved dwellings are built, with 3 occupied. • A large farm extends to the north outside the limit along Main Street (east side, north of 2 Main Street). A second farm extends outside the limit to the south-east, to the rear of 24 Main Street with access off Derryhaw Road (behind the Parish Hall). • An equestrian gallop and training circle are located just south-west of the village, associated with the former shed/stud building opposite on Dartan Ree (on site of approved Dartan Hall Housing Development). • The settlement contains 7 vacant / undeveloped areas at: <ul style="list-style-type: none"> ▪ lands north-west of 18 Abbey Road (south-west end of village); ▪ lands east/south-east of Abbey Pk (adjacent to 57 Kennedies Rd); ▪ lands to the north-west of Doctor's Surgery (15 Dartan Ree); ▪ lands at former 8 Main Street (cleared site); ▪ lands to the rear of 10 and 16 Main Street; ▪ remaining undeveloped lands within Dartan Hall Housing Develop.; ▪ lands at corner of Derryhaw Road and Chapel Hill Road.

	<ul style="list-style-type: none"> • Limited new development within the village, along with the traditional scale and appearance of buildings around its core, helps it retain a rural feel in keeping with the character of the surrounding area. • There are a number of important views of the village from the five approach roads (not including the laneway west of 19 Dartan Ree), by reason of its prominent location and its wider attractive landscape setting. The hill-top St. Vindic’s Church is a very distinctive local landmark on the village skyline from along these approaches. A section of the Abbey Road approach from the north-west is particularly open. The Church is also a visible landmark along parts of the lower Coolkill Road to the west, over the top of the rolling fields. • The wider rural area retains a strong rural character, with a dispersed settlement pattern and good landscaping in places. This adds further to the setting of the village and the wider landscape.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • St. Vindic’s Church of Ireland and Graveyard, Dartan Ree; • St. Vindic’s Church of Ireland Parish Hall (former Primary School and Master’s House), Derryhaw Road; • Doctor’s Surgery, Dartan Ree; • Tynan Pharmacy, Main Street; • Post Office located within the Pharmacy with postbox located outside; • St. Joseph’s Roman Catholic Church and Graveyard is located close to the settlement on Chapel Hill Road to the south, within 190 metres. • Lislooney Presbyterian Church, Church Hall and Graveyard is located 880m south-east of the settlement on Derryhaw Road.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography (falling lands before rising to the north/north-east); proximity to rural development adjacent to the limit on Main Street / Kennedies Road; capacity to integrate (open fields with prominence concerns relating to rising lands); and surface water flooding.
- To the east, growth may be constrained by the Tynan River (which partly acts as a development edge over a short length), the topography (falling lands towards the Tynan River and narrow low-lying valley, with rising lands further east and south-east), significant vegetation along the Tynan River edge and further south-east, prominence concerns to the north-east (associated with rising lands), capacity to integrate to the south-east (open field falling along Derryhaw Road), flood risk (significant floodplain to east and north-east of Tynan River) and surface waterflooding.
- To the south, growth may be constrained by the undulating topography (falling lands south of Derryhaw Road before rising south of Dartan Hall Development; falling lands to south-west towards Dartan Ree/Coolkill Road); capacity to integrate (open fields / landscape inplaces).
- To the west, growth may be constrained by the topography (undulating lands with rounded hill top and steep fall westwards towards Coolkill Road); Tynan Abbey Historic Park, Garden and Demesne (west of Coolkill Road) and its nearest associated landscaped features and views; Caledon and Tynan Area of Special Scientific Interest (parkland and habitat value); and flood risk (significant floodplain along the Tynan River west of Coolkill Road) and surface water flooding.
- In addition the future development of Tynan within the existing settlement limit may be constrained by a host of issues, including the character, setting and views of the existing listed buildings and structures within the historic core (including the prominent St. Vindic’s Church);the

wider townscape character of the village; and the setting and views of the protected 'Tynan Village Cross' monument (archaeological site), to ensure that new and re-development proposals shall not have a detrimental impact on the settlement's overall character and key features.

SETTLEMENT APPRAISAL – ACTON

Acton is a small settlement located approximately 5km south of Tandragee and 2km north of the village of Poyntzpass. It is located just off the main Tandragee to Newry Road (A27). The settlement extends in a linear form along Acton Street.

According to the NISRA 2011 Census data, Acton has a population of 72 people and 28 households.

SETTLEMENT EVALUATION FRAMEWORK (ACTON) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal • A Waste water Pumping Station is located east of the settlement. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are areas of land to the north and east of the settlement which are affected by surface water flooding. • There are areas to the north, north-west and east of the settlement which are located within the floodplain. • Newry Canal is located to the east of the settlement. • The minor watercourse which flows along the northern and eastern boundaries and the Canal, in addition to the areas of surface water flooding/flooding may be constraints to development. • The Newry Canal towpath is part of the National Cycle Network and the towpath and canal are of historical, environmental and recreational importance. • Acton House, to the south, is a grade B listed building. The listed building is physically separated from the settlement, the views and setting of the building and surrounding environs are important. • A Scheduled Monument Zone is located approximately 500m to the east of the settlement and three Archaeological Sites/Monuments are located in the vicinity of Acton. • Pockets of long established woodland located outside the settlement to the south are locally significant visual feature, particularly on arrival/departure from Acton. • The topography of Acton varies across the settlement and surrounding lands, which also may serve to constrain settlement growth.
TRANSPORT	<ul style="list-style-type: none"> • Acton is located adjacent to the A27, a protected route linking Portadown to Newry. • The east of the settlement is constrained by roads and access issues resultant from its close proximity to the A27. • The roads serving the settlement itself, and its main throughfare are minor in nature. • There are no cycle routes within the settlement, although there is a National Cycle Route associated with the Newry Canal towpath to the east. • A railway line runs parallel within the A27 and Newry Canal linking Portadown to Newry via Poyntzpass which has a railway stop and station.

	<ul style="list-style-type: none"> • Within the settlement there is street lighting, footpaths (disconnected in places) and traffic calming measures.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any industrial activity, nor is there any land zoned for this purpose within the current development plan. • There is no commercial activity within Acton, however there is a composting business (waste activity) to the south of the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement has developed in a linear form along Acton Street and is primarily comprised of high density residential properties occupying long narrow plots and back land development. • The settlement is rural in character. • Within the settlement there are two main areas of undeveloped lands: <ul style="list-style-type: none"> ▪ A significant area of land within the northern portion of the settlement, to the east of the Acton Road. The site very gently falls from west to east and is currently grazing land. ▪ On the western side of the Acton Road, along the northern boundary, there is a disused building and farm building on a sizeable site. • Throughout Acton there are a number of vacant dwellings.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • An Orange Hall is located within the southern portion of the settlement, to the east of the Acton Road. • There is an existing area of grassed open space and recreation within the southern portion of the settlement.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the location of the flood plain, areas of surface water flooding, the topography (steeply rising land) and the location of the minor watercourse.
- To the east, growth may be constrained by the topography (land slopes in an easterly direction towards the watercourse after which it rises towards the east with areas of prominent slopes and elevated areas), the Newry Canal, the waste water pumping station, A27 protected route, railway line, floodplain and areas of surface water flooding.
- To the south, growth may be constrained by the location of an existing composting facility, topography (to the south-west lands generally rise in a westerly direction resulting in exposed slopes), an archaeological site, surface water flooding and the long established woodland.
- To the west, growth may be constrained by surface water flooding, floodplain to the north-west and the topography (steeply rising elevated lands).

SETTLEMENT APPRAISAL – AGHORY

Aghory is a small settlement located approximately 5km east of Richhill, just off the main Portadown-Markethill Road, and less than 1km south of another small settlement, Milltown (Aghory). The settlement is largely contained between the Aghory and Markethill Roads.

Aghory is not included in the NISRA 2011 Census Data, Aghory settlement has a population of 50 people and 20 households.

SETTLEMENT EVALUATION FRAMEWORK (AGHORY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available; • A sewage works is located north of 241 Markethill Road.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are no lands within or adjacent to the settlement within the floodplain; • Lands to the east and southeast of the settlement are affected by surface flooding; • Intensive farming located on the Markethill Road has been designated as an Industrial Pollution Radiochemical Inspectorate (IPRI) site.
TRANSPORT	<ul style="list-style-type: none"> • Aghory is located 5km east of Richhill, just off the main Portadown - Markethill Road; • There is a bus shelter on the Markethill Road with two available bus services, 63 Portadown to Hamiltonsbawn and Route 74 Armagh to Benburb; • There are no footpaths, pedestrian crossings or traffic lights; • There are some streetlights located along the Markethill Road and some located near the Church; • There is no cycle network.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There are no evident economic developments within Aghory settlement; • No land has been zoned for industrial or commercial use.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Aghory is characterised by a ribbon development along the Aghory Road and part of the Markethill Road; • The land surrounding the settlement is predominately grazing land and the topography is undulating; • The settlement comprises primarily residential properties; • There are a small number of areas of undeveloped land including four areas located on the Aghory Road to the north, east and west of the settlement, and a plot of land to the north of the Church presently being used as a playing field.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Aghory Presbyterian Church and graveyard with a hall; • A new hall and large car park is located southwest of the Church; • A post box located on an outbuilding of 148 Aghory Road;

	<ul style="list-style-type: none"> • An area of relatively flat land to the north of the Church is being used as a playing field.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by topography as lands immediately adjacent to the settlement boundary fall away (steeply in places) in a north-westerly direction. Due to the close proximity to Milltown Aghory in the north-west there may be concerns with coalescence, surface water flooding may also be a constraint particularly in the north-west.
- To the east, growth may be constrained by an IPRI site area of intensive farming located 0.22km east of the limit. The topography mainly falls away from the eastern boundary of the settlement although there are areas of relatively flat land to east particularly to the north-east. The capacity to integrate (areas of open land) and small areas of surface water flooding may constrain development.
- To the south, growth may be constrained by capacity to integrate (areas of relatively flat lands), floodplain (0.25km south-west) and surface water flooding. The topography along the southern boundary is relatively flat immediately adjacent to the settlement limit and beyond this the land is undulating. The south-eastern boundary of the settlement is contained by the Markethill Road.
- To the west, growth may be constrained by topography which falls away beyond the settlement limit to the west. There are small areas of surface water flooding beyond the settlement limit to the west. The Ballybay River and associated floodplains are located approximately 0.49km west of the settlement.

SETTLEMENT APPRAISAL – ANNAGHMORE (MOSS ROAD)

Annaghmore (Moss Road) is a small settlement located approximately 9km north-west of Portadown and 1.5km west of the small settlement of Annaghmore. The settlement has an irregular form and has mainly developed east of Blackisland Road along Moss Road and Meadowview Avenue.

According to NISRA 2011 Census data, Annaghmore (Moss Road) has a population of 265 people with 93 households.

SETTLEMENT EVALUATION FRAMEWORK (ANNAGHMORE, MOSS ROAD)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • All households have access to clean water and waste/sewage disposal. • There is a recycling clothing bank within the grounds of the Orchard Primary School. • A Sewage Treatment Works is located 400m from the limit on Moss Road.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas west of the Blackisland Road are within the floodplain. • Lands surrounding the settlement have been identified as being affected by having surface water issues. • To the north-west of the settlement is an archaeological site/monument which is a circular enclosure (Derrycorry south). • St. Francis Church is a listed building located close to the junction with Blackisland Road. The church provides a focal point within the settlement. • Annaghmore (Moss Road) is located in a relatively elevated position within the surrounding landscape.
TRANSPORT	<ul style="list-style-type: none"> • Annaghmore (Moss Road) is located 3km from junction 13 (Loughgall) of the M1 motorway. • The settlement has a limited bus service along Blackisland Road to Portadown (Service No. 67b). • There are no traffic calming measures or pedestrian crossing points within the settlement. • There are areas of footpath around the residential developments. • There is street lighting throughout the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any industrial activity, nor is there any land zoned for this purpose within the current development plan. • A Saddlery business is located in the north of the settlement. Also to the north is a large sports ground construction and civil engineering business.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Annaghmore (Moss Road) is largely residential with five small to medium housing developments that present as suburban in character (Meadowview Park, Meadowview Lodge, Glenwood Close, Meadowview Drive Cottages, The Meadows and Churchview Close). • Meadowview Park is an established 'Northern Ireland Housing Executive style' housing development. The other five are a mix of cottages, detached and semi-detached dwellings. • The listed St. Francis' (COI) Church and graveyard is a settlement focal point located close to the junction with Blackisland Road.

	<ul style="list-style-type: none"> • The new Orchard Primary School has been built immediately north of the settlement development limit along Blackisland Road. • Surrounding the settlement is agricultural land with a number of large businesses within the local area. • There are a number of undeveloped areas of land within the settlement including: <ul style="list-style-type: none"> ▪ Grasslands north of Annaghmore Saddlery on Meadowview Drive; and ▪ An area of land containing an orchard north of No. 35 Meadowview Drive.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Annaghmore (Moss Road) includes St Francis' (COI) Church & Graveyard, Church Hall and Rectory. • Orchard County Primary School and nursery is located immediately north-west of the settlement development limit. • Annaghmore Orange Hall is 150m south of the limit along Blackisland Road.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- Development of the primary school outside the settlement development limit to the north.
- An Archaeological site/monument is located to the north-west.
- Lands along the Blackisland Road northern approach rise to the east.
- Other than Nos 62 & 64 Blackisland Road, settlement is contained to the east of Blackisland Road.
- Lands along the Moss Road eastern approach rises gradually to the west.
- A Sewage Treatment works located to the east of the settlement.
- Lands along the Blackisland Road southern approach rise to the north.
- Areas west of the Blackisland Road are within the floodplain and there are areas of land affected by surface water flooding to the east, south and west.
- The settlement occupies an elevated position relative to the lands to the west, east and south.
- There are a number of rural houses/buildings north of the settlement limit along Meadowview Drive, Blackisland Road and Moss Road.

SETTLEMENT APPRAISAL – ANNAGHMORE

Annaghmore is a small settlement located approximately 8km north-west of Portadown. The settlement is concentrated in two nodes of development, principally along the Annaghmore and Teagy Roads.

According to NISRA 2011 Census data, Annaghmore has a population of 75 people and 29 households.

SETTLEMENT EVALUATION FRAMEWORK (ANNAGHMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Access to clean water and waste/sewage disposal. • There is a Waste Water Treatment Works (WWTW) west of the western node along Moss Road and a pumping station adjacent to No 48 Teagy Road. • There is a recycling clothes bank within the curtilage of the filling station on the Derrycoose Road.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There is an archaeological site and monument to the north (Derrycoose Rath), located on an area of elevated land, above the settlement. • Annaghmore itself is set in a relatively elevated position within a gently rolling landscape. • To the east of the eastern node and north of the settlement are areas within the floodplain associated with a small unclassified watercourse to the south-east. • There are also areas within and surrounding the settlement nodes affected by surface flooding (in particular west of Annaghmore Road and east of Teagy Road). • There are pockets of wet woodland south and west of the settlement. • Industrial Heritage Sites include the former Annaghmore Railway Station building and bridges associated with the old Portadown to Dungannon railway line.
TRANSPORT	<ul style="list-style-type: none"> • Annaghmore is located on the B131, which links directly to the M1 to the north and to the Moy Road into Portadown to the south. • Annaghmore is located 3.5km from junction 13 (Loughgall) of the M1 motorway. • The settlement has a limited bus service to Portadown (Services no. 67 to Dunganon and & 67b to Tullyroan Corner and a bus stop at the crossroads. • There are no traffic calming measures or pedestrian crossing points within the settlement. • There are no areas of suitable footpath provision. • There is street lighting throughout the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • A large business providing contract furniture and memorabilia is located within the eastern node of the settlement. • Approximately 500m north of the settlement is a meat processing company and approximately 750m to the south is a furniture supply business.

	<ul style="list-style-type: none"> • To the north of the western node are two vacant plots, previously used for commercial use, (bar/restaurant and car sales). • There is no land zoned for industry within the current development plan.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement consists of two nodes, east and west along the Teagy and Annaghmore Roads. • The western node follows a linear form with a number of single rural style dwellings on the western side of the Annaghmore Road, on the eastern side is the former Annaghmore Primary School building and playing field site. • The eastern node is a collection of single rural style dwellings in addition to a line of cottages (No.s 53-67 Teagy Road) running off the Teagy Road. This node also contains a telephone exchange and the furniture/memorabilia company. • There are a number of rural houses/buildings to the south of this western node on both Annaghmore and Derrygavad Roads. There are also a number of rural houses/buildings to the south-west of this western node on Moss Road. • The surrounding rural landscape is undulating with areas of orchards and small pockets of wetter ground between the higher areas. • The western node of the settlement designated in the Armagh Area Plan 2004 (Alteration No. 1) originally abutted the boundary for Dungannon District Council. This area along Derrycoose Road has now transferred to Armagh City, Banbridge and Craigavon Borough Council post local government reform in 2015. This area contains a petrol filling station, post office and convenience shop, a dwelling and part of the cleared former car sales site. • There are a number of undeveloped areas of land within the settlement of Annaghmore including: <ul style="list-style-type: none"> ▪ Grasslands north-west of No 45 Teagy Road; and ▪ Orchard site north of the former primary school site (No. 57 Annaghmore Road); ▪ Grassland site north of Moss Road / Annaghmore Road junction; ▪ Grassland site north of No. 43 Annaghmore Road. • There is also the potential redevelopment of the former primary school (closed and vacant) and cleared car sales / pub restaurant brownfield sites either side of the crossroads.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • There are limited community facilities although a petrol filling station, Post Office and convenience shop are located to the north-west of the western node along Derrycoose Road beyond the existing settlement development limit. • The former Annaghmore Primary School building closed approximately ten years ago and the school building is currently vacant.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained on the north-western Derrycoose Road approach as land rises significantly towards the elevated No. 17 and a rath. To the north adjacent to No. 17 Derrycoose Road is an archaeological site (Derrycoose Rath) on elevated land.
- To the east of the eastern node and north of the settlement, growth may be constrained by areas within the floodplain associated with a small unclassified watercourse to the south-east. To the east of the eastern node there are areas affected by surface waterflooding.
- The eastern boundary of the eastern node is contained by a country lane (which runs from south-west to north-east) and the southern boundary of the western node is contained by the Moss and Clonmacash Roads.
- To the south-west, growth may be constrained on the Derrygavad Road approach as land rises significantly to the east.
- To the west, growth may be constrained by low lying land which is wetter agricultural land with pockets of woodland. 1km to west of the western node is the small settlement of Annaghmore (Moss Road).
- Agricultural grasslands and an orchard with outbuildings separate the two nodes of the settlement.
- There are a number of rural houses/buildings to the south of this western node. In particular, on the Annaghmore Road (particularly No.s 23-43) and on the Derrygavad Roads. There are also a number of rural houses/buildings to the south-west of the western node on Moss Road.
- Potential coalescence issues between the two nodes.

SETTLEMENT APPRAISAL – ANNAHUGH

Annahugh is a small settlement located between Loughgall and Portadown, approximately 7 km west of Portadown and 3.5km east of Loughgall. The settlement extends north of the crossroads junction of Ballyhegan Road, Annahugh Road and Red Lion Road. Annahugh is also locally referred to as ‘Ballyhegan’.

According to NISRA 2011 Census data, Annahugh has a population of 275 people and 98 households.

SETTLEMENT EVALUATION FRAMEWORK (ANNAHUGH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • All households have access to clean water and waste /sewage disposal. • Located immediately west of the settlement is a large waste water treatment works (WWTW). • Broadband access available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Surface water flooding affects an area to the west and south-west. • Approximately 250m to the east is the listed Annahugh House. • An Archaeological Site and Monument, Curry’s Fort is located just north of the settlement as well as the remains of Castleraw Castle to the north-west. • The topography of the settlement and its surrounding landscape is undulating. Land rises steeply to the north with a ridge along Annahugh Road from which land falls to the east and west. • Land to the west, which includes the WWTW rises steeply towards the Annahugh Road.
TRANSPORT	<ul style="list-style-type: none"> • Annahugh is located on the Red Lion Road which links Portadown with Loughgall and onwards to Armagh City. • The settlement benefits from bus service along the Red Lion Road between Portadown and Armagh (via Loughgall: Service No.s 65 & 67) and has a bus shelter. • There are no traffic calming measures or pedestrian crossing points within the settlement. • There are small areas of footpath provision. • There is street lighting throughout the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any industrial activity, nor is there any land zoned for this purpose within the current development plan. • A bar/restaurant is located 300m south of the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement has a mainly residential function with two modern residential developments (Bramley Court & Annahugh Hill) and a ‘Northern Ireland Housing Executive style’ housing development (Annahugh Park). • The settlement has a number of single dwellings the two small modern housing developments and the more established housing development at Annahugh Park.

	<ul style="list-style-type: none"> • The house types are a mix of rural terraced dwellings, townhouses and semi-detached / detached properties set on small to medium sized plots. A line of single dwellings stretches from Annahugh Park along the western side of Annahugh Road to the northern edge of the settlement limit. • The surrounding landscape is characterised by undulating landform with mature field boundaries and orchards. There are areas containing single rural dwellings to the east and to the north of Annahugh.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Annahugh includes St Oliver Plunkett’s Primary School and a small equipped play park. • 600m south west of the settlement development limit is the Ballyhegan Davitts GAC club which fields Gaelic football teams and has a senior and junior football pitch, and community hall building / changing facilities. • A bar/restaurant is located 300m south of the settlement. • Kilmore Community Centre and Orchard Playgroup (pre-school) located 200m south of Limit at No 14 Ballyhagan Road.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained as land rises steeply to the north along the Annahugh Road.
- From a ridge along Annahugh Road, land falls to the east and west.
- To the north and west of the settlement growth may be constrained by the two archaeological sites and monuments (Castleraw Castle & Enclosure and Currys Fort).
- There are rural dwellings / buildings along the northern and eastern approach to the settlement.
- Annahugh House (Listed to the east).
- To the south, growth may be constrained as the Red Lion/Ballyhegan Roads to the south contain the settlement.
- To the west are areas of land within the floodplain, areas affected by surface water flooding and the Waste Water Treatment Works.

SETTLEMENT APPRAISAL – ADDRESS

Address is a small settlement located approximately 9km west of Portadown and 6km north of the village of Loughgall. The settlement is clustered along the Summer Island Road and its junction with the Blackisland Road.

According to the NISRA 2011 Census, Address has a population of 90 people and 39 households.

SETTLEMENT EVALUATION FRAMEWORK (ADDRESS) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES/ INFRASTRUCTURE	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband. • Sewage Treatment works to the south of the settlement.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are small areas of land north and east of the settlement which are subject to surface water flooding. • There is a significant band of land to the south of the settlement limit which is located within the floodplain of the Tall River. • To the east of the settlement is Address Historic Park, Garden and Demesne (HPGD) which incorporates the listed building Address House (National Trust) • The topography varies significantly across the settlement and surrounding lands. The surrounding lands are predominantly agricultural, with a number of orchards.
TRANSPORT	<ul style="list-style-type: none"> • Address has developed along the Summer Island Road, which links Moy and Portadown. There are no formal bus stops, cycle routes, footpaths, traffic calming measures or streetlights within the settlement. • A limited bus service operates to Portadown (No. 67b) from Address Crossroads.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within Address there is no land zoned for industry however, the settlement has both a plastic manufacturing plant and an apple processing plant located towards the western boundary of settlement limit, to the south of the Summer Island Road. • A furniture and fireplace business is located to the north of the Summer Island Road. • A Public House is located to the south of the Summer Island Road.
URBAN/ RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement originally clustered around the Summer Island Road and its junction with the Blackisland Road. However, Address has extended in a linear form along Summer Island Road with the exception of a number of small housing developments on the western side of the Blackisland Road. • Adjacent lands mainly consist of undulating apple orchards and grassland. • The settlement is largely comprised of residential development with a mixture of rural dwellings occupying large plots and also small housing

	<p>developments, particularly around the Summer Island/Blackisland Road junction.</p> <ul style="list-style-type: none"> • There are areas of unfinished residential development associated with the small housing development of Address Manor. • There are a few areas of undeveloped land within the settlement limit including a wedge of flat land forming the western boundary of the village, on the northern side of the Summer Island Road.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • None

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by areas of surface water flooding and the topography (prominent slopes to the north-east along Blackisland Road and to the north-west the topography rises towards Address West Road).
- To the east, growth may be constrained by areas of surface water flooding, Tall River and associated floodplain (to the south-east), Address House Listed Buildings and the Address House Historic Park, Garden and Demesne.
- To the south, growth may be constrained by the Tall River, areas affected by flooding, the sewage treatment works and topography (land falls from the settlement boundary towards the Tall River with areas of exposed slopes).
- To the west, growth may be constrained by the topography (areas of prominent slopes, with the land rising towards the settlement boundary), the floodplain and the impact on rural character.

SETTLEMENT APPRAISAL – ARTASOOLY

Artasooly is a small settlement located approximately 8km north-west of Armagh. The settlement has developed along the Maydown Road, Milltown Road and Artasooly Road junctions. Artasooly is also locally referred to as Tullysaran.

According to NISRA 2011 Census data, Artasooly has a population of 190 people and 59 households.

SETTLEMENT EVALUATION FRAMEWORK (ARTASOOLY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband available. • Sewage Treatment Works 70m north of the settlement limit.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Lands outside the limit to the north and west are within the floodplain. • Within the settlement and surrounding lands there are a number of areas affected by surface water flooding (particularly to the north, south and west). • There are Local Landscape Policy Area (LLPA) designations which adjoin the south-eastern and northern boundaries of the settlement. The key features of the LLPA's include the listed Glenaul House and its setting and the mature trees which are an important visual feature on the northern edge of Artasooly. • Edenderry Lough is located approximately 0.6km to the north-east of the settlement. • There is a minor watercourse located to the north and north-east of the settlement. • There are four listed buildings and structures, two within the limit and two outside. This includes Glenaul House, Edenderry House and The Church of the Immaculate Conception including gates and pillars which is the focal point of the settlement. • There are two areas of established woodlands in the vicinity of Glenaul House and Edenderry house. • There are two Archaeological Sites and Monuments one located to the north-east of the settlement (Artasooly Fort) and another to the south-west which is referred to as an Ecclesiastical Site (Laraghshankill Church and Graveyard).
TRANSPORT	<ul style="list-style-type: none"> • Artasooly has developed along the Maydown, Artasooly and Milltown Roads. • The settlement is served by a limited bus service (School Service only) (No. 74b: Armagh – Benburb) and has a bus shelter. • There are footpaths and street lighting. • There are no pedestrian crossings, traffic lights or cycle networks within Artasooly.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement no land has been zoned for industrial or commercial use; • There is a Public House located on the Maydown Road.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • Artasooly has developed around the Church of the Immaculate Conception which was constructed on the crest of a hill. • It has an irregular form and is comprised of a mix of residential development and community facilities. • The community focus of the settlement is the area around the Church which is adjacent to the community hall, Primary School and GAC complex. • The topography of the settlement rises along the Maydown Road from the junction of Tullysaran Road to the height of the Church then after Edenderry Drive, it falls steeply to the north along Maydown Road towards the watercourse. • The settlement has three modern residential developments (Killara Grange, Artasooly Close and Edenderry Drive which is still under construction) and a number of single dwellings along Milltown and Maydown Road. • There are a number of small areas of undeveloped land along the Maydown Road and Milltown Road.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Church of the Immaculate Conception, graveyard and Parochial house. • Other services include a Post Box, Tullysaran Community Hall, recycling clothing Bin, Tullysaran GAC and O’Connell Park (playing fields and changing rooms), Our Lady’s Primary School and a council owned playpark. • Public House on Maydown Road. • 300m south-west of the limit there is Mullintur Orange hall. • The original GAA playing field within Artasooly has been identified as an area of existing recreation open space in the Armagh Area Plan 2004 (Alteration No1). A second GAA playing field has been developed which is mainly outside the settlement limit.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by Artasooly LLPA, lands that rise steeply from the watercourse, surface water flooding, the floodplain and the remains of a long established woodland south of Edenderry House (a listed building).
- To the east, growth may be constrained by topography with the land rising towards an archaeological site / monument (Artasooly Fort), Artasooly LLPA and the listed Glenaul House and setting which includes an area of long established woodland and surface water flooding.
- To the south, growth may be constrained by surface water flooding, topography (land falls to the south from the settlement limit), archaeological site and monument (Laraghshankill Church and graveyard), a listed dwelling and Tullysaran GAC playing fields.
- The southern side of Artasooly Road is beyond the settlement limit and contains the settlement.
- To the west, growth may be constrained by the topography (undulating landscape), an archaeological site/monument, areas of land within the floodplain and areas affected by surface water flooding.
- There are a number of rural dwellings / buildings along the Maydown and Milltown Road approaches.

SETTLEMENT APPRAISAL – AUGLISH

Aughlish is a small settlement located on the main Portadown to Newry Road (A27), approximately 2.7km south-east of Tandragee and 0.6km west of Scarva. The settlement comprises the distinctive row of Aughlish Cottages (known locally as Potstick Row) along the main road, before climbing to the south-west along Mullaghglass Road and Lisbane Road.

Aughlish is not included in the NISRA 2011 Census Data in relation to settlement population / household numbers. NISRA do not detail settlements that have a population of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (AUGLISH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • The nearest flood risk areas are well outside the settlement, to the north-west (330m) and to the east along the Newry Canal (500m). • Surface water flooding affects lands to the south-east on the far side of the A27 and to the north-east towards Lough Moss, 80m back from the road. • The topography rises significantly to the west from the A27, from low-lying land lands opposite and east of Aughlish Cottages. Long strip fields climb to the rear (west) of the cottages above their elevated gardens, to the crest of a drumlin (outside the limit). The rising land and associated vegetation provide a strong backdrop, from the east (Station Rd) and south (A27). The settlement climbs to a significant height to the south-west along Mullaghglass Road (west) and part of the minor Lisbane Road, which then falls from the settlement into a valley. The lands to the north and south above the A27 are very open. • Lough Moss / Scarva Lough close by to the north-east does not have any environmental designations / protections. • There are three significant archaeological sites close to the settlement (1. a former church site and graveyard; 2. a second graveyard site, both to the north-west; and 3. Newry Canal, beside Scarva) but all are visually removed from the settlement, the first two behind a drumlin.) • Aughlish Cottages are Early Hand Weavers Cottages – an Industrial Heritage Site, over 150 years old. • The Old Rectory (11 Mullaghglass Road) is not listed but the house and its elevated mature grounds are a significant landscape feature. • The Old Rectory property reads with the mature field boundaries and trees to the rear of Aughlish Cottages, from the east and south, adding to their backdrop and the settlement’s attractive setting.
TRANSPORT	<ul style="list-style-type: none"> • Aughlish is situated along the main A27 (Newry to Portadown) Road, which is a Protected Route. • Aughlish benefits from close proximity to Scarva Train Station (590m); • Bus Services 63/463 (between Portadown and Newry), stop on Station Road (opposite Mullaghglass Road). Scarva is also served by school services to Tandragee and Banbridge.

	<ul style="list-style-type: none"> • A footpath extends to along the frontage of Aughlish Cottages, with street-lighting on both sides. There is no footpath to Scarva to the east. • No traffic calming measures, traffic lights or reduced speed limits. • National Cycle Network extends along Mullaghglass Road (via Scarva).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Aughlish Cottages are a significant landmark by reason of their linear frontage and distinctive high-pitched roofs. • The remainder of the settlement along Mullaghglass Road and the minor Lisbane Road comprises individual dwellings. The settlement pattern further south-west/upslope and west is dispersed along both roads, with one dwelling immediately outside the limit on Lisbane Road. • A string of rural development extends opposite and north of the settlement along the A27 towards the Terryhoogan Road junction, comprising a NI Water pumping station, large hardstanding/yard and a former garage, with three dwellings north of the junction and a bungalow opposite. Development to the east towards Scarva is dispersed, with a long undeveloped section (510m) of the A27 to the south. • The settlement contains one undeveloped site on Mullaghglass Road, between 11 (Old Rectory) & 17.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Auglish has no community facilities or services, but is located very close to Scarva Village (620m).

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography (steeply rising and elevated land) and proximity to rural development opposite and north (towards Terryhoogan Road).
- To the east, growth may be constrained by the development edge provided by the main A27, the topography (low-lying land), capacity to integrate, proximity to Scarva Village (coalescence issues) and proximity to rural development to the north (towards Terryhoogan Road).
- To the south-east, growth may be constrained by surface water flooding (across the main A27 road) and capacity to integrate.
- To the south and south-west, growth may be constrained by the topography (rising and elevated lands along Mullaghglass Road and above A27) and landscape character.
- To the west, growth may be constrained by the topography (elevated and undulating lands behind Aughlish Cottages and along Lisbane Road) and landscape character.

SETTLEMENT APPRAISAL – BALLYMACNAB

Ballymacnab is a small settlement located on the Newtownhamilton Road approximately 7km south of Armagh City. The settlement is comprised of two nodes principally along the Ballymacnab Road, Newtownhamilton Road and Killyfaddy Road.

Ballymacnab is not included in the NISRA 2011 Census data in relation to settlement population/household numbers. NISRA does not detail settlements that have a population of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (BALLYMACNAB)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • The settlement is not affected by a floodplain. The closest floodplain is located approximately 400m east of the eastern node and is associated with Butter Water River. • Areas of land to the north, east, south and west are affected by surface water flooding, • To the east of the western node, along the Newtownhamilton Road, is an old disused graveyard and church ruins. • Seagahan Dam Reservoir and water treatment works are located approximately 0.8km east of the settlement. • Whilst there are no listed features within the settlement, the listed St Patrick's Church is located approximately 0.5km north of Ballymacnab. • Pollution Prevention and Control Installation located approximately 370m to the east of the eastern node.
TRANSPORT	<ul style="list-style-type: none"> • A bus service provides linkage to Armagh (Bus Service No.44) • There are no traffic calming measures or pedestrian crossing points within the settlement. • There are no streetlights in the western node and sparse street lighting provision in the eastern node. • There are no footpaths within the eastern node and sparse footpath provision within the western node.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no industrial activity within the settlement. • In terms of commercial activity there is a Public House and restaurant located within the western node, along the Newtownhamilton Road.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is predominantly comprised of residential dwellings. • The settlement is rural in character, influenced by the disused graveyard, tree lined avenue and church ruins just outside the limit on the eastern side of the Newtownhamilton Road. • There are a small number of undeveloped areas within the settlement (western node) including two areas along the Killyfaddy Road.

COMMUNITY SERVICES	<ul style="list-style-type: none"> • There are no community facilities within the settlement, however there is a Community Hall outside the limit to the east of the eastern node and St Patrick’s Church, Parochial House and GAA club less than 1km to the north of the settlement.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography (areas of elevated land and prominent slopes), areas of surface water flooding and the listed St Patrick’s Church is located approximately 0.5km north of the settlement.
- To the east, growth may be constrained by areas of surface water flooding, the topography (to the east of the western node land falls in southerly direction before giving way to elevated lands and to the east of the eastern node land falls significantly to the east) and the disused graveyard and church ruins. Butter Water River and its associated floodplain is located approximately 400m east of the eastern node. Also, Seagahan Dam Reservoir and water treatment works are located approximately 0.8km east of the settlement. To the south of the eastern node there is a small NI Water facility. A Pollution Prevention and Control Installation is located approximately 370m to the east of the eastern node.
- To the south, growth may be constrained by areas of surface water flooding and the potential impact upon rural character (integration).
- To the west, growth may be constrained by the topography (lands generally rise towards the west and north-west with areas of prominent land and undulating hills) and areas of surface water flooding.
- To the east and south of the settlement there are a number of rural buildings/dwellings.

SETTLEMENT APPRAISAL – BROOMHILL

Broomhill is a small settlement located on the main Portadown to Armagh Road (A3 protected route), approximately 5km south-west of Portadown.

According to the NISRA 2011 Census data, Broomhill has a population of 197 people and 91 households.

SETTLEMENT EVALUATION FRAMEWORK (BROOMHILL) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are small portions of land, along the western boundary, within and immediately adjacent to the settlement which are affected by surface water flooding. Lands to the north and south of the settlement limit are also affected. • Approximately 250m west of the settlement there is an area designed as an Industrial Pollution and Radiochemical Inspectorate site (IPRI site). The IPRI site is associated with an animal feed mill. • Broomhill occupies an elevated location, and the topography varies across the settlement and surrounding lands. The surrounding lands are predominantly used for agricultural and grazing purposes. • Part of the line of the disused Armagh-Portadown railway runs parallel with the northern side of the A3, and includes an associated Industrial Heritage Site (bridge).
TRANSPORT	<ul style="list-style-type: none"> • The settlement is located adjacent to the southern side of the A3 Dobbin Road (Protected Route). • Broomhill is on the No 61 Ulster bus Route. There is a bus stop on both sides of the Dobbin Road, immediately north of the settlement limit, and also two pedestrian crossings. • Within the settlement there is both street lighting and connected footpaths.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any industrial activity nor is there any land zoned for this purpose. • Along the northern boundary of the settlement, immediately adjacent to the protected route is a furniture showroom. • Beyond the settlement limit, approximately 200m to the west of Broomhill there is a kitchen showroom and a small embroidery business. • Approximately 250m west of the settlement there is a substantial animal feeds mill.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The settlement has developed as a compact cluster of development occupying an elevated position on lands above the protected A3 Dobbin Road. • The character of the settlement is predominantly residential, as it is largely comprised of the 'Broomhill' Northern Ireland Housing Executive style housing development. The residential density varies across the settlement, with medium density single storey semi-detached dwellings along the eastern boundary and high density two storey dwellings dominating the south-western portion of the settlement. A more recent development of townhouses has been constructed on a back land site at the north-east of the settlement. • Elements of the settlements residential character are suburban. • The lands surrounding the settlement are rural in character. • Within the settlement limit and south of the furniture showroom there is a large rectangular plot of undeveloped land.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Orange Hall; • Public amenity area; • Small grass playing field and equipped play park.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- The northern boundary of Broomhill is adjacent to and parallel with the A3 Dobbin Road which may constrain the settlement's capacity to expand in this direction.
- The settlement occupies an elevated position with a steep access from the A3.
- To the east, growth may be constrained by, the topography as the lands to the east of the settlement have an open aspect and rise from east to west towards the elevated settlement boundary.
- To the south, growth may be constrained by areas affected by surface waterflooding.
- To the west, growth may be constrained by the topography and areas of surface water flooding. An animal feeds business (IPRI site) is located 250m west of the settlement.

SETTLEMENT APPRAISAL – CARRICKANESS

Carrickaness is a small settlement situated to the west of the Borough, approx. 8km north-west of Armagh City and 1km south/south-west of Benburb Village (within Mid Ulster District Council Area). Milltown (Benburb) Small Settlement is located in close proximity to the north-west.

Carrickaness is not included in the NISRA 2011 Census Data in relation to population / household numbers. NISRA do not detail settlements that have a population of less than 50 persons or 20 households.

SETTLEMENT EVALUATION FRAMEWORK (CARRICKANESS)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • The settlement and surrounding lands are not affected by flood risk. The floodplain associated with the River Blackwater is located approx. 270 metres to the north, but at a much lower level. • Low-lying dips to the north, east and west of the settlement limit, all one field back, are affected by surface water flooding. • Milltown Benburb Site of Local Nature Conservation Importance (SLNCI) extends along the River Blackwater corridor, approx. 205m to the north of the settlement (including associated woodland). • Milltown Benburb Areas of Special Scientific Interest are also located along The Blackwater basin. The nearest is approx. 195m north-west. These are designated for their geological importance. • A disused section of the Ulster Canal extends alongside the Blackwater River (south-side), at approx. 250m distance. • South of nearby Benburb Village is Benburb Historic Park, Garden and Demesne and a Local Landscape Policy Area, associated with the Servite Priory (Manor House), the remains of Benburb Castle, wooded landscape along the River Blackwater as well as a number of listed buildings/structures and archaeological sites. This parkland area and surrounding features are well separated from Carrickaness. • Significant tree groups (2) are located close to the west/north-west and north-east (both at 170m), in addition to the nearby woodland along the River Blackwater (110m north-east). Tree cover in and around the settlement itself is limited, with the recent Chestnut Grove development particularly open. • The settlement sits prominently on a rounded hill-top, just east of a gentle crest with the landform falling significantly to the north (from the nursing home) towards the River Blackwater basin and also to the east. The landform falls more gently to the south and to the west (over the crest) towards a gentle dip one field back before rising up towards a hill (which Milltown Road climbs over).
TRANSPORT	<ul style="list-style-type: none"> • Carrickaness Road, through the settlement, is a narrow rural road which extends north-east to Benburb Village and south-west to Battleford Road (B115), out of Armagh City.

	<ul style="list-style-type: none"> • A limited bus service (74) runs between Armagh and Benburb, with an Armagh Schools Service running from McCartan's Shop Corner (crossroads) to the south, at a distance of 425m. • A footpath extends along the front of the Chestnut Grove, with street lighting extending southwards from the nursing home. • There is no reduced speed limit or other traffic calming measures. • The National Cycle Network runs very close to the north, along the section of Carrickaness Road between Benburb Village and Milltown Benburb.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use. • The only business within the settlement is a private residential care home (47 Carrickaness Road). There is no other economic activity. • Mushroom houses (4) are located to the north of the settlement (at 41 Carrickaness Road) however they appear not to be used presently.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement has developed in a linear form along both sides of Carrickaness Road, other than a small development (Carrickaness Gardens) at the south end, extending to the east (back from road). • The east side of the road also includes the long established Carrickaness Cottages (6) close to the road with long strip rear gardens and a number of detached dwellings. • The west side of the road comprises new semi-detached housing (12, Chestnut Grove), a large private nursing home (two-storey) close to the road (west), a dwelling and vacant mushroom houses. • The settlement contains one (1) vacant / undeveloped area at: <ul style="list-style-type: none"> – lands north of 44 Carrickaness Road (at north end, east side). • There is limited development to the north, along Carrickaness Road, however this includes a large rural dwelling, shed and commercial yard in a large open site immediately north. • A ribbon of rural dwellings extends to the south (two fields gap, 200m), to McCartan's Shop Corner (crossroads). • Milltown (Benburb) Small Settlement (Southern Node) is located within one field length (190m) to the north-west. The nearest part consists of a row of cottages (Carrickview) and an undeveloped strip opposite, extending towards Carrickaness, at a lower level. Milltown (Benburb) falls significantly to the north. • Whilst the settlement is very open and exposed, particularly from the north and east, views of it are limited by the wider undulating topography and roadside vegetation. It does sit prominently in relation to the nearby Milltown (Benburb) Southern Node to the north-east and a short-distance view from along Carrickview.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Residential Care Home (Private), 47 Carrickaness Road; • Postbox, outside Carrickaness Gardens Housing Development; • No other facilities or services; • Benburb Village (Mid Ulster Council), close by to the north-east, has a number of local services including a convenience shop with post office and facilities including Benburb Valley Park and Eco Trail (woodland and riverside paths along the River Blackwater).

Summary of the key issues that may affect the settlement and its capacity for expansion:

- To the north, growth may be constrained by the topography (falling lands), proximity to rural development along Carrickaness Road (extending to the north-east), the topography (falling lands to north/north-east), capacity to integrate (open fields immediately north) and significant tree groups (to the north-east and north-west).

Note: Milltown Benburb Site of Local Nature Conservation Importance (SLNCI) and Areas of Special Scientific Interest (ASSI) along the River Blackwater Corridor, Benburb Valley Park and associated woodland, Benburb Historic Park, Garden and Demesne (HPGD) and associated Local Landscape Policy Area (LLPA) are considered well enough removed from the settlement to be constraints to growth, as are any flood risk concerns associated with the River Blackwater.

- To the east, growth may be constrained by the settlement pattern (which is mainly linear in form and situated close to Carrickaness Road), the topography (steeply falling lands) and capacity to integrate (open and exposed landform).
- To the south, growth may be constrained by the proximity to rural development along Carrickaness Road, the topography (falling lands) and capacity to integrate (open and exposed fields).
- To the west, growth may be constrained by the very close proximity to Milltown (Benburb) Small Settlement to the north-west (coalescence concerns), the settlement pattern (which is linear in form on the west side of the road, sat close to Carrickaness Road), the topography (extending over a crest before falling) and capacity to integrate (open and exposed field due west).

SETTLEMENT APPRAISAL – CLADYMORE

Cladymore is a small settlement located approximately 9km east of Keady and 5km south-west of Markethill. It has developed around the junction of the Cladymore Road opposite St. Michaels Church.

According to the NISRA 2011 Census data, Cladymore has a population of 139 and 52 households.

SETTLEMENT EVALUATION FRAMEWORK (CLADYMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • A Sewage Treatment Works is located approximately 200m north-east of the settlement. • Recycling Banks. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land within the settlement and to the north, east, south and south-west affected by surface water flooding. • Areas of land to the north-east, east, south and south west located within the floodplain. • A minor watercourse flows to the east of the settlement. • The topography of the settlement and surrounding land varies on the three approach roads.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has a bus shelter with a limited bus service (No. 40) linking the settlement to Armagh and Newry. • There is street lighting within the settlement, however there are no traffic calming measures or pedestrian crossing points. • There are areas of footpath provision around the housing developments.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any industrial activity, nor is there any land zoned for this purpose within the current development plan. • No commercial activity within the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is comprised of a number of single dwellings, two small housing developments (Gortcille & Mountview) and a number of community services / facilities. • The settlement has a strong rural character as a result of the surrounding rolling landscape. • There are a number of areas of undeveloped land including two areas of grassland east of No. 56 and north-east of No. 52 Cladymore Road.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • St. Michaels RC Church and graveyard. • St Michael’s Primary School. • Play school and a community hall. • Children’s equipped playpark and Multi Use Games Area (MUGA). • Approximately 500m south of the settlement development limit along Clady Road is Clady Sean Souths GAC Club and playing field.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the areas of surface water flooding and the floodplain (to the north-east).
- To the east, growth may be constrained by the topography, which rises towards the settlement. There is heavy tree cover on this approach and views of the settlement are screened as a result. Growth may also be constrained by a minor watercourse, the Sewage Treatment Works, areas of surface water flooding and the floodplain.
- To the south, growth may be constrained by the topography, which is elevated on this approach. In addition the floodplain and areas of surface water flooding may constrain growth.
- To the west, growth may be constrained by the floodplain (to the south-west) and surface water flooding (to the south-west).
- There are a number of rural dwellings/houses on approach from the west along the Cladymore Road and from south western approach.

SETTLEMENT APPRAISAL – CLARE

Clare is a small settlement located approximately 4km south west of Tandragee, just off the main Tandragee to Markethill Road, west of the Cusher River. Clare has developed around the crossroad junction of the Cloghoge Road and Clare Road.

Clare is not included in the NISRA 2011 Census Data in relation to settlement population/household numbers. NISRA do not detail settlements that have a population of less than 50 persons/20 households.

SETTLEMENT EVALUATION FRAMEWORK (CLARE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Cusher River is located to the east and south of the settlement and the river corridor is also a floodplain and surface water flood area. • To the east of the settlement there are a number of listed features including Clare Bridge and Harrybrook House, an early 19th Century grade B1 listed building. • Clare Bridge is located adjacent to the eastern boundary of the settlement and is an important visual feature on approach/departure. • Harrybrook House is located approximately 250m north-east of the settlement along the Cloghoge Road. • There are two areas of archaeological sites / monuments southeast and west of the settlement. • To the east and south of the settlement there is an extensive Local Landscape Policy Area (LLPA) which follows the route of the Cusher River to the south of Clare Bridge. • The LLPA is an important landscape feature which has defined the character and setting of Clare, providing an important visual feature on approach from the east. • Clare Glen Woodland situated northeast of the settlement has been designated as a Site of Local Nature Conservation Importance (SLNCI) with areas of mature woodland protected by a Tree Preservation Order (TPO). • The river corridor and woodland contribute to the environmental quality and character of Clare. • The topography of Clare varies across the settlement and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has developed around the crossroad junction between Cloghoge Road and Clare Road and is located midway between Tandragee and Markethill. • The roads serving the settlement are minor, with few footpaths, apart from footpaths linking residential development to the primary school along Cloghoge Road. • There is a school bus service serving the village (Service 63H) • There are streetlights throughout the settlement and a bus shelter to the west of the settlement.

	<ul style="list-style-type: none"> • A cycling route associated with the National Cycle Network runs through the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement limit there is no evidence of any industrial activity nor is there any land zoned for this purpose within the current development plan. • Apart from a Post Office there is no commercial activity within the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement has become more developed due to the provision of modern housing developments along the Cloghoge Road in the west. • The character of the settlement varies, from the south, east and north it is rural in character due to the river and woodland, in addition to the provision of low density single rural dwellings. In the west, along Cloghoge Road the settlement is dominated by a medium density modern housing development. • The surrounding lands are rural in character, heavily vegetated and are predominantly used for agricultural purposes. • Within the settlement there are a number of undeveloped areas including: <ul style="list-style-type: none"> ▪ To the eastern side of Clare Road there is a significant portion of land which consists of grassy scrub land which gently falls from the public road in an easterly direction. ▪ North of 3 Clare Road, is an area of land which rises gently from the public road towards the west. ▪ Along the Cloghoge Road in the west, adjacent to and east of the primary school there is a large area of land partially developed for housing. ▪ To the north of this site there is a wedge of flat grassland.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Clare has a number of services including Clare Presbyterian Church and graveyard, Clare Reformed Presbyterian Church and graveyard, a Church Hall, an Orange Hall and Clare Primary School.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north growth may be constrained by Clare Glen Woodland SLNCI, TPO and the topography (rising land towards the north). Old Clare Road contains the north-eastern boundary of the settlement.
- To the east growth may be constrained by the location of the floodplain and the proximity to the Cusher River, in addition to the proximity to the LLPA, listed features, areas of surface water flooding, protected woodland and the topography (land falls towards the river corridor)
- To the south, growth may be constrained by the floodplain, topography (land falls towards the river corridor), areas of surface water flooding, the proximity to the Cusher River, the LLPA and the potential impact on rural character.
- To the west, growth may be constrained by the topography (to the south-west of the settlement rising land from east to west) and areas of surface water flooding. There are a number of rural buildings/houses to the north-west of the settlement.

SETTLEMENT APPRAISAL- COLLEGELAND

Collegeland is a small settlement located approximately 9km north of Armagh and just 2km from the village of Charlemont. The existing settlement has two nodes and developed along the Collegeland and Corrigan Hill Road.

According to NISRA 2011 census data, Collegeland has a population of 122 people and 42 households.

SETTLEMENT EVALUATION FRAMEWORK (COLLEGELAND) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are significant areas of land within and immediately adjacent to the settlement which are located within the floodplain and are affected by surface water flooding. • The main areas affected are located on lands between the two nodes of the settlement, on lands to the immediate east and south of the eastern node and also on lands to the north, North West and west of the western node. • To the east of the eastern node there is a listed building, located at No. 127 Lislasly Road. • Located centrally within the western node of the settlement is an area designed as an Industrial Pollution and Radiochemical Inspectorate site (IPRI site). The IPRI site is associated with a pet food business. • The topography varies across the settlement and surrounding lands, • The surrounding lands are predominantly used for agriculture, apple orchards and pastureland.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has developed in a dispersed pattern along the Collegelands Road, which links Moy and Portadown via Charlemont. • To the south-west of the settlement there is a protected traffic route, the A29 Armagh/Moy Road. • There is a limited amount of street lighting along the centre of the western node. • There is a bus shelter located at both nodes. • There are no footpaths at the eastern node, and only a small incomplete footpath alongside the primary school at the western node. • Bus Service (No. 67) providing linkage to Portadown. • There is no evidence of any cycle routes, traffic calming measures or traffic lights within the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There are a number of commercial enterprises located within and adjacent to Collegeland: <ul style="list-style-type: none"> ▪ At the smaller eastern node there is potato supply business and a small flower business located on the Aghinlig Road ▪ The western node has two substantial industrial businesses (apple business and pet food business) ▪ Along the northern boundary of the western node, immediately adjacent to the Collegeland's Road and within the settlement limit,

	<p>there is a small grouping of commercial buildings, however there is no indication of their current use.</p> <ul style="list-style-type: none"> ▪ Approximately 300m north of the western node there is a mushroom business and to the south of the GAC grounds there is a tile supply business. ▪ There are a number of horticulture businesses located on lands between the two nodes, along northern side of the Collegelands Road.
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The existing settlement is comprised of two nodes and has developed along the Collegeland and Corrigan Hill Roads. • The western node comprises most of the commercial, industrial and community facilities and the housing is a mixture of traditional rural dwellings and large modern dwellings. Although the built form and strong commercial presence, the western node does retain a strong sense of rural character due to the orchards located within and surrounding the settlement, the topography and the strong field boundaries. • The eastern node has developed as a cluster around the junction of the Summer Island Road, Collegelands Road and Lislasly Road and also has a strong rural character. The housing in the eastern node is largely comprised of traditional rural dwellings, interspersed by the occasional modern dwelling. • Within the smaller eastern node there are a number of areas of undeveloped land: <ul style="list-style-type: none"> ▪ Immediately north of the potato supply business are a number of undeveloped plots of land. ▪ To the north of these sites there are several large areas of undeveloped land which appear to be used for agricultural purposes. ▪ There is a vacant Public House located at the eastern node adjacent to the River Callan Bridge, which is a focal point of the settlement and dominates the approach to the settlement from the east. ▪ There are large areas of undeveloped land, including a small portion of flat land adjacent to and north of St Peter’s Primary School which is within the settlement limit. ▪ In the centre of the larger western node there is an apple orchard and a large flat undeveloped area.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Collegeland supports a number of facilities and services. • There is the vacant public house • To the north west of Collegeland, there is the Collegeland GAC grounds and associated facilities. • The western node includes St. Peter’s Primary School, St. Peter’s R.C. Church and graveyard and a vacant Hall.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

Eastern node:

- From Derryscollop Road in the north, growth of the settlement may be affected by flood issues and location of the River Callan.
- The north western element of the eastern node may be constrained by flood issues and open rising land.
- To the east, growth may be constrained by the River Callan and associated flooding issues and the three roads - Summer Island Road, Collegelands Road and Lislasy Road.
- To the south, along Lislasy Road, growth may be constrained by elevated land, the listed building and floodplain.
- Potential coalescence issues with the western node.
- The western boundary of the node is contained by the Aghinlig Road and the northern boundary is contained by the Collegelands Road.

Western Node:

- To the north-west, growth may be constrained by a cluster of roadside rural development including the Collegelands GAC grounds. The location of Charlemont to the north-west (encroachment issues).
- To the south east, growth may be constrained by flooding issues and coalescence with the eastern node.
- To the south and south-east of the western node, growth may be constrained by open land which rises steeply in areas. Also the location of the commercial premises and coalescence with the eastern node.
- To the west, growth may be constrained by the topography and the location of commercial premises.

SETTLEMENT APPRAISAL – DERRYHALE

Derryhale is located approximately 3km south-west of Portadown and south of the main Portadown to Armagh Road (A3). The existing settlement consists of four separate nodes located along the Derryhale Road. There is an element of linear development but the nodes also include five different housing developments. The settlement consists of four nodes located along the Derryhale Road, from North to South the nodes are referred to as Nodes 1, 2, 3 and 4.

According to NISRA 2011 census data, Derryhale has a population of 360 people and 129 households.

SETTLEMENT EVALUATION FRAMEWORK (DERRYHALE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Approximately 250m west of the northern node there is a sewage works facility. • There are no recycling facilities within the settlement.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are small portions of land within and immediately adjacent to all four nodes of Derryhale which are affected by surface water flooding issues. • The main locations affected within the settlement limit are sites within existing residential developments of The Oaks (Node 1), Springvale (Node 2), Brompton Rise (Node 3) and residential development along Derryhale Road (Node 4). • Beyond the settlement limit there are areas of land which are affected by both surface water flooding and flooding. Significant areas of land located to the west of node 1, south of node 2, east of node 3 and north and west of node 4 are affected by flooding. It is considered that the flooding is largely associated with the Ballybay River to the west of the settlement. • There are three listed buildings within the vicinity of the settlement: To the north of the first node, on the northern side of the protected route is the listed Derryhale House and its associated mature landscaping. At the fourth node there are two listed buildings. Boyd's Cottage on the Mullaleish Road, approximately 250m west of the settlement limit and also the Listed Dower House, located along the northern boundary of the settlement. Whilst Boyd's Cottage is physically separated from Derryhale it is visually linked to the fourth node. The Dower House, is the main focal point of the fourth node and is the principal view on approach from the north. • Located north-east of the first node of the settlement there is a petroleum storage premises, associated with the petrol station. • Clearway waste management and recycling is located on Dobbin Road to the north-east of the first node. • North of 'The Oaks', housing development (within node 1) is a tree lined amenity area adjoining the Armagh to Portadown Road which provides an attractive entrance and setting to the settlement. • Existing natural gas pressure regulations station and pipeline is located south of node 2 on Coxhill Road.

