

Armagh City, Banbridge &
Craigavon Borough Council

Local Development Plan 2035

Draft Plan Strategy

TECHNICAL SUPPLEMENT 1

Settlement Hierarchy and Strategic Settlement Evaluation

September 2026



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Armagh City
Banbridge
& Craigavon
Borough Council

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1.0 Introduction

Purpose of this document

The purpose of this document is to bring together the evidence base that has informed the preparation of the Armagh City, Banbridge and Craigavon Borough Council's Local Development Plan (LDP) 2035 draft Plan Strategy (dPS). It is one of a suite of topic based Technical Supplements that should be read alongside the dPS to understand the rationale and justification for the spatial growth strategy and planning policies proposed within it.

This Technical Supplement includes key updates to Local Development Plan Preparatory Paper 1: Population and Growth (July 2014) and Preparatory Paper 14: Strategic Settlement Evaluation (April 2017), which provides an overview on the existing settlement hierarchy in the Council area and considers formulating a new settlement hierarchy for accommodating future growth across the Borough over the Plan period. Preparatory Papers 1 and 14 provided the baseline information that formed part of the evidence base for the Council's Preferred Options Paper (POP). The POP, published in March 2018, provided an overview of the Key Issues of strategic significance affecting the Borough and the Preferred Options to address them.

In order to reflect the broad range of matters that were taken into account in the development of the Council's approach towards a Settlement Hierarchy in the Borough and the formulation of associated dPS planning policies this Technical Supplement has been organised into the following sections:

- **Sections 2 & 3** provide a summary of the Legislative, Regional and Local Policy Context that is relevant to the LDP, with particular emphasis on this topic area;
- **Section 4** sets out the settlement evaluation methodology;
- **Section 5** outlines the relevant Key Issue and Preferred Approach as detailed in the POP, alongside a summary of POP Commitments and a summary of some of the POP responses that were received, with a focus on those offering suggestions in respect of matters relating to the settlement hierarchy and policy development.
- **Section 6** provides an overview of the policy review, and the ongoing consultation and engagement that has been carried out in preparation of the dPS policies. Furthermore, it also details the approach of neighbouring councils to their approach to settlement hierarchy, briefly outlining their position, followed by a brief consideration of any potential conflict.
- **Section 7** summarises how the dPS approach to settlement hierarchy has been developed. It provides a rationale where amendments have been made to the existing hierarchy to take account of regional direction, POP feedback, consultation and engagement, where it has been considered necessary and appropriate to do so.
- **Section 8** sets out how the dPS settlement hierarchy has been prepared in accordance with the tests for soundness set out in the Department for Infrastructure's (DfI) Development Plan Practice Note 6: Soundness (Version 2, May 2017).

The information and data presented in this Technical Supplement has been derived from a number of different sources however, where possible, the most recent datasets available have been utilised.

It is important to note that this evidence base has been collated at a specific point in time and therefore it may be necessary for the Council to review and update it as the plan is progressed. The notional end date of the plan period has now been amended to 2035.

Planning and the Settlement Hierarchy

The Settlement Hierarchy is central to the Borough's Spatial Growth Strategy, it supports and sustains local communities, in line with the Regional Development Strategy 2035 (RDS) Regional Spatial Framework. The Spatial Growth Strategy provides a strategic framework for realising the vision of sustainable development for the Borough.

The Settlement Hierarchy provides the spatial framework for the delivery of the Spatial Growth Strategy to ensure growth is delivered in the most suitable locations and ensuring that the scale of development is appropriate to the capacity and constraints of the relevant settlement.

Within the Regional Development Strategy 2035 (RDS) the 'Hierarchy of Settlements and Related Infrastructure Wheel' recognises the strong relationship between settlement size and recognises that settlements often provide either a greater or lesser range of services and facilities than the core population may suggest. It is not appropriate therefore to consider settlement or urban population size alone in classifying settlements within the Borough; the population of rural hinterlands can also support services in urban areas, or some settlements may rely on larger settlements in close proximity for services.

The Settlement Hierarchy along with the Related Infrastructure wheel illustrates the range of public and private services needed to ensure citizens have access to the necessary economic, social and cultural opportunities, as well as the infrastructure required by businesses to build a competitive dynamic and innovative economy.

2.0 Legislative Context

The key pieces of legislation relating to this subject area include the following:

The Planning Act (Northern Ireland) 2011

The Planning Act (Northern Ireland) 2011 (hereafter referred to as the 2011 Act) is the principal planning legislation in Northern Ireland, which underpins the reformed two-tier planning system that commenced on 1 April 2015. It introduced the plan-led system, where the LDP is the primary consideration for decision making on all new development schemes and proposals will be required to accord with its provisions unless, exceptionally other material considerations indicate otherwise.

The Planning (Local Development Plan) Regulations (Northern Ireland) 2015

The Planning (Local Development Plan) Regulations set out the sequence in which the Council's new LDP is to be prepared and provides detail on the content and procedure of each stage in the plan preparation process and independent examination.

The Planning (Local Development Plan) (Amendment) Regulations (Northern Ireland) 2016

The Planning (Local Development Plan) (Amendment) Regulations (Northern Ireland) 2016 amend the transitional provisions in the Planning (Local Development Plan) Regulations (Northern Ireland) 2015 to include development plans prepared and adopted by the Department under the Planning (Northern Ireland) Order 1972 within the definition of a departmental development plan under the Planning Act (Northern Ireland) 2011.

Rural Needs Act (Northern Ireland) 2016

The Rural Needs Act (Northern Ireland) 2016 provides a statutory duty on public authorities to have due regard to rural needs when developing, adopting, implementing or revising policies, strategies and plans, and when designing and delivering public services and came into effect for Councils in June 2017.

3.0 Policy Context

Regional Policy Context

Programme for Government (PfG) 2024-2027 ‘Our Plan: Doing What Matters Most’ (2025, Northern Ireland Executive).

The PfG ‘Our Plan: Doing what matters most’ is an executive mandate committed to working together to deliver nine priorities with the goal of improving the wellbeing of everyone living and working here.

These nine cross-cutting priorities are identified as growing a globally competitive and sustainable economy, delivering more affordable and accessible childcare, cut health waiting times, ending violence against women and girls, better support for children and young people with special educational needs, provide more affordable and sustainable housing, safer communities, protecting Lough Neagh and the environment and reform and transformation of Public Services.

Under priority ‘Grow a Globally Competitive and Sustainable Economy’ the Executive identifies that we need the right infrastructure which will create the foundations for a more productive and prosperous economy; for better rural and urban communities; and for healthier and greener lives.

The Regional Development Strategy (RDS) 2035

The RDS provides a Spatial Framework that divides Northern Ireland into five components based on functions and geography. It identifies a hierarchy of settlement types and provides Spatial Framework Guidance to direct the future distribution of development across the region.

The spatial framework has the following 5 components which are:

- The Metropolitan Area centred on Belfast
- Derry / Londonderry - principal city of the North West
- Hubs and Clusters of Hubs
- The Rural Area
- Gateways and corridors

Three of the five elements of the Spatial Framework apply to our Borough (Hubs and Clusters of Hubs, The Rural Area and Corridors). The Council area is supported by high-quality road and rail links within Northern Ireland and to the Republic of Ireland. It also sits on the southern shores of Lough Neagh which is identified as a Strategic Natural Resource.

The RDS also sets out a ‘Hierarchy of Settlements and Related Infrastructure Wheel’ (Figure 1) which illustrates 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. These services include transport and communication networks, education, health, social, environment, commercial and justice. It facilitates future growth by identifying a hierarchy of settlements based on hubs, local hubs and a strong rural community living either in small towns, villages, small settlements or in the open countryside. The RDS Spatial

Framework has been used in developing a Spatial Growth Strategy and settlement hierarchy for the Borough.



Figure 1: The RDS 2035 The Hierarchy of Settlements and Related Infrastructure Wheel

The RDS identifies Armagh City, Banbridge Town and the Craigavon Urban Area as Hubs within the Borough and highlights the potential to cluster and capitalise on their strategic position on the Belfast/Dublin and Belfast/Enniskillen/Sligo Economic Corridors. The remaining settlements in the Borough are considered by the RDS as being part of the Rural Area.

The following RDS Spatial Framework guidance is of particular relevance to the Settlement Hierarchy:

- SFG10 'Identify and consolidate the roles and functions of settlements within the clusters' acknowledges that even though some places have been identified as Hubs, the towns/cities close by often already offer services that might be expected to be provided. It identifies that by understanding the existing function of each settlement within a cluster those preparing development plans can ensure the best use of resources.
- SFG11 'Promote economic development opportunities at Hubs' seeks to promote and exploit the potential for economic development. It recognises that the Hubs are performing economic roles and have potential for further economic expansion, and as such small businesses and service sector offices could locate in these towns. Additionally, it directs that when new development is being considered, the relationship and benefits between towns/cities in the clusters should be taken into account. As such, The Hub and the higher performing town/city in the cluster should be considered first in the decision process.

- SFG12 ‘Grow the population in the Hubs’ acknowledges that evidence has demonstrated that there has been a disproportionate amount of growth in smaller settlements and if this pattern were to continue, it could affect the role of larger settlements and be contrary to the objectives of the Strategy for strong growth in larger urban areas.
- SFG13 ‘Sustain rural communities living in smaller settlements and the open countryside’ acknowledges that a strong network of smaller towns supported by villages helps to sustain and service the rural community. It recognises that a sustainable approach to further development will be important to ensure that growth does not exceed the capacity of the environment or the essential infrastructure expected for modern living.
- SFG14 ‘Improve accessibility for rural communities’ identifies that rural communities can be disadvantaged by virtue of their remote location from a range of facilities and essential services, however, acknowledges that this disadvantage can be lessened by innovative use of existing services and the application of new and developing technologies

Strategic Planning Policy Statement for Northern Ireland – Planning for Sustainable Development Edition 2 (SPPS) 2025

The SPPS was published in 2015 and updated in 2025, and it sets out regional planning policies for securing orderly and consistent development of land in Northern Ireland. The provisions of the SPPS must be considered in the preparation of LDPs and is a material consideration in planning applications and appeals.

The SPPS states that ‘the overarching purpose of the Plan Strategy is to provide the strategic policy framework for the plan area as a whole and to bring forward a local growth strategy’. In accordance with the SPPS, the Settlement Hierarchy will provide the spatial framework for delivery of the Council’s Spatial Growth Strategy.

Planning Policy Statement 12: Housing in Settlements (PPS12)

PPS 12 acknowledges that the development plan process is the main vehicle for assessing future land requirements. The Policy explains that the development plan will identify the settlement hierarchy in the plan area and the placement of each settlement within the hierarchy will be part of the development plan process.

Local Policy Context

The key pieces of local policy relating to this subject include the following:

Existing Area Plans

The existing four statutory Area Plans covering the Borough provide the policy framework against which development proposals are considered.

- Armagh Area Plan (AAP) 2004 and Alteration No. 1: Armagh Countryside Proposals;
- Banbridge/Newry and Mourne Area Plan (BNMAP) 2015;
- Craigavon Area Plan (CAP) 2010; and
- Dungannon South Tyrone Area Plan (DSTAP) 2010

Due to the varying ages of the extant Development Plans, there are inconsistencies in approach with regards to a number of planning issues as well as the degree of emphasis in respect of the principles of sustainable development. However, the existing Plans are an important consideration in the LDP process, and as such have been taken into account in the development of the draft Plan Strategy. Within the borough there are 104 settlements.

Armagh Area Plan 2004 and Alterations No. 1: Armagh Countryside Proposals

A four-tier system was adopted within the Armagh Area Plan 2004 which were identified as District Town, Local Town, Village and Small Settlements.

Armagh was identified as the District Town and top of the settlement hierarchy. Keady, Tandragee and Markethill were designated as Local Towns, of the remaining 36 settlements, 14 were Villages and 22 were Small Settlements.

Banbridge/Newry and Mourne Area Plan 2015

A four-tier system was adopted within the Banbridge, Newry and Mourne Area Plan 2015. Within the Banbridge portion of the plan, Banbridge Town was identified as a Tier 1 settlement hub. Dromore, Gilford and Rathfriland were identified as Local Towns and a further 4 villages and 19 small settlements were designated.

Craigavon Area Plan 2010

A three-tier system was adopted within the Craigavon Area Plan 2010 with the Craigavon Urban Area (CUA: which comprises Lurgan, Portadown and Craigavon) at the top of the settlement hierarchy and, eight villages and sixteen small settlements below.

Dungannon South Tyrone Area Plan

At the Review of Public Administration (RPA) 2015 into Northern Ireland Council boundaries, the three villages of Clonmore, Derrylee and Tamanoir (Co Armagh portion) were transferred to Armagh City, Banbridge and Craigavon Borough Council. The remaining settlements are considered under the Mid Ulster Local Development Plan.

Masterplans

City / Town Centre Masterplans

Whilst the Area Plans provide the statutory planning framework for land use proposals, City / Town Centre Masterplans are non-statutory documents which focus on regeneration initiatives and public realm improvements in our town centres.

City / Town Centre Masterplans set out a vision for a particular City / Town Centre and identify key proposals for realising that vision over a set period. Prior to the publication of the Council's

Place Plans, Armagh had a City Centre Masterplan in place, Banbridge Town Centre Masterplan 2016 set out the regeneration objectives for Banbridge and Dromore Town Centre Master Plan defined a vision of how Dromore town centre could be transformed 2015-30. The Masterplans informed the direction of the Place Plans and had been considered during the POP and early policy development but have since been superseded by Place Plans for each respective settlement.

The Craigavon, Lurgan and Portadown Place Plans are still in the development stage, with a draft document for public consultation anticipated in early 2027. Regeneration strategies for Craigavon, Portadown and Lurgan are contained within the Craigavon Integrated Development Framework (CIDF) until the publication of the respective Place Plans.

Other Council Documents and Strategies

‘Our People, Our Place, Our Future’- The Councils Corporate Plan 2023 – 2027

The Corporate Plan 2023-27 sets out the vision, values and priorities of the Council and represents its aspirations and dedication to continuous improvement. It is the roadmap for delivering Council's Community Plan 2017 – 2030 and sets out the Councils commitment to uphold the highest standards of service delivery, facilities, projects, and programmes for the benefit of our people, our place and our future.

The Vision of the Corporate Plan is to create *“a happy, healthy and connected community, a vibrant and sustainable economy and appealing places for living, working and learning”* aligning with the aspirations of the Community Plan.

The priority of the Corporate Plan is to improve economic, social and environmental well-being through place shaping in order to attract visitors, investors, and to encourage people to be active, with a focus on promoting health and wellbeing. The Council aims to improve participation in arts and culture and strengthen the Borough as a visitor destination as well as supporting the growth of our local economy, by securing investment in infrastructure and connectivity, and providing opportunities in skills development.

The Corporate Plan proposes five priorities, each with three commitments outlining what the Council are going to do alongside actions aimed at achieving the commitments.

Connected a Community Plan for Armagh City, Banbridge & Craigavon Borough 2017-2030

Councils across Northern Ireland have a statutory responsibility to participate and lead in Community Planning. The Local Government (Northern Ireland) Act 2014 and the Planning Act (Northern Ireland) 2011 create a statutory link between the Community Plan and the LDP. It outlines that the LDP will provide ‘the spatial expression of the Community Plan.’

The Council's Community Plan is an overarching strategy for the Armagh City, Banbridge and Craigavon Borough. ‘Connected’ was launched on 4th May 2017 and updated in 2025. It provides a strategic framework for collaborative working, helping to integrate other local and regional strategies and the delivery of positive change for communities. The Community Plan will be taken into account throughout the preparation of the LDP, which will provide the spatial reflection of the Community Plan.

The Community Plan 2030 Vision is 'We have a happy, healthy and connected community, a vibrant and sustainable economy and appealing places for living, working and learning.'
The Community Plan aims to achieve the vision through three strategic themes of *Community*, *Economy* and *Place* and nine shared outcomes, as follows:

1. **Community:** Connected | Healthy | Welcoming
2. **Economy:** Enterprising | Inclusive | Skilled
3. **Place:** Creative | Revitalised | Sustainable

The three cross-cutting themes at the centre of the Community Plan are: *Connectivity*, *Equality* and *Sustainability*. These form the foundation of and underpin the Plan. The Community Plan identifies strong strategic alignment, including with the Programme for Government.

Due to the close relationship between the two plans, the LDP Vision will be based on the Community Plan Vision; citizen focused and aspiring to improve the quality of life for everyone. However, within the LDP, emphasis will be placed on land use and the creation of quality places. The Community Plan 2030 vision of connected communities and a vibrant, sustainable economy can be supported through the settlement hierarchy, which provides a framework for directing sustainable growth to appropriate settlements across the Borough.

Craigavon Integrated Development Framework (CIDF) (DSD, 2010)

The Craigavon Integrated Development Framework was published in 2010. Its purpose is to guide how the town centres of Central Craigavon, Portadown and Lurgan will develop and thrive over the next 20 years. It also sets out a strategy for regeneration for the three centres.

The CIDF focuses on achieving an integrated vision for the 3 centres as the complete package- where they will be three complementary and successful centres all with a unique offer, each having a distinct role and identity and each benefiting from a greatly enhanced environment and range of facilities. The CIDF aims to project this vision through scores of individual actions, projects and development schemes that will strengthen each individual centre and contribute to the overall regeneration of Craigavon.

The CIDF offers guidance on a number of issues and advocates a planned approach to retail, leisure, business, housing, infrastructure and community development.

The CIDF made the following recommendations for each of the three Centres:

Central Craigavon:

- Development of town centre uses, with a focus on larger units and facilities that would not find a natural home in the traditional town centres
- Marketing sites in public ownership for daytime leisure and hotel use
- New transport links
- Improvements to the public transport network
- Improved pedestrian links
- Promotion and marketing of the centre as a place to invest.

Development sites were identified at lands situated between Central Way and Highfields, lands to the north and south of the Civic centre and lands to the west of Lakeview Road abutting Rushmere.

Lurgan:

- Redevelopment of key sites in Castle Lane.
- Physical improvements to the public realm, particularly along Market Street/High Street and towards Brownlow House and the park.
- Developing loose zones for 'shopping' in the middle of High Street/Market Street, 'relaxing' at the NW end and 'living and working' at the SE end.
- Refurbishment of derelict buildings for housing and community uses, living over the shop.
- Promotion of tourism, such as investigating the potential development of Brownlow house.

Other development sites were identified at lands situated between William Street and ulster Street, the car park off Wesley Place/William Street, Johnston's Row car park and backlands, east end of High Street facing First Lurgan Presbyterian Church and lands to the SE end of Millennium Way.

Portadown:

- Redevelopment of key sites including a major riverside mixed-use scheme, including housing, offices, hospitality, hotel and retail and service sector expansion on existing car parks.
- Clustering of 'evening economy' uses and cultural facilities in existing building close to the church as well as by the river.
- Physical improvements to the public realm.
- Developing a riverside green walkway.
- Vastly improving links across the Northway/railway.
- Public transport improvements including redevelopment of the station (already completed)
- Promotion of the water sports centre.
- Promotion of empty offices to public sector
- Car parking routes and signage project

Other development sites were identified at lands off Castle Street, the car park to the rear of Magowan West Shopping Centre, the car park to the rear of High Street Mall, Shillington Street car park, Shillington Street council depot, lands abutting Bridge Street/Bridge Street south, car parks to the west of meadow lane, Ulster Carpets site and the RA Irwin & Co factory site.

The CIDF also contains an overarching strategy for transport and access and identifies various issues which should be addressed to create more sustainable transport patterns, including using public transport to connect the three centres for everyone.

Recovery & Growth Framework

The ABC Recovery and Growth Framework was launched in February 2021 and focuses on how the Council can create the right social and economic conditions to help the borough recover from the covid pandemic and drive sustainable long-term growth for the region.

It sets out a series of aims which will meet the needs of companies within the borough, such as boosting tourism and footfall in towns, and delivering support to business of all sizes, as well as longer-term interventions which will boost efficiency and competitiveness.

The Framework emphasises the regional focus on driving economic investment for Northern Ireland around key sectors such as; agrifood, health and life sciences and advanced

manufacturing, where the borough already excels and which, with support to improve skills, connectivity, and productivity, can become global exemplars.

It addresses the need for a specific focus on the case for investment in sustainable roads and rail infrastructure, for urban regeneration and rural development; for education and training to upskill the talent pool; for support of technological developments including Industry and investment in manufacturing research & development; and a commitment to driving regional competitiveness through the development of a start-up and innovative business ecosystem.

These targeted actions are aimed at accelerating the borough's recovery and set it on a path of renewed inclusive growth and prosperity.

The Armagh Place Plan (March 2022)

The Armagh Place Plan, launched by The Armagh, Banbridge and Craigavon Community Planning Partnership, is the first community planning led Place Shaping Plan in Northern Ireland.

The Armagh Place Plan has been developed to help us understand and align key messages from policies such as Council's Connected – A Community Plan, and the Strategic Planning Policy Statement for Northern Ireland 2025 which identifies 'supporting good design and positive place making' as one its five core planning principles and what these may mean for local places.

The four key themes for development focus on making Armagh; a connected city, a greener city, an engaged city and a healthy city. Collectively the plan developed seven typologies and thirty actions which will be delivered collaboratively across the partners to embrace the vision of the outcomes.

Banbridge Place Plan

The Armagh, Banbridge and Craigavon Community Planning Partnership launched the Banbridge Place Plan on 20 March 2024.

The Plan is designed around 5 outcomes; Bridging Banbridge, Green Banbridge, Healthy Banbridge, Creative Banbridge, and Growing Banbridge. The plan identifies 56 actions split across 13 'Big Ideas' to bring about positive change in Banbridge. These actions include physical and non-physical interventions, and they have been thematically clustered;

- Arts, Heritage and Leisure
- Green Innovation
- Spaces, Places and Natural Environment
- Living Here
- High Street and Investing

Dromore Place Plan

The Armagh, Banbridge and Craigavon Community Planning Partnership launched the Dromore Place Plan on 7 May 2025.

It outlines a strategic vision for Dromore and sets out five outcomes which are aimed at enhancing the quality of life for the residents, preserving the unique character of the area whilst stimulating economic growth.

The plan details four big ideas, and six thematic clusters comprising of thirty-seven suggested actions, serving as a road map for the community planning partners, stakeholders, businesses and local community groups, designed to help with the shaping, transformation and development of Dromore into the future.

Mid-Southwest Regional Economic Strategy (2020)

The MSW Region makes up almost half of Northern Ireland's land mass and encompasses three Northern Ireland Council areas: Armagh City, Banbridge and Craigavon; Fermanagh and Omagh and Mid Ulster

The Strategy sets out a vision and ambition for the region, identifies the opportunities and challenges that will be faced and sets out the priority pillars around which future investment and actions will be framed. Additionally, the Strategy provides a high-level indication of potential specific projects/interventions that may sit under each of the pillars. The priority pillars of the Strategy are as follows:

- future proofing the skills base
- enabling infrastructure
- boosting innovation and digital capacity
- building a high performing tourism economy

The Strategy identifies that the shut-down of the majority of the physical retail stores during the pandemic, alongside rapidly shifting consumer spending habits, has greatly augmented the challenges faced by our high streets and highlights that there is an urgent need to 'develop strategies to recover, reopen and re-imagine our town centres and high streets', acknowledging that future proofing will require both a digital and physical emphasis.

4.0 Settlement Evaluation Methodology

Each of the existing 104 settlements in the Borough were initially appraised against the six tests set out in the RDS Housing Evaluation Framework (Table 1). The settlements were also evaluated against the 'Hierarchy of Settlements and Related Infrastructure Wheel' (Figure 1). The evaluation comprised survey work, analysis and desk-top research. For details of the settlement evaluation including the methodology and a report for each settlement refer to Paper 14: Strategic Settlement Evaluation (Apr 2017).

Table 1: Housing Evaluation Framework		
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 & 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.

Housing Evaluation Framework (RDS 2035)

The broad evaluation framework essentially provided an overview of the services, facilities, physical infrastructure, constraints and environmental characteristics of each settlement. Census population and household statistics from the 2011 Census were included. Thus, for each settlement, a Settlement Appraisal Report (summarised in Appendix 1 of Paper 14: Strategic Settlement Evaluation (Apr 2017)) was 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.

The infrastructure and service provision that we may expect within small settlements is not detailed in the RDS Hierarchy of Settlements & Related Infrastructure Wheel. Small settlements will normally act as a focal point for the rural community where consolidation of

the built form can provide opportunity for individual dwellings and/or small groups of houses and small rural business.

As the RDS and SPPS provides limited policy or guidance in relation to the level of service or infrastructure provision that would be expected in small settlements, established criteria was drawn upon which had been accepted by the Planning Appeals Commission at previous public inquiries into draft Area Plans, such as the Armagh Area Plan 2004 (Alteration No. 1: Armagh Countryside Proposals), Banbridge/Newry & Mourne Area Plan (BNMAP) 2015, Belfast Metropolitan Area Plan (BMAP) 2015 and the Northern Area Plan (NAP) 2016.

In considering the designation of small settlements, including new candidate settlements, the criteria applied in the Armagh Area Plan 2004 (Alteration No. 1: Armagh Countryside Proposals) together with the methodology endorsed by the PAC during the public inquiry of the Banbridge/Newry & Mourne Area Plan (BNMAP) 2015, was applied. The criteria are as follows:

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

Each potential new settlement was reviewed against these criteria, and recommendations were formed on the basis of how well the area met the combined indicators. Other considerations are the environmental capacity of the settlements and available resources such as clean water, waste and sewage disposal.

