Volume 2

Banbridge District Proposals

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Volume 2

Banbridge
District Proposals
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**MAPS ACCOMPANYING THIS DOCUMENT:**

- Map No. 2/01 – Banbridge District
- Map No. 2/02a – Banbridge
- Map No. 2/03a – Dromore
- Map No. 2/04a – Gilford
- Map No. 2/05a – Rathfriland
PREAMBLE

The Banbridge District Proposals form an integral part of the Banbridge / Newry and Mourne Area Plan 2015. The Plan was prepared under the provisions of Part III of the Planning (Northern Ireland) Order 1991 by the Department of the Environment (DOE). The Plan covers the District Council Areas of Banbridge and Newry & Mourne.

The Department is now publishing the Banbridge / Newry and Mourne Plan 2015, consisting of a Written Statement and accompanying maps.

The Plan is being published in 3 Volumes: -

- **Volume 1** – Plan Strategy and Framework;
- **Volume 2** – Banbridge District Proposals;
- **Volume 3** – Newry and Mourne District Proposals.

The Banbridge District Proposals consist of designations, policies, proposals and zonings specific to the administrative area of Banbridge District Council. They relate in general to specific locations identified by defined boundaries on relevant maps.

The designations, policies, proposals and zonings flow from the Plan Strategy and Plan Proposals for individual land uses contained in Volume 1 of the Plan. As such they reflect the Spatial Framework and Strategic Guidelines contained in the Regional Development Strategy (RDS) 2035 and regional planning policies contained in Planning Policy Statements (PPSs) prepared by DOE and DRD and the Planning Strategy for Rural Northern Ireland (PSRNI).

To understand the full range of the Plan Proposals that apply to Banbridge District, it is necessary to read the District Proposals in this volume in conjunction with the Plan Strategy and the Plan Policies contained in Volume 1 of the Plan.

The District Proposals are presented in this Volume as follows: -

- Designations, policies, proposals and zonings for the following individual locations:
  - **Main town** – Banbridge;
  - **Towns** – Dromore, Gilford and Rathfriland;
  - **Villages** – Kinallen, Lawrencetown, Loughbrickland, Scarva, Dromara and Poyntzpass;
  - **Small settlements** – Annaclone, Ardtanagh, Ashfield/Gowdystown, Ballela, Ballyroney, Ballyward, Closkelt, Corbet, Dechomet, Finnis, Glasker, Glen, Katesbridge, Kilknamurry, Leitrim, Lenaderg, Moneyslane, Tullylish and Waringsford;
- Designations, policies, proposals and zonings for the Countryside.
BANBRIDGE

BACKGROUND

Banbridge is the largest settlement in Banbridge District with a population in the 2001 census of 14,740. Banbridge accommodates approximately 35% of the total population of the District.

Banbridge is situated in the Bann valley and is surrounded by a landscape of hills and ridges. The town spreads out from its historical core at the bridging point on the river with development occurring along small valleys and over some of the ridges. Banbridge lies on the A1 Belfast to Dublin Key Transport Corridor and is located 40 kilometres south-west of Belfast and 22 kilometres north of Newry. There are additional radial routes from the town to Scarva, Lurgan, Rathfriland and Castlewellan.

The town emerged in the late 17th/early 18th century as ‘Ballyvally’, the name changed to Banbridge following the completion of a bridge in 1782. It became a centre for the Linen Industry, with a number of large mills locating alongside the river. The town was an important staging point on the Belfast to Dublin road. The Cut was built in 1832 to ease the gradient on the southern side of the bridge.

There is a bypass to the east of the town that carries the strategic north-south traffic around the built up area. With the exception of the bypass, the town generally has a hub and spoke road pattern with few orbital routes. This causes some traffic congestion in the centre of the town.

The RDS promotes economic development opportunities at hubs therefore Banbridge should be the main centre for employment and services in the District. To support population growth and the associated regeneration of urban centres, additional housing should be provided in the hubs. Town centres should be the prime locations for business, housing, administration, leisure and cultural facilities. The strategy promotes more sustainable housing development within existing urban areas, encouraging compact urban forms, and ensuring an adequate and available supply of quality housing to meet the needs of everyone.

The RDS also promotes co-operation between places and encourages clustering of hubs so that services do not need to be duplicated but rather shared. Banbridge is identified as having the potential to cluster with Craigavon and Armagh. It is expected to continue to have a key role as an important retail and commercial centre within the cluster and to benefit from its strategic location on the Belfast Dublin Corridor.

DEVELOPMENT STRATEGY

Banbridge is substantially the largest of the towns within the District. Its prominence in terms of housing, industry, retailing, services, administration, and community facilities, together with its location relative to the Regional Strategic Transportation Network and its significant rural hinterland, make it a sustainable location for future development within the District.

In response to the issues impacting on the town and taking account of the RDS the Development Strategy is to:

- define the settlement development limit to generally consolidate the form of the town, as defined by it’s topography, thereby maximising the use of vacant or under-utilised land within the urban footprint and maintaining a compact urban form;

REGIONAL POLICY CONTEXT

The RDS 2035 identifies Banbridge as a main hub and that it has a good quality natural and built environment, excellent sports and leisure facilities, an abundance of parks and open spaces and a robust telecommunications infrastructure. The sectors with the strongest employment are manufacturing, construction and retail. The economic development of the district in recent years has been mirrored by significant investment in wider social and environmental improvements.
• zone sufficient land for housing in a variety of locations within the settlement development limit for development throughout the Plan period;

• zone land for economic development adjacent to the A1 at Rathfriland Road and Cascum Road and identify existing major areas of economic development to be retained in economic development use;

• provide for commercial development in the town centre by identifying a town centre boundary and defining a primary retail core;

• facilitate redevelopment in the town centre by identifying a range of development opportunity sites, including vacant and under-used backlands in Townsend Street and Gospel Lane;

• seek to protect and to enhance the town’s environmental quality by designating Local Landscape Policy Areas (LLPAs) to safeguard local landscapes both within the town and on the urban fringe including the River Bann corridor, important areas of mature vegetation and the setting of significant landmark buildings; and

• seek to protect the town’s built heritage by designating Areas of Townscape Character (ATCs).

**SETTLEMENT**

**Designation BE 01 Settlement Development Limit**

A settlement development limit is designated as identified on Map no. 2/02a Banbridge.

The opportunity for outward expansion is constrained in several locations by topographic and environmental factors including high quality landscape along the river valley and elevated land associated with the town’s drumlin landscape setting. The settlement development limit has recognised the important contribution of these elements to the setting of the town, helping to curtail urban sprawl into the countryside.

The settlement development limit maximises the use of existing land within the urban footprint of the town. The previous limit of development has been extended in several locations in order to take account of land with extant planning permission and to provide additional land for industry adjacent to the A1.

**HOUSING**

In line with its role as a main hub and its District Town status, it is considered appropriate and in accordance with the RDS, that Banbridge should accommodate a substantial portion of the Banbridge District housing allocation.