	<ul style="list-style-type: none"> • Proposed new 'gas to the west' pipeline route is east of node 2 and travels north. • The topography varies across the four nodes of the settlement and surrounding lands. • The surrounding lands are predominantly used for agriculture and pastureland.
TRANSPORT	<ul style="list-style-type: none"> • Derryhale is located off the Dobbin Road A3 protected route, linking Portadown and Armagh. • The existing settlement development limit consists of four separate nodes all located along the Derryhale Road. • The A3 protected route is to the north of the first node. • At the first node, there is both street lighting and footpaths, with a bus shelter and bus route along the northern boundary of the settlement. • There is a regular bus service along the A3 between Armagh and Portadown. • At the second, third and fourth node there are incomplete footpaths and street lighting. • There is no evidence of cycle routes, traffic calming measures or traffic lights at any of the nodes within the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no industrial or commercial activity within the settlement boundary of the first node, there is evidence of economic development in the wider vicinity. • To the north east of node 1, along the northern side of the A3, there is a restaurant, shop, petrol station, car wash and a garden machinery sales business. • To the east of node 1 is a car sales, fruit and vegetable shop and a large waste management recycling facility. • To the north-west along Vicarage Road, is an established haulage business. • South of the settlement along the Derryhale Road there is a tile and stove business, and along Derryhale Lane there is a wooden pallet business. • Located centrally within the fourth node is an engineering firm and approximately 400m west of the southern boundary is a bar and restaurant.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The existing settlement consists of four separate development nodes all located along the Derryhale Road. • The nodes primarily consist of residential development, and are generally linear in form. In spite of the large number of modern residential developments, the four nodes manage to retain a strong sense of rural character due to the mature trees and vegetation within and surrounding the settlement and also the topography of the area which provides an attractive rural backdrop to the settlement, particularly in the west. • The lands surrounding the settlement are rural in character and are predominately utilised for agricultural purposes with a small number of dispersed rural dwellings.

	<ul style="list-style-type: none"> • There are a number of undeveloped areas within the settlement: <ul style="list-style-type: none"> ▪ Along the western side of the Derryhale Road, within the second node, there are two flat areas of land. The first site is located centrally within the settlement limit and the second site is located to the immediate north of the southern boundary. ▪ Located centrally within the third node there is a strip of undeveloped land and within the fourth node, along the eastern side of the Derryhale Road surrounding the Orange Hall, there are substantial undeveloped flat grasslands. ▪ To the northern side of the Mullalelish Road, within the settlement limit, there is an undeveloped area of flat land.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Derryhale has a small number of facilities and services. • Along the southern boundary of the fourth node there is Derryhale Primary School, and located centrally within the same node is the Derryhale Orange Hall. • There is a shop and petrol station to the north-east of the northern node beyond the settlement limit. • There are two restaurants in the vicinity of the settlement, at No. 42 Dobbin Road to the north-east of the first node and a pub/restaurant at 91 Markethill Road to the south-west of the fourth node.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- In the first node, growth may be constrained by the protected route (A3) along the northern boundary which also contains the settlement, the listed Derryhale House, roadside vegetation and important tree groups, the substantial waste management facility, proximity to the Ballybay River in the west and proximity to the floodplain.
- In the second node, growth may be constrained by the proximity to the floodplain to the south of the node and the gas pipeline/station on Coxhill Road. To the east of node 2 the topography rises in an easterly direction and to the west lands rise in a westerly direction.
- In the third node, growth may be constrained by prominent rising land to the north-west, lands fall away to the east and flooding constraints to the east.
- In the fourth node, growth may be constrained by the proximity to two listed buildings, floodplain to the north-east and west, and also prominent lands to the south and north of the settlement.
- Due to the proximity of the Derryhale nodes to each other (Node 1 to 2 – 0.25km, node 2 to 3 – 0.37km, node 3 to 4 – 0.29km) there may be coalescence concerns.
- The Derryhale Road contains the western boundary of Node 1 and the eastern boundary of Node 3.

SETTLEMENT APPRAISAL – DERRYNOOSE

Derrynoose is a small settlement located approximately 5km south-west of Keady off the main road to Castleblaney. The settlement has developed around the crossroads junction of the Derrynoose and Mullyard Roads.

Derrynoose is not included in the NISRA 2011 Census Data in relation to settlement population / household numbers. NISRA do not detail settlements that have a population of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (DERRYNOOSE)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available; • There is a sewage pumping station north of Our Lady's and St. Mochua's Primary School; and • Recycling clothes bank.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Lands within and outside to the north and south of the settlement are affected by surface flooding; • Listed St. Joseph's Catholic Church & Grotto; • There are no areas within or adjacent to Derrynoose within the floodplain; and • Undulating landscape which rises to the south and east of the settlement.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has developed around the crossroads of the Derrynoose Road and Mullyard Road; • The closest bus stop is on the corner of Drumnahavil Road approximately 300m outside the settlement limit, however no evidence of an active bus service. There is a school bus (Service 69) from Derrynoose Chapel to Keady, Darkley and Armagh City. Additionally, a limited bus service (No 69c) operates on the main Keady to Castleblaney route 3.5km east of Derrynoose; • There is a public footpath along the Derrynoose Road and street lighting; • There is no cycle network.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Immediately east and of the Public House is a vacant commercial unit which was used as a farm and garden machinery shop; • There is also an existing haulage yard where trailers are being stored; • Convenience shop and petrol pump at No. 79 Derrynoose Road; and • Opposite the shop there is a Public House.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Derrynoose is a small settlement which has developed at a crossroads and comprises a mix of detached properties on relatively large plots, a small housing development (The Oaks) and a number of community / social services / facilities; • Along the western and eastern Derrynoose approach roads, long distance views of the settlement and the church are available due to the topography of the surrounding lands and the open aspect; • The landform varies around the settlement with small flat areas of along the north eastern part of the Derrynoose road;

	<ul style="list-style-type: none"> • The listed Church St Mochua’s and its graveyard are an asset and focal point for the settlement. • There are a small number of areas of undeveloped land including: <ul style="list-style-type: none"> ▪ Grasslands east of the convenience shop; and ▪ Grasslands opposite No 93 Derrynoose Road. • Additionally, there may be redevelopment opportunities on the former primary school site opposite the church which is in use as a haulage yard.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • St Mochua’s Church, graveyard and Parochial House; • Our Lady’s and St Mochua’s Primary School, playground and Little Acorns Playgroup; • St. Mochua’s Derrynoose GAC, playing fields and the new 3G pitch. • Convenience shop and petrol pump at No. 79 Derrynoose Road; and • To the south-east of the shop is a Public House.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by topography (land is relatively flat north of the crossroads and then rises gradually towards the north-west and west), the Primary school & playground and Derrynoose GAC Club, playing field and MUGA are all located outside the limit, and areas of surface water flooding;
- To the east, growth may be constrained by topography (land falls towards the south-west). Land has an open aspect and areas of surface water flooding;
- To the south, growth may be constrained by topography (land rises steeply to the south and south-east), setting of listed building (St Mochua’s Church and graveyard) and small area of surface water flooding;
- To the west, growth may be constrained by topography (relatively flat land which gradually rises to the south-west, west and north-west), a grouping of trees adjacent to the limit and areas of surface water flooding; and
- There are rural dwellings/buildings beyond the limit on the four approach roads.

SETTLEMENT APPRAISAL – DERRYSOLLOP

Derryscollop is a small settlement located approximately 9km north of Armagh and 2km south-east of Charlemont. The settlement developed either side of the Derryscollop Road largely between the Derrycaw and Canary Road junctions.

Derryscollop is not included in the NISRA 2011 Census data in relation to settlement population/household numbers. NISRA does not detail settlements that have a population of less than 50 persons /20 households.

SETTLEMENT EVALUATION FRAMEWORK (DERRYSOLLOP) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Significant areas of land to the western side of Derryscollop within the floodplain. • There are lands within and immediately adjacent to the settlement affected by surface water flooding. • 200m south-west of the settlement is the listed Fairlawn House and its associated mature landscaping. • The topography of the settlement varies across the surrounding lands. • The surrounding lands are predominantly used for agricultural grassland with a number of small apple orchards. • Summer Island Historic Park Garden and Demesne (Supplementary) is located approximately 0.6km to the south of the settlement.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has developed along the Derryscollop Road which links to the settlements of Collegelands to the south-west with Tullyroan Corner to the north-east. • There is no street lighting or footpaths within the settlement. • There is no evidence of any bus route or cycle routes through the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no land zoned for industry in Derryscollop and no evidence of any industrial or commercial activity.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement has developed in a linear form along the Derryscollop Road and largely consist of roadside rural dwellings and farm buildings. • Derryscollop is rural in character and the surrounding land largely consists of agricultural grasslands and orchards with heavily vegetated roadside boundaries and hedgerows. • There are a number of areas of undeveloped land within Derryscollop including: <ul style="list-style-type: none"> ▪ Grassland area north of No. 44 Derryscollop Road; ▪ Grassland areas west of Derryscollop Orange Hall; ▪ Orchard area and agricultural outbuilding site east of Orange Hall.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Derryscollop Orange Hall (opposite No. 36 Derryscollop Road) is the only community facility / service within the settlement.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- On the northern approach to the settlement along Canary Road, growth may be constrained as the land rises steeply to the north between Canary Road and Derryscollop Road and there are the visually significant trees on Derryscollop Grove.
- On the eastern approach to the settlement along Derryscollop Road, growth may be constrained as the land rises steeply to the north between Derryscollop and Canary Roads. There are small areas affected by surface water flooding to the east of the settlement.
- Derryscollop is contained to the east by the laneway to No. 63 Derryscollop Road and the Derryscollop Road east of the Canary Road.
- Lands to the south of the settlement may be constrained by the floodplain, and may be constrained in areas due to the topography (land rises south).
- Lands to the west of the settlement may be constrained by the flood plain, the River Callan, areas affected by surface water flooding and the location of the listed Fairlawn House.
- On the western approach to the settlement along Derryscollop Road, there is a localised height to rear of Fairlawn House.
- Derryscollop is contained by Derrycaw Road to the west.

SETTLEMENT APPRAISAL – DRUMHILLERY

Drumhillery is a small settlement located approx. 11km south-west of Armagh and 5km north-west of Keady Town.

Drumhillery is not included in the NISRA 2011 Census Data in relation to settlement population / household numbers. NISRA do not detail settlements that have a population of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (DRUMHILLERY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Drumhillery Wastewater Treatment Works is just south-east and downslope of Drumhillery Primary School (off Cavanagarvan Road); • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Lands immediately south and further east of the settlement are located within the floodplain, associated with the minor watercourse that flows past the south of the settlement before extending to the east and north (within two fields). • Similar lands to that within the flood plain are affected by surface flood risk (within the vicinity of the watercourse), along with low-lying lands to the south-west of the Primary School (in and outside the limit) and further to the north and north-west (one field). • Drumhillery Presbyterian Church is a listed building. The stone-built church and associated graveyard (with mature trees) are an attractive feature along the Drumhillery Road and Cavanagarvan Road behind. • A small but significant tree group is located north of the Orange Hall, approx. 50 metres north of the settlement edge (off Drumhillery Rd). • Also, mature tree-lined boundaries to the south edge of the settlement (including the school boundary), road-side screening and trees around the Church Graveyard help to screen development within the settlement from its three approach roads. • The local topography is characterised by rolling drumlins, some prominent, with the settlement rising steadily to the west towards an elevated farm group on the hill-side, above Drumhillery Park, and falling to the south-east towards a low-lying dip south of the school.
TRANSPORT	<ul style="list-style-type: none"> • The settlement is located on the Drumhillery Road, which is a long rural road that extends south-eastwards off the Monaghan Road (A3) out of Armagh City towards the Derrynoose Road (B3) out of Keady; • An Armagh school bus appears to serve Drumhillery, with a shelter located north of Drumhillery Park; • Street lighting extends northwards to the Orange Hall. Footpath provision is limited to Drumhillery Park; • No reduced speed limit, other traffic calming measures or crossings.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • Drumhillery has a very compact built form, which is limited to a small long established Drumhillery Park (15 No. 1 and 2 storey) which climbs from the road westwards with a small primary school and Presbyterian Church and Graveyard opposite. The landform falls to the south-east, with the school site and adjoining lands on the sweeping bend below the road. • Cavanagarvan Road contains the settlement to the east, wrapping around the Church/Graveyard. • The settlement also includes a detached (rural-style) dwelling (No. 55 Drumhillery Road) upslope and north-west of Drumhillery Park, accessed via a laneway. This property is well landscaped but does sit prominently in the landscape, well elevated above Drumhillery Road. • The settlement contains two vacant / undeveloped areas at: <ul style="list-style-type: none"> ▪ field north and north-west of Drumhillery Park; ▪ field south of Drumhillery Park, both west of Drumhillery Road. • On the lands south-west of the school, a detached 2-storey dwelling is under construction (commenced) with a second dwelling approved. • The tree group to the north of the Orange Hall helps screen the hall, church and settlement from the northern Drumhillery Road approach and should help create a visual break with the new rural dwelling under construction (commenced) to the north of the hall, helping to reduce their impacts and visual relationship with the settlement. • The wider impact of the settlement is very much reduced by the undulating and very winding nature of Drumhillery Road and of the minor Cavanagarvan and Creevekeeran Roads (to the north-west) along with roadside screening and site/field boundaries. Views are limited to short distance, including the open and prominent field to the north of Drumhillery Park on the sweeping corner and of the elevated dwelling to the north-west (No. 57 Drumhillery Road). • The surrounding area retains a strong rural character, with a well dispersed settlement pattern set amongst good pasture land.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Drumhillery Presbyterian Church and Graveyard, Drumhillery Road; • Drumhillery Primary School, Drumhillery Road; • Drumhillery Orange Hall is located immediately north of the settlement limit (north of Presbyterian Church and Graveyard).

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography (steep incline to the west), capacity to integrate (open and prominent fields on west of Drumhillery Road) and surface water flood risk further north-west.
- To the east, growth may be constrained by Cavanagargan Road which currently contains the settlement (hard development edge), the narrow nature of Cavanagargan Road (potential access constraints), the setting and views of the listed Drumhillery Presbyterian Church, the floodplain (flood risk), surface water flood risk, the topography (fallings lands to the east/south-east) and capacity to integrate (open fields).
- To the south, growth may be constrained by the Sewage Treatment Works (immediately south of the school grounds), the floodplain (flood risk), surface water flood risk and the topography

(rising lands to the west and further south/south-east, either side of Drumhillery Road) and capacity to integrate (relatively open field to south along the road).

- To the west, growth may be constrained by the topography (steadily rising and elevated lands), capacity to integrate (potential prominence concerns caused by elevated/openlandform).

SETTLEMENT APPRAISAL – EDENAVEYS

Edenaveys is located approximately 100m south of Armagh City settlement limit, on the southern side of the Markethill Road (A28).

According to NISRA 2011 Census data Edenaveys has population of 190 people and 80 households.

SETTLEMENT EVALUATION FRAMEWORK (EDENAVEYS) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land within the settlement and to the north, south and west located within the floodplain. • Areas of land within the settlement and to the north, east, south and west affected by surface water flooding. • The flooding issues are largely associated with the Killeen River which dissects the settlement. • The topography of the settlement and surrounding land is varied, including areas of elevated land to the north, east and south-east of the settlement.
TRANSPORT	<ul style="list-style-type: none"> • Edenaveys is located to the west of the Markethill Road (A28) which is a protected route. • The settlement has footpaths, street lighting and bus shelters. • There is a regular bus service to Armagh City (Service No.40 and 371b). • There are no traffic calming measures or pedestrian crossing points.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is a veterinary practice on the Drumgaw Road. • Edenaveys Industrial Estate is located approximately 300m north of the settlement, within the settlement limit of Armagh City. • A building supplies business is located approximately 400m south-east of the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Edenaveys provides a mainly residential function with the settlement largely comprised of four separate residential developments: Drumgaw Gardens, Edenavey Gardens, Edenavey Crescent and Drummore. • The house types vary from terraced dwellings with modest plot sizes to more generous, semi-detached and detached properties. • Rural dwellings/buildings along the approach roads to the west and south-east. • There are no areas of undeveloped land within the current development limit.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • There are no community services within the settlement. • Killen Church Hall is located 400m south-east of the settlement development limit.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the proximity to Armagh City settlement development limit (potential coalescence issues), elevated prominent land, the A28 protected route, the Killeen River corridor, the floodplain and areas affected by surface water flooding.
- To the east, growth may be constrained by the A28 protected route, elevated land and areas of surface water flooding.
- To the south, growth may be constrained by the Killeen River corridor, floodplain and areas of surface water flooding. To the south-east there is elevated prominent land.
- To the west, growth may be constrained by the topography, areas of surface water flooding and the floodplain (to the north-west).
- Rural buildings/dwellings to west and south-east of the settlement development limit.
- The settlement is contained by the protected route and Drumgaw Road.

SETTLEMENT APPRAISAL – ENGLISH

Eglish is located approximately 8km north-west of Craigavon Urban Area (Portadown).

According to NISRA 2011 Census data, Eglish has a population of 100 and 42 households.

SETTLEMENT EVALUATION FRAMEWORK (ENGLISH)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • There is a Sewage Treatment Works located to the west of the settlement. • There are recycling ‘Bring Banks’ within the settlement. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land within the north of the settlement and also to the north, north-east, west and south-west are located within the floodplain. • Areas of land to the north, north-east, west and south-west are affected by surface water flooding. • There is a minor watercourse which is located to the north and west of the settlement. • The topography of the settlement and surrounding land is varied, ranging from elevated pockets of higher ground to areas of flat open land. • To the north-west of the settlement limit there is a Listed Church.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has disconnected footpaths and street lighting. • There is a bus stop and bus service to Tullyroan Corner and Portadown (Service No.67B). • There are no traffic calming measures or pedestrian crossing points within the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any commercial or industrial activity, nor is there any land zoned for this purpose within the current development plan.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is linear in form and is predominantly comprised of residential development including single dwellings and a small housing development ‘Eglish Manor.’ • There are two distinct areas of undeveloped land within the settlement development limit, both to the eastern side of Eglish Terrace and consist of grassland.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • GAA club house and associated playing field, St John’s Primary School, Apple Blossom playgroup and also St John’s Church, parochial house and graveyard

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography, the floodplain, the minor watercourse and areas of surface water flooding. There is a listed Church 200m to the north-west of the settlement.
- To the east, growth may be constrained by the floodplain (to the north-east), areas of surface water flooding (to the north-east) and the topography (to the north-east).
- To the south, growth may be constrained by the topography (in the vicinity of the Eglish Road junction). To the south and south-west of the settlement there are a number of rural buildings/dwellings.
- To the west, growth may be constrained by the topography, the floodplain (to the west and south-west), the Sewage Treatment Works, the minor watercourse and areas of surface water flooding (to the west and south-west).

SETTLEMENT APPRAISAL – GLENANNE

Glenanne is a small settlement located approximately 6km south of Markethill.

Glenanne is not included in the NISRA 2011 Census data in relation to settlement population/household numbers. NISRA do not detail settlements that have a population of less than 50 persons/ 20 households.

SETTLEMENT EVALUATION FRAMEWORK (GLENANNE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Apart from a small area located within the north-western area of the settlement the majority of Glenanne is located within the floodplain. • Areas of the land to the north-east, east, south and west of the settlement are also located within the floodplain. • Areas of land within the settlement and to the north-east, east, south and south-west are affected by surface water flooding. • Shaw’s Lake is located approximately 600m west of the settlement. • There is a pond and sluice approximately 350m south-west of the settlement. • There are two Scheduled Monument Zones (Raths) located to the north-west of the settlement. • In the wider vicinity of the settlement (>250m) there are a small number of archaeological sites/monuments including a Rath (to the north-east) and an enclosure (to the east). • There are a number of industrial heritage sites in the vicinity of the settlement and one within the settlement limit. These include former mills, textile factory and industrial complex. • The topography of the settlement and surrounding land is varied including elevated areas in the north and west and also steeply sloping lands in the east. • Whilst there are no listed features within the settlement, the listed Glen Anne House and Gate lodge are located to the west of the settlement. • A long established Woodland is located to the west and north-east of the settlement. • A Local Landscape Policy Area (LLPA) is designated on lands within the southern area of the settlement and also to the east, south-west and west of Glenanne. The mature tree groups are a key feature of the LLPA designation.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has no direct bus service. • There are no traffic calming measures or pedestrian crossing points within the settlement. • There is no footpath or street lighting provision within the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no industrial or commercial activity within the settlement.

URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is located between the villages of Mountnorris (approximately 1km to the north-east) and Glenanne-Lisdrumchor (approximately 0.7km to the south-west). • The character of the settlement is dominated by the groupings of mature trees associated with the Local Landscape Policy Area and also the trees and mature vegetation along the approach roads to the settlement. • The heavily vegetated landscape, coupled with the surrounding rolling countryside, provides a distinctive and attractive setting for the settlement. • Residential development is largely confined to the northern area of the settlement. • On approach from the south-west, along Glenanne Road, there are a number of rural buildings/dwellings. • There are a small number of undeveloped areas within the settlement, including an area of land located centrally within the settlement which was formerly a factory premises.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • There are no community facilities or services.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography, the floodplain (to the north-east), areas of surface water flooding (to the north-east), archaeological site/monument (to the north-east), long established woodland (to the north-east) and the proximity to the village of Mountnorris to the north-east (potential coalescence issues).
- To the east, growth may be constrained by the topography, the floodplain, an archaeological site/monument, areas of surface water flooding and Local Landscape Policy Area designation.
- To the south, growth may be constrained by the topography, the floodplain, areas of surface water flooding (to south and south-west), Local Landscape Policy Area designation (to the south-west) and the proximity to the village of Glenanne (Lisdrumchor) to the south-west (potential coalescence issues). To the south-west of the settlement, along Glenanne Road, there are a number of rural buildings/dwellings. Glenanne Road contains the south-eastern boundary of the settlement.
- To the west, growth may be constrained by the topography, the floodplain, areas of surface water flooding (to the south-west), Local Landscape Policy Area designation, listed features, Scheduled Monuments Zones (to the north-west) and long established woodland. Shaw's Lake is located approximately 600m west of the settlement.

SETTLEMENT APPRAISAL – GRANEMORE

Granemore is a small settlement located approximately 4km east of Keady. The settlement has developed along both sides of the Granemore Road with the settlement limit including portions of Rock Road and Ballybrolly Road.

Granemore is not included in NISRA 2011 census data in relation to settlement population / household numbers. NISRA do not detail settlements that have a population of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (GRANEMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available; • Recycling clothes bank.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Lands to the west, along the boundary of the settlement are located within the floodplain; • Lands within and immediately west, and along the western boundary of the settlement are affected by surface flooding; • Undulating topography with a ridge in the western portion of the settlement and land rising towards the north and east. • There is one listed building within the settlement – St Mary’s Church.
TRANSPORT	<ul style="list-style-type: none"> • There is no evidence of a bus service to Granemore; • There are no traffic calming measures or streetlights within this settlement; • There is a footpath and layby directly outside the primary school.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is a vehicle dismantler business within the settlement located west of Ballybrolly Road, the business has extended to the north outside the settlement limit; • There are a number of mushroom houses located directly south of St. Mary’s Primary School. • Other businesses within Granemore include a petrol filling station and Public House; • No land is zoned for economic development / industrial use.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Granemore has developed along the Granemore Road, with intermittent development in a linear fashion; • The settlement is surrounded by undulating agricultural land; • The residential properties within the settlement are characterised by single detached properties with generous plots, along with traditional rural roadside houses. • There are a number of areas of undeveloped land including seven areas to the north of the Granemore Road and two to the south of the road. There is also a plot of land to the east of the Rock Road, which rises steeply towards the settlement limit. • The playing field is designated as existing recreational/open space.

COMMUNITY SERVICES	<ul style="list-style-type: none"> • St Mary’s R.C Church, graveyard and Parochial House. • St Mary’s Primary School and Cill Chluana Nursery; • St Mary’s Gaelic Football Club (Granemore GFC) and playingfield.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by surface water flooding and topography (undulating landscapes, rises steeply to the north of the Ballybrolly Road);
- To the east, growth may be constrained by topography (along the Granemore Road land rises towards the west and falls in a northerly direction) and surface water flooding;
- To the south, growth may be constrained by topography (undulating landscape), floodplain, surface water flooding and a playing field which is associated with St Mary’s Gaelic Football Club.
- To the west, growth may be constrained by floodplain, surface water flooding and topography (undulating landscape);
- Vehicle Dismantler business on the Granemore Road has extended north of the settlement limit.

SETTLEMENT APPRAISAL – KILMORE

Kilmore is a small settlement located at the junction of the Kilmacanty and Kilmore Roads, approximately 8km north-east of Armagh and 7km south-east of Portadown (Craigavon Urban Area). The small settlement has a historic core around the crossroads and a modern element to the south of this.

According to the NISRA 2011 Census data, Kilmore has a population of 190 and 74 households.

SETTLEMENT EVALUATION FRAMEWORK (KILMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water and waste/sewage disposal. • A Waste Water Treatment Works is located south-east of the settlement east of Kilmore Park. • Broadband available. • There are no recycling facilities within the settlement limit.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There is an area to the south-west of the settlement which is within the floodplain. • Surface water flooding affects lands to the south east of Kilmore. • There are three listed buildings - St Aidan's (COI) Church, including Gates and Boundary Wall, a former thatched house at No. 66 Kilmore Road and a Former School building at No. 68 Kilmore Road. • Kilmore House is located to the north-east of the settlement although it is not a listed property, the house, grounds and associated vegetation have been designated as a Local landscape Policy Area (LLPA). • There are four archaeological sites / monuments within the settlement and its immediate surroundings as follows: <ul style="list-style-type: none"> ▪ Located within the development limit, on the existing site of St Aidan's Church there is a probable Early Christian / Medieval ecclesiastical site. ▪ Located just to the north-west of the Church is a find spot associated with a silver ring dating to the C12th. ▪ Located to the east of the road junction and is the site of a holy well although no visible remains of the well exist. ▪ Further south, just to the west of the settlement is an unallocated battle site (Kilmore 1119 AD). • The general topography of the settlement rises north from the south towards the junction with the Kilmore and Kilmacanty Roads. Land on the north-eastern Kilmore Road approach rises to the south-west towards the church. Land on the western Kilmacanty Road are generally flat with a gradual fall south of the rectory. • The Church and buildings around the road junction provide a focal point to the settlement.

TRANSPORT	<ul style="list-style-type: none"> • Kilmore is located approximately 1.3km north of the A3 (protected route between Portadown and Armagh) and approx. 1.5km from the Red Lion Road (Portadown to Loughgall Road) crossroads to the north. • The nearest bus service is on the A3 (Portadown-Armagh Road). There are no traffic calming measures or pedestrian crossing points within the settlement. • There is footpath provision along the Kilmore Road and within the modern residential developments however there is no footpath along the Kilmacanty Road. • There is limited street lighting throughout the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no evidence of any industrial activity, nor is there any land zoned as industrial land within the current development plan.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement has two distinct areas of character, the traditional rural character around the junction containing the church and the modern element south east of this. The traditional element contains the listed church & hall, listed old school, hall and historic single dwellings. The modern element south-east of this junction contains two modern medium density housing developments (Kilmore Meadows and Kilmore Park). These developments are suburban in character. • Approaching the junction the character of the settlement changes to reflect the historical features of the area, i.e. the Church, rectory, listed properties and the landscape associated with Kilmore House. • There are a number of undeveloped areas within the current development limit: <ul style="list-style-type: none"> ▪ Area along the northern boundary adjoining Kilmore Meadows. This is a sloping area of grassland dropping down from west to east towards the designated LLPA. ▪ Area between the listed building at No.66 Kilmore Road and the rectory. This area of grassland rises to the north. ▪ Road frontage grass field opposite Kilmore Park which rises north-east towards the settlement junction.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • St Aidan’s Church of Ireland, graveyard, Rectory and Church Hall • Kilmore Orange Hall

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the LLPA surrounding Kilmore House, Archaeological sites & monuments and rising land (to the south-west towards the church) along the north-eastern Kilmore Road approach.
- To the east, growth may be constrained by the LLPA surrounding Kilmore House.
- To the south, growth may be constrained by the floodplain and areas of surface water flooding to the south-east.
- To the west, growth may be constrained by areas of surface water flooding and Archaeological sites & monuments.

- Historic core and listed buildings around the settlement junction.

SETTLEMENT APPRAISAL – LISNADILL

Lisnadill is a small settlement located approximately 5km south of Armagh City. The settlement is located on the Newtownhamilton Road and is comprised of two nodes.

Lisnadill is not included in the NISRA 2011 Census Data in relation to settlement population/household numbers. NISRA do not detailed settlements that have a population of less than 50 persons/20 households.

SETTLEMENT EVALUATION FRAMEWORK (LISNADILL) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • A Sewage Treatment Works is located to the east of the southern node. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • To the north-east and east of the settlement there are areas of land which are located within the floodplain of Butter Water River which runs to the east of the settlement. • Areas within the northern node and lands to the north, east, south and west of both nodes are affected by surface water flooding. • There are a number of archaeological sites/monuments including Rath's and an enclosure. • There are a small number of Scheduled Monuments Zones in the vicinity of the settlement including an early Christian Rath to the west of the northern node and Dane's cast to the east and west of the southern node. • The listed St John's Church of Ireland and graveyard is located within the northern node. • The topography of the settlement and surrounding land varies, ranging from areas of elevated land in the north to areas of undulating land in the west.
TRANSPORT	<ul style="list-style-type: none"> • Bus stop with a bus service to Armagh (Service No. 44). • There are no pedestrian or footpaths within the settlement, however there are a small number of streetlights, road markings and signage approaching the school.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • In the northern node there is a childcare facility and a fuel merchant. • In the southern node there is no commercial activity.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement takes the form of two nodes. The northern node is located at the junction of the Drumconwell Road and Newtownhamilton Road and the southern node is located along the Newtownhamilton Road. • The southern node is predominantly comprised of residential development, with the northern node accommodating a small number of dwellings in addition to a small number of facilities and services.

COMMUNITY SERVICES	<ul style="list-style-type: none"> • St John’s Church and graveyard. • Lisnadill Primary School. • A disused hall. • Ballymacnab Community Watch operates within the settlement.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

Northern node:

- To the north, growth may be constrained by Butter Water River and associated floodplain (to the north-east), the topography and areas of surface water flooding.
- To the east, growth may be constrained by Butter Water River and associated floodplain, areas of surface water flooding, potential impact on the listed building, the impact on rural character and the topography.
- To the south, growth may be constrained by areas of surface water flooding (to the south-east and south-west), potential coalescence with the southern node, the topography and an archaeological site/monument. There are a number of rural houses/buildings along the Newtownhamilton Road on lands between the two nodes of the settlement.
- To the west, growth may be constrained by the topography, areas of surface water flooding, an archaeological site/monument and Scheduled Monuments Zone.

Southern node:

- To the north, growth may be constrained by the topography, an archaeological site and monument, areas of surface water flooding and potential coalescence with the northern node. There are a number of rural houses/buildings along the Newtownhamilton Road on lands between the two nodes of the settlement.
- To the east, growth may be constrained by the location of the Sewage Treatment Works, areas of surface water flooding, a Scheduled Monuments Zone, the topography and Butter Water River and its associated floodplain.
- To the south, growth may be constrained by areas of surface water flooding and integration (impact on rural character).
- To the west, growth may be constrained by the topography, areas of surface water flooding and a Scheduled Monuments Zone.

SETTLEMENT APPRAISAL – LOUGHGILLY

Loughgilly is a small settlement located approximately 4km south-east of Markethill.

According to NISRA 2011 Census data Loughgilly has a population of 84 and 42 households.

SETTLEMENT EVALUATION FRAMEWORK (LOUGHGILLY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • A Sewage Treatment Works is located within the settlement, to the north of the Glenanne Road. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Lands within the south-western area of the settlement are located within the floodplain. Areas of land to the immediate west and south-west of the settlement are also located within the floodplain. There are also lands located within the floodplain to the south, east and north-west, however they are not within the immediate vicinity of the settlement development limit (distance >200m). • Areas of land within the settlement and to the north, east, south and west affected by surface water flooding. • The Cusher River is located to the south-west of the settlement. • The topography of the settlement varies, ranging from flat open grassland in the north to more elevated lands in the south and south east. • Mullaghmore Enclosure, an Archaeological Site, is located approximately 250m north of the settlement development limit.
TRANSPORT	<ul style="list-style-type: none"> • Loughgilly is located to the south of Gosford Road (A28) protected route. • There is a bus shelter within the settlement and a bus service to Markethill and Newry (No.40). • There is street lighting within the settlement, however there are no traffic calming measures or pedestrian crossing points. • Footpath provision in the vicinity of residential developments.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there are no lands used for industrial purposes. • To the east of the settlement and south of the Gosford Road there is a commercial yard.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement has developed at the junction of the Gosford and Glenanne Roads. • The settlement is predominantly comprised of residential development, consisting of two residential developments, Neill's Avenue and Neill's Villas and a small number of single dwellings. • The existing development is concentrated on the southern side of the Glenanne Road. • There are a small number of undeveloped areas within the settlement including an area of grass land to the northern side of the Glennane Road.

COMMUNITY SERVICES	<ul style="list-style-type: none"> • Children’s play park and a community house.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography, areas of surface water flooding and the protected route. There are also lands located within the floodplain to the north-west, however they are not within the immediate vicinity of the settlement development limit (distance >200m). An archaeological site is located approximately 250m to the north.
- To the east, growth may be constrained by the topography, areas of surface water flooding and the protected route. There are also lands located within the floodplain to the east, however they are not within the immediate vicinity of the settlement development limit (>200m).
- To the south, growth may be constrained by the floodplain (to the south-west), areas of surface water flooding, the Cusher River (to the south-west) and the topography. There are also lands located within the floodplain to the south, however they are not within the immediate vicinity of the settlement development limit (>200m).
- To the west, growth may be constrained by the floodplain, areas of surface water flooding, the Cusher River (to the south-west), the protected route (to the north-west) and the topography (to the north-west).
- There are a number of rural buildings/dwellings to the north of the protected route.

SETTLEMENT APPRAISAL – MADDEN

Madden is a small settlement located approximately 8km south-west of Armagh on the Farnaloy Road, approximately 5km north-west of Keady. Madden is a compact settlement that has developed either side of Farnaloy Road in a rural part of the Borough.

According to NISRA 2011 Census data, Madden has a population of 77 people and 31 households.

SETTLEMENT EVALUATION FRAMEWORK (MADDEN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available; • Recycling clothes banks; and • Wastewater treatment works west of the community centre to rear of Riverview Park.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Lands within and west of the settlement are affected by surface water flooding; • There are no lands within the floodplain; and • Lands rise steeply to the east and south-east of Madden.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has footpaths and street lighting; and • Madden has a school service with the nearest regular bus service route is 4km north-west on the Monaghan Road (Service No 70: Armagh to Monaghan).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no evidence of any industrial activity within Madden; and • No land is zoned for economic development / industrial use in the existing area plan.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is characterised by Drumlins, with the settlement located on the edge of sloping land; • Madden consists of a small ‘Northern Ireland Housing Executive style’ housing development (Riverdale Park), a number of detached properties and community facilities; • The topography of Madden generally rises to the east and falls to the west; • There are a small number of areas undeveloped land including: <ul style="list-style-type: none"> ▪ Grasslands area south west of Riverdale park that falls to the west; ▪ Grasslands areas south of No 54 Farnaloy Road that falls to the west; and ▪ Grasslands areas south of the primary school that falls to the west.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • St Patricks RC Church and graveyard; • St Joseph’s Primary School; • Hairdressers (No 57a Farnaloy Road); • Madden Community Centre to rear of Riverdale Park; and • Madden GAC (Madden Raparees Gaelic Football Club & St. Joseph’s Camogie Club) playing fields and pavilion approximately 4km north-west of the settlement on Monaghan Road.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, along the Farnaloy approach, land rises significantly to the east and falls to the west of the Farnaloy Road. In particular on this approach, land east of the Farnaloy Road is open and prominent.
- Along the winding rural eastern approach, the land rises steeply to the east and north-east. In particular on this approach, land east of No 68 Farnaloy Road is an elevated localised height.
- To the south, along the Farnaloy approach, flat lands immediately south-west of the settlement limit rise steeply to the crest of the hill to the rear of No. 111 and lands are affected by surface water flooding.
- To the west of the settlement is the waste water treatment works, land falls to the west and are affected by surface water flooding.
- There are a number of rural dwellings / buildings beyond the limit along the approach roads (in particular to the south and east).

SETTLEMENT APPRAISAL – MILLTOWN (AGHORY)

Milltown (Aghory) is a small settlement located approximately 9km east of Armagh and approximately 1km from the small settlement of Aghory. The settlement is divided into two nodes, the northern node is located on the Ballybreagh Road while the southern node has developed along the junction of the Aghory Road and the Ballybreagh Road.

According to NISRA 2011 Census data, Milltown (Aghory) has a population of 118 and 55 households.

SETTLEMENT EVALUATION FRAMEWORK (MILLTOWN, AGHORY)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband available. • Milltown (Aghory) Wastewater Treatment Works is located between the two nodes on the Ballybreagh Road.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Lands to the west and south-west of the two nodes are located within the floodplain of the Ballybay River. • Lands to the west and within the limit of the southern node are affected by surface flooding, as well as land between the two nodes. • Milltown (Aghory) has two designated Local Landscape Policy Areas (LLPA), the first designation protects the setting and vegetation around Aghory House. This designation is a visual feature when entering Aghory. The second area of the LLPA is located between the two nodes and extends towards the north-west following the existing corridor of the River Ballybay which extends from the north. This LLPA protects the river corridor and the trees which are concentrated along the lands adjacent to the river. • There are a number of industrial heritage sites within the vicinity of the settlement. • The topography of the area is quite undulating with the northern node being at a more elevated level than the southern node.
TRANSPORT	<ul style="list-style-type: none"> • Bus Service 63, between Portadown and Hamiltonsbawn, stops on the Aghory Road. • Both nodes have street lighting and public footpaths, however the footpaths do not link the two nodes. • There are no cycle routes or traffic calming measures within this settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • To the north-west of the settlement there is an existing concrete product supplier. • There are no lands zoned for industrial or commercial purposes within Milltown (Aghory).
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Milltown (Aghory) is divided into two nodes located along the Aghory road and the Ballybreagh Road. • Both nodes have separate distinctive built forms. The northern node is characterised by three rows of terrace two storey properties, the majority of the development is contained to the east of the node. The

	<p>southern node is defined by a mix of house types, ranging from bungalows to two storey, semi-detached and terrace.</p> <ul style="list-style-type: none"> • Although both nodes are in close proximity to each other the Milltown (Aghory) LLPA provides a visual break between them. • There is a large grouping of trees to the west of the settlement which forms part of the Ballybay River corridor. • There are a small number of areas of undeveloped land including a large plot of land within the southern node which rises gradually to the south and a narrow strip within the northern node to the east of the Ballybreagh Road.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Aghory Gospel Hall is located 0.09km south of the limit; • The neighbouring settlement of Aghory has a Church, hall and playing field which is in close proximity to Milltown (Aghory).

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

Northern node

- To the north, growth may be constrained by topography, land is elevated at the north and falls steeply towards the south of the northern node. Surface water flooding to the south-west may constrain development.
- To the east, growth may be constrained by the topography (falls gradually to the east)
- To the south, growth may be constrained by topography (land falls steeply), proximity to southern node (coalescence concerns), Milltown (Aghory) Local Landscape Policy Area, floodplain and surface water flooding (south-west).
- To the west, growth may be constrained by topography (land falls gradually), floodplain, surface water flooding and Milltown (Aghory) Local Landscape Policy Area;
- Approval for 22 allotments to the north of the settlement limit.

Southern node

- To the north of the node, growth may be constrained by topography (land rises steeply towards the northern node), proximity to the northern node (coalescence concerns), floodplain, surface water flooding and Milltown (Aghory) Local Landscape Policy Area.
- To the east of the node, growth may be constrained by topography (ridge extends to the east with the land falling to the north and south).
- To the south of the node, growth may be constrained by topography (land rises towards Aghory House and LLPA, the land then falls towards the east and west), Milltown Aghory Local Landscape Policy Area, floodplain towards the south-west, areas of surface water flooding and capacity to integrate due to areas of raised land.
- To the west of the node, growth may be constrained by topography (land rises towards the crest of the hill located to the north-west), floodplain, surface water flooding, and a small steep mound located between the settlement limit and the Ballybay River.

SETTLEMENT APPRAISAL – MILLTOWN (BENBURB)

Milltown (Benburb) is a small settlement, with two nodes, located approx. 8.5km north-west of Armagh City, just south of the River Blackwater (which acts as the boundary with Mid Ulster District Council and County Tyrone). The village of Benburb is located 1km to the north-east, on the north side of the river, with Carrickaness small settlement very close to the south-east.

According to NISRA 2011 Census, Milltown (Benburb) has a population of 108 people and 39 households.

SETTLEMENT EVALUATION FRAMEWORK (MILLTOWN, BENBURB)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • A Sewage Treatment Works is located east of the northern node (south-east of the Old Mill complex, south bank of River Blackwater); • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Lands within and alongside the northern node fall within the floodplain of the adjoining River Blackwater. This substantially affects the old mill complex to the north-east. A small watercourse which feeds into the Blackwater from the south-west, dissecting the northern node, also causes a degree of flood risk. • Similar lands within and surrounding the northern node are affected by surface water flooding, extending south-west from the old mill complex across the former lock house site and across the low-lying property at No. 84 Milltown (in a dip in the landform). • The north-east portion of the northern node, comprising the old mill complex and surrounding lands, fall within Milltown Benburb Site of Local Nature Conservation Importance (SLNCl), which extends along the River Blackwater Corridor. • Milltown Benburb Areas of Special Scientific Interest (ASSI) are also located immediately north-west (along and adjacent to the River Blackwater) and close by to the east of the northern node. These are designated for their geological importance. • A disused section of the Ulster Canal extends through the northern node (north-east of Milltown Road). The former canal lock and bridge is proposed for scheduling as an archaeological site/monument. • There are a number of listed buildings/structures within the northern node, at the former 19th Century linen mill complex in addition to the canal lock, bridge and associated derelict Thomas Telford Lock House. The full extent of the listing at the mill complex is unclear, which includes a large stone-faced mill building, tall brick chimney and a separate traditional designed rendered building. The mill complex was previously used as Benburb Valley Heritage Centre (closed). • South of nearby Benburb Village is Benburb Historic Park, Garden and Demesne (HPGD) and a Local Landscape Policy Area (LLPA), associated with the Servite Priory (Manor House), the remains of Benburb Castle, wooded landscape along the River Blackwater as well as a number of listed buildings/structures and archaeological sites. This parkland area and surrounding features are well

	<p>separated from Milltown (Benburb), at a distance of 900 metres to the north-east.</p> <ul style="list-style-type: none"> • Significant tree groups are located adjacent to and between the two nodes, including south of the lock house and east of Milltown Road (opposite No.s 76-84), associated with Milltown House outside the settlement to the south-east. A woodland buffer continues along the northern road frontage of this property (part of Carrickaness Road) and further to its east, climbing to Carrickview in the southern node. A significant tree group is also located south-west of the northern node, behind Nos. 76a and 78 Milltown Road. • Local topography varies significantly, rising to the south from the low-lying River Blackwater basin, towards prominent hills close by to the south and south-east of the southern node. Carrickaness is located just east of the latter, above Carrickview (cottages) to the south-east.
TRANSPORT	<ul style="list-style-type: none"> • Milltown Road, through the settlement, is a narrow rural road that leads to Artasooly Small Settlement to the south-east (2km). • There is no bus service serving the settlement. Nearby Benburb Village has connections to Armagh and Dungannon (74, 74b, 72d). • Footpaths and street lighting are limited to along the front of Tyrone View and Hillside Terraces and the new housing opposite the latter. • There is no reduced speed limit or other traffic calming measures. • The National Cycle Network extends through the northern node of the settlement (along the southern riverbank of the Blackwater).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Milltown (Benburb) is divided into two nodes on the southern side of the River Blackwater, which extend southwards along and off Milltown Road. The road climbs significantly to the southern node. • The old linen mill complex, disused canal route and associated buildings and their mature riverside setting in the northern node are an important built heritage grouping and visual feature. • This historic grouping contrasts with the remainder of the development, which comprises a row of short two-storey terraces and semi-detached bungalows (Tyrone View) opposite the mill complex and a row of single dwellings in larger plots extending south. • The southern node includes similar single and two-storey housing along a short section of the west (Hillside Terrace), with two pairs of semi-detached dwellings opposite before turning and climbing south-east along Carrickview (13 cottages). • The settlement contains 5 vacant / undeveloped areas at: <ul style="list-style-type: none"> ▪ lands at No. 96 Milltown Road (north-west of northern node); ▪ lands north-west of Canal Lock/Old Mill Complex (northern node); ▪ lands south of No. 76 Milltown Road (south of northern node); ▪ lands south of (opposite) Carrickview (southern node); and ▪ lands south of Hillside Terrace (southern node).

	<ul style="list-style-type: none"> • The two nodes are separated by one field measuring approx. 80m, which rises to the south. The southern end of the northern node is oddly shaped, not reflecting the regular open road-side plot adjacent to No. 76 (dwelling), on the ground, and out of kilter with the pattern of single dwellings immediately north/downslope. The development within each of the nodes is visible from the other node, along Milltown Road, but the two field gap currently between the two nodes, on the ground, is quite a significant break. • Carrickaness small settlement is located a field length upslope to the south-east (190m), which has a linear form on its nearest side. • The mature vegetation around Milltown House, reads as an extension of the mature River Blackwater Valley immediately north, adding to the rural buffer and visual break between the two nodes (on the east side of Milltown Road) and helping screen some of the settlement's built development from its three approach roads. • Despite the more elevated position of the southern node, the wider impact of the settlement is reduced by the surrounding drumlin topography, local and adjoining tree groups and roadside vegetation. It also sits below nearby Carrickaness. • The wider area otherwise has a strong rural character, with limited dispersed development close to the settlement.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Postbox, opposite Tyrone View (outside the old mill and canal lock); • No other facilities or services; • Benburb Village (Mid Ulster Council), close by to the north-east, has a number of local services including a convenience shop with Post Office and facilities including Benburb Valley Park and Eco Trail (woodland and riverside paths along the River Blackwater).

Summary of the key issues affecting the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by Milltown (Benburb) Site of Local Nature Conservation Importance (SLNCI) and Area of Special Scientific Interest (ASSI) along the River Blackwater Corridor; the River Blackwater (containing the settlement to the north/north-east); floodplain (flood risk); mature vegetation along the river corridor; surface water flooding; the disused Ulster Canal (to the north-west); the setting and views of the listed old mill complex; the setting and views of the listed lock house, lock and bridge (disused Ulster Canal); associated archaeological interests; and urban sprawl along Milltown Road.
- To the east, growth may be constrained by the Milltown (Benburb) SLNCI and ASSI along the River Blackwater Corridor; the River Blackwater and mature corridor (significant vegetation); floodplain (flood risk); surface water flooding; the disused Ulster Canal; the setting and views of the listed old mill complex; the setting and any views of the listed lock house, lock and bridge (disused Ulster Canal); associated archaeological interests; Milltown Road (which partly contains the settlement along the northern node); the topography (rising lands to the south/south-east); significant tree groups to the south-east of the northern node towards Carrickview; and the proximity to Carrickaness small settlement to the south-east (coalescence concerns).
- To the south, growth may be constrained by the topography (steeply rising lands to the south); capacity to integrate (open/elevated fields, prominence concerns); proximity to Carrickaness small

settlement to the south-east (one field gap); urban sprawl concerns along Milltown Road; and surface water flooding immediately south.

- To the west, growth may be constrained by the topography (rising lands to the west and further south); flood risk (along the watercourse to the west); surface water flooding; the settlement pattern (which is linear / road-side in form along the west of Milltown Road); and the significant tree group to the west of the northern node.
- Between the northern and southern node, growth may be constrained by the proximity of the two nodes (coalescence issues); urban sprawl along Milltown Road; topography (rising lands to the south and east); capacity to integrate (open and rising lands, prominence concerns to the east side of Milltown Road); significant tree groups east of Milltown Road; associated landscape character and surface water flooding.

SETTLEMENT APPRAISAL – MULLAGHBRACK

Mullaghbrack is a small settlement located along the Mullaghbrack Road (B78/B111) 2km north of Markethill Town and 2km south of Hamiltonsbawn Village. It is located 8km south-east of Armagh.

According to the NISRA 2011 Census data, Mullaghbrack has a population of 54 and 24 households.

SETTLEMENT EVALUATION FRAMEWORK (MULLAGHBRACK) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Mullaghbrack and surrounding lands are not in the floodplain. The nearest affected flood risk areas are located 310, 290 and 275metres from the settlement to the north-west, west and south respectively. • A low-lying area at the west of the settlement adjacent to the main Mullaghbrack Road (B111), north-west of No. 85 (dwelling), is affected by surface water flooding. There are a number of significant areas of surface water flood risk beyond the settlement, the nearest being 145 metres to the north/north-west. • St. John’s Parish Church of Ireland, located to the south-east of the settlement, is a listed building. • The church and graveyard are a designated archaeological site and ecclesiastical monument which sit on an earlier medieval church and graveyard site that may date back to early Christian times. The church and graveyard are contained by a distinctive stone built wall. • A significant tree group is located to the north-west of the settlement along and rising from the main Mullaghbrack Road (west of Mullaghbrack Terrace), extending outside the limit to the north-west. This reads with a mature road-side woodland strip opposite and north-west and a mature tree group and other trees that extend north of 78 Mullaghglass Road. • This adjoining tree group covers a disused railway bed (former Armagh to Newry line) immediately outside and north-west of the settlement limit. Partial remains of the bed are evident further to the north and south-west. • The mature field boundaries either side of the bus stop footpath along with some mature trees dotted around and near the Church and Graveyard further enhance the setting and landscape quality of the settlement. This contrasts with the more open northern part. • Gosford Castle Historic Park, Garden & Demesne (Registered Site) is located to the south, within 410m. This substantial demesne, with its listed former castle (now apartments) other buildings and structures, archaeological sites and woodland and parkland setting, extends to the A28 Armagh-Newry Road and the edge of Markethill. • Gosford Forest Park (240ha), which is part of the Gosford Castle Demesne, is a designated Site of Local Nature Conservation Importance (SLNCI) within 410m to the south. • The local topography is characterised by rolling drumlins, with the settlement’s central built up spine situated on an elevated ridge that extends north to south, before falling to the west towards Mullaghbrack Road and more steeply to the east towards Mullurg Road. The landform

	<p>rises further to the north/north-east towards a hill and on the far side of Mullaghbrack Road to the north-west.</p>
TRANSPORT	<ul style="list-style-type: none"> • Mullaghbrack Road (B78/B111), extends north of the main A28 (Armagh-Newry) Road, past Mullaghbrack, linking Markethill Town to Richhill Village, through Hamiltonsbawn Village. • Bus Services 40, 40b, 40e between Armagh and Newry, via Markethill and Hamiltonsbawn stop on the main Mullaghbrack Road (bus shelters). • A small surfaced car park is located to the south of the settlement, at south of the Orange Hall, at the junction with Mullurg Road. • Street lighting extends through the main built-up spine of the settlement with footpath provision limited to the Church and Halls and west to the bus stop on the main road. • No reduced speed limit, traffic control measures or crossings. • The National Cycle Network extends close to the settlement, along Tannaghmore and Derryraine Roads to the south, within 390 metres.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement. • A signage business is located immediately outside and south of the settlement, at 110 Mullaghbrack Road.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement has a compact form which has grown to the north of St. John's Church and Graveyard, Church Halls (2) and local Orange Hall. The Church (Listed) is the focal point of the settlement and a prominent and attractive local landmark from the local roads by reason of its elevated position on a ridge. The traditional design and scale of the old church hall and Orange Hall to the front of the church, along with the old dwelling opposite, add to the historic feel to this part of the settlement. • The mature trees around and near to the graveyard add to the setting of the Church and the settlement's landscape quality. There are important views of the Church from the surrounding approach roads, including across the current undeveloped lands in the west of the settlement, along the main Mullaghbrack Road (B111). • The remainder of the settlement comprises residential development, all single storey, with the main built form made up of two long established rows of small semi-detached dwellings to the north of the settlement that sit back to back (Mullaghbrack and St. John's Terraces). There are 3 modest established dwellings with some outbuildings, within the limit, along with a vacant old dwelling (opposite the Orange Hall). • Mullaghbrack Road (B111) and Mullurg Road (B78) contain the settlement limit to the west and south respectively, with significant landform changes to the north/north-east (rising hill) and to the east (steep fall to Mullurg Road), beyond the graveyard boundary wall (Settlement Limit). • The settlement contains five vacant / undeveloped areas at: <ul style="list-style-type: none"> ▪ lands opposite and east of St. John's Terrace; ▪ lands to the rear of 88 Mullaghbrack Road; ▪ lands south of Mullaghbrack and St. John's Terraces; ▪ lands adjacent (north, west and south) of 85 Mullaghbrack Road (north-west of St. John's Church); and

	<ul style="list-style-type: none"> ▪ lands opposite and west of 106 and 108 Mullaghbrack Road (south-west of St. John’s Church). • The significant amount of undeveloped land along with the traditional buildings and the lack of modern development in the settlement help it retain a rural feel and special character. • The wider area retains a strong rural character with a dispersed settlement pattern. There however are a number of modern rural dwellings immediately outside or near the limit along Mullurg Road to the south and east.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • St John’s Church of Ireland, Graveyard and Church Halls (old and new, 104 and 106 Mullaghbrack Road); • Mullaghbrack Orange Hall (108 Mullaghbrack Road); • Play Park (Council maintained), at Mullaghbrack Terrace; • Postbox, outside 2 Mullurg Road (at south end of settlement); • St. James’ Roman Catholic Church and St. James’ Primary School are located close to the settlement on Derryraine Road, to the south-west, within 550metres and 650 metres of the settlement by road.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography (rising hill to the north/north-east), associated capacity to integrate (prominence concerns), the disused railway bed and significant tree groups / mature vegetation to the north/north-west).
- To the east, growth may be constrained by the setting and views of St. John’s Church (Listed) and Graveyard (archaeological site / monument), the topography (steeply falling lands towards Mullurg Road), capacity to integrate (prominence concerns from Mullurg Road viewpoints/approach), landscape character (associated with the Church and its setting), the proximity to rural dwellings along Mullurg Road and to the north-east of the settlement (along the minor road).
- To the south, growth may be constrained by the setting and views of St. John’s Church (Listed) and Graveyard (archaeological site / monument), landscape character (associated with the Church and its setting), the Mullurg Road (B78) which contains the existing settlement (hard development edge), the proximity to rural development (along the section of road between Mullurg Road and Tannaghmore Road) and the capacity to integrate (open fields south of Mullurg Road).
- To the west, growth may be constrained by the main Mullaghbrack Road (B111) which contains the existing settlement (hard development edge), the disused railway bed (immediately north-west), significant tree group / mature vegetation to the north-west and capacity to integrate to west of main B111 Mullaghbrack Road (open fields/landscape).
- In addition, the future growth of Mullaghbrack within the existing settlement limit may be constrained by a host of issues, including the setting and important views of St. John’s Church (Listed), Graveyard (archaeological site) and neighbouring old buildings which make up its historic core; the unique character of the existing buildings and built form within the settlement (which share a modest scale, form and appearance); and mature trees / vegetation within the limit, to ensure that new and re-development proposals shall not have a detrimental impact on the settlement’s overall character and key features.

SETTLEMENT APPRAISAL – SALTERS GRANGE

Salter's Grange is a small settlement located approximately 1.5km north of Armagh City (edge) and 4km south-west of Loughgall Village.

Salter's Grange is not included in the NISRA 2011 Census data in relation to population / household numbers. NISRA do not detail settlements that have a population of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (SALTERS GRANGE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are no lands within or adjacent to the settlement within the floodplain. The nearest affected flood risk area is located 170 metres to the south of the limit in the lower-lying valley floor. • There are areas outside the limit to the north-west (100m), south-east (40m) and south-west (60m) at risk of surface water flooding. • The prominent St. Aidan's Church of Ireland is the focal point of the settlement and a significant local landmark at its southern end. • The church and associated graveyard along with the traditional style Old School House and Teachers House buildings, to its front (within the curtilage), along with a mature tree group to the south are the key features of a Local Landscape Policy Area (LLPA). • St. Aidan's Church, associated gates, front boundary wall and the Old School House and Teacher's House are all listed buildings/structures. • The significant tree group to the south of the church graveyard also extends further to the north-west (rear), beyond the settlement limit. • Other than the significant tree group adjacent to the church graveyard, the settlement is generally open and lacking in tree cover, until reaching the mature grounds of No. 63 to the very north and a tree-lined field boundary to the north-east edge of limit, in the adjoining large vacant field. Some field boundaries further east offer some cover or framing from views from the Loughgall Road. • A stone quarry is located within 210m to the north-east of the settlement, along Loughgall Road. This is a permitted Pollution Prevention and Control (Industrial Emission) Installation. • A disused railway bed (former Armagh to Portadown line) is located 525m to the south-east of the limit (on the far side of Loughgall Road). • Annacramph Meadows Area of Special Scientific Interest (ASSI), a 2.5ha site of unimproved dry grassland across two small hay meadows with a number of scarce species, is located 560m to the north-east. • The local topography is very undulating, with the landform falling on all sides from a gentle hill crest close by to the north-west of the limit. The settlement falls north-eastwards from the Church site (highest point) to a dip at the junction, where the cottages turn the corner, before rising again to the north. The wider landform falls immediately south of the settlement towards a low-lying valley with drumlins rising further to the north and to the north-east, beyond the quarry.