In addition to those included within Settlement Hierarchies within the Borough's extant Area Plans, other potential settlements were also appraised, both in terms of whether they should be designated as a settlement and if so, its position within the hierarchy. It was considered that two new small settlements met the criteria, along with an additional node.

Consideration was also given to the need for Dispersed Rural Communities (DRCs) The Borough covers an area of approximately 554 sq. miles, covering most of County Armagh and western County Down with a significant rural area. It was considered that given the number of small settlements and their distribution, no area was so remote that it would justify bringing DRCs forward. In addition, the SPPS does not include reference to DRCs. It was considered that villages and small settlements, along with rural policies would facilitate appropriate development to sustain rural communities.

The settlement evaluations confirmed the Armagh City, Banbridge and Craigavon Borough Council 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 a village to a small settlement;
- Pier/Byrnes Rampart (Derrytrasna) and Whitehall Road (Aghagallon) identified as candidate new small settlements; and

- An additional node to the north of Derryadd small settlement.

This would result in a settlement hierarchy comprising 106 settlements across four tiers, consisting of Main City/ Town/ Urban Area, Local Towns, Villages and Small Settlements. See Appendix B for Preferred Options Paper Settlement Hierarchy Table.

Given the time that has elapsed since the comprehensive settlement analysis was undertaken, it was considered that an update to the original analysis was required. This included a review of services and facilities across the Borough's settlements along with an update of population figures. The purpose of the review was to determine whether any changes to the draft settlement hierarchy were required. The updated settlement appraisals can be viewed at Appendix D.

Details relating to waste water headroom information from NI Water (NIW), can also be found within Appendix 1 of Technical Supplement 14 'Telecommunications, Utilities and Infrastructure'.

5.0 Preferred Options Paper

The Council published its Preferred Options Paper (POP) in March 2018. The main purpose of the POP was to promote focused debate on key issues of strategic significance likely to influence the direction of future development within the Borough, so to inform the next stage in the LDP process, the Plan Strategy.

The POP outlined the vision and strategic objectives of the Plan, along with 38 Key Issues and the possible options available to address them, including the Council's Preferred Option. The Key Issues emerged from our evidence base; from engagement with Elected Members and Section 75 Groups; and from formal and informal consultation with Statutory Consultation Bodies. To inform the POP, a preliminary review of operational planning policy was also carried out, with a commitment to complete a more detailed policy review in advance of the Plan Strategy.

The POP did not cover every issue, policy and proposal that will be included in the LDP. Instead, the POP focused upon the main planning issues that had been identified through the work undertaken in developing the evidence base for the LDP, including consultation with statutory consultees and council officials, workshops with Elected Members and through the Community Plan process.

A total of 201 responses, from members of the public and statutory consultees, were received during the 9 week public consultation period, these included a wide range of comments in relation to the POP, supporting documents and the POP consultation process.

Key Issue

Key Issue SGS 1 'Defining a Settlement Hierarchy'.

Preferred Option

The preferred approach to Key Issue SGS 1 (Option SGS 1A) was to bring forward a new settlement hierarchy through reclassification of existing settlements where appropriate, and to include new settlements / new settlement nodes.

Summary of POP Commitments

Taking account of the RDS Spatial Framework as well as a wide range of factors including the population of individual settlements and their hinterlands, and their function, including the community services and facilities they provide, the preferred approach proposed that the Borough's existing Settlement Hierarchy (comprising the 4 tiers of Hubs, Local Towns, Villages and Small Settlements) would be retained with the following changes:

- 2 Small Settlements re-classified upwards in the settlement hierarchy to Villages (Derrymacash and Scotch Street);
- 1 Village re-classified downwards in the settlement hierarchy to a Small Settlement (Derrylee);
- The introduction of 2 new Small Settlements (Pier / Byrnes Rampart, Craigavon and Whitehall Road, Aghagallon); and
- The introduction of 1 additional second Small Settlement node at Derryadd, Craigavon.

POP Representations

Of the 201 representations received, 53 made comment in respect of Key Issue SGS 1, representing a response rate of only 26%. Almost half of the representations (49%) were categorised as being supportive of the preferred approach, one quarter (25%) were categorised as being unsupportive, with the remaining 26% categorised as being non-committal or unclear.

A number of the responses, although supportive of the preferred approach, did not substantiate their responses. One of the responses, categorised as being supportive, in respect of SGS 1A considered that the continued recognition of Portadown as part of a main hub (Craigavon Urban Area) acknowledges the contribution that the Craigavon Urban Area makes towards providing employment and services for the Borough (POP ref 136). Another respondent considered that the preferred approach and the proposed 4-tier Settlement Hierarchy is logical and highlighted that to be sustainable, sufficient land must be provided at a variety of locations across the Borough (POP ref 148).

One of the respondents welcomed the preferred approach and considered that the introduction of new small settlements (or nodes) at Pier/ Byrnes Rampart, Whitehall Road and Derryadd should offer the potential to reduce rural sprawl and one-off housing in these areas (POP ref 174). Another respondent considered that the proposed Settlement Hierarchy will secure the sustainability of villages and rural communities (POP ref 141), whilst another highlighted the importance of ensuring that the sustainability of existing rural communities is addressed through the provision of housing, so to sustain existing services in the settlements (POP ref 139).

Whilst welcoming the preferred approach that Armagh City would remain as a Hub, one respondent considered that in order for Armagh to benefit from its strategic position it requires the allocation of additional housing lands and consolidation and rationalisation of the existing industrial land supply (POP ref 140). Another of the respondents, categorised as supportive, highlighted that the use of the Gazetteer of Nucleated Historic Urban Settlements can be of use in the review of the settlement hierarchy and understanding the evolution of settlements in the Borough, and planning for future growth, designation or regeneration (POP ref 080).

One of the responses, categorised as being unsupportive of the preferred approach, suggested that some of the small settlements should not be classed as separate from the Hub they are located in close proximity to (for example Edenaveys should be part of Armagh and Derrymacash should be part of Lurgan). The respondent considered that encouraging people to think they live in a larger settlement would foster civic pride and reduce isolation (POP ref 004). Another respondent considered that in order to ensure equal and sustainable growth across the Borough, consideration should be given to establishing (at least) one Local Town in either the former Craigavon (or part Dungannon) Council Areas (POP ref 070).

One of the respondents considered that an imbalance within the proposed Settlement Hierarchy is evident, particularly in relation to Local Towns. The respondent suggested that the LDP could identify villages with potential to become local towns thereby providing a more sustainable general settlement hierarchy (POP ref 83).

A small number of the representations that were received suggested amendments to the structure of the proposed Settlement Hierarchy. One respondent suggested that the introduction of a 5th tier would allow for greater balance in the order of small – medium sized settlements that presently fall within the villages and small settlement categories, based upon the variety and degree of services that they provide (POP ref 128). The respondent considered that new classifications would help to promote and sustain a range of services that help strengthen the settlements and surrounding rural areas, and lead to renewed sustainable

growth within settlements over single houses in the countryside. Another respondent, also supportive of a five tier Settlement Hierarchy, considered that this structure would help to promote and sustain a range of services that help strengthen the settlements and surrounding rural areas, and lead to renewed sustainable growth within settlements over single houses in the countryside (POP ref 185). One respondent suggested the introduction of a 6 tier Settlement Hierarchy, which would include Craigavon, Portadown and Lurgan in Tier 1, Armagh and Banbridge in Tier 2, Keady and Dromore in Tier 3 and Tandragee, Markethill, Gilford and Rathfriland in Tier 4, with villages and small settlements in Tiers 5 and 6 respectively (POP ref 188).

Additionally, a significant number of the representations disagreed with the position of settlements within the proposed Settlement Hierarchy. Suggested amendments to the proposed Settlement Hierarchy included: the reclassification of Waringstown as a local town (POP ref 012), the reclassification of Derryhale as a village (POP ref 132), the reclassification of Ballymacnab, Cladymore, Derrynoose, Madden, Tassagh and Collegelands as villages (POP ref 147) and the elevation of Dromore to an additional tier, above Local Towns as separate 'Large Town', in recognition of its size, strategic location and potential for further growth (POP ref 110).

Whilst a significant number of the responses did not offer a specific opinion on the preferred approach towards SGS 1, many offered suggestions or highlighted additional areas for consideration. One respondent noted that the candidate small settlements were not subject to a formal settlement evaluation methodology and considered, for consistency, that these should be evaluated using the same methodology as the existing settlements so to help identify key issues which may affect the potential to expand, such as WwTW capacity (POP ref 113). Another respondent emphasised that a sustainable approach to further development will be important to ensure that growth does not exceed the capacity of the environment or the essential infrastructure expected for modern living (POP ref 135). One respondent queried how the issue of further development within the Ramsar site would be addressed, in combination with the proposed new settlements (Derryadd, Pier/ Byrnes Rampart and Whitehall Road) in terms of the impact on biodiversity and landscape (POP ref 082). It noted that within the justification text for the preferred approach, there was no iteration of whether a 'development limit' will restrict further development in this part of the Lough Neagh Ramsar site as opposed to no development limit, nor whether existing or new water treatment facilities are available.

Consideration of Preferred Option SGS 1A

Defining a Settlement Hierarchy is an important element of the Borough's Spatial Growth Strategy. It provides the spatial framework for the delivery of the Spatial Growth Strategy to ensure growth is delivered in the most sustainable way, by guiding development to the most suitable locations in the Borough and ensuring that the scale of development is appropriate to the capacity and constraints of the relevant settlement.

All responses received in respect of SGS 1A are welcomed by the Council and each have been carefully reviewed as the Council's approach towards the Settlement Hierarchy has been developed. This includes detailed consideration of feedback relating to the structure of the Settlement Hierarchy, such as the suggested five or six tier hierarchies, and those which offered suggestions on the position of various settlements within each tier.

The Council recognises that establishing an appropriate Settlement Hierarchy for the Borough is a complex undertaking, one that takes account of a wide range of factors. As part of the preparation for the POP an evaluation of the existing settlements within the Borough was carried out to establish the appropriate position of each of the settlements within the

hierarchy¹. The evaluation of settlements takes into account the RDS Regional Spatial Framework, including the six tests of the Housing Evaluation Framework (Resources, Environmental Capacity, Transport, Economic Development, Urban/Rural Character, Community Services), settlement catchment and function, the Hierarchy of Settlements and Related Infrastructure Wheel, census data, local knowledge, existing development plans, along with the data detailed within the NISRA document 'Classification and Delineation of Settlements'. The process also involved a number of Workshops with elected members, during which discussions took place in respect of the classification of each settlement and where they should sit in the new settlement hierarchy. It is the Council's position that the preferred approach towards SGS 1, as presented in the POP, was based upon a sound analysis of the settlements within the Borough.

However, the Council acknowledges that the LDP, including its Settlement Hierarchy, must be underpinned by a robust and up-to-date evidence base. As such it was deemed appropriate to update the Settlement Appraisals, carried out in advance of the POP, to ascertain whether any changes to the proposed Settlement Hierarchy were necessary. This process involved an updated evaluation of extant and proposed settlements to determine if a settlement was placed within the appropriate tier of the Settlement Hierarchy or if a new settlement should be designated. The outworkings of this review reinforced the Council's position, as presented in the POP, that two settlements, Derrymacash and Scotch Street, should be reclassified upwards from Tier 4 'Small Settlement' to Tier 3 'Villages' on account of their large population, community facilities, how they function and their everyday retail provision. Additionally, the review confirmed the position that Derrylee should be reclassified downwards from a Tier 3 'Village' to a Tier 4 'Small Settlement' on account of its low population and lack of community facilities and services². The updated Settlement Appraisals (2024/2025) is included in Appendix D and further detail on its findings are summarised in Section 7 of this Technical Supplement. Updated information in respect to wastewater capacity is contained within Technical Supplement 14 'Telecommunications, Utilities and Infrastructure.'

Whilst the Council notes the various rationales offered in support of alternative settlement hierarchy structures and classifications; it is important to note that the ability of each settlement to accommodate growth will differ depending on a number of often competing factors including physical, environmental and infrastructural constraints. It is noted that the rationale behind a number of the responses suggesting amendments to the structure of, or classifications within, the Settlement Hierarchy was often based on the size of a settlement and / or its population. It is important to note that the RDS and its related Infrastructure Wheel, referred to above, recognise 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 size alone in classifying service settlements within the Borough. How the settlement functions, its location in relation to other settlements and the population of rural hinterlands can also support services in urban centres. Additionally, the location of settlements, how they function and their relationship with adjacent settlements is an important consideration of the settlement appraisal and should be considered alongside other issues such as settlement identity and historical development. The Council also accepts that the Gazetteer of Nucleated Historic Urban Settlements is a useful tool in classifying settlements in the hierarchy and understanding their origins, development and planning for the future.

The various comments and concerns raised by respondents regarding the proposed introduction of two new candidate Small Settlements (Pier / Byrnes Rampart, Craigavon and Whitehall Road, Aghagallon) were carefully considered by the Council. In particular concerns

¹ See Preparatory Paper 14 'Strategic Settlement Evaluation', April 2017

² The boundaries of all settlements in the Settlement Hierarchy, including the three upgraded settlements, will be reviewed and identified at Local Policies Plan Stage.

regarding infrastructure issues, such as how waste water could be disposed of within the Ramsar wetland area, and the potential impact of the new settlements / node on the Lough Neagh Ramsar in terms of both biodiversity and landscape. It is important to note that the Council was also cognisant of the Department of Agriculture, Environment and Rural Affairs (DAERA) response to the Sustainability Appraisal, published alongside the POP, which also highlighted a number of concerns including the potential impact on biodiversity and landscape that may result from additional settlements within the Ramsar. In response to these concerns, the Council undertook further consultation with DAERA and Shared Environmental Services and following careful consideration, deemed that it would not be appropriate to bring these candidate settlements forward in the dPS, due to the potential higher return of development and the resultant impact on the environment. On this basis the Settlement Hierarchy was subsequently revised to remove Pier / Byrnes Rampart and Whitehall Road as candidate small settlements.

The comments regarding the allocation of housing and supply of economic development land are also noted. The Council acknowledges that the Settlement Hierarchy, and issues such as housing allocation (and supply) and economic development land allocation are fundamental cross cutting matters to be addressed in the LDP. It recognises the important role that the LDP has in managing growth across the Borough to promote sustainable patterns of development and as such will bring forward a Spatial Growth Strategy in the dPS aimed at guiding where growth should be directed in terms of housing and economic growth, etc., over the Plan period. The Spatial Growth Strategy will deliver a number of strategic spatial proposals and strategic policies, including a Housing Strategy and Economic Development Strategy, and will also be supported by a suite of operational subject policies. The Housing Strategy will address both housing allocation (SGS 3) and the management of housing supply (SGS 4), whilst the Economic Development Strategy (SGS 5) will address economic development land allocation over the Plan period. Further information on the Housing and Economic Development Strategies is set out in Technical Supplements 2 and 3, respectively.

Having carefully considered the POP feedback and suggestions, alongside the various considerations outlined above, including regional direction, the Council remains of the opinion that the Borough's existing Settlement Hierarchy (comprising a four tier structure consisting of Hubs, Local Towns³, Villages and Small Settlements) should be brought forward in the dPS with a small number of changes, including the reclassification of three settlements, as detailed above. It is contended that the Councils approach towards the Settlement Hierarchy, as set out in the dPS and this Technical Supplement, is based upon a sound analysis of the settlements within the Borough.

The policy approach for SGS 2 'Settlement Hierarchy' is set out in greater detail in Section 7 'Draft Plan Strategy Policy Approach.'

For further detail on the POP responses, and the Council's consideration, refer to the POP Public Consultation Report, available on the Council's website.

³ The six Small Towns proposed within the Settlement Hierarchy (Tier 2) comprise the existing Local Towns of Keady, Markethill & Tandragee in the Armagh area and Dromore, Gilford & Rathfriland in the Banbridge area.

6.0 Stakeholder Engagement

Internal Stakeholders

Planning Officers in Development Management and Enforcement Sections

Consultation was carried out with planning officers in the Planning Department's Development Management and Enforcement Sections as part of the policy review process; to establish any difficulties they experienced in the application of existing planning policies and to provide an opportunity to critique the draft policies. Officers' views were taken into consideration in finalising draft policies prior to being presented at Council Members workshops.

Other Council Departments

Representatives from relevant Council departments have been engaged to ensure that due account has been taken of Council's Community Plan, as well as other Council strategies and initiatives.

This engagement was undertaken by way of individual meetings with council departments, in particular the Community Plan Team to ensure account was taken of the Council's Community Plan.

A meeting also took place with a 'Project Management Team.' The Project Management Team was comprised of Officers from a range of council departments, including Community Plan, Tourism, Economic Development, Environmental Health and Environmental Services.

Elected Members

Section 8 (7a) of Part 2 (Local Development Plans) of the Planning Act (Northern Ireland) 2011 requires the Plan Strategy to be adopted by resolution of the Council. As such, Elected Members have been engaged throughout the LDP process, including the preparation of the draft dPS policies.

Engagement with the Elected Members has been facilitated through a series of workshops held between 2019 and 2026. That engagement included the draft Spatial Growth Strategy – Settlement Hierarchy.

Elected Members were in agreement with the draft Spatial Growth Strategy.

External Stakeholders

Government departments and agencies

Section 8 (5) of Part 2 (Local Development Plans) of the Planning Act (Northern Ireland) 2011 requires the Plan Strategy to take account of the RDS, any policy and guidance issued by the Department and other relevant government strategies and plans. As such the Council has engaged key consultees representing relevant central government departments and agencies in the preparation of the draft Plan Strategy policies.

Cross Boundary Context and Consideration of Neighbouring Council Approaches

In developing our settlement hierarchy consideration has also been given to the approaches of adjoining Councils.

The Borough adjoins the boundary of five neighbouring Council areas:

- Antrim and Newtownabbey Borough Council (by Lough Neagh);
- Newry Mourne and Down District Council;
- Mid Ulster District Council;
- Lisburn and Castlereagh City Council; and
- Monaghan County Council, in the Republic of Ireland.

The Preferred Options Papers (POPs), supporting evidence base and draft Plan Strategies / Plan Strategies of adjoining Councils have been taken account of, in addition to regional guidance, to identify any cross-boundary issues / conflict.

Table 2 below outlines adjoining Councils position regarding the settlement hierarchy.

Neighboring Council	Position
Antrim and Newtownabbey Borough Council	Antrim and Newtownabbey Borough Council (ANBC) published its Local Development Plan - draft Plan Strategy on 28 June 2019 for a four week period of pre-consultation. A formal period of public consultation also ran from 26 July 2019 to 20 September 2019. The draft Plan Strategy was submitted to DfI on 8th March 2021. On 3 July 2025, ANBC adopted their Local Development Plan 2030 – Plan Strategy, in accordance with Section 12 of the Planning Act (Northern Ireland) 2011 and Regulation 24 of The Planning (Local Development Plan) Regulations (Northern Ireland) 2015. Under Strategic Policy 1: Sustainable Development SP 1.7 Spatial Growth Strategy and the Places of our Borough sets out how future growth of housing and employment will be accommodated within their borough. It identifies that their focused core growth will be in Metropolitan Newtownabbey and the Major Hub Town of Antrim. They will consolidate and strengthen the role of the large town of Ballyclare and also consolidate the role of the towns of Crumlin and Randalstown. Under Strategic Policy 1: Sustainable Development SP 1.8 The Growth Strategy identifies the places of the Borough within tiers and also the role and function of the Boroughs settlements in accommodating future growth and development. The identified tiers are classified as below:

	• Metropolitan Urban Area • Major Hub Town • Large Town • Towns • Villages • Hamlets • Countryside
Lisburn and Castlereagh City Council	The draft Plan Strategy was published for formal consultation on Friday 8th November 2019, and it was submitted to the Department for Infrastructure on 22nd March 2021. Independent examination of the dPS began on 28th March 2022 and the public hearing sessions completed in May 2022. On the 26th September 2023 LCCC adopted their Local Development Plan 2030 – Plan Strategy, in accordance with Section 12 of The Planning Act (Northern Ireland) 2011 and Regulation 24 of The Planning (Local Development Plan) Regulations (Northern Ireland) 2015. The Spatial Strategy – Settlement hierarchy for Lisburn and Castlereagh provides the basis for the framework upon which the Local Development Plan is devised. The Settlement Hierarchy ensures that the growth of settlements, the provision of housing, employment land, other key land uses and related infrastructure, are in the right place to benefit the community as a whole. In determining where each of their settlements sat within their hierarchy, they have taken account of a wide range of factors, such as population of individual settlements and assessments of their role or function, employment opportunities, level of community services (educational, recreational) and existing physical infrastructure including space capacity and public transport provision. The hierarchy contains 5 tiers: • City • Greater Urban Areas • Towns • Villages • Small Settlement
Mid-Ulster District Council	Mid Ulster District Council published its Local Development Plan 2030 – Draft Plan Strategy on 22nd February 2019, the Council re-consulted on its Draft Plan Strategy, which closed at 5pm on 24th September 2020.

	The draft Plan Strategy has now been submitted to the Department for Infrastructure on 28th May 2021. As stated, Mid Ulster's Spatial Planning Framework 1 manages growth based on sustainable patterns of development balanced across Mid Ulster, in accordance with the Regional Development Strategy with settlement limits defined for all settlements to provide compact urban form and to protect the setting of individual settlements. In allocating growth and defining settlement limits Mid Ulster has taken into account the existing roles and function of each settlement and the ability of the settlement to accommodate sustainable growth in terms of infrastructure, services and connectivity. The settlement hierarchy for the district has four tiers and is identified below: • Main Towns (Hubs) • Local Towns • Villages • Small Settlements
Newry, Mourne and Down District Council	Newry, Mourne and Down Council (NMDDC) published its Local Development Plan 2035 draft Plan Strategy in June 2025. The consultation period was carried out over a twelve-week period, from Friday 27th June 2025 to Monday 22nd September 2025. The LDP Objectives related to the settlement hierarchy include further develop Newry City as a regional gateway City and Downpatrick as a main hub within the district, protect and sustain the role of local and small towns so they act as local centres for housing, community services, shops, employment and leisure of an appropriate scale and support their villages to meet the needs of the surrounding rural area. The objectives are supported by Strategic Policy SETT1 – Settlement Hierarchy which is designated as part of the Councils Spatial Growth Strategy. Newry, Mourne and Down District Council has identified four Settlement Classifications which are as follows; • City/ Main Town • Local and Small Towns • Villages • Small Settlements
Monaghan County Council	Monaghan County Council adopted its County Development Plan 2025 – 2031 on 26th May 2026.

	Local, regional and national policy promotes development to locate in the population centres of existing towns and villages where the basic social and infrastructural services are available and where such services may be provided or expanded on if required. Monaghan County Council is committed to furthering the development of the County in a hierarchal manner. The aim of the settlement hierarchy is to recognize existing urban centres and their functions, to encourage enhanced commercial and employment opportunities, to provide an increased range of social and recreational facilities, and to protect the agricultural industry and the rural areas. The settlement hierarchy for County Monaghan proposes the following tiers: • Principle/Key Town • Strategic Towns • Service Towns • Villages • Rural Community Settlements • Dispersed Rural Communities Each tier has an associated objective. • SHO1 - Facilitate the development of Monaghan Town in order to maintain its position as the Principle/ Key Town in the County at the top of the settlement hierarchy and to ensure that its population and development growth takes place in an orderly and sustainable manner. • SHO2 - To promote the Strategic Towns as population centres and as prosperous and thriving local development and service towns, where the principles of environmental, economic and social sustainability, including protection of the town's heritage and natural and built environment are enshrined. • SHO3 – To promote and develop the Services Towns to create self-sufficient sustainable and vibrant communities and centres of population, which will act as local development and service centres for their respective hinterlands. • SHO4 – To promote and facilitate development that is commensurate with the nature and extent of the existing villages and to support their role as local centres and locations for housing. • SHO5 – To prepare Tier 4 village plans during the lifetime of this plan, with a focus on housing, amenity, infrastructure, transport and the sustainable reuse and regeneration of existing derelict, vacant, or underutilized sites. At least one
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	village plan will be prepared for a village in each of the three Municipal Districts per annum. • SHO6 – To support and encourage the development of Tier 5 settlements as locations for housing and to ensure that local services are sustained in the rural community settlements.
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The Council has engaged with and responded to neighbouring Councils POP's and draft Plan Strategies. The Council is also represented on a number of working groups to discuss cross-boundary issues, including the Development Plan Working Group.

In consideration of neighbouring Council's development plan documents and discussions held with their officials, it is the opinion of this Council that no conflict is apparent with our draft Plan Strategy, insofar as it related to the settlement hierarchy and strategic settlement evaluation.

7.0 Draft Plan Strategy Approach

As analysed above, the Council's Spatial Growth Strategy, including the Settlement Hierarchy has evolved from a review of extant regional planning policies, other key policy and guidance documents, the POP, responses to the POP and a series of engagements with key stakeholders, including the following:

- Key statutory consultees.
- Elected Members of the Council.
- Officers from the Development Management and Enforcement sections of the planning department; and
- Officers from other relevant departments of the Council.

In preparing the Strategy, the Council has taken account of a range of relevant matters, including the following:

- The RDS (in particular the Spatial Framework and Hierarchy of Settlements & Related Infrastructure Wheel) and the revised SPPS.
- The extant development plans within Armagh City, Banbridge & Craigavon Borough.
- The Council's Community Plan (especially in terms of the Plan's cross cutting theme of sustainability, which seeks to improve everyone's quality of life economically, environmentally and socially, without compromising future generation's ability to develop, grow and flourish and the commitment to ensure our outcomes and actions are sustainable), ongoing council initiatives and the neighbouring council context.
- The adopted /draft Plan Strategies of neighbouring councils – the draft policies are not considered to conflict with any of those.