The Plan allocates 2,400 dwellings to Banbridge (see Volume 1, Housing Allocation) and in order to meet this, approximately 69 hectares of land are zoned for housing in Banbridge under Allocation HSG 1 in Volume 1 of the Plan. The progress in delivering new housing in Banbridge can be identified from the Department’s Housing Land Availability Summary Report. Housing lands are identified on Map No. 2/02a – Banbridge.

Sites have been selected to allow for the efficient use of land within the urban footprint, to provide choice in the housing market and to include existing commitments. Other factors influencing site selection include accessibility to the town centre and to public transport and the aim to minimise detrimental impact upon the environment.

Some of the zoned housing sites in Banbridge are subject to infrastructural constraints. Prospective developers are recommended to consult with
Department for Regional Development Roads Service at an early stage. Further advice is contained in the Transportation section in Volume 1 of the Plan.

Social Housing
Key site requirements to meet social housing need have been attached to the following sites.

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Location</th>
<th>No. of Dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>BE 29</td>
<td>Dromore Street</td>
<td>10</td>
</tr>
<tr>
<td>BE 30</td>
<td>Eden Vale</td>
<td>12</td>
</tr>
<tr>
<td>BE 31</td>
<td>Castlewellan Road</td>
<td>19</td>
</tr>
</tbody>
</table>

The need for social housing will be subject to regular review by NIHE and where a need is identified, its provision will be addressed through the development management process.

Housing Zonings
The following sites, including committed sites, are zoned for housing. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan.

Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals including, where specified, key site requirements.

Committed sites include approved housing sites developed in full or in part since the commencement of the Plan period and sites with planning permission for housing. The Plan does not stipulate key site requirements for committed sites because future development will be subject to the conditions attached to the planning permission. However, in the event that such permission may lapse, the Department may alter existing conditions or attach new conditions to any subsequent approval to take account of prevailing regional planning policy and the Plan proposals.

Housing Zonings (Committed)
The following sites are zoned for housing as identified on Map No. 2/02a - Banbridge.

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Location</th>
</tr>
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<tbody>
<tr>
<td>BE 02</td>
<td>Meadowbank, Lurgan Road</td>
</tr>
<tr>
<td>BE 03</td>
<td>84 Scarva Road</td>
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<tr>
<td>BE 04</td>
<td>Limewood, Scarva Road</td>
</tr>
<tr>
<td>BE 05</td>
<td>Peggy’s Loaning</td>
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<tr>
<td>BE 06</td>
<td>Windyridge, Scarva Road</td>
</tr>
<tr>
<td>BE 07</td>
<td>Riverview Court, Huntly Road</td>
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<tr>
<td>BE 08</td>
<td>Former Iveagh Cinema, Huntly Road</td>
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<tr>
<td>BE 09</td>
<td>Burn Brae, Dromore Street</td>
</tr>
<tr>
<td>BE 10</td>
<td>Oakridge, Castlewellan Road</td>
</tr>
<tr>
<td>BE 11</td>
<td>Old Bleach Green, Castlewellan Road</td>
</tr>
<tr>
<td>BE 12</td>
<td>Gowan Meadows, Ballygowan Road</td>
</tr>
<tr>
<td>BE 13</td>
<td>Old Newry Road</td>
</tr>
<tr>
<td>BE 14</td>
<td>Summer Hill, Rathfriland Road</td>
</tr>
<tr>
<td>BE 15</td>
<td>Ballydown Road</td>
</tr>
<tr>
<td>BE 16</td>
<td>10 Lurgan Road</td>
</tr>
<tr>
<td>BE 17</td>
<td>Mountview Park/Hill Street</td>
</tr>
<tr>
<td>BE 18</td>
<td>Oakridge/Factory View/Ashley Gardens</td>
</tr>
<tr>
<td>BE 19</td>
<td>130 Ballygowan Road</td>
</tr>
<tr>
<td>BE 20</td>
<td>Rear of Ballydown House/Whyte Acres, Castlewellan Road</td>
</tr>
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<td>BE 21</td>
<td>Adjacent to Moorlands, Old Manse Road</td>
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<td>BE 22</td>
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<td>BE 25</td>
<td>Newry Road</td>
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Zoning BE 26  
Housing  
Old Newry Road/Fort Street (Part Committed)

4.57 hectares of land at Old Newry Road, between Cline Road and Thornwood, are zoned for housing as identified on Map No. 2/02a - Banbridge.

Key Site Requirements:
• Housing development shall be a minimum gross density of 25 dwellings per hectare.

Zoning BE 27  
Housing  
Ballyvally Heights, Dromore Road

1.84 hectares of land between Ballyvally Heights, Tudor Oaks and Ballymoney Road are zoned for housing as identified on Map No. 2/02a - Banbridge.

Key Site Requirements:
• Housing development shall be a minimum gross density of 15 dwellings per hectare;  
• The main vehicular access shall be from Ballyvally Heights;  
• Pedestrian/cycle access shall be provided through the site from Ballyvally Heights to Ballymoney Road;  
• The upper part of the site to the rear of Nos. 9-11 Ballymoney Road shall be reserved for single storey development.

This site presents an excellent opportunity to provide a pedestrian/cycle link from Dromore Road (via Ballyvally Heights) to Ballymoney Road. Such a link will remove a deficiency in the existing pedestrian/cycle network and therefore enhance accessibility in this part of Banbridge. In addition to the access points detailed under key site requirements, it would be desirable to provide pedestrian/cycle access from Tudor Oaks. Some ‘rounding off’ development could be accessed from Tudor Oaks.

Developers should note that junction alteration works may be required at the Dromore Road / Ballyvally Heights road junction.

Zoning BE 28  
Housing  
Laurel Heights / Dromore Road

1.35 hectares of land at Laurel Heights / Dromore Road are zoned for housing as identified on Map No. 2/02a - Banbridge.

Key Site Requirements:
• Housing development shall be a minimum gross density of 15 dwellings per hectare;  
• Pedestrian/cycle access shall be provided through the site from Dromore Road to Laurel Heights.

Developers should note that junction alteration works may be required at the Dromore Road / New Road junction and at the New Road / Laurel Heights junction.

Zoning BE 29  
Housing  
Dromore Street

0.91 hectares of land at Dromore Street are zoned for housing as identified on Map No. 2/02a - Banbridge.

Key Site Requirements:
• A minimum of 10 dwellings shall be provided for social housing;  
• Housing development shall be a minimum gross density of 30 dwellings per hectare;  
• The development layout shall ensure that dwellings do not back onto Dromore Street.

Developers should note that a public sewer passes through the site.
**Zoning BE 30**  
**Housing Eden Vale**

3.56 hectares of land at Eden Vale are zoned for housing as identified on Map No. 2/02a - Banbridge.