<p>TRANSPORT</p>	<ul style="list-style-type: none"> • Salters Grange Road is situated off (150m west of) the Loughgall Road (B77) between Armagh City and Loughgall Village. • The settlement has no bus services, but Service 65 (Armagh – Loughgall) stops on the Loughgall Road, near Grange Cottages (305m). • No reduced speed limit, traffic control measures or crossings points. • The settlement has no footpath network. A marked lay-by however extends along the majority of the eastern side of Salters Grange Road, including the semi-detached cottages. The new development of Salters Grange Manor, between the Church and No. 46 Salters Grange Road, will have footpath provision when completed. • Street lighting extends along the settlement’s existing built form.
<p>ECONOMIC DEVELOPMENT</p>	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement. • Economic development uses located near to the settlement, include: <ul style="list-style-type: none"> ▪ A transport/haulage company, 141 Loughgall Road (240m east); ▪ A large quarry, Annacramph / Loughgall Roads (565m north-east)
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The settlement has developed in a linear form on both sides of Salters Grange Road, which is a narrow minor road that continues to the north and south into the countryside, with a spur road to the north-east falling towards the nearby Loughgall Road, towards Armagh. • St. Aidan’s Church (Listed) sits quite prominently at the south-west of the settlement, back off a crest in the road. The road rises gradually towards this from the north, from the junction at the cottages, before dipping immediately south. • The stone church building and traditional styled Old School House and Teachers House to the front, within its curtilage, are a significant local landmark group, both historically and visually. These mark the oldest part of the settlement, with an old hall opposite. The mature trees next to the graveyard add to the setting of the church and adjoining buildings and the landscape quality of this part of the settlement. • A new housing development (18 dwellings), known as Salters Grange Manor, is under construction to the north of the graveyard, with 4 dwellings fronting Salters Grange Road with the remainder to be completed to the rear. This breaks from the linear form of the remainder of the settlement. • Other than the two-storey dwelling at No. 63, to the very north of the settlement and the split-level at No. 46, all remaining development is long established single storey. These comprise the small semi-detached cottages on the east side of the road (10) along with 2 other modern bungalows. The bungalow between the hall and No. 31 sits outside and behind the settlement limit, which juts in at this point. • The settlement contains five vacant / undeveloped areas at: <ul style="list-style-type: none"> ▪ lands north of 50 Salters Grange Road; ▪ lands north/north-east of 53-57 Salters Grange Road; ▪ lands to the rear of 46-50 Salters Grange Road; ▪ remaining undeveloped lands within Salters Grange Development (to rear); ▪ lands south of 31 Salters Grange Road.

	<ul style="list-style-type: none"> • A rural dwelling and large shed sit immediately west of the settlement, which are clearly visible from the north end / approach by reason of their height above. • The wider area retains a strong rural character, however the nearby section of Loughgall Road has experienced greater pressure. A significant row of development comprising Grange Cottages (6), two other dwellings and a large farm complex, close by to the south-east along Loughgall Road, obstruct views of the settlement, which are available from either side by reason of its elevated position. • There are important views of the Church and its environs from surrounding roads and approaches, by reason of its prominent location in relation to the remainder of the settlement and its landscape setting. The tree group to the south-west offers good screening and backdrop depending on the direction of approach.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • St Aidan’s Church (Church of Ireland), Old School House, Teacher’s House and Graveyard; • Hall, opposite and south-east of Church; • Post box located to the north-east of the settlement (outside No. 57 Salters Grange).

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by topography (rising lands), capacity to integrate and prominence concerns (open undulating fields, including no field boundary definition to the north-west) and surface water flooding.
Note: The quarry to the north-east, off Annacramph Road / Loughgall Road (and any associated nuisance or pollution issues) is considered sufficiently well removed from the settlement to affect considerations around its sustainable growth.
- To the east, growth may be constrained by the existing settlement pattern (which has a linear form and frontage along the southern part of Salters Grange Road), the topography (falling lands), prominence concerns (open elevated fields), areas of surface water flooding and proximity to rural development along Loughgall Road and Ballybrannon Road.
- To the south, growth may be constrained by the topography (steep fall immediately south), the setting and views of St. Aidan’s Church Local Landscape Policy Area, including listed church, old school buildings, boundary features, graveyard and adjoining mature trees/vegetation to the south and west, capacity to integrate (open and steep falling lands to the east of Salters Grange Road), proximity to rural development along the Loughgall Road to the south-east and surface water flooding.
Note: The floodplain to the south, one field away, is considered sufficiently well removed from the settlement to affect considerations around its sustainable growth.
- To the west, growth may be constrained by the undulating topography (rise to the west/north-west and steep fall to the south-west), prominence concerns (across open and elevated lands), the existing urban settlement pattern (with limited depth from Salters Grange Road), a significant grouping of trees to the rear/west of the graveyard (associated with the adjoining Local landscape Policy Area) and surface water flooding.

SETTLEMENT APPRAISAL – ST MARYS TERRACE

St Marys Terrace is a small settlement, located approximately 13.5km south-west of Armagh and 0.47km south-east of Middletown. The settlement takes the form of two nodes, located to the south and north of the Monaghan Road (A3).

St Marys Terrace is not included in the NISRA 2011 Census Data in relation to settlement population / household numbers. NISRA do not detail settlements that have a population of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (ST MARYS TERRACE)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband. • A Sewage pumping station is located within the southern node. • Recycling banks.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are no areas of land within or adjacent to the northern node that are located within the floodplain. There are small areas to the west and north-east of the northern node that are affected by surface water flooding. • There are lands within the southern node and to the west and south-east that are located within the floodplain. • There are lands within the southern node and to the west, south-west, east and south-east are affected by surface water flooding. • There is a watercourse which flows through the southern node and to the east and west. • A local Landscape Policy Area (LLPA) is designated on lands within the south-west of the southern node, extending beyond the current settlement limit towards the west, south and south-west. • There is a Scheduled Monuments Zone located to the south-west of the southern node and is associated with Rathtrillick Rath, an Archaeological site/Monument. • There are two Archaeological sites/Monuments associated with the northern node, Cavadoon rath (to the north-west of the node) and Cavandoogan enclosure (within the settlement limit boundary). • The listed St John’s RC Church and graveyard is located approximately 200m east of the southern node. • Kiltubbrid Lough Area of Special Scientific Interest (ASSI) is located approximately 0.58km north-east of the northern node. • The topography of the area is undulating with hillocks being a strong characteristic of the area, particularly to the west and south of the southern node. At the northern node the land rises fairly steeply from the Monaghan Road in a northerly direction.
TRANSPORT	<ul style="list-style-type: none"> • There are bus services available on the Monaghan Road, Armagh – Monaghan (Bus Service No. 70) and Belfast – Cavan (Bus Service No. 270). • There are no pedestrian crossings, cycle routes or traffic lights within the settlement. • There is a ‘Park and Drop’ facility at St John’s Primary School.

	<ul style="list-style-type: none"> • The northern node has sparse street lighting and no footpaths. The southern node only has footpaths and street lighting in the vicinity of St. John's Primary School.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There are no lands zoned for industrial or commercial use within the settlement. • There is a HGV garage located within the southern node, which extends beyond the settlement limit to the south-west. • St Marys Terrace has no other services.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The northern node is linear in form and is characterised by single rural dwellings located along a laneway that extends in a northerly direction. • The southern node is a compact cluster including a grouping of rural dwellings, St John's Primary School and HGV business. • The southern node is located on lower land, however is set amongst heavily vegetated rolling drumlins. The rolling landscape has largely influenced the shape and form of the settlement. • There are a small number of undeveloped areas within the settlement, including an area to the eastern side of the laneway within the northern node and an area of land to the west of the
COMMUNITY SERVICES	<ul style="list-style-type: none"> • There are no facilities within the northern node. • St John's Primary School is located within the southern node. • St John's RC Church (Listed) and graveyard is located to the east of the southern node.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

Northern node

- To the north, growth may be constrained by areas of surface water flooding (to the north-east) and the topography (elevated lands to north-west). Kiltubbrid Lough ASSI is located approximately 0.58km north-east of the limit.
- To the east, growth may be constrained by the topography (rising land) and the protected route (to the south-east).
- To the south, growth may be constrained by the A3 Monaghan Road (protected route), the topography (land falls towards southern node), significant tree grouping (to the south-east), the proximity to southern node (potential coalescence issues) and capacity to integrate.
- To the west, growth may be constrained by the archaeological site / monument (Cavandoon Rath), the protected route (to the south-west), the topography (rising land to the north of the protected route) and areas of surface water flooding.

Southern node

- To the north, growth may be constrained by its capacity to integrate (open landscape), the protected route, the proximity to the northern node (potential coalescence issues to the north-east) and the proximity to the village of Middletown (potential coalescence issues to the north-west).

- To the east, growth may be constrained by topography (rising land), the listed St John's RC Church, areas of surface water flooding and the watercourse.
- To the south, growth may be constrained by an existing watercourse and its floodplain (to the south-east), areas of surface water flooding (to the south-east and south-west), the topography (rising lands and elevated areas towards the south-west and south-east), the local Landscape Policy Area (to the south and south-west), the Scheduled Monuments Zone and Archaeological Site (to the south-west).
- To the west, growth may be constrained by the topography (significant hill to north-west), the floodplain, the Local Landscape Policy Area designation, the watercourse and areas of surface water flooding.

SETTLEMENT APPRAISAL – STONEBRIDGE

Stonebridge is a small settlement located approximately 2km north of Richhill and 7km south-west of Craigavon Urban Area (Portadown) and is comprised of two nodes.

Stonebridge is not included in the NISRA 2011 Census Data in relation to settlement population/household numbers. NISRA do not detail settlements that have a population of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (STONEBRIDGE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • A Sewage Treatment Works is located west of the southern node. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are areas of land within the settlement and to the north, east, south and west that are affected by flooding and surface water flooding. • The Tall River is located to the west of the southern node and to the south, east and north of the northern node. • Listed features including Ballyleny (Stonebridge) House and No.46 Legacorry Road. • Archaeological Sites located to the south and south-west of the settlement including Anna Hill Enclosure. • The topography of Stonebridge varies across the settlement and surrounding lands with large, open arable agricultural fields mixed with small pockets of wetter grassland.
TRANSPORT	<ul style="list-style-type: none"> • The settlement is comprised of two nodes which are separated by the A3 Armagh to Portadown Protected Route. • Running parallel to the A3 is a disused rail bed which runs along the southern boundary of the northern node. • The southern node has a regular bus service between Armagh and Portadown however the northern node is not directly served by this service. • There are no traffic calming measures or pedestrian crossing points within the settlement. • There are areas of disconnected footpaths within the southern node and no footpath provision within the northern node. • Limited street lighting throughout the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No industrial activity within the settlement. • Disused furniture manufacturing building on the Battlehill Road and a vacant restaurant at the junction with the A3 and Legacorry Road in the southern node.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The northern node is largely comprised of single dwellings, with the Parochial House alongside the Church providing an attractive entrance feature at the northern approach to the node. • The form of the southern node varies, ranging from compact detached dwellings in the vicinity of the A3 to more dispersed rural dwellings in the south along the Legacorry Road. • There are a number of groups of mature trees within and surrounding both nodes of the settlement, providing a strong rural element. • There are a small number of undeveloped areas within the settlement including: <ul style="list-style-type: none"> • Within the northern node there are areas of land to the north and east of the Battlehill Road. • Within the southern node there are four areas of undeveloped land including an area to the east of Legacorry Road and an area to the north of the Orange Hall on the western side of the Legacorry Road.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Stonebridge has a small number of facilities including St Patrick's Roman Catholic Church and Graveyard, Church Hall, Parochial House and Orange Hall.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography, the floodplain, areas of surface water flooding and the Tall River.
- To the east, growth may be constrained by the topography, the Tall River, the protected route, areas of surface water flooding and the floodplain.
- To the south, growth may be constrained by the topography, an archaeological site, areas of surface water flooding and the floodplain (to the south-west). Possible coalescence issues with the village Richhill to the south-west of the settlement.
- To the west, growth may be constrained by the location of the Tall River, the floodplain, areas of surface water flooding, the topography, the protected route and the location of the Sewage Treatment Works.
- The A3 Protected Route separates the two nodes and running parallel to the A3 is a disused railway bed which runs along the southern boundary of the northern node.
- There are a number of rural buildings/dwellings along approach roads in the north-east and south.
- The listed building (Stonebridge House) which adjoins the northern boundary of the southern node.
- Potential coalescence issues between the two nodes.

SETTLEMENT APPRAISAL – TASSAGH

Tassagh is a small settlement located approximately 3km north-east of Keady and approximately 9km south of Armagh.

Tassagh is not included in the NISRA 2011 Census Data in relation to settlement population / household numbers. NISRA do not detail settlements that have a population of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (TASSAGH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Lands within the settlement and to the north, east and south are located within the floodplain and are also affected by surface water flooding. • The Callan River dissects the length of the settlement. • Tassagh Local Landscape Policy Area (LLPA) is designated along the Callan River corridor. The LLPA encompasses the river and the group of mature trees which define its banks. • Listed features include Tassagh House to the north-west, Tassagh Bridge to the north and Dundrum Gates to the south. • Industrial Heritage Records include a mill and bridge. • The topography of the area varies, with hills to the east and west of the settlement and steep areas of land to the east, south-east and west of the Dundrum Road.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has developed around the crossroads of the Tassagh and Dundrum Roads. • There is a bus shelter located to the north of the crossroads, with a bus service to Darkley, Keady and Armagh (Bus Service No. 69). There is also a school bus service (Bus Services No. 44 and 69). • There are no pedestrian crossings or traffic lights within the settlement. • The settlement has disconnected footpaths and sparse street lighting.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no evidence of industrial activity or any lands zoned for industrial purposes within the current area plan. • Commercial activity within the settlement includes a Public House and restaurant, convenience shop and Post Office. • Within the western area of the settlement, to the eastern side of the Blairmont Road, there is a vacant building which was previously used as a Creamery.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement has developed around the crossroads of the Dundrum Road and Tassagh Road. • The settlement is located in a valley within a drumlin landscape, with the surrounding lands predominantly consisting of pastureland.

	<ul style="list-style-type: none"> • The character of the settlement is defined by the Callan River which meanders through its length, creating a physical divide through the centre of the settlement which is linked by a stone bridge. • Residential development predominantly consists of dispersed single dwellings. • There are a small number of undeveloped areas within the settlement, including four areas to the east of the Dundrum Road and one large area to the south-west of the settlement. The former creamery buildings are currently disused.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Tassagh Presbyterian Church. • A Neighbourhood Watch Scheme operates within the settlement.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the floodplain, Tassagh Local Landscape Policy Area which adjoins the northern boundary, areas of surface water flooding, the River Callan, listed features including the listed Tassagh House (to the north-west) and the topography (land rises steeply towards the east and is relatively flat to the west before rising steeply towards Tassagh House) and potential impact on rural character (capacity to integrate as a result of raised and exposed land).
- To the east, growth may be constrained by the floodplain, areas of surface water flooding River Callan, topography (land rises steeply to the north of the Tassagh Road and falls steadily to the south towards an existing watercourse) and potential impact on rural character (capacity to integrate as a result of raised land).
- To the south, growth may be constrained by Tassagh Local Landscape Policy Area which adjoins the south-western boundary, the floodplain, areas of surface water flooding, Callan River, the listed Dundrum Gates, the topography (land rises to the south-east towards Dundrum House, and the land falls to the south-west of the Dundrum Road towards the River Callan) and potential impact upon rural character.
- To the west, growth may be constrained by the topography (land rises towards the south-west with areas of exposed slopes), potential impact on rural character, Tassagh Local Landscape Policy Area which adjoins the north-western and south-western boundary and areas of surface water flooding.

SETTLEMENT APPRAISAL – TULLYGOONIGAN

Tullygoonigan is a small settlement, comprised of two nodes, located approximately 5km north of Armagh. Tullygoonigan is not included in the NISRA 2011 Census Data in relation to settlement population / household numbers. NIRSA do not detail settlements that have a population of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (TULLYGOONIGAN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband. • Recycling banks.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • In respect of the western node areas within the settlement and adjoining the south-western boundary are located within the floodplain. • In respect of the eastern node areas of land approximately 250m to the east are located within the floodplain. • There are lands within the settlement and to the north, south, east and west affected by surface water flooding. • The River Callan is located approximately 300m south of the western node and 250m to the east of the eastern node. • Approximately 500m south-east of Tullygoonigan is Annacramph Lane and Carganamuck Quarry Site of Local Nature Conservation Importance (SLNCI). • There are three Archaeological Sites and Monuments located to the south-east of the settlement including a Rath and Megalithic Tomb. • The topography of the settlement varies; whilst the nodes are relatively flat the topography does vary across the surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • The settlement is located east of the Moy Road (A29) a Protected Route. • The western node has developed along the Ballygassoon Road and the eastern node has developed along the junction of the Ballygassoon Road and the Knocknaconey Road. • There are two bus shelters located on the Moy Road (A29), with bus services to Armagh and Dungannon (Service No.72). There is also a school bus service (No. 72). • There are no footpaths or street lighting within the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no economic activity within the settlement or any land zoned for this purpose within the current area plan. • Tullygoonigan Industrial Estate is located approximately 0.2km to the south-west of the western node and has a mix of employment uses.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The smaller eastern node is compact in form and has developed around St Colmcille’s Church and includes a disused school building. • The larger western node extends along the Ballygassoon Road. The form is relatively loose and is largely comprised of single rural dwellings and St Colmcille’s Gaelic Club.

	<ul style="list-style-type: none"> • There are a small number of undeveloped areas within the settlement limit including a narrow strip of land within the eastern node. • In the western node there are four areas of undeveloped land to the north of the Ballygassoon Road and three areas of undeveloped land to the south of the road.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • St Colmcille’s Church and graveyard, Old St Colmcille’s Primary School (presently disused), St Colmcille’s GFC Grange (includes a hall and two playing fields) and a Post box. • There is a children’s day nursery located within Tullygoonigan Industrial Estate.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

Eastern node:

- To the north, growth may be constrained by the topography (land rises to the north-east, and relatively flat to the north-west) and areas of surface water flooding (to the north-west).
- To the east, growth may be constrained by the topography (land falls to the south-east and rises to the north-east along the Ballygasson Road) and areas of surface water flooding. The Callan River and floodplain are located approximately 250m east of the eastern node.
- To the south, growth may be constrained by topography (land falls to the south-west and rises gradually to the south-east) and small pockets of surface water flooding. Annacramph Lane and Carganamuck Quarry Site of Local Nature Conservation Importance (SLNCI) is located approximately 500m south-east of the settlement.
- To the west, growth may be constrained by the topography (falls to the south-west with the land rising gradually towards the western node) and the proximity to the western node (potential coalescence issues). St Colmcille’s graveyard extends beyond the western boundary of the current settlement development limit. Potential coalescence with the western node.
- There are a number of rural buildings/dwellings along the approach roads to the eastern node.

Western node:

- To the north, growth may be constrained by the topography (land rises to the north-west) and areas of surface water flooding.
- To the east, growth may be constrained by the topography (land falls towards the eastern node), proximity to the eastern node (potential coalescence issues), capacity to integrate (to the south-east there are elevated lands with no defined boundaries) and areas of surface water flooding. Potential coalescence with the eastern node.
- To the south, growth may be constrained by the topography (land rises steeply to the south), the floodplain and areas of surface water flooding (to the south-west). The River Callan is located approximately 300m south of the western node.
- To the west, growth may be constrained by the topography (rises steeply towards the west), the floodplain and surface water flooding (to the south-west) and the protected route (Moy Road A29 is located approximately 240 metres west of the settlement limit). To the immediate west of the existing settlement limit there is an existing playing field associated with St Colmcille’s GFC Grange.
- There are a number of rural buildings/dwellings to the north, south, east and west of the western node. Furthermore Tullygoonigan Industrial Estate is located approximately 50 metres south-west of the western boundary of the settlement.

SETTLEMENT APPRAISAL – TULLYROAN CORNER

Tullyroan Corner is a small settlement located approximately 12km north-west of Portadown. The existing settlement is comprised of two nodes, principally made up of residential development.

Tullyroan is not included in the NISRA 2011 Census data in relation to settlement population/household numbers. NISRA do not detail settlements that have a population of less than 50 persons/20 households.

SETTLEMENT EVALUATION FRAMEWORK (TULLYROAN CORNER)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • On lands between the two nodes of the settlement and along the northern side of the Derryhirk Road there are significant areas that are located within the floodplain and also affected by surface water flooding. • The Tall River flows between the two nodes. • Along the western edge of the eastern node there is the listed Tullyroan Bridge, which connects the two areas of the settlement. • To the north and north-west of the settlement there is Argory Moss Site of Local Nature Conservation (SLNC) and the Argory Historic Park, Garden and Demesne (HPGD). • The topography of the settlement varies across the settlement and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has developed in a linear pattern along two nodes. • The western node, the larger of the two, has developed along the Clonmore Road and there are no foot paths or street lighting. • The southern node has developed along the Derryhirk Road, with incomplete footpaths, street lighting and a bus stop. • Bus Service 67B provides linkage to Portadown and Services 61, 65, 67 and 72 provide linkage to Armagh.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • At the western node there is no evidence of any industrial activity, nor is there any land zoned for this purpose within the current development plan. However, at the eastern node there is a drainage systems manufacturer. • To the north of the eastern node there is a poultry hatchery and broiler houses. • There is no evidence of any commercial activity within the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The western node extends in a linear form along the western side of the Clonmore and Derryscollop Roads, mostly comprised of single rural dwellings. • The eastern node extends in a linear form on both sides of the Derryhirk Road and is characterised by single rural dwellings with the exception of a row of dwellings along the northern side of the road. • Within the eastern node there are several areas of undeveloped lands:

	<ul style="list-style-type: none"> ▪ To the south of Tullyroan Methodist Church there is a wedge of relatively flat grazing land. ▪ To the west of the drainage systems manufacturer, to the southern side of the Derryhirk Road, there is a large area of grassland which gently inclines in a southerly direction. ▪ Opposite the drainage systems manufacturer, to the northern side of the Derryhirk Road there is a wedge of flat land which is very well enclosed by mature hedgerow boundaries. ▪ Along the western boundary of the eastern node, to the north of the Derryhirk/Tullyroan Road junction, is an area of land consisting of vegetation and concrete hardstanding. • Within the western node there are areas of undeveloped land: <ul style="list-style-type: none"> ▪ Located centrally within the western node of the settlement there is a large area of land which consists of grassland. ▪ An area of land within the southern area of the western node which was associated with the former primary school, currently consists of ruins and overgrown vegetation.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Tullyroan Methodist Church is located within the eastern node. • Approximately 200m south-east of the eastern node, along the Tullyroan Road there is a Gospel Hall and to the north-east there is Tullyroan Oval. • Derrycorry Orange Hall is located to the north.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

Eastern Node

- Growth may be constrained to the north, south and west of the eastern node due to the floodplain and areas of surface water flooding associated with the Tall River.
- To the east of the node land rises towards the north and north-east.
- To the south of the node land rises in an easterly direction and to the north-west and to the south-west land falls towards the Tall River. The south-western boundary of the settlement is contained by the Tullyroan Road.
- To the west, growth may be constrained by the listed Tullyroan Bridge and potential coalescence with the western node.

Western Node

- Growth may be constrained to the north, east and south due to the floodplain and areas of surface water flooding. Located further to the north (approximately 500m) of the western node the Argory Moss SLNCI and the Argory HPGD may constrain development. Rural buildings/houses along Clonmore Road to the north may constrain development to the north.
- To the east, growth may be constrained by the listed Tullyroan Bridge and potential coalescence with the eastern node. The eastern boundary is contained by the Derryscollop Road/Clonmore Road.
- To the west of the node land rises significantly from west to east towards the settlement boundary and east of the node land gently falls towards the Tall River.

Former Armagh City District

Hub:	page	Small settlements:	page	Small settlements:	page
Armagh City	1	Acton	64	Kilmore	113
		Aghory	66	Lisnadill	116
Towns:		Annaghmore (Moss Road)	68	Loughgilly	118
Keady	6	Annaghmore	70	Madden	120
Markethill	10	Annahugh	73	Milltown (Aghory)	122
Tandragee	14	Ardress	75	Milltown (Benburb)	124
		Artasooly	77	Mullaghbrack	128
Villages:		Auglish	79	Salters Grange	131
Blackwatertown	17	Ballymacnab	81	St. Mary's Terrace	134
Charlemont	22	Broomhill	83	Stonebridge	137
Darkley	25	Carrickaness	85	Tassagh	139
Glenanne (Lisdrumchor)	28	Cladymore	88	Tullygoonigan	141
Hamiltonsbawn	31	Clare	90	Tullyroan Corner	143
Killylea	34	Collegeland	92		
Laurelvale/Mullavilly	37	Derryhale	95		
Loughgall	40	Derrynoose	98		
Middletown	44	Derryscollop	100		
Milford	47	Drumhillery	102		
Mountnorris	50	Edenaveys	105		
Poyntzpass *	52	Eglis	107		
Richhill	55	Glenanne	109		
Tynan	54	Granemore	111		

Former Banbridge District

Hub:		Small settlements:		Small settlements:	
Banbridge	145	Annaclogh	178	Moneyslane	206
		Ardtanagh	181	Tullylish	208
Towns:		Ashfield / Gowdystown	183	Waringsford	210
Dromore	153	Ballela	185		
Gilford	158	Ballyrone	187		
Rathfriland	162	Closkelt	189		
		Corbet	192		
Villages:		Glasker	194		
Kinallen	166	Glen	196		
Lawrencetown	168	Katesbridge	198		
Loughbrickland	171	Kilkinamurray	201		
Scarva	175	Lenaderg	203		

Former Craigavon Borough

Hubs:		Small Settlements:		Small Settlements:	
Craigavon Urban Area	212	Ballymacmaine	245	Milltown (Co. Armagh)	272
		Ballynabragget	248	Milltown (Co. Down)	274
Villages:		Blacksull	251	Scotch Street	277
Aghacommon	221	Charlestown	253	Tartaraghan	279
Aghagallon	224	Derryadd	255	The Birches	281
Bleary	227	Derrymacash	257		
Dollingstown	230	Derrymore	260		
Donacloney	233	Derrytrasna	262		
Drumnacanvy	236	Gamblestown	264		
Magheralin	238	Gibson's Hill	266		
Waringstown	242	Maghery	269		

Former Dungannon District

Villages:	
Clonmore	284
Derrylee	287
Tamnamore (Eastern portion within Co. Armagh)	289

Settlement Appraisals in former Banbridge District

SETTLEMENT APPRAISAL – BANBRIDGE

Banbridge is a large town located along the River Bann, with an attractive drumlin settling, situated approximately 9km south-east of Craigavon Urban Area, 7.5km south-west of Dromore and 15km north of Newry (within Newry, Mourne and Down District Council area).

The settlement originally formed on the main Belfast to Dublin route, where it crossed the River Bann. It emerged in the late 17th/early 18th Century as ‘Ballyvally’, so named for its location in the Bann Valley, before being renamed as Banbridge following the completion of a bridge over the river in 1782. During the first half of the 19th Century, it became a centre for the linen industry with a number of large mills located along the river. The arrival of the (former) railway in 1859 also played a significant role in the settlement’s growth. The second half of the 20th Century saw the building of a number of large housing estates, dwarfing the late 18th / early 19th Century historic core.

Banbridge is the largest settlement in the Borough by population outside of the main Craigavon Urban Area (CUA). It is classified as a Main Hub in the Regional Development Strategy (RDS) 2035 Spatial Framework for Northern Ireland and identified within the RDS as part of a cluster of settlements with Craigavon Urban Area and Armagh City to have the potential to capitalise on their strategic position on the Belfast/Dublin (A1) and Belfast/Enniskillen/Sligo (M1) Economic Corridors. The town is well located along the A1 Strategic Transport Corridor and convenient to the major urban centres of Belfast, Craigavon, Lisburn and Newry. It is an important service and employment centre for its population and large rural hinterland. These factors have contributed to it being one of the fastest growing towns in Northern Ireland in recent years.

According to the NISRA 2011 Census, Banbridge has a population of 16,653 people and 6698 households.

SETTLEMENT EVALUATION FRAMEWORK (BANBRIDGE)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Banbridge Wastewater Treatment Works located on Huntly Road (within settlement limit); • Council Recycling Centre at Scarva Road; • Recycling Points (6) at Havelock Park; Dromore Road Filling Station; Downshire Road Car Park; Town Centre Tesco; Newry Road and The Outlet Park Tesco; and • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Significant low-lying areas within the settlement fall within the floodplain, along the River Bann corridor. This affects significant lands/properties in the town centre around Church Square, Downshire Road, Lower Bridge Street, Castlewellan Road and Burnview Terrace. A number of other areas within the settlement are affected by localised flood risk, such as at Ardery’s Lane, Ballygowan Road and Ravenswood/Brookfield House (Scarva Road). • A number of significant areas of flood risk are also located outside and close to the limit, including further north and east along the River Bann, south of the A1 west of Rathfriland Road and west of Huntly Road at the very north of the town.

	<ul style="list-style-type: none"> • The settlement is affected by a significant number of localised surface flood risk areas, along low-lying areas, as well as numerous areas adjoining and outside the settlement limit. • Areas of Townscape Character (3) cover a large portion of the northern part of Banbridge Town Centre (along Bridge Street, parts of Newry Street to the south, Scarva Street to the west and Castlewellan Road to the east and north along parts of Dromore Street and Lurgan Road) as well as the two residential areas at Hayes Park (Lurgan Road) and Peggy's Loaning/Edenderry Gardens. • The Town Centre contains a large number of listed buildings and structures that include the Former Northern Bank (Downshire Street), Crozier House, the Old Police Station, Masonic Hall (all Church Square), Former Market House/Old Town Hall, Mill Court (Castlewellan Road), Churches (4), terraced properties on Church Street, Bridge Street and Newry Street, The Downshire Arms Hotel, the War Memorial and the Downshire Bridge (The Cut). • There are a large number of listed buildings/structures beyond the Town Centre, which includes Riversley House (Church Street), Bannside Presbyterian Church (Castlewellan Road), The Belmont Hotel and a number of large houses, some in large mature grounds. • Brookfield House Demesne, Scarva Road, is on the Supplementary List of Historic Parks, Gardens and Demesnes as well as a Local Landscape Policy Area. The large listed house (c. 1840) lies derelict (fire damaged/no roof), surrounded by mature trees/woodland and accessed via a tree-lined avenue (with Tree Preservation Order). Two gate lodges at the Scarva Road entrance are also listed. The demesne sits above a derelict weaving factory to the east, adding to its setting. • Twenty (20) Local Landscape Policy Areas are designated within or adjacent to the settlement, including the River Bann Corridor through the town and associated lands, Newry Road Cemetery as well as attractive features and settings on the urban edge on Dromore Road and Newry / Old Newry Road (Roughfort). • Nineteen (19) Tree Preservation Orders are designated within and adjacent to the town, including at the Banbridge Academy (Lurgan Road), The Belmont Hotel (Rathfriland Road) and at a number of large residential properties. • The River Bann Corridor is also very well treed through the town. • Archaeological sites of note within the settlement include the former Edenderry Bleach Works and Green (then Joinery), off Lurgan Road, and the ecclesiastical site at St. Patrick's (Col) Church, Seapatrick with numerous unnamed sites with little or no visible remains. • A large number of archaeological sites are located around the settlement including the prominent Scheduled Rough Fort immediately south of the limit at Tullyear Avenue, Tullyear Rath east of Rathfriland Road (40m) and Mass Fort to the east (110m). • An Area of Archaeological Potential (AAP) covers a large part of the inner urban area, covering the entire Town Centre and extending to the south-east and north-west along the River Bann Corridor. • Disused railway beds extend through the town centre to the north-west, north-east and south-east/east of the settlement, associated with former connections to Scarva/Newry, Dromore/Belfast and
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	<p>Castewellan/Newcastle. The former train station building, which closed in 1956, was located around Downshire Road /Huntly Road.</p> <ul style="list-style-type: none"> • A large number of industrial heritage sites exist across and outside the town, including linen mills, weaving factories and bleach greens associated with the once thriving linen industry, as well as a number of bridges along the former railway routes. • Huntly Plantation (Wood along Huntly Road) and Havelock Woods, located to the north-west of the settlement, either side of the River Bann, is a Site of Local Nature Conservation Importance (SLNCI). • The Fane Valley Dairies premises on Rathfriland Road is a permitted Pollution Prevention and Control (Industrial Emission) Installation. • The local topography varies significantly, with the settlement rising from the low-lying basin of the River Bann which flows south-east to north-west, developing on and over a number of drumlins, prominent ridges and rising lands to the south and west in particular.
TRANSPORT	<ul style="list-style-type: none"> • Banbridge is located along two (2) Protected Routes: the main A1 (Belfast - Dublin) Road and the A26 Road to Lurgan (via Lenaderg). • The town is served by a network of other roads, which connect to Castlewellan (A50), Rathfriland (B10), Scarva (B10) and Gilford/Lawrencetown/Tullylish (A50) and Loughbrickland. • Banbridge is along the main Belfast to Newry bus route, with regular connections to Loughbrickland, Newry, Dromore, Hillsborough, Lisburn and Belfast (Services 38/45/238/538) as well as to Scarva (66), Lurgan (56), Rathfriland, Castlewellan and Newcastle (29/30/31/32). • An extensive school bus service runs to and from Banbridge Town and its secondary schools. • Four (4) Town Bus Services run to outer areas and The Outlet Park. • A new bus station has recently opened at Kenlis Street, with a bus depot located on Downshire Street. • Throughout the settlement there is street lighting and footpaths (disconnected in places). Reduced 30 and 40mph speed limits operate along all arterial roads into the town centre (excl. the A1). • Banbridge has 10 central public car parks, 8 within the Town Centre Boundary, with 2 small car parks just outside. A large amount of on-street parking is also available in the town centre, including the main shopping streets. A number of private car parks are also available in and near the town centre next to shops and supermarkets.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Reflecting its status as a main hub located on the A1 Key Transport Corridor, Banbridge Town has over 32ha of land zoned for economic development (across 2 sites). Only 0.75ha (2.3%) are developed for economic development at Cascum Road (The Outlet Business Park). • The Town Centre has a multi-functional role, with a large range of services (listed in Community Services) and retail uses, which include a large number of local independent shops (including clothes, shoe, gift, food, furniture and homeware sales) alongside well known high-street stores, offices, restaurants, cafes, takeaways, Public Houses and a hotel. The main shopping area is located along Bridge Street and Newry Street (either side of The Cut).

	<ul style="list-style-type: none"> • Ground floor vacancy in Banbridge Town Centre was at 14.3% in March 2015 based on Armagh City, Banbridge and Craigavon Borough Council Planning Office Survey, compared to a Borough average across the 3 hubs of 18.6% (5 Town Centres). • A Primary Retail Core covers the majority of the Town Centre along Newry Street and Bridge Street, bounded by Commercial Road, Downshire Road, Gospel Lane and Townsend Street. A Primary Retail Frontage extends along Newry Street, between Downshire Bridge (The Cut) and Linenhall Street. • Bridgewater Park on the south edge of the town, off the A1 Banbridge Bypass, accommodates a large discount outlet shopping mall (The Outlet), a food superstore, filling station, discount store, fast food outlet and a business park (7 light industrial units, not occupied). • A number of other commercial areas and significant economic development uses are located outside the Town Centre including: <ul style="list-style-type: none"> ▪ Scarva Road Industrial Estate, incl. Banbridge Enterprise Centre; ▪ Brookfield Industrial Estate, Peggy’s Loaning/Scarva Road; ▪ Head Office / Distribution Centre (local Pharmacy Chain), Scarva Road; ▪ Linen Weavers, Clothing manufacturers and Gift Shop, Scarva Road; ▪ Brookfield Industrial Estate, Peggy’s Loaning/Scarva Road; ▪ Filling Station/Shop, Car Sales, Car Wash, Caravan Sales, Storage Businesses on Scarva Road; ▪ Aircraft Seating Manufacturer, Seapatrick Road; ▪ Fane Valley Dairies and Farm Sales, Rathfriland Road; ▪ Bathroom Centre, Ballydown Road; ▪ Hotel, Rathfriland Road; ▪ Filling Station/Shop, Off Licence and Take-away on Dromore Road; ▪ Caravan / Camping Sales, Filling Station, Funeral Directors, Accountants Office and Dental Practices (2) on Newry Road; and ▪ Charity Shop, Pet Supplies, Dentist, Tutoring Service on Lurgan Road. ▪ Office at converted Former Lotus Shoe Factory, Newry Road. • Commercial development extends outside the settlement along Huntly Road, including vehicle repairs, hair studio and wastewater solutions (at what is known as Bodell Business Park), as well as a tyre sales and haulage business further north; close by on Castlewellan Road is an auto-sales and repairs business as well as a nursing home immediately outside the limit on Bannview Road. A large quarry is situated close to the settlement along the A1, towards Dromore. • Main employers in the town includes Tesco (2 stores), Fane Valley Dairies/Sales and the Southern Regional College (SRC).
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The town has a historic core centred around the bridging point on the River Bann and Church Square, Downshire Road, Bridge Street and the nearest part of Castlewellan Road, with a large number of landmark and historic buildings, structures and features, including a

	<p>mix of ‘late Georgian’, ‘late Victorian’ and Edwardian terraces. The historic core is designated as an Area of Townscape Character (ATC).</p> <ul style="list-style-type: none"> • The town retains many examples of the built heritage associated with its prominent role in the linen industry, including mill buildings and weaving factories along the River Bann valley, terraces of mill-workers’ and labourers houses (e.g. Bannview Terrace) as well as a number of large linen houses (e.g. Edenderry House at Banbridge Academy), much of which is listed or industrial heritage. • Banbridge Town Centre contains 12 Development Opportunity Sites (designated in the current BNMAP 2015) – with only 2 partly redeveloped to date (including the new bus station). One of these sites includes a prominent gap along the lower part of Bridge Street frontage (Nos. 61-65), within the ATC, as a result of demolition. • The outer urban area is characterised by mainly modern development that has taken place on and between the arterial routes radiating out from the town centre. • The main A1 Banbridge Bypass partly contains the settlement to the south-east, with the limit extending beyond at The Outlet Park and along/off Rathfriland Road and Castlewellan Road. • The River Bann (and its associated floodplain) partly contain the town limit to the south-east and north-west. • The town has extended along the narrow River Bann valley, rising significantly over a number of small drumlins and ridges towards higher lands to the south and west. The surrounding elevated lands help to significantly reduce the wider impact and views of the settlement, including from the main A1. Long distance views are possible across the town from the surrounding drumlins and some of the elevated descents towards the town centre. • The settlement contains a large number of vacant sites/undeveloped lands. These will be considered further in the Urban Capacity Study.
<p>COMMUNITY SERVICES</p>	<p>Banbridge contains a large number of facilities/services including:</p> <ul style="list-style-type: none"> • Third Level Education/Training: Southern Regional College (Banbridge Campus); • Secondary Level School (3): Banbridge Academy, Banbridge High School, St. Patrick’s College; • Primary Schools (5): Abercorn, Bridge Integrated, Edenderry, St. Mary’s and Donard; with Ballydown P.S. outside and east of settlement on Lisnaree Road (625m); • Nursery Schools (3) at Banbridge N.S, Downshire N.S, St. Mary’s N.S; • Nurseries/Creches, 4 private; • Banbridge Health and Care Centre, Linenbridge Day Care Centre, Doctors’ Surgery and Polyclinic (Southern Health & Social Care Trust), Ballygowan Road; • Churches/Places of Worship (and associated halls), 14 within the settlement limit: <ul style="list-style-type: none"> ▪ St. Patrick’s Church of Ireland, Lurgan Road, Seapatrick; ▪ Holy Trinity Church of Ireland, Church Street; ▪ Banbridge Free Presbyterian Church, Hill Street; ▪ St. Patrick’s Roman Catholic Church, Dromore Road; ▪ Bannside Presbyterian Church, Castlewellan Road;

	<ul style="list-style-type: none"> ▪ First Presbyterian Church/Unitarian Church, Downshire Road; ▪ Banbridge Methodist Church, Downshire Road; ▪ Banbridge Independent Methodist Church, Peggy’s Loaning; ▪ Elim Pentecostal, Victoria Street; ▪ Gospel Hall, Victoria Street; ▪ St. Teresa’s Roman Catholic Church, Scarva Road; ▪ Scarva Street Presbyterian Church, Scarva Street; ▪ Banbridge Baptist Church, Newry Road; ▪ Seventh Day Adventist Church, Newry Road; and ▪ Ballydown Presbyterian Church, Castlewellan Road (extending to 250m outside and east of the settlement limit; • Graveyards/Cemeteries (5): Dromore Road; Lurgan Road, Seapatrick (St. Patrick’s Church of Ireland); Church Street (Banbridge First Presb. Church), Church Street; Banbridge Cemetery (Newry Road): • Banbridge Leisure Centre, Downshire Road (Council, Indoor Facilities); • Outdoor Council Sports/Recreation Facilities (5) located at: <ul style="list-style-type: none"> ▪ Banbridge Leisure Centre, Downshire Road (All-weather Playing Field); ▪ Havelock Park, Lurgan Road (Football Pitch and Playing Fields); ▪ King George V Field, Meeting House Rd (Bowling Green, Tennis Courts); ▪ Cheney Park, off Burnview Terrace (All weather Playing Field); ▪ Crothers Mem. Park (Crystal Park), off Law’s Lane (Football Pitch). • Banbridge Golf Club, outside/north-west of the town, off Huntly Rd. • Equipped Public Play Parks (5): Seapatrick, Solitude Park, Huntly Road, Mount Charles and Cline Road (with Multi Use Games Area); • Council Public Parks (3): Solitude, Huntly Road, Gate Lodge Memorial; • Sports Clubs: Banbridge Rugby Club (Newry Road); Clann Na Banna GFC (Scarva Road); Banbridge Hockey and Boxing Clubs (Havelock Park) and Angling Club, Kiln Lane; • Youth Centre, Hill Street; • Police Station, Castlewellan Road; • Fire Station, Victoria Street; • Courthouse; Victoria Street; • Library, Scarva Street; • Banbridge Civic Building (Council Offices), Downshire Road; • Town Hall/Information Centre, Old Town Hall; • Bus Station, Kenlis Street. • Hotels: two (2), one (1) in Town Centre, with another hotel located 1.25km north-west of the settlement limit on the far side of Lenaderg. • Cinemas (2): at Downshire Place (Town Centre) and The Outlet; • F.E. McWilliam Gallery, Studio and Café, Cascum Link, Newry Road; • Orange Hall, Victoria Street; • Masonic Hall, Church Street; • Royal British Legion, Kenlis Street; • Care Homes (4): Crozier House and Lodge (Meeting House Road), Seapatrick Care Home (Lurgan Road), Iveagh House (Castlewellan
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	<p>Road); and Bannview House Care Home located immediately outside the limit on Bannview Road.</p> <ul style="list-style-type: none"> • Social/Sheltered/Supported Housing: Millmount House and Court (Kiln Lane); Abbeyfield House (Scarva Street); Riversley Fold (Church Street); The Meadows (Edenderry Rd.); Spelga Mews and Avenue (Old Hospital Road). • Surestart: Education, Health and Family Support Programme (Edenderry and The Cut Wards), Newry Road; • Supermarkets: 4, 3 outside the Town Centre; • Filling Stations: 6 all outside Town Centre; • Other Town Centre Services include: ATMs; Post Offices (2, Main and Franchised); Advice Centre/Constituency Office (1); Banks (4); Credit Union; Citizens Advice Bureau; Public Toilets; Jobs and Benefits Office; Banbridge Chronicle Newspaper Office; Electoral Office (Area Office); a good range of Professional Services including Solicitors and Accountants; as well as Dental Practices; Opticians; Pharmacies; Laundries/Dry Cleaners; Newsagents; Public Houses, Betting Offices, Hair Studios/Beauty Salons, Charity Shops and a Veterinary Surgery. • Other facilities outside the settlement include: <ul style="list-style-type: none"> ▪ Ballydown Farmers Hall, Ballydown Road (100m).
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Summary of the key issues which may affect the settlement and its capacity for expansion are:

- To the north, growth may be constrained by the A26 Protected Route (which partly acts as a settlement development edge west of Lurgan Road and which may limit/restrict new accesses); the River Bann and its significant floodplain (development edge to the west and flood risk concerns); another flood risk area west of Huntly Road; surface water flooding; River Bann Corridor Local Landscape Policy Area (including mature buffer between the settlement and Lenaderg to the north); associated protected trees (Tree Preservation Order); Dunida and Banbridge Academy Local Landscape Policy Area which adjoins the settlement edge; the Hill and 1-3 Ballymoney Road Local Landscape Policy Area which adjoins and extends beyond the settlement edge; Rathmore Cottage Local Landscape Policy Area which adjoins the settlement edge, Huntly Plantation and Havelock Woods Site of Local Nature Conservation Importance (SLNCI) to the north along the River Bann (east of Huntly Road); an Area of Archaeological Potential (AAP); a number of archaeological sites/monuments; Scheduled Monument Zones (to the north-east); a disused rail track bed extending north near Huntly Road; Seapatrick Road (partly containing the settlement to its south side); the proximity to rural development along local approach roads; the proximity to Lenaderg Small Settlement (coalescence concerns); a major electricity line with pylons crossing Lurgan Road; and the topography (undulating with a significant dip along River Bann Corridor and rising land further north-east and west).
- To the east, growth may be constrained by the A1 and A50 Protected Routes (Belfast and Castlewellan Roads which partly act as a settlement limit edge and which may limit/restrict new accesses), New Road (containing the settlement to its west side), the setting and views of a number of archaeological sites, the setting and views of Rockville, Mutton Hill and Moorlands/River Bann Corridor Local Landscape Policy Areas (and associated landscape and built heritage features), the Bann River and its significant floodplain (both as a development edge and causing flood risk concerns), other flood risk areas, surface water flooding, the topography (very undulating with prominent ridges/crests, steep gradients and River Bann Basin), a disused rail track bed extending north-east and east and proximity to rural development on local approach roads.

- To the south, growth may be constrained by the A1 and A50 Protected Routes (Belfast and Castlewellan Roads which partly act as a settlement limit edge and which may limit/restrict new accesses); the Rathfriland Road, Ballydown Road, Bannview Road, Doughery Road and Cascum Road (which partly contain the existing settlement limit); the setting and views of a number of Scheduled and other archaeological sites (including the nearby Rough Fort and Tullyear Rath with Scheduled Zones), the setting and views of Moorlands/River Bann Corridor and Roughfort Local Landscape Policy Areas, the River Bann and its significant floodplain (both as a development edge and causing flood risk concerns), other flood risk areas (including Bannview Road west of Rathfriland Road), surface water flooding, the topography (very undulating with prominent ridges/crests, rising hills to south and the River Bann Basin); a disused rail track bed (extending south-east outside the limit before crossing Ballydown Road and extending east) and proximity to rural development on local approach roads.
- To the west, growth may be constrained by the A1 Protected Route (Southbound, as a settlement development edge and which may limit/restrict new accesses); the Newry Road, Tullyear Avenue and Ballygowan Road (which partly contain the existing settlement limit); the setting and views of a number of Scheduled and other archaeological sites (including the nearby Rough Fort at Old Newry Road/Tullyear Avenue, with Scheduled Zone), the setting and views of Roughfort Local Landscape Policy Area, the setting and views of Brookfield House Local Landscape Policy Area and Supplementary Historic Park, Garden and Demesne; flood risk (adjacent and north-west of Scarva Road Road Industrial Estate); surface water flooding, the topography (very undulating with prominent ridges/crests and rising hills to west and south-west); the location of Banbridge Wastewater Treatment Works (Huntly Road) and proximity to rural development on local approach roads.
- In addition, the future development of Banbridge within the existing settlement limit may be constrained by a host of issues, including the Town Centre Boundary; Primary Retail Core and Frontage; three (3) Areas of Townscape Character including a large ATC across the Town Centre; the character, setting and views of a significant number of listed buildings and structures within the historic core and beyond; the setting and views of a number of sites of archaeological interest, including Rough Fort immediately south-west of the settlement limit (Tullyear Avenue); an Area of Archaeological Potential (AAP); the significant topographical changes across the settlement (along the River Bann basin and drumlin topography); significant landscape features and local policy areas (including along the River Bann Corridor and associated lands and other individual sites of value); a disused railway bed through the settlement; protected trees (Tree Preservation Orders); significant flood risk associated with the River Bann and local watercourses; and significant areas of surface water flooding throughout the settlement, to ensure that new and re-development proposals shall not have a detrimental impact on the settlement's overall character and key features.

SETTLEMENT APPRAISAL – DROMORE

Dromore is located along the main A1 (Belfast-Dublin) Road, approx. 7.5km north-east of Banbridge and 5km south-west of Hillsborough Village (within Lisburn City and Castlereagh Council Area). It is a Cathedral and Market Town of ancient origins, situated in drumlin countryside on the River Lagan.

According to the NISRA 2011 Census, Dromore Town has a population of 6,011 people and 2,443 households. It is the largest settlement (town) in the borough by population outside of the three main hubs.

SETTLEMENT EVALUATION FRAMEWORK (DROMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Wastewater Treatment Works at Lurgan Road; • Council Recycling Centre at Mossvale Road; • Recycling Point at Banbridge Road, opposite Dromore High School; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Significant low-lying areas within the settlement fall within the floodplain, along the River Lagan corridor and between Mossvale Road/Hillsborough Road. This affects significant lands/properties in the Town Centre as well as at Dromore High School and Lagan Street/Holm Terrace and Holm Park Playing Fields, off Lurgan Road. Smaller affected areas include around Gallows Burn (watercourse), off Hillsborough Road near the A1 and in the Quillyburn Business Park/Barronstown Road area. Significant areas along Gallows, north of the A1 and Lurgan Road outside the settlement limit, also fall within the floodplain and further east and west along the River Lagan Valley. • The settlement is affected by a significant number of localised surface flood risk areas, including the undeveloped zoned economic development lands at Quillyburn (to the south-west), as well as numerous areas adjoining and outside the settlement limit. • Dromore has an extensive Conservation Area, designated in 1992, which extends from Market Square and contains a large number of listed buildings and structures that include the Ulster Bank, Former Northern Bank, Town Hall, four churches including the Cathedral (Col), Dromore Cross, the Viaduct and the Regent and Downshire Bridges. • A number of listed buildings are located outside the Conservation Area, including the Former Cowan Heron Hospital (Dromara Road) and First Dromore Presbyterian Church (Diamond Road). • Areas of Townscape Character (ATC) (2) are located at Mount Street and Meeting Street (stepped terraced housing). • Seven (7) Local Landscape Policy Areas are designated within or adjacent to the settlement, including around Maypole Hill Rath and the localised hill, around the Motte & Bailey and the Lagan River corridor to the east, as well as an extensive area south of Lurgan Road, outside the settlement limit to the west, around Lagan Lodge and Clanmurry Houses (Listed) and their mature landscape settings.

	<ul style="list-style-type: none"> • Tree Preservation Orders (3) are designated at Dromore House and the Manse, at No.34 and No.44 Hillsborough Road (dwellings), and lands at Lagan Mills, Lower Mount Street. • A number of significant archaeological sites are located in and near the town, including Dromore Castle/Tower House (ruins) in Castle Street, a scheduled rath at Maypole Hill, the Norman Motte & Bailey (State Care Monument) - both with Scheduled Monument Zones - and an unscheduled rath, both to the east off Mound Street/Road. A number of other archaeological sites are located close to the town, including two significant raths to the south (with Scheduled Monument Zones). • An Area of Archaeological Potential (AAP) covers a large inner urban area, covering the Town Centre and most of the Conservation Area. • A disused railway bed (that was part of the former Banbridge to Lisburn route) extends across the west and north-west part of the settlement. The former train station building, which closed in 1956, remains (now used as a day nursery). • A number of industrial heritage sites exist across the town, including bleach, flax and spinning mills associated with the old linen industry, a corn mill, saw mill and the former train station. • The town is a defence heritage site of two 17th Century battles. • Ballymaganlis Wood, located on the northern edge of the settlement adjacent to the A1 Road (north of Thorndale), is a Site of Local Nature Conservation Importance (SLNCI) and a Community Woodland, managed by The Woodland Trust. • Drumboneth Fen SLNCI is located 600m to the south, off Drumboneth Road. • The local topography varies significantly, with the settlement rising from the low-lying basin of the River Lagan which flows east to west, developing on and over a series of rounded hills around the Town Centre. The wider landform is undulating, with prominent drumlins and ridges to the north-east, east and west.
TRANSPORT	<ul style="list-style-type: none"> • Dromore is located along the main A1 (Dublin-Belfast) Road, which is a Protected Route. The town is served by a network of other roads, connecting to Lurgan / Craigavon Urban Area (B2), Ballynahinch (B2) and the nearby local settlements of Kinallen and Waringsford. • Dromore is along the main Belfast to Newry bus route, with regular connections to Banbridge, Newry, Hillsborough, Lisburn and Belfast (Services 38/45/238/538). School Services also run to and from Dromore High School. • Throughout the settlement there is street lighting and footpaths (disconnected in places). A 30mph speed limit operates along all arterial routes into the Town Centre (inside the A1). • Public Car Parks (3) are located at Lottery Place, Cross Lane and Meeting Street, with on-street parking limited to some of the wider streets in the Town Centre, such as Market Square and Princes Street.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Due to its location on the A1 Key Transport Corridor, Dromore is recognised as an important service and employment centre with over 16ha of land zoned for economic development over four sites in the Banbridge Newry & Mourne Area Plan (BNMAP) 2015.

	<ul style="list-style-type: none"> • The Town Centre has a good range of services and retail uses (listed in Community Services). The main shopping area is located around Market Square and Church Street. The Town Centre has a high level of vacancy / dereliction. • A supermarket and filling station complex is situated outside the Town Centre, on Banbridge Road, with a Post Office and off-licence. A filling station and convenience shop is located on Hillsborough Road. • A number of commercial areas are located outside the Town Centre including a large-scale haulage, storage & distribution use along Lurgan Road (west of the A1); a range of businesses at the former railway station/yard; engineering works and storage yards at Lagan Mills/Moss Lane/Mossvale Road used by a large construction firm; and at Quillyburn Business Park, Banbridge Road, which contains food processing, engineering and a builders merchant. • Commercial development extend to the south-west, outside the settlement limit, on Rowantree Road across the A1 (which includes car-sales, caravan sales and auto-repair uses) and along Diamond Road (including a car-sales, car-wash/valeting service and a garden centre). • Main employers in the town include a large construction firm and a number of engineering and food processing firms.
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The town has a historic core centred around Market Square, Church Street and across the river to Castle Street and Meeting Street, with a number of historic buildings, structures and features. The market square, narrow streets and the traditional style and scale of the buildings help the town centre retain a special character, which is reflected in its Conservation Area status. There are a number of prominent gap sites in the Market Square and wider Town Centre as a result of dereliction and demolition. • The outer urban area is characterised by mainly modern development that has taken place on and between the town’s arterial routes. • The main A1 contains the settlement to the north and west, other than a long extension of development along the Lurgan Road. The urban built form has been significantly influenced by the Lagan River corridor, drumlin topography and important landscape and heritage features such as Dromore Mound (Motte & Bailey) and the prominent Maypole Hill rath, with elevated ridges and prominent hills outside the settlement limit helping to screen views on some approaches (e.g. A1 from north-east). • Dromore Town Centre contains seven Development Opportunity Sites (designated in the Banbridge, Newry and Mourne Area Plan) – three of which lie vacant and cleared. There are a number of other vacant sites in the Town Centre as a result of demolition, including those in the Conservation Area. • There are Protected Housing Areas at six Town Centre locations; • Lands outside the settlement limit to the south-west of zoned economic development lands at Quillyburn Business Park (with access from the business park), have an extant outline permission for a replacement site for Dromore High School. • The settlement contains a large number of vacant sites/undeveloped lands. These will be considered further in the Urban Capacity Study.