The spatial growth strategy, including the proposed settlement hierarchy, have been subject to a Sustainability Appraisal (SA) and Habitats Regulations Assessment, the findings of which are set out in the accompanying SA Environmental Report and draft Habitats Regulations Assessment.

In conclusion, the spatial growth strategy, including the proposed settlement hierarchy are founded on a robust evidence base which includes baseline information contained in this Technical Supplement, the POP, responses to the POP and subsequent engagement with consultees.

As outlined above, the POP identified a preferred option to establish a new settlement hierarchy for the Borough, through the reclassification of existing settlements and the identification of new candidate small settlements. The POP proposed a new four-tier settlement hierarchy, as set out in Appendix B. It was considered that this approach would provide a more consistent, equitable and sustainable approach to future growth and development across the Borough.

In response to the consultation process the Department of Agriculture, Environment and Rural Affairs (DAERA) raised several queries relating to the candidate settlements including the availability of waste-water facilities, whether a development limit would restrict further development in the RAMSAR compared to no settlement limit and potential cumulative impacts on biodiversity and landscape quality.

As development in these localities would be reliant on septic tanks for wastewater disposal and given the points raised by DAERA, along with concerns of water quality in Lough Neagh,

the Council further engaged with DAERA and Shared Environmental Services (SES) in relation to the matter.

Following discussions and further assessment it was considered that there are environmental capacity issues in this area and as such, it was considered appropriate not to bring these candidate settlements forward, due to the potential higher return of development and the resultant impact on the environment due to limitations within the area.

The approach in the draft Plan Strategy is to bring forward the POP preferred option with an amendment as follows:

Tier	Changes from POP Preferred Option
Main Settlement (Hubs)	No change from POP
Small Towns*	No change from POP
Villages	No change from POP
Small Settlements	Removal of new candidate node/ settlements identified in the POP as: • Derryadd (additional node) • Pier/Byrnes Rampart • Whitehall Road

Table 3: Amendment to the POP Settlement Hierarchy Preferred Option

*The six Small Towns proposed within the Settlement Hierarchy (Tier 2) comprise the existing Local Towns of Keady, Markethill & Tandragee in the Armagh area and Dromore, Gilford & Rathfriland in the Banbridge area.

The draft Plan Strategy will therefore designate 104 settlements across four tiers within the Plan area (dPS Settlement Hierarchy Table, Appendix C), as follows:

- Tier 1: 3 x Main Settlements (Hubs);
- Tier 2: 6 x Small Towns;
- Tier 3: 30 x Villages ; and
- Tier 4: 65 x Small Settlements.

Consistent with the approach set out in the POP, Derrymacash and Scotch Street will be reclassified from small settlements to villages, having regard to a range of factors including population size, the availability of community facilities, their functional role and everyday retail provision. Derrylee will be reclassified from village to a small settlement, reflecting its lower population and more limited range of community facilities and services.

At the next stage of the LDP, the Local Policies Plan stage, the Council will review development limits for all of the settlements identified within the Settlement Hierarchy. The main objectives for these development limits will be to acknowledge existing urban development, promote and accommodate necessary sustainable development and contain it within the limits to maintain a clear distinction between the built-up area and the surrounding countryside.

8.0 Soundness

The LDP has been prepared in accordance with the tests of soundness set out in the DfI's Development Plan Practice Note 6: Soundness (Version 2, May 2017). The draft Plan Strategy, insofar as it relates to the designation of the settlement hierarchy is regarded as sound, as it satisfies the relevant tests of soundness, as summarised below:

Table 4 Consideration of Soundness

Procedural Tests	
P2	The settlement hierarchy as proposed in SGS2 has evolved from the POP and has taken account of responses to the POP and the POP Consultation Report.
P3	The settlement hierarchy has been subject to Sustainability Appraisal, including a Strategic Environmental Assessment. Further details are included in the Sustainability Appraisal Report.
Consistency Tests	
C1	The settlement hierarchy has taken account of the RDS including the Hierarchy of Settlement and Spatial Framework Guidance.
C2	The settlement hierarchy has taken account of the Community Plan
C3	The settlement hierarchy has taken account of existing planning policies as contained within the SPPS.
C4	The settlement hierarchy has taken account of the existing development plans within Armagh City, Banbridge and Craigavon Borough, ongoing Council initiatives and the neighbouring council context, including the Republic of Ireland.
Coherence and Effectiveness Tests	
CE1	The settlement hierarchy has taken account of the emerging LDPs of our neighbouring Councils in Northern Ireland and neighbouring council in the Republic of Ireland (Monaghan County Council) and is not considered to be in conflict with them. It will provide a coherent spatial framework for the LDP Spatial Growth Strategy, the strategic policies and operational policies that support it.
CE2	The settlement hierarchy is founded on a robust evidence base which includes the baseline information contained in this technical supplement, the POP and responses to it and subsequent consultation with consultees, including DfI.
CE3	Information collected through the ongoing monitoring framework will be assessed against a range of indicators to determine whether LDP policies are performing as intended. This assessment will consider whether policies are achieving their stated objectives, associated targets and whether there are any unintended consequences arising from their implementation. In particular regards to this subject area the Council is committed to undertaking the following monitoring: Adequate supply of land for housing. Provision of affordable housing within settlements Provision of traveller accommodation. Provision of Specialist Residential Accommodation Provision of Houses in Multiple Occupation (HMO). Protection of residential use of dwellings within protected housing areas. Monitoring findings will inform the future review of the Plan and any necessary policy intervention.

CE4	The settlement hierarchy can be reviewed at Plan Review stage with potential for settlements to be re-classified to take account of changing circumstances (for example population and levels of service provision). Where appropriate, the need for flexibility has been built into the strategic approach and draft policies to allow for changing circumstances. Local Policies Plan stage will provide further opportunity to review existing and introduce new local policies, provided this is underpinned by robust evidence base and is consistent with the adopted Plan Strategy.

Appendices

Appendix A: RDS Settlement Hierarchy Classification

Infrastructure	Principal City	Regional Town	Smaller Towns	Villages
Skills	University	Further Education / Special School	Library / Post Primary School	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 Facilities, 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, Prison, Forensic Science	Police District, County Court, Probation Service	Police Station	Neighbourhood Watch
Productive	Tourism Signature Projects, Science, 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

Composite Table of RDS Hierarchy of Settlements & Related Infrastructure Wheel

Appendix B: POP Settlement Hierarchy			
Main Settlements (Hubs) (3)	Armagh City Banbridge Town Craigavon Urban Area (Portadown, Central Craigavon & Lurgan)		
Small Towns (6)	Dromore Gilford Keady	Markethill Rathfriland Tandragee	
Villages (30)	Blackwatertown Charlemont Darkley Glenanne (Lisdrumchor) Hamiltonsbawn Killylea Laurelvale/ Mullavilly Loughgall Middletown Milford Mountnorris Poyntzpass Richhill Tynan Kinallen	Lawrencetown Loughbrickland Scarva Aghacommon Aghagallon Bleary Clonmore Derrymacash* Dollingstown Donacloney Drumnacanvy Magheralin Scotch Street* Tamnamore (Co. Armagh part) Waringstown	
Small Settlement (65)	Acton Aghory Annaghmore (Teagy Rd) Annaghmore (Moss Rd) Annahugh Ardress Artasooly Auglish Ballymacnab Broomhill Carrickaness Cladymore Clare Collegeland Derryhale 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 Annaclone Ardtanagh Ashfield/ Gowdystown Ballela Ballroneys Closkelt Corbet Glasker Glen Katesbridge Killinamurray Lenaderg Moneyslane Tullyish Waringsford Ballymacmaine Derrylee* Ballynabragget Blackskull Charlestown Derryadd*	Derrymore Derrytrasna Gamblestown Gibson's Hill Maghera Milltown (Co. Armagh) Milltown (Co. Down) Piers/Byrnes Rampart* Tartaraghan The Birches Whitehall Road*

*POP Suggested changes: Existing settlements reclassified as indicated in **red** and new candidate nodes/settlements as indicated in **blue**.

Appendix C: dPS Settlement Hierarchy

Settlement Hierarchy (104)	Settlements
Tier 1: (3) Main Settlements (Hubs)	Armagh City, Banbridge Town and Craigavon Urban Area.*
Tier 2: (6) Small Towns	Dromore, Gilford, Rathfriland, Keady, Markethill and Tandragee.
Tier 3: (30) 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, Drumnacanny, Magheralin, Waringstown, Scotch Street, Derrymacash, Clonmore and Tamnamore.
Tier 4: (65) Small Settlements	Acton, Aghory, Annaghmore (Teagy Rd), Annaghmore (Moss Rd), Annahugh, Ardress, Artasooly, Auglish, Ballymacnab, Broomhill, Carrickaness, Cladymore, Clare, Collegeland, Derryhale, Derrynoose, Derryscollop, Drumhillery, Edenaveys, Eglis, Glenanne, Granemore, Kilmore, Lisnadill, Loughgilly, Madden, Milltown (Aghory), Milltown (Benburb), Mullaghbrack, Salters Grange, St. Mary's Terrace, Stonebridge, Tassagh, Tullygoonigan, Tullyroan Corner, Annaclone, Ardtanagh, Ashfield/Gowdystown, Ballela, Ballyrone, Closkelt, Corbet, Glasker, Glen, Katesbridge, Kilkinamurray, Lenaderg, Moneyslane, Tullylish, Waringsford, Ballymacmaine, Ballynabragget, Blackskull, Charlestown, Derryadd, Derrylee, Derrymore, Derrytrasna, Gamblestown, Gibson's Hill, Maghera, Milltown (Co. Armagh), Milltown (Co. Down), Tartaraghan and The Birches.

* Includes Portadown, Central Craigavon and Lurgan

Appendix D – Updated Settlement Appraisal Report

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 2021 Census Armagh had a population of 16,438 people and 6,543 households.

SETTLEMENT EVALUATION FRAMEWORK (ARMAGH)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean Water, waste and sewage disposal. • Armagh Wastewater 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. • Wastewater Treatment for Armagh currently has capacity with an estimated capacity up to a 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • 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	• 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 Willowbank Cemetery. A second, smaller TPO is located centrally within the residential area of Dobbin Hill Park. • 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.
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	• 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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TRANSPORT	• 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). • 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). • 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.
ECONOMIC DEVELOPMENT	• 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.

URBAN/RURAL CHARACTER	• 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.
COMMUNITY SERVICES	• 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.

Conclusion

Armagh City performs well in relation to the RDS' Related Infrastructure Wheel, particularly across its administrative, cultural, social and civic components. Its designation as a Main Hub under the Regional Development Strategy (RDS 2035) reinforces its role in regional connectivity and as a strategic hub across the Borough.

Armagh City serves as a rich heritage and tourism destination with an abundance of cultural product including Georgian architecture, the cathedrals, museums, the planetarium and Navan Fort. The historic city is supported by an established network of residential, health, educational, and leisure facilities.

Recommendation

Retain Main Settlement Status.

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 2021 Census, Banbridge has a population of 17,248 people and 7,313 households.

SETTLEMENT EVALUATION FRAMEWORK (BANBRIDGE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal; • Banbridge Wastewater Treatment Works located on Huntly Road (within settlement limit); • Wastewater Treatment for Banbridge currently has capacity with an estimated capacity up to a 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Council Recycling Centre at Scarva Road; • Recycling Points (2) at Town Centre Tesco; and Bridgewater Retail Park Tesco. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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, Castlewella 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. • 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). • 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
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	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 Castewellan/Newcastle. The former train station building, which closed in 1956, was located around Downshire Road /Huntly Road. - 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 former 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	- 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. - Two park and share facilities are provided either side of the A1 along Rathfriland Road serving north and southbound traffic. - 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. - Three (3) Town Bus Services run to outer areas and The Boulevard. - 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); with temporary 20mph speed limits at school buildings during term times. - 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	• 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 (Bridgewater 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). • 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 Boulevard), 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: ▪ 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; ▪ Filling Station/Shop, Car Sales, Car Wash, Caravan Sales, Storage Businesses on Scarva Road; ▪ Aircraft Seating Manufacturer, Seapatrick Road; ▪ The former creamery site and Fane Valley 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, Eagle Overseas and the Southern Regional College (SRC).
URBAN/RURAL CHARACTER	• 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 mix of 'late Georgian', 'late Victorian' and Edwardian terraces. The historic core is designated as an Area of Townscape Character (ATC). • 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 Bridgewater 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. • 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); 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), • 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 • 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); Ballygowan Road • 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.
COMMUNITY SERVICES	Banbridge contains a large number of facilities/services including: • 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: ▪ 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; 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: ▪ 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 and Seapatrick FC (Havelock Park) and Angling Club, Kiln Lane; Banbridge Town FC (Crystal Park); Banbridge Rangers FC (Cheney Park); • 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: three (3), one (1) in Town Centre, one hotel located 1.25km north-west of the settlement limit on the far side of Lenaderg and one (1) outside the settlement limit to the south-west on Lurgan Road (Banville House Hotel) • Cinemas (2): at Downshire Place (Town Centre) and The Boulevard; • 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 Road); and Bannview House Care Home located immediately outside the limit on Bannview Road. • 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
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	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 (2); 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: ▪ Ballydown Farmers Hall, Ballydown Road (100m).
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Conclusion

Banbridge is a key strategic town situated along the A1 Belfast to Dublin which is a key economic transport corridor. Banbridge is supported by regional outlet shopping, a strong commercial core and an established residential and industrial area.

Banbridge performs well in relation to the RDS's Infrastructure Wheel, particularly across its productive, networks, commercial and skills components. Banbridge benefits from accessibility via the A1 corridor and is 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, though local movement relies heavily on the road network.

Recommendation

Retain Main Settlement Area Status.

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 2021 NISRA Census CUA has a population of 72,721 people and 28,923 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	• 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. • Wastewater Treatment for CUA currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • 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	• 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, Corcrair 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. • Significant tree groups south of the Ballybay River and north of Corcrair residential area. • 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. • A WWII Pillbox Scheduled Monument adjacent to the settlement limit to the north-east of Portadown on the Belfast to Dublin Railway embankment.

	There are a number of Tree Preservation Order (TPO) designations located throughout the CUA, including tree groups on Killycomain Road (Portadown), Cornakinnegar Road (Lurgan) and on the site of the former Pinebank House (Central Craigavon) • 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. • 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; • 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. • 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 number of listed buildings including Flatfield Hall located south-east of the settlement limit on the Sugar island Road. • 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). • 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
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	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.
TRANSPORT	• 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. • 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. • 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 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; • 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.
ECONOMIC DEVELOPMENT	• 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 including food supermarkets, comparison good stores, department stores, a post office, various office and civic buildings and cafés/restaurants. • 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.
URBAN/RURAL CHARACTER	• 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. • There is a large amount of undeveloped zoned and committed housing land remaining in the CUA. • There is a significant number of undeveloped sites across the CUA which will be considered further in the Urban Capacity Study. • Proximity to rural development along Gilford Road (to the south-east) and Tandragee Road (to the south). • Proximity to rural development along Kilvergan Road to the north. • Proximity to Dollingstown (East), Waringstown (South-east) and Gibson's Hill (South), (Coalescence concerns). • 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). • Beyond the existing settlement limit there is a large site adjacent to and west of Moyraverty West Road which was used as a motorsport track.
COMMUNITY SERVICES	There are a number of open space/ recreational facilities in CUA including: • 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). • South Lakes Leisure Centre and South Lake Watersports. • 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: • 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: • 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: • Craigavon Civic Centre. • Craigavon Court House. • Craigavon, Portadown and Lurgan Libraries. • Tannaghmore Gardens Barn Museum. • Royal Mail Sorting Office, Craigavon. • Numerous community centres / halls. • 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 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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Conclusion

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. 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. The CUA is classified as a Main Hub under the RDS 2035) and performs well in relation to the Related Infrastructure Wheel across its productive, social, health, justice and skills components. It functions as an employment, administration and commercial hub, supported by significant industrial sectors, retail centres, health care facilities and civic infrastructure. The settlement benefits from strong connectivity such as the strategic M1 motorway, arterial road links and key rail connectivity.

Recommendation

Retain Main Settlement Area status.

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 2021 Census data Keady has a population of 3,327 people and 1,317 households.

SETTLEMENT EVALUATION FRAMEWORK (KEADY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Waste Water Treatment facility is located between Tassagh Road and Glen Road. • Wastewater Treatment for Keady currently has capacity with an estimated capacity up to a 10 percent growth factor. • Wastewater network currently is at or reaching capacity. • Recycling facilities are located at Keady Civic Amenity Site and Annvale Industrial Estate. • Broadband.

ENVIRONMENTAL CAPACITY

- 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.
- 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	• 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. • To the north, growth may be constrained by the protected route (A29), 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. • To the east, growth may be constrained by 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), 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). • 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). • 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	• 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	• 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 site of the former Police Station at Davis Street. These will be considered further in the Urban Capacity Study. • 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). • 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.
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COMMUNITY SERVICES	There is a good range of facilities within the settlement limit of Keady which includes the following: • 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.
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Conclusion

Keady is an important small town located within the southwestern part of the Borough, servicing a rural hinterland and maintains key cross-border links with Castleblayney. The settlement has a range of services including local retail, healthcare, educational facilities, community facilities and industrial uses.

Keady performs well in relation to the Infrastructure Wheel, particularly across its health, social and productive components. However, growth remains constrained by topography, areas of surface water flooding and floodplains along the Clay River and the presence of protected routes with a notable absence of active rail links.

Recommendation

Retain Small Town status.

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 2021 Census data, Markethill has a population of 1,906 people and 792 households. The Town has grown from a population of 1,652 people and 688 households at the 2011 Census.

SETTLEMENT EVALUATION FRAMEWORK (MARKETHILL) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Sewage Treatment Works is located 0.6km east of Markethill. • Wastewater Treatment for Markethill currently has no capacity for new development. • Wastewater network currently is at or reaching capacity. • Broadband. • Recycling 'Bring banks' located within the town. • Amenity/Recycling Centre.

ENVIRONMENTAL CAPACITY	• 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. • To the north, growth may be constrained by 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 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 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 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).
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TRANSPORT	• 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	• 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.

URBAN/RURAL CHARACTER	• 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 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). • 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.
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COMMUNITY SERVICES	Within the town there are a number of facilities including: • 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.
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Conclusion

Markethill is a traditional town which developed originally around The Square and Main Street and according to NISRA 2021 has a population of 1,906 people and 792 households.

Markethill performs satisfactorily in relation to the RDS's Infrastructure Wheel across its health, social, productive and skills components. Growth and spatial development remain constrained by environmental considerations which includes Gosford Forest Park, Garden and Demesne, floodplains, topography and reliance on the A28 Protected Route network.

Recommendation

Retain Small Town status.

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 Cushier 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 2021 Census, Tandragee has a population of 3,543 and 1,467 households.

SETTLEMENT EVALUATION FRAMEWORK (TANDRAGEE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Sewage Treatment Works located along the south eastern boundary of the settlement limit. • Wastewater Treatment for Tandragee currently has capacity with an estimated capacity up to a 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • 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

- 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 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	• 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	• Within the current Area Plan approximately 6ha of land has been zoned for industry, on lands at Glebe Hill Road and Gifford 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	• 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.

	• Tandragee is an important service centre for the surrounding rural area and provides a wide range and number of services and facilities.
COMMUNITY SERVICES	Within the Town there are a large number of facilities including: • 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), Cushier Meadow allotments and Tandragee Golf Club.

Conclusion

Tandragee is a compact town situated on the main A27 corridor, approximately 8km south of Portadown and 15km east of Armagh. The settlement has developed a defined urban form dictated by surrounding topography and the Cushier River.

Under the RDS Infrastructure Wheel, the has an important service centre providing facilities, including six churches, medical and dental practices, schools, emergency services, recreational lands, and civic amenity facilities. Transport connections are strong via the A27 protected route and A51, supported by regular bus services, public car parking, and nearby cycle routes. Economic activity is well-established, featuring active industrial zoned lands at Glebe Hill Road and Gilford Street—including major food manufacturing—alongside town centre retail, a quarry, and commercial services. In terms of Wastewater utilities, the local treatment works has capacity for up to 20% growth, though the sewer network is currently at or near capacity. Spatial growth is restricted by physical and environmental factors, including the Cushier River floodplain, surface water flood risks, Tandragee Castle Historic Park, Demesne and TPO lands, Clare Glen SLNCI, scheduled monuments, listed buildings, and steep topography.

Recommendation

Retain Small Town status.

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 2021 Census, Dromore Town has a population of 6,492 people and 2,715 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	• Clean water, waste and sewage disposal; • Wastewater Treatment Works at Lurgan Road; • Wastewater Treatment for Dromore currently has capacity with an estimated capacity up to a 5 percent growth factor with restrictions on up to 10 percent growth factor. • Wastewater network currently is at capacity. • Council Recycling Centre at Mossvale Road; • Recycling Point at Banbridge Road, opposite Dromore High School; • Broadband available.
ENVIRONMENTAL CAPACITY	• 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. • To the North, East, South and West the topography across the settlement edge is undulating with significant rises further north; very undulating and steep gradients across the River Lagan Basin to the east; significant rises further south; and significant land rises south of the River Lagan to the west. • 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. • 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.
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TRANSPORT	• 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. • 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), • 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), • Potential access constraints (including narrow laneway between Barban Hill and Drumboneth Road), Barronstown Road (containing the settlement to the west) • 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. • Proximity to rural development along local approach roads.
ECONOMIC DEVELOPMENT	• 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. • 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.

URBAN/RURAL CHARACTER	• 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.
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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.
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Conclusion

Dromore is a historic cathedral and market town strategically situated along the A1 Belfast to Dublin corridor. It is the largest settlement (town) in the borough by population outside of the three main hubs. The town serves as a commercial and residential centre for its population and is supported by a historic core, schools and community facilities.

Dromore performs well in relation to the RDS's Infrastructure Wheel across its health, social, productive and skills components. However, spatial expansion and development opportunities are significantly influenced by environmental considerations such as floodplains, the Dromore Conservation Area, archaeological sites and topography challenges.

Recommendation

Retain Small Town status

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 1,957 people and 852 households in 2021.

SETTLEMENT EVALUATION FRAMEWORK (GILFORD) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Sewage treatment works located to the west of the settlement, outside the settlement development limit. • Wastewater Treatment for Gilford currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Bring Banks located in several places within the town. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. • 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. • Topographical constraints (areas of prominent and elevated land at north-eastern boundary to the east and west of the Plantation Road), 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 and 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 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 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.
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TRANSPORT	• 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. • The Banbridge Road (A50) and Tandragee Road (A51) contain the settlement to the south. • 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 traffic islands. • 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	• 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.

	• Outside the settlement limit there is a fuel depot, scrapyards, auto repair, Haulage business and a dog grooming business.
URBAN/RURAL CHARACTER	• 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: ▪ 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.
COMMUNITY SERVICES	• 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,

	• Post Office • Filling Station and small grocers, • News agents • Small grocery shop.
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Conclusion

Gilford is located approximately 6.5km northwest 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. The settlement serves its population with local retail, educational, community facilities and industrial uses.

Gilford performs satisfactorily across the RDS's Related Infrastructure Wheel categories particularly in social and community provision. Spatial and physical growth is constrained by environmental factors such as historic landscapes, floodplains, Tree Preservation Orders and local nature conservation designations alongside topographical challenges and limitations to infrastructure – within the local wastewater treatment network.

Recommendation

Retain Small Town status.

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 2021 Census data, Rathfriland has a population of 2,489 persons and 1,037 households.

SETTLEMENT EVALUATION FRAMEWORK (RATHFRILAND) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal. • Waste Water Treatment facility is located to the south-west, off the Drumlough Road. • Wastewater Treatment for Rathfriland currently has no capacity for new development. • Wastewater network currently is at or reaching capacity. • 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	• 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: RD 17), located to the south west relates to Kiltarrif Hall and associated mature vegetation which form an attractive approach to the town. • Within the Town Centre there is a protected Town Centre Housing Area and three areas identified as Development Opportunity Sites. • Rathfriland lies within the Ballyroney 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. The topography may constrain growth to the Town as it rises steeply from all directions towards the hilltop core- steeply rising from all sides. Approach corridors offer expansive long-distance views.
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TRANSPORT	• 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. • Settlement limits are contained by key road junctions such as Castlewellan Road to the north-east; Castlewellan Road and Hilltown Road to the south-east, Downpatrick Road and Newry Road. • 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	• 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.

URBAN/RURAL CHARACTER	• 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.
COMMUNITY SERVICES	• 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). In relation to commercial activity within the town, there are a number of businesses and services including: • Supermarket & convenience stores • Banks • Fast food outlets • Public houses • Café/diner • Clothing and shoe shops • Pharmacy • Solicitors • Accountants

	• Funeral director • Gift shop / florist • Hardware store • Hairdressers & beauty salons • Funeral director • Care Agency • Gymnasiums • Charity shops and • Mechanics & car tyre business.
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Conclusion

Rathfriland is a distinct 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 settlement acts as a commercial, service, educational and civic focal point for the rural community.

Rathfriland performs well across the Related Infrastructure Wheel categories, particularly in the social, community and commercial provisions. Spatial expansion is constrained by challenging topography, environmental landscape designations and capacity issues facing the local wastewater treatment facility and the surrounding drainage network.

Recommendation

Retain Small Town status.