**Key Site Requirements:**
- A minimum of 12 units shall be provided for social housing;
- Housing development shall be a minimum gross density of 20 dwellings per hectare and a maximum gross density of 30 dwellings per hectare;
- The main vehicular access to the site shall be from Summer Hill;
- Pedestrian/cycle access shall be provided through the site from Arderys Lane to Summer Hill;

This site presents an excellent opportunity to provide a pedestrian/cycle link from Rathfriland Road to Newry Road (via Summer Hill and Arderys Lane). Such a link will remove a deficiency in the existing pedestrian/cycle network and therefore enhance accessibility in this part of Banbridge. In addition to the access points detailed under key site requirements it would be desirable to provide pedestrian/cycle access from Maryville Park to provide a shorter route to the town centre.

Developers should note that a public sewer passes through the site.

**Supported Housing**

The following site has been developed for supported housing in Banbridge.

**Zoning BE 32**  
**Supported Housing Edenderry Road**

0.98 hectares of land at Edenderry Road are zoned for housing as identified on Map No. 2/02a - Banbridge.

**ECONOMIC DEVELOPMENT**

To reflect the status of Banbridge as a main hub located on a key transport corridor as identified in the RDS, 32 hectares of land are zoned for economic development under allocation ECD 1 Economic Development in Volume 1 of the Plan.

Land is zoned at two major locations to ensure that there is economic development land in a variety of locations to allow for a range of economic development uses and choices. Economic development uses comprise general industrial (Class B3), light industrial (Class B2), business (Class B1) and storage or distribution (Class B4) as currently defined in the Planning (Use Classes) Order (Northern Ireland) 2004.

**Economic Development Zonings**

The following sites are zoned for economic development. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements.

**Zoning BE 31**  
**Housing Castlewellan Road**

1.06 hectares of land at Castlewellan Road are zoned for housing as identified on Map No. 2/02a - Banbridge.

**Key Site Requirements:**
- The site shall be used in its entirety for social housing providing a minimum of 19 units.
**Zoning BE 33**

**Economic Development**

**Cascum Road**

19.30 hectares of land at Cascum Road are zoned for economic development as identified on Map No. 2/02a – Banbridge.

Key Site Requirement:

- Access shall be from the proposed development led A1 / Newry Road / Cascum Road grade separated junction (Proposal BE 55) via the adjacent site (Zoning BE 35).

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**Zoning BE 34**

**Economic Development**

**Rathfriland Road**

13.03 hectares of land at Rathfriland Road are zoned for economic development as identified on Map No. 2/02a – Banbridge.

Key Site Requirements:

- Access shall be from Rathfriland Road;
- Access arrangements and industrial layout shall ensure that buildings do not back onto Rathfriland Road;
- Any open storage areas to be located so as to be screened from view from adjacent public roads;
- Existing vegetation along the site boundaries shall be retained (except where required to be removed for site access) and supplemented by a 5-metre belt of trees of native species.

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**Mixed Use Zonings**

The following sites are zoned for mixed use development. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Mixed use zonings are those zonings which can accommodate a variety of uses which may include light industrial (Class B2), general industrial (Class B3), business (Class B1), storage or distribution (Class B4), dwelling houses (Class C1), community and cultural uses (Class D1) and leisure (Class D2) as currently defined in the Planning (Use Classes) Order (Northern Ireland) 2004. Where certain uses are inappropriate, these are set out in the key site requirements. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements. Further mixed use ‘Development Opportunity Sites’ are zoned in Banbridge town centre and are detailed later in the Plan.

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**Zoning BE 35**

**Mixed Use**

**Cascum Road (North)**

24.51 hectares of land at Cascum Road are zoned for mixed use as identified on Map No. 2/02a – Banbridge.

Key Site Requirements:

- Development shall not include the following uses as specified in the Planning (Use Classes) Order (Northern Ireland) 2004:
  - Class A1: Shops (except for Factory Outlet Centre or Retail Warehouse)
  - Park as defined in Planning Policy Statement 5 – Retailing and Town Centres
  - Class C1: Dwelling houses

This site has been developed in part for a Factory Outlet Centre and retail warehouse park.

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**MIXED USE**

The importance of mixed use development is highlighted in PPS 1 General Principles.
Zoning BE 36
Mixed Use
Cascum Road (South) / Newry Road

5.14 hectares of land at Cascum Road are zoned for mixed use as identified on Map No. 2/02a – Banbridge.

Key Site Requirements:
- Development shall not include the following use as specified in the Planning (Use Classes) Order (Northern Ireland) 2004:
  - Class A1: Shops
  - Class C1: Dwelling houses.

OPEN SPACE, SPORT AND OUTDOOR RECREATION

There is a wide variety of open space, sport and outdoor recreational areas within and adjacent to Banbridge.

The following major areas of existing open space within the settlement limits are identified for information purposes only on Map 2/02a – Banbridge.

- Crystal Park and Chesney Park, Laws Lane
- GAA Club, Scarva Road
- Havelock Park, Lurgan Road
- Leisure Centre and associated playing fields
- Soccer Pitches, Scarva Road
- Solitude Park
- Rugby Club, Newry Road

Further details of these and smaller areas of open space are contained in the Open Space, Sport, and Outdoor Recreation Technical Supplement.

Policy OS 1 of PPS 8 will apply to all areas of existing open space whether or not they are indicated on the Plan Proposals for information.

OPEN SPACE ZONING

The following site is zoned for open space. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals.

Zoning BE 38
Open Space
Former Hospital Site, Ballygowan Road

0.49 hectares of land at Ballygowan Road are zoned for open space as identified on Map No. 2/02a – Banbridge.

PUBLIC SERVICES AND UTILITIES

Cemetery

The following site BE 37 is zoned for cemetery use. Policy for the control of development on zoned sites is contained in SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals.

Zoning BE 37
Cemetery
Old Newry Road

1.20 hectares of land at Old Newry Road are zoned for cemetery use as identified on Map No. 2/02a – Banbridge.

Banbridge District Council propose to provide further cemetery land south of the existing cemetery at Old Newry Road.
Banbridge District Council proposes to provide new public open space within the grounds of the old hospital at Ballygowan Road.

**TOWN CENTRE**

Banbridge town centre has a multi-functional role, in addition to being the focus of commercial activity for the District, it provides educational, health, administrative, community and recreational facilities. The main shopping area is along Newry Street, Bridge Street, Scarva Street and Rathfriland Street. The town has a broad range of retailers providing both comparison and convenience goods. There are offices, banks, cafes and public houses present in the town centre.

Access to the town is generally good although the volume of locally generated and through traffic does cause periodic congestion in parts of the town centre. There are 8 town centre car parks located at Bridge Street, Church Square, Commercial Road, Downshire Place, Downshire Road, Kenlis Street & Townsend Street which provide approximately 650 spaces all with easy pedestrian access to the main shopping area.

The main food store is located a short distance to the east of the town centre.

There are several vacant sites which have development potential. There are also a number of under-utilised buildings and areas of land, including those to the rear of existing frontages, which present further opportunities for development.