COMMUNITY SERVICES

- Dromore contains a large number of facilities/services including:
- Secondary School (1) at Dromore High School;
 - Primary Schools (2) at Dromore Central P.S and St. Colman's P.S;
 - Nursery School (1) at Dromore N.S, Banbridge Road;
 - Day Care Nurseries/Creches, three private;
 - Dromore Clinic (Southern Health & Social Care Trust), Banbridge Road;
 - Dromore Doctors Surgery (6 GP Surgeries), Gallows Street
 - Churches/Places of Worship (and associated halls and graveyards/cemeteries), ten (10) within settlement limit:
 - Dromore Cathedral (Church of Ireland), Church Street;
 - Dromore Free Presbyterian Church, Banbridge Road;
 - Banbridge Road Presbyterian Church, Banbridge Road;
 - First Dromore Presbyterian Church, Diamond Road;
 - Dromore (Non-subscribing) Presbyterian Church, Rampart Street;
 - Dromore Elim Church, Bridge Street;
 - Dromore Methodist Church, Maypole Hill;
 - Dromore Reformed Presbyterian Church, Brewery Lane;
 - Dromore Church of The Nazarene, Banbridge Road;
 - St. Colman's Roman Catholic Church, Maypole Hill;
 - Dromore Independent Methodist Church, Rowantree Road (540m south-west of the settlement limit);
 - Dromore Cemetery, Mound Road (Council owned);
 - Community Centre (1) at Holm Park, Lurgan Road;
 - Equipped Public Play Parks (4): Town Park, Fairview (with Multi Use Games Area), Holm Park (MUGA with minor park) and Thornhill Drive;
 - Sports/Recreation Facilities (3) located at Dromore Town Park, Ferris Park (Grass and All-weather Pitches) and Holm Park (Playing Fields, Bowling Green, Tennis Courts, Outdoor Gym, Recreation Centre at Lurgan Road);
 - Dromore Rugby Club, Barban Hill;
 - Fire Station, Mossvale Road;
 - Library;
 - Town Hall, both Market Square;
 - Orange Hall;
 - Masonic Halls, both Hillsborough Road;
 - Other services: ATMs, Supermarket, Post Offices (2), Postal Delivery Office, Advice Centre / Constituency Office, Bank (1), Dental Practices (2), Optician (2), Pharmacies (2), Solicitors (2), Funeral Directors (2), Laundry/Dry Cleaner, Veterinary Surgeries (2), Newsagents (2), Public Houses (3), Betting Office (1), numerous Hairdressers/Beauty Salons, Charity Shops, Bus Depot, Public Toilets.

Summary of the key issues which may affect the settlement and its capacity for expansion:

- To the north, growth may be constrained by the main A1 Protected Route (which acts as a significant settlement development edge and which may limit/restrict new accesses), flood risk (floodplain areas north of A1), surface water flooding, the topography (undulating with significant rises further north), Lurgan Road (containing the settlement to the south), rural development along local approach roads and a disused rail track bed extending northwards.
- To the east, growth may be constrained by the setting and views of Dromore Mound (Motte and Bailey with Scheduled Monument Zone) and other archaeological sites, associated Area of Archaeological Potential (AAP), Dromore Conservation Area which extends east of the settlement limit, the Dromore Mound Local Landscape Policy Area, the River Lagan and significant floodplain (development edge and flood risk), surface water flooding, the setting and views of Hillsborough Road Local Landscape Policy Area (listed Manse and protected trees), Mount Street/Road and Mossvale Road (both containing the settlement to the north), the topography (very undulating with prominent ridges/crests, steep gradients and River Lagan Basin), proximity to rural development on local approach roads.
- To the south, growth may be constrained by the topography (undulating with significant rises further south), rural development along local approach roads, the setting and views of a number of significant archaeological sites (raths with Scheduled Monument Zones), potential access constraints (including narrow laneway between Barban Hill and Drumboneth Road), Barronstown Road (containing the settlement to the west), flood risk (including floodplain around Barronstown Road) and areas of surface water flooding.
- To the west, growth may be constrained by the main A1 Protected Route (which mainly acts as a settlement development edge and which may limit/restrict new accesses), the River Lagan and significant floodplain (development edge and flood risk), significant surface water flood risk areas north of the Lurgan Road and A1 Road, the setting and views of the features within Lagan Lodge and Clanmurry Local Landscape Policy Area (including the river corridor, attractive landscape, mature vegetation and significant local and listed buildings), the location of Dromore Sewage Treatment Works, topography (significant rise south of the River Lagan), Lurgan Road (containing the settlement to the south) and proximity to rural development along local approach roads.
- In addition, the future development of Dromore within the existing settlement limit may be constrained by a host of issues, including considerations around the special character and heritage value of Dromore Conservation Area; the character, setting and views of the significant number of listed buildings and structures within the historic core and beyond; two Areas of Townscape Character (ATCs) (Meeting Street and Mount Street); the setting and views of the Scheduled Dromore Mound (Motte and Bailey) and Maypole Hill Rath and other local sites of archaeological interest; an Area of Archaeological Potential (AAP); the significant topographical changes across the settlement (along the River Lagan basin and drumlin topography); significant landscape features and local policy areas (including River Lagan corridor and associated lands and other individual sites of value); a disused railway bed through the settlement; protected trees (Tree Preservation Orders); Protected Housing Areas; and significant flood risk associated with the River Lagan and local watercourses, to ensure that new and re-development proposals shall not have a detrimental impact on the settlement's overall character and key features.

SETTLEMENT APPRAISAL- GILFORD

Gilford is located approximately 6.5km north west of Banbridge and 8km south of Craigavon Urban Area. The town of Gilford is set in the river valley of the Upper Bann and is located on the main A50 protected route linking Portadown and Banbridge.

According to the NISRA Census Gilford had a population of 1927 people and 785 households in 2011.

SETTLEMENT EVALUATION FRAMEWORK (GILFORD) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Sewage treatment works located to the west of the settlement, outside the settlement development limit. • Bring Banks located in several places within the town. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are significant areas of land within and surrounding Gilford that are located within the floodplain and affected by surface water flooding. The areas of flooding are largely associated with the River Bann which runs the length of the town and a small number of minor watercourses to the east and west. • There are a number of Industrial and Defence Heritage sites including the flax mill, trashing machine, bleach mill, drying houses, beetling mill site and centre of resistance. • There are a number of listed buildings/features within the town including St John's RC Church, St Paul's COI, Gilford Free Presbyterian Church, the 19th Century Mill and Engine House, Dunbarton House, Gilford Castle and dwellings on Ann Street. • Within the town there are a number of significant Tree Preservation Order (TPO) designations, on lands comprising Gilford Castle Historic Park, Garden and Demesne to the south east of the Town, lands associated with Dunbarton House, lands to the south of the Mill along the River Bann Corridor associated with Stramore Park and lands to the north of the Town, associated with Bannvale House. • Park Bog, located to the south-west of the Town is a designated Site of Local Nature Conservation Importance (SLNCI). There are two further SLNCI's, Mullaghbrack Fen and Drumaran Lake, located to the south-east of the Town. • Two Areas of Townscape Character (ATC) have been designated within the Town. Firstly, the area encompassing the Gilford Mill and High Street including the Georgian terraced dwellings, mid 19th Century Linen Mill and associated dwellings. The second ATC is located within Gilford Town Centre and includes the Georgian Library, listed gate lodge and Listed Free Presbyterian Church. • Gilford Castle and Elmfield are designated as Historic Parks, Gardens and Demesnes and Wood Bank to the north of the town is designated as a Historic Park, Garden and Demesne (Supplementary Site). • An Area of Archaeological Potential has been designated within the Town and includes lands associated with the mid-19th Century Linen Mill and a substantial area within the southern area of the town.

	<ul style="list-style-type: none"> • There are six Local Landscape Policy Areas within and in the vicinity of the town which include features such as the River Bann Corridor, Dunbarton House, St John’s RC Church, Gilford Castle and the Presbyterian Manse. • Within the vicinity of the town there are a number of archaeological sites including the find spot of a 13th Century Silver Penny and a small number of enclosures. • Within there is a site which is recognised as Industrial Pollution and Petroleum Storage Premises which are associated with a petrol filling station on the A50. • The topography of Gilford varies across the settlement and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • Gilford is located on the A50 protected route between Banbridge and Portadown, approximately 1.5km west of the small settlement of Tullylish. • The basic road pattern in Gilford generally consists of radial roads leading from the town centre. • There is a network of roads, cycle tracks, footways and other public rights of way in the town that provide for walking (Gilford Highway to Health Walk) and cycling. There is also signage indicating bridleways and canoe trails within and in the vicinity of the town. • Local bus services run to Banbridge, Portadown, Lurgan and Tandragee. There are a number of bus stops and shelters throughout the town • There is public parking and on street parking provision within the town. There is also street lighting, traffic lights and trafficislands. • School traffic patrols in the vicinity of the Primary Schools • The Newry Canal Towpath and National Cycle Route is accessible from Madden Bridge approx. 1.3 miles to the south-west via the A51 Tandragee Road. • A Transport Scheme for a new road linking Bridge Street to Dunbarton Street was identified in the current area plan.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the current development plan there are no lands specifically zoned for industry. • Within the current development plan there are lands zoned for existing economic development (Stramore Road) and land zoned for mixed use (lands at Gilford Mill). N.B. Mixed Use zonings are those zonings which can accommodate a variety of uses • Gilford contains a number of retail units. • Although retailing is concentrated in Mill Street, there are sections of retail frontage in Dunbarton Street with shops units interspersed with non-retail units, some of which are dwellings. • In terms of commercial activity within the town there are a number of businesses including a day nursery, car sales, several retail units, petrol station, convenience shops, restaurants, fast food outlets, Shopping Mall and two Public Houses. It must be noted that there are several vacant retail premises and dwellings within the town, mostly in Mill Street. Furthermore there is a derelict furniture shop to the north of the A50.

	<ul style="list-style-type: none"> • Outside the settlement limit there is a fuel depot, scrapyards, auto repair, Haulage business and a dog grooming business.
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • Gilford developed, originally, around the bridge or ford over the River Bann and along Mill Street with significant growth in the vicinity of Gilford Mill when it was built in 1848. • Gilford is a distinctive mill town which is compact in form due to being physically constrained by the variances in the topography, River Bann Valley and mature woodlands/vegetation. • The landscape of the settlement varies. • The settlement has a designated Town Centre. • The grounds of Gilford Castle Historic Park, Garden and Demesne in addition to the listed Castle itself provide a natural boundary to the settlement to the southeast as well as contributing to the environmental setting of the Town. • The vacant mill buildings are a local landmark. • Within the Town there are a number of undeveloped areas including: <ul style="list-style-type: none"> ▪ Along the eastern boundary there are significant areas of land within the settlement limit which remain undeveloped. Lands to the north and east of castle meadows, Castle Hill (to the north of Dunbarton House) and Hunters Hill Road (west) remain undeveloped. ▪ Within the southern portion of the Town there is a strip of elevated undeveloped land 'Primrose Hill' which is located to the north of Pineview Court and Pineview Heights. ▪ There are other significant areas of undeveloped land within the town, including lands to the south of the Mill.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • ATM, • Conference facilities, • Bannvale House, • Community Unit. • Bannvale Education Centre, • Horticulture and Sensory garden, • St John's RC Church, • Recreational facilities in Woodlands Park and Stramore Park (including basketball courts, playing fields, children's play parks), • St. Paul's Church of Ireland, Gilford Presbyterian Church, Gilford Free Presbyterian Church, • Gilford Primary School, • Bowling Green, • Royal British Legion, • Gilford Mission Hall, • Library, • Disused Police Station, • Health Centre, • Pharmacy, • Community Centre, • Orange Hall,

	<ul style="list-style-type: none"> • Post Office
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the A50 Protected route, topographical constraints (areas of prominent and elevated land at north-eastern boundary to the east and west of the Plantation Road), the River Bann corridor (to the north-west), the floodplain, areas of surface water flooding, local landscape policy areas, Woodbank (Supplementary) and Elmfield Historic Park Garden and Demesnes and their associated listed features/buildings and distinctive setting.
- To the east, growth may be constrained by topographical constraints (areas of undulating land beyond the settlement limit to the east of Castle Hill. Areas of elevated land, with lands rising to the north and north-east along Hunters Hill Road. Land rising towards the east to the north and south of the A50), the floodplain, areas of surface water flooding and also the distinctive setting of Gilford Castle Historic Park Garden and Demesne and TPO to the south of the A50 protected route on the eastern side of the Town.
- To the south, growth may be constrained by the Area of Archaeological Potential, the A50 Protected Route, TPO designation, archaeological sites and monuments (to the south-east), Gilford Castle Historic Park Garden and Demesne and associated listed buildings/features including Gilford Castle itself, Park Bog SLNCI (to the south-west), Mullaghbrack Fen and Drumaran Lake SLNCI's (to the south-east), floodplain, surface water flooding, the River Bann Corridor and topography (sloping lands rising to the south, south-east and north-west with areas of prominent and elevated land particularly to the east and west of the Scarva Road).
- To the west, growth may be constrained by the location of the Sewage Treatment Works, topographical constraints (land generally rises towards the west and south-west with undulating pockets of land. Areas of prominent and elevated land including areas to the south of Whinny Hill and along Stramore Road), the location of the River Bann valley, floodplain/surface water flooding, the location of LLPAs, location of listed features to the west of the Town Centre including Stramore House and Bannvale Special Care Hospital.
- The Banbridge Road (A50) and Tandragee Road (A51) contain the settlement to the south.
- The potential impact of future development/growth on the central core of the town, including the Area of Townscape Character, numerous listed features and Area of Archaeological Potential, to ensure that any future growth does not have any detrimental impact upon the historic and unique character of Gilford.

SETTLEMENT APPRAISAL – RATHFRILAND

Rathfriland is a local town located approximately 14 km south east of Banbridge. It is located between the A1 to the north and west and the Mourne Mountains to the south and east. The town of Rathfriland was developed along a simple plan, consisting of a square of streets at the crown of the hill with five main streets, which fall away steeply to the countryside below.

According to NISRA 2011 Census data, Rathfriland has a population of 2472 persons and 982 households. There was a notable increase (19%) from the NISRA 2001 Census data when Rathfriland had a population of 2080 persons and 855 households.

SETTLEMENT EVALUATION FRAMEWORK (RATHFRILAND) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Waste Water Treatment facility is located to the south-west, off the Drumlough Road. • Recycling facilities located in Downpatrick Street, within the car park serving the Enterprise Centre and public toilets. • Rathfriland Civic Amenity Site is located less than 1km to the north of the town on Iveagh Park Road.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There is no land with flooding issues (i.e. floodplain) within the settlement development limit of Rathfriland. There is an area of land within the floodplain outside the settlement limit to the south-west and an area to the north-west of the town. • There are also small areas within and surrounding the town which are affected by surface flooding. • Within the town there are a number of industrial and defence heritage sites, including two pill box sites, former gasworks and tannery. • There are nineteen listed buildings / structures within the town, most of which are located around the centre of the town and include the landmark listed Former Market House. There are many other buildings listed in Church Square, Caddells Lane and throughout the centre of the town. • An Area of Townscape Character (ATC: Rathfriland) has been designated in the Banbridge Newry Mourne Area Plan 2015 (Ref: Rd 16) to protect the historic layout, fabric and numerous historic buildings of the town. The designation includes the large water tower, a distinctive feature in the townscape. • An Area of Archaeological Potential is designated around the historic core of the town. • Within the vicinity of the town there are a number of archaeological sites or monuments, these include the scheduled ruins of Rathfriland Castle and 1500s Tower House. • There are two Local Landscape Policy Areas associated with the town, one to the north and east of the town (Rathfriland Slopes LLPA: RD 18) which seeks to preserve the undeveloped sloping terrain which is an important part of the hilltop setting of the town. Mature hedgerows and tree lined approach roads are also a key feature of this plan designation. Another LLPA (Kiltarrif Hall:

	<p>RD 17), located to the south west relates to Kiltarrif Hall and associated mature vegetation which form an attractive approach to the town.</p> <ul style="list-style-type: none"> • Within the Town Centre there is a protected Town Centre Housing Area and three areas identified as Development Opportunity Sites. • Rathfriland lies within the Ballyrone Basin Character Area, as classified in the Northern Ireland Landscape Character Assessment. The town has a distinctive physical character with its water tower sitting prominently in the landscape on a hilltop. This is visible from all the approach roads. These unique urban characteristics of Rathfriland remain as strong determining factors in the manner of its development. The northern and eastern approaches are the most attractive with groups of mature trees and hedgerows enhancing the setting. By contrast the built-up area extends down the steeply sloping terrain over to the surrounding lower land mainly to the west and southwest.
TRANSPORT	<ul style="list-style-type: none"> • Rathfriland is located approximately 14km southeast of Banbridge and 14km northwest of Newry City. • The town serves a large rural catchment area with ten roads radiating from the town. • Within the town there is public car parking provision, bus shelters, street lighting and footpaths. • Within the town, there are areas subject to traffic calming measures and traffic lights. • There is a bus depot in Downpatrick Street with regular bus services to Banbridge (Service Nos: 29, 30, 31 & 32) and Newry City (Service Nos: 33/35). There are also local services to Loughbrickland, Castlewellan &, Newcastle.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the Banbridge, Newry and Mourne Area Plan (BNMAP) 2015 approx. 0.79ha of land in the western part of the town has been identified as Existing Area of Economic Development. Adjoining this area is a field of approx. 1.5ha identified as land zoned for Economic Development which is undeveloped. • Other than the BNMAP 2015 economic land, the main source of employment is detailed below in the community services section.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • Located on a prominent hilltop, there is a long history of settlement at Rathfriland. Originally developed on the highest point, the town has developed in all directions along many of the roads which serve the town. • Due to its elevated position and the landmark water tower there are long distance views of the town from all approaches. • Rathfriland was traditionally a country market town and service centre with a large rural catchment area. • The town retains a historic core surrounding around Church Square which is acknowledged through BNMAP 2015 by the designation of an Area of Townscape Character (ATC). ATC key features include its 18th century layout and listed Georgian buildings, Market / Church Square which sits around the landmark listed Market House, a focal point for the settlement, the narrow streets that rise towards the town centre and the landmark water tower / ruins of the Castle and 1500's Tower House. • Although the majority of the more recent residential development has occurred on the flatter peripheral land, residential development has also been built adjacent to the elevated core such as Castle Hill in the eastern part of the town. • BNMAP 2015 zones a protected town centre housing area. • BNMAP 2015 identifies a number of undeveloped sites as development opportunity sites within the Town Centre.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Library • Health Centre • Fire Station • Bus Station • Newspaper office • Orange Hall • Rathfriland Leisure & Community Centre & Play Park • Bowling Green • Care Home • Churches and associated Halls (Rathfriland Baptist, Elim, 1st, 2nd & 3rd Presbyterian, St Johns (C of I) and St. Marys Catholic). • Schools (St Mary's Pre-School & Primary School, Iveagh PS and Rathfriland High School). <p>In relation to commercial activity within the town, there are a number of businesses and services including:</p> <ul style="list-style-type: none"> • Supermarket & convenience stores • Banks • Fast food outlets • Public houses • Café/diner • Clothing and shoe shops • Pharmacy • Solicitors • Accountants • Funeral director

	<ul style="list-style-type: none"> • Gift shop / florist • Hardware store • Hairdressers & beauty salons • Funeral director • Care Agency • Gymnasiums • Charity shops and • Mechanics & car tyre business.
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Summary of the key issues that may affect the town and its capacity for expansion:

- The central core of the town includes the Area of Townscape Character, numerous listed buildings / features, archaeological sites and monuments and Area of Archaeological Potential to ensure that any future growth is sensitive to the unique historic character of the town.
- To the north, growth may be constrained by the Rathfriland Slopes Local Landscape Policy Area, Area of Archaeological Potential, poisonous substances site (outside the settlement development limit), areas of surface water flooding and the floodplain (north-west). The topography may constrain growth to the north of the Town, on the Banbridge Road land rises steeply to the south towards the town core and with views of the water tower. The Ballyrone Road (north-east) has particularly open aspect with long distance views to the south. From the north-west (Back Road / Loughbrickland Road) beyond the junction of the Lissize Road, the land north of the road rises steeply to the east whilst the land south of the road rises to the south east. This approach offers long distance views of the settlement and land adjoining it. To the north, the settlement is contained by the Back and Banbridge Roads.
- To the east, growth may be constrained by the Rathfriland slopes Local Landscape Policy Area, Area of Archaeological Potential and areas of surface water flooding site. The topography may constrain growth to the east as land steeply rises to the west providing views of the settlement core and the water tower. To the south-east, the limit is contained by the Castlewellan and Hilltown Roads.
- To the south, growth may be constrained by areas of surface water flooding, and floodplain (south-west). The topography may constrain growth to the south as land south of Carn valley is relatively flat and set below the land rising to the town core. From the south-east the land rises very steeply to the north towards the water tower and town core. From the south-east long distance views west are available and the land has an open elevated aspect adjacent to the town limits. From the south-west (Drumlough Road), growth may be constrained by the land on the eastern side of the road which rises steadily to the east whilst the land to the west of the road rises gently to the north towards Kiltarriff Hall.
- To the west, growth may be constrained by the floodplain (south-west), areas of surface water flooding, Kiltarriff Hall LLPA, archaeological site and monument (approx.410m south-west) and topography. The topography to the west, from the A25 Newry Road may constrain growth as the land on the northern side of the road rises gradually to the north-east, whilst the land to the south of the road is relatively flat. On approach from the west (Redbridge Road), growth may be constrained by land increasingly rising to the east which provides long distance views of the settlement. To the west, the limit is contained by the Drumlough Road west of Iveagh Bungalows and by the Newry Road south-west of the Elim Church.

SETTLEMENT APPRAISAL – KINALLEN

Kinallen is a village located approximately 5km south-east of Dromore and 13km north-east of Banbridge.

According to the 2011 NISRA Census, Kinallen has a population of 961 people and 378 households.

SETTLEMENT EVALUATION FRAMEWORK (KINALLEN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • A Waste Water Treatment Works is located approximately 400m to the north-west of the village. • Recycling Banks. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas to the north (approximately 200m from the settlement boundary) and north-east (approximately 250m from the settlement boundary) of the settlement are located within the floodplain. • Small areas of land within and around the village are affected by surface water flooding. • The River Lagan corridor is located approximately 400m north-east of the settlement. • Within the village there are a small number of listed buildings including Marybrook House and Kinallen Manse. Approximately 300m east of the settlement is the listed Bellfield House. • There are two Local Landscape Policy Areas (LLPA) within the village (The Manse & Marybrook Farm). Key features of the LLPA's include the grounds, vegetation and setting. • The Manse and Marybrook Farm, both of which have Tree Preservation Order (TPO) designations. • A Pollution Prevention and Control Installation site is located less than 100m east of the village. • The settlement is located within an elevated drumlin landscape.
TRANSPORT	<ul style="list-style-type: none"> • The settlement benefits from a bus service to Dromara and Lisburn (Service No.26) with a bus shelter located on the Banbridge Road. • Kinallen has a school patrol crossing points and speed humps. • Street lighting and areas of disconnected footpaths.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • In relation to commercial activity there are a small number of businesses within the village including a day nursery/after-school club and a mechanic / coachworks. • There is no lands zoned for Industry in the Banbridge/Newry and Mourne Area Plan (BNMAP) 2015.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The village originally developed as a compact cluster around the crossroads of the Banbridge, Kinallen and Katesbridge Roads. More recently, the main growth has been to the north-west. • Kinallen is largely comprised of single dwellings, medium sized modern housing developments and a limited number of community/social services and commercial facilities. • The drumlin landscape has influenced the shape and form of the settlement. • Within the village there are a small number of undeveloped areas including grasslands at Marybrook House on the eastern side of the Kinallen Road (currently zoned for housing) and a parcel of land immediately south of Marybrook House.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Fair Hill Primary School and Nursery Unit. • Adjacent to the school is an equipped children’s play area, Multi Use Games Area (MUGA), defibrillator and community notice board. • A private day nursery and after school club. • Mission Hall and Orange Hall. • Petrol filling station and convenience shop and post office. • There are two Presbyterian churches 400m to the east in the small settlement of Ardtanagh.

Summary of key issues that may affect the village and its capacity for expansion include:

- To the north, growth may be constrained by the floodplain (200m to the north and 250m to the north-east), areas of surface water flooding, the River Lagan corridor (to the north-east) and the topography (areas of sloping land). There are a number of rural buildings/houses along the approach road to the north of the village and a Waste Water Treatment Works located approximately 400m to the north-west of the village.
- To the east, growth may be constrained by areas of surface water flooding, a Pollution Prevention and Control Installation site, the listed Bellfield House, the Marybrook Farm Local Landscape Policy Area (and associated Tree Preservation Order and listed building) which adjoin the eastern boundary and the topography (lands fall to the north of the Banbridge Road, with areas of undulating drumlins. To the south of the Banbridge Road the topography rises towards elevated land). The small settlement of Ardtanagh is located approximately 400m from the eastern boundary of the village (potential coalescence issues).
- To the south, growth may be constrained by small areas of surface water flooding and the topography (undulating topography with elevated areas south of the Banbridge Road).
- To the west, growth may be constrained by areas of surface water flooding, Kinallen Manse Local Landscape Policy Area (and associated Tree Preservation Order and listed building) which adjoins the south-western boundary and the topography (undulating areas of land, with open ridges, areas of steeply rising land and prominent sloping areas). There are number of rural buildings/houses along the approach road to the north-west of the village.

SETTLEMENT APPRAISAL – LAWRENCETOWN

Lawrencetown is a village located approximately 5km north-west of Banbridge and 3km north-east of Gilford on the A50 Banbridge Road between Banbridge and Gilford.

According to the 2011 NISRA Census, Lawrencetown has a population of 956 people and 386 households.

SETTLEMENT EVALUATION FRAMEWORK (LAWRENCETOWN)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband. • Sewage Treatment Works located to the west of Point Road and north of the River Bann. • Recycling Banks.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • The village is located on the banks of the River Bann which runs from east to west through the settlement. • Small areas of land within the village (in the vicinity of Point Road) are located within the floodplain. Also lands to the east and west of the village (along the river corridor) and areas to the south-east are located within the floodplain. • There are also areas within the village and to the north, east, south and west affected by surface water flooding. • Within Lawrencetown there are three Local Landscape Policy Area (LLPA) designations, the Bann River Corridor LLPA, Tullylish Manse LLPA and St. Patrick’s Church LLPA. The key features of the LLPA’s include elements such as the Bann River corridor, Hazelbank Mill and Mill Cottages, Tullylish Manse and its setting and also St. Patrick’s RC Church and Parochial House. • To the south of the Banbridge Road is an Area of Archaeological potential which extends the breadth of the village and beyond towards the east and west. • There are a number of listed buildings located within the settlement including St. Patrick’s and St. Colman’s Church, the Point House and Tullylish Manse. The listed Lawrencetown House is located to the west of the village. • Lawrencetown House to the west of the settlement and south of the Banbridge Road, is designated as a Historic Park, Garden and Demesne. • Within the vicinity of the village there are a small number of archaeological sites/monuments including a mound (400m north-east of the village) and an enclosure (400m north of the village). • Knocknagore Fen Site of Local Nature Conservation Importance is located approximately 1km north-west of the settlement. • The topography of the settlement and surrounding lands vary, including areas to the south and north of the Banbridge Road that rise steeply (Point Road and Drumnascamph Road).

TRANSPORT	<ul style="list-style-type: none"> • The village is located along the A50 Banbridge to Gilford Road which is a protected route. • There are a number of bus stops located within the village with a bus service providing linkage to Banbridge and Portadown (No.62) • A disused rail track bed dissects the southern area of the village and extends towards the south-west and south-east.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There are no areas of land zoned for economic or industrial purposes within the current area plan. • In terms of commercial premises, there are a small number of business including a tyre depot, a fuel depot and a consultancy company located within the Mill complex.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement originally developed around riverside mills at the crossroads of the Banbridge, Drumnascamph and Point Roads. • The settlement presents as two distinct parts, either side of the Banbridge Road. The southern part contains the historic core of Lawrencetown whilst the northern part contains modern housing developments and community facilities. The River Bann is a key feature of the setting of the southern part of the village. • Lawrencetown has mainly grown to the north of the River Bann and largely consists of residential development ranging from single dwellings to small housing developments. • The river sits in a heavily vegetated valley landscape, at the foot of a ridge that stretches from Lenaderg to Gilford and is associated with a number of environmental and built heritage designations. • There are a small number of areas of undeveloped lands within the settlement including: <ul style="list-style-type: none"> ▪ Three areas along the Knocknagore Road; ▪ Three areas to the north-east of the settlement; and ▪ One narrow strip along the Holymount Road south of the village.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Lawrencetown has a small number of facilities including: • St.Colman’s Primary School, • St. Patrick’s RC Church, • Tullylish GAC (including clubhouse and playing fields), • Lawrencetown/Lenaderg and Tullylish Community Hall (located within the Old Bann National School building), • An equipped childrens playpark; and • A vacant building formerly used as a boxing club. • There is a post box located at the junction of the Banbridge Road and Point Road. • Lawrencetown has a Community Watch scheme in place as well as a Rural Watch. • Tullylish Presbyterian Church is located east of Lawrencetown. • The following commercial premises provide a local service: a hairdressers, a petrol filling station and convenience store and a vacant restaurant and off-sales.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by Tullylish Manse Local Landscape Policy Area which includes a listed building and Tree Preservation Order which adjoins the northern boundary of the village, areas of surface water flooding and topographical issues (land rising to north and areas of prominent and elevated land).
- To the east, growth may be constrained by the floodplain, the protected route, areas of surface water flooding, the River Bann corridor, the topography (rising land to the north and south of the protected route), the disused rail track bed (to the south-east), Bann River Corridor Local Landscape Policy Area which extends beyond the eastern boundary of the village and includes the listed Glenbanna House and the Area of Archaeological Potential which also extends beyond the existing settlement development limit. There are also a number of rural buildings/ dwellings on approach from the east along the A50.
- Lenaderg small settlement is located approximately 800m to the east of Lawrencetown.
- To the south, growth may be constrained by topographical issues (land rising to south and areas of elevated and prominent land), the floodplain (to the south-east), areas of surface water flooding, the River Bann Corridor local landscape Policy Area (adjoining the south-western and south-eastern boundary) and St. Patrick's RC Church Local Landscape Policy Area which includes the listed Church and features (adjoins the southern boundary) and also a Tree Preservation Order designation and Area of Archaeological Potential which also adjoin the southern boundary.
- To the south of the River Bann the settlement is contained to the west of the Point Road.
- To the west, growth may be constrained by the floodplain, areas of surface water flooding, the topography (rising land to the north and south of the protected route) the protected route, the Sewage Treatment Works (located to the west of Point Road), and disused rail track bed (to the south-west), the River Bann, Lawrencetown House Historic Park, Garden and Demesne, the listed Lawrencetown House, River Bann Corridor Local Landscape Policy Area designation which extends beyond the western boundary and the Area of Archaeological Potential which also extends beyond the existing settlement development limit.
- Tullylish small settlement is located approximately 1.2km to the west of the village.

SETTLEMENT APPRAISAL – LOUGHBRICKLAND

Loughbrickland is a village located approximately 3km south of Banbridge west of the A1 Road (Lisburn to Newry). The compact settlement has largely developed along Scarva Street/Main Street and the Banbridge Road.

According to the NISRA 2011 Census, Loughbrickland has a population of 688 people in 282 households.

SETTLEMENT EVALUATION FRAMEWORK (LOUGHBRICKLAND)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • A Sewage Treatment Works is located to the west of the village. • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Within the village there are no areas of land located within the floodplain. However to the west of the settlement limit there are areas of land located within the floodplain of a minor watercourse. • Areas of land within the village and also to the north, east, south and west are affected by surface water flooding. • An Area of Townscape Character (ATC) is designated in the Banbridge, Newry & Mourne Area Plan (BNMAP) 2015. It recognised the historic core of the village and numerous listed buildings around Main Street and Scarva Street. • An Area of Archaeological Potential (AAP) incorporates the lands designated as an ATC and lands to the south-west of the village. • There are a number of listed buildings within and in the vicinity of the village including St Patricks’s Church, St Mellan’s Church, Loughbrickland House and Glebe House. • Within and in the vicinity of the settlement there are a number of industrial heritage sites including two flax mills, a corn mill and a saw mill. • Within close proximity to the village there are a number of archaeological sites / monuments including two Early Christian Rathes and a megalithic tomb. • A Scheduled Monument Zone is located approximately 300m to the north of the village and is associated with Loughbrickland Fort, an early Christian Rath. • To the north and south of the village are two Sites of Local Nature Conservation Importance (SLNCI’s). The first SLNCI, which adjoins the northern boundary of the settlement limit relates to the broad-leaved woodland around Loughbrickland House. The second SLNCI, located approximately 250m from the southern boundary of the settlement relates to the Eutrophic Loughbrickland Lake and its diverse range of aquatic plants. • Loughbrickland House is designated as a Historic Park, Garden and Demesne (HPGD). • There are two Local Landscape Policy Areas (LLPA) adjoining the village. Loughbrickland House LLPA (BNMAP 2015 Ref: LD08) adjoins the northern boundary of the village and comprises a

	<p>number of features including the listed Loughbrickland House, parkland and wetland habitat.</p> <ul style="list-style-type: none"> • Loughbrickland Stream Corridor LLPA (BNMAP 2015) adjoins the south-western boundary of Loughbrickland and includes the stream corridor, associated vegetation and millponds as well as the site of the old pond and millrace. • The village sits in a hollow at the head of a river valley in a landscape dominated by undulating drumlins.
TRANSPORT	<ul style="list-style-type: none"> • The A1 dual carriageway (Protected Route) is located adjacent to the eastern boundary of the settlement. • A new junction with the A1 has been completed to the south of the village involving the construction of an underpass, four new roads junction and the widening of the existing carriageway. • There are bus stops and shelters located within the village, with services to Banbridge, Lisburn, Rathfriland, Belfast and Newry (Bus Services 538, 238b, 238, 45, 38 and 30). • The road through the village is wide and has on-street parking along Main Street, however there are no off-street carparks in the village. • The village has footpaths along both sides of Main Street as well as street lighting. • There are no cycle paths within the village.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the village there are no lands zoned for economic development nor any areas in use for industrial purposes. • Commercial activity within the village includes a petrol filling station and convenience store, pharmacists & post office, Public House, beauty salon and car body repair workshop.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Loughbrickland village is compact in form and developed around the junctions of the Old Belfast / Dublin Road, Rathfriland Road and Scarva Road. • More recently the village has expanded to the north and west, along the Banbridge Road, Scarva Street, Old Newry Road, Donard View Road and Poyntzpass Road. • The village is a mix of housing, community/social facilities and a limited range of retail / services. • Loughbrickland housing stock is largely comprised of medium density residential developments, single dwellings and terraced properties. The housing developments are small to medium in size with a mix of modern development and more established 'Northern Ireland Housing Executive' style developments. • On-street parking adjacent to the Public Park on Main Street. • There are a number of undeveloped areas of land within the village including: <ul style="list-style-type: none"> ▪ Area of land between the Banbridge Road and the A1 consisting of agricultural fields with boundary hedges and mature trees. ▪ Lands at Donard View Road south of St. Francis' Primary School consisting of a single large agricultural field.

	<ul style="list-style-type: none"> ▪ Lands at Woodside Park South consisting of two small parcels of relatively flat land. ▪ Lands to the north of No.31 Ashvale Drive, Scarva Street consisting of a small brownfield site fronting onto the Scarva Road. ▪ The former Loughbrickland Primary School site east of the settlement and the A1 on Grovehill Road is vacant.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Loughbrickland supports a wide range of facilities and services which includes Newbridge Integrated College, St. Francis' Primary School, Sir Henry Wilson Memorial Orange Hall and a Masonic Hall. • There are a number of churches including St Mellan's (Col), St. Patrick's (RC), Loughbrickland Reform Presbyterian Church and Loughbrickland Mission Hall. There are two graveyards in the ground of St Mellan's (Col) and a municipal cemetery off Scarva Street. • A public park is located to the south of the village with walking trails, play facilities and public toilets. • A playing field to the rear of Scarva Street Surgery which is currently overgrown. • The Whyte Estate is an extensive area of parklands with woodland walks, the listed Loughbrickland House and two raths. There are also playing fields within the grounds of Newbridge College. • There are two doctors surgery's in the village, one located off Scarva Street and a second smaller surgery on Main Street. • Within the grounds of the Loughbrickland House HPGD beyond the village development limit is self-catering tourist accommodation. • Commercial activity within the village includes a petrol filling station and convenience store, pharmacist & post office, Public House, beauty salon and car body repair workshop.

Summary of the key issues that may affect the village and its capacity for expansion includes:

- To the north, growth may be constrained by areas affected by surface water flooding, the Local Landscape Policy Area Designation, Loughbrickland House Historic Park Garden and Demesne including the listed house, the Site of Local Nature Conservation Importance, a Scheduled Monument Zone, an archaeological site/monument (to the north-west) and the Area of Archaeological Potential which partially adjoins the northern boundary of the village.
- To the east, growth may be constrained by the A1 Protected Route (which contains the eastern boundary of the settlement), areas affected by surface water flooding, archaeological sites/monuments, the Area of Archaeological Potential which partially adjoins the eastern boundary of the village and the topography (steeply rising land towards the east).
- To the south, growth may be constrained by areas affected by surface water flooding, listed buildings/features (to the south-east), the A1 Protected Route and new road junction, an archaeological site (to the south-east), Loughbrickland Site of Local Nature Conservation Importance, the Local Landscape Policy Area designation, the Area of Townscape Character (which adjoins the south-western boundary), the Area of Archaeological Potential and the topography (on the southern approach to the settlement along the Dublin Road, the land rises

steeply on both sides of the protected route). There are a number of rural buildings/dwellings to the south of the village, to the east and west of the A1.

- To the west, growth may be constrained by the floodplain (to the south-west), the stream corridor, areas affected by surface water flooding, the Local Landscape Policy Area designation (to the south-west), the Area of Archaeological Potential (to the south-west), the Area of Townscape Character (which adjoins the south-western boundary), the Sewage Treatment Works and the topography (on the western approach to the settlement along the Poyntzpass Road, the land rises steeply to a localised height adjacent to No. 23 and falls to the south towards the watercourse).
- In addition, the future development of Loughbrickland within the existing settlement limit may be constrained by the character, setting and views of listed buildings, the existing Area of Townscape Character and Area of Archaeological Potential.

SETTLEMENT APPRAISAL – SCARVA

Scarva is a village located approximately 8km west of Banbridge and 4km south of Tandragee on the main Banbridge to Tandragee Road. It is located beside the Newry Canal and has a railway halt on the Newry to Belfast Line.

According to the 2011 NISRA Census, Scarva has a population of 357 people and 152 households.

SETTLEMENT EVALUATION FRAMEWORK (SCARVA) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewerage disposal. • Recycling 'Bring Banks' located within the grounds of Scarva Park. • Broadband
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Small areas of land north, south-east and west of the village are affected by surface water flooding. • Areas of land to the west and south of the settlement located are within the flood plain. • Newry Canal runs parallel to the west of the settlement and Scarva Pond to the east. • Three Local Landscape Policy Areas (LLPA) have been designated within the village, including features such as the locally significant Orange Hall, Scarva Demesne, Canal corridor, wildlife corridor and the historic old Canal building. • Scarva Historic Park, Garden and Demesne is located to the south-east of the village. • Industrial Heritage sites, including an engine house, Scarva Bridge, Quay and Scarva Station. • Defence Heritage sites including a WW1 pillbox. • Listed features including St Mathews Church, Scarva Canal Bridge, Scarva House and Stables, the visually distinctive Orange Hall on Main Street, the gates to Scarva House and also the row of Georgian Vernacular terraced dwellings which front the road on the eastern side of Main Street. • An Area of Townscape Character is designated around the historic core of the village including features such as Georgian Vernacular dwellings, former location of Scarva quay, the old National School building and also the listed St. Matthew's Church. • An Area of Archaeological Potential is located centrally within the settlement. • A number of Archaeological Sites are located in close proximity to the village including Cloughmore Standing Stone, Monclone Rath and Glenloughan Rath. • A number of Scheduled Monument Zones are designated in the vicinity of the village, including the Newry Canal Towpath and another which is located diagonally across Scarva House and the associated Historic Park Garden and Demesne. • There is a Tree Preservation Order within the western area of the village, to the west of Legannany Road and to the east of the Newry Canal Towpath. • Scarva Pond to the immediate east of the village has been designated as a Site of Local Nature Conservation Importance (SLNCI).

	<ul style="list-style-type: none"> • The topography of the village varies across the settlement and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • The village is located to the east of the Belfast to Dublin railway line, the disused Newry Canal, National Cycle Network, all of which run North/South. • There is a disused rail track bed which is located to the north of the village which linked Scarva and Banbridge. • The village is located to the east of the A27 (protected route). • The National Cycle Network runs through the village along the western boundary on the Newry Canal Towpath. • Throughout the settlement there is street lighting and footpaths (incomplete in places), however there are no traffic calming measures.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement limit there is no evidence of any industrial activity nor is there any land zoned for this purpose within the current development plan. • Located approximately 300m south-east of the settlement, along the Legannany/Old Mill Road is a substantial warehousing/distribution facility, including an Auction House. • In relation to commercial activity within the settlement there is a Public House, restaurant, beauticians and coal store. Associated with the Visitor Centre and Newry Canal Towpath there is a Tea Room, tourist information point and bicycle hire facility.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The village is linear in form, lying to the east of the Belfast to Dublin railway line and the disused Newry Canal and towpath. • The character of the settlement varies, to the north and south it is dominated by medium density modern housing developments, however the central area of the village is characterised by its attractive setting and the late 18th Century/early 19th Century historic form. • The surrounding lands are rural in character and are heavily vegetated, particularly to the west and south where two of the significant Local Landscape Policy Areas are located. • There are several areas of undeveloped land within the village: <ul style="list-style-type: none"> ▪ To the west of Main Street and north of Scarva Visitors Centre is a large rectangular area of land. ▪ To the north of Scarva Pavilion and east of the Area of Townscape Character are large areas of land which extend to the east. ▪ There is another wedge of land located to the west of Main Street and east of the Newry Canal Towpath. The area of land is largely flat but it rises fairly steeply towards the public road.
COMMUNITY SERVICES	<p>Within the village there are a number of facilities including:</p> <ul style="list-style-type: none"> • Scarva Presbyterian Church Hall, • Train platform and halt, • Scarva Primary School, • Scarva Pavilion,

	<ul style="list-style-type: none"> • Scarva Park, • Playing fields, • Amenity/picnic areas, • Scarva bandstand, • Scarva Parish Hall, • Visitors Centre, and • St. Mathew’s Church.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the location of the Local Landscape Policy Area, topography (to the east of the public road there are steep slopes rising towards the east and north-east. To the west of public road the topography gently falls towards the canal and is on a lower level than the public road) Newry Canal Towpath, Newry Canal, National Cycle Network, disused rail track bed, Scheduled Monuments Zone and areas of surface water flooding/floodplain.
- To the south, growth may be constrained by the location of the scheduled monuments zone, the topography (lands to the west of the public road falls steeply towards the west and rising slopes towards the south-eastern boundary of the settlement), the views and setting of the Local Landscape Policy Area, Scarva House Historic Park Garden and Demesne, and listed features, significant tree groups and also the areas of surface water flooding/floodplain.
- To the east/north-east, growth may be constrained by topographical issues (areas of steeply rising land, prominent slopes and undulating topography), the small Local Landscape Policy Area located immediately adjacent to the settlement boundary, areas of surface water flooding, the Site of Local Nature Conservation Importance (southern portion of eastern boundary), and a small number of archaeological sites/monuments.
- To the west, growth may be constrained by the protected route, the topography (undulating rural landscape with areas of elevated prominent land), the towpath, the railway line, the setting and views of the local landscape policy area, location of the national cycle network, the Newry Canal, the listed Scarva Bridge, the Tree Preservation Order, the Scheduled Monuments Zone, areas of surface water flooding and the floodplain.
- The potential impact of future development/growth on the central core of the village, including the Area of Townscape Character, numerous listed features and Area of Archaeological Potential, to ensure that any future growth does not have any detrimental impact upon the historic and unique character of the village.
- Furthermore consideration should be given to the potential for encroachment upon the small settlement of Auglish to the west of the village.
- There a number of rural houses/buildings on the south-eastern and north-eastern approaches.

SETTLEMENT APPRAISAL – ANNACLONE

Annacclone is a small settlement with two nodes located approx. 5.5km south-east of Banbridge and 7km north/north-west of Rathfriland. The main north-east node is situated along the B10 Road between these towns. A second smaller node is located approx. 450m north-east.

According to NISRA 2011 Census data, Annacclone has a population of 150 people and 61 households.

SETTLEMENT EVALUATION FRAMEWORK (ANNACLONE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Annacclone Sewage Treatment Works is located immediately outside and south-east of the main node along Monteith Road; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Substantial lands to the south-east of the main node associated with the watercourse along its south edge are within the floodplain. The floodplain extends within the south-east corner of the limit across a number of properties and the adjoining sewage treatment works. • Substantial lands to the west of the minor north-east node are within the floodplain. • Similar but lesser lands are affected by surface water flooding as the floodplain, with a significant area also to the east of the north-east node. • St. Colman’s RC Church on Monteith Road is listed and the focal point of the main node. The adjoining parochial house is not listed, but is an attractive landmark alongside the church. • Monteith House (No.10 Monteith Road) north-west of the main node, is a listed late Georgian house with gates and piers, set in a mature site with a number of outbuildings and a former dwelling. • A Local Landscape Policy Area (LLPA) extends to the north-west along Monteith Road, comprising the RC Church, Parochial House and Graveyard, associated views from Millvale Road and Monteith Road, visually significant lands to the front and west of Frazer Park, an old mill complex (industrial heritage in ruins) with associated vegetation and stream corridor, the setting of Monteith House (listed) and significant road-side vegetation further north. • An Area of Archaeological Potential is located in the environs of Monteith House (listed) and old mill complex, along Monteith Road, with an archaeological site upslope and east, on an elevated drumlin to the north-west of Fraser Park Housing Estate (main node). • The First Anaghlone Presbyterian Church LLPA, west of the smaller node, extends south-west along Tanvally Road to safeguard views. • An Area of Townscape Character (ATC) is designated around the historic crossroads of the smaller node, which includes the Church, Public House, a traditional dwelling and outbuildings. An Area of Archaeological Potential is located around this historic core. • Local topography varies significantly, with the main node climbing out of a dip northwards over a hill. The landform rises again to a prominent hill to the north-east of the main node and south of the smaller node. Tanvally Road climbs over the elevated lands between.

TRANSPORT	<ul style="list-style-type: none"> • Bus Service 29 (between Banbridge and Rathfriland) runs from the main south-east node (Monteith Road). Both nodes are also served by school bus services to and/or from the same towns. • The main south-west node has a 30mph limit with traffic calming humps along the main B10 (Monteith Rd). The majority of the main node has footpath and street-light provision. The north-east node has no footpaths but some street lights.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use. • Public House (75 Ardrin Road), at smaller north-east node • A filling station, convenience shop and Post Office are located approximately 640m north-west of the settlement along the B10 (Monteith Road to Banbridge). • There is no footpath connection from the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The main node is dissected by the B10 (Banbridge – Rathfriland) Road, with the majority of the built form to the north-east. The node is mainly focused along Monteith Road and Tanvally Road, which rises towards Fraser Park – the largest of three small residential developments. The remainder of the node comprises single dwellings, which continue in a row east of the primary school. The graveyard beside the RC Church extends outside the limit to the south-west. • The smaller north-east node is more compact in form, clustered around the historic crossroads of Glebe Road, Ardrin Road and Tanvally Road. Development is limited to the Presbyterian Church, Public House, Former Filling Station building (vacant) and four dwellings. • Node 1 (main, south-west) contains four vacant / undeveloped sites : <ul style="list-style-type: none"> ▪ Tanvally Road, north-east of Frazer Park; ▪ between 18 and 22 Monteith Road, extending to Tanvally Road; ▪ between 22A Monteith Road and Primary School; ▪ adjacent to 27 Monteith Road. • Node 2 (north-east) contains six vacant / undeveloped sites: <ul style="list-style-type: none"> ▪ West of First Anaghlonge Presb. Church & Graveyard, Glebe Road; ▪ Tanvally Road North-East Section (opposite No. 13); ▪ Ardrin Road, east of public house; ▪ Ardrin Road, opposite and south-east of Public House; ▪ Adjacent and north-east of 18 Tanvally Road; ▪ Adjacent and south-west of 18 Tanvally Road.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • St. Colman’s Primary School and All Saints Nursery; • St. Colman’s RC Church (both located in the main south-west node); • Council Play Park, Frazer Park Development, Tanvally Road; • First Anaghlonge Presbyterian Church; • Public House (both located in the north-east node); • Outside the settlement: Post Office / Shop, Monteith Road (640m north-west); Annaclone GAC, Monteith Road (800m south-east); Tanvally Orange Hall, Glebe Road (within 1km); Christ Church Col, Church Road (within 1km) and Second Anaghlonge Presbyterian Church, Ballynafoy Road (within 2.75km).

Summary of key issues that may affect the settlement and its capacity for expansion are as follows:

Main, South-West Node

- To the north, growth may be constrained by an archaeological site (on elevated drumlin top), the topography (significant gradients), surface water flooding, capacity to integrate, urban sprawl concerns, the proximity to rural development along Tanvally Road, the proximity of the two nodes (coalescence concerns) and landscape character (elevated drumlin between nodes).
- To the east, growth may be constrained by flood risk, surface water flooding, the topography (rising land to north), capacity to integrate, urban sprawl concerns (on Monteith Road) and the proximity of nearby rural dwellings.
- To the south, growth may be constrained by flood risk, surface water flooding, a watercourse (along the edge of the settlement), the topography (undulating/low-lying lands), capacity to integrate, urban sprawl concerns, the proximity of nearby rural dwellings on Millvale Road (coalescence issues), Monteith Road Local Landscape Policy Area (important views of St. Colman's RC Church (listed) and visually significant grounds from Millvale Road) and wider landscape character.
- To the west, growth may be constrained by an archaeological site (north-west of Frazer Park), the setting and views of the listed RC Church and Monteith House, Monteith Road Local Landscape Policy Area (and associated features), an area of archaeological potential, the topography (undulating), the proximity of nearby rural development on Monteith Road, urban sprawl concerns, wider landscape character, surface water flooding and flood risk.

North-East Node

- To the north, growth may be constrained by urban sprawl concerns, the proximity of nearby rural dwellings to the north, the topography (rising land), the capacity to integrate and an archaeological site.
- To the east, growth may be constrained by surface flood risk, the topography (rising land to south), urban sprawl concerns and proximity to nearby rural dwellings along Ardrin Road.
- To the south, growth may be constrained by the topography (rising land), capacity to integrate, urban sprawl concerns, the proximity of the two nodes (coalescence concerns) and landscape character (elevated drumlin between nodes).
- To the west, growth may be constrained by First Anaghglone Presbyterian Church Local Landscape Policy Area (namely views of the Church and local buildings around the crossroads), the topography (rising land to south), the capacity to integrate, urban sprawl concerns, the proximity to rural dwellings along Glebe Road, surface water flooding and flood risk.
- The north-eastern node may be constrained by its Area of Townscape Character and Area of Archaeological Potential which adjoin/ extend beyond the limit.

SETTLEMENT APPRAISAL – ARDTANAGH

Ardtanagh is a small settlement located approximately 6km south-east of Dromore and 0.5km east of Kinallen, on the Dromara to Banbridge Road.

According to NISRA 2011 Census data, Ardtanagh has a population of 87 living in 31 households.

SETTLEMENT EVALUATION FRAMEWORK (ARDTANAGH)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land within the settlement and to the north, east and south-west are affected by surface water flooding. • The nearest floodplain is located approximately 600m north of the settlement and is associated with the River Lagan corridor. • Within the settlement, to the south of the Banbridge Road, there is the listed First Dromara Presbyterian Church and to the west of the settlement there is the listed Bellfield House. • Within the vicinity of the settlement there are a small number of Archaeological Sites / Monument including enclosures to the east and south of the settlement. • There is a Local Landscape Policy Area (LLPA) designation within the west of the settlement, to the southern side of the Banbridge Road. Key features of the LLPA include the Dromara First Presbyterian Church, its setting and associated graveyard. • An Area of Archaeological Potential (AAP) is designated on lands at Church Road/Banbridge Road junction extending east through the settlement and also just beyond the settlement limit to the west. • The topography of the settlement and surrounding land is varied, ranging from significant slopes to elevated, exposed and prominent areas of land.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has a bus stop, with a bus service to Lisburn and Dromara (Bus Service No.26). • 40mph road speed limit restriction throughout the settlement. • Areas of disconnected footpaths and sparse street lighting.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no economic or industrial activity within the settlement and no land zoned for such use within the current area plan.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is linear in form and rural in character. • The settlement is predominantly comprised of residential development, in the form of single rural dwellings fronting the Banbridge Road. • The settlement is located in the elevated and rolling upland drumlin landscape of the Craggy Dromara Uplands. The general aspect is open with land falling towards the River Lagan in the north and rising towards Slieve Croob to the south. • There are no undeveloped areas within the settlement.

COMMUNITY SERVICES	<ul style="list-style-type: none"> • First Dromara Presbyterian Church, graveyard and Church Hall. • Dromara Reformed Presbyterian Church.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography (land falls significantly towards the River Lagan) and areas affected by surface water flooding. The floodplain of the River Lagan is located approximately 600m north of the settlement.
- To the east, growth may be constrained by the topography (elevated prominent land to the south of the public road and sloping land to the north of the public road), an Archaeological Site/Monument and areas affected by surface water flooding. The eastern boundary is contained by the Ardtanagh Road.
- To the south, growth may be constrained by the Local Landscape Policy Area designation and associated listed Church (to the south-west), the topography (rising prominent land), an Archaeological Site and Monument and areas affected by surface water flooding (to the south-west).
- To the west, growth may be constrained by the proximity to the listed Bellfield House, Area of Archaeological Potential designation, the topography (prominent hill to south of Banbridge Road and sloping land to the north of the Banbridge Road). Furthermore, the village of Kinallen is located approximately 400m from the western boundary of the settlement (potential coalescence issues).

SETTLEMENT APPRAISAL – ASHFIELD/GOWDYSTOWN

Ashfield-Gowdystown is a small settlement located approximately 3km south-west of Dromore and 7km north-east of Banbridge. The settlement takes the form of two nodes, the western node is known as Ashfield while the eastern node takes on the identity of Gowdystown.

According to NISRA 2011 Census data, Ashfield-Gowdystown has a population of 100 people and 40 households.

SETTLEMENT EVALUATION FRAMEWORK (ASHFIELD/GOWDYSTOWN)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land to the north, east, south and west are affected by surface water flooding. • To the immediate east of the western node, Ashfield, there are a number of listed features, including Grade B2 Ashfield House and its curtilage and also the Old Mill Building. • There is an unscheduled Rath to the south of the settlement. • Ashfield Gowdystown Local Landscape Policy Area (LLPA) is located west of the western node, and includes the listed features detailed above and their associated vegetation, mill race and significant tree groups, which are also protected by a Tree Preservation Order (TPO). • Rowantree Moss, which is located approximately 150m to the south-east of the eastern node 'Gowdystown' has been designated as a Site of Local Nature Conservation Importance (SLNCI). • The topography of the settlement is characterised by an undulating upland plateau.
TRANSPORT	<ul style="list-style-type: none"> • Ashfield Gowdystown is located a short distance to the west of the key transport corridor that runs from Newry to Belfast (the A1). • There are no bus services serving the settlement. • Both nodes of the settlement have areas of incomplete footpaths and street lighting. • There are no cycle routes, traffic calming measures or traffic lights.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any industrial activity. • Furthermore there is no commercial activity within the settlement, however there is an established coachworks to the east of the eastern node.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is largely comprised of residential development in the form of single dwellings and terraced dwellings. • The nodes are both compact in form and an area of undulating grassland separating the two nodes. • The surrounding lands are rural in character, undulating, with areas of mature vegetation and are predominantly used for agricultural purposes. • There are a small number of undeveloped areas within the settlement: <ul style="list-style-type: none"> ▪ Towards the northern boundary of Ashfield, to the west of the Villa Wood Road there is an area of undeveloped land.

	<ul style="list-style-type: none"> ▪ At the eastern node, to the north of the Rowantree Road there is a large area of undeveloped grassland which gently rises from south to north. ▪ At the Gowdystown crossroads there are two undeveloped areas of land, on both sides of the Gowdystown Road.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Quilly Orange Hall, located within the eastern node.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

Western Node - Ashfield

- To the north, east, south and west growth may be constrained by surface water flooding and the topography (areas of undulating land, particularly between the two nodes and to the south. There is also elevated areas to the north-west).
- In addition, to the west, growth may be constrained by the Local Landscape Policy Area (LLPA), listed features and a group of trees protected by a Tree Preservation Order (TPO).
- There are areas of rural buildings/dwellings on approach to the node from the south and north.
- There is an unscheduled Rath to the south of the settlement.