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 2021 Census, Blackwatertown has a population of 371 people and 151 households.

SETTLEMENT EVALUATION FRAMEWORK (BLACKWATERTOWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • A Sewage Treatment Works is located outside and north-east of the settlement limit, along Ballycullen Road; • Wastewater Treatment for Blackwatertown currently has no capacity for new development. • A Drainage Area Plan Model does not exist for Blackwatertown. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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). • Topography varies significantly across the village with steeply falling lands west towards the river and rising lands and elevated land to the north-east and south/south-east towards St Jarlath's RC Church. • 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. • 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.
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TRANSPORT	• 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	• 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: ▪ Hairdressers; ▪ Mushroom Supplier (Office); and ▪ Kitchen Showroom and Workshop/Furniture Manufacturer. • Within the settlement, the economic development uses are: ▪ 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: ▪ Truck and Trailor Spares Supplier, Clonfeacle Road, 160m west; • Self-catering Cottage, Ballycullen Road, 450m north.

**URBAN/RURAL
CHARACTER**

- 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:
 - 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).

	• 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	• 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).

Conclusion

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). The settlement has historical roots linked to River Blackwater and prominent archaeological assets. It provides local services, primary education, and community facilities for its resident population and surrounding agricultural land.

Blackwatertown performs satisfactorily across the RDS's Infrastructure Wheel in terms of community and social provision. Spatial expansion here is severely constrained by environmental factors- including widespread floodplains and surface water flooding along the River Blackwater as well as a steep topography, concentration of archaeological sites and lack of capacity at the local wastewater treatment works.

Recommendation

Retain Village status.

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 2021 Census data, Charlemont has a population of 131 with 54 households. In 2011 Charlemont had a population of 109 with 52 households.

SETTLEMENT EVALUATION FRAMEWORK (CHARLEMONT) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• All households have access to clean water as well as having appropriate waste/sewage disposal. • Wastewater Treatment for Charlemont currently has no capacity for new development. • Wastewater network currently has no capacity for new development. • There are no recycling facilities within the settlement limit. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. • Topography across the village features gently rising lands to the east, elevated ground east of the A29 and rising ground along Ballycullen Road. • 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. • The village is located close to the settlement of Collegeland (less than 1km). • To the south, growth may be constrained by 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).
TRANSPORT	• 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 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	• 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	• 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	• 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).

Conclusion

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. The village has a rich built and industrial heritage which includes Charlemont Fort, the disused Ulster Canal and listed structures including the Church of Ireland. The settlement relies heavily on neighbouring settlements for broader commercial and social infrastructure.

Charlemont performs adequately against the RDS Related Infrastructure Wheel. However, the village scores poorly across social and community infrastructure provisions such as primary schools, healthcare facilities and dedicated civic amenities. Additionally, spatial growth is limited by statutory built heritage designations, flood risk corridors, wastewater infrastructure deficits and the necessity of preventing the nearby Collegeland and Moy becoming merged with Charlemont.

Recommendation

Retain Village status.

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 2021 Census data, Darkley has a population of 252 and 95 households.

SETTLEMENT EVALUATION FRAMEWORK (DARKLEY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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. • Wastewater Treatment for Darkley currently has no capacity for new development. • A Drainage Area Plan Model does not exist for Darkley. • There are no recycling facilities within the village. • Broadband.

ENVIRONMENTAL CAPACITY

- 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	• 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	• 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	• 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	• 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. • Telephone box • GAA playing fields

Conclusion

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 and stepped rows of traditional terraced housing built into sloping landscapes.

When assessed against the RDS Related Infrastructure Wheel, Darklkey has a robust level of local community and social provision which includes a primary school, a community centre and other cross community facilities such as GAA and finally has an active local economic profile operating out of the mill. Spatial expansion is restricted due to Resources and Environmental Capacity categories of the Infrastructure Wheel. The village is also constrained by local Wastewater Treatment Works and its capacity issues as well as localised flood risk. Topography, Local Nature Conservation sites, TPO's and conifer plantations all make expansion difficult.

Recommendation

Retain Village status.

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 2021 Census data, Glenanne (Lisdrumchor) has a population of 167 people and 66 households.

SETTLEMENT EVALUATION FRAMEWORK (GLENANNE, LISDRUMCHOR) Key settlement information as contained on the RDS Infrastructure wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal. • Wastewater Treatment for Glenanne/Lisdrumchor currently has no capacity for new development. • Wastewater network currently has no capacity for new development. • Met Office weather station off the Upper Lisdrumchor Road. • Broadband available. • To the south-west of the village there is a recycling centre.
ENVIRONMENTAL CAPACITY	• 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	• 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 are no cycle routes or abandoned transport routes within or adjacent to the village.
ECONOMIC DEVELOPMENT	• 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.

URBAN/RURAL CHARACTER	• 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: ▪ 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.
COMMUNITY SERVICES	• 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.

Conclusion

Glenanne (Lisdrumchor) is a village located approximately 15km south-east of Armagh and 6km south of Markethill. The settlement's built form consists of public and private housing schemes, supplemented by several vacant brownfield opportunity sites.

The village performs well against the RDS Related Infrastructure Well in terms of strong local community amenities including Little Villagers Playgroup, outdoor museum, allotments and infrastructure such as a recycling centre. However, growth is constrained by capacity deficits within its Wastewater Treatment Works and sewerage network. Physical growth is also restricted by archaeological monuments, flooding risks, topography and the needs to prevent coalescence with Glenanne hamlet.

Recommendation

Retain Village status.

SETTLEMENT APPRAISAL – HAMILTONSBAWN

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

According to NISRA 2021 Census data, Hamiltonsbawn has a population of 1,030 people and 387 households.

SETTLEMENT EVALUATION FRAMEWORK (HAMILTONSBAWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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. • Wastewater Treatment for Hamiltonsbawn currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Hamiltonsbawn. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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)

ECONOMIC DEVELOPMENT	• 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.
URBAN/RURAL CHARACTER	• 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: ▪ 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.
COMMUNITY SERVICES	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.

Conclusion

Hamiltonsbawn is a village located approximately 7km east of Armagh and 3km south of Richhill. The settlement has evolved from its linen industry roots into a predominantly residential village with high housing density.

The village has a strong service profile when comparing to the RDS Related Infrastructure Wheel. It supports local commercial activity, community infrastructure and strong public transport connections. Hamiltonsbawn has capacity at its Wastewater Treatment Works with a 20 percent growth factor, though it lacks a Drainage Area Plan model. Future development proposals are subject to notable physical and environmental constraints that stems from surface water flooding, topography challenges and heritage concerns.

Recommendation

Retain Village status.

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 2021 Census data, Killylea has a population of 272 people and 120 households.

SETTLEMENT EVALUATION FRAMEWORK (KILLYLEA) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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. • Wastewater Treatment for Killylea currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Killylea.
ENVIRONMENTAL CAPACITY	• There are no lands within or adjacent to the settlement within the floodplain; • Topography creates physical constraints with an elevated ridge line running east of Greywood Close and dense woodland areas bounding the western edge near Darton Demesne. • 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	• 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	• Caravans sales, west of settlement; • No land has been zoned for industrial or commercial use in the Armagh Area Plan (AAP) 2004.
URBAN/RURAL CHARACTER	• 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: ▪ 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). • 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.
COMMUNITY SERVICES	• 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.

Conclusion

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 settlement features an historic core along Main Street and Fellows Hall Road.

The village performs well in relation to the RDS Related Infrastructure Wheel. Key assets include, church halls, primary school, a village park, a community house and a Post Office as well as other community facilities. The village has wastewater headroom with a 20% growth factor, though no Drainage Area Plan model exists. Spatial expansion is constrained by physical and environmental factors caused by the A28 protected route, the Darton House Demesne and surrounding woodland and a distinct ridge topography to the east and south.

Recommendation

Retain Village status.

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 2021 census data, Laurelvale/Mullavilly has a population of 1,387 and 541 households.

SETTLEMENT EVALUATION FRAMEWORK (LAURELVALE/MULLAVILLY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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. • Wastewater Treatment for Laurelvale/Mullavilly currently has capacity with an estimated capacity up to a 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. • To the north, growth may be constrained by a wind turbine which is located in close proximity to the north-eastern boundary • To the east, growth may be constrained by 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). • 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 is undulated and varies across the settlement and surrounding lands.

TRANSPORT	• 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.
ECONOMIC DEVELOPMENT	• 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.

URBAN/RURAL CHARACTER	• 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: ▪ 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.
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COMMUNITY SERVICES	Within the village there are a number of facilities including: • 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. Beyond the settlement limit there is also an Orange Hall and also Tamnamore Meeting House located on the Tamnaghmore Road.
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Conclusion

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. Historically both areas centre from two distinct points- Laurelvale around a corn mill and Mullavilly on the Parish Church.

Under the RDS Related Infrastructure Wheel, Laurelvle/Mullavilly exhibits a strong community infrastructure base. Services include a primary school, church halls, a cricket pavilion, fast food takeaways and a Post Office. In terms of wastewater infrastructure, the treatment facilities can accommodate up to a 20% growth factor. Physical expansion is restricted by environmental and physical parameters caused by the A-27 protected route, topography and historic assets.

Recommendation

Retain Village status.

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 2021 Census data, Loughgall has a population of 288 people and 128 households.

SETTLEMENT EVALUATION FRAMEWORK (LOUGHGALL) Key settlement information as contained in the RDS infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment Works, north off Main Street (rear of No. 58); • Broadband available.
ENVIRONMENTAL CAPACITY	• 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 lime kilns to the north-west, west and south-west (off Cloveneden Road and Ballygasey Road), with one in the Demesne. • 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. • Development on these higher landforms raises prominence concerns (capacity to integrate).
TRANSPORT	• 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	• No land is zoned for economic development / industrial use. • Within the settlement there are a number of economic development uses, which include: ▪ 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: ▪ 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.
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URBAN/RURAL CHARACTER	• 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. Luke'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 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. • Spatial expansion along the western entry is sensitive to linear urban sprawl along Ballygasey Road.
COMMUNITY SERVICES	• 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;

	• 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): ▪ 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, Eagralough 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 Eagralougher Road (1.1km to north-west).
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Conclusion

Loughgall Village is located along the B77 (Armagh-Portadown) Road, approx. 5.5km north-east of Armagh City and 8.5km west of Portadown. The village is defined by its extensive Conservation Area, Georgian and Regency architecture, and close integration with the Manor House Demesne.

Under the RDS Infrastructure Wheel, it displays a strong community and economic profile supporting an AFBI research site, primary school, local services and country park facilities. Spatial expansion is severely restricted by surrounding floodplains, historic assets and elevated topography.

Recommendation

Retain Village status.

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 2021 Census, Middletown has a population of 278 people and 108 households.

SETTLEMENT EVALUATION FRAMEWORK (MIDDLETOWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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. • Wastewater Treatment for Middletown currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Middletown. • There are recycling 'bring banks' located within the carpark of the Public House at the eastern entrance to the village. • Broadband.

ENVIRONMENTAL CAPACITY

- 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.
- Important visual and landscape buffers are provided by mature tree groupings bounding the GAA grounds to the north-west and the Centre for Autism grounds to the south-west.

TRANSPORT	• 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.
ECONOMIC DEVELOPMENT	There are a number of businesses within the village including: • Off Licence, • Public House, • Convenience shop, • Tile shop, • Gift shop, • Independent Speech and Language Therapist, • Hot Food Take Away.
URBAN/RURAL CHARACTER	• 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).
COMMUNITY SERVICES	There are a number of community facilities within the village including: • 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,

	• Market House, • Middletown Centre of Autism, • Middletown GAC (Eoghan Ruadh football club, Na Fiannahurling 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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Conclusion

Middletown is a village located approximately 14km south-west of Armagh, along the A3 Protected Route linking Armagh and Monaghan. It supports a strong local service and community base- including primary education, the Middletown Centre for Autism, sports facilities, local retail and public transport services. Wastewater Treatment capacity can accommodate up to 20% growth, physical growth is constrained by the international border, heritage clusters and the Cor River floodplain.

Recommendation

Retain Village status.

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 2021 Census, Milford has a population of 559 and 221 households.

SETTLEMENT EVALUATION FRAMEWORK (MILFORD)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Waste Water Pumping Station (WWPS) located east of the village. • Wastewater Treatment for Milford currently has capacity with an estimated capacity up to a 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. Development to the north-east is physically contained by rising land and the risk of coalescence with Armagh.
TRANSPORT	• 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	• 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	• 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). • Built form extends beyond the eastern boundary, while surrounding lands to the south and west retain strong rural character. • Within the village limits there are three main areas of undeveloped land: ▪ 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	Within the village there are a small number of facilities including: • 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).

Conclusion

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. The settlement retains a distinct identity focused along Monaghan Road, Hill Street and Anne Street.

Milford performs well under the RDS Related Infrastructure Wheel with community assets such as a primary school, children's play park, community hall and bus services routes. However, spatial growth is constrained by environmental factors including the River Callan floodplain, heritage assets, Tree Preservation Orders and the strategic need to prevent settlement coalescence with nearby Armagh City.

Recommendation
Retain Village status.

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 2021 Census, Mountnorris has a population of 161 people and 80 households.

SETTLEMENT EVALUATION FRAMEWORK (MOUNTNORRIS) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal. • Sewage Treatment Works located to the east of Main Street, outside the current settlement limit. • Wastewater Treatment for Mountnorris currently has no capacity for new development. • Wastewater network currently has no capacity for new development. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. • Cusher River floodplain contains lands to the east.
TRANSPORT	• 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	• 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. • 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	• 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. • Spatial growth along the northern and southern approaches require careful consideration of potential integration issues and impacts on rural character. • There are a small number of undeveloped areas within the village including: ▪ 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	• 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.

Conclusion

Mountnorris is a village located approximately 15km south-east of Armagh, adjoining the boundary with the Newry, Mourne and Down District Council. The village has been heavily influenced by surrounding Drumlin topography.

Under the RDS Related Infrastructure Wheel, Mountnorris supports community and commercial facilities including a primary school, local churches, a community hall and commercial and industrial operations. The village faces infrastructure constraints in relation to Wastewater Treatment and network capacity. Growth of the village is restricted by historic assets, Cusher River floodplain, and topography.

Recommendation

Retain Village status.

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 2021 Census, Poyntzpass has a population of 632 people and 268 households.

SETTLEMENT EVALUATION FRAMEWORK (POYNTZPASS) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewerage disposal. • Wastewater Treatment for Poyntzpass currently has no capacity for new development. • A Drainage Area Plan Model does not exist for Poyntzpass. • 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

- 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 earthworks.
- 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	• 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	• 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	• 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. ▪ 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.

	▪ 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.
COMMUNITY SERVICES	Within the village there are a large number of facilities including: • 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.

Conclusion

Poyntzpass is a village located approximately 9km south-west of Banbridge, on the A27 protected route between Portadown and Newry. It serves as a key local hub with excellent transport connectivity including its own railway halt on the Belfast-Dublin line and active bus links. Under the RDS Related Infrastructure Wheel, the village has strong community infrastructure featuring primary schools, churches, GP surgery, and local businesses.

However, future spatial expansion is heavily constrained across key infrastructure facilities, notably the Wastewater Treatment facility has no capacity with flood risks along the Newry Canal existing. Heritage assets and steep topography are also other factors.

Recommendation

Retain Village status.

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 2021 Census, Richhill has a population of 2,738 and 1,131 households.

SETTLEMENT EVALUATION FRAMEWORK (RICHHILL) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Waste Water Treatment Works located on the Legacorry Road. • Wastewater Treatment for Richhill currently has capacity with an estimated capacity up to a 20 percent growth factor. • Wastewater network currently is at or reaching capacity. A Drainage Area Plan (DAP) is planned for the second half of PC21 (Price Control period 2024 – 2027) • Recycling 'Bring Banks' located within the forecourt of the Fruitfield complex. • Neighbourhood Watch scheme. • Broadband.
ENVIRONMENTAL CAPACITY	• 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 with undulating rural landforms and prominent drumlins.

TRANSPORT	• 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.
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ECONOMIC DEVELOPMENT	• 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.
URBAN/RURAL CHARACTER	• 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: ▪ 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 DeansWalk. ▪ 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. ▪ Tree Preservation Order (TPO) designations extend beyond the current western settlement boundary into the surrounding rural context.

COMMUNITY SERVICES	Within the village there are a large number of facilities including: • 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. Outside the settlement limit there are the following facilities: • Richhill Presbyterian Church, • Orchard Municipal Cemetery, • 'Enable HQ', an Autism support facility.
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Conclusion

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.

Under the RDS Infrastructure Wheel, the settlement has a strong community, economic and service profile featuring primary education, health services, recreational parks and bus service routes. However, future spatial growth is constrained key infrastructure including, Wastewater Treatment and capacity limits, extensive floodplains, heritage assets and steep topography with potential coalescence of Stonebridge.

Recommendation

Retain Village status.

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 2021 NISRA Census, Tynan has a population of 127 people and 53 households.

SETTLEMENT EVALUATION FRAMEWORK (TYNAN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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; • Wastewater Treatment for Tynan currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Tynan. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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- 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. • 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.
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TRANSPORT	• 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. • 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	• 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	• 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 been completed to the south of the village and church graveyard, with access off Dartan Ree extending back to Chapel Hill Road. • 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). • 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. • Spatial expansion requires careful management due to visual prominence concerns on rising landforms and proximity to existing rural development along Main Street/Tynan Road.
COMMUNITY SERVICES	• 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 post box 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.

Conclusion

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.

The village performs well under the RDS Related Infrastructure Wheel in terms of strong local community and social provision which includes St. Vigor's Parish Church and Hall, St. Joseph's RC Church, Doctor's Surgery, Tynan Pharmacy, a Post Office, National Cycle Network access and bus services. Spatial expansion is restricted due to Environmental constraints such as, topography, floodplains and the absence of a Drainage Area Plan model and heritage assets concerns.

Recommendation

Retain Village status.

SETTLEMENT APPRAISAL – KINALLEN

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

According to the 2021 NISRA Census, Kinallen has a population of 1,126 people and 427 households.

SETTLEMENT EVALUATION FRAMEWORK (KINALLEN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • A Waste Water Treatment Works is located approximately 400m to the north-west of the village. • Wastewater Treatment for Kinallen currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Kinallen. • Recycling Banks. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. The topography presents distinct landforms.
TRANSPORT	• 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 speedhumps. • Street lighting and areas of disconnected footpaths.

ECONOMIC DEVELOPME NT	• 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.
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URBAN/RURAL CHARACTER	• 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. Linear groups of rural dwellings frame the village approaches to the north and north-west. • 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.
COMMUNITY SERVICES	• 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.

Conclusion

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

When assessed against the RDS Related Infrastructure Wheel, the village has a strong level of local community and social provision which includes, Fair Hill Primary School and Nursery Unit, children's play area, private day nursery and after school club, Mission Hall and Orange Hall, petrol filling station and convenience shop and post office and two Presbyterian churches. However, spatial expansion is restricted due to environmental and resource factors such as Wastewater Treatment capacity limits, no Drainage Area Plan model, floodplains, TPO's and heritage assets.

Recommendation

Retain Village status.

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 2021 NISRA Census, Lawrencetown has a population of 996 people and 401 households.

SETTLEMENT EVALUATION FRAMEWORK (LAWRENCETOWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Broadband. • Sewage Treatment Works located to the west of Point Road and north of the River Bann. • Wastewater Treatment for Lawrencetown currently has no capacity for new development. • A Drainage Area Plan Model does not exist for Lawrencetown. • Recycling Banks.

ENVIRONMENTAL CAPACITY

- 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	• 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	• 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	• 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: ▪ 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. • South of the River Bann, development pattern is contained to the area west of Point Road. There are also a number of rural buildings/ dwellings on approach from the east along the A50.
COMMUNITY SERVICES	• 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.

Conclusion

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.

When assessed against the RDS Related Infrastructure Wheel, the village has a strong level of local community and social provision which includes, St.Colman's Primary School, St. Patrick's RC Church, Tullylish GAC, Lawrencetown/Lenaderg and Tullylish Community Hall, children's playpark, a Community Watch scheme and other local retail services. Spatial expansion is constrained by Local Wastewater Treatment Works, lack of a DAP model, floodplains, TPO's, listed buildings and steep topography.

Recommendation

Retain Village status.

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 2021 Census, Loughbrickland has a population of 793 people in 335 households.

SETTLEMENT EVALUATION FRAMEWORK (LOUGHBRICKLAND) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • A Sewage Treatment Works is located to the west of the village. • Wastewater Treatment for Loughbrickland currently has capacity with an estimated capacity up to a 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband available.

ENVIRONMENTAL CAPACITY

- 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 waterflooding.
- 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 Patrick'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 number of features including the listed Loughbrickland House, parkland and wetland habitat.
- 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	• 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 car parks 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	• 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	• 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: ▪ 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.

	▪ Lands at Woodside Park South consisting of two small parcels of relatively flatland. ▪ 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.
COMMUNITY SERVICES	• 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.

Conclusion

Loughbrickland is a village located approximately 3km south of Banbridge west of the A1 Road (Lisburn to Newry). The village has a rich built and natural heritage with historic parklands and a designated Area of Townscape Character.

The village performs well against the RDS Related Infrastructure Wheel with high level of community, educational and transport infrastructure supported by moderate capacity at Wastewater Treatment works. However, spatial expansion is bounded by the A1 dual carriageway to the east, wastewater network constraints, topography and significant heritage designations.

Recommendation

Retain Village status.

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 2021 NISRA Census, Scarva has a population of 474 people and 200 households.

SETTLEMENT EVALUATION FRAMEWORK (SCARVA) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewerage disposal. • Wastewater Treatment for Scarva currently has capacity with an estimated capacity up to a 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Recycling 'Bring Banks' located within the grounds of Scarva Park. • Broadband

ENVIRONMENTAL CAPACITY

- 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).
- The topography of the village varies across the settlement and surrounding lands.

TRANSPORT	• 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	• 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	• 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: ▪ 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	Within the village there are a number of facilities including: • Scarva Presbyterian Church Hall, • Train platform and halt, • Scarva Primary School, • Scarva Pavilion,

	• Scarva Park, • Playing fields, • Amenity/picnic areas, • Scarva bandstand, • Scarva Parish Hall, • Visitors Centre, and • St. Mathew's Church.
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Conclusion

Scarva is a village located approximately 8km west of Banbridge and 4km south of Tandragee on the main Banbridge to Tandragee Road. The village has a high landscape quality with LLPAs and multiple listed structures.

The village performs well under the RDS Infrastructure Wheel, supported by Scarva Presbyterian Church Hall, Train platform and halt, Scarva Primary School, Scarva Pavilion, Scarva Park, Playing fields, Amenity/picnic areas, Scarva bandstand, Scarva Parish Hall, Visitors Centre, St. Mathew's Church and a 20% growth factor in Wastewater Treatment Works capacity. However, growth is restricted by network capacity constraints, historic and natural conservation designations, transport corridors and topography.

Recommendation

Retain Village status.

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 2021 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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Aghacommon has a population of 1,053 people and 408 households.

SETTLEMENT EVALUATION FRAMEWORK (AGHACOMMON)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment for Aghacommon currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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. • Topography rises gradually on western approaches and to the

	south-east along Derrymacash Road with the importance of preserving the identity of Aghacommon and retaining a buffer with the CUA.
TRANSPORT	• 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). • 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	• 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	• 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 Ballynamoney Road which separates it from Lurgan. • The village has developed along three roads, Ballynamoney 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 Ballynamoney Road have long strip backland gardens. There are a number of undeveloped areas of land within the settlement including: • North and east of Chestnut Grove housing development is undeveloped land zoned for Phase 2 development in the CAP 2010. • South of Ballynamoney Road and north of Tannaghmore Gardens is undeveloped lands zoned for open space in the CAP 2010.

COMMUNITY SERVICES	• 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 beauty room. • 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. • 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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Conclusion

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

When assessed against the RDS Infrastructure Wheel, the village has a strong community provision, good transport connectivity and existing sewage treatment capacity (10% growth factor with restrictions up to 20%). Spatial growth is restricted by network capacity limits, the M1 corridor, river floodplains and nature designations.

Recommendation

Retain Village status.

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 2021 Census data, Aghagallon settlement has a population of 1,175 people and 421 households.

SETTLEMENT EVALUATION FRAMEWORK (AGHAGALLON) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• All households have access to clean water and waste/sewage disposal. • 200m north of the settlement development limit is a wastewater treatment works. • Wastewater Treatment for Aghagallon currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Aghagallon. • Broadband available. • Recycling banks are located within the curtilage of the shop on the Lurgan Road.
ENVIRONMENTAL CAPACITY	• 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. • Topography rises gently to the south-west on the Lurgan Road approach and to the north-east along Colane Road.

TRANSPORT	• 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 (No53). • 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	• 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	• 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 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	• 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.

Conclusion

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. The settlement has a strong local identity supporting by facilities including, 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 and St. Mary's GAC.

The village performs well against the RDS Infrastructure Wheel with strong community provision, good public transport links and capacity with sewage treatment. Spatial expansion is constrained by flooding risks, heritage designations, surrounding nature designations and the need to prevent coalescence with Aghalee.

Recommendation

Retain Village status.

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 2021 Census, Bleary has a population of 1,107 people and 438 households.