A detailed town centre health check was carried out as part of the development plan process to provide a benchmark against which to measure the effects of future change in economic activity in the town centre. Details of the town centre health check are contained in the Retailing Technical Supplement.

**Designation BE 39**

**Town Centre Boundary**

A Town Centre boundary is designated for Banbridge as identified on Map No. 2/02a - Banbridge and Map No. 2/02b - Banbridge Town Centre.

The town centre boundary is designated to encompass the core area of commercial uses in the town. It contains a wide range of commercial and non-commercial uses but excludes the surrounding predominantly residential areas. The area accommodates several development opportunity sites.

Development proposals within the town centre will be processed in accordance with prevailing regional planning policy.

**Designation BE 40**

**Primary Retail Core**

A Primary Retail Core is designated within Banbridge Town Centre as identified on Map No. 2/02b - Banbridge Town Centre.

The purpose in identifying a Primary Retail Core is to allow control to be exercised over development inside that area to ensure the continuance of a compact and attractive shopping environment, offering both choice and convenience.

Policy for the control of retail development within the Primary Retail Core is contained in prevailing regional planning policy.

**Designation BE 41**

**Primary Retail Frontage**

A Primary Retail Frontage is designated within Banbridge Town Centre as identified on Map No. 2/02b - Banbridge Town Centre.

The Primary Retail Frontage in Banbridge Town Centre comprises that part of the town centre that should be retained in retail use. Details of the designation are contained on the town centre map.
Policy for the control of development within the primary retail frontage is contained in Policy RTC 1 in Volume 1 of the Plan.

**Development Opportunity Sites**

The following sites are zoned as Development Opportunity Sites. Development Opportunity Sites have been identified to encourage investment within the town centre. These sites could be developed for single use or for a range of uses which may include shops (Class A1), financial, professional and other services (Class A2), business (Class B1), dwelling houses (Class C1), leisure (Class D2) and community and cultural uses (Class D1) as currently defined in the Planning (Use Classes) Order (Northern Ireland) 2004. Where certain uses are inappropriate, these have been specified in the key site requirements. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements.

This site, comprising an area of under-utilised and partly vacant land, is located at the lower end of Bridge Street adjacent to the River Bann. The design of any scheme should take account of the prominent location of this site adjacent to the river. The site presents an opportunity for development with an active ground floor façade facing a riverside terrace. There is the risk of flooding on part of the site. A Flood Risk Assessment will be required.

Developers should note that difficulties may be encountered in discharging stormwater to the River Bann against high river levels; public sewers pass through the site and a watermain enters the site.

### Zoning BE 43
**Development Opportunity Site**
**Gospel Lane**

A 0.71 hectare site at Gospel Lane is zoned as a Development Opportunity Site as identified on Map No. 2/02b – Banbridge Town Centre.

**Key Site Requirements:**
- Development proposals shall provide a built frontage of at least two storeys at the rear of the footway in Gospel Lane;
- Access shall be from Gospel Lane;
- The developer shall provide that portion of Transport Scheme BE 58 which lies along the frontage of the development;
- Existing public car-parking spaces lost as a result of any proposal shall be replaced, either on-site or in close proximity to the site, in addition to the parking necessary for the development proposal;
- Opportunities for the rear servicing of adjacent properties in Bridge Street and Rathfriland Street shall be maintained and, where possible, enhanced.

### Zoning BE 42
**Development Opportunity Site**
**Bridge Street**

A 0.38 hectare site at Bridge Street is zoned as a Development Opportunity Site as identified on Map No. 2/02b – Banbridge Town Centre.

**Key Site Requirements:**
- Development proposals shall provide a built frontage of at least two storeys at the rear of the footway in both Bridge Street and the Gospel Lane to Bridge Street link. The Bridge Street frontage shall have an active commercial ground floor façade;
- Development proposals shall have river-facing elements of at least two storeys;
- Access shall be from Bridge Street;
- A landscaped walkway / cycleway shall be provided alongside the river.
This site comprises areas of car parking and vacant land in Gospel Lane and several small parcels of land located to the rear of Bridge Street and Rathfriland Street frontage properties.

It would be desirable for the site to be developed comprehensively rather than in a piecemeal fashion. If a Transport Assessment is required under regional policy, then consideration should be given to the junction of Gospel Lane/Rathfriland Street. Direct pedestrian linkages to both Bridge Street and Rathfriland Street would enhance pedestrian permeability in this part of the town centre. The frontage to Gospel Lane will be prominent in views from Solitude Park, the river and beyond, therefore the façade of any proposed building should be to a high standard of design and finish.

Developers should note that difficulties may be encountered in discharging stormwater to the River Bann against high river levels.

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**Zoning BE 44**  
**Development Opportunity Site**  
**Gospel Lane / Rathfriland Street**

A 0.21 hectare site at Gospel Lane / Rathfriland Street is zoned as a Development Opportunity Site as identified on Map No. 2/02b – Banbridge Town Centre.

Key Site Requirements:
- Access shall be from Rathfriland Street;
- Existing public car-parking spaces lost as a result of any proposal shall be replaced, either on-site or in close proximity to the site, in addition to the parking necessary for the development proposal.

This site is currently in use as a car park. The frontage to Solitude Park is prominent when viewed from the river and beyond. Therefore, the façade of any proposed building should be to a particularly high standard of design and finish. If a Transport Assessment is required under regional policy, then consideration should be given to the junction of Gospel Lane/Rathfriland Street.

Developers should note that difficulties may be encountered in discharging stormwater to the River Bann against high river levels.

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**Zoning BE 45**  
**Development Opportunity Site**  
**Townsend Street West**

A 1.69 hectare site at Townsend Street is zoned as a Development Opportunity Site as identified on Map No. 2/02b – Banbridge Town Centre.

Key Site Requirements:
- Development proposals shall provide a built frontage of at least two storeys along both Townsend Street and Kenlis Street;
- Development proposals shall provide for direct pedestrian linkages to Newry Street;
- Access shall be from Townsend Street;
- Townsend Street shall be widened to agreed standard and provided with a standard width footway;
- Existing public car-parking spaces lost as a result of any proposal shall be replaced, either on-site or in close proximity to the site, in addition to the parking necessary for the development proposal;
- Opportunities for the rear servicing of adjacent properties in Newry Street shall be maintained and, where possible, enhanced.

This site embraces a fragmented collection of buildings, yards, car parks and other parcels of land located to the rear of Newry Street frontage properties.

It would be desirable for the site to be developed comprehensively rather than in a piecemeal fashion. The site is adjacent to the Primary Retail Core and therefore presents an important opportunity.
for significant retail development. The site may be a suitable location for a bus station and could incorporate multi-storey car parking. If a Transport Assessment is required under regional policy, then consideration should be given to the junction of Townsend Street/Kenlis Street. Direct pedestrian linkages through the site linking Newry Street, Kenlis Street and Townsend Street would enhance pedestrian permeability in this part of the town centre.

Developers should note that public sewers pass through the site.