Eastern Node - Gowdystown

- To the north, growth may be constrained by the topography (lands rises towards the north) and areas affected by surface water flooding (north-west).
- To the east, growth may be constrained by small areas of surface water flooding and topography (lands fall steeply towards the settlement).
- To the south, growth may be constrained by the Site of Local Nature Conservation Importance (SLNCI) (to the south-east), areas of surface water flooding and topography (areas of land rising towards the south-west).
- To the west, growth may be constrained by areas of surface water flooding and topography (undulating lands).
- There are areas of rural buildings/dwellings on approach to the node from the south-east, south-west and east.
- In addition, there may be coalescence issues between the two nodes of the settlement.

SETTLEMENT APPRAISAL – BALLELA

Ballela is a small settlement located approximately 9km east of Banbridge.

Ballela is not included in the NISRA 2011 Census Data in relation to settlement population / household numbers. NISRA do not detail settlements that have a population of less than 50 persons /20 households.

SETTLEMENT EVALUATION FRAMEWORK (BALLELA) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband. • A recycling 'Bring Bank' is located within the grounds of All Saints Church.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land within the floodplain located approximately 200m south-west of the settlement. • There are watercourses located to the west, south-east and south of the settlement. Land within the immediate vicinity of the watercourses are also within the floodplain. • Areas of land to the north, east, south and west are affected by surface water flooding. • An Archaeological Site/Monument (Standing Stone) is located approximately 250m north-east of the settlement. • The topography of the settlement and surrounding land is varied, due to its location within an undulating rural landscape. The topography ranges from sloping lands in the west and elevated prominent lands in the east.
TRANSPORT	<ul style="list-style-type: none"> • There are no traffic calming measures or pedestrian crossings within the settlement. • There are areas of disconnected footpaths and sparse street lighting provision. • There are no bus routes serving the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no evidence of industrial activity within the settlement, however relation to commercial activity there is a car mechanic business.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is linear in form, with the majority of development located on the eastern side of the Ballela Road. • The settlement is rural in character, comprised of a small number of dwellings and community buildings. • Within the settlement there are a small number of undeveloped areas including large area of grassland to the western side of the Ballela Road.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • All Saints Church, graveyard and vacant parochial house. • Disused Primary School and disused parish hall

	<ul style="list-style-type: none">• Ballela GAC grounds and pavilion are located to the north of the settlement.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by areas affected by surface water flooding, an archaeological monument (standing stone) and the topography (areas of sloping land). Ballela GAC located to the immediate north of the settlement.
- To the east, growth may be constrained by the topography (elevated and prominent land), the watercourse and associated floodplain (to the south-east) and areas of surface water flooding.
- To the south, growth may be constrained by the topography (lands rising towards the settlement boundary resulting in prominent areas), the watercourse (and associated floodplain) and areas of surface water flooding.
- To the west, growth may be constrained by the topography (lands fall towards the west before rising towards undulating rural countryside), the watercourse (and associated floodplain) and areas of surface water flooding.

SETTLEMENT APPRAISAL – BALLYRONEY

Ballyroney is a compact small settlement located approximately 13km south-east of Banbridge and 5km north-east of Rathfriland at the junction of the Seafin Road, Lackan Road, Dromara Road and Tierkelly Road.

Ballyroney is not included in the NISRA 2011 census data in relation to settlement population/household numbers. NISRA do not detail settlements that have a population of less than 50 persons /20 households.

SETTLEMENT EVALUATION FRAMEWORK (BALLYRONEY)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Recycling 'Bring Banks' located immediately north of the settlement limit, within the car park area associated with Ballyroney Presbyterian Church. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas to the west, east and south affected by surface water flooding. • Lands to the south and west of the settlement located within the floodplain. • The River Bann runs west and south of the settlement. • Listed features include the grade B1 Ballyroney Presbyterian Church, a telephone kiosk and disused Post Office building. • Ballyroney Local Landscape Policy Area (LLPA) includes features such as the River Bann corridor and associated mature vegetation, disused railway bed and woodland. • To the south of the settlement limit, the Ballyroney Bridge is listed and an industrial heritage site. • The Ballyroney Station, goods shed, crossing and signal box (to the south-east of the crossroads) form an industrial heritage site. • Approximately 300m north-east of the settlement, within the area designated as a Local Landscape Policy Area, there is an Archaeological Site and Monument and Scheduled Monuments Zone (to the west) associated with a large platform enclosure and another archaeological site and monument to the north of the settlement. • The topography of the settlement varies across the settlement and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • The settlement developed around the junction of four roads. • Within the settlement there is street lighting and a bus shelter, however there are no evidence of cycle routes, traffic calming measures or footpaths within Ballyroney. • A disused rail track bed bisects the settlement. • Bus Service No.31 to Banbridge.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement limit there is no evidence of any industrial activity. • Whilst there is no commercial activity within the settlement, there is a commercial business located along the Tierkelly Road, to the south

	west of the settlement which includes petrol filling pumps and farm machinery sales.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement originally developed as a cluster around the Ballyronee Presbyterian Church and disused railway bed, at the junction of four roads. • The settlement is surrounded by gently undulating drumlin landscape where fields are large and well enclosed by good tree and hedge boundaries. • The character of the settlement and surrounding lands is rural, with low residential density comprised mainly of single rural dwellings. • There are a small number of undeveloped areas within the settlement: <ul style="list-style-type: none"> ▪ Along Lackan Road, at the junction where the four roads converge, there is a small square site which is undeveloped. ▪ There are also areas of undeveloped land along the southern side of the Lackan Road, running parallel with the disused rail track bed. ▪ Also to the north of Bannside Road (to the rear of Lackan House) there is a large area of undeveloped land.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Ballyronee Presbyterian Church and graveyard is located within the western portion of the settlement, to the west of the Tierkelly Road. • To the north of the settlement, along the Dromara Road, there is an Orange Hall.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the location and setting of the LLPA, archaeological site and monument, areas of surface water flooding, disused rail track bed and the topography (elevated areas of land).
- To the east and south, growth may be constrained by the location of the LLPA, which encompasses the lands to the south of the public road, the location of the disused rail track bed, the topography (areas of land rising to the north-east and undulating areas), the River Bann Corridor and areas of surface water flooding/floodplain.
- To the south-west and west, growth may be constrained by the location and setting of the LLPA and listed structures, the River Bann Corridor, Scheduled Monuments Zone, areas of surface water flooding/floodplain and the topography (land falls steeply towards Tierkelly Hill Road Bridge before rising towards the settlement boundary).
- In addition, there are rural buildings / development beyond the settlement limit on all four approaches to Ballyronee.

SETTLEMENT APPRAISAL – CLOSKELT

Closkelt is a small settlement situated near Deehommed Mountain, to the east of the borough close to the Newry, Mourne & Down District Council boundary. It is situated at the staggered crossroads of Drumgooland Road, Closkelt Road and Manse Road, approx. 10km south-east of Banbridge Town.

Closkelt is not included in the NISRA 2011 Census Data. NISRA do not detail settlements that have a population of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (CLOSKELT) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Closkelt and the surrounding area are not affected by flood risk. • There is an area of surface water flood risk approx. 225m north-east of the settlement, along a narrow valley watercourse. • Surface water flooding also affects a small part of the Manse Road, adjacent to the settlement limit to the north-east. • The prominent Drumgooland Presbyterian Church, Hall and Graveyard are the focal point of the settlement. The Church and Graveyard are the key features of Closkelt Local Landscape Policy Area. The LLPA extends to the north and east along Manse Road and Closkelt Road to safeguard the setting and views of these features. • Drumgooland Presbyterian Church (which dates from 1839) and associated steps and gates are listed built heritage. • There are two significant archaeological sites close to the settlement: <ul style="list-style-type: none"> ▪ A standing stone, 100m to the west/south-west of the church; ▪ Bronze Age Cemetery, approx. 200m south-west of church. • Both sites are situated on lower ground and not visible from, nor read with the settlement from local approaches. • The topography of the settlement varies significantly, set within very elevated hilly terrain. Its form is influenced by prominent hill crests immediately outside and north-west and steep falls to the south-west, south and south-east. The topography and a lack of landscaping leave the Church, adjoining hall and 64 Drumgooland Road (dwelling) very prominent on approaches from the south and east (Closkelt Road) in particular. • The north-east part of the settlement along Closkelt Road has better boundary vegetation and tree cover, helping to frame the White House and outbuildings and screen the settlement from the east.
TRANSPORT	<ul style="list-style-type: none"> • Closkelt is situated approx. 1.9km north-west of Moneyslane and 1.6km north-east of the A50 (Banbridge – Newcastle) main road. • A school bus service runs to Banbridge, with a stop located on Drumgooland Road, opposite and north of Manse Rd. • The settlement is served by minor country roads, with a footpath only along the front of the Church Hall. The settlement has street lighting and no traffic calming measures.

ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is small in size and irregular in shape, extending in a north and south (Drumgooland Road), west (Manse Road) and south-east (Closkelt Road) direction from a staggered crossroads, with development on one side each as a result of rising land to the north-west and low-lying/falling lands to the south-east (outside the limit). The settlement is quite scattered as a result, with very undulating topography and gaps in development adding to its disjointed feel. • The wider area has a strong rural character with small groupings / rows of rural development situated close by along Closkelt Road (east) and Drumgooland Road (north and south). • The settlement comprises the Presbyterian Church, Hall and Graveyard, an Orange Hall to the south and twelve dwellings, which includes a recent single storey development (4 detached) on Drumgooland Road and an older 2-storey terrace of 4 (Manse Rd). • The large white house (45 Closkelt Road), outbuildings and courtyard are not listed but are a significant local landmark. This group of buildings pre-date 1900, with the main house used as a post office before 1860. • The settlement contains five vacant / undeveloped sites at: <ul style="list-style-type: none"> ▪ Manse Road, north and west of Drumgooland Church & Graveyard; ▪ Drumgooland Road, between 60 (Orange Hall) & 64; ▪ west of 45 Closkelt Road (White House), at junction; ▪ south-east of 45 Closkelt Road (White House); and ▪ eastern lands on Closkelt Road (90m south-east of 45).
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Drumgooland Presbyterian Church, Church Hall and Graveyard; • The Church also has a Mother and Toddler Group, Bowling Club and Youth Club (some combined with their sister congregation in Kilkinamurry); • Closkelt Orange Hall.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography (prominent hill crests to the north-west), areas affected by surface water flooding, capacity to integrate and proximity to a group of rural dwellings along Drumgooland Road.
- To the east, growth may be constrained by the setting of and views towards Drumgooland Presbyterian Church and Graveyard (Closkelt Local Landscape Policy Area and listed heritage), capacity to integrate and proximity to nearby rural development along Closkelt Road.
- To the south, growth may be constrained by the topography (falling lands), capacity to integrate, proximity to significant tree groups, proximity to nearby rural development along Drumgooland Road and landscape character (attractive views towards the settlement and the Mourne Area of Outstanding Natural Beauty (in Newry, Mourne & Down District Council).
- To the west, growth may be constrained by the setting of and views towards Drumgooland Presbyterian Church and Graveyard (Closkelt Local Landscape Policy Area and listed heritage),

the setting of nearby archaeological sites (Standing Stone and Bronze Age Cemetery) and the topography (undulating / falling lands).

SETTLEMENT APPRAISAL – CORBET

Corbet is a small settlement located approximately 4km south-east of Banbridge.

According to NISRA 2011 Census data, Corbet has a population of 107 living in 39 households.

SETTLEMENT EVALUATION FRAMEWORK (CORBET)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband. • Sewage Treatment Works located to the south-east of the settlement development limit.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land to the north-west, west, south and south-east located within the floodplain. • Areas of land to the north, east, south and west are affected by surface water flooding. • The River Bann corridor is located to the south of the settlement. • Corbet Milltown Local Landscape Policy Area (LLPA) is designated on lands to the south and west of the settlement and includes features such as the River Bann corridor and the locally significant Millbank buildings. • There are a small number of listed features in the vicinity of the settlement including Parkmount and Mulligans Bridge. • There are a small number of archaeological sites and monuments within the vicinity of the settlement including two enclosures. • There are also a number of industrial heritage sites in the vicinity of the settlement. • The topography of the settlement and surrounding land is varied, however in general the topography is elevated to the north and falls quite steeply towards the river in the south. • An Area of Archaeological Potential is designated along Drone Hill Road, extending towards the east beyond the current settlement development limit.
TRANSPORT	<ul style="list-style-type: none"> • Corbet is located on the A50 Castlewellan Road, a protected route. • The settlement has a bus stop and bus service (Service No.29 and 38) to Banbridge. • There are no traffic calming measures or pedestrian crossing points within the settlement. • There are areas of disconnected footpaths and sparse street lighting provision. • Approximately 350m south of the settlement development limit is a disused railway bed.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no economic development within the limit of Corbet and no land zoned for such use in the current plan. • Located within the eastern boundary there is a disused petrol filling station.

	<ul style="list-style-type: none"> To the west of the settlement there is a Film Studio and textile manufacturer.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> The settlement is compact in form and it is situated on the banks of the River Bann. The settlement is predominantly comprised of residential development and includes a mixture of single dwellings and small housing developments. The character of the settlement has been influenced by the River Bann corridor and the setting of Millbank.
COMMUNITY SERVICES	<ul style="list-style-type: none"> Orange Hall

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography (rising land to the north), floodplain (to north-west) and areas of surface water flooding.
- To the east, growth may be constrained by the protected route, area of archaeological potential, the topography (lands rising to north on northern side of the road and falling towards the River Bann corridor on the southern side of the road), the location of the Sewage Treatment Works, floodplain (to the south-east), areas of surface water flooding (to the south-east) and River Bann corridor (to the south-east).
- To the south, growth may be constrained by the River Bann, the Local landscape Policy Area (LLPA), the topography (lands falling towards the River Bann corridor), floodplain and areas of surface water flooding. A disused railway bed is located approximately 350m south of the settlement development limit.
- To the west, growth may be constrained by the topography (falls south towards the River Bann corridor), an archaeological site and monument, the A50 protected route, the LLPA and associated listed features, River Bann, floodplain and areas of surface water flooding.

SETTLEMENT APPRAISAL – GLASKER

Glasker is a small settlement located approximately 6km north-west of Rathfriland and 10km south of Banbridge and has developed around the junction of Rathfriland Road and Ouley Road.

Glasker is not included in the NISRA 2011 census data in relation to settlement population/household numbers. NISRA do not detail settlements that have a population of less than 50 persons/20 households.

SETTLEMENT EVALUATION FRAMEWORK (GLASKER) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Recycling 'Bring Banks' located within the Bronte Primary School grounds. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land to north, west and east affected by surface water flooding. • Areas of lands within and immediately adjacent to the western boundary of the settlement limit which are located within the floodplain. • Stream corridor runs north south through the settlement. • A number of listed buildings including a corn kiln, boiler house and flax mill, as well as an industrial heritage site associated with the Old Mill Complex are located within the northern area of the settlement. • Local Landscape Policy Area (LLPA) to north of the settlement and includes the Old Mill Complex. • An area of Archaeological Potential is located within the northern portion of the settlement, corresponding with the location of the Old Mill Complex and extending towards the north along the western side of the Ballynaskeagh Road. • A Scheduled Monument Zone is located to south-west of the settlement. • There are three archaeological sites/ monuments and industrial heritage sites located to the north-west and south-west of the settlement. • The topography is characterised by steep slopes and an undulating upland plateau.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has developed along the Ballynaskeagh Road, which provides linkage between Ballynaskeagh in the north and Rathfriland in the south east. • Whilst there are areas of unconnected footpaths (mainly in the vicinity of Bronte Primary School) and a bus shelter on approach to the settlement from the north, there are no streetlights, traffic calming measures or evidence of any cycle routes. • Bus Service No. 30 to Banbridge.

ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement limit there is no evidence of any industrial activity. • The Old Mill buildings are no longer utilised.
Urban/Rural Character	<ul style="list-style-type: none"> • The settlement has developed along the Ballynaskeagh Road in a linear form, originating as a cluster around the Old Mill Buildings. • The character of the settlement varies; at the north it is rural in character due to the features of the Local Landscape Policy Area and a small number of single rural dwellings; however to the south of the settlement it is dominated by small modern housing developments and the primary school building. • The surrounding lands are rural in character, with a heavily vegetated undulating landscape. • There are no areas of undeveloped land within Glasker.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Bronte Primary School

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the Local Landscape Policy Area, Area of Archaeological Potential, listed buildings, archaeological sites/monuments, topography (elevated land), the stream corridor and areas of surface water flooding.
- To the east, growth may be constrained by small areas of surface water flooding and topography (lands rising to the east).
- To the south, growth may be constrained by topography (areas of land rising to the south and south-west and to the south-east of the settlement the land rises steeply towards the east), Scheduled Monument Zone, archaeological site/monument, floodplain, areas of surface water flooding and stream corridor.
- To the west, growth may be constrained by the floodplain, surface water flooding, the stream corridor and the LLPA.

SETTLEMENT APPRAISAL – GLEN

Glen is a small settlement located approximately 10km south-west of Banbridge and is comprised of three nodes. The smaller northern node is located within Armagh City, Banbridge and Craigavon Borough Council area and the two larger southern nodes reside within the Newry, Mourne and Down Council area.

According to NISRA 2011 Census data, Glen has a population of 147 living in 51 households. This NISRA Figure relates to the whole settlement. It is estimated that the Armagh City, Banbridge and Craigavon Borough Node has a population of 35 people and 12 households.

SETTLEMENT EVALUATION FRAMEWORK (GLEN)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Broadband. • There is a sewage treatment works located within the Newry, Mourne and Down District Council.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas to the east and south of Kennedy Villas are located within the floodplain and are affected by surface water flooding. • Minor watercourse located to the south-east of the settlement. • A Scheduled Monuments Zone and Archaeological Site is located immediately adjacent to and north-west of the settlement, associated with a locally significant Rath. • Surrounding the settlement to the west, north and east and extending towards the Newry, Mourne and Down District Council settlement nodes there is Glen Local Landscape Policy Area (LLPA), including features such as the Rath adjacent to Kennedy Villas, the Glen Bridge and the vegetated river valley corridor. • There are no listed features within the Armagh City, Banbridge and Craigavon Borough Council node, however within the Newry, Mourne and Down District Council nodes of Glen, there are a number of important features including listed buildings (St John's RC Church), the visually significant Pound Wood and a Site of Local Nature Conservation (associated with Dromantine College). • The topography of Glen varies across the settlement and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • Located approximately 0.6km to the west of the A1. • Within the Armagh City, Banbridge and Craigavon Borough Council node there are incomplete footpaths and street lighting, however there are no bus shelters or cycle routes.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no commercial activity within the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The Armagh City, Banbridge and Craigavon Borough Council node takes the form of a small compact cluster located to the north-west of Glen Bridge. • The character of the settlement is defined by a small number of single storey dwellings occupying a prominent hillside position.

	<ul style="list-style-type: none"> • The surrounding lands are rural in character, vegetated and undulating with a number of dispersed farms and single rural dwellings in the vicinity. • There is no undeveloped land within the Armagh City, Banbridge and Craigavon Borough Council node.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • There are no facilities within the settlement. • Within the largest Newry Mourne and Down Council node to the south-west there is St John's RC Church (0.7km to the south-west). • Dromantine Conference Centre is located approximately 1.5km to the south-west of the Armagh City, Banbridge and Craigavon Borough node, within Newry Mourne and Down District Council boundary.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the scheduled monuments zone (Rath), Glen Local Landscape Policy Area and topographical issues resultant from the elevated hillside location of the node and also the lands to the east and south of the settlement which fall towards the river corridor.
- To the east, growth may be constrained by the floodplain, areas affected by surface water flooding, the watercourse, Glen Local Landscape Policy Area and the topography. The Tullymore Road contains the eastern boundary of the node.
- To the south, growth may be constrained by the floodplain, areas affected by surface water flooding, the watercourse, potential coalescence issues and the topography. The boundary with Newry Mourne and Down District Council Area is located less than 100m to the south-east of the Armagh City, Banbridge and Craigavon Borough node.
- To the west, growth may be constrained by the scheduled monuments zone, Glen Local Landscape Policy Area and topography.

SETTLEMENT APPRAISAL – KATESBRIDGE

Katesbridge is a small settlement located approx. 8km south-east of Banbridge and is comprised of two nodes. The main north-east node sits on the northern bank of the River Bann and is dissected by the main A50 (Banbridge to Newcastle) Road, with the majority of the settlement to the north-west. The second smaller node is located approximately 300m to the south-west, across the river.

According to NISRA 2011 Census data, Katesbridge has a population of 144 living in 51 households.

SETTLEMENT EVALUATION FRAMEWORK (KATESBRIDGE)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Katesbridge Sewage Treatment Works is located outside the main north-east node, off Manse Road (to the south-west); • Broadband available; • Recycling Point (in parking area of Katesbridge Play / Picnic Area).
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Substantial lands to the immediate south, west and north of the main (north-east) node and west and north of the smaller (south-west) node fall within the floodplain, associated with the River Bann and minor watercourse to north. The floodplain affects part of Manse Road and other properties within the limit such as the Church and Manse, as well as the A50 road, park, picnic area and sewage works outside the limit. • Significant lands affected by surface water flood risk include lands to south-east (play park/picnic area), north and west of main north-east node as well as part of the old railway yard and lands south-west of the south-west node (associated with wetland area and disused railway line). • Katesbridge Presbyterian Church is not listed but it is the focal point of the settlement and a local landmark. • Katesbridge Mound (Motte) is a significant archaeological site between the Church and Manse, consisting of a high, steep, flat-topped mound with mature trees. Surrounding lands fall within an Area of Archaeological Potential (AAP), extending south of the river. • Trees around the Mound and Manse are protected by a Tree Preservation Order (TPO). • Kate McKay’s Bridge over the River Bann is a listed structure. • The Church, Mound and Manse and their setting are features of a Local Landscape Policy Area, which includes the river corridor and mill race along the north-east node including views of the bridge, associated mature vegetation, the house in ruins along Ardbrin Road and the tree-lined road extending to the south-west node. • Shannaghan Hill Area of Special Scientific Interest (ASSI) is 325m to the east, designated because of its geological importance; • This ASSI sits within the wider Shannaghan Hill Site of Local Nature Conservation Importance (SLNCI), also designated based on geology.

	<ul style="list-style-type: none"> • A disused railway bed (part of the former Banbridge to Newcastle line) runs through the south-west node. The former railway yard remains below the bridge and embankments, north of Ardbrin Road. • Katesbridge Wetland Area and pond to the immediate south-west of the smaller node is both a SLNCI and the main features of a LLPA. • This LLPA extends to the south-east, across the road, to include a small part of the disused railway line and associated vegetation. • Local industrial heritage sites include the former railway station and goods shed, both bridges, a forge and flax and corn mill site. • Local topography varies significantly, with the main node rising to the north from low-lying land along the River Bann. The smaller south-west node sits more elevated, however views of both nodes are very much reduced by undulating landform and good tree cover, including along the river.
TRANSPORT	<ul style="list-style-type: none"> • The main A50 (Banbridge-Newcastle) Road through the settlement is a Protected Route. Moneyslane is 3.5km further to the south-east. • Bus Services 29/31/32 run between Banbridge, Rathfriland & Newcastle. A school service also runs to Rathfriland. • Footpaths extend from Alexander Park/Kinallen Close to the A50 bus stops and as far as Shannaghan Hill and the eastern part of the node. A footpath extends to the other node via Ardbrin Road (after bridge). • The main part of the north-east node, west of the A50, has a 30mph limit, which extends to the smaller south-west node. Alexander Park has a 20mph zone. Street-lighting extends along the same footpaths.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The main north-east node is clustered around the junction of Alexander Park and Manse Road and is dissected by the A50 Katesbridge Road. A spine of development also extends back from the main road, on the east side, comprising single dwellings and an Orange Hall. The main part of the node is dominated by 2-storey terraced properties (Alexander Park / Mews), with the historic part of the settlement to the south and east (including Mound and Church). • The smaller south-west node is mainly focused along the Ardbrin Road and comprises mainly detached dwellings. The node is dissected by a disused rail track bed to the west (bridged over). The former schoolhouse (15 Ardbrin Road) is now a dwelling. • The surrounding area retains a strong rural character, with a dispersed settlement pattern. • Node 1 (main, north-east) contains six vacant / undeveloped sites : <ul style="list-style-type: none"> ▪ to rear of 2-7 Alexander Mews, Alexander Park; ▪ adjacent and to rear/north of 30 Katesbridge Road; ▪ at 7 Manse Road (derelict dwelling and farm complex); ▪ between Nos. 1 and 7 Manse Road (Sites 1D and 1F); ▪ at 1 Manse Road (opposite and SW of Katesbridge); ▪ between Nos. 40 and 42 Katesbridge Road.

	<ul style="list-style-type: none"> • Node 2 (south-west) contains four vacant / undeveloped sites : <ul style="list-style-type: none"> ▪ In Former Rail Station yard (rear/north-west of 27B Ardrin Road); ▪ Rear of 15-19 Ardrin Road and Telephone Exchange; ▪ Rear of 26 Ardrin Road, adjacent and south-west of 24 Ardrin Rd; ▪ Between Nos. 20 and 24 Ardrin Road.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Katesbridge Presbyterian Church, Ardrin Road/Manse Road; • Shanaghan Orange Hall, Katesbridge Road; • Mobile Postal Service (3 x 2hrs per week) and postbox (collection); • Katesbridge Play Area, Picnic Area, Toilets and parking area are located immediately outside the main north-east node limit.

Summary of the key issues affecting the village and its capacity for expansion are as follows:

Main / North-East Node

- To the north-east, growth may be constrained by the A50 Protected Route (which may limit/restrict new accesses), topography (mainly rising land), capacity to integrate and flood risk.
- To the south-east, growth may be constrained by flood risk, the River Bann Corridor, the setting and views of the listed Kate McKay’s Bridge, Church, Mound (archaeological site), Manse and associated Local Landscape Policy Area (Setting and views).
- To the south-west, growth may be constrained by the proximity of the two nodes (coalescence issues), urban sprawl concerns, the topography (mainly falling lands), the Local Landscape Policy Area (significant roadside vegetation), the capacity to integrate and flood risk concerns.
- To the north-west, growth may be constrained by the topography (undulating, mainly rising), the capacity to integrate, the A50 Protected Route and proximity to a rural dwelling along Manse Road.

South-West Node

- To the north-east, growth may be constrained by the proximity of the two nodes (coalescence issues), urban sprawl concerns, the topography (mainly falling lands), the Local Landscape Policy Area (significant roadside vegetation), the capacity to integrate and flood risk concerns.
- To the south-east, growth may be constrained by the topography (rising land), the capacity to integrate and the existing linear settlement pattern.
- To the south-west, growth may be constrained by the Site of Local Nature Conservation Importance (wetland area), flood risk, the disused railway bed and embankment and topography (falling / low-lying lands).
- To the north-west, growth may be constrained by the disused railway bed and embankment, the topography (falling lands), the capacity to integrate and flood risk.

SETTLEMENT APPRAISAL – KILKINAMURRY

Kilkinamurry is a very small settlement situated to the east of the borough, near the Mourne Area of Outstanding Natural Beauty (AONB) and council boundary with Newry, Mourne & Down District. It is located approx. 9km south-east of Banbridge and 10km north/north-east of Rathfriland.

Kilkinamurry is not included in the NISRA 2011 Census Data in relation to settlement population / household numbers. NISRA do not detail settlements that have a population of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (KILKINAMURRY)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Kilkinamurry and its surrounding lands are not located within the floodplain. The nearest affected area is in the valley floor to the north-west (300m). • Immediately outside and south-east of the settlement is a significant area of surface water flood risk, where there is a dip in the landform. • Kilkinamurry Presbyterian Church and Graveyard is the focal point of the settlement and one of two features of Kilkinamurry Local Landscape Policy Area (LLPA). The LLPA extends south-east out of the settlement, along Glen Road, to safeguard views towards the Church. • The second feature of the LLPA is a Standing Stone in the field to the north-west and rear of 114-118 Kilkinamurry Road (off Glen Road). • A mound enclosure is situated in the shallow valley to the north-west, outside and visually removed (low-lying) from the settlement. • The remains of a windmill (industrial heritage site) are located 250m metres south-west of the settlement (beside 110 Kilkinamurry Road). • The topography of the settlement is gently undulating, with the surrounding land rising significantly to the south-west and north-east, towards a lower hill to the south and falling significantly to the north-west into a shallow valley before rising. • The settlement has a generally open aspect with limited tree cover.
TRANSPORT	<ul style="list-style-type: none"> • Kilkinamurry is situated 3.4km north-east of Katesbridge and the A50 (Banbridge – Newcastle) main road. • A bus stop is located on Glen Road, north-west of Kilkinamurry Road, serving a school service only (between Banbridge and Rathfriland). • The settlement is served by minor country roads, with some streetlights. • There are no footpaths, traffic lights or traffic calming measures.

ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Kilkinamurry is very compact in form, centred around the staggered junction of Glen Road, Kinallen Road and Kilkinamurry Road. • Development is limited to the Presbyterian Church, five dwellings and a large farm complex (No. 15 Glen Road) to the north. A large slurry tank is situated to the rear of the farm, outside the limit. • The limited development within the settlement and surroundings helps the area retain a strong rural feel. Development on approaches along Kinallen Road and Kilkinamurry Road is dispersed and very limited along Glen Road. The single fields to the north-east of No. 15 Glen Road and south-west of the Church maintain important gaps with the nearby rural dwellings / buildings on Kinallen and Kilkinamurry Roads, helping protect the setting of the settlement and its compact form. • The settlement contains two areas of vacant / undeveloped land at: <ul style="list-style-type: none"> ▪ Glen Road, to the east of Kinallen Road; and ▪ Glen Road, adjacent and north-west of Kilkinamurry Road.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Kilkinamurry Presbyterian Church and Graveyard, Kilkinamurry Road; • The Church also has a Mother & Toddler Group, Bowling Club and Youth Club (some of these are combined with their sister congregation of Drumgooland based in Closkelt Settlement).

Summary of the key issues that may affect the village and its capacity for expansion are as follows:

- To the north-east, growth may be constrained by the location of a large slurry tank to the rear of No.15 Glen Road (farm) and proximity to a group of rural dwellings and farm buildings along Kinallen Road (one field back).
- To the south-east, growth may be constrained by the setting of and views towards Kilkinamurry Presbyterian Church (Kilkinamurry Local Landscape Policy Area) and an area of surface water flood risk.
- To the south-west, growth may be constrained by the topography (rising land), capacity to integrate and proximity to nearby rural dwellings and farm buildings along Kilkinamurry Road (one field back).
- To the north-west, growth may be constrained by the setting of and views towards a Standing Stone feature, Kilkinamurry Presbyterian Church (Kilkinamurry Local Landscape Policy Area) and topography (falling lands).

SETTLEMENT APPRAISAL – LENADERG

Lenaderg is a small settlement located approximately 0.5km north of Banbridge and 11km south-east of Craigavon Urban Area (Craigavon).

According to the NISRA 2011 Census Date, Lenaderg has a population of 340 living in 136 households.

SETTLEMENT EVALUATION FRAMEWORK (LENADERG) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Sewage Treatment Works located to the south of the settlement (west of Huntly Road). • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Within the southern boundary of the settlement there are areas of land which are located within the floodplain (in the vicinity of Linen Fields residential development). There are also areas of land beyond the settlement limit to the west and south located within the floodplain. • Areas of land within the settlement and to the south, east, west and north-west affected by surface water flooding. • The River Bann is located to the west and south of the settlement and a minor watercourse is located approximately 200m north-west of the settlement. • Within the settlement there are a number of listed buildings including Milltown House and several dwellings along Huntly Road. Beyond the settlement limit there are also a number of listed features including Huntly Bridge, Lenaderg House and Bellfield. • There are three Local Landscape Policy Area (LLPA) designations associated with the settlement, one located centrally within Lenaderg and the others involving lands to the south, north, and west of the settlement. Key features of the LLPA include the river corridor, Lenaderg House, Bellfield House and the listed buildings on Huntly Road. • An Area of Archaeological Potential (AAP) is located approximately 250m north-west of the settlement and is associated with the village of Lawrencetown. • An archaeological site / monument is located approximately 300m to the north of the settlement. • There are two Tree Preservation Orders (TPO) designated within/adjoining the settlement, one of which extends from the south-eastern boundary in a southerly direction along the Lurgan Road. • The topography of the settlement and surrounding land varies, ranging from prominent elevated areas in the north and south to sloping land in the vicinity of the Bann River corridor.

TRANSPORT	<ul style="list-style-type: none"> • Lenaderg is located on the southern side of the A26 Lurgan Road (Protected Route) which links Craigavon Urban Area (Lurgan) and Banbridge. The A26 adjoins the A50 Banbridge Road (Protected Route) via a roundabout, which provides linkage between Banbridge, Craigavon Urban Area (Portadown) and Gilford. • The settlement is located approximately 0.6km east of Lawrencetown and 0.5km north of Banbridge. • There are regular bus services providing linkage to Banbridge, Gilford and Craigavon Urban Area (Portadown and Lurgan) (Bus Service No's 62 and 56). • There is a speed restriction of 40mph within the settlement. • There are footpath and street lighting provision in the settlement. • A disused rail track bed is located approximately 100m south of the settlement development limit which dissects Huntly Road.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no economic activity within the settlement. • To the south/south-east of the settlement, in the vicinity of Huntly Road, there are a number of businesses including a haulage company and a yard comprised of storage and workshop units.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement has developed in a linear pattern on the southern side of the Lurgan Road, having originally developed around a linen mill, located on the bank of the River Bann. • The settlement is predominantly comprised of residential development, with two distinct clusters of residential development to the east and west of the settlement. • There is a range of terraced, detached and semi-detached dwellings with a variety of plot sizes.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Within the settlement development limit there is a children's play park. • Beyond the settlement development limit there is Milltown Primary School (to the north) and Bannville Hotel (to the north-west) • There is a Neighbourhood Watch facility operating within the settlement.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the A26 protected route which contains the settlement, areas of surface water flooding (to the north-west), a minor watercourse (approximately 200m to the north-west), the topography (rising land), the Local Landscape Policy Area designation and listed features.
- To the east, growth may be constrained by the A26 protected route which contains the settlement, areas of surface water flooding, the Local Landscape Policy Area designation and TPO (to the south-east) and the topography.
- To the south, growth may be constrained by the A26 protected route (to the south-east), areas of surface water flooding, the River Bann corridor, listed Huntly Bridge, the floodplain, the topography (low lying towards the River Bann), the Sewage Treatment Works, the Tree

Preservation Order designation (to the south-east), the disused rail track bed, the Local Landscape Policy Area designation and the proximity to Banbridge (potential coalescence issues).

- To the west, growth may be constrained by the A26 protected route (to the north-west), areas of surface water flooding, the River Bann corridor, the floodplain, the topography (prominent slopes entering the settlement), the disused rail track bed, the Local landscape Policy Area designation, the Area of Archaeological Potential and the proximity to the village of Lawrencetown (potential coalescence issues).
- There are areas of rural housing/buildings to the north, south and south-west of the settlement.

SETTLEMENT APPRAISAL – MONEYSLANE

Moneyslane is a small settlement located approximately 15km south-east of Banbridge, dissected by the A50 protected route between Banbridge and Castlewellan.

According to NISRA 2011 Census Data, Moneyslane has a population of 230 people and 92 households.

SETTLEMENT EVALUATION FRAMEWORK (MONEYSLANE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Sewage pumping station located north of the Drumadonnell Primary School. • Sewage treatment works to the south-west of Moneyslane. • Recycling 'Bring Banks' located within the settlement. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land immediately adjacent to the settlement which are affected by surface water flooding. • Area to the south-west of the settlement located within the floodplain. Drumadonnell River is located approximately 200m to the south of the settlement. • Listed Fowlers Bridge House located approximately 0.3km to the south-west of the settlement. • Two Local Landscape Policy Areas (LLPA). The Ballyward LLPA is located at the southern boundary of the settlement and includes the site of the old church and mill which are no longer in situ. The Moneyslane Road LLPA is a small area located at the northern boundary of the settlement and includes the Moneyslane Free Presbyterian Church. • An Area of Archaeological Potential and two Archaeological Sites/Monuments are located within the southern portion of the settlement. • The topography of the settlement varies across the settlement and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • The settlement extends from the central McBrides Crossroads, and is dissected by the A50 Ballyward Road which provides linkage between Banbridge and Castlewellan. • There are two bus shelters within the settlement and areas of incomplete footpaths. • There are streetlights throughout the settlement. • Bus Services run to Banbridge (Routes No.31 and 32).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any industrial activity. • Located at McBrides Crossroads, on the northern side of the protected route, there is a cluster of disused businesses including a convenience shop, fast food shop, public house and associated carpark.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The settlement is linear in form, extending from the central McBride’s crossroads. • The settlement itself is dominated by residential development and includes a small number of modern housing developments, terraced dwellings and single houses. • Settlement growth has predominantly taken place to the north and south along minor approach roads. • There are a small number of undeveloped areas within the settlement: <ul style="list-style-type: none"> ▪ Area of flat land located south of the McBride’s Crossroads, on the eastern side of the Dromara Road. ▪ Area of gently undulating land to the south of the Moneyslane Free Presbyterian Church. ▪ There is also a small portion of land to the north east of Mounre View terraces.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Moneyslane Orange Hall, Elim Hall and Moneyslane Free Presbyterian Church. • There is an area of existing open space and recreation including a children’s play park and informal football pitch. Within the northern portion of the settlement there is also another small children’s playpark. • The Drumadonnell Primary School and graveyard are located within the southern portion of the settlement, along the Dromara Road. • To the north-west of Moneyslane Road, beyond the settlement limit, there is the Moneyslane Football Club and associated buildings.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography (land generally rises towards the north towards areas of elevated land), areas of surface water flooding and features of the Moneyslane LLPA.
- To the east, growth may be constrained by the topography (undulating rural countryside with areas of land lower than the public road level to the south of the (A50) protected route), areas of surface water flooding and the protected route.
- To the south, growth may be constrained by the LLPA, archaeological sites/monuments, the topography (falls significantly towards the south-west and also the undulating rural countryside), the Drumadonnell River, the floodplain, surface waterflooding.
- To the west, growth may be constrained by the topography (areas of land rise in an easterly direction and areas of undulating countryside), the (A50) protected route, the Area of Archaeological Potential, surface water flooding and the location of the sewage treatment works (south-west).
- There are a number of rural buildings/dwellings on approach from the east and west of the settlement.

SETTLEMENT APPRAISAL – TULLYLISH

Tullylish is a small settlement located off the Banbridge Road (protected route), approximately 1.5km east of Gilford and 4km north-west of Banbridge.

According to NISRA 2011 Census Data, Tullylish has a population of 98 living in 53 households.

SETTLEMENT EVALUATION FRAMEWORK (TULLYLISH)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • There is a Sewage Treatment Works located to the south-west of the settlement. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land to the west, south-west, east and north-east are located within the floodplain. • Areas of land to the north, east, south and west are affected by surface water flooding. • The River Bann corridor runs from the north-east through to the south-west of the settlement. • There are a number of listed features including All Saints Church, Glebe House, Tullylish Bridge and a collection of buildings at the former bleaching works/pottery. • Area of Archaeological Potential (APP) designated within the northern area of the settlement. • An Area of Townscape Character (ATC) comprises a number of locally significant features including the remains of the 'old' All Saints Church, Gate lodge and graveyard. • Lands to the north, west and east of the settlement are designated as a Local Landscape Policy Area (LLPA) including features such as Mount Pleasant and associated grounds and vegetation, Banford House and associated grounds and vegetation and also All Saints Church of Ireland Church and associated grounds. • To the south-west of the settlement there is a Tree Preservation Order (TPO), which is associated with Gilford Castle a Historic Park Garden and Demesne (HPGD). • The topography of Tullylish varies across the settlement and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • Tullylish is located off the A50 Banbridge Road (Protected Route). • The settlement benefits from a bus service along the A50 including a regular bus service (No.62) to Banbridge. • There are no traffic calming measures or pedestrian crossings within the settlement. • There is footpath provision and street lighting through most of the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is a restaurant. • There is no other economic activity within the settlement.

URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is linear in form and originally developed around a pottery on the banks of the River Bann, with the River dissecting the northern area of the settlement. • Residential development is predominantly located to the south and is characterised by semi-detached dwellings. • Tullylish is rural in character which is greatly enhanced by the tree setting surrounding the listed features as well as the active, visually prominent agricultural land to the east of the settlement.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • All Saints Church, Church Hall, Play area and cricket grounds. • Rural Watch Area

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the Local Landscape Policy Area (LLPA) designation and associated listed Banford House, areas of surface water flooding, the protected route (A50), the Area of Archaeological Potential (adjoins the northern boundary) and the topography (rising land towards north).
- To the east, growth may be constrained by the floodplain (to east and north-east), the topography (areas of elevated exposed slopes), areas of surface water flooding, LLPA designation, an Archaeological Site/Monument, listed chimney adjacent to the north-eastern boundary, an Area of Archaeological Potential (adjoins the eastern boundary) and the river corridor.
- To the south, growth may be constrained by the topography (rising land and areas of exposed slopes), LLPA designation (to the south-east), areas of surface water flooding and Tree Preservation Order (TPO) designation (to the south-west).
- To the west, growth may be constrained by the floodplain and river corridor (to west and south-west), the sewage treatment works, LLPA designation, the topography (land falls towards the river corridor), areas of surface water flooding, Area of Archaeological Potential (adjoins the western boundary), TPO designation and Gilford Castle Historic Park Garden and Demesne (to the south-west).

SETTLEMENT APPRAISAL –WARINGSFORD

Waringsford is a small settlement located approximately 10km east of Banbridge.

According to NISRA 2011 census data, Waringsford has a population of 176 people and 73 households.

SETTLEMENT EVALUATION FRAMEWORK (WARINGSFORD)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • A Waste Water Treatment Works (WWTW) is located to the north-west of the settlement. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • The settlement is enclosed by two rivers, Tullinisky Cut to the north and the Eel Burn to the east and south. • Areas of land within (to the north and south) and also lands to the north-west, north-east, east and south of Waringsford are located within the floodplain. These areas are also affected by surface water flooding. • The general topography of the settlement is elevated around Eirford Park then falling away to the south-east and to a lesser extent, to the north. • There is an archaeological site / monument located approximately 600m to the west of the settlement development limit. • Lands to the north of the Tullinisky Cut are identified as long established woodland.
TRANSPORT	<ul style="list-style-type: none"> • Waringsford is located off the Banbridge Road approximately 2.5km south-west of Kinallen. • The settlement has a bus stop within the development limit. • There are no traffic calming measures or pedestrian crossings. • Areas of disconnected footpaths. • There is street lighting throughout the settlement, although it is sparse in places.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no economic activity within the settlement.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is compact in form and has developed around the junction of Tullinisky Road and Enagh Road, extending in a southerly direction along the Enagh Road where it gradually becomes more dispersed with single rural dwellings. • The topography of the area around Waringsford is characterised by a gently undulating drumlin landscape, with low hills to the north and land rising to the south. • There are a small number of undeveloped areas including an area to the south of the WWTW.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Orange Hall and Play Park.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the Tullinisky Cut River, the topography, the waste water treatment works, the floodplain (to the north-west and north-east), areas of surface water flooding (to north-west and north east) and the area of woodland to the north of Tullinisky Cut.
- To the east, growth may be constrained by the topography (rising land south-east), the floodplain (adjoining the settlement limit boundary to the north-east) and areas of surface water flooding (adjoining the settlement limit boundary to the north-east). Approximately 500m east from the settlement development limit boundary there are areas of land within the floodplain (and also affected by surface water flooding) associated with the Eel Burn.
- To the south, growth may be constrained by the topography (which rises towards the settlement), Eel Burn River, areas affected by surface water flooding and the floodplain.
- To the west, growth may be constrained by the floodplain associated with Tullinisky Cut (to the north-west) and Eel Burn (to the south-west), areas of surface water flooding and the topography (which drops exiting the settlement).
- There are a number of rural houses/buildings along approach roads from the east and west.

Former Armagh City District

Hub:	page	Small settlements:	page	Small settlements:	page
Armagh City	1	Acton	64	Kilmore	113
		Aghory	66	Lisnadill	116
Towns:		Annaghmore (Moss Road)	68	Loughgilly	118
Keady	6	Annaghmore	70	Madden	120
Markethill	10	Annahugh	73	Milltown (Aghory)	122
Tandragee	14	Ardress	75	Milltown (Benburb)	124
		Artasooly	77	Mullaghbrack	128
Villages:		Auglish	79	Salters Grange	131
Blackwatertown	17	Ballymacnab	81	St. Mary's Terrace	134
Charlemont	22	Broomhill	83	Stonebridge	137
Darkley	25	Carrickaness	85	Tassagh	139
Glenanne (Lisdrumchor)	28	Cladymore	88	Tullygoonigan	141
Hamiltonsbawn	31	Clare	90	Tullyroan Corner	143
Killylea	34	Collegeland	92		
Laurelvale/Mullavilly	37	Derryhale	95		
Loughgall	40	Derrynoose	98		
Middletown	44	Derryscollop	100		
Milford	47	Drumhillery	102		
Mountnorris	50	Edenaveys	105		
Poyntzpass *	52	Eglis	107		
Richhill	55	Glenanne	109		
Tynan	54	Granemore	111		

Former Banbridge District

Hub:		Small settlements:		Small settlements:	
Banbridge	145	Annaclogh	178	Moneyslane	206
		Ardtanagh	181	Tullylish	208
Towns:		Ashfield / Gowdystown	183	Waringsford	210
Dromore	153	Ballela	185		
Gilford	158	Ballyrone	187		
Rathfriland	162	Closkelt	189		
		Corbet	192		
Villages:		Glasker	194		
Kinallen	166	Glen	196		
Lawrencetown	168	Katesbridge	198		
Loughbrickland	171	Kilkinamurray	201		
Scarva	175	Lenaderg	203		

Former Craigavon Borough

Hubs:		Small Settlements:		Small Settlements:	
Craigavon Urban Area	212	Ballymacmaine	245	Milltown (Co. Armagh)	272
		Ballynabragget	248	Milltown (Co. Down)	274
Villages:		Blackskull	251	Scotch Street	277
Aghacommon	221	Charlestown	253	Tartaraghan	279
Aghagallon	224	Derryadd	255	The Birches	281
Bleary	227	Derrymacash	257		
Dollingstown	230	Derrymore	260		
Donacloney	233	Derrytrasna	262		
Drumnacanvy	236	Gamblestown	264		
Magheralin	238	Gibson's Hill	266		
Waringstown	242	Maghery	269		

Former Dungannon District

Villages:	
Clonmore	284
Derrylee	287
Tamnamore (Eastern portion within Co. Armagh)	289

Settlement Appraisals in former Craigavon Borough

SETTLEMENT APPRAISAL – CRAIGAVON URBAN AREA (CUA)

The Craigavon Urban Area (CUA) is one of the largest urban centres in Northern Ireland. It is located approximately 14km north-east of Armagh, 12km north of Banbridge and 40km south-west of Belfast.

CUA is classified as a main hub in the Regional Development Strategy (RDS) 2035 Spatial Framework for Northern Ireland and identified within the RDS as part of a cluster of settlements with Armagh City and Banbridge to have the potential to capitalise on their strategic position on the Belfast/Dublin (A1) and Belfast/Enniskillen/Sligo (M1) Economic Corridors.

The CUA is designated in the Craigavon Area Plan 2010 and has three component parts, Portadown to the west, Central Craigavon in the middle and Lurgan to the east, however the exact boundary of CUA's three component parts cannot always be easily identified. It is strategically located south of the M1, a key transport corridor and Lough Neagh.

According to the 2011 NISRA Census CUA has a population of 64,193 people and 25,710 households.

Portadown

Portadown Town Centre is located approximately 4km south-west of Central Craigavon and 8km south-west of Lurgan Town Centre. The Bann River divides the Town Centre with the majority of development located on the western side of the river. The Portadown area had long been populated by native Irish but Portadown can trace its modern industrial and market origins to the early 17th Century plantation of Ulster. It was the construction of the Newry Canal (linking Carlingford Lough with Lough Neagh) in 1740, coupled with the growth of the railway in the 19th Century, which put Portadown at the hub of transport routes. The Obins Family set up a linen market in Portadown in 1762 and this laid the foundations of Portadown's major industry. In the 19th and 20th Centuries Portadown was also a major centre for the production of textiles (mainly linen). However it was not until the Victorian Age and the arrival of the railway that it became a major town. It earned the nickname "the hub of the North" due to it being a major railway junction and remains a stop on the Belfast to Portadown line and Belfast to Dublin line.

Central Craigavon

Central Craigavon is located approximately 4 km north-east of Portadown Town Centre and 4 km south-west of Lurgan Town Centre. The construction of Craigavon began in 1965 and was part of the new town / garden city models of planned settlement. It was intended to be the heart of a new linear city incorporating Portadown and Lurgan but this plan was not finalised and less than half of the proposed development was completed. Central Craigavon today, refers to the area between the two towns. It is located beside the Craigavon Balancing Lakes and is made up of a large residential area (Brownlow), a second smaller one (Mandeville), plus a central area (Highfield) that includes a substantial shopping centre, a courthouse and offices including the Borough Council Offices either side of Central Way.

Lurgan

Lurgan Town Centre is located 4 km north-east of Central Craigavon and 8 km north-east of Portadown Town. It is a market town located adjacent to the M1 motorway and south of Lough Neagh. Around 1610, during the Plantation of Ulster and at a time when the area was sparsely populated by native Irish, the lands of Lurgan were given to the English Lord William Brownlow. Initially the Brownlow family settled near the lough at Annaloist, but by 1619, on a nearby ridge (*In Irish 'An Lorgain' means "the shin-shaped hill"*), they had established a castle and bawn on what is now modern Lurgan. The Brownlow family went on to contribute to the development of the linen industry. By the early 18th Century the town was beginning to acquire the shape it still displays, built

along the long ridge of land bounded on both sides by small streams. By the mid-18th Century the town was flourishing, largely due to the manufacture of linen. The textile industry remained a main employer in the town until the late 20th Century. The town grew steadily over the centuries as an industrial market town and residential centre into its present form.

Aghacommon is both a distinct village and part of the CUA in the Craigavon Area Plan 2010. Aghacommon is considered in a separate Settlement Appraisal report.

SETTLEMENT EVALUATION FRAMEWORK (CUA)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • A major service reservoir is located at Ballyhannon which services Portadown. • The main Waste Water Treatment Works for the CUA is located at Ballynacor. • Council Amenity Sites and Recycling Centres are located at New Line Lurgan and Fairgreen, Portadown. • Recycling ‘bring banks’ and points are located throughout the CUA. • High quality broadband service throughout CUA. • A major electricity substation is located at Mahon Road, Portadown. • Natural gas network in main urban areas.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are significant areas of land within and surrounding CUA, in particular along the River Bann Corridor (Portadown), the South Lake and its connecting tributaries (Central Craigavon) and areas to the south-east and north-east of Lurgan, which are located within the floodplain. • There are significant number of localised surface flood risk areas within and beyond the current settlement development limit. • There are a number of rivers associated with CUA. Portadown is mainly affected by the Bann, Annagh, Corcrain and Ballybay Rivers which have associated areas of flooding. Lurgan is mainly affected by the Halfpenny, Closet and Pound Rivers which have associated areas of flooding. • There are a number of Industrial Heritage and Defence Heritage Sites within CUA. The sites are mainly located in the vicinity of the inner urban areas/historic cores and are associated with the old linen industry, breweries, brickfields and railways. • There are numerous listed buildings / features throughout the CUA including thatched cottages, memorials/statues, halls, dwellings and churches. The majority of listed features are located within and around the historic core of Portadown and Lurgan. • A Conservation Area is designated within Lurgan, in the vicinity of Church Place, Market Street and High Street, extending along parts of William Street, North Street, Windsor Avenue and Union Street. • There are a number of archaeological sites /monuments within the CUA including Newry Canal, Kilvergan Church and Graveyard, forts, raths and prehistoric stone circles. • There are a number of Scheduled Monument Zones within the vicinity of CUA including the Newry Canal and Lisnaminty Bivallate Rath. • There are a number of Tree Preservation Order (TPO) designations located throughout the CUA, including tree groups on Killycomain Road

	<p>(Portadown), Cornakinnegar Road (Lurgan) and on the site of the former Pinebank House (Central Craigavon)</p> <ul style="list-style-type: none"> • There are a number of designated Sites of Local Nature Conservation Importance (SLNCIs) throughout the CUA including those located at Craigavon Lakes (North), Derryvore and Lurgan Park Lake. • Areas of Special Scientific Interest (ASSI) include Selshion Bog (to the north-west of Dungannon Road, Portadown), Lough Neagh and Derryvore. • Lough Neagh and Lough Beg Ramsar International Wetland Designation is located to the north of the M1. • Oxford Island and Brackagh Bog (to the south-east of the Tandragee Road, Portadown) is a designated National Nature Reserve (NNR). • There are a number of Local Landscape Policy Areas (LLPAs) designated in the CUA including Craigavon Area Hospital, Carn, The Pines, Edenvilla Park, Tannaghmore Gardens, Lurgan College, Lurgan Park, Lurgan Golf Course, Avenue Road, Brownlow House, Woodville House, People’s Park, Drumcree Church and River Bann. • Brownlow House (Lurgan Park) is a designated Historic Park, Garden and Demesne (HPGD). Edenvilla Park and Fairview House are on the Supplementary List of Historic Parks, Gardens and Demesnes. • Two areas of Community Woodlands owned and managed by the Woodland Trust are located at Corcrair and Taghnevan. • Areas of Townscape Character (ATC) are designated at College Walk, Lurgan and Bachelors Walk, Portadown. • In the Northern Ireland Landscape Character Area (NILCA) 2000 Series, the CUA falls mainly within the Loughgall Orchard belt (LCA 47), Lough Neagh Peatlands (LCA 64) and Craigavon Plateau (LCA 79) Landscape Character Areas. The NILCA 2000 Document describes the Portadown landscape setting as an area defined by the River Bann and its riverside landscape of open pasture and bog land. The Craigavon landscape setting is described as an area characterised by the City Lakes to the north and the shallow ridges of the Craigavon Plateau to the south. The Lurgan landscape setting is described as vistas along approach roads that create a ‘gateway’ to the settlement.
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<p>TRANSPORT</p>	<ul style="list-style-type: none"> • The CUA is served by a network of link and key transport corridor roads (including the M1) which connect the CUA to Belfast, Dungannon, Armagh and the Republic of Ireland. • The M1 and M12 (Protected Routes) contain the CUA Settlement Development Limit to the north/north-east. • CUA is served by a network of major roads including a number of Protected Routes. • There are a number of Protected Road lines throughout the CUA, which safeguard lands for potential future major works. • There is a railway station located in Portadown to the north of the Town Centre adjacent to Northway. Portadown is a stop on the Dublin to Belfast Enterprise Service and the Portadown to Bangor line via Belfast. • A railway station is also located in Lurgan on William Street with junctions located at William Street, Lake Street and Antrim Road. Lurgan is a stop on the Portadown to Bangor line via Belfast. The railway line runs further north of the Rushmere Shopping Centre, Central Craigavon. • There are bus services which provide links with Portadown, Lurgan, Craigavon, Banbridge, Newry, Armagh and Belfast. Furthermore there are a number of town service routes and school bus services serving the area and surrounding district. • A Park and Ride Facility is located at Junction 10 on the M1 at Lough Road and there are Park and Ride Facilities adjacent to Lurgan and Portadown Train Stations. • A Black Path Network (walkway and cycleway separated from roads) links residential neighbourhoods and three component parts of the CUA. • The Newry Canal Towpath (walkway and cycleway) is located to the west of the River Bann and links Portadown to Newry. • There are a number of National Cycle Network routes throughout and adjacent to the CUA including the Craigavon Greenway linking Portadown and Lurgan and the Newry Canal Towpath. • Disused rail track beds extend from Portadown in a south-westerly direction towards Armagh and to the north-west towards Dungannon. • Within the area there are a number of public car parks located in the Town Centres of Portadown, Lurgan and Craigavon. There are also areas of on-street car parking within Portadown and Lurgan. • An urban transport service called 'Door2Door Transport' operates within the CUA. • Down Armagh Rural Transport (DART), a local community transport provider, also operates within CUA.
<p>ECONOMIC DEVELOPMENT</p>	<ul style="list-style-type: none"> • Within the CUA there are a number of Industrial Areas including Seagoe, Carn, Annesborough, Silverwood, Halfpenny, Mahon Road, Portadown Road and Charlestown Road Industrial Estates. • Within Portadown, the main retail offerings are located in the Town Centre along High Street and Church Street which include a range of independent and chain retailers, High Street Mall, the Meadows Shopping Centre and Magowan Buildings. • The primary retail core of the Craigavon Central Area is made up of Rushmere Shopping Centre and its associated retail park. Within the Craigavon Central Area Town Centre, there are a number of retail units

	<p>including food supermarkets, comparison good stores, department stores, a post office, various office and civic buildings and cafés/restaurants.</p> <ul style="list-style-type: none"> • The Craigavon Area Plan 2010 designates Legahory as a District Centre. • Within Lurgan, the main retail offerings are located in the Town Centre along Church Street and High Street. This area has a mix of uses including chain and independent retailers, a number of supermarkets, bars and cafés/ restaurants, a post office and a range of professional services • Within CUA there are also a number of neighbourhood complexes that provide goods and local services for the surrounding residential area including Ashgrove Road (Portadown), Drumgor Centre (Craigavon) and Flush Place (Lurgan). • Lurgan Town Centre and Portadown Town Centre contain 4 and 6 Development Opportunity Sites respectively, as designated in the Craigavon Area Plan 2010. • The key employers in CUA include food processing, pharmaceutical, storage and distribution, health, education and manufacturing uses.
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The CUA is comprised of three areas, Portadown, Central Craigavon and Lurgan. • The landscape character of the surrounding rural area is characterised by lowland bogs around the Lough Neagh shore, orchards to the south-west and drumlin landscape to the south-east. However there are areas on the edge of the CUA which are elevated, prominent and have an open aspect. • The River Bann (Upper) flows to Lough Neagh through the Borough and the CUA and has largely influenced the shape and form of development, in particular the growth of Portadown. • Portadown Town Centre is linear in form with the core of retailing and services located along the double width Market/High Streets north-east of St. Mark's Church. • Much of the historic core in Portadown is located around Market Street and High Street along with Bridge Street, West Street and Church Street where many of the original Edwardian and Victorian terraces remain. • Lurgan Town Centre is linear in form with the core of retailing and services located along the double width Market/High Streets south-east of Shankill Parish Church. • Much of the historic core in Lurgan is located around Market Street and High Street along with William Street, North Street, Windsor Avenue and Queen Street where many of the original Edwardian and Victorian terraces remain and are the focus of the designated Lurgan Conservation Area. • The Craigavon Central Area Town Centre is unique with its large format units and large areas of car parking, very different to traditional town centres. The history of Central Craigavon is fairly recent and as such the area has a limited historic townscape. • The Balancing Lakes are the focal point of Central Craigavon. The extensive Black Path Pedestrian / Cycle Network connects the Craigavon Neighbourhoods and also links Craigavon to Lurgan and Portadown. • There are large residential areas and new housing developments located beyond the Town Centres. Recent residential developments throughout the CUA are modern in terms of design and layout with a much lower density than the older terraced housing located in the centres of Portadown and Lurgan.