SETTLEMENT EVALUATION FRAMEWORK (BLEARY) Key settlement information as contained in the RDS infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment for Bleary currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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 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 is 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	• 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); • 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	• No land is zoned for economic development / industrial use. • Within the settlement there are a number of economic development uses, as follows: ▪ Local Convenience Shop, 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: ▪ 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	• 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 three other vacant / undeveloped areas at: ▪ Adjacent/rear of 31-39 Calvertstown Road; ▪ 25 Calvertstown Road (cleared dwelling); ▪ Between 14-16 Calvertstown Road; ▪ 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). • 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	• Bleary Primary School, Deans Road; • Bleary Business and Community Centre; • Pre-school Play Group; • 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: ▪ 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).

Conclusion

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. The settlement has a high residential character supported by local services which include Bleary Primary School, business and community facilities and local recreational areas.

The village performs well under the RDS Infrastructure Wheel, Bleary features strong social infrastructure, accessible public transport and wastewater treatment capacity (up to 10% growth factor, restrictions up to 20%). Physical growth is constrained by watercourse floodplains, surface water flooding, built heritage and topography, spatial growth must be managed to avoid urban sprawl and coalescence with the Craigavon Urban Area, Lurgan and nearby settlements.

Recommendation

Retain Village status.

SETTLEMENT APPRAISAL – DERRYMACHASH

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 2021 Census data, Derrymacash settlement has a population of 710 people and 230 households. It is proposed within the Preferred Options Paper to reclassify Derrymacash as a village.

SETTLEMENT EVALUATION FRAMEWORK (DERRYMACHASH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• 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. • Wastewater Treatment for Derrymacash currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • Wastewater network currently is at or reaching capacity.
ENVIRONMENTAL CAPACITY	• 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). • The settlement occupies an elevated position surrounded by low-lying lands, rising gently from the west on the Derrymacash Road approach and rising to the west on the south-east approach.
TRANSPORT	• 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	• 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	• 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; • 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 is undeveloped land to the northwest of the settlement; and • The undeveloped area located south-west of Raughlan Meadows is 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	• 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.

Conclusion

Derrymacash is a small settlement located approximately 4km north-west of Lurgan and 600m south of Lough Neagh. The settlement has a distinct identity with local community assets such as, Wolfe Tones and St Enda's GAC, play areas and bus connectivity.

The settlement performs well against the RDS Infrastructure Wheel with local utility infrastructure and Wastewater Treatment capacity (up to 10% growth factor, restrictions up to 20%). Growth is constrained by environmental factors including, low-lying floodplains, surface water flood risks, conservation designations and the M1 corridor.

Recommendation

Proposed as upgrade to Village.

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 2021 Census data, Dollingstown settlement has a population of 2,250 people and 873 households.

SETTLEMENT EVALUATION FRAMEWORK (DOLLINGSTOWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Recycling 'Bring Banks' • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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).

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- 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 is the Huhtamaki Fibre Packaging Factory. Along the Springhill Road to the south-east of the village there is an engineering factory.
- 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.
- Beyond the settlement limit there is also a charity shop and day nursery.

URBAN/RURAL CHARACTER	• 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: ▪ 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 currently being used for car sales.
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COMMUNITY SERVICES	• 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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Conclusion

Dollingstown is a village located less than 1km east of Lurgan, which has developed along the Belfast/Lurgan Road which is a protected route. The settlement has expanded from the 19th century and is now a residential location supported by local commercial, industrial and community facilities.

Under the RDS Infrastructure Wheel, Dollingstown performs well, featuring local facilities such as an Orange Hall, ATM, sports pitch and St Saviours Church. Wastewater Treatment currently has capacity with a 10% growth factor and restrictions up to 20%, though Wastewater network is currently at or reaching capacity. Spatial growth is restricted by environmental factors such as surface water flooding, a floodplain area to the south-west, a LLPA, listed features and varying topography.

Recommendation

Retain Village status.

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 2021 census, Donaghcloney has a population of 1,977 people and 773 households.

SETTLEMENT EVALUATION FRAMEWORK (DONAGHCLONEY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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. • Wastewater Treatment for Donaghcloney currently has no capacity for new development. • Wastewater network currently is at capacity. • Within the curtilage of the shop/petrol station is a bottle bank / bring bank. • Broadband.

ENVIRONMENTAL CAPACITY

- 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 riverbanks 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.
- 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	• 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	The following businesses are located within the village: • 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	• 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. • 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).
COMMUNITY SERVICES	The following services are located within the village: • 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)

Conclusion

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.

When assessed against the RDS Infrastructure Wheel, the settlement exhibits a strong community and commercial infrastructure base. Services include, 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). Growth is restricted by Wastewater infrastructure constraints and environmental factors caused by the River Lagan floodplain corridor, surface water flood risk, LLPAs and heritage assets.

Recommendation

Retain Village status.

SETTLEMENT APPRAISAL – DRUMNACANVY

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

According to NISRA 2021 Census data, Drumnacanvy settlement has a population of 1,126 people and 435 households.

SETTLEMENT EVALUATION FRAMEWORK (DRUMNACANVY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment for Drumnacanvy currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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	• The settlement has developed along two main roads Drumnacanvy 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. • Drumnacanvy 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 Drumnacanvy Road but only operates on school days.

ECONOMIC DEVELOPMENT	• 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 Drumnacanvy, this station includes an ATM and convenience store.
URBAN/RURAL CHARACTER	• 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, tearoom and gift shop to the north-east which is also within a designated Local Landscape Policy Area.
COMMUNITY SERVICES	• 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.

Conclusion

Drumnacanvy is a village located approximately 3km south of Craigavon Urban Area (Portadown). The settlement functions as a dormitory village with a predominantly residential character.

Under the RDS Infrastructure Wheel, Drumnacanvy exhibits an established residential base served by public transport links which includes a regular bus service. The Wastewater Treatment has capacity up to 10% growth, restrictions up to 20%, though the network is at capacity. Growth is restricted by environmental and physical factors caused by floodplains, surface water flooding, LLPAs and topography.

Recommendation

Retain Village status.

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 2021 Census data, Magheralin has a population of 2,036 people and 818 households.

SETTLEMENT EVALUATION FRAMEWORK (MAGHERALIN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • Magheralin Sewage Treatment Works is located in the settlement limit, off Lurgan Road (adjacent to Ballyeden Meadows); • Wastewater Treatment for Magheralin currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband available; • Clothing bank, to rear of 130 Lurgan Road (corner of Newforge Road).

ENVIRONMENTAL CAPACITY

- 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.
- 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. Surface water flooding affects Steps Road, which acts as a settlement edge.

TRANSPORT	• Magheralin is located along the Moira-Lurgan section of the main A3 (Lisburn-Middlestown) 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	• No land is zoned for economic development / industrial use. • Within the settlement there are a number of economic development uses, which include: ▪ 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: ▪ 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	• 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).

	• 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: ▪ 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.
COMMUNITY SERVICES	• 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, Malcolmson 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.

Conclusion

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). The settlement has developed primarily along the A3 route and to the south along New Forge Road.

The village performs well against the RDS Related Infrastructure Wheel with a strong community, commercial and industrial service base. Services include, St. Patrick's & St. Ronan's Roman Catholic Church and Hall, Magheralin Church of Ireland, Graveyard and Halls, The Red Door Youth Centre, a Primary School, Post Office, Public House, The Weir Memorial Freemasons Hall, Maralin Orange Hall and recreational parks.

Recommendation

Retain Village Status.

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 2021 Census data, Scotch Street settlement has a population of 675 people and 234 households. It is proposed within the Preferred Options Paper to reclassify Scotch Street as a village.

SETTLEMENT EVALUATION FRAMEWORK (SCOTCH STREET) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • Sewage treatment works on Drumanphy Road and pumping station west of Keelmount Grange; • Wastewater Treatment for Scotch Street currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband available; • Recycling banks.
ENVIRONMENTAL CAPACITY	• 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 CAP2010; • 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	• 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	• New commercial units to the west of the petrol filling station which include a coffee house and tool shop. • No land has been zoned for industrial or commercial use within the CAP 2010.

URBAN/RURAL CHARACTER	• 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 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 two areas of undeveloped land zoned as phase 2 development lands in the CAP 2010.
COMMUNITY SERVICES	• 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.

Conclusion

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. The village has a strong rural linear form with new residential developments creating a suburban character.

Under the RDS Related Infrastructure, Scotch Street performs satisfactorily with a good community and commercial service base. Services include, Richmount Primary School, Multiuse games area, Scotch Street Gospel Hall, Petrol filling station with shop containing a post office, Youth and Family Centre and a Play Group. Wastewater Treatment facilities currently have capacity up to a 10% growth factor, with restrictions up to 20%, the network however is currently at capacity. Spatial growth is constrained by environmental and physical parameters caused by surface water flooding, an archaeological site, disused rail track and varying topography.

Recommendation

Retain Village status.

SETTLEMENT APPRAISAL – WARINGSTOWN

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

According to NISRA 2021 Census data, Waringstown settlement has a population of 3,787 persons and 1,500 households.

SETTLEMENT EVALUATION FRAMEWORK (WARINGSTOWN)

Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.

RESOURCES	• Access to clean water, waste and sewage disposal. • A Sewage Treatment Works is located to the east of the current development limit. • Wastewater Treatment for Waringstown currently has no capacity for new development. • Wastewater network currently is at capacity. • Recycling Banks. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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	• 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	• 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. • Proximity to Lurgan (potential coalescence issues).

COMMUNITY SERVICES	The village has a number of community services and facilities including: • 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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Conclusion

Waringstown is a village located approximately 1km south-east of the Craigavon Urban Area (Lurgan). The settlement has experienced significant residential expansion, though the growth of local facilities and services has been limited relative to this increase.

Waringstown performs satisfactorily against the RDS Infrastructure Wheel in terms of an established community and commercial base. Services include, A Primary School and Nursery Unit, Children's Centre, A play group, Post box, Public phone box, Churches, Orange Hall and sports facilities.

Recommendation

Retain Village Status.

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 2021 Census data, Clonmore settlement has a population of 360 people and 117 households.

SETTLEMENT EVALUATION FRAMEWORK (CLONMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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. • Wastewater Treatment for Clonmore currently has no capacity for new development. • Wastewater network currently is at or reaching capacity. • Recycling 'Bring Banks' within the grounds of Clintyclay Primary School, to the south of the village. • Broadband.

ENVIRONMENTAL CAPACITY	• 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 waterflooding. • 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 Annagarraiff 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. • 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. • Topography features land gently sloping east towards Clonmore Road, a westerly sloping rise and land falling towards the river corridor to the south-west
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TRANSPORT	• 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	• 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	• 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:

	▪ 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.
COMMUNITY SERVICES	• 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.

Conclusion

Clonmore is a village located approximately 13km north-west of Portadown. The settlement has a linear form either side of Clonmore Road. The settlement has a loose linear form developed primarily along Clonmore Road with a mix of single rural dwellings, housing developments and small pockets of undeveloped grassland.

Under the RDS Infrastructure Wheel, Clonmore has a basic community and services base. Services include, a GAA Pitch (partially outside the current settlement limit), changing facilities, community hall, Sacred Heart RC Church and graveyard. Outside the settlement limit, is Clintyclay Primary School and a Playgroup which occupies the same premises. Spatial growth is restricted by Wastewater Treatment and Network capacity limits, River Blackwater flood plain, surface water flooding, listed features and the need to prevent coalescence with Tamnamore.

Recommendation

Retain Village status.

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 2021 Census data, Tamnamore settlement has a population of 380 people and 161 households. This NISRA figure relates to the whole village. The County Armagh element of the village is estimated at 132 people and 51 households.

SETTLEMENT EVALUATION FRAMEWORK (TAMNAMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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. • Wastewater Treatment for Tamnamore currently has no capacity for new development. • Wastewater network currently is at or reaching capacity.
ENVIRONMENTAL CAPACITY	• 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 Annagarriiff

	Nature Reserves. • There are three Archaeological Sites and Monuments designated beyond the Mid Ulster node of the settlement. • Topography on the northern approach along Derrycor Road is generally flat, while land on the southern approach north of the Tall River is flat lands within the floodplain before rising towards Venners Bridge. The settlement is constrained to the south-west by Clonmore village.
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TRANSPORT	• 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	• 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	• 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 Orlits' 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. • Growth must be managed to prevent coalescence concerns with Clonmore village.

COMMUNITY SERVICES	The ABC node has a small number of services including: • A designated recreation and open space picnic area adjacent to the banks of the River Blackwater. The Mid Ulster District Council node has: • 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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Conclusion

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 settlement straddles two council areas (Armagh City, Banbridge and Craigavon Borough Council and Mid Ulster District Council), with the River Blackwater running through the village.

Under the RDS Infrastructure Wheel, Tamnamore exhibits a functional service and commercial base split across council boundaries. Services within the ABC node includes a designated recreation and open space picnic area adjacent to the banks of the River Blackwater, a small convenience store, filling station, garden supplies business and car wash. The Mid Ulster node includes, commercial buildings and residential properties, a zoned area for housing, an Orange Hall and the former Tamnamore Primary School which is now being used as an educational learning centre. Growth is constrained by environmental and physical factors caused by the M1 motorway protected route, the River Blackwater and Tall River floodplains, surface water flooding, listed heritage structures and the need to prevent coalescence with Clonmore village.

Recommendation

Retain Village status.

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 2021 Census data, Acton has a population of 64 people and 26 households.

SETTLEMENT EVALUATION FRAMEWORK (ACTON) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal • A Waste water Pumping Station is located east of the settlement. • Wastewater Treatment for Acton currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Acton. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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. • Within the settlement there is street lighting, footpaths (disconnected in places) and traffic calming measures.
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ECONOMIC DEVELOPMENT	• 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	• 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. • Throughout Acton there are a number of vacant dwellings. • Commercial activities outside the limit include an existing composting facility to the south. • To the north, growth may be constrained by the A27 protected route.
COMMUNITY SERVICES	• 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.

Conclusion

Acton is a small settlement located approximately 5km south of Tandragee and 2km north of the village of Poyntzpass. The settlement exhibits a distinct linear form along Acton Street and Acton Road, characterised by low-density residential properties, vacant dwellings and a rural landscape character.

Under RDS Related Infrastructure Wheel, Acton has a minimal community and commercial service base. Facilities are limited to a An Orange Hall existing area of grassed open space and recreation within the southern portion of the settlement. Wastewater Treatment currently has capacity for up to a 20% growth factor, though no Drainage Area Plan Model exists. Physical expansion is constrained by physical and environmental factors such as steep topography to the north, west, and south-west, surface water flood risks, Acton House (Listed Building) and access limitations caused by the A27 protected route.

Recommendation

Retain Small Settlement status.

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 2021 Census Data, Aghory settlement has a population of 64 people and 26 households.

SETTLEMENT EVALUATION FRAMEWORK (AGHORY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • Broadband available; • A sewage works is located north of 241 Markethill Road. • Wastewater Treatment for Aghory currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Aghory.
ENVIRONMENTAL CAPACITY	• 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. • Topography features steep falls away to the north-west, land falling away to the east, flat land immediately adjacent to the southern boundary with undulating land beyond, and topography falling westwards.
TRANSPORT	• 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	• There are no evident economic developments within Aghory settlement; • No land has been zoned for industrial or commercial use.

URBAN/RURAL CHARACTER	• 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	• 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; • An area of relatively flat land to the north of the Church is being used as a playing field.

Conclusion

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 has a ribbon development character along Aghory Road and part of Markethill Road, surrounded primarily by undulating grazing land.

Under the RDS Related Infrastructure Wheel, Aghory displays minimal community and services base which comprises of, Presbyterian Church and graveyard with a hall, a new hall and large car park is located southwest of the Church, a post box and flat land to the north of the Church is being used as a playing field. Wastewater Treatment works have capacity up to 20% growth factor, though no Drainage Area Plan Model exists. Physical expansion is restricted by environmental and physical factors which includes steep topography, flood risk associated with the Cushier River and surface water areas and the critical need to prevent coalescence with Milltown (Aghory).

Recommendation

Retain Small Settlement status.

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 2021 Census data, Annaghmore (Moss Road) has a population of 272 people with 106 households.

SETTLEMENT EVALUATION FRAMEWORK (ANNAGHMORE, MOSS ROAD) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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. • Wastewater Treatment for Annaghmore, Moss Road currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Annaghmore, Moss Road.
ENVIRONMENTAL CAPACITY	• 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. Topography rises on the northern approach along Blackisland Road, rises gradually on the eastern approach along Moss Road, and rises on the southern approach to the north.
TRANSPORT	• 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	• 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	• 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 others 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. • 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: • Grasslands north of Annaghmore Saddlery on Meadowview Drive; and • An area of land containing an orchard north of No. 35 Meadowview Drive.
COMMUNITY SERVICES	• 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.

Conclusion

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 exhibits an irregular and elevated layout consisting of residential developments and St. Francis' (COI) Church as a central landmark.

Under RDS Infrastructure Wheel, Annaghmore (Moss Road) maintains a strong community focused profile. Services include, St Francis' (COI) Church & Graveyard, Church Hall and Rectory, Orchard County Primary School and nursery, an Orange Hall and sports ground businesses. In terms of Wastewater Treatment there is capacity for up to 20% growth factor, no Drainage Area Plan Model exists. Physical expansion is restricted by environmental and physical factors including flood risk as long the River Blackwater, surface flood risks, elevated topography and an archaeological monument.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Annaghmore has a population of 98 people and 41 households.

SETTLEMENT EVALUATION FRAMEWORK (ANNAGHMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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. • Wastewater Treatment for Annaghmore currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Annaghmore.
ENVIRONMENTAL CAPACITY	• 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. Topography rises significantly on the north-western Derrycoose Rath, and rises significantly to the east along Derrynavad Road. • 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	• 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	• 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. • 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	• 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: ▪ 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	• 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, and the school building is currently vacant.

Conclusion

Annaghmore is a small settlement located approximately 8km north-west of Portadown. The settlement is defined by two nodes-an eastern node and a western node.

Under the RDS Infrastructure Wheel, the settlement has a small commercial and community service profile. Services include, a petrol filling station, Post Office, convenience shop, a furniture/memorabilia company and a former primary school which is now vacant. In terms of Wastewater infrastructure, treatment capacity currently has up to a 20% growth factor, though a Drainage Area Plan Model does not exist. Physical growth is constrained by environmental and social factors such as, low-lying floodplains, wet woodland, surface water flood risks, heritage assets, steep topography and the need to prevent coalescence between the two nodes.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Annahugh has a population of 294 people and 113 households.

SETTLEMENT EVALUATION FRAMEWORK (ANNAHUGH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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). • Wastewater Treatment for Annahugh currently has capacity for existing connections, but has no headroom for growth. • A Drainage Area Plan Model does not exist for Annahugh. • Broadband access available.
ENVIRONMENTAL CAPACITY	• 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	• 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 Nos 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	• 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	• 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. • 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	• 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.

Conclusion

Annahugh is a small settlement located between Loughgall and Portadown, approximately 7 km west of Portadown and 3.5km east of Loughgall. The settlement has a residential function with modern private developments, terraced dwellings and single rural plots.

Under the RDS Infrastructure Wheel, the settlement has a strong community service profile with local amenities. Services include, St Oliver Plunkett's Primary School and a small, equipped play park, Ballyhegan Davitts GAC, a bar/restaurant, Kilmore Community Centre and Orchard Playgroup. In terms of Wastewater infrastructure, the capacity limit has been reached and there is no Drainage Area Plan Model. Spatial growth is constrained by environmental and physical factors such as, surface water flood risks, steep topography, heritage assets and surrounding agricultural orchards.

Recommendation

Retain Small Settlement status.

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 2021 Census, Address has a population of 142 people and 51 households.

SETTLEMENT EVALUATION FRAMEWORK (ADDRESS) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES/ INFRASTRUCTURE	• Clean water, waste and sewage disposal. • Broadband. • Sewage Treatment works to the south of the settlement. • Wastewater Treatment for Address currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Address.
ENVIRONMENTAL CAPACITY	• 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	• 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	• 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	• 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 developments, particularly around the Summer Island/Blackisland Road junction. • 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	• None

Conclusion

Address is a small settlement located approximately 9km west of Portadown and 6km north of the village of Loughgall. The settlement has expanded linearly along Summer Island Road, featuring rural dwellings, small housing developments and surrounding orchards.

Under the RDS Infrastructure Wheel, the settlement has an industrial and economic focus but lacks community services. Local businesses include a plastic manufacturing plant, an apple processing plant and a furniture and fireplace business. In terms of Wastewater infrastructure, there is capacity for treatment works up to a 20% growth factor, though no Drainage Area Plan Model exists. Physical growth is limited due to environmental and physical facts such as, the Tall River floodplain, surface water flooding, topographical constraints and heritage protection zones.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Artasooly has a population of 253 people and 79 households.

SETTLEMENT EVALUATION FRAMEWORK (ARTASOOLY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Broadband available. • Sewage Treatment Works 70m north of the settlement limit. • Wastewater Treatment for Artasooly currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Artasooly.
ENVIRONMENTAL CAPACITY	• 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). • Topography rises along Tullysaran Road, falling steeply to the north along Edenderry Drive. Topography also falls to the south from the limit with undulating landforms.

TRANSPORT	• 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	• Within the settlement no land has been zoned for industrial or commercial use; • There is a Public House located on the Maydown Road.
URBAN/RURAL CHARACTER	• 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.
COMMUNITY SERVICES	• 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.

Conclusion

Artasooly is a small settlement located approximately 8km north-west of Armagh. The settlement has an irregular spatial layout constructed around a hill crest focused on the Church of the Immaculate Conception, comprising of single rural dwellings, private housing and modern residential developments.

Under the RDS Infrastructure Wheel, the settlement maintains a community focused profile. Local facilities include, Church of the Immaculate Conception, graveyard and Parochial house, a Post Box, Tullysaran Community Hall, recycling clothing Bin, Tullysaran GAC and O'Connell Park, Our Lady's Primary School and a Public House. In terms of Wastewater infrastructure, treatment works have capacity up to a 20% growth factor, though no Drainage Area Plan Model exists. Growth is restricted by environmental and physical factors which include, steep

topographical falls to the north, floodplains and surface water flooding risks, two LLPAs and listed heritage assets.

Recommendation

Retain Small Settlements status.

SETTLEMENT APPRAISAL – AUGLISH

Auglish 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.

According to NISRA 2021 Census data, Auglish has a population of 51 people and 20 households.

SETTLEMENT EVALUATION FRAMEWORK (AUGLISH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment for Auglish currently has capacity with an estimated capacity up to a 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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	• Auglish is situated along the main A27 (Newry to Portadown) Road, which is a Protected Route. • Auglish 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. • 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 speedlimits. • National Cycle Network extends along Mullaghglass Road (via Scarva).
ECONOMIC DEVELOPMENT	• No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement.
URBAN/RURAL CHARACTER	• 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.
COMMUNITY SERVICES	• Auglish has no community facilities or services, but is located very close to Scarva Village (620m).

Conclusion

Auglish 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 is defined by the distinctive, landmark terrace row of Aughlish Cottages along the main road.

Under the RDS Infrastructure Wheel, the settlement has no community facilities or commercial activity, relying on nearby Scarva village for local services. Wastewater treatment currently has capacity up to a 20% growth factor, though the wastewater network is currently at or reaching capacity. Physical growth is constrained by environmental and physical factors such as, elevated landforms along Lisnagree Road, nearby heritage assets, and the strategic need to avoid visual impact and potential coalescence with Scarva to the east.

Recommendation

Retain Small Settlements status.

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.

According to NISRA 2021 census data, Ballymacnab has a population of 113 and 36 households.

SETTLEMENT EVALUATION FRAMEWORK (BALLYMACNAB)	
Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Wastewater Treatment for Ballymacnab currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Ballymacnab. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. • Topography to the north features areas of elevated land and prominent slopes. To the east of the western node, land falls in a southerly direction before giving way to elevated lands, while to the east of the eastern node, land falls significantly to the east. Topography to the west generally rises with undulating hills.
TRANSPORT	• 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	• 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	• 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	• 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.

Conclusion

Ballymacnab is a small settlement located on the Newtownhamilton Road approximately 7km south of Armagh City. The settlement maintains a rural and predominantly residential character influenced by small pockets of undeveloped land, tree-lined avenues and heritage assets.

Under the RDS Infrastructure Wheel, the settlement has a local commercial and community infrastructure network. Amenities include a community hall outside the limit to the east of the eastern node, with St. Patrick's Church, parochial house, and a GAA club located less than 1km to the north. In terms of Wastewater infrastructure, treatment capacity has capacity up to a 20% percent growth factor, though no Drainage Area Plan Model exists. Physical growth is constrained by environmental and physical factors such as surface water flooding, prominent slopes and elevate drumlin topography and sensitive heritage settings.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Broomhill has a population of 194 people and 98 households.

SETTLEMENT EVALUATION FRAMEWORK (BROOMHILL) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Wastewater Treatment for Broomhill currently has capacity with an estimated capacity up to a 10 percent growth factor. • A Drainage Area Plan Model does not exist for Broomhill. • Broadband.
ENVIRONMENTAL CAPACITY	• 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 feedmill. • 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	• 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	• 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.

URBAN/RURAL CHARACTER	• 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.
COMMUNITY SERVICES	• Orange Hall; • Public amenity area; • Small grass playing field and equipped playpark.

Conclusion

Broomhill is a small settlement located on the main Portadown to Armagh Road (A3 protected route), approximately 5km south-west of Portadown. The settlement forms a compact cluster occupying an elevated position above the A3 Dobbin Road. The housing character is predominantly residential, comprising NIHE style developments, medium-density and high-density dwellings.