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**Zoning BE 46**

**Development Opportunity Site**

**Townsend Street East**

A 0.21 hectare site at Townsend Street is zoned as a Development Opportunity Site as identified on Map No. 2/02b – Banbridge Town Centre.

Key Site Requirements:

- Development proposals shall provide a built frontage of at least two storeys along Townsend Street;
- Access shall be from Townsend Street;
- Existing public car-parking spaces lost as a result of any proposal shall be replaced, either on-site or in close proximity to the site in addition to the parking necessary for the development proposal.

This site is currently in use as a car park. There is a significant drop in levels at the rear boundary of the site and any development should be designed so as to minimise any detrimental effect on the amenity of the adjacent residential properties.

Developers should note that public sewers pass through the site.

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**Zoning BE 47**

**Development Opportunity Site**

**Kenlis Street**

A 0.25 hectare site at Kenlis Street is zoned as a Development Opportunity Site as identified on Map No. 2/02b – Banbridge Town Centre.

Key Site Requirements:

- Development proposals shall provide a built frontage of at least two storeys at the rear of the footway in Kenlis Street;
- Access shall be from Kenlis Street.

The redevelopment of this site presents an opportunity to improve the appearance of the street scene. This site is currently in use as an oil depot and funeral home.

Developers should note that public sewers pass through the site.

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**Zoning BE 48**

**Development Opportunity Site**

**Newry Road**

A 0.09 hectare site at Newry Road is zoned as a Development Opportunity Site as identified on Map No. 2/02b – Banbridge Town Centre.

Key Site Requirements:

- No new access shall be permitted onto Newry Road;
- Development set back required to facilitate potential alterations to Kenlis Street / Newry Road junction;
- No building shall extend forward of the front elevation of Victoria House (No. 2 Newry Road).
This vacant plot of land is located adjacent to Victoria House, a listed building, and to the front of the LIDL store. The site is highly visible and is located at an important entry point to the town centre from the south. Any future proposals should have regard to the scale and character of Victoria House as required under the provisions of regional policy.

Zoning BE 49
Development Opportunity Site
Linenhall Street / Commercial Road

A 0.29 hectare site at Linenhall Street / Commercial Road is zoned as a Development Opportunity Site as identified on Map No. 2/02b – Banbridge Town Centre.

Key Site Requirements:
- Development proposals shall provide a built frontage of at least two storeys along both Linenhall Street and Commercial Road;
- Access shall be from Linenhall Street;
- Development set back required to facilitate potential alterations to Linenhall Street / Commercial Road junction.

The redevelopment of this prominent corner site would improve the streetscape. The site has been partly developed for residential use.

Developers should note that public sewers pass through the site.

Zoning BE 50
Development Opportunity Site
Commercial Road / Meeting House Road

A 0.84 hectare site at Commercial Road / Meeting House Road is zoned as a Development Opportunity Site as identified on Map No. 2/02b – Banbridge Town Centre.

Key Site Requirements:
- Development proposals shall provide a built frontage of at least two storeys along Commercial Road and Scarva Street;
- Access shall be from Commercial Road;
- Development set back required to facilitate potential alterations to Commercial Road in conjunction with the Commercial Road / Downshire Place junction improvement scheme.

An operational industrial building and adjacent buildings and yards presently occupy this site. If the factory were to close or relocate during the Plan period, the site would be ideal for town centre uses. There may be scope to provide some additional town centre car parking possibly in the form of a multi-storey car park. The site presents an opportunity to create an active ground floor façade to both Commercial Road and Scarva Street.

A contribution to the proposed re-alignment of the Commercial Road / Downshire Place junction may be required from the developer.

Developers should note that public sewers pass through the site.
### Zoning BE 51
**Development Opportunity Site**
Downshire Place / Scarva Street

A 0.27 hectare site at Downshire Place / Scarva Street is zoned as a Development Opportunity Site as identified on Map No. 2/02b – Banbridge Town Centre.

**Key Site Requirements:**
- Development proposals shall provide a built frontage of at least two storeys along Downshire Place, Scarva Street and Victoria Street. The Scarva Street frontage shall have an active commercial ground floor façade;
- Access shall be from Victoria Street;
- Part of the site will be required for a road junction improvement under Transport Scheme Proposal BE 59.

The redevelopment of this prominent site would improve the streetscape. Any new building(s) should properly address the corners of the site and a built frontage should be located at the rear of any realigned footway. A contribution to the proposed re-alignment of the Commercial Road / Downshire Place junction may be required from the developer. Developers are advised to contact Roads Service at an early stage.

Developers should note that public sewers pass through the site.

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### Zoning BE 52
**Development Opportunity Site**
Downshire Place / Downshire Road

A 0.09 hectare site at Downshire Place / Downshire Road is zoned as a Development Opportunity Site as identified on Map No. 2/02b – Banbridge Town Centre.

**Key Site Requirements:**
- Development proposals shall be at least two storeys in height;
- Access shall be from Downshire Road.

This site is at a prominent corner location with frontage to both Downshire Place and Downshire Road. It is also located within an Area of Townscape Character and surrounded by a significant cluster of listed buildings. Therefore, development shall respect the built form, scale and character of the adjacent listed buildings.

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### Zoning BE 53
**Development Opportunity Site**
Scarva Street

A 0.33 hectare site at Scarva Street is zoned as a Development Opportunity Site as identified on Map No. 2/02b – Banbridge Town Centre.

**Key Site Requirements:**
- Development proposals shall provide a built frontage of at least two storeys along Scarva Street;
- Access shall be from Scarva Street.

This site comprises a car showroom and adjacent building. The site is at a significant location on the main approach to the town centre from the west.

Developers should note that public sewers pass through the site.
TRANSPORTATION

Banbridge lies between Belfast and Dublin on the Eastern Seaboard Key Transport Corridor, which is part of the Regional Strategic Transport Network as defined in the Regional Transportation Strategy.

The Regional Strategic Transport Network Transport Plan identifies strategic transport schemes on the A1 in and adjacent to the town. A transport study has been undertaken for Banbridge, which is summarised in the Transport Technical Supplement. The Sub-Regional Transport Plan (SRTP), informed by the transport study, will identify further detailed proposals for the town. Those Transport Schemes with significant land use implications are also proposed in this Plan and are detailed below.

There is a network of roads, cycle tracks, footways and other public rights of way in the town that provide for walking and cycling. They include a riverside walkway and certain non-vehicular routes such as Law’s Lane. The Key Site Requirements attached to some of the land use zonings in the town make provision for further enhancements to the pedestrian/cycle network.

Express buses link the town with Belfast, Newry and Dublin. Local bus services run to Portadown via Gilford, Lurgan, Lisburn via Dromore, Newcastle, Rathfriland via Moneyslane, Rathfriland via Annaclone, Rathfriland via Glasker, Newry and Scarva. A Town Service links peripheral housing areas to Banbridge town centre. A new bus station is proposed in the town.