	<ul style="list-style-type: none"> • There is a large amount of undeveloped zoned and committed housing land remaining in the CUA as detailed in the Housing Monitor information included in this report. • There is a significant number of undeveloped sites across the CUA which will be considered further in the Urban Capacity Study. • Beyond the existing settlement limit there is a large site adjacent to and west of Moyraverty West Road presently being used as a motorsport track.
<p>COMMUNITY SERVICES</p>	<p>There are a number of open space/ recreational facilities in CUA including:</p> <ul style="list-style-type: none"> • Lurgan, Silverwood and Portadown Golf Clubs. • Craigavon Golf and Ski Slopes. • A number of equipped/casual play areas / Multi-use Games Areas (MUGAs). • Open space areas and parks including: The Peoples Park, Brownstown Park and Edenvilla Park within Portadown; Lurgan Park, Gordon Playing Fields, Taghnevan Playing Fields and Lord Lurgan Park within Lurgan; and Tannaghmore Gardens (including play area, museum and farm), Kernan Central Sports Area and Craigavon City Park (including Water Sports Centre) within Central Craigavon. • Sports grounds and stadia including Portadown Football Club (Shamrock Park), Glenavon FC Football Club (Mourneview Park, Lurgan) and Davitt Park (Clan Na Gael GAC, Lurgan and County Armagh GAA). • Leisure Centres and Swimming Pools (3) at Portadown ‘Cascades’; Brownlow, Craigavon; and Lurgan ‘Waves’. • River Bann Canoe Trail. • The Oxford Island Nature Reserve on the southern shores of Lough Neagh is located north of Lurgan and contains a marina, walking trails, a café, playparks and the Discovery Visitor and Education Centre. • There are a number of health care services provided within CUA including: <ul style="list-style-type: none"> ▪ Craigavon Area Hospital (Acute), associated health / care services including Bluestone Unit. ▪ Health Centres at Legahory (Central Craigavon), Portadown Health & Care Centre and a number of practices in Lurgan. ▪ Lurgan Health and Social Services (Old Lurgan Hospital). ▪ Numerous dental surgeries throughout CUA. ▪ A range of childcare and social care facilities in CUA. • There are a number of Educational facilities within CUA including: <ul style="list-style-type: none"> ▪ Numerous primary schools (many with associated nurseries) and secondary schools throughout CUA. ▪ The Southern Regional College has campuses in both Portadown and Lurgan. ▪ Southern Education Library Board Music Service, Banbridge Street Portadown. • There are a number of civic, social and community facilities/services within CUA including: <ul style="list-style-type: none"> ▪ Craigavon Civic Centre. ▪ Craigavon Court House. ▪ Craigavon, Portadown and Lurgan Libraries. ▪ Tannaghmore Gardens Barn Museum. ▪ Royal Mail Sorting Office, Craigavon. ▪ Numerous community centres / halls.

	<ul style="list-style-type: none"> ▪ Youth Clubs. ▪ Social Clubs including Working Clubs, GAA, soccer, rugby, cricket and Orange Halls, some of which offer youth and community facilities. ▪ Fire Station Headquarters in Portadown and a local Fire Station in Lurgan. ▪ Police Stations (PSNI) at Edward Street and Mahon Road (Portadown); and Church Place (Lurgan). There is a disused Police Station located within Legahory, Craigavon. ▪ Jobs and Benefits Offices in Portadown and Lurgan. ▪ Acorn Grove Travellers Site in Central Craigavon (Monbrief Road) and a temporary halting site located in Legahory. ▪ There are a large number of places of worship / religious institutions within CUA. ▪ Town Halls are located in Lurgan and Portadown. ▪ Various denominational cemeteries throughout CUA including Municipal Cemeteries at Kernan and Seagoe (Portadown); and Shankill and New Line (Lurgan).
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Summary of the key issues that may affect the three component parts of Craigavon Urban Area and their capacity for expansion include:

Portadown

The growth of Portadown may be constrained by the following key issues:

- Bann River which runs from north to south through Portadown;
- Derryvore Site of Local Nature Conservation Importance (SLNCI) and Area of Special Scientific Interest (ASSI) to the north-east; and Selshion Bog SLNCI/ ASSI to the north-west;
- Brackagh Bog Nature Reserve and ASSI to the south-east of Portadown along the Brackagh Moss Road;
- A number of rivers within and surrounding the settlement such as Bann, Annagh, Corcrair and Ballybay Rivers and associated areas of flooding. These include lands in the vicinity of Tandragee Road (between the Annagh River and the River Bann), lands along the Annagh River Corridor (between Huntingdale Manor, Tandragee Road and Clendinning Avenue, Mahon Road), lands to the south and east of Meadow Lane, lands east of Ashgrove Road, lands east of Ashgrove Manor / Lodge, Island Road and lands adjacent to the Ballybay/Corcrair River north of Corcrair Estate;
- A number of areas within and surrounding the settlement impacted by surface water flooding;
- Three (3) Protected Routes extend outside the settlement limit: the A3 (Armagh Road/ Dobbin Road), A4 (Dungannon Road) and A50 (Gilford Road);
- The Northway (Protected Route) contains the settlement limit to the south-west (junction with Armagh Road);
- A Protected Road Line between Carrickblacker Road/Gilford Road and Meadows Lane to safeguard lands for potential future major works.
- Railway line to the south-east of the settlement limit;
- Electricity substation/electricity pylons and associated infrastructure along Mahon Road;
- Areas within and adjacent to the settlement containing the natural gas network and associated infrastructure;
- A disused rail track bed extending beyond the current settlement limit towards the south-west and north-west;

- Two (2) Local Landscape Policy Areas (LLPAs) which adjoin the settlement limit: Drumcree Church to the north-west; and the River Bann;
- Listed buildings outside the settlement limit including the listed group of buildings around Drumcree Church to the north; and a former school and outbuildings at No.138 Gilford Road;
- A number of archaeological sites and monuments outside the limit which include an Ecclesiastical Site to the north of the Drumcree Road (to the north) and a prehistoric stone circle south of Breagh Road;
- A WWII Pillbox Scheduled Monument adjacent to the settlement limit to the north-east of Portadown on the Belfast to Dublin Railway embankment;
- Significant tree groups south of the Ballybay River and north of Corcrair residential area;
- Proximity to rural development along Gilford Road (to the south-east) and Tandragee Road (to the south);
- In addition, the future development of Portadown within the existing settlement limit may be constrained by the character, setting and views of listed buildings, Edenvilla Historic Park Garden and Demesne (HPGD, Supplementary), Area of Townscape Character (ATC) at Bachelors Walk, Tree Preservation Order (TPO) Designations, archaeological sites/monuments and Local Landscape Policy Areas (LLPAs), to ensure that new and re-development proposals shall not have a detrimental impact on the settlement's overall character and key features.

Craigavon

The growth of Craigavon may be constrained by the following issues:

- Area of Constraint of Mineral Developments (ACMD) north-west of M1 Motorway;
- Ramsar (International Wetland Designation) north-west of M1 Motorway;
- One (1) Protected Route: M1 Motorway which contains the settlement limit north of Aghacommon;
- Railway line which partially contains the northern boundary of the settlement along which a possible future rail halt has been identified in the Craigavon Area Plan 2010;
- Moyraverty West Road (south of Garrymore) and Knockmenagh Road which contain the settlement limit to the south;
- Areas within and adjacent to the settlement containing the natural gas network and associated apparatus;
- Areas of land located in the floodplain including the South Lake and its connecting tributaries;
- Areas within and surrounding the settlement impacted by surface water flooding;
- A number of archaeological sites and monuments to the south and north-west of the settlement limit, including the listed Friends Burial Ground;
- A number of listed buildings including Flatfield Hall located south-east of the settlement limit on the Sugar island Road;
- Tannaghmore Gardens Local Landscape Policy Area (LLPA) adjoining the limit to the north-west of Central Craigavon;
- The listed Fairview House and grounds, within Tannaghmore Gardens, is on the Supplementary List of Historic Parks, Gardens and Demesnes;
- Proximity to rural development along Kilvergan Road to the north.
- In addition, the future development of Craigavon within the existing settlement limit may be constrained by the Lakeland setting of the City Park (Balancing Lakes), Pinebank Tree Preservation Order (TPO), North Lake Site of Local Nature Conservation Importance (SLNCI) and archaeological sites/monuments, to ensure that new and re-development proposals shall not have a detrimental impact on the settlement's overall character and key features.

Lurgan

The growth of Lurgan may be constrained by the following issues:

- Lurgan Conservation Area;
- Area of Constraint of Mineral Developments (ACMD) north-west of M1 Motorway;
- Ramsar (International Wetland Designation) north-west of M1 Motorway;
- Lough Neagh - Oxford Island National Nature Reserve and Turmoyra Marsh Nature Reserve which is located north-west of Lurgan along the Kinnego Embankment;
- Lurgan Park Site of Local Nature Conservation Importance (SLNCI);
- M1 motorway contains the settlement limit to the north-west;
- Three (3) Protected Routes which extend outside the settlement limit: the M1 Motorway to the north-west, Belfast Road (A3) to the east and Banbridge Road (A26) to the south-east;
- Railway Line to the north-east of Lurgan;
- Proximity to Dollingstown (East), Waringstown (South-east) and Gibson's Hill (South), (Coalescence concerns)
- A number of Local Landscape Policy Areas (LLPAs) within the limit – two are adjacent to the settlement limit (Lurgan Park, Lurgan Golf Course and Brownlow House; and St. Michael's Senior High School which is located to both sides of the Cornakinnegar Road, which also includes protected trees (Tree Preservation Order));
- Beech Park LLPA outside the settlement limit to the south-east of Lurgan and south-west of Dollingstown, which includes a listed house and outbuildings located off the Dromore Road;
- Lakeview House LLPA further south of Lurgan, on the north side of Gibson's Hill Small Settlement;
- A number of listed buildings within and outside the settlement limit of Lurgan, including Cherrymount House, outbuildings and dove cote (north-east of Lurgan off the Cornakinnegar Road);
- A number of archaeological sites and monuments surrounding the settlement to the north, north-east, east and south-east;
- A number of rivers within and surrounding the settlement such as the Halfpenny, Closet and Pound Rivers and their associated areas of flooding. These include lands along Halfpenny River Corridor from Halfpenny Valley Industrial Estate (Portadown Road) through Silverwood Industrial Estate, Eastway and Knockramer Meadows, Silverwood Road;
- A number of areas within and surrounding the settlement impacted by surface water flooding;
- An electricity substation adjacent to the settlement limit to the south-east of Lurgan along Banbridge Road and major electricity line and pylons extending south/south-west;
- Areas within and adjacent to the settlement containing the natural gas network and associated infrastructure;
- Proximity to rural development along the Gilford Road to the south, Banbridge Road to the south-east, Castor Bay Road to the north and also Kilmore Road, Cornakinnegar Road and Tarry Lane all located to the north-east (distinction between urban and rural area);
- In addition, the future development of Lurgan within the existing settlement limit may be constrained by the character, setting and views of listed buildings, the Conservation Area designation, the Brownlow House (Lurgan Park) Historic Park Garden and Demesne (HPGD), Area of Townscape Character (ATC) at College Walk, Tree Preservation Order (TPO) Designations, Local Landscape Policy Areas (LLPAs), archaeological sites / monuments and Lurgan Park Lake Site of Local Nature Conservation Importance (SLNCI), to ensure that new and re-development proposals shall not have a detrimental impact on the settlement's overall character and key features.

SETTLEMENT APPRAISAL – AGHACOMMON

Aghacommon is a village located on the northern edge of the Craigavon urban Area between the M1 Motorway and Tannaghmore Gardens.

According to NISRA 2011 Census data, Aghacommon village information is included within the population and household count of the Craigavon Urban Area (CUA). Therefore, no specific population / household information for the settlement is available.

SETTLEMENT EVALUATION FRAMEWORK (AGHACOMMON) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Within the village there is the listed St Patricks Church and immediately south-east is the listed Fairview House; • Within the south-western boundary of the village is Fairview House Local Landscape Policy Area (LLPA) which comprises part of Tannaghmore Gardens, an area identified as existing open space, and also the listed Fair View House and Mill; • Fairview House is also recognised as a Supplementary Historic Park, Garden and Demesne; • Lands south of Aghacommon is Tannaghmore Gardens that is highlighted as existing open space in the Craigavon Area Plan (CAP) 2010. • North of the village and the M1 is the designated Lough Neagh and Beg Ramsar (International wetland designation) and Area of Minerals Constraint (ACMD). • Within the vicinity of the village there are a small number of industrial heritage sites including bridges, railway crosses and a mill pond. • Tree Preservation Order (TPO) on landmark trees on northern side of Kilvergan Road opposite Corner House Bar and Restaurant. • Significant areas of land to north of the village & the M1 are located within the floodplain and to a lesser extent, to the east; • Areas of land within the village and to the west and north are affected by surface water flooding; • The areas of flooding are largely associated with the Closet River that runs to the north of the village towards Lough Neagh and to a lesser extent associated with the Pound and Halfpenny Rivers which flow to the east of Aghacommon towards Lough Neagh.
TRANSPORT	<ul style="list-style-type: none"> • The village is located south of the M1 motorway (Protected route) and 3km north-east of the M1 motorway (junction 10) which links Belfast in the east to Dungannon and the west. • Aghacommon and Tannaghmore Gardens are also set on the edge of the Craigavon Lakes and links to the City Park and the Craigavon Urban Area (CUA) by an off road path network. • Derrymacash connects to the existing National Cycle Network routes (No 9: Craigavon Cycle Trail & No 94: Loughshore Trail).

	<ul style="list-style-type: none"> • Within the village there are footpaths and street lights. • There are traffic calming 'speed ramps' throughout the village. • There are bus stops along the Ballynamoney Road and Derrymacash Road and the village is served by the limited Lurgan – Bannfoot bus service (No 55).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There are no lands in use as industrial lands within the village or lands zoned in the CAP 2010; • The village is located 300m to the north-west of Silverwood Industrial Estate; • There is a community garden nursery within Tannaghmore Gardens;
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Aghacommon is unique in that it is considered part of the Craigavon Urban Area but also acknowledged as a separate village within the Craigavon Area Plan (CAP) 2010. • Aghacommon retains its village identity due to the green wedge and Tannaghmore Gardens that separate it from Craigavon and the Ballynamony Road which separates it from Lurgan. • The village has developed along three roads, Ballynamony Road, Kilvergan Road and Derrymacash Road. • Landmarks within Aghacommon include St. Patricks Church, the Corner House Bar & Restaurant and the line of mature chestnut trees opposite. • There are eleven housing developments within the village with a mix of house types including medium density housing developments, townhouses and single dwellings. • Some of the older dwellings along Kilvergan Road and Ballynamony Road have long strip backland gardens. <p>There are a number of undeveloped areas of land within the settlement including:</p> <ul style="list-style-type: none"> • North of No 41 Kilvergan Road are two largely undeveloped fields with two new detached dwellings along the Kilvergan Road frontage. • North and east of Chestnut Grove housing development is undeveloped land zoned for Phase 2 development in the CAP 2010. • South of Ballynamony Road and north of Tannaghmore Gardens is undeveloped lands zoned for open space in the CAP 2010.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • There are a number of facilities including St Patrick's RC Church and graveyard, parochial house, St Patrick's Primary School, playing field and Nursery / Pre-school. • Four units opposite the corner house contain a shop with ATM & post office, hairdressers, hot food takeaway and a vacant unit. • Public house with restaurant and off-licence. • There is also a significant area of recreational space associated with Tannaghmore Gardens which includes an equipped children's play park, maze, petting farm, barn museum, playing fields and pavilion. Within Tannaghmore Gardens there is also a playgroup facility. • Neighbourhood Watch and School Watch Schemes operate within the village.

	<ul style="list-style-type: none"> • Aghacommon and its social / educational /community facilities appears to also function as a focus for the neighbouring small settlement of Derrymacash. • 600m north-west of Aghacommon is the Wolfe Tones & St. Endas GAC, associated playing fields, youth club, community hall and social club.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north of the settlement is the M1 motorway which contains Aghacommon, areas within the floodplain, the Closet River, the Ramsar / ACMD environmental designations, areas affected by surface water flooding and the small settlement of Derrymacash 900m to the north-west. Land on the Derrymacash Road northern approach rises to the south-east towards the village.
- To the east of the settlement, lands are areas affected by surface water flooding, the Pound and Halfpenny Rivers; land to the east of the settlement are contained by the Ballynamony Road and the Craigavon Urban Area.
- Land north of the Phase 2 development has an open aspect and rises significantly to the south;
- To the south of the settlement is Tannaghmore Gardens, zoned open space lands, Fairview House (Listed Building) LLPA & HPGD, the Craigavon Urban Area and Craigavon Lake North.
- To the west key issues include areas of surface water flooding; land on the Kilvergan Road western approach rises to the north-west towards the village and the entrance is defined by the landscape around the Laurelmount House; there are a number of rural dwellings / buildings beyond the limit along Kilvergan Road; and the importance of preserving the identity of Aghacommon and retaining a buffer with the CUA.

SETTLEMENT APPRAISAL – AGHAGALLON

Aghagallon is a village located approximately 4 km north-east of Lurgan. The settlement is mainly linear in form, having developed along the Lurgan/Aghalee Road with some frontage development along the Colane Road.

According to NISRA 2011 Census data, Aghagallon settlement has a population of 1,056 people and 353 households.

SETTLEMENT EVALUATION FRAMEWORK (AGHAGALLON) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • All households have access to clean water and waste/sewage disposal. • 200m north of the settlement development limit is a wastewater treatment works. • Recycling banks are located within the curtilage of the shop on the Lurgan Road.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There is a small area prone to flooding around the Riverdale Barn and along the Goudy River to the east. To the north of the village is land within the floodplain associated with the Goudy River. • There are a number of areas within and beyond the settlement limit which are subject to surface water flooding including lands to the south of Whitehall Gate, land to the east of Ferngrove and Colane Meadows and lands along the course of the Goudy River to the north. • There are a number of industrial heritage sites within and around the village mainly associated with the Old Mill and the Lagan Canal. • There is one listed building within the village (St. Patrick's Church). • Adjacent to the church is a scheduled archaeological site and monument (Derrynaseer Fort and enclosure). • There is also a Local Landscape Policy Area (LLPA) designated over the entire site which includes the listed church, earthworks and immediate surroundings. • There are three additional archaeological sites to the south of the village. • To the west, the Whitehall Road marks the designated boundary of the Lough Neagh and Lough Beg Ramsar (designated wet land) site. • To the west of the settlement is a public pathway alongside the Lagan Canal which runs from Annaghdroghal Lane to Cranagh Bridge but does not continue as far as Goudy Bridge. • A disused canal and Goudy River run to the north of the settlement. • Lough Neagh is located approximately 2km to the west.
TRANSPORT	<ul style="list-style-type: none"> • Aghagallon is located along the Lurgan- Aghalee Road which links the village with Lurgan to the south and Aghalee to the northeast. • There is a regular bus service from Lurgan to Aghalee (No 53). • There are traffic calming measures within the settlement. • There is footpath provision throughout most of the settlement. • There is street lighting along the main Lurgan / Aghalee Road in addition to some provision on the Colane Road and Ballykeel Road.

ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is a hair salon, fruit and vegetable shop, butchers, convenience shop with Post Office and a café. • The Barn and pond at Gilberts Bridge just outside the northern limit is used for social events such as weddings. • There is no other economic activity within the settlement and no land zoned for such use within the current plan.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The village of Aghagallon has mainly developed along the Lurgan - Aghalee Road with a number of medium density modern residential developments. There is also a cluster of development along the Colane Road. • The house types within the village area are a mix of types. At Parknasilla Way are terraced 'Northern Ireland Housing Executive (NIHE) style' properties with modest sized plots and semi-detached and detached properties on more generous plots throughout the remainder of the village. • There are three areas of undeveloped land zoned for Phase 2 development lands in the Craigavon Area Plan (CAP) 2010. • The character of the local landscape is a mix of low-lying wetland to the west, associated with the Lough Neagh landscape, then rising gently to the east where the vegetation changes to reflect the dryer agricultural land with its mature mixed hedgerows.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • St. Patrick's Roman Catholic Church (listed), Parochial House & graveyard, • St. Patrick's Primary School & playing field, • Aghagallon Pre-School, • Aghagallon Community Centre and Play Park. • 1.5km southeast of Aghagallon along Colane Road is St. Mary's GAC who have Gaelic football and camogie teams, associated playing fields and a community hall.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by areas of flooding and surface water flooding, a scheduled monument, the Goudy River, disused canal and potential coalescence issues with Aghalee to the north-east. The settlement is also contained by the Ballykeel Road.
- Along the Aghalee Road north-eastern approach, land rises to the south-west of the village.
- To the east growth may be constrained by the LLPA and scheduled monument around St. Patrick's Church and an area of surface water flooding located to the east just outside the settlement development limit.
- To the south growth may be constrained by areas of surface water flooding and an archaeological site/monument. Along the Lurgan Road south-western approach, land rises gently to the north-east of the village.
- To the west growth may be constrained by the Lagan Canal, Lough Neagh and Lough Beg Ramsar site.

- There are rural dwellings / buildings on the approach to the settlement along Lurgan Road, Aghalee Road and on Colane Road.
- In addition, there are a number of rural dwellings / buildings 200m west of the current settlement limit along the Whitehall Road.

SETTLEMENT APPRAISAL – BLEARY

Bleary is a village located approximately 1.25km south-east of the Craigavon Urban Area and 2km south-west of Lurgan edge (CUA) along the B3 (Lurgan-Gilford) Road.

According to the NISRA 2011 Census, Bleary has a population of 1011 people and 378 households.

SETTLEMENT EVALUATION FRAMEWORK (BLEARY) Key settlement information as contained in the RDS infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Low-lying lands between Markville and Cedar Drive Developments, extending across Bleary Road to the north, fall within a floodplain, associated with a watercourse. The floodplain extends north-west/north of 174 Bleary Road. • Similar lands are also affected by surface water flooding, along with significant areas to the east/south-east and north-east, both sides of Plantation Road, as well as to the north-west. • The thatched Bloomvale House (171 Plantation Road) just outside the village, which accommodates a pottery gift shop/workshop and restaurant, is listed. To the rear of this is a listed industrial site, a former thrashing machine, one of a number in the area; • Two archaeological sites (enclosures) are located further east of the settlement with little visible remains. • The local topography is undulating with the watercourse dissecting the settlement (to its south-west) marking a gentle dip in the landform, before climbing to the east/south-east towards a crest east/south-east of Markville and south of Oakdene Park, which is mainly outside the limit. The undeveloped lands outside the limit fall from this crest towards Plantation Road. The landform rises in the opposite direction to higher lands to the south-west, including quite steeply behind the nearest part of Bleary Road. The wider landform falls gently towards Cranny Road and a low-lying valley to the west. • The settlement itself has quite an open aspect, with significant tree cover limited to properties along Sugar Island Road, the south side of Calvertstown Road and the mature grounds of the cottage at 174 Bleary Road (behind the Council Green). • A large plantation of trees are located opposite and south-west of the limit, at Sugar Island Road / Cranny Road (fields either side of the junction). The lands surrounding the village are otherwise generally defined by semi-mature hedgerows with limited tree cover, including the undeveloped fields between the limit and Plantation Road.
TRANSPORT	<ul style="list-style-type: none"> • Bleary is located off the B3, Lurgan to Gilford (Plantation Road), with Gibson's Hill Small Settlement and Lurgan (Craigavon Urban Area) close to the north-east (approx. 1km and 2km). The village also has nearby connections to Craigavon Central Area (1.3km) and Waringstown Village (2.7km) via Sugar Island and Dunkirk Roads. • The village has a number of bus stops with services to Lurgan, Gilford, Tandragee and Portadown (Nos. 50/50a and 54);

	<ul style="list-style-type: none"> • The village has a 40mph speed limit with a reduced 30mph limit past the primary school on Deans Road. There are no additional traffic calming measures or traffic lights. • The village has a good coverage of street lights and footpaths, disconnected in places.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use. • Within the settlement there are a number of economic development uses, as follows: <ul style="list-style-type: none"> ▪ Local Convenience Shop, Bleary Road; ▪ Mechanics Business and Fuel Pumps (Filling Station), Bleary Road; ▪ Fish (koi) and Aquatics Shop, Deans Road; ▪ Bodywork, servicing, car & van hire, Deans Rd/Gilford Rd Junction. ▪ Bleary Business (and Community) Centre, Bleary Road, also provides shared business workspace for renting, as well as other support. • A number of economic development uses are located near to the settlement, including: <ul style="list-style-type: none"> ▪ A pottery workshop, gift shop, restaurant and self-catering cottages; Plantation Road (opposite and south-east of Calvertstown Road); ▪ A large meat and poultry suppliers, Crowhill Road (150m); ▪ A bakery, Crowhill Road (330m); and ▪ A builders and 'DIY' supplies, Deans Road (900m).
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The majority of the village has developed along and between Bleary Road and Plantation Road, with short sections along Sugar Island Road and Deans Road, which are characterised by single frontage dwellings. • The built form extends to Plantation Road (B3) at its junctions with Deans Road and Calvertstown Road, with undeveloped fields between these junctions outside the limit, other than some farm buildings at the southern end. The setback of the limit along this section of the B3, coupled with the retention of roadside and field boundaries has helped maintain a rural feel along this important route/approach. • The heart of the village is dominated by a number of modern private residential developments, south of Bleary Road, with a predominance of brick finishes. These give the village a very suburban feel. • 3.9ha of Phase 2 Land along Deans Road, north-west and rear of business and community centre remains undeveloped. • The settlement contains six other vacant / undeveloped areas at: <ul style="list-style-type: none"> ▪ Lands at Calvertstown Road/Plantation Road Junction; ▪ Adjacent/rear of 31-39 Calvertstown Road; ▪ 25 Calvertstown Road (cleared dwelling); ▪ Between 14-16 Calvertstown Road; ▪ Lands adjacent/rear of 176-186 Bleary Road; and ▪ 198 Plantation Road (Derelict dwelling/farmyard). • Close to Bleary are two long established terraces at Cranny Road (Cranny Ter.) and Deans Road (Watsonville), in the countryside, the latter is located within the 40mph speed limit towards Bleary, to the north-west, but well outside the settlement limit (approx. 295m).

	<ul style="list-style-type: none"> • Outside the village, Plantation Rd, Dunkirk Rd (to the east) and Bleary Rd (to the south-west) have experienced considerable rural development pressure in particular, with an extensive ribbon of dwellings along the latter (with a single field gap from the limit).
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Bleary Primary School, Deans Road; • Bleary Business and Community Centre; • Pre-school Play Group (run at Community Centre); • Calvertstown Orange Hall, Calvertstown Road; • Bleary Church Hall (Knocknamuckly Parish); • Zoned open space (CAP 2010), Bleary Road (maintained as a green); • Other services in the village include a telephone box and post box (at 1 Calvertstown Road); • Other local facilities outside/close to the settlement: <ul style="list-style-type: none"> ▪ Bleary Gospel Hall, Plantation Road (180m); ▪ Equipped Play Park, Cranny Terrace, Cranny Road (525m); ▪ Equipped Play Park, Watsonville Terrace, Bleary Road (425m); ▪ Bleary Orange Hall, Deans Road (225m); ▪ Bleary Farmers Hall, Upper Ballydugan Road (1.1km); ▪ St. Mattias' Church of Ireland, Bleary Road, Knocknamuckley (with Graveyard and Church Hall, 1.6km).

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north-east, growth may be constrained by the topography (falling towards the B3 Gilford Road/low-lying lands), surface flood risk and the proximity to rural development along the B3 Gilford Road.
- To the south-east, growth may be constrained by surface flood risk, the settlement pattern (mainly set back from the B3 Plantation Road), the B3 Plantation Road itself (which partly acts as a settlement edge around the two road junctions, of which the limit has not extended beyond), the topography including rounded hill top to rear/east of Markville and south of Oakdene Park, the listed Bloomvale House, the proximity to nearby rural development along B3 Plantation Road, Dunkirk Road and Crowhill Road and associated urban sprawl concerns, including along the middle undeveloped section of the B3 Plantation Road (between Calvertstown Road and Deans Road junctions).
- To the south-west, growth may be constrained by the topography including rising lands to the rear of Calvertstown Road/Bleary Road (steep incline in places), Sugar Island Road (acting as a settlement edge, with development currently restricted to the east side), the proximity to nearby rural development along Bleary Road and B3 Plantation Road and associated urban sprawl concerns.
- To the north-west, growth may be constrained by flood risk, surface water flood risk, the proximity to rural development along Bleary Road and Sugar Island Road and associated urban sprawl concerns.

SETTLEMENT APPRAISAL – DOLLINGSTOWN

Dollingstown is a village located less than 1km east of Lurgan, which has developed along the Belfast/Lurgan Road which is a protected route.

According to NISRA 2011 Census data, Dollingstown settlement has a population of 2,126 people and 800 households.

SETTLEMENT EVALUATION FRAMEWORK (DOLLINGSTOWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Recycling 'Bring Banks' • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land to the north, south and east of the village are affected by surface water flooding. • There is a small area of undeveloped land located within the floodplain to the south-west of the village • A Local Landscape Policy Area (LLPA) is located south of the village on the Dromore Road and includes features such as Beech Park House, Rathmore House and associated vegetation. • Industrial Heritage Sites include the site of a former linen weaving factory, a weaving and hemstitching works and a hemstitching and finishing factory. • Listed features including Springfield house, Beech Park and Grace Hall. • Archaeological Sites/Monuments including enclosures and Mathereses Fort. • A moulded fibre product business, located on the Inn Road, is registered as a Control of Major Accident Hazards (COMAH) site and an Industrial Pollution Radiochemical Inspectorate (IPRI) site. • The topography of the settlement varies across the village and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • Dollingstown is situated east of the Craigavon Urban Area (Lurgan) on the main Lurgan to Moira Protected Route (Belfast Road). • Within the settlement there is a bus shelter, traffic lights and also a roundabout at the junction of the Belfast, Inn and Cottage Roads. Throughout the village there are footpaths and street lighting however there is no evidence of cycle routes. • There are bus services linking the village to Craigavon, Armagh and Belfast (Service No's 51, 250 and 551).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • The village traditionally has a strong industrial base, from the linen and weaving industries around which the village originally developed. • Within the current development plan there is no land zoned for industrial purposes. • Along the Inn Road, there are two large sites accommodating long established industrial uses, one of which is currently derelict. Along the Springhill Road to the south-east of the village there is an engineering factory.

	<ul style="list-style-type: none"> • In terms of commercial activity within Dollingstown there are a number of businesses located within the village including a restaurant, fast food businesses, petrol station, convenience store and kitchen business. • Beyond the settlement limit there is also a charity shop, day nursery and a Private Medical Centre (Rampark).
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • Dollingstown originally developed in the 19th Century around a linen weaving factory which established the industrial base of the village. • By 1900 there was a number of additional factories in the vicinity of the village including two weaving and hemstitching factories, however the residential base of the village remained small. • The original form of the village was linear, extending along the Belfast Road towards the west, however more recently the village has grown significantly particularly to the west, south and north. • Currently, the village is largely comprised of residential properties ranging from single dwellings to medium/high density housing developments. • A significant number of modern housing developments have been built in the village since the 1990's. • The growth to the western side of the village has almost closed the gap between Dollingstown and Lurgan, with a single field to the north of the protected route separating the two boundaries. • There are a small number of undeveloped areas within the village including: <ul style="list-style-type: none"> ▪ To the north of the Belfast Road and Beechfield Manor, there is a small portion of land which consists of an area of grassland that gently rises towards the north-east. The southern boundary, adjoining the protected route, is defined by mature trees and vegetation with no access from the public road. ▪ To the south and south-east of Beechfield Manor there are two large areas of land which are located within the current settlement limit of Dollingstown. The lands gently rise towards the south, towards the Dromore Road, with good views of the Local Landscape Policy Area. ▪ To the west of the Inn Road, there is a substantial area of land which has formerly been used for industrial purposes. The area rises quite steeply from Inn Road in a western direction towards its crest before levelling off to form a plateau, after which it slopes to the west before falling steeply at the site boundary. There is also a small wedge of land to the south of the site is currently rough scrub land that has great variances in its topography. ▪ Forming the south eastern boundary of the village there is a rectangular area of scrubland which is undeveloped. It appears that the site is associated with an adjacent manufacturing business, having formed part of many planning applications for the business over the years. ▪ To the north of the Belfast Road, opposite the Petrol Station, there is a small site which is occupied by a derelict garage.

COMMUNITY SERVICES	<ul style="list-style-type: none"> • Within the village there are a small number of facilities including an Orange Hall, ATM, sports pitch and St Saviours Church.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the proximity to the listed Grace Hall, archaeological sites, areas of surface water flooding, potential coalescence with Lurgan (to the north-west) and topographical constraints (undulating rural countryside). There are a number of rural houses/buildings along the Cottage Road.
- To the east, growth may be constrained by the protected route, areas of surface water flooding and the COMAH designation. There are a number of rural houses/buildings along the Belfast Road. Furthermore the small settlement of Ballymacmaine is located to the east (potential coalescence issues).
- To the south and south-west, growth may be constrained by the location of the LLPA and listed building, potential coalescence with Lurgan and areas of surface water flooding/floodplain. The Dromore Road contains the settlement to the south-west.
- To the south and south-east, growth may be constrained by areas of surface water flooding, the COMAH/IPRI designations, Listed Springfield House and topographical constraints (areas of undulating land and sloping land adjoining the settlement boundary). To the south and south-east there are a number of rural dwellings/buildings.
- To the west key issues may include the potential coalescence of Lurgan and Dollingstown, the protected route and areas of surface water flooding. Further expansion may render it impossible to distinguish between the two settlements.

SETTLEMENT APPRAISAL – DONAGHCLONEY

Donaghcloney is a traditional mill village located 3 km south-east of Waringstown, 5km south-east of Lurgan and adjacent to the River Lagan. A strong traditional character remains with a number of former mill workers terraces located adjacent to a large country house within landscaped grounds.

According to the NISRA 2011 census, Donaghcloney has a population of 1,701 people and 649 households.

SETTLEMENT EVALUATION FRAMEWORK (DONAGHCLONEY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • All households have access to clean water as well as having appropriate waste/sewage disposal. • A new waste water pumping station is located within the current development limit south of Lagan Terrace. • Waringstown sewage treatment works serves Donaghcloney. • Within the curtilage of the shop/petrol station is a bottle bank / bring bank. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are areas identified along the Lagan River corridor which are subject to flooding. These areas include land to the south and south-east, extending along the river corridor to include land to the west. • There are pockets of land subject to surface water flooding, especially along the Lagan River corridor and adjoining minor watercourses. There are also areas within the settlement, in particular along Main Street, in various locations within the Mill site and to the north-west of the settlement. • There are two Local Landscape Policy Areas (LLPAs) in the village. Straw Hill House, to the west of the village, including the Coach Yard, Gate Lodge and Entrance Gates are all listed. The second LLPA is designated around the Mill Complex, to the south of the village, in addition to the listed buildings and their surroundings. The river banks and important tree groups are also included within the designation. • An Area of Townscape Character (ATC) is designated around the historic core of Donaghcloney and also includes a number of listed buildings. • There are several listed buildings within the village mainly within the north-west part of the settlement. • Straw Hill Historic Park, Garden and Demesne (a supplementary site) is designated to the western side of the village. A Tree Preservation Order is also designated within the boundary of this site. • An archaeological site and monument is located on the site of the medieval St. Patrick's Church and graveyard. There is a community garden, The Bell Garden, is located close to this site. • The filling station has been identified as a Petroleum Storage Premises and a farm to the northwest is identified as a Pollution Prevention and Control Installation as a result of intensive farming. • Land to the north of Lisnasure Road and to the rear of Irwin Place has been identified as zoned open space.

	<ul style="list-style-type: none"> • To the west of the settlement is a consultation zone associated with a gas pipeline. • The general topography of Donaghcloney and the surrounding landscape is gently undulating. The village is slightly more elevated to the east with land adjoining the River Lagan corridor being flatter, lower lying land.
TRANSPORT	<ul style="list-style-type: none"> • The village is located on the Moygannon Road which links onto the A26, Banbridge Road between Lurgan and Banbridge. • There is a regular bus service No. 56 to Lurgan and Banbridge and bus shelters are provided throughout the village. • There is a traffic calming measure at the entrance to the village on the Drumlin Road however there are none within the settlement. • There is footpath provision throughout the majority of the village however there is no footpath provision for a short distance along the eastern side of Main Street. • There is street lighting throughout the village.
ECONOMIC DEVELOPMENT	<p>The following businesses are located within the village:</p> <ul style="list-style-type: none"> • Pharmacy, • Two hot food takeaways, • Hair and beauty salon and a vacant hair salon • Butchers, • Off licence, • Petrol station and convenience shop with post office • Dog grooming business.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The character of Donaghcloney is dominated by the variety of historic features within the village and its distinctive Main Street. • The historic features of the village are mainly focused on the western side of the settlement. • The majority of residential development within the village is primarily located on the eastern side of the settlement with a range of house types and development patterns. • There are a number of undeveloped sites / areas within the village.
COMMUNITY SERVICES	<p>The following services are located within the village:</p> <ul style="list-style-type: none"> • GP Surgery, • Gospel Hall, • Donaghcloney Primary School with Nursery unit, • Three Churches • Donaghcloney Orange Hall, • Donaghcloney Care Home, • Bell Garden, • Donaghcloney Rural Needs Development Group, • Royal British Legion, • Cricket Ground and listed cricket pavilion, • Football field and clubhouse (located outside SDL)

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by surface water flooding issues on both sides of Drumlin Road, the floodplain (to the north-west) and listed features adjoining the northern boundary.
- To the east, growth may be constrained by the floodplain of the River Lagan and its tributary (to the south-east), surface water flooding issues, a rath located on the northern side of the Monree Road and the topography (undulating landscape).
- To the south, growth may be constrained by the River Lagan and a tributary of the River Lagan, the floodplain, an archaeological site, surface water flooding issues and the topography (land rising towards the settlement boundary). The River Lagan contains the south-eastern boundary of the settlement.
- To the west, growth may be constrained by the River Lagan (which contains the western boundary of the settlement) and associated floodplain, areas of surface water flooding, Straw Hill Historic Park, Garden and Demesne (a supplementary site), Tree Preservation Order designation, the Area of Townscape Character (which partially adjoins the western boundary), a Pollution Prevention and Control Installation site, two Local Landscape Policy Area designations (to the west and south-west), listed buildings/features including Banoge House and Bridge.
- There are a number of rural buildings/dwellings on approach to the settlement along Drumlin Road (to the north), Moygannon Lane (to the west), Moygannon Road (to the south-west), Donaghcloney Road (to the south) and Milltown Road (to the north-west).
- Milltown (County Armagh) is located approximately 1km to the north, Gamblestown is located approximately 1.3km to the north-east and Waringstown is located approximately 2km to the north-east.

SETTLEMENT APPRAISAL – DRUMNACANVY

Drumnacanny is a village located approximately 3km south of Craigavon Urban Area (Portadown).

According to NISRA 2011 Census data, Drumnacanny settlement has a population of 999 people and 365 households.

SETTLEMENT EVALUATION FRAMEWORK (DRUMNACANVY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land within the village and to the north-east and south of the settlement limit are located within the floodplain. • Areas of land within the settlement and to the north, east, south and west of the settlement limit are affected by surface water flooding. • The village has two Local Landscape Policy Areas (LLPA) designations. LLPA 1 is located at lands north and south of Bleary Road with key features including the buildings of the former Glen Eyre, Blackers Mill and the associated mill-workers terraced housing. The key features of LLPA 2 includes visually important tree groups east and west of Gilford Road, south-west of the village. • There is one Archaeological Site and Monument located within the village (fortification) and two (Rath and Enclosure) located outside the settlement development limit towards the west and south-west of the village. • Within the village there are two Industrial Heritage sites, a windmill and Carrick Blacker Corn Mill. • The village is located within undulating hills, with land to the west becoming progressively flatter.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has developed along two main roads Drumnacanny Road and Long lane. It also extends along the Bleary Road and the settlement can be accessed off the Gilford Road. • The Gilford Road (A50) is a protected route. • Footpaths are provided within the settlement with the exceptions of the Bleary Road, and all roads within the limit have street lighting. • Drumnacanny has a national speed limit of 30mph. • There are bus stops located along the Gilford Road, the 62 bus service is available between Banbridge – Portadown, and a bus also stops on the Drumnacanny Road but only operates on school days.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No evidence of economic activity within the settlement. • No land is zoned for economic development or industrial use. • To the south-west of the village there is an existing manufacturing factory which is accessed off the Gilford Road. • Portadown Golf Club is located south-west of the village and also includes a club house and restaurant. • There is a petrol filling station located less than 1km south-east of Drumnacanny, this station includes an ATM and convenience store.

URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The village serves primarily as a dormitory settlement and is predominantly comprised of residential development with no community buildings or services. • The village is characterised by a number of large housing developments which consist of a variety of house types and styles. • There are a number of undeveloped lands within the settlement including five areas to the north-west, five to the south-west, and one to the south-east. There is an area of land to the south-east of the settlement that is partially developed for housing; • There is a disused factory, tea room and gift shop to the north-east which is also within a designated Local Landscape Policy Area.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Private nursing home located to the north-east of the settlement; • There are no other community services available within Drumnacanvy; • The settlement is located within a Neighbourhood Watch Area; • Less than 1km north-west of the village there is child care facility which is located on Breagh Road.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography of the area (land rises towards the north-east), the Local Landscape Policy Area, proximity to Portadown settlement limit approximately 0.57km to the north-west (potential coalescence issues), the floodplain (in the vicinity of a watercourse) and areas of surface water flooding.
- To the east, growth may be constrained by the topography of the area (land rises towards the north-east), the Local Landscape Policy Area, the floodplain (in the vicinity of a watercourse) and areas of surface water flooding.
- To the south, growth may be constrained by topography (relatively flat rising gradually towards the Drumnacanvy Road), the Local Landscape Policy Area located to the west of the Gilford Road which protects a significant tree grouping, the floodplain (in the vicinity of a watercourse) and surface water flooding;
- To the west, growth may be constrained by topography (relatively flat in areas, falls towards the north-east then rises towards the Drumnacanvy Road), an Archaeological site and monument (Rath), the Local landscape Policy Area located to the east and west of the Gilford Road that protects a significant tree grouping, the Gilford Road (A50) which is a protected route also defines the settlement limit of Drumnacanvy, approximately 0.35km to the south-west there are areas within the floodplain and areas of surface water flooding to the north-west.
- There are a number of rural buildings/dwellings beyond the existing settlement limit along all approach roads.

SETTLEMENT APPRAISAL – MAGHERALIN

Magheralin Village is located along the main A3 (Moira-Lurgan Road), 1.5km north-east of Dollingstown and 1.3km south-west of Moira Village (in Lisburn City & Castlereagh Council Area). Ballymacmaine Small Settlement is located very close to the west, extending northwards from the main A3 road.

According to NISRA 2011 Census data, Magheralin has a population of 1337 people and 530 households.

SETTLEMENT EVALUATION FRAMEWORK (MAGHERALIN)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Magheralin Sewage Treatment Works is located in the settlement limit, off Lurgan Road (adjacent to Ballyeden Meadows); • Broadband available; • Clothing bank, to rear of 130 Lurgan Road (corner of Newforge Road).
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Substantial lands to the south of the village are within the floodplain, associated with the Lagan River. The floodplain extends within the south-east corner of the settlement limit across from the cheese factory site (Steps Road) and near (outside) the limit at New Forge Road, where it extends to Acres Road, affecting some properties on New Forge Road). • A second substantial area to the east of the settlement falls within the floodplain, at Ballyeden Meadows/Ballymacbredan Meadows extending across and south of the Sewage Works to Glebe Close. This is associated with a minor watercourse that flows across the village to the River Lagan further east, from south-west of the village. • The settlement contains a significant number of localised surface flood risk areas, including areas adjoining and outside the settlement limit, to the north-east and west, alongside the minor watercourse. • Two (2) Local Landscape Policy Areas (LLPAs) are located in and next to the village. The Rectory LLPA, in the village along Newforge Road, includes the listed ruins of the medieval and later parish church, associated graveyard, adjoining Church of Ireland (COI) Rectory and mature setting. • The second, New Forge LLPA covers a large area to the south of the settlement, comprising the listed Georgian Newforge House (incl. outbuildings & screen walls) and Drumcro House and their mature settings, the mature Lagan River corridor and important tree groups. This area is visually significant to the south of the village. • The settlement contains three listed buildings, comprising the St. Patrick's and St. Ronan's RC Church (Lurgan Road), Church of the Holy Undivided Trinity (Maralin COI) and the medieval church ruins opposite the graveyard (both Newforge Road). • Outside the limit, Forge Bridge along Newforge Road is listed along with the large houses referred to in the New Forge LLPA. • A number of industrial heritage sites exist across and outside the village, including a weaving factory and bleach mill along Newforge Road associated with the old linen industry, as well as corn mill sites.

	<ul style="list-style-type: none"> • The post-medieval church (ruins) and earlier church site on Newforge Road is a significant archaeological site. A number of other sites are located outside the settlement, including a prominent tree ring to the south, between Newforge Road and Orange Lane. • The food processing factory (cheese production) is a controlled installation for pollution prevention. • Local topography varies, with the landform rising significantly to the north of the A3 Belfast/Lurgan Road and falling to the south towards a gentle valley across the village (associated with a minor watercourse) before undulating towards the Lagan River Valley.
TRANSPORT	<ul style="list-style-type: none"> • Magheralin is located along the Moira-Lurgan section of the main A3 (Lisburn-Middletown) Road, which is a Protected Route. New Forge Road (B9) leads to Donaghcloney Village, 4km to the south. The remaining four roads into the settlement are country roads. • The village is along the Belfast to Lurgan/Armagh bus route, with regular connections to Belfast, Lisburn, Moira, Lurgan, Craigavon, Portadown and Armagh (Services 51/250/551), stopping on the A3. • Throughout the settlement there is street lighting and footpaths (disconnected in places). A 40mph speed limit operates along the A3 (Belfast-Lurgan) Road, with a 30mph limit along the remaining arterial roads into the village (existing built form).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use. • Within the settlement there are a number of economic development uses, which include: <ul style="list-style-type: none"> ▪ food processing factory (cheese production), Steps Road; ▪ local convenience shop with post office, New Forge Road; ▪ butchers, New Forge Road; ▪ take-away, Lurgan Road/New Forge Road corner; ▪ dog grooming salon, New Forge Road; ▪ car wash, valeting and detail centre; off Steps Road; ▪ hair dressing salon, Lurgan Road; and ▪ accountants' office, Lurgan Road. • A number of economic development uses are located near to the settlement including: <ul style="list-style-type: none"> ▪ A motorcycle shop on Steps Road (opposite the cheese factory), ▪ A five star country house hotel on New Forge Road (160m south), ▪ Textile factory and factory shop on Lurgan Road (365m west in Ballymacbredan Settlement), and ▪ Large engineering firm to the north-east close to Moira (Lurgan Road, 875m). • There is a footpath to the latter two locations along the main Lurgan Road (A3).
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is dissected by the main A3 (Moira-Lurgan) Road, with the majority of the built form to the south/south-east along New Forge Road and Steps Road, which is made up a number of large residential developments, including new and ongoing large schemes to the south (Forge Manor) and east (Ballynadrone Meadows).

	<ul style="list-style-type: none"> • The built form extends to the south-east along Steps Road, comprising the large-scale cheese factory site. The limit also extends to Acres Road to the south (west side), with two undeveloped fields. • The north part of the settlement along Dam Hill Road and Ballymagin Road, which climb from the A3, mainly comprise single dwellings. • The main Lurgan Road (A3) contains a mix of development that includes two (2) large apartment blocks (one off Ballymagin Road) and two (2) new large housing developments fronting on. • Ballymacmaine Small Settlement is located very close to the west, within approx. 95m (nearest points), with an undeveloped gap of 250m on the north of the A3 between the settlements (with a footpath on this side). A ribbon of rural dwellings extends towards the Ballymacmaine on the south-side, with an undeveloped buffer with mature roadside screening closest to the village limit (in front of a ribbon of dwellings setback along a private laneway). • The settlement contains ten vacant / undeveloped areas at: <ul style="list-style-type: none"> ▪ lands at 3 Damhill Road; ▪ south of 8 Ballymagin Road; ▪ 123 Lurgan Road (south of 1 Ballymagin Road); ▪ adjacent to 113 Lurgan Road; ▪ to rear and west of Trinity Park, New Forge Road; ▪ to rear and south-west of Magheralin C of I, New Forge Road; ▪ south of Old Forge and Blacklion Park, New Forge Road; ▪ opposite 60-66 New Forge Road, north of Acres Road; ▪ Glebe Close, Steps Road (west of Sewage Treatment Works); and ▪ Ballynadrone Meadows, Steps Road (north-west of Clarendon Park). • The wider area retains a rural character, however sections of Newforge Road and Steps Road have experienced considerable pressure close to the settlement, with ribbons/groups of dwellings.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • St. Patrick's & St. Ronan's Roman Catholic Church and Hall, Lurgan Road; • Magheralin Church of Ireland, Graveyard and Halls; New Forge Road; • The Red Door Youth Centre (associated with Magheralin COI) • Magheralin Village Primary School, Steps Road; • Magheralin Post Office, New Forge Road; • Public House, Lurgan Road (on corner with New Forge Road); • The Weir Memorial Freemasons Hall, Lurgan Road; • Maralin Orange Hall, Lurgan Road; • Play Park and Open Space, Malcolmsen Park; • Playing Field, Clarendon Park. • Outside the settlement: St. Patrick's Primary School and St. Michael's Gaelic Athletic Club, Playing Field and Hall and are located on Ballymacbredan Road (within Ballymacbredan Small Settlement) approx. 735m and 760m from Magheralin Settlement edge by road.

Summary of key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography (including elevated ridges and uneven landform), capacity to integrate, access constraints to the lands north of Rockfield Court Apartments, the capacity of the minor Damhill Road and Ballymagin Road to accommodate further development, urban sprawl concerns along both roads, the settlement pattern (whereby the village has mainly developed on the lower-lying southern side of the A3 Belfast/Lurgan Road) and the A3 Lurgan Road Protected Route (which partly acts as a settlement edge and which may limit/restrict new direct accesses).
- To the east, growth may be constrained by flood risk (significant floodplain to the east associated with the River Lagan), surface water flooding, Steps Road (which acts as a settlement edge), the topography (undulating, including rising lands east of Steps Road), capacity to integrate, the A3 Lurgan Road Protected Route (which partly acts as a settlement edge and which may limit/restrict new accesses) and proximity of rural development along both the A3 Lurgan Road and Steps Road and urban sprawl concerns along both roads.
- To the south, growth may be constrained by the River Lagan (settlement edge), flood risk (significant floodplain associated with the River Lagan), surface water flooding, the setting and views of the listed Newforge House, Drumcro House and the Forge Bridge, the New Forge Road Local Landscape Policy Area (listed houses and settings, mature Lagan River corridor and important tree groups), the topography, capacity to integrate, the setting and views of a number of archaeological sites, proximity of rural development along Newforge Road, Acres Road and Orange Lane, urban sprawl concerns along these roads and wider landscape character.
- To the west, growth may be constrained by the A3 Lurgan Road Protected Route (which may limit/restrict new accesses), proximity to rural development along the A3 Lurgan Road, Springhill Road and Acres Road, urban sprawl concerns along the A3 Lurgan Road and Acres Road, Damhill Road (which acts as a settlement edge to the west), close proximity to Ballymacmaine Small Settlement to the west (coalescence concerns), significant roadside vegetation along the A3 Lurgan Road (buffering effect), the topography (undulating, including elevated ridge north of Acres Road and steep fall west of Damhill Road) and surface water flooding.

SETTLEMENT APPRAISAL – WARINGSTOWN

Waringstown is a village located approximately 1km south-east of the Craigavon Urban Area (Lurgan).

According to NISRA 2011 Census data, Waringstown settlement has a population of 3647 persons and 1400 households. There was a significant increase (44%) from the NISRA 2001 Census data when Waringstown had a population of 2529 persons and 930 households.

SETTLEMENT EVALUATION FRAMEWORK (WARINGSTOWN)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Access to clean water, waste and sewage disposal. • A Sewage Treatment Works is located to the east of the current development limit. • Recycling Banks. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land within the village are located within the floodplain. Furthermore there are areas of land adjoining the eastern and western boundaries and also an area approximately 200m north of the settlement boundary located within the floodplain. • There are also a number of areas within and adjacent to the development limit of Waringstown affected by surface flooding issues, particularly to the north, south and east of the village. • There is a watercourse to the east and south-east of settlement. • Waringstown also has two Local Landscape Policy Area (LLPA) designations. The key features of Waringstown House LLPA include the listed Waringstown House, Holy Trinity Church and Holdens Valley buildings within a landscaped demesne. Key features of the Cambray House LLPA include the listed house, grotto and historic planned landscape. • There are a number of listed buildings/structures within the village including Holy Trinity Church and a cluster of listed buildings close to the centre of the village, at the junction with Mill Hill. There are also two listed buildings located to the south-west of the settlement (located within Waringstown House LLPA). • Waringstown House and parkland is a designated Historic Park Garden and Demesne (HPGD). • There is a Scheduled Monuments Zone (Bivallate Rath) located within the grounds of Waringstown Cricket Club grounds, Clare Road. • Three Tree Preservation Orders (TPO) are designated within the village on lands associated with 34 Banbridge Road, Waringstown House and 3 Main Street. • Within and surrounding the village there are a number of Archaeological Sites/Monuments, including early Christian raths. • The general topography of the village is undulating with land east of the village generally set lower than land on the western side.

TRANSPORT	<ul style="list-style-type: none"> • Waringstown is located on the A26 between Lurgan and Banbridge (a protected route). • The village benefits from a regular bus service (Service No 56) between Lurgan and Banbridge and has a number of bus shelters throughout the village. • Pedestrian crossing points on Main Street, a school crossing patrol, traffic lights and a speed restriction of 30mph throughout the village. • Footpath & street lighting throughout the village.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No areas of land are zoned for industrial / employment uses within the Craigavon Area Plan 2010. • Within the settlement there are a number of commercial businesses including a Public House, restaurant, petrol filling station, pharmacy and convenience shop. • North of the settlement along the A26 is a furniture store and to the south of the village is a horticultural nursery business.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Waringstown originated as a weaving village in the 17th Century. • Waringstown House, built in 1677 was the historic core, around which the village developed. Most of the historic buildings are within this core, along the Banbridge Road and on Mill Hill. • The village has grown significantly since the 1980s with a number of new housing developments along the main road (A26), Clare Road, Mill Hill, Dunkirk Road and Moss Road. • The majority of modern residential development is located to the east of the A26. • Although there has been significant modern residential development, there has been limited facilities and services developed to serve the increased population within the village. • A number of the older residential terraces (such as Church and Terrace View) along the Banbridge Road have backland strips to the rear. • The modern commercial centre of the village is in and around the Main Street / Banbridge Road junction. • The village has extended further east-wards than it has to the west and there are a number of rural buildings/dwellings to the north and south of the village. • Waringstown House and associated grounds and mature vegetation (Tree Preservation Order designation) provide a distinctive character and approach from the west. • There are a number of undeveloped areas within the village including land zoned for phase 2 development to the south of the settlement on lands east of the Rectory, Banbridge Road and south of the Gospel Hall, Clare Road. • Three areas of land were zoned for phase 1 housing to the north-west of Waringstown. These lands are developed as the Cherryhill, Beech Meadows and Windsor Hill housing developments.