Under the RDS Infrastructure Wheel, the settlement has a community and local economic profile. Services include, Orange Hall, Public amenity area, Small grass playing field and equipped playpark and a furniture showroom. In terms of Wastewater infrastructure, treatment currently has up to a 20% growth factor, though no Drainage Area Plan Model exists. Physical growth is restrained by environmental and physical factors such as, strict frontage alignment along the A3 Protected Route to the north, surface water flood risks, steep topography and industrial heritage assets.

Recommendation

Retain Small Settlement status.

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.

According to NISRA 2021 census data, Carrickaness has a population of 110 people and 28 households.

SETTLEMENT EVALUATION FRAMEWORK (CARRICKANESS) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment for Carrickaness currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Carrickaness. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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	• 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. • 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	• 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	• 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: – 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	• 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).

Conclusion

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). The settlement exhibits a linear form consisting of two-storey semi-detached dwellings, private properties, long strip-garden cottages and a residential care home.

Under the RDS Infrastructure Wheel, the settlement has limited commercial and community services, relying on the nearby Benburb Village. Local economic activity is anchored by a 47-bed residential care home. In terms of Wastewater infrastructure, treatment currently has capacity for up to a 20% growth factor, though no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors which include steep landforms, surface water flood risks, environmental designations and proximity to heritage assets.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Cladymore has a population of 145 and 56 households.

SETTLEMENT EVALUATION FRAMEWORK (CLADYMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • A Sewage Treatment Works is located approximately 200m north-east of the settlement. • Wastewater Treatment for Cladymore currently has capacity with an estimated capacity up to a 10 percent growth factor. • A Drainage Area Plan Model does not exist for Cladymore. • Recycling Banks. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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	• 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	• 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	• 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.
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Conclusion

Cladymore is a small settlement located approximately 9km east of Keady and 5km south-west of Markethill. The settlement features a distinct rural character set within a rolling landscape, comprising single dwellings and small housing developments.

Under the RDS Infrastructure Wheel, the settlement is supported by a community infrastructure profile, though it lacks commercial activity. Local amenities include 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) and other nearby sports facilities. In terms of Wastewater infrastructure, treatment currently has capacity for up to a 20% growth factor, though no Drainage Area Plan Model exists. Physical growth is constrained by environmental and physical factors which include surface water flood risks, floodplains and significant topographical variations.

Recommendation

Retain Small Settlements status.

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.

According to NISRA 2021 census data, Clare has a population of 99 people and 35 households.

SETTLEMENT EVALUATION FRAMEWORK (CLARE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Wastewater Treatment for Clare currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Clare. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. Land rises towards the north and east and is elevated to the south with land falling towards the Cusher River corridor.

TRANSPORT	• 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. • A cycling route associated with the National Cycle Network runs through the settlement.
ECONOMIC DEVELOPMENT	• 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	• 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: ▪ 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	• 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.

Conclusion

Clare is a small settlement located approximately 4km southwest of Tandragee, just off the main Tandragee to Markethill Road, west of the Cushier River. Clare has developed around the crossroad junction of the Cloghoge Road and Clare Road. The settlement features a varied urban/rural character.

Under the RDS Infrastructure Wheel, the settlement has a solid community infrastructure. Community facilities include Presbyterian Church and graveyard, Clare Reformed Presbyterian Church and graveyard, a Church Hall, an Orange Hall, Clare Primary School and a post office. In terms of Wastewater infrastructure, treatment currently has capacity for up to a 20% growth factor, though no Drainage Area Plan Model exists. Physical growth is constrained by environmental and physical factors which includes the Cushier River floodplain, surface water flood risks, the Cushier River Local Landscape Policy Area, archaeological sites and listed heritage assets.

Recommendation

Retain Small Settlement status.

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 2021 census data, Collegeland has a population of 120 people and 47 households.

SETTLEMENT EVALUATION FRAMEWORK (COLLEGELAND) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Broadband. • Wastewater Treatment for Collegeland currently has no capacity for new development. • A Drainage Area Plan Model does not exist for Collegeland.
ENVIRONMENTAL CAPACITY	• 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, land rises steeply to the south along Corrigan Hill Road; land to the north-west features open rising land; and growth to the east is constrained by open rising land beyond the River Callan. For the Western Node; topography to the west is constrained by landforms housing commercial premises; land to the south and south-east rises steeply in areas. • The surrounding lands are predominantly used for agriculture, apple orchards and pastureland.
TRANSPORT	• 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	• There are a number of commercial enterprises located within and adjacent to Collegeland: ▪ 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, there is a small grouping of commercial buildings, however there is no indication of their current use. ▪ 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.
URBAN/RURAL CHARACTER	• 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: ▪ 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.

COMMUNITY SERVICES	• 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.
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Conclusion

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. The eastern node forms a cluster around the junction of Summer Island Road, Collegeland Road, and Corrigan Hill Road with traditional rural dwellings, while the western node comprise a mix of commercial, industrial and residential uses set amongst surrounding orchards.

Under the RDS Infrastructure Wheel, the settlement has a strong local economic and commercial base alongside community facilities. Economic activities include, an apple business and pet food business, a potato supply business, a flower business and a tile supply business as well as others. Community facilities include vacant public house, Collegeland GAC grounds and associated facilities, St. Peter's Primary School, St. Peter's R.C. Church and graveyard and a vacant Hall. In terms of Wastewater infrastructure, treatment currently has no capacity for new development, and no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, floodplains associated with River Callan, topography, heritage assets and the need to prevent coalescence between the two nodes as well as towards Charlemont.

Recommendation

Retain Small Settlement status.

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 2021 census data, Derryhale has a population of 351 people and 131 households.

SETTLEMENT EVALUATION FRAMEWORK (DERRYHALE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Wastewater Treatment for Derryhale currently has capacity with an estimated capacity up to a 10 percent growth factor. • A Drainage Area Plan Model does not exist for Derryhale. • Approximately 250m west of the northern node there is a sewage works facility. • There are no recycling facilities within the settlement.

ENVIRONMENTAL CAPACITY	• 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 Mullalelish 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. • 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.
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TRANSPORT	• 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	• 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	• 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.

	• There are a number of undeveloped areas within the settlement: ▪ 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.
COMMUNITY SERVICES	• 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 is a restaurant 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.

Conclusion

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. The settlement retains a rural character framed by mature trees, surrounding agricultural pastures and flat undeveloped grasslands.

Under the RDS Infrastructure Wheel, Derryhale maintains a local economic network alongside community facilities. These services include, a petroleum storage premises, car sales, tile and stove business, haulage firm, engineering firm and restraint/bar amenities. Community infrastructure includes, a primary school and an Orange Hall. In terms of Wastewater infrastructure, treatment currently has capacity for up to a 10% growth factor, though no Drainage Area Plan Model exists. Physical growth is constrained by environmental and physical factors which includes surface water flooding risks, flooding associated with the Tall River, and listed heritage assets.

Recommendation

Retain Small Settlements status.

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.

According to NISRA 2021 census data, Derrynoose has a population of 56 people and 20 households.

SETTLEMENT EVALUATION FRAMEWORK (DERRYNOOSE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment for Derrynoose currently has no capacity for new development. • A Drainage Area Plan Model does not exist for Derrynoose. • 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	• 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	• 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	• 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	• 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 northeastern part of the Derrynoose road; • 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: • 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	• 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.

Conclusion

Derrynoose is a small settlement located approximately 5km south-west of Keady off the main road to Castleblaney. The settlement features detached properties on relatively large plots, a small housing development and a central concentration of community and social amenities.

Under the RDS Infrastructure Wheel, the settlement has a strong community and local commercial service profile. Services include, 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, new 3G pitch, Convenience shop and petrol pump and a Public House. In terms of Wastewater infrastructure, treatment currently has no capacity for new development, and no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, topography and heritage assets.

Recommendation

Retain Small Settlement status

SETTLEMENT APPRAISAL – DERRYSCOLLOP

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 2021 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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Derryscollop has a population of 34 people and 13 households.

SETTLEMENT EVALUATION FRAMEWORK (DERRYSCOLLOP) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste; • No public sewerage network available. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. Lands rise steeply to the north and to the eastern approach. Topography on the western approach features a localised height to the rear of Fairlawn House. • 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	• 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	• There is no land zoned for industry in Derryscollop and no evidence of any industrial or commercial activity.
URBAN/RURAL CHARACTER	• 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: ▪ 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	• Derryscollop Orange Hall (opposite No. 36 Derryscollop Road) is the only community facility / service within the settlement.
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Conclusion

Derryscollop is a small settlement located approximately 9km north of Armagh and 2km south-east of Charlemont. The settlement exhibits a rural linear character with rural dwellings, farm buildings, small housing groups and agricultural grasslands.

Under the RDS Infrastructure Wheel, Derryscollop has minimal service provision anchored solely by an Orange Hall, with no public sewerage network or commercial/industrial development. Physical expansion is restricted by environmental and physical factors including extensive floodplains, surface water flood risks, listed heritage assets and steep topography.

Recommendation

Retain Small Settlement status.

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 2021 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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Drumhillery has a population of 49 people and 19 households.

SETTLEMENT EVALUATION FRAMEWORK (DRUMHILLERY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • Drumhillery Wastewater Treatment Works is just south-east and downslope of Drumhillery Primary School (off Cavanagarvan Road); • Wastewater Treatment for Drumhillery currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Drumhillery. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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	• 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	• No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement.
URBAN/RURAL CHARACTER	• 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. • On the lands south-west of the school, a two detached 2-storey dwelling have completed construction. • 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.
COMMUNITY SERVICES	• 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).

Conclusion

Drumhillery is a small settlement located approx. 11km south-west of Armagh and 5km north-west of Keady Town. The settlement has a compact built form climbing westwards from the main road, comprising a small single-storey and two-storey residential development, detached rural dwellings, and a small primary school and Presbyterian Church.

Under the RDS Infrastructure Wheel, Drumhillery has a local service profile including Drumhillery Primary School, Drumhillery Presbyterian Church and Graveyard and an Orange Hall. In terms of Wastewater infrastructure, treatment currently has capacity for up to a 20% growth factor, though no Drainage Area Plan Model exists. Physical growth is constrained by environmental and physical factors which includes rolling drumlin topography, floodplains and surface water flooding risks, mature tree screening around church and school boundaries and the setting of the listed stone-built Presbyterian Church.

Recommendation

Retain Small Settlement status.

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 2021 Census data Edenaveys has population of 186 people and 85 households.

SETTLEMENT EVALUATION FRAMEWORK (EDENAVEYS) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Wastewater Treatment for Edenaveys currently has capacity with an estimated capacity up to a 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• Edenaveys is located to the west of the Markethill Road (A28) which is a protected route. • The settlement has footpaths, street lighting and busshelters. • 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	• 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	• 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	• There are no community services within the settlement. • Killen Church Hall is located 400m south-east of the settlement development limit.

Conclusion

Edenaveys is located approximately 100m south of Armagh City settlement limit, on the southern side of the Markethill Road (A28). The settlement has a predominantly residential function with varied housing types ranging from terraced dwellings with modest plot sizes to larger semi-detached and detached properties.

Under the RDS Infrastructure Wheel, the settlement contains local commercial activities such as a veterinary practice and a building supplies business. In terms of Wastewater infrastructure, treatment currently has capacity for up to a 20% growth factor, though no Drainage Area Plan Model exists. Physical growth is constrained by environmental and physical factors which includes floodplains and surface water flooding risks and topography challenges.

Recommendation

Retain Small Settlement status.

SETTLEMENT APPRAISAL – ENGLISH

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

According to NISRA 2021 Census data, Eglish has a population of 106 and 45 households.

SETTLEMENT EVALUATION FRAMEWORK (ENGLISH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • There is a Sewage Treatment Works located to the west of the settlement. • Wastewater Treatment for Eglish currently has no capacity for new development. • A Drainage Area Plan Model does not exist for Eglish. • There are recycling 'Bring Banks' within the settlement. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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	• 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	• 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	• 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

Conclusion

Eglish is located approximately 8km north-west of Craigavon Urban Area (Portadown). The settlement is linear in form, with predominantly residential properties.

Under the RDS Infrastructure Wheel, the settlement has a community infrastructure profile. Facilities include Eglish GAA club house, St John's Primary School, Apple Blossom playgroup and also St John's Church, parochial house and graveyard. In terms of Wastewater infrastructure, treatment currently has no capacity for new development, and no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, topography, heritage assets and the need to prevent physical coalescence with Armagh City to the north.

Recommendation

Retain Small Settlement status.

SETTLEMENT APPRAISAL – GLENANNE

Glenanne is a small settlement located approximately 6km south of Markethill. Glenanne is not included in the NISRA 2021 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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Glenanne has a population of 23 people and 9 households.

SETTLEMENT EVALUATION FRAMEWORK (GLENANNE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Wastewater Treatment for Glenanne currently has no capacity for new development. • Wastewater network currently has no capacity for new development. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. • Physical growth to the north is constrained by proximity to Mountnorris to the north-east to prevent potential coalescence issues. • 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	• 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	• There is no industrial or commercial activity within the settlement.
URBAN/RURAL CHARACTER	• 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	• There are no community facilities or services.

Conclusion

Glenanne is a small settlement located approximately 6km south of Markethill. The settlement is heavily landscape-led, framed by mature tree groupings, roadside vegetations and surrounding rolling countryside.

Under the RDS Infrastructure Wheel, Glenane has no internal commercial or industrial enterprises and no direct bus services, footpaths, or street lighting. There are no community facilities within the settlement. In terms of Wastewater infrastructure, treatment currently has no capacity for new development, and no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, extensive floodplains, topography, heritage assets, an expansive LLPA and the need to prevent physical coalescence with Mountnorris and Whitecross.

Recommendation

Retain Small Settlement status.

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 2021 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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Granemore has a population of 39 people and 15 households.

SETTLEMENT EVALUATION FRAMEWORK (GRANEMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste; • No public sewerage network available. • Broadband available; • Recycling clothes bank.
ENVIRONMENTAL CAPACITY	• 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	• 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	• 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	• 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. • The playing field is designated as existing recreational/open space.
COMMUNITY SERVICES	• 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 playing field.

Conclusion

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. The settlement character consists of single detached properties on generous plots, rural roadside houses and an undulating topography.

Under the RDS Infrastructure Wheel, the settlement possesses a community core comprising 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 playing field. Commercial services include a petrol filling station, public house and a vehicle dismantler business. There is no public sewerage network available. Spatial growth is restricted by physical and environmental factors such as floodplains to the west, surface water flood risks, topography and one listed building (St. Mary's Church).

Recommendation

Retain Small Settlement status.

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 2021 Census data, Kilmore has a population of 193 and 73 households.

SETTLEMENT EVALUATION FRAMEWORK (KILMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water and waste/sewage disposal. • A Waste Water Treatment Works is located south-east of the settlement east of Kilmore Park. • Wastewater Treatment for Kilmore currently has capacity with an estimated capacity up to a 5 percent growth factor. • A Drainage Area Plan Model does not exist for Kilmore. • Broadband available. • There are no recycling facilities within the settlement limit.
ENVIRONMENTAL CAPACITY	• 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: ▪ 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 is generally flat with a gradual fall south of the rectory. • Expansion is restrained by the LLPA surrounding Kilmore House and rising land as well as floodplains, surface water flooding and archaeological sites/monuments. • The Church and buildings around the road junction provide a

	focal point to the settlement.
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TRANSPORT	• 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	• 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	• 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: ▪ 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	• St Aidan's Church of Ireland, graveyard, Rectory and Church Hall • Kilmore Orange Hall

Conclusion

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 settlement has two distinct areas of character: a traditional rural character centred around the historic crossroads junction- defined by listed structures- and a modern residential area extending south-east comprising of medium-density housing.

Under the RDS Infrastructure Wheel, the settlement is served by local community and social facilities, including St. Aidan's Church of Ireland, graveyard, Rectory and Church Hall listed thatched house, and former school building. Wastewater infrastructure is provided by a treatment works with up to 5% capacity growth, though no Drainage Area Plan Model exists. Growth is constrained by environmental factors such as floodplains to the south-west, surface water flood risks to the south-east and west, an unallocated LLPA, archaeological sites and sensitive listed building settings around the junction.

Recommendation

Retain Small Settlement status.

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 2021 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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Lisnadill has a population of 41 people and 16 households.

SETTLEMENT EVALUATION FRAMEWORK (LISNADILL) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste; • No public sewerage network available • Broadband.
ENVIRONMENTAL CAPACITY	• 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 waterflooding. • There are a number of archaeological sites/monuments including Rathes 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. • Physical expansion at the northern node is constrained by topography, Butter Water River and associated floodplain to the north and east, surface water flooding to the north-east, east, south-east, and west, potential coalescence with the southern node, potential impact on the listed building, rural character and archaeological sites and monuments. • Physical expansion at the southern node is constrained by topography, archaeological sites, surface water flooding, potential coalescence with the northern node, Sewage Treatment Works to the east, Butter Water River and associated floodplain.

TRANSPORT	• 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	• 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	• 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	• St John's Church and graveyard. • Lisnadill Primary School. • A disused hall. • Ballymacnab Community Watch operates within the settlement.

Conclusion

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. The northern node accommodates local facilities and residential dwellings, and the southern node is predominantly residential in character.

Under the RDS Infrastructure Wheel, the settlement features community and local commercial services concentrated mainly in the northern node, including St. John's Church and graveyard, Lisnadill Primary School, a disused hall, Ballymacnab Community Watch, childcare facility and a fuel merchant. There is no public sewerage network available, and no Drainage Area Plan Model exists. Physical expansion across both nodes is heavily restricted by environmental factors such as the Butter Water River and its floodplain running east of the settlement, surface water flooding, undulating topography, archaeological sites and the imperative to prevent coalescence between the two settlement nodes.

Recommendation

Retain Small Settlement status.

SETTLEMENT APPRAISAL – LOUGHGILLY

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

According to NISRA 2021 Census data Loughgilly has a population of 136 and 58 households.

SETTLEMENT EVALUATION FRAMEWORK (LOUGHGILLY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • A Sewage Treatment Works is located within the settlement, to the north of the Glenanne Road. • Wastewater Treatment for Loughgilly currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Loughgilly. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. • Physical expansion is constrained by the protected route status of the A28 (Gosford Road) to the north, east and north-west. The Cusher River and associated floodplain constrain lands to the south-west and west. An archeological site is located approx.. 250m north of the settlement. Growth to the north is restricted by rural buildings/dwellings along the Gosford Road. • Mullaghmore Enclosure, an Archaeological Site, is located approximately 250m north of the settlement development limit.
TRANSPORT	• 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	• 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	• 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	• Children's play park and a community house.

Conclusion

Loughgilly is a small settlement located approximately 4km south-east of Markethill. The settlement is predominantly residential, concentrated on the southern side of Gosford Road and comprising two residential schemes, alongside single dwellings, with limited undeveloped greased pockets remaining to the north.

Under the RDS Infrastructure Wheel, the settlement contains local services including a children's play park, community house, bus shelter with a regular service to Markethill and Newry, and a commercial yard located to the east and south of Gosford Road. In terms of Wastewater Infrastructure, there is treatment capacity available up to a 20% growth factors, though no Drainage Area Plan Model exists. Spatial expansion is restricted by environmental and physical parameters including the protected route status of the A28 (Gosford Road), the Cusher River and the floodplain, surface water flooding risks, topography challenges and Mullaghmore Enclosure archaeological site.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Madden has a population of 75 people and 32 households.

SETTLEMENT EVALUATION FRAMEWORK (MADDEN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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. • Wastewater Treatment for Madden currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Madden.
ENVIRONMENTAL CAPACITY	• 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. • Topography rises significantly to the east and falls to the west of Monaghan Road, with land east of Monaghan being open and prominent. Along the winding rural eastern approach, land rises steeply to the east and north-east. Along the southern approach, flat lands immediately south-west of the settlement limit rise steeply to the crest of the hill to the rear of No. 111.
TRANSPORT	• 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	• 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	• 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: ▪ 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	• 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.

Conclusion

Madden is a small settlement located approximately 8km south-west of Armagh on the Farnaloy Road, approximately 5km north-west of Keady. The settlement character is defined by drumlin topography, with housing arranged on sloping land, detached properties and undeveloped grassland.

Under the RDS Infrastructure Wheel, the settlement provides community and local services which includes, St Patricks RC Church and graveyard, St Joseph's Primary School, Hairdressers (No 57a Farnaloy Road), Madden Community Centre to rear of Riverdale Park, 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. In terms of Wastewater infrastructure, treatment currently has capacity for up to a 20% growth factor, though no Drainage Area Plan Model exists. Spatial growth is constrained by steep drumlin topography rising to the east and falling westwards, prominent open ridgelines along Monaghan Road, surface water flooding risks and established rural housing clusters along approach roads.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Milltown (Aghory) has a population of 155 and 69 households.

SETTLEMENT EVALUATION FRAMEWORK (MILLTOWN, AGHORY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Broadband available. • Milltown (Aghory) Wastewater Treatment Works is located between the two nodes on the Ballybreagh Road. • Wastewater Treatment for Milltown(Aghory) currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Milltown (Aghory).
ENVIRONMENTAL CAPACITY	• 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. • Additional constraints include an active approval for 22 allotments to the north of the settlement limit and integration constraints due to areas of raised land.
TRANSPORT	• 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	• 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	• 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 southern node is defined by a mix of house types, ranging from bungalows to two storey, semi-detached and terrace. • 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	• 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).

Conclusion

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.

Under the RDS Infrastructure Wheel, the settlement provides community and local services which includes, Aghory Gospel Hall and the neighbouring settlement of Aghory have a church, hall and playing field in close proximity to Milltown (Aghory). In terms of Wastewater Infrastructure, treatment currently has capacity for up to a 20% growth factor, though no Drainage Area Plan Model exists. Spatial expansion is restricted by surface water flooding risks, two Local Landscape Policy Areas (LLPA), challenging topography and the proximity of the two nodes to each other.

Recommendation

Retain Small Settlement status.

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 2021 Census, Milltown (Benburb) has a population of 94 people and 40 households.

SETTLEMENT EVALUATION FRAMEWORK (MILLTOWN, BENBURB) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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); • Wastewater Treatment for Milltown (Benburb) currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Milltown (Benburb). • Broadband available.
ENVIRONMENTAL CAPACITY	• 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 (SLNCI), 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 separated from Milltown (Benburb), at a distance of 900 metres to the north-east. • 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.
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TRANSPORT	• 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	• No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement.
URBAN/RURAL CHARACTER	• 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 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	• 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).

Conclusion

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 settlement is divided into two nodes extending southwards along Milltown Road, with built form comprising an old mill complex, two-storey terraces, single dwellings and housing alongside Hillside Terrace and Cerrickapees.

Under the RDS Infrastructure Wheel, the settlement provides local services which includes a Post box, with nearby Benburb Village offering a convenience shop with a Post Office, Benburb Valley Park, and Echo Trail. In terms of Wastewater Infrastructure, treatment currently has capacity for up to a 20% growth factor, though no Drainage Area Plan Model exists. Growth is restrained physical and environmental considerations such as, the floodplain of the River Blackwater, surface water flooding risks, designated ASSI sites, listed mill structures, significant tree groups, challenging topography and the proximity of the two nodes to each other and to Cerrickapees.

Recommendation

Retain Small Settlement status.

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 had a population of 54 and 24 households.

Mullaghbrack is not included in the NISRA 2021 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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Mullaghbrack has a population of 59 people and 23 households.

SETTLEMENT EVALUATION FRAMEWORK (MULLAGHBRACK) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment for Mullaghbrack currently has no capacity for new development. • Wastewater network currently is at or reaching capacity. • Broadband available.

ENVIRONMENTAL CAPACITY	• 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 rises further to the north/north-east towards a hill and on the far side of Mullaghbrack Road to the north-west.
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TRANSPORT	• 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 (busshelters). • 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	• 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	• 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: ▪ 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

	▪ 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	• 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.

Conclusion

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. The settlement features a compact form centred around St. John's Church, Church Halls, and Orange Hall, with housing comprising single-detached properties and semi-detached dwellings, and cottages.

Under the RDS Infrastructure Wheel, the settlement provides community and local services which includes St. John's Church, Graveyard, and Church Halls, Mullaghbrack Orange Hall, a play park and a Post box. There are also local bus services and a bus stop on the main road. In terms of Wastewater Infrastructure, treatment currently has no capacity for new development, and the wastewater network is currently at or reaching capacity. Spatial growth is constrained by surface water flood risks, setting of the listed St. John's Church and archaeological graveyard, significant tree groups, disused railway line, elevated drumlin topography and proximity to adjacent rural housing clusters.

Recommendation

Retain Small Settlement status.

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 2021 Census data in relation to population / household numbers. NISRA do not detail settlements that have a population of less than 50 persons / 20 households.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Salter's Grange has a population of 52 people and 20 households.

SETTLEMENT EVALUATION FRAMEWORK (SALTERS GRANGE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment for Salter's Grange currently has capacity with an estimated capacity up to a 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband available.

ENVIRONMENTAL CAPACITY	• 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.
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TRANSPORT	• 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.
ECONOMIC DEVELOPMENT	• 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: ▪ A transport/haulage company, 141 Loughgall Road (240m east); ▪ A large quarry, Annacramph / Loughgall Roads (565mnorth-east)
URBAN/RURAL CHARACTER	• 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: ▪ 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.

	• 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.
COMMUNITY SERVICES	• 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).

Conclusion

Salters Grange is a small settlement located approximately 1.5km north of Armagh City (edge) and 4km south-west of Loughgall Village. The settlement has developed a linear form along both sides of Salters Granger Road with single-storey semi-detached cottages, modern bungalows, a two-storey dwelling and the newly constructed Salters Grange Manor (18 dwellings).