The basic road pattern in Banbridge generally consists of radial roads leading from the town centre. The main routes are Newry Road, Dromore Road, Lurgan Road, Castlewellan Road, Rathfriland Road and Scarva Road. Minor radial routes include Huntly Road, Ballygowan Road, Old Newry Road and Hill Street. Strategic north-south traffic avoids the town centre by utilising the A1 bypass to the east of the town. Other opportunities for orbital movement are limited; therefore much of the local traffic travels through the town centre resulting in congestion during peak hours. A grade-separated junction has recently been built at the A1 Rathfriland Road junction.

Traffic flow in the town will be improved by the implementation of the road schemes detailed below. These schemes include a new bridge over the River Bann and further junction improvements on the A1. The Key Site Requirements attached to some of the land use zonings in the town make provision for further minor enhancements to the road network to be implemented in association with development proposals.

Parking

There are 435 on-street car parking spaces and 654 spaces in car parks in the town centre.

A parking study has been undertaken to develop a parking strategy for Banbridge. The results of the study are detailed in the Transport Technical Supplement. They indicate that overall parking pressure in Banbridge town centre is currently within acceptable bounds, but that there are localised significant parking demands. A car park building programme is not proposed. Parking supply and demand will generally be controlled through the use of management measures such as charging, short stay restrictions and effective enforcement.

Parking supply in excess of the normal standards may be permitted in association with development proposals. However, it must be demonstrated that such parking facilities will genuinely serve the town centre, as a whole and an agreement to this effect will be required.

Some of the town centre car parks are identified as Development Opportunity Sites. Developers of these sites will be required to replace, either on-site or in close proximity to the site, any existing public car-parking spaces lost as a result of any proposal and to provide any additional car parking necessary for the development proposal. Development of one or more of the Opportunity Sites may provide opportunities for the provision of multi-storey car parking.
Protected Routes
The A1, A26 Lurgan Road and A50 Castlewellan Road are Protected Routes as indicated on Map No. 2/02a - Banbridge. Policy for the control of access to protected routes is contained in Policy AMP 3 of PPS 3 - Access, Movement and Parking.

Disused Transport Routes
The disused rail track beds, as indicated on Map No. 2/02a – Banbridge, could be used for transport or recreational purposes and are protected under Policy AMP 5 of PPS 3 - Access, Movement and Parking.

Transport Schemes
The following transport schemes are proposed. Land required for these schemes is protected under Policy AMP 4 of PPS 3 - Access, Movement and Parking.

Proposal BE 54
Transport Scheme
Bus Station
A Transport Scheme for a new bus station is proposed in Banbridge.

A new bus station for Banbridge is proposed in the Regional Strategic Transport Network Transport Plan. A site has not yet been identified, however the bus station should ideally be located in the town centre at a location convenient to the commercial core of the town.

Proposal BE 55
Transport Scheme (Committed)
A1 Newry Road / Cascum Road Junction
A Transport Scheme for the provision of a grade separated junction at Newry Road / Cascum Road is identified on Map No. 2/02a - Banbridge.

This scheme facilitates development of the Cascum Road sites and the Newry Road mixed use site (see plan proposals BE 33, BE 35 and BE 36). Work on this scheme has been completed.

Proposal BE 56
Transport Scheme
A1 / Dromore Road Junction
A Transport Scheme for the provision of a grade separated junction at A1 / Dromore Road is identified on Map No. 2/02a - Banbridge.

This scheme is being taken through statutory procedures under the Roads (Northern Ireland) Order 1993. The implementation of this scheme will improve road safety by reducing the number of right turning movements on the dual carriageway.

Proposal BE 57
Transport Scheme
Newry Road to Ballygowan Road Link
A Transport Scheme for a link road from the Newry Road to the Ballygowan Road is identified on Map No. 2/02a - Banbridge.

This scheme is required to facilitate development of land zoned for housing (see plan proposal BE 28) and is considered to be of strategic long-term benefit. It will be partly development led.

Proposal BE 58
Transport Scheme
Bridge Street to Gospel Lane Link
A Transport Scheme for a new road linking Bridge Street to Gospel Lane is identified on Map No. 2/02b - Banbridge.

This scheme will be undertaken as resources or development permits. It will be partly development led. The scheme will aid the circulation of traffic around the town centre.
Proposal BE 59
Transport Scheme
Lurgan Road to Huntley Road Link

A Transport Scheme for a new road linking Lurgan Road to Huntly Road is identified on Map No. 2/02a - Banbridge.

This scheme will be undertaken as resources permit. The scheme will relieve congestion in Church Square. It includes a new bridge crossing over the River Bann.

Proposal BE 60
Transport Scheme
Scarva Road / Commercial Road / Downshire Place Junction

A Transport Scheme for the realignment of the Scarva Road / Commercial Road / Downshire Place junction is identified on Map No. 2/02b - Banbridge.

This scheme will be undertaken as resources permit. The scheme will aid the circulation of traffic around the town centre.

Proposal BE 61
Transport Scheme
Rathfriland Road Park and Ride/Share

A site with development potential for a Park and Ride / Park and Share Transport Scheme at Rathfriland Road is identified on Map No. 2/02a - Banbridge.

A Park and Ride/Share facility adjacent to the A1 in Banbridge is proposed in the Regional Strategic Transport Network Transport Plan, it seeks to encourage the use of public transport and reduce dependence on the private car.

ENVIRONMENT AND CONSERVATION

Sites of Local Nature Conservation Importance (SLNCI)
Huntly Plantation and Havelock Woods is designated as a SLNCI under Plan Proposal BC 02 as indicated on Map No. 2/02a – Banbridge.

Areas of Townscape Character (ATCs)
The following areas are designated as ATCs. Policy for the control of development in ATCs is contained in the Addendum to PPS 6, Areas of Townscape Character.

Designation BE 62
Area of Townscape Character
Town Centre

An ATC is designated within Banbridge Town Centre as identified on Map Nos. 2/02a – Banbridge and 2/02b – Banbridge Town Centre.