COMMUNITY SERVICES	<p>The village has a number of community services and facilities including:</p> <ul style="list-style-type: none"> • A Primary School and Nursery Unit, • Children’s Centre (pre and after schools club), • A play group, • Post box • Public phone box, • Churches (Presbyterian Church and Hall, Church (Church of Ireland) and Gospel hall), • Orange Hall, • Waringstown Cricket Club and Pavilion, • Playground and mini grass pitch.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the protected route, areas of surface water flooding, the floodplain (200m north of the settlement boundary), proximity to Lurgan (potential coalescence issues) and the proximity to an archaeological site/monument. To the east of the A26, north of No. 58 Waringstown Road is a small area of agricultural land which falls to the east. There are a number of rural buildings/dwellings to the north of the village.
- To the east, growth may be constrained by areas of surface water flooding, the floodplain, the watercourse (to east and south-east), Sewage Treatment Works, proximity to Milltown Co. Down (potential coalescence issues), proximity to archaeological sites/monuments and the topography (areas of rising land).
- To the south, growth may be constrained by the protected route, areas of surface water flooding, the floodplain (to the south-east) and the proximity to an archaeological site/monument. Land beyond the southern boundary rises towards the settlement limit. There are a number of rural buildings/dwellings to the south of the village.
- To the west, growth may be constrained by areas of surface water flooding, the floodplain, Waringstown House Local Landscape Policy Area, Waringstown House Historic Park Garden and Demesne, listed features (to the south-west), the Tree Preservation Order, the impact on rural character, Scheduled Monument Zone and the proximity to an archaeological site/monument. To the north-west there are sloping areas of land with an open aspect which are prominent and to the south-west there are areas of gently rising land.

SETTLEMENT APPRAISAL – BALLYMACMAINE

Ballymacmaine is a small settlement on the main A3 (Lurgan/Belfast Road), very close to Magheralin Village to the east (less than 100m at nearest point) and Dollingstown to the west (approx. 700m). The main part of the settlement extends to the north-west along Ballymacbredan Road.

According to NISRA 2011 Census data, Ballymacmaine settlement has a population of 357 people and 124 households.

SETTLEMENT EVALUATION FRAMEWORK (BALLYMACMAINE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Ballymacmaine and surrounding lands are not in the floodplain. The nearest affected areas are located east and south of Magheralin Village, associated with the River Lagan (not within 600m). • A number of significant areas of surface water flood risk are located close to the settlement to the east (north of textile factory/shop), west of the primary school and to the north-west. • Ballymacmaine has a generally open aspect with limited tree cover, other than mature screening around St. Patrick's School and some trees to the north-west (beyond Springhill Manor). • A significant tree group (established woodland) is located west of the settlement (110m from McDonald Terrace) and along the entrance to 38/40 Ballymacbredan Road (off the sharp corner). • The local topography is undulating, with a general fall to the south/south-east towards the River Lagan Basin and further north/north-east. The landform and existing developments generally fall from Ballymacbredan Road towards lower lying lands east of the limit, other than a rise over a ridge to the north of Springhill Manor. Ballymacbredan Road climbs off the A3 before levelling off and then dropping off along and beyond McDonald Terrace, towards a dip to the north-west of the limit.
TRANSPORT	<ul style="list-style-type: none"> • Ballymacbredan is located along the Moira-Lurgan section of the main A3 (Lisburn-Middletown) Road, which is a Protected Route. • The settlement is along the Belfast to Lurgan/Armagh bus route, with regular connections to Belfast, Lisburn, Moira, Lurgan, Craigavon, Portadown and Armagh (Services 51/250/551), with stops on the A3. • Ballymacbredan Road extends northwards through the settlement into the countryside, with a 30mph limit through the built up area; • The settlement has footpath and street lighting provision along Ballymacbredan Road, disconnected in places, and a footpath connection to Magheralin and Dollingstown (on north side of A3).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development or industrial use; • Textile factory and factory shop, Lurgan Road (A3); • Plant hire shop, Ballymacbredan Road. • Magheralin Village, close by to the south-east, has a number of economic development uses within and outside its limit.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • Ballymacmaine has developed along the Ballymacbredan Road, which extends north-west off the A3 Lurgan Road. • The only development accessed off the A3 and facing it are a large textile factory and factory shop, an adjoining dwelling (185 Lurgan Road) in a mature site and a dwelling at Ballymacbredan Road junction (No. 2). • The settlement is dominated by four modern residential developments on the east-side of Ballymacbredan Road, with an additional small development on the west, off the A3. • Long established two-storey terraced properties (McDonalds Terrace) are located at the north of Ballymacbredan Road (west), north of the large playing field (St. Michael's GAC). • The playing field breaks up the built form and provides an open aspect to the west; • The local roads outside the settlement have experienced considerable development pressure, with a row of rural dwellings extending along the A3 towards Magheralin (to the east), an accumulation of dwellings immediately to the north along and off Ballymacbredan Road (extending around the corner) and a group/ string of dwellings along Springhill Road, south of the A3. • The settlement contains one vacant / undeveloped area at: <ul style="list-style-type: none"> ▪ Ballymacbredan Road, north-west of Springhill Manor (H. Dev.), which is zoned for housing (two dwellings built so far in the zoned area).
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • St Patrick's Primary School, Ballymacbredan Road; • St Michael's GAC and Playing field, Ballymacbredan Road; • Parochial House, south of settlement on the Springhill Road; • Ballymacbredan is within easy walking distance of the facilities located within Magheralin Village, close by to the east – 95m between limits at nearest points.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by proximity to rural development along the Ballymacbredan Road (extending around the sharp corner), the topography (falling lands to the north-west and further north / north-east) and capacity to integrate.
- To the east, growth may be constrained by the A3 Lurgan Road Protected Route (which acts as a settlement edge and which may limit/restrict new accesses), proximity to rural development along the A3 Lurgan Road, urban sprawl concerns along the A3 Lurgan Road, close proximity to Magheralin Village to the east (coalescence concerns), the topography and surface water flooding.
- To the south, growth may be constrained by A3 Belfast / Lurgan Road Protected Route (which acts as a settlement edge and which may limit/restrict new accesses), proximity to rural development on the A3 Belfast / Lurgan Road and Springhill Road, close proximity to Magheralin Village to the east (coalescence concerns), the listed thatched house to the south of the protected route, the topography (falling lands) and surface waterflooding.

- To the west, growth may be constrained by the A3 Belfast Road Protected Route (which acts as a settlement edge and which may limit/restrict new accesses), the settlement pattern (which is focused along the Ballymacbredan Road), capacity to integrate (open landscape in part), important views from the A3 from the west, significant vegetation / tree groups and surface water flooding.

SETTLEMENT APPRAISAL – BALLYNABRAGGET

Ballynabragget is a small settlement located approx. 5 km south-east of Lurgan. It comprises two nodes which extend eastwards and westwards off the main Banbridge to Lurgan Road (A26), along Moygannon Road and Ballynabragget Road respectively.

Ballynabragget is not included in the NISRA 2011 Census Data in relation to settlement population / household numbers. NISRA do not detail settlements of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (BALLYNABRAGGET) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Ballynabragget and surrounding lands are not in the floodplain. The nearest flood risk area is approx. 240 metres (m) to the south of the limit. • A number of minor areas of surface water flood risk (3) are located in the eastern node, with a larger area of risk 130m to the north of it. • Local topography is gently undulating, with rising lands to the north-east/east and south-west. Ballynabragget Road rises gently to the west from the A26 road before levelling off as far as the Orange Hall. The landform falls steeply west of the hall into a short dip. • Apart from a group of mature trees to the front and east of the Manse (61 Moygannon Road), the area has a generally open aspect. • A plantation of willow trees is situated immediately north of the western node (said to be harvested every 2/3 years for woodchip). • A Local Landscape Policy Area (LLPA) is situated immediately east of the limit, along Moygannon Road). The majority of trees however have been cleared. • A platform rath is located 300m north of the western node (Lambs Island), characterised by a gentle hill crest with mature hedging. It however is well separated from the settlement. • An archaeological site (circular enclosure) is located on the summit of a low hill to the south-west of the western node, within 260m. It has little visible remains and no visual connection with the settlement. • The belt of trees around Moygannon House (48 Moygannon Rd), east (180m) of the settlement is protected by a Tree Preservation Order. • A listed dwelling and gate lodge (Lamb’s Island, 147 Banbridge Rd) are located approx. 375m to north of the western node, next to the rath. • Donacloney Presbyterian Church is not listed but it is a local landmark. • Lands immediately south-east of the eastern node have approval for a largescale 10MW photo-voltaic solar farm (across approx. 28ha); • A North-South Gas pipeline extends to the east (between the LLPA and Moygannon House) and south-east (within 170m) of settlement; • A large wind turbine (31m high tower) is located 480m to the north-west of the Orange Hall. Its visual connection to the settlement is limited to the view along Ballynabragget Road past the western node.

TRANSPORT	<ul style="list-style-type: none"> • The Banbridge to Lurgan Road (A26) which runs between the two nodes is a Protected Route. The settlement is served by Bus Service 56 between these main towns, along with a school service between Donaghcloney and Banbridge. There are 4 bus stops within or near the settlement, including near both A26 (Banbridge Road) junctions. • The two nodes have 30mph speed limits but no additional traffic calming measures or traffic lights. The adjoining A26 has a 60mph limit. • A footpath extends along the A26 (east-side), between the nodes and along the entire north-side of the eastern node, with a new section across Church View Manor opposite. Both nodes have streetlights.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • No land is zoned for economic development / industrial use • No evidence of economic activity within the settlement. • A filling station and convenience shop are located 300m south of the settlement along the A26, with a footpath link. These are beside a hardware store, vehicle repairs, car-valeting and car-sales businesses.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The western node has a strong linear form, comprising of a row of thirteen dwellings (detached and terraced) on the south-side with an Orange Hall at the west. The majority have long gardens rising to the rear. • The eastern node contains three dwellings and farm at the Banbridge Road end and Church View Manor (5 dwellings), Church, Hall, parking area and Manse further east. The gaps in the node give it a disjointed feel. • The settlement contains two undeveloped sites (in eastern node): <ul style="list-style-type: none"> ▪ adjacent and west of Church View Manor; and ▪ adjacent and west of the Manse (61 Moygannon Road). • Two areas of Phase 2 land in the eastern node remain undeveloped. • The area retains a strong rural character, with development along the Ballynabragget and Moygannon Roads is very dispersed. The two nodes have only short sections abutting the A26, which are staggered.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Donacloney Presbyterian Church, Hall (with Youth Club) & Graveyard; • Ballynabragget Orange Hall; • Annaghanoon Christian Ministry (129 Banbridge Road) is located outside the settlement, approx. 920m to the north.

Summary of the key issues affecting the settlement and its capacity for expansion are as follows:

- Between the nodes, growth may be constrained by the A26 Protected Route (which acts as a settlement edge and which may limit/restrict new accesses) and the proximity of the two nodes (coalescence issues).
- To the north of the western node, growth may be constrained by the settlement pattern (with in-depth development restricted to the south side of Ballynabragget Road), surface water flooding and proximity to the Scheduled Lambs Island Rath (archaeological site), its setting and associated views.
- To the north of the eastern node, growth may be constrained by topography (rising land to south-east), the settlement pattern (with development contained to frontage fields/close to road), proximity to nearby rural development along the A26 and surface water flood risk.
- To the east, growth may be constrained by topography (rising land either side of Moygannon Road), Ballynabragget Local Landscape Policy Area (mature tree group), urban sprawl concerns

along Moygannon Road, a gas pipeline and a largescale approved solar farm (to the south-east).

- To the south of the eastern node, growth may be constrained by a largescale approved solar farm (partly adjacent to the limit), a gas pipeline, the settlement pattern (with existing development contained to frontage fields/close to Moygannon Road) and proximity to nearby rural buildings along the A26 (one field gap).
- To the south of the western node, growth may be constrained by the topography (rising lands), the existing linear settlement pattern (backland development concerns) and proximity to a nearby rural dwelling along the A26 (one field gap).
- To the west, growth may be constrained by the topography (falling lands west of the Orange Hall) and urban sprawl concerns along Ballynabragget Road.

SETTLEMENT APPRAISAL – BLACKSKULL

Blackskull is a small settlement located approximately 5km north-east of Banbridge, and has developed around the Blackskull, Donaghcloney and Killysorrell Road crossroads.

According to NISRA 2011 Census data, the whole of Blackskull settlement has a population of 340 people and 128 households.

SETTLEMENT EVALUATION FRAMEWORK (BLACKSKULL) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Sewage Works located to the west of the Blackskull crossroads. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas to the north, east, south and west affected by surface water flooding. • To the north and east of the settlement there are lands located within the floodplain. • River Lagan is located approximately 300m north of the settlement and a tributary to the River Lagan is located approximately 400m to the north-east and east of the settlement. • Within the vicinity of Blackskull there are a number of archaeological sites in addition to a scheduled monuments zone, relating to a Bivallate Rath (Ballygunaghan) which is located less than 1km north-west from the crossroads in Blackskull. • The topography of Blackskull and surrounding lands are characterised by rolling drumlins. • A Pollution Prevention and Control Installation is located approximately 500m to the north-west of the settlement (Associated with Chicken Houses).
TRANSPORT	<ul style="list-style-type: none"> • The settlement originally formed at the crossroads of the Blackskull, Killysorrell and Donaghcloney Roads. • Within the settlement limit there is street lighting and areas of incomplete footpaths, however there are no bus shelters/stops or cycle routes.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any industrial activity • Also there is no evidence of any commercial activity within the settlement.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The settlement originally developed at a crossroad junction, however over time it has extended along the Blackskull Road to the south-west and to a lesser extent to the north-east. • The settlement is predominantly comprised of residential development, with a number of modern residential developments to the north of the Blackskull Road. • The overall density of the settlement is medium, although there are a small number of single dwellings occupying large plots. • The settlement is located within a valley, surrounded by an attractive rural landscape of rolling drumlins. • There are a small number of undeveloped areas within the settlement: <ul style="list-style-type: none"> ▪ Located at the north-eastern boundary there is a small area of overgrown undeveloped land. ▪ To the south of the Blackskull Road and to the north of the Killysorrell Road there is a large wedge of undeveloped land, which gently rises towards the south-east. ▪ Located at the southern side of the Blackskull Road, immediately adjacent to the south-western boundary of the settlement limit, there is a small wedge of undeveloped land, which rises from the public road towards the south-east.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Blackskull Methodist Church is located to the south-west of the crossroads and Blackskull Orange Hall is located in close proximity to Ballyunaghan Place. • Along the Blackskull Road there is also a derelict Mission Hall.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography (undulating drumlins with areas of rising land and prominent slopes), the location of the scheduled monuments zone (to the north-west) and areas of surface water flooding. The River Lagan corridor and associated floodplain is located approximately 300m north of the settlement.
- To the east, growth may be constrained by the topography (undulating rural landscape with areas of land rising towards the south-east and prominent slopes) and areas of surface water flooding. There is a water course approximately 400m to the east and north-east, with areas of land located within the floodplain.
- To the south, growth may be constrained by the topography (on southern side of Blackskull Road there is rising land resulting in exposed slopes), areas affected by surface water flooding and the location of archaeological sites/monuments.
- To the west, growth may be constrained by the undulating topography (undulating and rising lands), areas of surface water flooding and the proximity to a Pollution Prevention and Control Installation (to the north-west).

SETTLEMENT APPRAISAL – CHARLESTOWN

Charlestown is a small settlement located on the shores of Lough Neagh at the foot of the River Bann, approximately 10km north-west of Lurgan. The area is also referred to as the ‘Bannfoot’.

Charlestown is not included in the NISRA 2011 census data in relation to settlement population/ household numbers. NISRA do not detail settlements that have a population of less than 50 persons / 20 households.

SETTLEMENT EVALUATION FRAMEWORK (CHARLESTOWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Approximately 150m east of Charlestown is a sewage treatment works. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land to the east, west and south of the settlement are affected by surface water flooding. • Areas of land to the north-west, west, south and east are within the floodplain. • Lough Neagh is located to the north-west of the settlement and the River Bann is located to the south and west. • The entire settlement and surrounding lands are located within Lough Neagh Ramsar and Area of Constrain on Mineral Development (ACMD). • Furthermore the Settlement is located adjacent to the Lough Neagh Special Protection Area (SPA) and Area of Special Scientific Interest (ASSI). • Within the settlement, either side of the Bannfoot Road is the Charlestown Area of Townscape Character (ATC) which has been designated around the historic core of Charlestown which was an 18th Century ‘planned settlement’. • An archaeological site (historic boat timber find spot) is located to the west of the settlement on the banks of the Bann River.
TRANSPORT	<ul style="list-style-type: none"> • The settlement is the historic location of the ferry link across the Bann River at the Bannfoot, however there is no longer a crossing on the Bann at this location. • Within the settlement there is a bus stop, footpaths fronting the dwellings onto the Bannfoot Road and streetlights. • A cycle trail associated with the National Cycle Network (No. 94: Loughshore Trail) is located to the east of the settlement. • Limited bus service (No. 55) to Lurgan.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any industrial activity, nor is there any land zoned for this purpose within the current development plan. • Located within the settlement limit, south of the Bannfoot Road is a garden nursery business.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • Charlestown is an 18th Century ‘planned settlement’ with its wide main street flanked by terraced houses. This historic townscape is acknowledged by the designated ATC around the historic core of Charlestown. • There has been very little growth in the settlement in recent years, other than a small group of dwellings along Bannview Road (Ferryview Close). • The small settlement consists of mainly rural dwellings, a small residential development and a Methodist Church, Church hall and orange hall. • There are several undeveloped areas within the settlement limit of Charlestown including lands: <ul style="list-style-type: none"> ▪ North of the Lough Lane, within the northern boundary of the settlement, is a large wedge of undeveloped land that is heavily vegetated along the eastern boundary. ▪ West of Lough Lane (alongside the western boundary of the settlement) are agricultural lands which are zoned as Phase 2 development lands in the Craigavon Area Plan (CAP) 2010. ▪ North and south of the Lough Lane junction are two small parcels of land.
<p>COMMUNITY SERVICES</p>	<p>The following are located within Charlestown:</p> <ul style="list-style-type: none"> • Methodist Church, • Church Hall, • Orange Hall • Phone box. • East of the settlement is a small scenic picnic area and car park to the River Bann edge.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by Lough Neagh, the floodplain and also various environmental designations (ASSI, SPA, ACMD and Ramsar).
- To the east, growth may be constrained by areas of surface water flooding, the floodplain, the location of the sewage treatment works and the various environmental designations (Ramsar and ACMD).
- To the south, growth may be constrained by the River Bann, areas of surface water flooding, the floodplain and the various environmental designations (ASSI, SPA, ACMD and Ramsar).
- To the west, growth may be constrained by Lough Neagh and its shores, the River Bann, the archaeological site, areas of surface water flooding, the floodplain and also the various environmental designations (ASSI, SPA, ACMD and Ramsar).
- The settlement contains a designated ATC in relation to the historic townscape.
- There are a number of rural dwellings and building along the approaches to the settlement on Hill Lane and Lough Lane which are narrow roads and rural in character.
- The lands surrounding the settlement are generally flat with an open aspect other than the lands on Bannfoot Road south west of Ferryview Close which falls gradually to the west and the River Bann.

SETTLEMENT APPRAISAL – DERRYADD

Derryadd is a small settlement located on the shores of Lough Neagh approximately 5km north-west of Lurgan and is situated between Derrymacash and Derrytrasna. It has developed around the junction of Ardmore Road and Derrytrasna Road.

According to NISRA 2011 Census data, Derryadd settlement has a population of 132 people and 44 households.

SETTLEMENT EVALUATION FRAMEWORK (DERRYADD) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available; • There is a British Telecommunications exchange building located on the southern edge of the settlement limit.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There is a small area to the south-west of the settlement that is located within the floodplain, as well as areas outside the limit to the east, north-west and south-west; • Lands to the north-west of the settlement are prone to surface water flooding; • Derryadd and surrounding lands (to the north of the protected route) are located within Lough Neagh Ramsar (designated wetland), and Area of Minerals Constraint (ACMD); • Lough Neagh is designated as a Special Protection Area (SPA).
TRANSPORT	<ul style="list-style-type: none"> • There are no bus shelters within Derryadd however there is a limited bus service between Lurgan – Bannfoot (Service 55); • There are no footpaths, pedestrian crossings or traffic lights within Derryadd; • There are some street lights along the Ardmore Road. • There is a National Cycle Network which travels along the Ardmore Road and the Derrytrasna Road (including Bann Montaigns Trail).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no evidence of any economic activity within the settlement; • No land has been zoned for industrial or commercial use.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Ardmore has developed around the junction of the Ardmore Road and the Derrytrasna Road. North of the junction, it has developed in a linear form along the Ardmore Road in a northerly direction. The land surrounding the settlement is generally flat grasslands that falls towards Lough Neagh but there is a small ridge east of the Ardmore Road that runs north south. • Within the settlement there are two medium density housing developments under construction on the Ardmore Road (Church Brae) and the Derrytrasna Road (Croaghan View); • Otherwise, the settlement is characterised by detached properties on medium sized plots. • Derryadd has undeveloped back lands to the east and west of the Ardmore Road, and a large area of undeveloped land to the south of the Derrytrasna Road which was partially zoned as Phase 1 housing lands in the Craigavon Area Plan (CAP) 2010.

COMMUNITY SERVICES	<ul style="list-style-type: none"> • Post Box located on the Ardmore Road; • Derryadd has no facilities within the limit; • There are a number of services located 0.6km north of the limit which includes Ardmore Parish Church (COI), Church hall and graveyard and Ardmore Community Centre which has been built on the site of the closed Ardmore Primary School; • Derryadd Orange Hall is located 250m southeast of the settlement.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- The settlement of Derryadd is located within the Lough Neagh and Lough Beg RAMSAR and Area of Minerals Constraint Development (AMCD).
- To the north, growth may be constrained by the floodplain (north-west), surface water flooding and the topography (rising lands in an eastern direction).
- To the east, growth may be constrained by Lough Neagh which is designated as a Special Protected Area (SPA) and its floodplain, and areas of surface water flooding. There is a significant tree grouping within Derryadd which then extends outside the limit towards the lough shore. The topography of the land to the east rises gradually towards the Lough before falling towards the flat lands around the lough shore.
- To the south, growth may be constrained by the floodplain (south-west), and surface water flooding. Derrymacash is located approximately 0.7km to the south-east of the settlement.
- To the west, growth may be constrained by the floodplain and surface water flooding, there are also significant tree groupings on the surrounding bog land on the edges of Lough Gullion.

SETTLEMENT APPRAISAL – DERRYMACASH

Derrymacash is a small settlement located approximately 4km north-west of Lurgan and 600m south of Lough Neagh. The settlement had developed along the Derrymacash Road between the small settlement of Derryadd and the village of Aghacommon.

According to NISRA 2011 Census data, Derrymacash settlement has a population of 695 people and 221 households.

SETTLEMENT EVALUATION FRAMEWORK (DERRYMACASH)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available; • There is a small pumping station located east of the settlement limit; • Ballynacor Wastewater Treatment Works which serves the Craigavon area is located 0.5km south-west of the settlement limit.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are lands outside the limit to the south and east that are located within the floodplain; • There are areas of land within the settlement and outside the limit prone to surface water flooding; • The entire settlement and surrounding lands are located within Lough Neagh and Lough Beg Ramsar, and within an Area of Constraint on Minerals Development (ACMD) as designated in the Craigavon Area Plan (CAP) 2010; • Lough Neagh is designated as a Special Protection Area (SPA) and an Area of Special Scientific Interest (ASSI). • There is also an archaeological site/monument (circular enclosure) to the east of the settlement. • North-east of the settlement at the end of Raughlan Lane on the shores of Lough Neagh is Raughlan Historic Park, Garden & Demesne (HPGD) (Supplementary List).
TRANSPORT	<ul style="list-style-type: none"> • There is a bus shelter located to the south-east of the limit and a bus stop situated within the settlement. Settlement serviced by a limited bus service on the Lurgan – Bannfoot route (No 55); • There are footpaths linking Derrymacash to Aghacommon; • There are street lights located within the settlement; • There are no pedestrian crossings or traffic lights within Derrymacash; • There is a National Cycle Network to the north-west of the settlement (No 94: Loughshore Trail).
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no evidence of economic development within the settlement; • No land has been zoned for industrial or commercial use in the Craigavon Area Plan (CAP) 2010.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Derrymacash is characterised by a number of individual rural dwellings and residential housing developments either side of the Derrymacash Road and north of the Ballynery North Road. • Derrymacash is less than 1km north-west of Aghacommon Village;

	<ul style="list-style-type: none"> • Derrymacash occupies a quite elevated position and is surrounded by low-lying land; • The built form is dominated by medium density housing developments, with a mix of house types and styles. There is an established housing development of terraced properties (Wolfs Island Terrace) within the centre of the settlement with more recent housing developments surrounding these houses; • There are four areas of undeveloped land to the west of the settlement and one to the north of the Derrytrasna Road; and • One of these undeveloped areas are located south-west of Raughlan Meadows and are zoned for Phase 2 development lands in the Craigavon Area Plan (CAP) 2010; and • An area of land south of Island Grove has been zoned as open space in the CAP 2010. It is currently in use as an equipped playground, small grass play area and a car park.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Post box located on the Derrymacash Road; • Equipped play park and grass play area; • 200m southeast of Derrymacash is the Wolfe Tones & St. Enda's GAC, who field Gaelic football and camogie teams, associated playing fields, youth club, community hall and social club.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- The settlement of Derrymacash is located within Lough Neagh and Lough Beg Ramsar and Area of Constraint on Minerals Development.
- Derrymacash occupies a quite elevated position above the surrounding low-lying land (especially lands to the south and east).
- To the north of the settlement is Lough Neagh which is identified as a Special Protected Area (SPA) and ASSI, areas of land affected by the floodplain and lands affected by surface water flooding.
- On the Derrytrasna Road approach from the north-west, the land has an open aspect and rises to the north.
- 600m north of the limit is the designated Raughlan Historic Park, Garden and Demesne (supplementary list).
- To the east, areas of land are affected by the floodplain and by surface water flooding. There is also an archaeological site/monument (circular enclosure) to the east of the settlement.
- On the Derrymacash Road approach from the south-east, the land has an open aspect and rises to the west.
- To the south of Derrymacash, the settlement is contained by Ballynery Road North.
- Also to the south of Derrymacash are significant areas of land north of the M1 motorway that are within the floodplain and affected by surface water flooding.
- To the south-west of the settlement, off Ballynery North Road is the Ballynacaor Wastewater Treatment Works that serves the Craigavon Area.
- To the west of Derrymacash is a small road linking Ballynery North Road to Derrytrasna Road which contains the settlement.

- On the Ballynery North Road approach from the west has an open aspect and is generally flat grassland outside of the settlement limit.
- Wolfe Tone GAC and associated playing fields are located 200m south-east of the settlement limit.

SETTLEMENT APPRAISAL – DERRYMORE

Derrymore is a small settlement located approximately 7km north of Lurgan on the south-eastern shores of Lough Neagh. It has a linear form and developed on the eastern side of the Derrymore Road.

According to NISRA 2011 Census data, Derrymore settlement has a population of 282 people and 94 households.

SETTLEMENT EVALUATION FRAMEWORK (DERRYMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • A Sewage Treatment Works is located to the north-west of settlement. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land to the west and east located within the floodplain. • Areas of land within the settlement and to the east and south affected by surface water flooding. • Lough Neagh is located to the west and north-west of the settlement. • The settlement is in close proximity to the Area of Special Scientific Interest (ASSI) and Special Protected Area (SPA) environmental designations associated with Lough Neagh and its shores. • An Area of Constraint on Minerals Development (ACMD) is located to the west, south and east of the settlement. • Lough Neagh RAMSAR (designated wetland) is designated on lands to the west and south of the settlement. • Approximately 500m south-east of the settlement is the Montiaghs Moss Area of Special Scientific Interest (ASSI) and Special Area of Conservation (SAC). • The topography of the settlement in general is relatively flat, however the land to the west of the settlement drops towards the Lough Shore.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has a bus shelter associated with a school bus service (No. 53H). • The settlement has areas of disconnected footpaths and street lighting, there are no traffic calming measures or pedestrian crossing points. • The National Cycle Network passes through the settlement, along the western boundary.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • There is no economic activity within the settlement or lands zoned for industry in the Craigavon Area Plan (CAP) 2010.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is linear in form with development concentrated on the eastern side of the Derrymore Road. • The settlement is largely comprised of residential development with a mixture of single dwellings and small housing developments. • To the north and south-east of the settlement there are a number of rural buildings/dwellings. • The landscape is a mix of low lying wet / marshland with small areas of elevated land.

	<ul style="list-style-type: none"> • South of the Lough View housing development are lands zoned as Phase 2 development lands in the Craigavon Area Plan 2010.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • St. Mary's Primary School, Derryclone. • Little Acorns playgroup / breakfast and afterschool club. • Bartins Bay picnic area / car park on the shores of Lough Neagh is 500m south west of Derrymore.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the proximity to Lough Neagh and associated ASSI and SPA designations (to north-west), the floodplain (to the north-west) and the sewage treatment works (to north-west).
- To the north of the settlement there are a number of rural buildings/dwellings. On the northern approach along Derrymore Road, land falls gently to the south-west and towards Lough Neagh.
- To the east, growth may be constrained by the Area of Constraint on Mineral Development, the floodplain, areas of surface water flooding and areas of elevated land.
- To the south, growth may be constrained by the Area of Constraint on Mineral Development, Lough Neagh RAMSAR designation, areas of surface water flooding and Montiaghs Moss ASSI and SAC (to south-east). To south-east of the settlement there are a number of rural buildings/dwellings.
- To the south of the settlement there are a number of rural buildings/dwellings. On the southern approach along Derrymore Road, land falls very gently to the south-west and towards Lough Neagh.
- To the west, growth may be constrained by Lough Neagh and associated ASSI and SPA designations, the Area of Constraint on Mineral Development, Lough Neagh RAMSAR designation and the floodplain.
- The settlement is also contained by the Derrymore Road to the west and Lough Neagh.

SETTLEMENT APPRAISAL – DERRYTRASNA

Derrytrasna is a small settlement located approximately 9km north-west of Lurgan on the Derrytrasna / Bannfoot Road between the River Bann and Lough Neagh Shores. It has developed around the crossroads of Derrytrasna / Bannfoot Road and Derrytrasna Lane/ Charlestown Road.

According to NISRA 2011 Census data, Derrytrasna settlement has a population of 365 people and 117 households.

SETTLEMENT EVALUATION FRAMEWORK (DERRYTRASNA)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available; • There is a sewage treatment works north-west of the settlement; • Clothes and bottle recycling banks.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Lands to the south-west of the settlement south of the Derrytrasna Road are within the floodplain; • Lands to the east and the west of the settlement are affected by surface flooding; • There is an Archaeological Site and Monument (a possible historic trackway) located 500m beyond the settlement on the banks of the River Bann; • The entire settlement and surrounding lands are located within Lough Neagh Ramsar (designated wetland) and the designated Area of Constraint on Minerals Development.(ACMD) • Lough Neagh is also designated as a Special Protection Area (SPA) and an Area of Special Scientific interest (ASSI). • St. Mary's Church is a listed building and is located to the east of the settlement. • The settlement is approximately 700m south of Lough Neagh and 400m north of the River Bann.
TRANSPORT	<ul style="list-style-type: none"> • Derrytrasna is served by a limited bus service (No 55) between Lurgan and the Bannfoot (Charlestown) and has a bus shelter located on the main Derrytrasna Road; • There are no pedestrian crossings or traffic lights within this settlement; • There are a number of footpath areas throughout the settlement with the main path running west from the crossroads to Skeltons Rampart past the primary school and the Sarsfields GAC complex. There are also street lights within the core of the settlement; • A National Cycle Network passes through Derrytrasna including Bann Montaigns Trails.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Vacant Charity Shop; • No other evident economic developments within the settlement; • No land has been zoned for industrial or commercial use in the Craigavon Area Plan (CAP) 2010.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The settlement has developed along the Derrytrasna Road, Derrytrasna Lane, Bannfoot Road, Charlestown Road and Derryloiste Road; • The settlement is mainly residential and has a mix of house types. It has six modern small medium density housing developments west of Charlestown Road/ Derrytrasna Lane and an older terrace of 'Northern Ireland Housing Executive style' dwellings along Derrytrasna Lane. There are also a number of single rural dwellings within the settlement. Notable buildings east of the crossroads are the Church and school; • The settlement contains a number of different housing developments types ranging from detached two storey properties in Derryloiste Meadows to semi-detached chalet bungalows within Bann Close; • There are a number of areas of undeveloped land including four areas to the north of the Derrytrasna Road and two to the south of the road. • Two of the undeveloped areas north of the crossroads on Derrytrasna Lane are zoned for Phase 2 development lands in the CAP 2010.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • St. Mary's Church (Listed building) and graveyard; • St. Mary's Primary School & Derrytrasna Playgroup; • Charity shop (vacant and closed); • Sarsfields GAC Gaelic football Club has teams at all levels and a youth club/community hall, Multi-use games area (MUGA) and grass playing field 400m east of the settlement limit on Hall Rampart.

Summary of the key issues which may affect the settlement and its potential for expansion are as follows:

- The settlement is located within a Ramsar and an Area of Constraint on Minerals Development.
- To the north of the settlement is Lough Neagh which is a designated SPA & ASSI. The land along the northern approach on Derrytrasna Lane is generally flat.
- To the north-west of the settlement along Derrytrasna Lane is the sewage treatment works.
- The land along the eastern approach to the settlement on Derrytrasna Road has an open aspect with a very gradual rise to the west.
- The settlement is contained by Charlestown Road to the south and beyond that is the River Bann corridor.
- The southern approach to the settlement on Charlestown Road has a winding rural feel and the land is generally flat.
- To the south-east and south-west of the settlement are areas within the floodplain and areas affected by surface water flooding.
- Areas of land to the east and west of the settlement are affected by surface water flooding.
- The land along the western approach on Bannfoot Road is generally flat but rises gradually immediately west of Loughview Manor and Bann Close.
- There are a number of rural dwellings / buildings along the approaches to the settlement, particularly along Derrytrasna Lane and Derrytrasna Road.

SETTLEMENT APPRAISAL – GAMBLESTOWN

Gamblestown is a small settlement which is situated approximately 6km south-east of Lurgan, on the Lurgan to Dromore Road.

According to NISRA 2011 Census data, Gamblestown settlement has a population of 148 people and 51 households.

SETTLEMENT EVALUATION FRAMEWORK (GAMBLESTOWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • To the north-east of the settlement limit, along the Lough Road, there is a wastewater treatment works facility. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land to the south and east are affected by surface water flooding. • Areas of land to the east and south of the settlement are located within the floodplain. • A minor watercourse is located to the east of the settlement. • Within the vicinity of the settlement there are numerous archaeological sites and monuments and a scheduled monuments zone, associated with early Christian Rathes and enclosures. • An Area of Archaeological Potential has been identified within the northern portion of the village, on lands to the east and west of the Drumnabreeze Road. • Approximately 0.6km to the south-east of the settlement along the Lurgan Road, there is a listed building, grade B Springfield House. • The topography of Gamblestown varies across the settlement and surrounding lands.
TRANSPORT	<ul style="list-style-type: none"> • Within the settlement there is street lighting and areas of disconnected footpaths, however there are no bus shelters, cycle routes or traffic calming measures.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any industrial activity. • Within the settlement limit, along the south-western boundary of the there is a retail warehouse. Along the Lurgan Road, located within the settlement limit is a small tyre fitting business.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Gamblestown is located approximately 2km north-east of Donaghcloney on the Lurgan to Dromore Road and is largely comprised of residential development. • The settlement is linear in form and is surrounded by an attractive rural landscape, particularly to the north and south of the settlement, with areas of elevated topography. • There is a large number of road frontage development along the Dromore/Lurgan Road. • There are a small number of undeveloped areas within the settlement including:

	<ul style="list-style-type: none"> ▪ To the northern side of the Dromore Road, on approach from the west, there is a large wedge shaped portion of land which rises from south to north and is used for agricultural purposes. ▪ There are two substantial areas of land located adjacent to the northern boundary, along both sides of the Drumnabreeze Road, which are also undeveloped. ▪ Along the eastern boundary of the settlement, to the northern side of the Lurgan Road there is a wedge of undeveloped land which is currently used for agricultural purposes.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Within the settlement there is a (vacant) Church Hall and another hall is located on the Lisnasure Road. • There are no other apparent facilities located within the settlement, however there is a Gospel Hall located on the Lough Road.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the topography (land generally falls from north towards the settlement boundary with some areas of undulating land and hills), Area of Archaeological Potential, an archaeological site/monument and areas affected by surface water flooding. Fairview Road partially contains the settlement to the north-east.
- To the east, growth may be constrained by the location of the watercourse, areas affected by surface water flooding, the floodplain, archaeological sites/monuments (to east and south-east), the location of the Waste Water Treatment Works and topographical issues (land rises towards the settlement).
- To the south, growth may be constrained by topographical issues (undulating rural landscape), areas of surface water flooding and the location of archaeological sites.
- To the west, growth may be constrained by the topography (areas of land rising to the north and the west).
- There are a number of rural buildings/dwellings on approach to the settlement along the Dromore/Lurgan Road.

SETTLEMENT APPRAISAL – GIBSON’S HILL

Gibson’s Hill is a small settlement which is less than 1km south of Lurgan and 1km north-east of Bleary, along the main Lurgan to Gilford Road (B3).

According to the NISRA 2011 Census, Gibson’s Hill has a population of 162 people and 83 households.

SETTLEMENT EVALUATION FRAMEWORK (GIBSONS HILL) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Gibson’s Hill and surroundings are not in the floodplain (within 850m). • The council playing field contains a small area of surface water flood risk to the north (low end). Significant (low-lying) areas to the north and south-east of the limits are at risk of surface water flooding. • Lakeview House and its environs, to the north/north-east of the settlement, are designated as a Local Landscape Policy Area (LLPA). The late 19th century two-storey house is a prominent landmark, set in a mature planned landscape and accessed through an avenue of beech trees. The LLPA extends north (outside) of the limit to include significant tree groups and the pasture land to the front of the house. • The LLPA features make for an attractive setting on the settlement edge, as well as helping frame and screen the urban area on the open approach from the north (Gilford Road). The house is also a prominent feature from Summerhill (south-east), through the trees. • Trees within Lakeview House LLPA are protected by order (TPO), including a significant tree group north of the Council Playing Field; • Corcreeny Orange Hall and Gibson’s Hill Mission Hall are not listed but are local landmarks (of traditional design); • The local topography is undulating with a steady rise from the north of the settlement to a rounded hill-top south of the Mission Hall (outside the limit), before falling steeply south of New Line and Summerhill and more gently to the south-east (towards Summerhill). • The wider area has good tree cover, with mature field boundaries adding to the landscape value of the LLPA, and helping reduce the impact of the settlement’s elevated setting, from clear views from Summerhill (to south-east) and Gilford Road (to south).
TRANSPORT	<ul style="list-style-type: none"> • Gilford Road (B3) through the settlement has a reduced 40mph limit with 30mph limits in Corcreeny Place and Coronation Place Developments. • No traffic lights, additional traffic calming or pedestrian crossings; • Limited bus services run to Lurgan, Gilford and Tandragee (50/50a); • Street lighting extends southwards from Stevenson Terrace beyond the limit along the built-up section of Gilford Road. A footpath extends through the settlement on at least one side (crossing between built-up frontages). This extends to Lurgan settlement limit.

<p>ECONOMIC DEVELOPMENT</p>	<ul style="list-style-type: none"> • No evidence of economic activity within the settlement; • No land is zoned for economic development or industrial use; <ul style="list-style-type: none"> • Economic development uses located near to the settlement, include: <ul style="list-style-type: none"> ▪ car wash, car, fuel and tyre sales business, New Line (south of limit); ▪ vehicle dismantlers / salvage business, 209 Gilford Rd (195m south); ▪ car sales business, 211 Gilford Rd (240m south); ▪ commercial business (details unknown) with a large store of vehicles, New Line (170m north-west); and ▪ a large Food Manufacturer/Supplier, Dukestown Lane (340m north-west).
<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The settlement extends along the Gilford Road, with a large housing development (Coronation Place) extending back of the road to the south-east, south of Lakeview House. This and Corcreeny Place comprise small semi-detached dwellings, with Stevenson Terrace along Gilford Road being two storey. All are long established. • Remaining residential development comprises a small number of detached dwellings along Gilford Road and a farm along NewLine; • To the south of Gibson’s Hill (and at its summit) a disused reservoir site is currently being used as a spoil storage depot (by NI Water). • A dwelling and some sheds extend immediately outside the limit to the south-east, to the rear and downslope of Coronation Place. • A string/group of rural dwellings extend northwards off/along Gilford Rd, towards Lurgan limit, with an important undeveloped section (290m) between these and Gibson’s Hill limit (incl. across the LLPA). • A string of rural development extends south of the settlement along Gilford Road, within the 40mph limit (comprising domestic and commercial properties, as referred above). • The settlement contains two vacant / undeveloped areas at: <ul style="list-style-type: none"> ▪ lands to rear and west of 13-18 Stevenson Terrace; and ▪ 193 Gilford Road (vacant dwelling) north of the settlement.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Playing Field and equipped play park (Council owned); • Gibson’s Hill Mission Hall, Gilford Road; • Corcreeny Orange Hall, Gilford Road; • Post box, outside the playing field/park (opposite Stevenson Terrace).

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the Lakeview House Local Landscape Policy Area (landmark building, mature planned landscape setting and associated views), significant tree groups including protected trees (TPO), capacity to integrate, proximity to rural development along and off Gilford Road, proximity to Lurgan (coalescence concerns), urban sprawl concerns, and surface flood risk.
- To the east, growth may be constrained by the Lakeview House LLPA, significant vegetation including protected trees (TPO), the topography (generally falling lands), proximity to a rural

dwelling and sheds south-east of Coronation Place and surface water flood risk (to the south-east).

- To the south, growth may be constrained by topography (elevated hill-top immediately south of Mission Hall and falling lands further south and south-east, including steep fall along Gilford Road south of Summerhill), capacity to integrate, proximity to rural development along and off Gilford Road, New Line and Summer Hill, urban sprawl concerns along Gilford Road, the location of a major electricity line and pylons (crossing in north-east/south-west direction) and surface flood risk (to the south-east).
- To the west, growth may be constrained by access constraints directly off Gilford Road, proximity to rural development along Dukestown Lane and capacity to integrate. The south-west boundary of the settlement is contained by the New Line Road.

SETTLEMENT APPRAISAL – MAGHERY

Maghery is a small settlement located on the south-western shores of Lough Neagh, 12km north-west of Craigavon Urban Area (Portadown) and east of the River Blackwater. The River Blackwater defines the boundary between the Mid Ulster District Council and Armagh City, Craigavon and Banbridge Borough Council areas.

According to NISRA 2011 Census data, Maghery settlement has a population of 183 people and 71 households.

SETTLEMENT EVALUATION FRAMEWORK (MAGHERY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • To the west of the Maghery Business Park, immediately beyond the settlement limit there is a sewage disposal works. • There are no apparent recycling sites within the settlement limit, however to the north of the settlement, within the Gaelic Club grounds there are recycling ‘Bring Banks’ available. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • The River Blackwater is located to the west of the settlement and Lough Neagh is located to the north and east of the settlement. • Significant areas of land to the west and east of the settlement are located within the floodplain. • Small areas to the north, east, south and west are affected by surface water flooding. • An archaeological site and monument is located to the south of the settlement (St. Patrick’s Road and historic trackway) and there is another associated with Maghery Church (Site of Mauheru Medieval Church and Graveyard) located centrally within the settlement. • Located centrally within Maghery there is the visually significant St. Mary’s RC Church, which is a listed gothic style building. • The entire settlement and surrounding lands are located within Lough Neagh Ramsar (designated wetland) and Area of Constraint on Minerals Development (ACMD) as designated in the Craigavon Area Plan (CAP) 2010. • Furthermore the settlement is located adjacent to the Lough Neagh Special Protection Area (SPA) and Area of Special Scientific Interest (ASSI). • North-east of the Maghery GAA club on Derrywarragh Island is a scheduled archaeological site & monument (The O’Connor Stronghold, Tower & Enclosure). • 1 km east of Maghery is the historic Coney Island in Lough Neagh which is a registered Historic Park, Garden & Demesne (HPGD) and the site of a scheduled monument (Coney Island Motte & Tower, Keep and site of multi-period prehistoric settlement).

TRANSPORT	<ul style="list-style-type: none"> • There is a footbridge known as Maghery Bridge located to the west of the settlement, which is used for cyclists/walkers and is a key link on the National Cycle Network route (Route No 94: Loughshore Trail). This links Maghery to Derrylaughan, Co. Tyrone. • The disused Maghery Canal immediately north of the settlement was cut in 1803 and linked the Blackwater River with Lough Neagh. The cutting essentially created Derrywarragh Island and this is accessed over the bridge. • Within the settlement there is street lighting and an area of footpaths. • The settlement is served by an Ulsterbus Bus Service (No 75) which runs from Portadown to Dungannon (via Maghery). The service travels along a route serving Portadown (Dungannon Road), Birches & Robinsontown element of Birches, Milltown (Co. Armagh), Maghery & Tamnamore – onwards to Dungannon. It also has a bus shelter opposite the primary school.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no land zoned for industry within the CAP 2010. • Located within the settlement limit, west of Maghery Country Park, is a substantial business centre which incorporates six business units and car parking. • Beyond the limit at No 219 Derrylee Road is a substantial wholesale nursery business. 300m west of this business along the Derrylee Road is an established horticulture supplies business.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Maghery presents as a compact settlement and has developed in a linear form along the Maghery and Derrylee Roads. • The settlement is largely comprised of residential dwellings and is set in an attractive Lough Neagh shore / River Blackwater setting. • The overall character of the settlement is largely rural with some large areas of undeveloped land. • There are a number of undeveloped sites within Maghery including: <ul style="list-style-type: none"> ▪ The cleared site of the ‘old hotel’ is located north west of No. 254a Derrylee Road. ▪ To the west (and rear) of the Primary School there are areas of land which are accessed via a very narrow laneway which currently serves a small number of dwellings. ▪ A small rectangular area of land opposite the Primary School. ▪ Lands on the southern side of the Derrylee Road are zoned as Phase 2 development lands in the Craigavon Area Plan 2010. ▪ Towards the south-west of the settlement on either side of the Derrylee Road are areas of flat undeveloped land. ▪ Two areas of land south of the Maghery Canal have been zoned for open space in the CAP 2010. The western portion is Maghery Country Park. The eastern portion is undeveloped grasslands and within the floodplain.

<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Within the settlement is Maghery Country Park which has woodland trail walks, a picnic area, a car park, a slipway for boats, an equipped children’s play park and Multi Use Games Area and a pedestrian bridge link across the Blackwater River to Derrylaughan, County Tyrone. • Also located within Maghery there is a community centre, the St. Marys RC Church and graveyard, Our Lady Queen of Peace RC Church, St. Marys Primary School and the Loughshore Playgroup. • Immediately north of the settlement on Derrywarragh Island is Maghery Sean McDermotts Gaelic football club, playing field and social club.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the proximity to Lough Neagh, River Blackwater, the floodplain, areas affected by surface water flooding, the disused Maghery Canal and designations including SPA and ASSI.
- To the east, growth may be constrained by the proximity to Lough Neagh, the floodplain, areas of surface water flooding and designations including SPA and ASSI.
- The small settlement of Milltown is located approximately 600m to the east and land rises gradually north-west towards Milltown Lane and its landmark church.
- To the south, growth may be constrained by areas of surface water flooding and archaeological sites.
- To the west, growth may be constrained by the River Blackwater, the floodplain and areas affected by surface water flooding. The River Blackwater defines the boundary between the Mid Ulster District Council and Armagh City, Craigavon and Banbridge Borough Council areas.
- The settlement and surrounding lands are located within a RAMSAR (wetland designation) and ACMD which may constrain growth.
- There are a number of rural dwellings / buildings beyond the settlement development limit along the western Derrylee Road approach.

SETTLEMENT APPRAISAL – MILLTOWN (CO. DOWN)

Milltown is a small settlement located 4km south-east of Lurgan and consists of two nodes.

According to NISRA 2011 Census data, Milltown (Co. Down) settlement has a population of 123 people and 40 households.

SETTLEMENT EVALUATION FRAMEWORK (MILLTOWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • A Sewage Treatment Works is located approximately 1km west of the settlement. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land within both nodes and to the north, east, south and west of the settlement located within the floodplain. • The River Lagan is located to the east of the settlement and a watercourse to the west. • Areas to the north-east, east, south, west and north-west affected by surface water flooding. • There are two archaeological sites/monuments to the west of the settlement and two to the south including a rath and an enclosure. • A mill race dissects the southern area of the settlement and is marked with mature trees and a small stone bridge. • The topography of the settlement and surrounding land is varied, ranging from low-lying areas in the north to an elevated area in the south surrounded by undulating land.
TRANSPORT	<ul style="list-style-type: none"> • Milltown Co. Down is located on the Milltown Road, off the Dromore Road (B2) which links Lurgan and Dromore. • There are no bus stops, traffic calming measures or pedestrian crossing points within the settlement. • There is limited footpath and street lighting provision within the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • A textile manufacturing company is located within the northern node. • There is no other economic activity within the settlement and no other land zoned for such use within the current plan.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement is situated in the Donaghcloney Valley, on low-lying lands adjacent to the River Lagan. • The settlement takes the form of two nodes along the Milltown Road. • The northern node is located on the western side of the Milltown Road and includes a textile manufacturing complex. • The southern node, is located on the eastern side of the Milltown Road. The node contains a small residential development 'Riverdale Crescent' and a number of single detached dwellings facing onto the Milltown Road.

	<ul style="list-style-type: none"> • The villages of Waringstown is located approximately 1km to the west of the settlement and Donaghcloney is located approximately 2km to the south-east. • There are a number of rural dwellings/buildings along the Milltown Road to the north and south.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • There are no community services.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

The northern node:

- To the north, growth may be constrained by the floodplain and the topography. There are a number of rural buildings/dwellings on approach from the north.
- To the east, growth may be constrained by the floodplain, River Lagan and areas of surface water flooding. Milltown Road contains the eastern boundary of the node.
- To the south, growth may be constrained by the floodplain, a minor watercourse, sluices/ponds associated with the textile manufacturing company and areas of surface water flooding. Potential coalescence issues with the southern node.
- To the west, growth may be constrained by the floodplain, areas of surface water flooding, archaeological site/monument (to the south-west) and a minor watercourse.

The southern node:

- To the north, growth may be constrained by the floodplain, the topography, the River Lagan and surface water flooding. Potential coalescence issues with the northern node.
- To the east, growth may be constrained by the floodplain, the topography, the River Lagan and areas of surface water flooding.
- To the south, growth may be constrained by the floodplain (to the south-east), the topography, areas of surface water flooding, the millrace, the River Lagan (to the south-east) and archaeological sites/monuments. There are a number of rural buildings/dwellings on approach from the south.
- To the west, growth may be constrained by the floodplain, a minor watercourse, the topography, areas of surface water flooding and archaeological sites/monuments. The Milltown Road contains the west of the southern node.

SETTLEMENT APPRAISAL – MILLTOWN (CO. ARMAGH)

Milltown is a small settlement which is situated along the Maghera Road, approximately 11km north-west of Craigavon Urban Area (Portadown) on the south western shores of Lough Neagh.

According to NISRA 2011 Census data, Milltown (Co. Armagh) settlement has a population of 109 people and 33 households.

SETTLEMENT EVALUATION FRAMEWORK (MILLTOWN:ARMAGH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • A sewage treatment works is north-east of Loughview Crescent. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Significant areas to the north, east, south and west are located within the floodplain. • Areas to the west and south are affected by surface water flooding. • Lough Neagh is located to the north and east of the settlement. • A minor watercourse is located to the east of the settlement beside Ennismore House. • Within the settlement there is the listed St Andrews Church, a gothic revival church with a square frontage tower. • A local landscape policy Area (LLPA) is designated on the Lough Neagh shore, to the south-east of Milltown. The LLPA comprises the listed Ennismore House and associated listed sundial, lough shore setting and vegetation within the grounds. • The entire settlement and surrounding lands (to the north of the protected route - M1 motorway) are located within Lough Neagh RAMSAR (designated wetland) and an Area of Constraint on Minerals Development (AoCMD) is designated within the CAP 2010. • Furthermore the Settlement is located adjacent to the Lough Neagh Special Protection Area (SPA) and Area of Special Scientific Interest (ASSI). • An archaeological site (Derryaugh Mound) is located north of Milltown lane beyond the settlement limit.
TRANSPORT	<ul style="list-style-type: none"> • The National Cycle Network (route No 94: Loughshore Trail) follows the Maghera Road through the settlement. • Within the settlement there is street lighting and unlinked stretches of footpath. • The settlement is served by an Ulsterbus Bus Service (No 75) which runs from Portadown to Dungannon (via Maghera). The service travels along a route serving Portadown (Dungannon Road), Birches & Robinsontown element of Birches, Milltown (Co. Armagh), Maghera & Tamnamore – onwards to Dungannon.

ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any industrial activity nor any land zoned for industrial use within the Craigavon Area Plan (CAP) 2010. • Within the settlement there is a residential care Home, • 100m beyond the limit along Milltown lane is an area that appears to be used as a scrap yard and 300m east of the settlement at 9 Maghery Road is a garden supplies business.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • Milltown is situated along the Maghery Road on the shores of Lough Neagh and is largely comprised of residential properties. • Lough Neagh provides a stunning backdrop to the settlement. • The settlement contains a number of roadside single dwellings, the church, the nursing home and an established Northern Ireland Housing Executive style housing development (Loughview Crescent). • Land rises gently from the west in the open land offering views of the Church as long distance landmark. Land falls north-west of Milltown Lane towards Lough Neagh. • Grassland on the north-eastern side of Milltown Lane is zoned as Phase 2 development lands in the Cap 2010. • Small area of land is zoned for open space adjacent to Loughview Crescent in the CAP 2010 (currently an estate green). <p>There are a number of undeveloped areas of land within the settlement including:</p> <ul style="list-style-type: none"> • Grassland on the north-western side of Milltown Lane. • Grassland on the north-eastern side of Milltown Lane which is zoned as Phase 2 development lands in the Cap 2010. • Narrow frontage area east of nursing home. • A narrow plot of land on the southern side of the Maghery Road, opposite St Andrews Church.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Small equipped children’s play park at Loughview Crescent; and • St Andrews (Col) Church and graveyard.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, the key issues that may affect growth include Lough Neagh and the floodplain, the archaeological site, the sewage treatment works, topographical issues (land falls to north and north-west towards the Lough) and the various environmental designations (RAMSAR, SPA, ASSI & AoCMD).
- To the east, the key issues that may affect growth include Lough Neagh and the floodplain, the LLPA & listed Ennismore House, areas affected by surface water flooding, the minor watercourse and the various designations (RAMSAR, SPA, ASSI & AoCMD).
- To the south, the key issues that may affect growth include lands within the floodplain, areas affected by surface water flooding, and the various designations (RAMSAR, SPA, ASSI & AoCMD).
- To the west, the key issues that may affect growth include the floodplain, areas affected by surface water flooding and the various designations (RAMSAR, SPA, ASSI & AoCMD).

- From the Maghery Road western approach, land rises north-west towards a localised height behind the church grounds.
- The settlement is contained to the west by Derrylileagh Road.
- The small settlement of Maghery is located approximately 600m to the west of Milltown.

SETTLEMENT APPRAISAL – SCOTCH STREET

Scotch Street is a small settlement located 3km north-west of the Craigavon Urban Area (Portadown) which has developed along the Moy Road around the junction with the Derryletiff Road.

According to NISRA 2011 Census data, Scotch Street settlement has a population of 513 people and 203 households.