Under the RDS Infrastructure Wheel, the settlement provides local services and facilities including St. Aidan's Church of Ireland, Church Hall, Old School House, Teacher's House and Graveyard and a Post box. There is a local bus service stopping on Loughgall Road. In terms of Wastewater Infrastructure, treatment currently has capacity for up to a 20% growth factor, though the wastewater network is currently at or reaching capacity. Spatial growth is constrained by undulating topography, surface water flood risk outside the limit, setting and views of the listed St. Aidan's Church and LLPA and significant tree groups.

Recommendation

Retain Small Settlement status.

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).

According to NISRA 2021 Census data, St Mary's Terrace has a population of 57 people and 20 households.

SETTLEMENT EVALUATION FRAMEWORK (ST MARYS TERRACE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Broadband. • A Sewage pumping station is located within the southern node. • Wastewater Treatment for St Marys Terrace currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for St Marys Terrace. • Recycling banks.
ENVIRONMENTAL CAPACITY	• 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 waterflooding. • 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	• 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. • 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	• 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	• 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	• 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.

Conclusion

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).

Under the RDS Infrastructure Wheel, the settlement has a local and community services profile which includes St John's Primary School, St John's RC Church (Listed) and graveyard, HGV garage service and recycling banks. Public transport bus services operate along the Monaghan Road. In terms of Wastewater infrastructure, treatment currently has capacity up to a 20% growth factor, though no Drainage Area Plan Model exists. Spatial expansion is constrained by floodplains, surface water flooding risks, designated LLPA, heritage assets, steep undulating topography and proximity to Middletown Village.

Recommendation

Retain Small Settlement status.

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 2021 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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Stonebridge has a population of 54 people and 21 households.

SETTLEMENT EVALUATION FRAMEWORK (STONEBRIDGE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste disposal. • No public sewerage network available. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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	• 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.

URBAN/RURAL CHARACTER	• 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: • 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.
COMMUNITY SERVICES	• Stonebridge has a small number of facilities including St Patrick's Roman Catholic Church and Graveyard, Church Hall, Parochial House and Orange Hall.

Conclusion

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. The northern node consists largely of single dwellings alongside key community buildings, and a southern node varying from compact detached dwellings near the A3 to dispersed rural properties along Legacorry Road.

Under the RDS Infrastructure Wheel, the settlement provides a local and community profile which includes St Patrick's Roman Catholic Church and Graveyard, Church Hall, Parochial House and Orange Hall. Transport links include regular bus services between Armagh and Portadown (though does not directly serve the northern node). In terms of Wastewater infrastructure, a Sewage Treatment Works is located west of the southern node, though no public sewerage network is available. Spatial expansion is constrained by physical and environmental factors such as, extensive floodplains and surface water flood risks, the bisecting A3 Protected Route, the disused railway bed, heritage assets, mature tree groups and potential coalescence between the nodes and towards Richhill.

Recommendation

Retain Small Settlement status.

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 2021 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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Tassagh has a population of 26 people and 10 households.

SETTLEMENT EVALUATION FRAMEWORK (TASSAGH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste disposal. • No public sewerage network available. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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	• 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	• 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. • 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	• Tassagh Presbyterian Church. • A Neighbourhood Watch Scheme operates within the settlement.

Conclusion

Tassagh is a small settlement located approximately 3km north-east of Keady and approximately 9km south of Armagh. The settlement lies in a valley with a drumlin landscape and is bisected by the Callan River. The predominant character of the area is dispersed single dwellings and small undeveloped pockets.

Under the RDS Infrastructure Wheel, the settlement includes local community services which include Tassagh Presbyterian Church and a Neighbourhood Watch Scheme operates within the settlement. Commercial activity consists of a public house and restaurant, convenience shop and a Post Office. Transport links include Ulsterbus Service 69 and a school bus Service 44 and 69. There is no public sewerage network available. Spatial growth is restricted by physical and environmental considerations which includes, extensive floodplains, surface water flood risks, the Tassagh LLPA, heritage assets and listed structures and challenging topography.

Recommendation

Retain Small Settlement status.

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 2021 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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Tullygoonigan has a population of 41 people and 16 households.

SETTLEMENT EVALUATION FRAMEWORK (TULLYGOONIGAN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and disposal. • No public sewerage network available. • Broadband. • Recycling banks.
ENVIRONMENTAL CAPACITY	• 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. • Potential coalescence issues with the proximity of the two nodes.
TRANSPORT	• 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	• 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	• 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. • 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	• 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.

Conclusion

Tullygoonigan is a small settlement, comprised of two nodes, located approximately 5km north of Armagh. The settlement is made up of two nodes: a western node along Tullygoonigan Road and an eastern node centred at the junction of Tullygoonigan Road and Killyfaddy Road. Built character consist primarily of single rural dwellings and compact residential development.

Under the RDS Infrastructure Wheel, the settlement has a low service/infrastructure profile. Local community facilities and assets include 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), a Post box and a children's day nursery. Transport links include Bus Service 72 with two bus shelters on the Moy Road (A29) and a school bus service. No footpaths or street lighting exists within the settlement. In terms of Wastewater infrastructure, there is no public sewerage network. Spatial growth is constrained by floodplains near the River Callan, two SLNCIs, archaeological sites, the bisecting A29 Protected Route, topography and potential coalescence between the two nodes.

Recommendation

Retain Small Settlement status.

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 was 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.

According to NISRA 2021 Census data, Tullyroan Corner has a population of 52 people and 20 households.

SETTLEMENT EVALUATION FRAMEWORK (TULLYROAN CORNER) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Wastewater Treatment for Tullyroan Corner has no capacity for new development. • A Drainage Area Plan Model does not exist for Tullyroan Corner. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. • In the eastern node land rises towards the north and north-east; land rises in an easterly direction to the south, while land falls towards the Tall River to the north-west and south-west. • In the western node land rises significantly from west to east towards the settlement boundary, while east of the node, land gently falls towards the Tall River.
TRANSPORT	• 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 streetlighting. • 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	• 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	• 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: ▪ 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: ▪ 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	• 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.

Conclusion

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.

Under the RDS Infrastructure Wheel, the settlement has a community infrastructure profile. Facilities include Tullyroan Methodist Church, Tullyroan Oval and Derrycorry Orange Hall. Public transport services are provided by Bus Service 67B and Services 61, 63, 67 and 72. In terms of Wastewater infrastructure, treatment currently has no capacity for new development, and no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical

factors which includes, surface water flooding, flood plains, topography, heritage assets and potential coalescence issues.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Annacclone has a population of 190 people and 85 households.

SETTLEMENT EVALUATION FRAMEWORK (ANNACLONE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • Annacclone Sewage Treatment Works is located immediately outside and south-east of the main node along Monteith Road; • Wastewater Treatment for Annacclone currently has no capacity for new development. • A Drainage Area Plan Model does not exist for Annacclone. • Broadband available.

ENVIRONMENTAL CAPACITY

- 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 treatmentworks.
- 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 Anaghlonge 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	• 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	• No land is zoned for economic development / industrial use. • Public House (75 Ardbrin 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	• 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, Ardbrin 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 : ▪ 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: ▪ West of First Anaghlone Presb. Church & Graveyard, Glebe Road; ▪ Tanvally Road North-East Section (opposite No. 13); ▪ Ardbrin Road, east of public house; ▪ Ardbrin 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	• 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 Anaghlone 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 Anaghlone Presbyterian Church, Ballynafoy Road (within 2.75km).

Conclusion

Annaclone is a small settlement with two nodes located approx. 5.5km south-east of Banbridge and 7km north/north-west of Rathfriland. The settlement is principally made up of residential development.

Under the RDS Infrastructure Wheel, the settlement has a community infrastructure profile. Facilities include St. Colman's Primary School and All Saints Nursery, St. Colman's RC Church, Council Play Park, First Anaghlone Presbyterian Church, Public House, Post Office / Shop, Tanvally Orange Hall, Christ Church and Second Anaghglone Presbyterian Church. Public transport links include Bus Service 29 and a school bus service. In terms of Wastewater infrastructure sewage treatment works currently has no capacity for new development and no Drainage Area Plan Model exists. Spatial expansion is constrained by environmental and physical factors which includes surface water flooding, floodplains, topography, LLPA designations, heritage assets and the need to prevent coalescence between the main south-west node and north-east node.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Ardtanagh has a population of 96 living in 36 households.

SETTLEMENT EVALUATION FRAMEWORK (ARDTANAGH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste disposal • No public sewerage network available. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. • Potential coalescence issues with Kinallen.
TRANSPORT	• 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	• 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	• 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	• First Dromara Presbyterian Church, graveyard and Church Hall. • Dromara Reformed Presbyterian Church.

Conclusion

Ardtanagh is a small settlement located approximately 6km south-east of Dromore and 0.5km east of Kinallen, on the Dromara to Banbridge Road. The settlement has a linear form and is predominantly made up of residential properties.

Under the RDS Infrastructure Wheel, the settlement has a community infrastructure profile. Facilities include First Dromara Presbyterian Church, graveyard and Church Hall and Dromara Reformed Presbyterian Church. Public transport services are provided by Bus Service No. 26. In terms of Wastewater infrastructure, there is no public sewerage network available. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, floodplains, topography, LLPA designations, heritage assets and the need to prevent coalescence with Dromara.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Ashfield-Gowdystown has a population of 114 people and 42 households.

SETTLEMENT EVALUATION FRAMEWORK (ASHFIELD/GOWDYSTOWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Wastewater Treatment for Ashfield/Gowdystown currently has no capacity for new development. • A Drainage Area Plan Model does not exist for Ashfield/Gowdystown. • Broadband
ENVIRONMENTAL CAPACITY	• 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. • Coalescence issues with the two nodes.
TRANSPORT	• 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	• 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	• 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: ▪ Towards the northern boundary of Ashfield, to the west of the Villa Wood Road there is an area of undeveloped land. ▪ 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	• Quilly Orange Hall, located within the eastern node.

Conclusion

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, with the western node known as Ashfield and the eastern node as Gowdystown, principally made up of residential development.

Under the RDS Infrastructure Wheel, the settlement has a community infrastructure profile. Facilities include Gowdystown Orange Hall located within the eastern node. There is no public transport links available. In terms of Wastewater infrastructure, treatment currently has no capacity for new development, and no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, undulating topography, LLPA designations, heritage assets and the need to prevent coalescence between the two nodes.

Recommendation

Retain Small Settlement status.

SETTLEMENT APPRAISAL – BALLELA

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

Ballela is not included in the NISRA 2021 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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Ballela has a population of 10 people and 4 households.

SETTLEMENT EVALUATION FRAMEWORK (BALLELA) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste disposal. • No public sewerage network available. • Broadband. • A recycling 'Bring Bank' is located within the grounds of All Saints Church.
ENVIRONMENTAL CAPACITY	• 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	• 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	• There is no evidence of industrial activity within the settlement, however relation to commercial activity there is a car mechanic business.

URBAN/RURAL CHARACTER	• 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	• All Saints Church, graveyard and vacant parochial house. • Disused Primary School and disused parish hall • Ballela GAC grounds and pavilion are located to the north of the settlement.

Conclusion

Ballela is a small settlement located approximately 9km east of Banbridge. The settlement is linear in form, with development predominantly situated on the eastern side of Ballela Road.

Under the RDS Infrastructure Wheel, the settlement has a community infrastructure profile. Facilities include, All Saints Church, graveyard and vacant parochial house, a disused Primary School and disused parish hall, Ballela GAC grounds and pavilion and a recycling 'Bring Bank'. Public transport services are not available. In terms of Wastewater infrastructure, there is no public sewerage network available. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, floodplains, varying topography and heritage assets.

Recommendation

Retain Small Settlement status.

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 2021 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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Ballyroney has a population of 23 people and 9 households.

SETTLEMENT EVALUATION FRAMEWORK (BALLYRONEY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste disposal. • No public sewerage network available. • Recycling 'Bring Banks' located immediately north of the settlement limit, within the car park area associated with Ballyroney Presbyterian Church. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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	• 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	• The settlement originally developed as a cluster around the Ballyroney 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: ▪ 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	• Ballyroney 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.

Conclusion

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.

Under the RDS Infrastructure Wheel, the settlement has a community infrastructure profile. Facilities include Ballyroney Presbyterian Church and graveyard, an Orange Hall and a recycling 'Bring Banks'. Public transport is provided via Bus Service No. 31 to Banbridge with street lighting and a bus shelter present. In terms of Wastewater infrastructure, there is no public sewerage network available. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, River Bann floodplains, varying topography, LLPA designations, and several heritage assets.

Recommendation

Retain Small Settlement status.

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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Closkelt has a population of 36 people and 14 households.

SETTLEMENT EVALUATION FRAMEWORK (CLOSKELT) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste disposal; • No public sewerage network available. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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: ▪ 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	• Closkelt is situated approx. 1.9km north-west of Moneyslane and 1.6km north-east of the A50 (Banbridge – Newcastle) mainroad. • 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	• No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement.
URBAN/RURAL CHARACTER	• 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: ▪ 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	• 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.

Conclusion

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.

Under the RDS Infrastructure Wheel, the settlement has a community infrastructure profile. Facilities include Closkelt Presbyterian Church, Hall, and Graveyard, a Mother and Toddler Group, Bowling Club and Youth Club and an Orange Hall. Public transport is available via a school bus service. In terms of Wastewater infrastructure, there is no public sewerage network available. Spatial growth is restricted by environmental and physical factors which includes surface water flooding, LLPA designations, steep topography,

setting of listed features and proximity to archaeological sites and location adjacent to Mourne AONB landscape setting.

Recommendation

Retain Small Settlement status.

SETTLEMENT APPRAISAL – CORBET

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

According to NISRA 2021 Census data, Corbet has a population of 82 living in 39 households.

SETTLEMENT EVALUATION FRAMEWORK (CORBET) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Broadband. • Sewage Treatment Works located to the south-east of the settlement development limit. • Wastewater Treatment for Corbet currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Corbet.
ENVIRONMENTAL CAPACITY	• 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	• 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	• 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. • To the west of the settlement there is a Film Studio and textile manufacturer.
URBAN/RURAL CHARACTER	• 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	• Orange Hall

Conclusion

Corbet is a small settlement located approximately 4km south-east of Banbridge. The settlement is compact in form, situated on the banks of the River Bann.

Under the RDS Infrastructure Wheel, the settlement has a limited community infrastructure profile due to a lack of community services, with facilities restricted to an Orange Hall. Public transport services include bus stops and a Bus Service (No. 29). In terms of Wastewater infrastructure, Wastewater treatment has capacity up to a 20 percent growth factor.

Recommendation

Retain Small Settlement status.

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.

According to NISRA 2021 Census data, Glasker has a population of 81 people and 28 households.

SETTLEMENT EVALUATION FRAMEWORK (GLASKER) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • There are 2 developments within Glasker which are served by a private sewerage network & WwTW. No public sewerage network available. • Recycling 'Bring Banks' located within the Bronte Primary School grounds. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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.
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ECONOMIC DEVELOPMENT	• Within the settlement limit there is no evidence of any industrial activity. • The Old Mill buildings are no longer utilised.
Urban/Rural Character	• 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	• Bronte Primary School

Conclusion

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.

Under the RDS Infrastructure Wheel, the settlement displays a moderate community service profile. Facilities include Bronte Primary School and a recycling 'Bring Banks', alongside a Bus Service No. 30 to Banbridge and a bus shelter. In terms of Wastewater infrastructure, there is no public sewerage network, though two developments within the settlement are served by private sewerage networks. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, floodplains, challenging topography, LLPA designations, Archaeological sites and Areas of Archaeological Potential as well as heritage assets.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Glen has a population of 190 living in 72 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 31 people and 12 households.

SETTLEMENT EVALUATION FRAMEWORK (GLEN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Broadband. • There is a sewage treatment works located within the Newry, Mourne and Down District Council. • Wastewater Treatment for Glen currently has no capacity for new development. • A Drainage Area Plan Model does not exist for Glen.
ENVIRONMENTAL CAPACITY	□ 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	• 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	• There is no commercial activity within the settlement.

URBAN/RURAL CHARACTER	• 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. • 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	• 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.

Conclusion

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.

Under the RDS Infrastructure Wheel, the settlement has a highly limited service profile, with no community facilities or commercial activity within the ABC portion of the settlement (St John's RC Church and a Conference Centre are located nearby in the adjacent council area). There is no bus service within the ABC node. In terms of Wastewater infrastructure, there is a sewage treatment works located within Newry, Mourne and Down District Council, but Wastewater treatment currently has no capacity for new development, and no Drainage Area Plan model exists. Spatial growth is constrained by environmental physical factors which includes surface water flooding, floodplains, elevated topography, LLPA designations, a Scheduled Monuments Zone and Archaeological Site and nearby heritage assets.

Recommendation

Retain Small Settlements status.

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 2021 Census data, Katesbridge has a population of 144 living in 53 households.

SETTLEMENT EVALUATION FRAMEWORK (KATESBRIDGE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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); • Wastewater Treatment for Katesbridge currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • A Drainage Area Plan Model does not exist for Katesbridge. • Broadband available; • Recycling Point (in parking area of Katesbridge Play / Picnic Area).

ENVIRONMENTAL CAPACITY

- 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 Ardrin 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.
- 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 Ardrin 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	• 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 Ardrin Road (afterbridge). • 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	• No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement.
URBAN/RURAL CHARACTER	• 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 Ardrin 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 Ardrin 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: ▪ 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. • Node 2 (south-west) contains four vacant / undeveloped sites: ▪ 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	• Katesbridge Presbyterian Church, Ardbrin Road/Manse Road; • Shanaghan Orange Hall, Katesbridge Road; • Mobile Postal Service (3 x 2hrs per week) and post box(collection); • Katesbridge Play Area, Picnic Area, Toilets and parking area are located immediately outside the main north-east node limit.
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Conclusion

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.

Under the RDS Infrastructure Wheel, the settlement displays a moderate community infrastructure profile. Facilities include Katesbridge Presbyterian Church, Shanaghan Orange Hall, Mobile Postal Service, a post box, Katesbridge Play Area, Picnic Area, Toilets and a parking area. Public transport is provided via Bus Service No. 29/31/32 with school bus services, footpaths and street lighting. In terms of Wastewater infrastructure currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor, though no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, floodplains, topography, LLPA designations, potential node coalescence, Tree Preservation Orders and heritage assets.

Recommendation

Retain Small Settlement status.

SETTLEMENT APPRAISAL – KILKINAMURRY

Kilkinamurry is a very small settlement situated to the east of the borough, near the Mournes 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.

Estimated data based on the number of dwellings within the settlement limits and the average occupancy rates of the borough indicates that Kilkinamurry has a population of 13 people and 5 households.

SETTLEMENT EVALUATION FRAMEWORK (KILKINAMURRY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste disposal; • No public sewerage network available. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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	• 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	• No land is zoned for economic development / industrial use. • No evidence of economic activity within the settlement.
URBAN/RURAL CHARACTER	• 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: ▪ Glen Road, to the east of Kinallen Road; and ▪ Glen Road, adjacent and north-west of Kilkinamurry Road.
COMMUNITY SERVICES	• 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).

Conclusion

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, centred around a staggered junction of Glen Road and Kilkinamurry Road.

Under the RDS Infrastructure Wheel, the settlement displays a moderate community service profile centred on Kilkinamurry Presbyterian Church and Graveyard, a Mother and Toddler Group, Bowling Club, and Youth Club. There is a school bus service available within the settlement. There are no footpaths, traffic calming measures, traffic lights or street lighting present. In terms of Wastewater infrastructure, there is no public sewerage network available. Spatial growth is constrained by environmental and physical factors which includes, surface water flooding, LLPA designations, undulating topography, a disused windmill 250m to the south-west and adjacent farm infrastructure.

Recommendation

Retain Small Settlement status.

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 2021 Census Date, Lenaderg has a population of 341 living in 140 households.

SETTLEMENT EVALUATION FRAMEWORK (LENADERG) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Sewage Treatment Works located to the south of the settlement (west of Huntly Road). • Wastewater Treatment for Lenaderg currently has capacity with an estimated capacity up to a 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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	• 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	• 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	• Within the settlement development limit there is a children's playpark. • 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.

Conclusion

Lenaderg is a small settlement located approximately 0.5km north of Banbridge and 11km south-east of Craigavon Urban Area (Craigavon). The settlement has developed in a linear pattern along the southern side of the Lurgan Road (A26) on the bank of the River Bann.

Under the RDS Infrastructure Wheel, the settlement has a moderate community service provision. Facilities include a children's playpark, with a Neighbourhood Watch. Milltown Primary School and the former Downshire Arms Hotel are located just beyond the settlement limit. Public transport is supported by a regular bus service (Service No. 62 and 56). In terms of Wastewater infrastructure Treatment for Lenaderg currently has capacity with an estimated capacity up to a 20 percent growth factor, the Wastewater network however is currently at or reaching capacity. No Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors which includes, surface water flooding, floodplains, a minor watercourse, varying topography, LLPA designations, coalescence issues with Banbridge and Lawrencetown, two Tree Preservation Orders, heritage assets/designations and the A26 Protected Route.

Recommendation

Retain Small Settlement status.

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 2021 Census Data, Moneyslane has a population of 230 people and 98 households.

SETTLEMENT EVALUATION FRAMEWORK (MONEYSLANE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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. • Wastewater Treatment for Moneyslane currently has no capacity for new development. • A Drainage Area Plan Model does not exist for Moneyslane. • Recycling 'Bring Banks' located within the settlement. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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	• 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.

URBAN/RURAL CHARACTER	• 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: ▪ 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 Mourne View terraces.
COMMUNITY SERVICES	• 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.

Conclusion

Moneyslane is a small settlement located approximately 15km south-east of Banbridge, dissected by the A50 protected route between Banbridge and Castlewellan. The settlement extends linearly from the central McBride's Crossroads.

Under the RDS Infrastructure Wheel, the settlement displays a strong community infrastructure profile. Facilities include Moneyslane Orange Hall, Elim Hall, Moneyslane Free Presbyterian Church, two children's play park, informal football pitch, Drumadonnell Primary School and graveyard and beyond the settlement limit, there is the Moneyslane Football Club and associated buildings. Public transport is supported by a bus service (No. 31/32), two bus shelters, incomplete footpaths and street lighting. In terms of Wastewater infrastructure, Treatment works currently have no capacity for new development and no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors which includes, surface water flooding, floodplains, varying topography, LLPA designations, listed Fowlers Bridge House, and the A50 Protected Route.

Recommendation

Retain Small Settlement status.

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 2021 Census Data, Tullylish has a population of 99 living in 53 households.

SETTLEMENT EVALUATION FRAMEWORK (TULLYLISH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • There is a Sewage Treatment Works located to the south-west of the settlement. • Wastewater Treatment for Tullylish currently has no capacity for new development. • A Drainage Area Plan Model does not exist for Tullylish. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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	• Within the settlement there is a restaurant. • There is no other economic activity within the settlement.
URBAN/RURAL CHARACTER	• 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	• All Saints Church, Church Hall, Play area and cricket grounds. • Rural Watch Area

Conclusion

Tullylish is a small settlement located off the Banbridge Road (protected route), approximately 1.5km east of Gilford and 4km north-west of Banbridge. The settlement is linear in form with residential development predominantly located to the south.

Under the RDS Infrastructure Wheel, the settlement displays a modest community and commercial profile, featuring All Saints Church, Church Hall, Play area, cricket grounds, a Rural Watch Area, and a local restaurant. Public transport is provided via Bus Service (No. 62), there is no traffic calming measures or pedestrian crossings. In terms of Wastewater infrastructure, a Sewage Treatment Works is located to the south-west, but wastewater treatment currently has no capacity for new development, and no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, floodplains, an Area of Townscape Character, an Area of Archaeological Potential, LLPA designations, TPO associated with Gilford Castle Historic Park Garden and Demesne and multiple heritage assets.

Recommendation

Retain Small Settlement status.

SETTLEMENT APPRAISAL –WARINGSFORD

Waringsford is a small settlement located approximately 10km east of Banbridge. According to NISRA 2021 census data, Waringsford has a population of 224 people and 84 households.

SETTLEMENT EVALUATION FRAMEWORK (WARINGSFORD) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • A Waste Water Treatment Works (WWTW) is located to the north-west of the settlement. • Wastewater Treatment for Waringsford currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • A Drainage Area Plan Model does not exist for Waringsford. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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	• There is no economic activity within the settlement.

URBAN/RURAL CHARACTER	• 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	• Orange Hall and Play Park.

Conclusion

Waringsford is a small settlement located approximately 10km east of Banbridge. The settlement is compact in form and has been developed around the junction of Waringsford Road and Castlewellan Road and extends in a southerly direction along Castlewellan Road where it becomes dispersed with single rural dwellings.

Under the RDS Infrastructure Wheel, the settlement has a limited community service profile. Facilities include an Orange Hall and Play Park. The settlement has a bus stop, areas of disconnected footpaths, and sparse street lighting, there are no traffic calming measures or pedestrian crossings. In terms of Wastewater infrastructure, a Wastewater Treatment Works (WWTW) is located to the north-west, with capacity up to a 10 percent growth factor and restrictions up to 20 percent. No Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, floodplains, elevated topography, nearby woodland and an archaeological site 600m to the west.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Ballymacmaine settlement has a population of 406 people and 141 households.

SETTLEMENT EVALUATION FRAMEWORK (BALLYMACMAINE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment for Ballmacmaine currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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	• 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	• 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.
URBAN/RURAL CHARACTER	• 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.
COMMUNITY SERVICES	• 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.