Key features of the area, which will be taken into account when assessing development proposals, are as follows:

- Banbridge is a town of two halves in terms of layout with the twisting streetscape around Church Square and Dromore Street to the northeast of the river contrasting with the grid-like street pattern to the southwest centred on the Bridge Street / Newry Street axis. Both areas have a distinctive character, with ‘The Cut’ being a distinct feature;

- The town is largely terraced, with what might be described as a mix of ‘late Georgian’, ‘late Victorian’ and Edwardian structures in evidence;
- Distinctive buildings such as the listed Holy Trinity Church (Col), former Methodist Church and original police barracks grouped around the Crozier Monument give Church Square a distinctive sense of place. The listed Crozier House along with the Coach Inn and Riverside Inn forms a terrace along the southern side of the square. This terrace, combined with the surrounding buildings gives the square a sense of enclosure;

- In Dromore Street, late 20th century ‘Regency’ style terraces form pleasant uniform groups that follow the original street pattern and create a memorable introduction to the original town;

- To the northeast side is St. Patrick’s RC Church, a fine Gothic building set on a slight rise and built in 1838. To the east of the church is a short mixed terrace of later 19th century buildings;

- Burnview Terrace is a surviving example of mid 19th century mill workers houses. Overall, it retains its original massing and proportions and its value is all the greater, given its proximity to Church Square;

- The entrance to Church Street is framed by Holy Trinity Church of Ireland church and a mixed terrace of listed early to mid 19th century buildings to the north. Further to the west is a modern terrace which partly conceals an important listed building, the former Lancastrian School, built in 1826;

- The south side of the Lurgan Road has the pleasant green swathe of the graveyard with a low stone wall;

- The entrance to Downshire Road is framed by two attractive Edwardian buildings, the Northern Bank and the Old Technical School, both of which are listed. Immediately west of the ‘Old Tech’ are the listed Methodist and First Presbyterian Churches. South west of this notable grouping are the Council Offices which were built in a distinctive Neo-Classic style;

- From Church Square looking along Castlewellan Road, is a fine listed early to mid 19th century terrace and 1800’s three storey black stone former warehouse. Immediately adjacent to the warehouse are the gates, walls and railings of the listed Solitude House which is set in riverside grounds. South of Solitude House is the red brick Edwardian row, Windsor Terrace;

- The Cut is important as a lead into the centre of the town and is a memorable feature in its own right. The area immediately around it is characterised by stepped terraces, rising on the west side to the prominent old Town Hall, an 1830’s Market House. These terraces are of mixed age, quality, size and style, ranging from the Edwardian to Georgian eras. This variation creates a lively rhythm that can accommodate diversity;

- Rathfriland Street is mainly Georgian style. At the end of Rathfriland Street is Townsend Street that contains a short terrace of plain two storey red brick mill workers dwellings, built in the 1920’s;

- Scarva Street is a short street that is very visible from the top of Downshire Bridge. It forms an important view out of / in to the area. The former Market House and the Neo-Georgian Post Office designed by architect TFO Rippingham and built 1938, are notable listed buildings.
## Designation BE 63
### Area of Townscape Character
### Hayes Park

An ATC is designated at Hayes Park within Banbridge Town as identified on Map No. 2/02a – Banbridge.

Key features of the area, which will be taken into account when assessing development proposals, are as follows:

- Small scale, intimate picturesque Arts and Crafts influenced housing development, circa 1904 built by local architect William Larmour for workers of nearby Hayes spinning mill;
- Smallish semi-detached one and a half storey houses with a few larger ones set within mature landscaped sites;
- Roofs are generally gabled with a number being hipped and half-hipped. The roof coverings are either natural blue-black slate or red diamond patterned tiles and red clay ridge tiles;
- The walls are coursed rock faced artificial stone;
- Original windows had timber mullioned and transomed, casement frames with four panes over one (typically Edwardian);
- Chimney stacks are rendered with boldly corbelled caps and clay pots;
- There are a number of one and a half storey gable bay extensions;
- Plot sizes are relatively generous and have a mix of boundary edgings including mature hedging and low rock faced walls.

## Designation BE 64
### Area of Townscape Character
### Peggy’s Loaning

An ATC is designated at Peggy’s Loaning within Banbridge Town as identified on Map No. 2/02a – Banbridge.

Key features of the area, which will be taken into account when assessing development proposals, are as follows:

- Plain two-storey red brick mill workers terraces dating from the early 20th century that includes Edenderry Gardens and Golf Terrace;
- All share the communal large green open space;
- Edenderry Gardens, facing Peggy’s Loaning, have private gardens front and rear;
- Golf Terrace and the second Edenderry Gardens have rear gardens only and open directly onto the pavement;
- Each house also has a small enclosed rear yard and a rear linear allotment style garden.

### Historic Parks, Gardens and Demesnes

Brookfield House is designated as a Historic Park, Garden and Demesne (Supplementary Site) under Plan Proposal BC 03 as indicated on Map no. 2/02a – Banbridge. Policy for the protection of Historic Parks, Gardens and Demesnes is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

### Area of Archaeological Potential (AAP)

An AAP is defined in Banbridge as indicated on Map No. 2/02a – Banbridge and Map No. 2/02b – Banbridge Town Centre. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

### Local Landscape Policy Areas (LLPAs)

The following areas are designated as LLPAs as identified on Map No. 2/02a – Banbridge and Map No. 2/02b – Banbridge Town Centre. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.
Designation BE 65
Local Landscape Policy Area
River Bann Corridor

A LLPA is designated as identified on Map No. 2/02a – Banbridge and Map No. 2/02b – Banbridge Town Centre.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- River Bann Corridor which is an important landscape feature through the town. It is of local nature conservation interest and its river banks include areas of important tree groups. It is also an area of local amenity importance and associated public access;
- Significant mature vegetation at Huntly Road. These are an important landscape feature and represent a significant element in the setting of the town;
- Disused railway embankment which includes important tree groups and is an area of local amenity importance, including public access and nature conservation interest;
- Solitude Park which includes important tree groups and is an area of local amenity importance, including public access and nature conservation interest.

Designation BE 66
Local Landscape Policy Area
St. Patrick’s Church, Seapatrick

A LLPA is designated as identified on Map No. 2/02a – Banbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- Church (Listed) and graveyard, setting and views.

Designation BE 67
Local Landscape Policy Area
Huntly House

A LLPA is designated as identified on Map No. 2/02a – Banbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- Huntly House and associated lands including significant mature vegetation and plantings.

Designation BE 68
Local Landscape Policy Area
Brookfield House

A LLPA is designated as identified on Map No. 2/02a – Banbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- Listed house and two gate lodges and associated lands including significant mature vegetation, plantings and stream corridor.

Designation BE 69
Local Landscape Policy Area
Dunida & Banbridge Academy, Lurgan Road

A LLPA is designated as identified on Map No. 2/02a – Banbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- Dunida, a locally significant building, grounds and associated mature vegetation and plantings;
- Banbridge Academy school grounds – significant mature vegetation throughout and on boundaries;
- Railway cutting and associated vegetation.
### Designation BE 70
**Local Landscape Policy Area**
The Hill and 1-3 Ballymoney Road

A LLPA is designated as identified on Map No. 2/02a – Banbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- Hilltop with locally important building (Hilltop Farm), large houses in large plots with associated mature vegetation (although one of the houses is not of particular merit). Important in a number of views, and particularly from Main Street in centre of town.

### Designation BE 71
**Local Landscape Policy Area**
Rathmore Cottage, Ballymoney Road

A LLPA is designated as identified on Map No. 2/02a – Banbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- Locally important building with associated significant vegetation.

### Designation BE 72
**Local Landscape Policy Area**
Ballyvally House, 27 Dromore Road

A LLPA is designated as identified on Map No. 2/02a – Banbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- Listed building, setting and associated vegetation.