SETTLEMENT EVALUATION FRAMEWORK (SCOTCH STREET) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Sewage treatment works on Drumanphy Road and pumping station west of Keelmount Grange; • Broadband available; • Recycling banks.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are no lands within or adjacent to the settlement within the floodplain; • Lands to the east, south and northwest of the settlement are affected by surface flooding; • An archaeological site and monument (Timakeel Rath) has been identified south of the settlement within an Area of archaeological potential as designated in the Craigavon Area Plan (CAP) 2010; • Protected Disused Rail Track bed (former Portadown-Dungannon rail line) north of Scotch street designated in CAP 2010; • Mix of topography around the edge of Scotch Street small settlement from generally flat to rising lands; and • A number of the approaches have an open aspect and limited boundary definition. • 'Gas to the West' route to the south-west of the settlement.
TRANSPORT	<ul style="list-style-type: none"> • The settlement has developed along the Moy Road (B28), which links Portadown and Charlemont / Moy; • There are a number of bus routes serving Scotch Street (Nos 67, 67A & 67E: Portadown-Dungannon & 67B: Portadown-Tullyroan Bridge) an associated bus stop and shelter adjacent to Richmount Primary School; • Scotch Street has street lighting and footpaths; • There are no traffic lights or cycle routes; • To the north of the settlement is a disused rail track bed protected in the Craigavon Area Plan (CAP) 2010.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • New commercial units to the west of the petrol filling station which include a butchers (occupying two units) and two vacant units; • There is also a Furniture shop located to the east of the petrol filling station; • No land has been zoned for industrial or commercial use within the CAP 2010.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The settlement has largely developed in a linear form along the Moy Road; • The settlement although rural in nature has new residential developments with a suburban character; • The settlement is mainly residential and has a mix of house types. It has three modern medium density housing developments either side of the Moy Road and an older terrace of Northern Ireland Housing Executive (NIHE) style' dwellings along Derryletiff Road (Stewarts Terrace). There are also a number of single rural dwellings within the settlement; • The land surrounding Scotch Street is agricultural and consists of local areas of low lying flat land and areas of rising lands; • There are a number of undeveloped areas of land within the settlement: including three areas south of the Moy Road and four to the north of the road. Timakeel Lodge and Timakeel Close are under construction and partially developed for housing. • There are two areas of undeveloped land zoned as phase 2 development lands in the CAP 2010.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Richmount Primary School; • Multiuse games area (to the rear of Stewarts Terrace); • Scotch Street Gospel Hall; • petrol filling station with shop containing a post office; • Scotch Street Youth and Family Centre (to the south and rear of the petrol filling station); • Richmount Play Group is located to the north of the settlement on the Derryletiff Road; • The closed Richmount National School is located outside the limit on the Richmount Road.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the disused railway bed, the topography (land rises to the north-east), the open aspect of the land (capacity to integrate) and surface water flooding;
- To the east, growth may be constrained by the disused railway bed, the topography (land rises towards the north-east, Farra Hill) and surface water flooding;
- To the south, growth may be constrained by areas of surface water flooding around the stream that leads to the Tall River;
- On the southern approach along the Richmount Road, land falls steeply south from the elevated Timakeel Grange housing development offering long distance views (potential issues regarding the capacity to integrate);
- To the west, growth may be contained by the Mullins Hill with areas of open land to the northern side of the Moy Road;
- On the western approach along the Moy Road, land on the southern side of the road falls to the east from Mullins Hill;
- There are areas of land within floodplain located approximately 500m south-west of the settlement limit.
- There are a number of rural dwellings / buildings beyond the limit on the four main approach roads.
- The 'Gas to the West' route is located to the south-west of the settlement.

SETTLEMENT APPRAISAL – TARTARAGHAN

Tartaraghan is a small settlement located 7km north-west of Portadown and south of the Birches Junction 12 of the M1 motorway.

According to NISRA 2011 Census data, Tartaraghan settlement has a population of 51 people and 21 households.

SETTLEMENT EVALUATION FRAMEWORK (TARTARAGHAN)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Recycling banks. • Sewage Treatment Works located to the north-west of the settlement. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Land approximately 200m west of the settlement located within the floodplain and affected by surface water flooding. • Minor watercourse flows approximately 200m to the west of the settlement. • A Local Landscape Policy Area (LLPA) is located centrally within Tartaraghan and includes features such as St. Paul's Parish Church and graveyard, Laurel Cottage and Belmont House. • Listed features include St Pauls Parish Church, Laurel Cottage Lawson's Bar and Belmont House. • The surrounding area is a mix of flat and undulating agricultural land.
TRANSPORT	<ul style="list-style-type: none"> • Tartaraghan is located at the junction of the Clontylew and Tartaraghan Roads. • The settlement is located approximately 2km south of the M1 motorway. • The settlement has no bus service. The nearest bus stops are located on the Dungannon Road and at The Birches. • There are no traffic calming measures or pedestrian crossing points within the settlement. • There are limited footpaths within the settlement. • There is street lighting throughout the settlement.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any significant industrial activity, nor is there any land zoned for this purpose within the current development plan (Craigavon Area Plan 2010). • Commercial activity within the settlement includes a public house and restaurant.

<p>URBAN/RURAL CHARACTER</p>	<ul style="list-style-type: none"> • The settlement has a strong rural character, enhanced by strong tree lines and hedgerow boundaries and the features of the Local Landscape Policy Area. • Rural buildings/dwellings along the Tarthlogue and Clontylew Roads to the south and south-west. • Northern edge of the settlement is defined by the listed Belmont House. • Listed building Public House & restaurant is a distinctive landmark. • Listed Tartaraghan Church & associated listed Laurel Cottage set on landscaped grounds with avenues of mature trees. • There are a few areas of undeveloped lands within the settlement including a small orchard opposite No. 27 Tarthlogue Road. • Land zoned for open space in the Craigavon Area Plan 2010 north of St. Paul's Church (northern portion of zoning used as grass pitch).
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Tartaraghan has a small number of facilities including St. Paul's (COI) Church, Church & Community Halls, a children's playgroup, tennis court, playing field and telephone box alongside the public house and restaurant.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north of the settlement on Cloncarrish Road, land rises to the south, LLPA designation (adjoining the northern boundary), areas of surface water flooding and the location of the sewage treatment works (to the north-west along Belmont Road). Settlements northern edge defined by the listed Belmont House.
- To the east of the settlement on Tartaraghan Road, Land is generally flat with an open aspect along approach to settlement. Mature trees along field boundaries. Areas of surface water flooding. Listed Masonic Hall (approximately 200m east of the settlement boundary).
- To the south of the settlement on Clontylew Road approach, Land is generally flat with mature trees along field boundaries. Furthermore, along the Clontylew Road approach, there are a number of rural dwellings / buildings.
- To the west of the settlement on Tarthlogue Road approach, lands rises gently to the north - west offering views of listed church, LLPA designation (adjoining the western boundary), areas of surface water flooding, the floodplain and minor watercourse (located approximately 200m to the west).
- Mature vegetation and tree lined approaches to and within the settlement create an attractive environment, interesting entrances and softens the impact of the built form. Furthermore the potential impact of future development/growth on the central core of the settlement, including the numerous listed features/buildings.
- The settlement is contained by Tarthlogue Road to the south and Belmont Road to the north.

SETTLEMENT APPRAISAL – THE BIRCHES

The Birches is a small settlement located approximately 8km north-west of Craigavon Urban Area (Portadown) north of Junction 12 of the M1 Motorway.

According to NISRA 2011 Census data, The Birches settlement has a population of 319 people and 127 households.

SETTLEMENT EVALUATION FRAMEWORK (THE BIRCHES) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Robinsonstown Wastewater Treatment Works is located east of The Birches Primary School. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land within and to the west and east of the settlement are affected by surface water flooding. • Significant areas of land to the west, south and south east of the settlement are within the floodplain. • A minor watercourse flows to the west of the settlement. • Within the northern portion of the settlement, north of the primary school is a significant area of land which has been designated as an Area of Archaeological Potential. • West of the settlement development limit, beyond the primary school is an archaeological site and monument, an early Christian enclosure (Mount Hall Enclosure & Rath). • The entire settlement and surrounding lands (north of the protected route M1 motorway) are located within Lough Neagh Ramsar (designated wetland) and Area of Constraint on Minerals Development (AoCMD). • The topography is generally flat land with roads built on ramparts.
TRANSPORT	<ul style="list-style-type: none"> • The Birches roundabout, which is located immediately south-east of the settlement is junction 12 of the M1 Motorway, which provides linkage to Craigavon Urban Area (Portadown), Belfast and Dungannon. • There are no traffic lights or traffic calming measures. • Within the settlement there are street lighting and footpaths (linking with the residential developments). • There are no cycle routes within the settlement but the Loughshore Trail (No. 94) National Cycle Network runs 1km to the north on Columbkille Road. • There are a number of bus stops/shelters within the settlement and it is served by an Ulsterbus Bus Service (No. 75) which runs from Portadown to Dungannon (via Maghera). The service travels along a route serving Portadown (Dungannon Road), Birches & Robinsonstown element of Birches, Milltown (Co. Armagh), Maghera & Tamnamore – onwards to Dungannon. • BARN (Birches Action Rural Network) located within the southern area of the settlement.

ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any existing industrial activity. • An area was zoned for community / business use in the Craigavon Area Plan (CAP) 2010. This includes a vacant depot and a number of business units that appear vacant other than a playgroup. • In terms of commercial activity there is an established forklift sales/service business within the settlement. To the north of the Birches Primary School there is a small shop and Post Office which are currently closed.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement consists of two distinct parts and is largely residential comprised of a number of small modern housing developments to the south, lower density rural dwellings dominating the central area and higher density dwellings to the north. • The lands surrounding the settlement are rural in character and are predominately agricultural with a small number of dispersed rural dwellings. • An area of land north east of Birches Primary School has been zoned as open space in the CAP 2010. It is currently a grass green area and a school car park. • There are a number of undeveloped areas within the settlement including: <ul style="list-style-type: none"> ▪ To the west of the primary school is a long narrow strip of land which gently rises towards the west. ▪ Within the northern portion of the settlement, to the west of the Clonmakate Road, there is a significant area of undeveloped land which is well enclosed by mature vegetation. ▪ Adjacent to No. 9a Birches Road is a mature orchard. ▪ Along the eastern boundary of the settlement, to the west of the Clonmakate Road, there are significant areas of undeveloped land. ▪ Immediately north of the Peatlands Playgroup, there is a significant portion of undeveloped overgrown land.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Birches Primary School, • Birches Gospel Hall, • Peatlands Playgroup, • Birches Action Rural Network (BARN: unclear if it is open), • A grassed green area of open space immediately north-east of the primary school. • Shop and post office (currently closed)

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the Area of Archaeological Potential adjoining the northern boundary, the watercourse (to north-west), floodplain (to north-west) and areas affected by surface water flooding.
- To the east, growth may be constrained by the M1 protected route junction 12 roundabout (to south-east), areas of surface water flooding and floodplain (affecting south-east).

- To the east, the settlement is also contained by the Clonmakate Road.
- To the south, growth may be constrained by the location of the protected route (M1) and junction 12 roundabout which contains the settlement, areas of surface water flooding and the floodplain.
- To the west, growth may be constrained by the location of the archaeological site (Mount Hall Enclosure & Rath), the watercourse which flows to the west of the settlement, the floodplain and areas of surface water flooding.
- To the west the settlement is also contained by the Cloncarrish Road.
- Furthermore the entire settlement and surrounding lands (to the north of the protected route M1 motorway) are located within Lough Neagh Ramsar and Area of Constraint on Mineral Development.

Former Armagh City District

Hub:	page	Small settlements:	page	Small settlements:	page
Armagh City	1	Acton	64	Kilmore	113
		Aghory	66	Lisnadill	116
Towns:		Annaghmore (Moss Road)	68	Loughgilly	118
Keady	6	Annaghmore	70	Madden	120
Markethill	10	Annahugh	73	Milltown (Aghory)	122
Tandragee	14	Ardress	75	Milltown (Benburb)	124
		Artasooly	77	Mullaghbrack	128
Villages:		Auglish	79	Salters Grange	131
Blackwatertown	17	Ballymacnab	81	St. Mary's Terrace	134
Charlemont	22	Broomhill	83	Stonebridge	137
Darkley	25	Carrickaness	85	Tassagh	139
Glenanne (Lisdrumchor)	28	Cladymore	88	Tullygoonigan	141
Hamiltonsbawn	31	Clare	90	Tullyroan Corner	143
Killylea	34	Collegeland	92		
Laurelvale/Mullavilly	37	Derryhale	95		
Loughgall	40	Derrynoose	98		
Middletown	44	Derryscollop	100		
Milford	47	Drumhillery	102		
Mountnorris	50	Edenaveys	105		
Poyntzpass *	52	Eglis	107		
Richhill	55	Glenanne	109		
Tynan	54	Granemore	111		

Former Banbridge District

Hub:		Small settlements:		Small settlements:	
Banbridge	145	Annaclogh	178	Moneyslane	206
		Ardtanagh	181	Tullylish	208
Towns:		Ashfield / Gowdystown	183	Waringsford	210
Dromore	153	Ballela	185		
Gilford	158	Ballyrone	187		
Rathfriland	162	Closkelt	189		
		Corbet	192		
Villages:		Glasker	194		
Kinallen	166	Glen	196		
Lawrencetown	168	Katesbridge	198		
Loughbrickland	171	Kilkinamurray	201		
Scarva	175	Lenaderg	203		

Former Craigavon Borough

Hubs:		Small Settlements:		Small Settlements:	
Craigavon Urban Area	212	Ballymacmaine	245	Milltown (Co. Armagh)	272
		Ballynabragget	248	Milltown (Co. Down)	274
Villages:		Blackskull	251	Scotch Street	277
Aghacommon	221	Charlestown	253	Tartaraghan	279
Aghagallon	224	Derryadd	255	The Birches	281
Bleary	227	Derrymacash	257		
Dollingstown	230	Derrymore	260		
Donacloney	233	Derrytrasna	262		
Drumnacanvy	236	Gamblestown	264		
Magheralin	238	Gibson's Hill	266		
Waringstown	242	Maghery	269		

Former Dungannon District

Villages:	
Clonmore	284
Derrylee	287
Tamnamore (Eastern portion within Co. Armagh)	289

Settlement Appraisals in former Dungannon District

SETTLEMENT APPRAISAL – CLONMORE

Clonmore is a village located approximately 13km north-west of Portadown. The settlement has a linear form either side of Clonmore Road. The village is located south of the M1 motorway and east of the River Blackwater. Clonmore was part of the area east of the River Blackwater that was transferred to Armagh City, Banbridge & Craigavon (ABC) Borough Council on 1 April 2015 from Dungannon, South Tyrone Borough Council. Clonmore was designated as a village in the Dungannon and South Tyrone Area Plan 2010.

According to NISRA 2011 Census data, Clonmore settlement has a population of 193 people and 60 households.

SETTLEMENT EVALUATION FRAMEWORK (CLONMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • Sewage Treatment Works located within the southern portion of the village. • Pumping Station located to the east of the village. • Recycling 'Bring Banks' within the grounds of Clintyclay Primary School, to the south of the village. • Broadband.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land to the north, west, east and south of the village that are located within the floodplain. • Areas of land affected by surface water flooding. • The River Blackwater is located to the west of the village, defining the boundary between the Mid Ulster District Council Area and the ABC Council Area, the Tall River is located to the north and east of the village. • Listed features include Clonmore Bridge and the Sacred Heart Roman Catholic Church, an important focal point within the village. • Archaeological sites/monuments include the 'findspot' of three dugout canoes and an ecclesiastical site. • Industrial heritage sites include Verners Bridge Station, a railway station, a tile kiln to the east of the village and a number of bridges, including the former site of a viaduct over the River Blackwater. • To the north of the village and to the north of the M1 protected route is Lough Neagh and Beg Ramsar (designated wetlands) and Area of Constraint on Mineral Development. (ACMD) • Clonmore is located approximately 1km south-west of the Peatlands Park Special Area of Conservation (SAC) and Area of Special Scientific Interest (ASSI) which are areas recognised as being nationally important for their natural habitats, wild flora and fauna, geology and landform features. • Also 1km to the north of the village there are Mullenakill and Annagarriff National Nature Reserves which are also recognised as being nationally important for their wildlife, geology and landform features. • The Argory demesne is located approximately 1km to the south-west of the village

	<ul style="list-style-type: none"> • The Derryore Site of Local Nature Conservation Importance (SLNCI) is located 1km to the south-east of the village and extends in a southerly direction for approximately 1km.
TRANSPORT	<ul style="list-style-type: none"> • Clonmore is located approximately 13km north-west of Portadown, to the south of Tamnamore village and 1km south of the M1 protected route, a key transport corridor which links the east and west of the region. • There is a junction located just off the M1 motorway (Belfast to Dungannon) 2km North-west at Tamnamore. • The River Blackwater, which also once formed the course of the historic ulster canal, is located approximately 0.5km to the west of the settlement and defines the boundary between the Mid Ulster District Council area and the Armagh City Banbridge and Craigavon Borough Council area. • Within the village there is street lighting and there is a road traffic speed restriction of 40mph imposed, there are no other traffic calming measures and few footpaths. • There is directional signage within the village associated with cycle routes. • There is a stop for the Portadown to Dungannon (via Maghery) bus route, 500m north of the settlement at Tamnamore.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the current development plan there are no areas of land zoned for industrial use. • Within the village there is a transport design, manufacturing and supply business and also an apple storage facility. To the west of the Clonmore Road, also located centrally within the village there is a Plant Sales business, which includes offices, storage and car parking facilities. • To the immediate south of the village, on lands outside but immediately adjacent to the settlement limit of Clonmore, there is a substantial distribution building and office block, which is currently disused. To the east of the village, partially outside the settlement limit, there is a second site associated with the transport manufacturing business detailed above. Also outside the settlement limit, to the south of Clonmore, there is a number of small businesses including a healing centre and scaffolding business.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement has a linear form and is largely comprised of residential development which extends in a loose form along the Clonmore Road, with pockets of undeveloped grasslands. • The residential character is mixed, ranging from single rural dwellings to modern housing developments such as Clonmore Villas. • There are a number of rural houses/buildings to the north and south of the village that include single dwellings and the Clintyclay Primary School. • There are several areas of undeveloped land within the village including:

	<ul style="list-style-type: none"> ▪ To the north of 171 Clonmore Road there are narrow strips of grassland which gently fall towards the eastern boundary of the settlement limit. ▪ Located centrally within the village, to the west of the Clonmore Road there are two derelict single storey semi-detached dwellings (166 Clonmore Road) which are surrounded by an area of undeveloped grassland. ▪ Opposite the Plant Sales business there is a rectangular area of grass land which gently slopes towards the east. ▪ Within the southern portion of the village, to the north and west of 113 Clonmore Road are two large areas of undeveloped grass land. The western area rises in a westerly direction and the eastern area gently falls to the east. ▪ Immediately north of the site detailed above is a small corner plot site which gently slopes towards the east and is occupied by a derelict single storey building.
<p>COMMUNITY SERVICES</p>	<ul style="list-style-type: none"> • Clonmore has a small number of facilities including a GAA Pitch (partially outside the current settlement limit), changing facilities, community hall, Sacred Heart RC Church and graveyard. • Outside the settlement limit, approximately 0.4km to the south of the village, is Clintyclay Primary School and a Playgroup which occupies the same premises.

Summary of the key issues that may affect the settlement and its capacity for expansion include:

- To the north growth may be constrained by the River Blackwater, the Tall River, the floodplain, areas affected by surface water flooding, the proximity to the listed Clonmore Bridge and the potential impact on rural character (integration due to exposed landscape and gentle slopes). Furthermore consideration should be given to the potential coalescence with Tamnamore village to the north and the proximity to the M1 motorway (Protected Route).
- To the east, growth may be constrained by the location of the Tall River, areas of surface water flooding, the floodplain and topography (sloping land). There are a number of rural buildings/dwellings along the Clonmore Road to the east of the village.
- To the south, growth may be constrained by the floodplain (to the south-east and south-west), the River Blackwater (to the south-west) and an archaeological site/monument (to the south-west). There are a number of rural buildings/dwellings on approach from the south.
- To the west, growth may be constrained by the River Blackwater, the Mid Ulster District Council Boundary, areas of surface water flooding, the floodplain and the topography (land slopes towards the river corridor).
- Additionally, potential growth of the village may also be guided by a number of environmental and landscape designations including Derryore Site of Local Nature Conservation Importance, the Argory Historic Park, Garden and Demesne, Lough Neagh and Beg Ramsar and also an Area of Minerals Constraint.

SETTLEMENT APPRAISAL – DERRYLEE

Derrylee is a village located approximately 13 km north-west of Portadown. It is located south of the River Blackwater and north of the M1 motorway. Derrylee was part of the area east of the River Blackwater that was transferred to Armagh City, Banbridge & Craigavon (ABC) Borough Council on 1 April 2015 from Dungannon, South Tyrone District Council. Derrylee was designated as a village in the Dungannon and South Tyrone Area Plan (DSTAP) 2010.

According to NISRA 2011 Census data, Derrylee settlement has a population of 64 persons and 24 households. This has fallen from the NISRA 2001 Census data when the village had a population of 78 persons.

SETTLEMENT EVALUATION FRAMEWORK (DERRYLEE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal; • Broadband available.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • There are portions of land located to the north, north-west, north-east and west of the settlement limit which are within the floodplain associated with the River Blackwater; • There is a small area within the settlement limit to the north-west and areas outside the limit towards the south-west, north-east and eastern aspects that are affected by surface flooding; • 350m south of Derrylee settlement limit is the designated Area of Special Scientific Interest (ASSI) and Special Areas of Conservation (SAC) for Peatlands Park; • Peatlands Park falls under both these designations as it represents one of the largest areas of degraded raised bog in Northern Ireland. The Park also includes two Nature Reserves (Annagarriff and Mullenakill); • Derrylee is located within Lough Neagh & Lough Beg Rasmar (International wetlands designation) and an Area of Constraint on Mineral Developments (ACMD). • Adjacent to No. 115 Derrylee Road is the remnants of a corn mill site noted as an industrial heritage record.
TRANSPORT	<ul style="list-style-type: none"> • The village has developed along the Derrylee Road and along a dead end road which extends in a north-easterly direction; • There is a bus stop located to the east of the village and a bus shelter located to the west. The village is served by the No. 75 Bus Service which runs from Portadown to Dungannon (via Maghery & Derrylee); • There are no footpaths, pedestrian crossings or traffic lights within the village, but it does benefit from limited street lighting; • North of Derrylee is the River Blackwater which was part of the historic Ulster Canal waterway that linked Lough Neagh to Lough Erne and the River Shannon.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • Within the settlement there is no evidence of any significant industrial activity. • No land has been zoned for industrial or commercial use within the Dungannon and South Tyrone Area Plan 2010 (DSTAP).

URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The settlement has developed in a mainly linear form along Derrylee Road and the adjoining dead end road; • The majority of the existing dwellings are located to the northern side of the Derrylee Road and along a dead end road to the north; • The settlement comprises detached rural dwellings, farmhouses and outbuildings and the orange hall; • The topography of the area sees the land fall gradually towards the River Blackwater to the north and south towards Peatlands Park. • There are a number of small areas of undeveloped land within the village and a larger area along the southern side of the Derrylee Road.
COMMUNITY SERVICES	<ul style="list-style-type: none"> • Derrylee Orange Hall, No 118 Derrylee Road; • Derrylee Sub Post Office and Post Box, Derrylee Road • Derrylee is located within a crime watch area; • The former Derrylee Methodist Church located 600m east of the limit on Derrylee Road has been approved to be converted into a dwelling.

Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- Derrylee is within Lough Neagh and Lough Beg Ramsar and within an Area of Constraint on Mineral Development (ACMD).
- To the north, growth may be constrained by topography (land generally falls to the north and north-west), the River Blackwater and its floodplain as well as areas of surface water flooding, there are also a number of rural buildings/ dwellings to the north and north-west of the limit.
- The River Blackwater defines the boundary with Mid Ulster District Council Area and County Tyrone.
- To the east, growth may be constrained by significant grouping of trees to the north-east along the River Blackwater corridor, the floodplain which extends from the River Blackwater and areas affected by surface water flooding.
- From the east, along the Derrylee Road approach the land rises gradually towards the settlement.
- To the south, growth may be constrained by topography (land falls gradually to the south), Peatlands Park which is a designated SAC and ASSI and includes two Nature Reserves and surface water flooding, there are also a number of rural buildings to the south of the limit.
- To the west, growth may be constrained by topography (to the west of the limit, in the vicinity of No.92 Derrylee Road, there is a localised crest), an extensive area of land located within the floodplain which extends in a southerly direction from the River Blackwater to the Derrylee Road and areas of surface water flooding to the south-west, there are also a number of rural building/ dwellings to the west and south-west.

SETTLEMENT APPRAISAL – TAMNAMORE

Tamnamore is a village located approximately 13 km north-west of Portadown, immediately south of the M1 motorway and served by M1 junction 14.

The village extends in a linear form along the Tamnamore Road and Derrylee Road. The River Blackwater runs through the settlement dividing County Armagh from County Tyrone. The County Armagh part of Tamnamore was part of the area east of the River Blackwater that was transferred to Armagh City, Banbridge & Craigavon (ABC) Borough Council on 1 April 2015 from Dungannon, South Tyrone District Council. This has left the western part of the village within Mid Ulster District Council and the smaller eastern part within the ABC Borough. The majority of the services and facilities are located on the Mid Ulster side. Tamnamore was designated as a village in the Dungannon and South Tyrone Area Plan 2010.

According to NISRA 2011 Census data, Tamnamore settlement has a population of 269 people and 109 households. This NISRA figure relates to the whole village. The County Armagh element of the village is estimated at 100 people and 40 households.

SETTLEMENT EVALUATION FRAMEWORK (TAMNAMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	<ul style="list-style-type: none"> • Clean water, waste and sewage disposal. • A pumping station is located to the south of Mullenakill Park. • Recycling 'Bring Banks' located within the ABC node, within the forecourt of the petrol filling station. • Broadband. • Sewage Treatment Works located within the Mid Ulster District Council Area, to the west of the River Blackwater.
ENVIRONMENTAL CAPACITY	<ul style="list-style-type: none"> • Areas of land to the north, west and south are located within the floodplain. • Areas of land around the River Blackwater Corridor within the village and including the picnic area are located within the floodplain. • Areas of land to the north, south, east and west affected by surface water flooding. • The River Blackwater dissects the village, defining the boundary between the Mid Ulster District Council Area and the ABC Borough Council Area. • Tall River which runs to the south of the village into the Blackwater River. • Industrial Heritage Sites including Verners Bridge. • There are no listed features within the village itself, however the listed Clonmore Bridge is located to the south of the village. • The lands to the north of the village and to the north of the protected route are located within Lough Neagh and Beg Ramsar (International wetland designation) and Area of Constraint on Mineral Development (ACMD). • The settlement is located west of Peatlands Park Special Area of Conservation (SAC) and Area of Special Scientific Interest (ASSI). • To the east of the village is Mullenakill and Annagarriff Nature Reserves.

	<ul style="list-style-type: none"> • There are three Archaeological Sites and Monuments designated beyond the Mid Ulster node of the settlement.
TRANSPORT	<ul style="list-style-type: none"> • Tamnamore is located approximately 13 km north-west of Portadown, and is located to both the north and south of the protected M1 motorway (linked via Derrylee Road Bridge), the key transport corridor which links Craigavon and Dungannon. • Within the village there are traffic lights (associated with the bridge linking the Mid Ulster and ABC nodes), areas of footpaths, street lighting and bus shelters. • The village is served by an Ulsterbus Bus Service (No.75) which runs from Portadown to Dungannon (via Maghery). The service travels along a route serving Portadown (Dungannon Road), Birches & Robinsontown element of Birches, Milltown (Co. Armagh), Maghery & Tamnamore – onwards to Dungannon. • To the north of Tamnamore and the M1, within the Mid Ulster District Council Area is a Park and Ride Facility.
ECONOMIC DEVELOPMENT	<ul style="list-style-type: none"> • The village has a number of commercial operations adjacent to the key transport corridor which links Belfast via Craigavon to Dungannon. • Within the ABC node is a fence manufacturing/timber supplies business and approximately 1.3km to the north-east of the node, along Derrylee Road is a transportation and fuel depot. • In terms of commercial uses within the ABC node there is a small convenience store, filling station, garden supplies business and car wash. • The Mid Ulster node contains commercial buildings and residential properties. There is a zoned area for housing located to the south of Tamnamore Road.
URBAN/RURAL CHARACTER	<ul style="list-style-type: none"> • The village straddles two council areas, the eastern side is located within the Armagh City, Banbridge and Craigavon Borough Council and the western side is located within Mid Ulster District Council. • The village has a mix of residential and commercial use. • Tamnamore extends in a linear form along the Tamnamore Road, and the historic River Blackwater runs through the settlement. • The Armagh City, Banbridge and Craigavon Borough Council node extends across the M1 Motorway with a concentrated residential area to the north. This area contains a number of single dwellings, the eight ‘Mullenakill Orbits’ and the red brick Mullenakill Park. • The village has a substantial residential base, particularly within the Mid Ulster Council Area, however it is dominated by commercial activity which appears to take advantage of its prime location along the transport corridor. • There are a small number of undeveloped sites within the ABC node including land along the eastern side of the Derrylee Road either side of a dwelling at No. 19 Derrylee Road.

COMMUNITY SERVICES	<p>The ABC node has a small number of services including:</p> <ul style="list-style-type: none"> • A designated recreation and open space picnic area adjacent to the banks of the River Blackwater. <p>The Mid Ulster District Council node has:</p> <ul style="list-style-type: none"> • An Orange Hall located southwest of the Tamnamore roundabout, • The former Tamnamore Primary School which is now being used as an educational learning centre.
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Summary of the key issues that may affect the settlement and its capacity for expansion are as follows:

- To the north, growth may be constrained by the location of the M1 Protected Route and the village's location beside a key transport corridor and floodplain.
- Land on the northern Derrylee approach to the limit is generally flat.
- The settlement has developed along the eastern side of Derrylee Road and this road contains the village to the west.
- To the east, growth may be constrained by the location of the protected route, floodplain (to south-east) and areas affected by surface water flooding.
- To the south, growth may be constrained by the location of the listed bridge, the Tall River, floodplain and areas affected by surface water flooding.
- The settlement is contained by the Tamnamore Road south of Verners Inn.
- The village of Clonmore is located approximately 0.5km to the south-west (potential coalescence concerns).
- Land on the southern Clonmore Road approach north of the Tall River is flat lands within the floodplain before it rises towards the Verners Inn height.
- To the west key issues may include the location of the River Blackwater and the floodplain. The River Blackwater defines the local government boundary with the Mid Ulster District Council.
- The village is affected by a number of environmental designations including Lough Neagh and Lough Beg Ramsar and ACMD, Peatlands Park SAC and ASSI and the Nature Reserves.
- There are a number of rural dwellings / buildings beyond the settlement limit along the Derrylee and Clonmore Road approaches.
- It is important to acknowledge the service role and function provided by the Mid Ulster Council area of Tamnamore.

Appendix 2: Existing Settlement Hierarchy Table for ACBCBC Borough

Settlement Hierarchy	Armagh	Banbridge	Craigavon	Dungannon
Main City/Town / Urban Area	Armagh City	Banbridge	Craigavon Urban Area	N/A
Local Towns	Keady Markethill Tandragee	Dromore Gilford Rathfriland	N/A	N/A
Villages	Blackwatertown Charlemont Darkley Glenanne (Lisdrumchor) Hamiltonsbawn Killylea Laurelvale/Mullavilly Loughgall Middletown Milford Mountnorris Poyntzpass Richhill Tynan	Kinallen Lawrencetown Loughbrickland Scarva Dromara *** Poyntzpass ***	Aghacommon Aghagallon Bleary Dollingstown Donacloney Drumnacanny Magheralin Waringstown	**Clonmore **Derrylee **Tamnamore (Eastern portion in Co. Armagh).
Small Settlements	Acton Aghory Annaghmore Annaghmore (Moss Rd) Annahugh Ardress Artasooly Aughish Ballymacnab Broomhill Carrickaness Cladymore Clare Collegeland Derryhale Derrynoose Derryscollop Drumhillery Edenaveys Eglish Glenanne	Annaclone Ardtanagh Ashfield / Gowdystown Ballela Ballyroney Closkelt Corbet Glasker Glen Katesbridge Kilkinamurray Lenaderg Moneyslane Tullylish Waringsford *Ballyward *Leitrim *Dechomet *Finnis	Ballymacmaine Ballynabragget Blackskull Charlestown Gibson's Hill Derryadd Derrymacash Derrymore Derrytrasna Gamblestown Maghera Milltown (Co. Armagh) Milltown (Co. Down) Scotch Street Tartaraghan The Birches	N/A (No small settlements were designated in Dungannon & South Tyrone Area Plan 2010).

	Granemore Kilmore Lisnadill Loughgilly Madden Milltown (Aghory) Milltown (Benburb) Mullaghbrack Salters Grange St. Mary's Terrace Stonebridge Tassagh Tullygoonigan Tullyroan Corner			
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* Settlements moved to NMD Council Area post-RPA April 2015.

** Clonmore, Derrylee & Tamnamore (Co. Armagh element) transferred to ABC Borough post-RPA April 2015.

*** Settlement was designated in two extant area plans (Poynzpass: AAP 2004 & BNMAP 2015 and Dromara: BMAP 2015 & BNMAP 2015).

Appendix 3: Proposed ACBCBC Settlement Hierarchy Table

Settlement Hierarchy	Armagh (Former Council Area Pre-RPA)	Banbridge (Former Council Area Pre-RPA)	Craigavon (Former Council Area Pre-RPA)	Dungannon (Former Council Area Pre-RPA)
Main City/ Town / Urban Area	Armagh City	Banbridge	Craigavon Urban Area	N/A
Local Towns	Keady Markethill Tandragee	Dromore Gilford Rathfriland	N/A	N/A
Villages	Blackwatertown Charlemont Darkley Glenanne (Lisdrumchor) Hamiltonsbawn Killylea Laurelvale/Mullavilly Loughgall Middletown Milford Mountnorris Poyntzpass Richhill Tynan	Kinallen Lawrencetown Loughbrickland Scarva	Aghacommon Aghagallon Bleary Dollingstown Donacloney Drumnacanvy Magheralin Waringstown <u>*Scotch Street*</u> <u>*Derrymacash*</u>	Clonmore Tamnamore (Eastern part in Co. Armagh).
Small Settlements	Acton Aghory Annaghmore Annaghmore (Moss Rd) Annahugh Ardress Artasooly Auglish Ballymacnab Broomhill Carrickaness Cladymore Clare Collegeland Derryhale Derrynoose Derryscollop Drumhillery	Annaclone Ardtanagh Ashfield / Gowdystown Ballela Ballyroney Closkelt Corbet Glasker Glen Katesbridge Kilkinamurray Lenaderg Moneyslane Tullylish Waringsford	Ballymacmaine Ballynabragget Blackskull Charlestown **Derryadd** Derrymore Derrytrasna Gamblestown Gibson's Hill Maghera Milltown (Co. Armagh) Milltown (Co. Down) **Pier Rampart** Tartaraghan The Birches <u>**Whitehall Road**</u>	***Derrylee***

	Edenaveys			
	Eglish			
	Glenanne			
	Granemore			
	Kilmore			
	Lisnadill			
	Loughgilly			
	Madden			
	Milltown (Aghory)			
	Milltown (Benburb)			
	Mullaghbrack			
	Salters Grange			
	St. Mary's Terrace			
	Stonebridge			
	Tassagh			
	Tullygoonigan			
	Tullyroan Corner			

SUGGESTED SETTLEMENT HIERARCHY CLASSIFICATION CHANGES:

* Settlements recommended for classification upgrade (eg Scotch St. & Derrymacash from small settlement to village)*.

** Recommended designation of two new small settlements (Pier Rampart & Whitehall Road) and recommended one new small settlement node (Derryadd) **.

*** Recommended settlement classification downgrade for Derrylee from village to small settlement ***.

Appendix 4: ACBCBC Housing Land Availability Report 2014



NORTHERN IRELAND LANDUSE DATABASE HOUSING SITES

HOUSING COMPLETIONS ON MONITORABLE SITES IN
ARMAGH DISTRICT AS OF 1 AUGUST 2014

Settlement	Units Complete	Remaining Potential	Area Developed	Area Remaining
ACTON	2	92	0.2	3.7
AGHORY	5	95	0.7	3.7
ANNAGHMORE	4	83	1.0	3.8
ANNAGHMORE (MOSS ROAD)	35	24	1.7	1.3
ANNAHUGH	59	60	3.5	2.7
ARDRESS	18	31	1.5	2.0
ARMAGH	1690	2563	96.7	109.6
ARTASOOLY	60	40	3.3	2.4
AUGHLISH	1	9	0.1	0.9
BALLYMACNAB	3	31	0.8	1.4
BLACKWATERTOWN	79	31	3.6	1.7
BROOMHILL	14	25	0.4	0.7
CARRICKANESS	12	16	0.8	0.8
CHARLEMONT	1	24	0.1	1.1
CLADYMORE	18	1	0.7	0.1
CLARE	9	56	1.1	2.3
COLLEGELAND	9	47	2.2	4.0
DARKLEY	23	66	1.0	3.1
DERRYHALE	39	32	4.5	2.6

This report excludes Phase 2 Housing Land and Phase 2 Development Land

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DERRYNOOSE	18	0	1.0	0.0
DERRYSOLLOP	3	4	1.2	0.6
DRUMHILLERY	0	3	0.0	0.9
EDENAVEYS	12	0	0.9	0.0
GLISH	13	14	0.6	0.9
GLENANNE	1	50	0.1	1.6
GLENANNE (LISDRUMCHOR)	13	84	0.5	3.4
GRANEMORE	3	46	0.4	2.5
HAMILTONSBAWN	233	44	9.9	2.2
Keady	491	568	25.7	23.5
KILLYLEA	43	79	2.4	1.8
KILMORE	58	69	3.2	2.5
LAURELVALE	262	134	14.2	5.6
LISNADILL	0	1	0.0	0.1
LOUGHGALL	13	99	0.4	6.5
LOUGHGILLY	0	15	0.0	0.6
MADDEN	1	2	0.2	0.2
MARKETHILL	249	468	11.9	17.6
MIDDLETOWN	42	21	1.8	0.7
MILFORD	95	87	5.0	3.6
MILLTOWN (AGHORY)	32	30	1.1	0.6
MILLTOWN (BENBURB)	4	30	0.1	1.1
MOUNTNORRIS	0	31	0.0	2.4
MULLAGHBRACK	0	12	0.0	0.6

This report excludes Phase 2 Housing Land and Phase 2 Development Land

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POYNTZPASS	112	117	5.3	4.8
RICHHILL	204	116	13.3	8.5
SALTERS GRANGE	1	17	0.1	0.8
ST. MARY'S TERRACE	0	1	0.0	0.1
STONEBRIDGE	6	70	0.5	4.0
TANDRAGEE	562	661	31.1	19.2
TASSAGH	0	33	0.0	1.6
TULLYGOONIGAN	4	41	0.9	3.5
TULLYROAN CORNER	3	23	0.6	1.3
TYNAN	6	54	0.6	2.1
District Totals	4565	6350	256.4	273.1



NORTHERN IRELAND LANDUSE DATABASE HOUSING SITES

HOUSING COMPLETIONS ON MONITORABLE SITES IN
BANBRIDGE DISTRICT AS OF 1 AUGUST 2014

Settlement	Units Complete	Remaining Potential	Area Developed	Area Remaining
ANNACLONE	26	40	1.6	1.5
ARDTANAGH	2	7	0.2	0.3
ASHFIELD/GOWDYSTOWN	6	64	0.8	2.5
BALLELA	0	15	0.0	0.6
BALLYRONEY	2	19	0.3	1.0
BALLYWARD	2	2	0.3	0.4
BANBRIDGE	3474	1360	181.4	58.0
CLOSKELT	4	19	0.3	1.1
CORBET	0	4	0.0	0.2
DECHOMET	0	1	0.0	0.9
DROMORE	1465	765	72.2	30.6
FINNIS	8	0	0.4	0.0
GILFORD	314	325	15.7	19.0
GLASKER	7	13	0.6	0.5
KATESBRIDGE	11	3	0.4	0.3
KILKINAMURRAY	2	0	0.1	0.0
KINALLEN	220	127	7.5	7.3
LAWRENCETOWN	231	35	12.5	2.0
LEITRIM	41	44	1.7	1.3

This report excludes Phase 2 Housing Land and Phase 2 Development Land

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LENADERG	72	4	3.2	0.3
LOUGHBRICKLAND	158	138	8.0	6.7
MONEYSLANE	50	55	1.7	2.4
POYNTZPASS(BANBRIDGE)	5	1	0.2	0.1
RATHFRILAND	303	246	13.9	9.4
SCARVA	120	116	6.2	6.5
TULLYLISH	0	12	0.0	0.7
WARINGSFORD	44	26	1.5	1.7
District Totals	6567	3441	330.7	155.1



NORTHERN IRELAND LANDUSE DATABASE HOUSING SITES

HOUSING COMPLETIONS ON MONITORABLE SITES IN
CRAIGAVON DISTRICT AS OF 1 AUGUST 2014

Settlement	Units Complete	Remaining Potential	Area Developed	Area Remaining
AGHACOMMON	267	46	15.7	4.1
AGHAGALLON	183	48	10.5	1.8
BALLYMACMAINE	125	17	5.9	0.8
BALLYNABRAGGET	6	0	0.6	0.0
BLACKSKULL	98	24	5.5	1.5
BLEARY	83	99	5.3	4.0
CHARLESTOWN	5	13	0.2	0.9
CRAIGAVON URBAN AREA	9964	10650	451.9	408.1
DERRYADD	5	105	0.8	8.8
DERRYMACHASH	31	35	2.1	1.3
DERRYMORE	25	58	1.1	2.1
DERRYTRASNA	59	9	3.9	0.8
DOLLINGSTOWN	521	120	31.3	4.4
DONAGHCLONEY	444	346	23.3	15.9
DRUMNACANVY	155	134	11.2	6.6
GAMBLESTOWN	6	24	0.5	1.9
GIBSON'S HILL	0	2	0.0	0.3
MAGHERALIN	341	348	16.5	14.7
MAGHERY	11	82	0.9	3.7

This report excludes Phase 2 Housing Land and Phase 2 Development Land

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MILLTOWN (CO. ARMAGH)	0	9	0.3	1.4
MILLTOWN (CO. DOWN)	4	9	0.3	0.5
SCOTCH STREET	160	87	5.8	2.7
TARTARAGHAN	3	2	0.6	0.6
THE BIRCHES	109	310	4.5	13.4
WARINGSTOWN	868	210	48.2	7.8
District Totals	13473	12787	646.7	507.9



NORTHERN IRELAND LANDUSE DATABASE HOUSING SITES

HOUSING COMPLETIONS ON MONITORABLE SITES IN
DUNGANNON AND SOUTH TYRONE DISTRICT AS OF 1
AUGUST 2014

Settlement	Units Complete	Remaining Potential	Area Developed	Area Remaining
AGHAGINDUFF/CABRAGH	66	0	3.6	0.1
ANNAGHMORE	89	0	4.8	0.0
AUGHER	38	0	2.4	0.0
AUGHNACLOY	116	0	5.7	0.0
BALLYGAWLEY	112	0	5.9	0.0
BALLYNAKILLY	5	0	0.3	0.0
BENBURB	77	4	4.4	0.0
BROCAGH/MOUNTJOY	47	0	4.9	0.0
CALEDON	45	0	2.3	0.0
CARLAND	4	0	1.5	0.0
CASTLECAULFIELD	58	0	5.2	0.0
CLOGHER	115	0	5.2	0.0
CLONMORE	26	43	1.8	6.4
COALISLAND	934	0	50.1	0.5
DERNAGH/CLONOE	50	0	2.4	0.0
DERRYLEE	8	50	0.9	4.1
DONAGHMORE	104	1	5.4	0.0
DUNGANNON	1462	0	74.2	0.0

This report excludes Phase 2 Housing Land and Phase 2 Development Land

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DYAN	1	0	0.1	0.0
EDENDORK	9	0	1.2	0.0
EGLISH	64	0	2.7	0.0
FIVEMILETOWN	329	0	17.3	0.3
GALBALLY	17	0	2.5	0.0
GRANVILLE	20	0	0.9	0.0
KILLEEN	33	0	1.8	0.1
KILLYMAN	93	3	6.2	0.0
MOY	386	0	18.9	-0.4
NEWMILLS	4	0	0.1	0.0
TAMNAMORE	1	0	0.2	0.0
THE BUSH	52	0	3.8	0.0
TULLYALLEN	1	0	0.1	0.0
District Totals	4366	101	236.8	11.1

Appendix 6: Suggested New Small Settlement / New Nodes Maps:

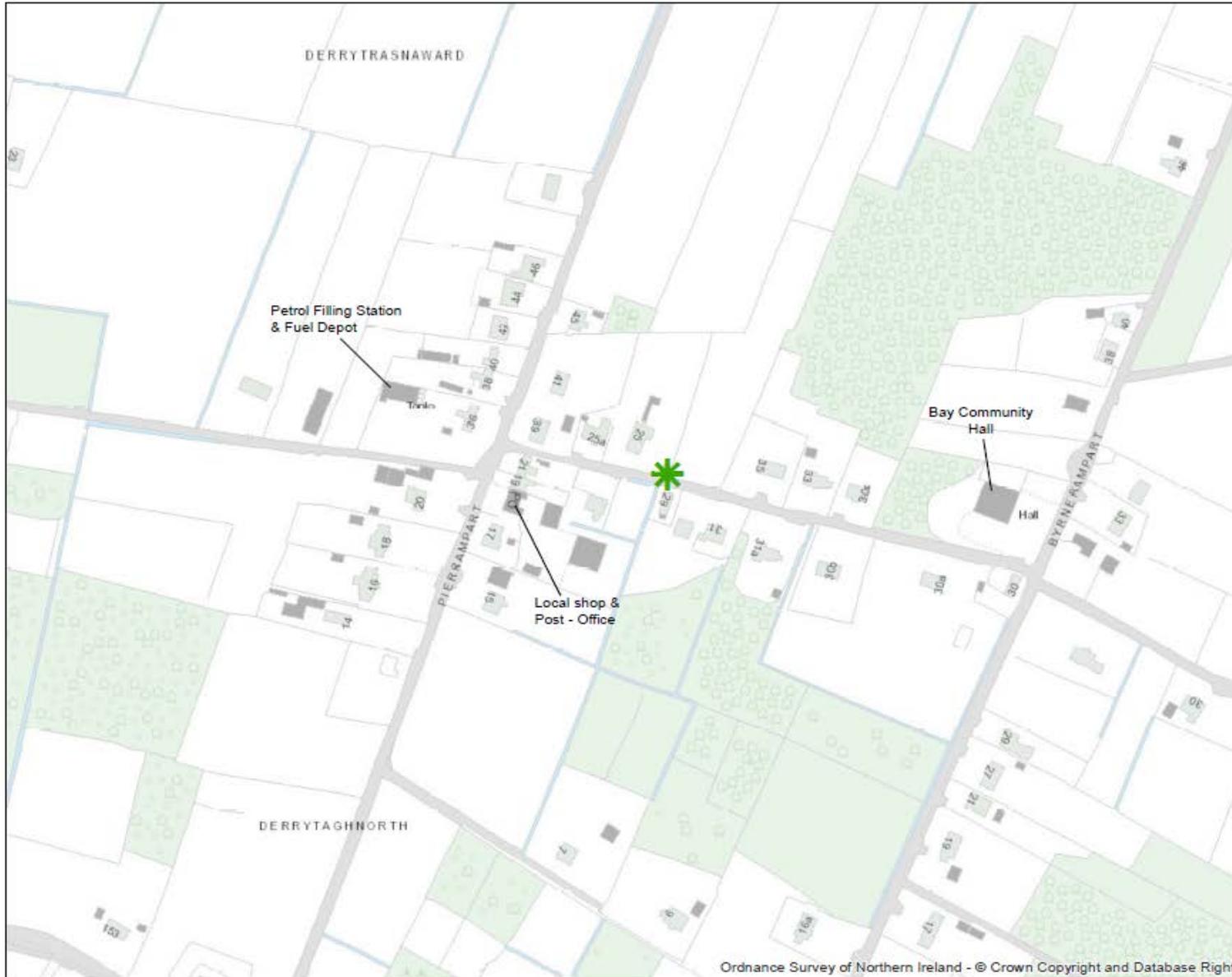
(1) Pier / Byrnes Rampart;

(2) Whitehall Road; and

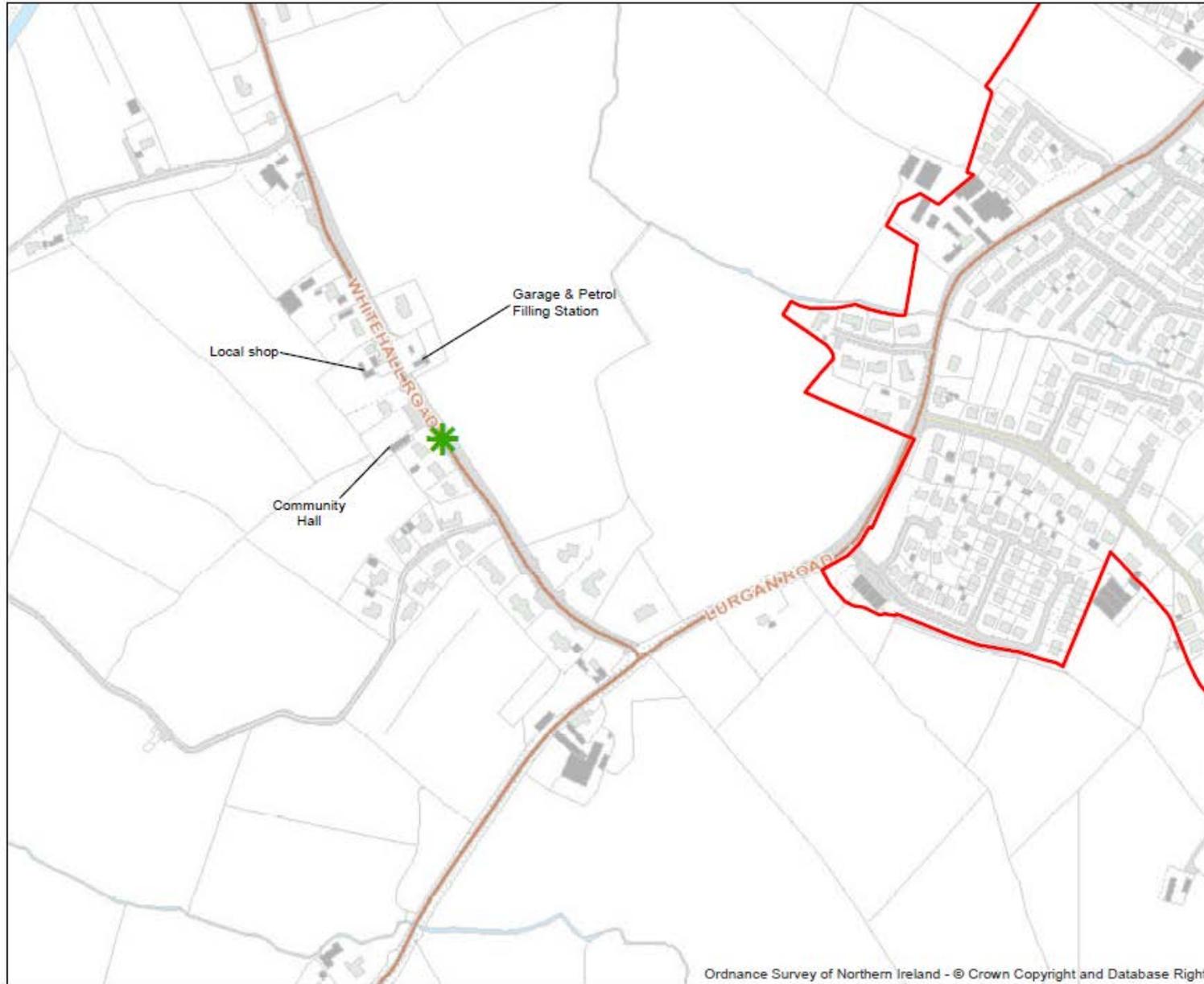
(3) Derryadd (new small settlement node).

Suggested New Pier / Byrnes Rampart Small Settlement

 Proposed Area for
New Settlement

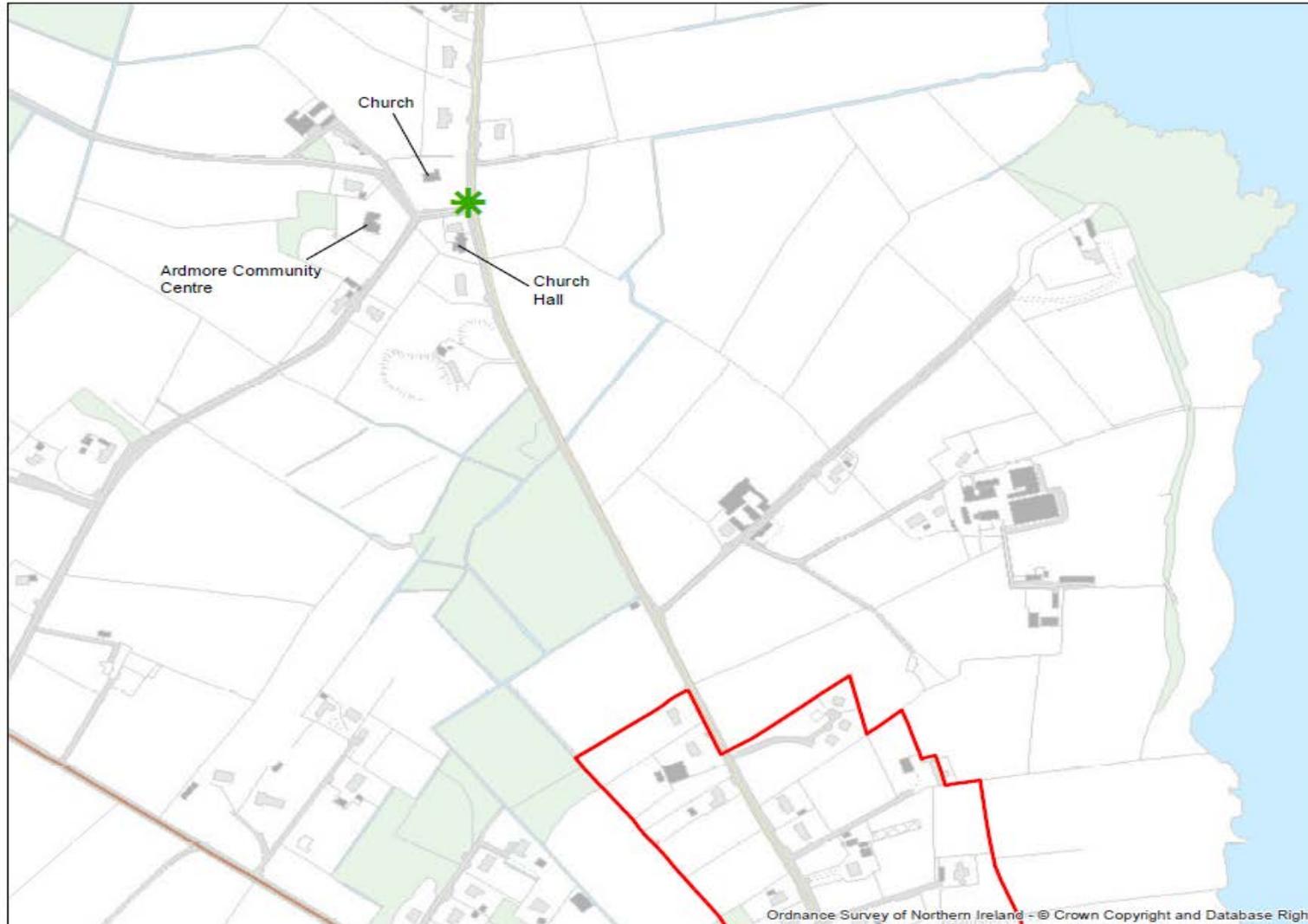


Suggested New Whitehall Road Small Settlement



-  Proposed Area for New Settlement
-  Settlement Development Limit - Aghagallon Village

Suggested New Node to Derryadd Small Settlement



Appendix 7: Settlements without NI water WWTW Capacity Information

1.	Ardtanagh
2.	Ashfield / Gowdystown
3.	Ballela
4.	Ballyroney
5.	Closkelt
6.	Corbet
7.	Glasker
8.	Glen (One node of three in ABC - two in NM&D)
9.	Kilkinamurray
10.	Tullylish
11.	Acton
12.	Aghory
13.	Ardress
14.	Auglish
15.	Ballymacnab
16.	Broomhill
17.	Carrickaness
18.	Cladymore
19.	Clare
20.	Collegeland
21.	Derrynoose
22.	Derryscollop
23.	Drumhillery
24.	Eglish (Co. Armagh)
25.	Glenanne
26.	Granemore
27.	Kilmore
28.	Lisnadill
29.	Loughgilly
30.	Madden
31.	Milltown (Aghory)
32.	Stonebridge
33.	Tassagh
34.	Tullygoonigan
35.	Tullyroan Corner
36.	Charlestown
37.	Milltown (Co. Armagh)
38.	Tartaraghan

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