Conclusion

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).

Under the RDS Infrastructure Wheel, the settlement benefits from close access to local community and economic services. Services within or adjacent to the settlement include St Patrick's Primary School, St Michael's GAC and Playing field and Parochial House. Public transport includes a Bus Service (No. 51/250/551), footpaths are disconnected in places, and street lighting is present. In terms of Wastewater infrastructure, treatment currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor, though Wastewater network currently is at or reaching capacity. Spatial growth is constrained by environmental and physical factors which includes significant surface water flood risk areas, undulating topography, proximity to River Lagan corridor, a listed thatched house to the south and coalescence risks with nearby Magheralin.

Recommendation

Retain Small Settlement status.

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.

According to NISRA 2021 Census data, Ballynabragget settlement has a population of 68 people and 23 households.

SETTLEMENT EVALUATION FRAMEWORK (BALLYNABRAGGET) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment for Ballynabragget currently has no capacity for new development. • Wastewater network currently is at capacity. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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 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 (Lamb's 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 has 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	• 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 a number of 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	• 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-vaiting and car-sales businesses.
URBAN/RURAL CHARACTER	• 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, Church, Hall, parking area and Manse further east. The gaps in the node give it a disjointed feel. • 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	• Donaghcloney 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.

Conclusion

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.

Under the RDS Infrastructure Wheel, the settlement displays a modest community infrastructure profile. Facilities include Donaghcloney Presbyterian Church, Hall (with Youth Club) & Graveyard, Ballynabragget Orange Hall and Annaghanoon Christian Ministry (located outside the settlement, approx. 920m to the north). Transport links are provided via a Bus Service (No. 56), supported by 30mph speed limits, street lighting and footpaths.

Commercial activity includes a filling station, a convenience shop, hardware store, vehicle repairs and car sales. In terms of Wastewater infrastructure, treatment works currently has no capacity for new development and the network is at capacity, with no Drainage Area Plan Model existing. Spatial growth is constrained by physical and environmental factors which includes surface water flooding, LLPA designations, a Tree Preservation Order (TPO), undulating topography, archaeological designations, listed buildings, a North-South gas pipeline and a 28ha solar farm.

Recommendation

Retain Small Settlement status.

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 2021 Census data, the whole of Blackskull settlement has a population of 421 people and 164 households.

SETTLEMENT EVALUATION FRAMEWORK (BLACKSKULL) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal. • Sewage Works located to the west of the Blackskull crossroads. • Wastewater Treatment for Blackskull currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Blackskull. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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	• Within the settlement there is no evidence of any industrial activity • Also, there is no evidence of any commercial activity within the settlement.

URBAN/RURAL CHARACTER	• 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: ▪ 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.
COMMUNITY SERVICES	• 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.

Conclusions

Blackskull is a small settlement located approximately 5km north-east of Banbridge, and has developed around the Blackskull, Donaghcloney and Killysorrell Road crossroads. The settlement consists of modern residential developments and single dwellings on large plots.

Under the RDS Infrastructure Wheel, the settlement has a modest community infrastructure profile. Facilities include Blackskull Methodist Church (south-west of the crossroads) and Blackskull Orange Hall nearby. There are no bus stops or cycle routes and there are areas of incomplete footpaths. In terms of Wastewater infrastructure, Sewage Works are located to the west of the crossroads, with wastewater treatment currently having capacity up to a 20 percent growth factor, though no Drainage Area Plan model exists. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, River Lagan floodplains, drumlin topography, archaeological designations, and a Pollution Prevention and Control Installation 500m to the north-west.

Recommendation

Retain Small Settlement status.

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'.

According to NISRA 2021 Census data, Charlestown settlement has a population of 57 people and 27 households.

SETTLEMENT EVALUATION FRAMEWORK (CHARLESTOWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal. • Approximately 150m east of Charlestown is a sewage treatment works. • Wastewater Treatment for Charlestown currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Charlestown. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. • 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.
TRANSPORT	• 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	• 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.
URBAN/RURAL CHARACTER	• 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: ▪ 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.
COMMUNITY SERVICES	The following are located within Charlestown: • 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.

Conclusion

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'. It features a wide main street flanked by terraced houses, rural dwellings, a Methodist Church, Church Hall, and Orange Hall.

Under the RDS Infrastructure Wheel, the settlement has a community and recreational infrastructure profile. Facilities include a Methodist Church, a Church Hall, an Orange Hall, a Phone box and a small scenic picnic area with a car park at the River Bann edge. Public transport includes a Bus Service (No. 55), streetlights, footpaths and a cycle trail are all present. In terms of Wastewater infrastructure, a Sewage Treatment Works is located 150m east, with treatment currently having capacity up to a 20 percent growth factor, though no Drainage Area Plan Model exists. Spatial growth is constrained by environmental designations, surface water flooding risks, floodplains, an Area of Townscape Character (ATC), an archaeological site on the River Bann and flat open topography.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Derryadd settlement has a population of 234 people and 84 households. This is a significant increase from the 2011 data when there was 132 people and 44 households recorded. This represents a population change of plus 44 percent.

It is estimated that this will increase the population of Derryadd by 21 people and 8 households.

SETTLEMENT EVALUATION FRAMEWORK (DERRYADD) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment for Derryadd currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband available; • There is a British Telecommunications exchange building located on the southern edge of the settlement limit.
ENVIRONMENTAL CAPACITY	• 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). • Topography (rising lands in an eastern direction), the land to the east rises gradually towards the Lough before falling towards the flat lands around the lough shore
TRANSPORT	• 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 streetlights along the Ardmore Road. • There is a National Cycle Network which travels along the Ardmore Road and the Derrytrasna Road (including Bann Montaighs Trail).
ECONOMIC DEVELOPMENT	• There is no evidence of any economic activity within the settlement; • No land has been zoned for industrial or commercial use.

URBAN/RURAL CHARACTER	• 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 recently completed 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	• 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.

Conclusion

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. The settlement features detached properties on medium-sized plots and two medium-density housing developments under construction (Church Brae and Craigmores View).

Under the RDS Infrastructure Wheel, the settlement has limited internal services, containing a post box, a BT exchange building and no dedicated community facilities within its boundary. There is a limited Bus Service (No. 55) provided, streetlights are present and there is a National Cycle Network. There are no footpaths, traffic calming measures or pedestrian crossings. Commercial activity is absent in the settlement. In terms of Wastewater infrastructure, treatment currently has an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor, though the wastewater network is currently at or reaching capacity. Spatial Growth is constrained by environmental designations, floodplain risks, surface water flooding, flat grassland and bogland topography and proximity to Derrymacash.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Derrymacash settlement has a population of 710 people and 230 households. It is proposed within the Preferred Options Paper to reclassify Derrymacash as a village.

SETTLEMENT EVALUATION FRAMEWORK (DERRYMACASH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• 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. • Wastewater Treatment for Derrymacash currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • Wastewater network currently is at or reaching capacity.
ENVIRONMENTAL CAPACITY	• 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). • The settlement has an elevated topography and is surrounded by low-lying land. Derrymacash Road approach from the north-west has an open aspect and rises to the north. On the Derrymacash Road approach from the south-east, the land has an open aspect and rises to the west. On the Ballynery North Road approach from the west has an open aspect and is generally flat grassland outside of the settlement limit

TRANSPORT	• 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 streetlights 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	• 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	• 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; • 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	• 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.

Conclusion

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. The built form is predominantly medium-density housing developments around an established core of terraced properties.

Under the RDS Infrastructure Wheel, the settlement has a strong community profile. Facilities include a post box, an equipped play park, grass play area, and Wolfe Tones and St. Enda's GAC with associated playing fields, youth club, community hall and social club. Public Transport is served by a limited Bus Service (No. 55), footpaths and streetlighting is also present. There is a National Cycle Network Route 94- to the north-west. In terms of Wastewater infrastructure, a small pumping station is located east of the limit and Ballynacor Wastewater Treatment Works which serves the Craigavon area is located 0.5km south-west of the settlement limit. Treatment currently has capacity up to a 10 percent growth factor, restrictions up to 20 percent, though the wastewater network is currently at or reaching capacity. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, floodplains, Lough Neagh environmental designations, an elevated topography, M1 motorway to the south and Balleavy Historic Park.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Derrymore settlement has a population of 314 people and 115 households.

SETTLEMENT EVALUATION FRAMEWORK (DERRYMORE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal. • A Sewage Treatment Works is located to the north-west of settlement. • Wastewater Treatment for Derrymore currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Derrymore. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• The settlement has a bus shelter associated with a school bus service (No. 53H). • The settlement has areas of disconnected footpaths and streetlighting, there are no traffic calming measures or pedestrian crossing points. • The National Cycle Network passes through the settlement, along the western boundary.
ECONOMIC DEVELOPMENT	• There is no economic activity within the settlement or lands zoned for industry in the Craigavon Area Plan (CAP) 2010.

URBAN/RURAL CHARACTER	• 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. • South of the Lough View housing development are lands zoned as Phase 2 development lands in the Craigavon Area Plan 2010.
COMMUNITY SERVICES	• 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.

Conclusion

Derrymore is a small settlement located approximately 7km north of Lurgan on the south-eastern shores of Lough Neagh. It has a linear form concentrated on the eastern side of Derrymore Road, with residential development consisting of single dwellings, small housing developments, and rural buildings.

Under the RDS Infrastructure Wheel, the settlement has a community infrastructure profile. Facilities include St. Mary's Primary School, Little Acorns playgroup/breakfast and afterschool club, and access to Bartin's Bay picnic area/car park 500m south-west. Public transport is served by a School Bus Service (No 53H), disconnected footpaths, areas of street lighting, and the National Cycle Network running along the western boundary. In terms of Wastewater infrastructure, a Sewage Treatment Works is located to the north-west with estimated capacity up to a 20 percent growth factor, though no Drainage Area Plan Model exists. Spatial growth is constrained by environmental factors including Lough Neagh environmental designations, floodplains, surface water flooding and low-lying wet/marshland topography.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Derrytrasna settlement has a population of 421 people and 137 households.

SETTLEMENT EVALUATION FRAMEWORK (DERRYTRASNA) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal; • Broadband available; • There is a sewage treatment works north-west of the settlement; • Wastewater Treatment for Derrytrasna currently has capacity with an estimated capacity up to a 5 percent growth factor. • A Drainage Area Plan Model does not exist for Derrytrasna. • Clothes and bottle recycling banks.
ENVIRONMENTAL CAPACITY	• 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. • Land along the northern approach is generally flat; northern approach along Derrytrasna Road has an open aspect with a very gradual rise to the west; western approach on Derrytrasna Road is generally flat but rises gradually immediately west of Loughview Manor and Bann Close.
TRANSPORT	• 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 streetlights within the core of the settlement; • A National Cycle Network passes through Derrytrasna including Bann Montaighs Trails.

ECONOMIC DEVELOPMENT	• 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.
URBAN/RURAL CHARACTER	• 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; • Two of the undeveloped areas north of the crossroads on Derrytrasna Lane are zoned for Phase 2 development lands in the CAP 2010.
COMMUNITY SERVICES	• 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.

Conclusion

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. The built form features modern small-to-medium density housing developments, older Northern Ireland Housing Executive terraced dwellings and detached chalet bungalows.

Under the RDS Infrastructure Wheel, the settlement has a strong community and social profile. Facilities include St. Mary's Church and graveyard, St. Mary's Primary School & Derrytrasna Playgroup, Charity shop (vacant and closed), Sarsfields GAC Gaelic football Club and a youth club/community hall, Multi-use games area (MUGA) and grass playing field 400m east of the settlement limit on Hall Rampart. Public transport is served by a Bus Service (No. 55). There is a bus shelter on the main Derrytrasna Road, a main footpath network, street lighting, and National Cycle Network trails. In terms of Wastewater infrastructure, a sewage treatment works is located to the north-west, with treatment currently having capacity up to a 5 percent growth factor, though no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors, including Lough Neagh Ramsar, SPA, ASSI, and ACMD designations, floodplains, surface water flooding and an archaeological trackway site.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Gamblestown settlement has a population of 141 people and 54 households.

SETTLEMENT EVALUATION FRAMEWORK (GAMBLESTOWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• 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. • Wastewater Treatment for Gamblestown currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Gamblestown. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. Land generally falls from north towards the settlement boundary with some areas of undulating land and hills; land rises towards the settlement to the east. The settlement is surrounded by an attractive rural landscape.
TRANSPORT	• 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	• 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	• 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: 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.
COMMUNITY SERVICES	• 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.

Conclusion

Gamblestown is a small settlement which is situated approximately 6km south-east of Lurgan, on the Lurgan to Dromore Road. The settlement is linear in form, largely comprised of residential development featuring road frontage housing alongside a small number of undeveloped agricultural wedges and plots along Dromore Road and Lurgan Road.

Under the RDS Infrastructure Wheel, the settlement has a limited community profile with facilities limited to a vacant Church Hall and a vacant Gospel Hall on Lough Road. Street lighting is present and areas of disconnected footpaths are present, there are no bus shelters, traffic calming measures or cycle routes. In terms of Wastewater infrastructure, treatment works are located to the north-east of the settlement limit, with wastewater treatment currently having capacity up to a 20 percent growth factor, though no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors including floodplains to the east and south, surface water flooding risks, Wastewater Treatment Works proximity to the east and undulating topography with rising land and hills surrounding the settlement.

Recommendation

Retain Small Settlement status.

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 2021 Census, Gibson’s Hill has a population of 264 people and 132 households.

SETTLEMENT EVALUATION FRAMEWORK (GIBSONS HILL) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below.	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment for Gibson’s Hill currently has capacity with an estimated capacity up to a 10 percent growth factor with restrictions on up to 20 percent growth factor. • Wastewater network currently is at or reaching capacity. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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 waterflooding. • 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 pastureland 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	• 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.
ECONOMIC DEVELOPMENT	• No evidence of economic activity within the settlement; • No land is zoned for economic development or industrial use; • Economic development uses located near to the settlement, include: ▪ 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).
URBAN/RURAL CHARACTER	• 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 New Line; • 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: ▪ lands to rear and west of 13-18 Stevenson Terrace; and ▪ 193 Gilford Road (vacant dwelling) north of the settlement.
COMMUNITY SERVICES	• 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).

Conclusion

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). The built form extends along Gilford Road with a large housing development extending back to the south-east, older two-storey terraced dwellings, detached dwellings, and a reservoir site at the summit.

Under the RDS Infrastructure Wheel, the settlement has a community infrastructure profile. Facilities include a Council Playing Field and equipped play park, Gibson's Hill Mission Hall, Corcreeny Orange Hall and a post box. Economic development uses located near to the settlement, include, a car wash, car, fuel and tyre sales business, vehicle dismantlers / salvage business, car sales business, commercial business (details unknown) with a large store of vehicles and a large Food Manufacturer/Supplier. Public transport is served by a Bus Service (No. 50/50a), street lighting and footpaths are also present. Spatial growth is constrained by environmental and physical factors which includes surface water flooding, LLPA designations and TPO groups, undulating topography, electricity pylons, and physical proximity/coalescence risks with Lurgan to the north.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Maghery settlement has a population of 177 people and 73 households.

SETTLEMENT EVALUATION FRAMEWORK (MAGHERY) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• 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. • Wastewater Treatment for Maghery currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Maghery. • 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	• 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). • Lands to the south-west on either side of Derrywarragh Road are flat and undeveloped.

TRANSPORT	• 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 offfootpaths. • 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	• 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	• 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: ▪ 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.

COMMUNITY SERVICES	• Within the settlement is Maghera 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 Maghera 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 Maghera Sean McDermotts Gaelic football club, playing field and social club.
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Conclusion

Maghera 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. The settlement is compact and linear in character, developed along Maghera Road and Derrywarragh Road.

Under the RDS Infrastructure Wheel, the settlement has a strong community infrastructure profile which includes Maghera Country Park, St. Marys RC Church and graveyard, Our Lady Queen of Peace RC Church, St. Marys Primary School, Loughshore Playgroup, Sean McDermotts Gaelic football club, playing field and social club. Public transport is served by a Bus Service (No. 75), a bus shelter, street lighting, footpaths and National Cycle Network Route 94. In terms of Wastewater infrastructure, a sewage works serves the settlement, treatment works currently has capacity up to a 20 percent growth factor, though no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors including Lough Neagh Ramsar, SPA, ASSI, and ACMD designations, floodplains to the east and west, surface water flooding, archaeological heritage, rising topography, and the Mid Ulster District Council boundary.

Recommendation

Retain Small Settlement status.

SETTLEMENT APPRAISAL – MILLTOWN (CO. DOWN)

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

According to NISRA 2021 Census data, Milltown (Co. Down) settlement has a population of 110 people and 39 households.

SETTLEMENT EVALUATION FRAMEWORK (MILLTOWN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • A Sewage Treatment Works is located approximately 1km west of the settlement. • Wastewater Treatment for Milltown currently has no capacity for new development. • Wastewater network currently is at capacity. • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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	• 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	• 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.
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	• 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	• There are no community services.

Conclusion

Milltown is a small settlement located 4km south-east of Lurgan and consists of two nodes. The northern node encompasses a textile manufacturing complex along the western side, and a southern node comprising a small residential development alongside single detached dwelling.

Under the RDS Infrastructure Wheel, there are no community services available within the settlement and economic activity is centred entirely on the textile manufacturing company in the northern node. In terms of Wastewater infrastructure, a Sewage Treatment Works is situated approximately 1km west of the settlement but there is no capacity for new development, and the local wastewater network is at or reaching capacity. Spatial expansion is constrained by environmental and physical factors which includes surface water flooding, floodplains, archaeological assets, carrying topography and coalescence risks between the two nodes and the nearby Waringstown and Donaghcloney.

Recommendation

Retain Small Settlement status.

SETTLEMENT APPRAISAL – MILLTOWN (CO. ARMAGH)

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

According to NISRA 2021 Census data, Milltown (Co. Armagh) settlement has a population of 98 people and 34 households.

SETTLEMENT EVALUATION FRAMEWORK (MILLTOWN:ARMAGH) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • A sewage treatment works is north-east of Loughview Crescent. • Wastewater Treatment for Milltown currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Milltown. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. • Land rises gently from the west in the open land, land falls north-west of Milltown Lane towards Lough Neagh and from the western approach land rises north-west towards a localised height behind the church grounds.

TRANSPORT	• 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	• 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 Maghera Road is a garden supplies business.
URBAN/RURAL CHARACTER	• Milltown is situated along the Maghera 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). There are a number of undeveloped areas of land within the settlement including: • 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 Maghera Road, opposite St Andrews Church.
COMMUNITY SERVICES	• Small equipped children's play park at Loughview Crescent; and • St Andrews (Col) Church and graveyard.

Conclusion

Milltown is a small settlement which is situated along the Maghera Road, approximately 11km north-west of Craigavon Urban Area (Portadown) on the southwestern shores of Lough Neagh. The settlement is largely residential, comprising roadside single dwellings and NIHE style properties.

Under the RDS Infrastructure Wheel, the settlement displays a limited community and social profile. Facilities include a small, equipped children's play park at Milltown Crescent, St. Andrews Church and graveyard, and a residential care home. Public transport includes a Bus Service (No. 75), street lighting, unlinked footpaths and National Cycle Network Route 94 are present within the settlement. In terms of Wastewater infrastructure, a Sewage Treatment Works is situated north-east of Milltown Crescent with treatment capacity up to a 20 percent growth factor, though no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors which includes surface water flooding risks, Lough Neagh environmental designations, floodplains, LLPA designations, heritage/listed assets and close proximity to Maghera.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Tartaraghan settlement has a population of 54 people and 20 households.

SETTLEMENT EVALUATION FRAMEWORK (TARTARAGHAN) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Recycling banks. • Sewage Treatment Works located to the north-west of the settlement. • Wastewater Treatment for Tartaraghan currently has capacity with an estimated capacity up to a 20 percent growth factor. • A Drainage Area Plan Model does not exist for Milltown. • Broadband.
ENVIRONMENTAL CAPACITY	• 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. • To the north of the settlement on Cloncarrish Road, land rises to the south. To the east of the settlement on Tartaraghan Road, Land is generally flat with an open aspect along approach to settlement. To the south of the settlement on Clontylew Road approach, Land is generally flat with mature trees along field boundaries. To the west of the settlement on Tarthlogue Road approach, lands rises gently to the north - west offering views of listed church.
TRANSPORT	• 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	• 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.
URBAN/RURAL CHARACTER	• 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).
COMMUNITY SERVICES	• 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.

Conclusion

Tartaraghan is a small settlement located 7km north-west of Portadown and south of the Birches Junction 12 of the M1 motorway. The built forms possess a strong rural character focused around the junction of Tartaraghan Road and Clontylea Road, comprising roadside dwellings, established detached housing, and a small orchard site.

Under the RDS Infrastructure Wheel, the settlement has a strong community and social profile relative to its size. Facilities include 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. There is no bus service present, though, areas of limited footpaths and street lighting are present. In terms of Wastewater infrastructure, a sewage treatment works is situated to the north-west, with treatment currently having capacity up to a 20 percent growth factor, though no Drainage Area Plan Model exists. Spatial growth is constrained by environmental and physical factors which includes LLPA designations, listed heritage assets, floodplains, surface water flooding risks, mature tree lines and flat-to-undulating topography.

Recommendation

Retain Small Settlement status.

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 2021 Census data, The Birches settlement has a population of 541 people and 202 households.

SETTLEMENT EVALUATION FRAMEWORK (THE BIRCHES) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal. • Robinsonstown Wastewater Treatment Works is located east of The Birches Primary School. • Wastewater Treatment for The Birches currently has no capacity for new development. • Wastewater network currently is at or reaching capacity. • Upgrade of Robinsonstown Wastewater Treatment Works is currently programmed to start and/or be completed within the PC21 Price Control period (2024 – 2027). • Broadband.
ENVIRONMENTAL CAPACITY	• 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	• 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 & Robinsontown 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	• 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	• 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: ▪ 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	• 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)

Conclusion

The Birches is a small settlement located approximately 8km north-west of Craigavon Urban Area (Portadown) north of Junction 12 of the M1 Motorway. The settlement consists of two distinct parts with a largely residential character with modern housing developments to the south, lower density rural dwellings in the central area, higher density dwellings to the north and dispersed rural dwellings in the surrounding agricultural landscape.

Under the RDS Infrastructure Wheel, the settlement has a strong community and educational profile relative to its size. Facilities include Birches Primary School, Birches Gospel Hall, Peatlands Playgroup, Birches Action Rural Network (BARN), a grassed green area of open space immediately north-east of the primary school, Shop and post office (currently closed). The area has strong transport links with direct access to Junction 12 of the M1 Motorway, bus stops served by Ulsterbus Service No. 75, street lighting, and internal footpaths linking residential areas. In terms of Wastewater infrastructure, treatment currently has no capacity for new development and the network is at or reaching capacity, though Upgrade of Robinsonstown Wastewater Treatment Works is currently programmed to start and/or be completed within the PC21 Price Control period (2024 – 2027). Spatial growth is constrained by environmental and physical factors which includes surface water flooding, floodplains, Lough Neagh Ramsar and AoCMD designations, an Area of Archaeological Potential and physical containment by the M1 motorway, Clonmakate Road, and Washingford Road.

Recommendation

Retain Small Settlement status.

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 2021 Census data, Derrylee settlement has a population of 56 persons and 22 households. This has fallen from the NISRA 2011 Census data when the village had a population of 64 persons. It has been recommended within the Preferred Options Paper to reclassify Derrylee as a small settlement.

SETTLEMENT EVALUATION FRAMEWORK (DERRYLEE) Key settlement information as contained in the RDS Infrastructure Wheel is detailed below	
RESOURCES	• Clean water, waste and sewage disposal; • Wastewater Treatment for Derrylee currently has no capacity for new development. • Wastewater network currently is at or reaching capacity. • Broadband available.
ENVIRONMENTAL CAPACITY	• 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. • Topography falls gradually towards the River Blackwater to the north and south towards Peatlands Park, land rises gradually

	towards the settlement on the eastern Derrylee Road approach.
TRANSPORT	• 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 streetlighting; • 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	• 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	• 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	• 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 adwelling.
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Conclusion

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. The settlement has developed in a linear form along Derrylee Road and an adjoining dead-end road with predominantly detached rural dwellings, farmhouses, outbuildings, and an Orange Hall.

Under the RDS Infrastructure Wheel, the settlement has a very limited community and service profile. Facilities include Derrylee Orange Hall, a post office and post box, a crime watch area and the former Methodist Church (approved to be converted into a dwelling). Public transport is served by a Bus Service (No. 75, a bus stop to the east, a bus shelter to the west and limited street lighting. The settlement lacks footpaths, pedestrian crossings or traffic calming measures. In terms of Wastewater infrastructure, treatment works currently has no capacity for new development and the network is at or reaching capacity. Spatial growth is constrained by environmental and physical factors which includes Lough Neagh & Lough Beg Ramsar designations, floodplains, surface water flooding risks, industrial heritage assets, and council boundary definitions.

Recommendation

Proposed downgrade from Village to Small Settlement.

INTERESTED IN DEVELOPMENT

in the Armagh City,
Banbridge and
Craigavon Borough

Please contact

ABC Planning Department - Local Development Plan Team
at Armagh City, Banbridge & Craigavon Borough Council

 0300 0300 900

 ldp@armaghbanbridgecraigavon.gov.uk

 armaghbanbridgecraigavon.gov.uk

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