### Designation BE 73
**Local Landscape Policy Area**
Rockville, Dromore Road

A LLPA is designated as identified on Map No. 2/02a – Banbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- Rath and farm buildings on hilltop with associated vegetation and stream corridor.

### Designation BE 74
**Local Landscape Policy Area**
Mutton Hill, Dromore Road

A LLPA is designated as identified on Map No. 2/02a – Banbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- Listed building, setting, associated vegetation and localised landform.

### Designation BE 75
**Local Landscape Policy Area**
Roughfort / Newry Road

A LLPA is designated as identified on Map No. 2/02a – Banbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- Roughfort (scheduled monument) with associated significant trees and setting;
- Large house (No. 182 Newry Road) on large plot with associated vegetation;
- Locally prominent building (No. 189 Newry Road) and old road;
- Farmhouse and associated land.
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<th>Designation</th>
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| BE 76       | Stream Corridor, Old Newry Road | A LLPA is designated as identified on Map No. 2/02a – Banbridge. Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:  
  - Stream corridor with associated vegetation. This is an area of local amenity importance as a wildlife corridor and associated public access. |
| BE 77       | The Lodge, 135 Newry Road | A LLPA is designated as identified on Map No. 2/02a – Banbridge. Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:  
  - Setting of listed building and significant trees. |
| BE 78       | Newry Road Cemetery | A LLPA is designated as identified on Map No. 2/02a – Banbridge. Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:  
  - Locally important lodge building and setting;  
  - Significant trees around graveyard. |
| BE 79       | Glencar, 35 Newry Road | A LLPA is designated as identified on Map No. 2/02a – Banbridge. Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:  
  - Large house in large plot with significant vegetation. |
| BE 80       | Belmont Hotel, Rathfriland Road | A LLPA is designated as identified on Map No. 2/02a – Banbridge. Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:  
  - Hotel and gate lodge (both listed), setting and associated vegetation. |
| BE 81       | 32 Castlewellan Road | A LLPA is designated as identified on Map No. 2/02a – Banbridge. Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:  
  - Landmark building and associated vegetation. |
Designation BE 82
Local Landscape Policy Area
Iveagh House, 62 Castlewellan Road

A LLPA is designated as identified on Map No. 2/02a – Banbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- Landmark building and associated vegetation.

Designation BE 83
Local Landscape Policy Area
Ballydown House, Castlewellan Road

A LLPA is designated as identified on Map No. 2/02a – Banbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- Ballydown House, grounds and associated vegetation.

Designation BE 84
Local Landscape Policy Area
Moorlands / River Bann Corridor

A LLPA is designated as identified on Map No. 2/02a – Banbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of these areas are listed below:

- Moorlands (listed building) and its setting, including significant mature trees (these features contribute significantly to the quality of the local landscape);
- Old mill buildings which are an important industrial archaeological feature;
- Rath and its setting;
- Railway House which is a locally important building and its setting;
- Listed farmhouse and setting;
- River Bann Corridor which is an important landscape feature and is an important part of the setting of the town. It is of local nature conservation interest and its river banks include areas of important tree groups. It is also an area of local amenity importance and associated public access.
DROMORE

BACKGROUND

Dromore is the second largest town in Banbridge District. It is located some 11 kilometres north of Banbridge town. It lies adjacent to the A1 Belfast to Dublin Road, and is bisected by the B2 Lurgan to Ballynahinch Road.

The most significant feature of the landscape setting of Dromore is the river Lagan. The river runs from east to west through the centre of the town, its valley providing a dramatic setting for the landmarks of the Motte to the east of the town and the disused railway viaduct to the west of the town. The landscape rises to the north-west of the town culminating in a plateau with rounded summit hills. There are small rounded drumlin hills surrounded by lower lying areas of moss and scrub to the south and east of the town.

Dromore enters historical record in 537 AD with the foundation of a monastery by St. Colman on the site of the present Cathedral. The Norman Motte and Bailey was built in 1211 AD and the Market was recognised by Royal Charter in 1612 AD. The street pattern in the historical core of the town is probably of medieval or Tudor origin. However, few of the surviving buildings in the town pre-date the latter part of the 18th Century.

Modern development has taken place on and between the arterial routes radiating out from the town centre. The form of the settlement has been influenced significantly by its landscape with development on and around the hills and ridges adjacent to the town centre.

REGIONAL POLICY CONTEXT

In the RDS 2035, it is recognised that smaller towns, villages and hamlets perform an important function for rural communities. A strong network of smaller towns supported by villages helps to sustain and service the rural community. Town centres should be multi-functional and provide the prime locations for business, housing, administration, leisure and cultural facilities both to urban and rural communities.

The RDS also recognises the need to revitalise small towns and villages which have been static or declining.

SETTLEMENT

Designation DE 01
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/03a - Dromore.

The settlement development limit is designated to take account of the town’s role as a local service and employment centre while protecting its natural setting. It has been drawn to generally consolidate the form of the town while allowing some urban expansion on the southern side of the town adjacent to the bypass.

The opportunity for outward expansion is constrained in many locations by topographic and environmental factors including high quality landscape along the river valley and elevated land associated with the town’s drumlin landscape setting. The settlement development limit has therefore recognised the important contribution of these elements to the setting of the town, helping to curtail urban sprawl into the countryside.

The settlement development limit maximises the use of existing land within the urban footprint of the town. There is a substantial amount of under-utilised and previously developed land within the previous limit of development. This extensive resource of ‘brownfield’ land has significantly reduced the need for urban expansion onto greenfield sites.

HOUSING

The Plan allocates 1,060 dwellings to Dromore (see Volume 1, Housing Allocation) and in order to meet this, approximately 27 hectares of land are zoned for housing under Allocation HSG 1 in Volume 1 of
the Plan. The progress in delivering new housing in Dromore can be identified from the Department’s Housing Land Availability Summary Report. Housing zonings are identified on Map No. 2/03a – Dromore.

Sites have been selected to allow for the efficient use of land within the urban footprint, to provide choice in the housing market and to include existing commitments. Other factors influencing site selection include accessibility to the town centre and to public transport and the aim to minimise detrimental impact upon the environment.

### Social Housing

Key site requirements to meet social housing need have been attached to the following sites.

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Location</th>
<th>No. of Dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>DE 18</td>
<td>Moss Lane / Mossvale Road</td>
<td>8</td>
</tr>
<tr>
<td>DE 19</td>
<td>Mount Street</td>
<td>12</td>
</tr>
</tbody>
</table>

#### Housing Zonings

The following sites, including committed sites, are zoned for housing. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements.

Committed sites include approved housing sites developed in full or in part since the commencement of the Plan period and sites with planning permission for housing. The Plan does not stipulate key site requirements for committed sites because future development will be subject to the conditions attached to the planning permission. However, in the event that such permission may lapse, the Department may alter existing conditions or attach new conditions to any subsequent approval to take account of prevailing regional planning policy and the Plan proposals.

<table>
<thead>
<tr>
<th>Housing Zonings (Committed)</th>
</tr>
</thead>
<tbody>
<tr>
<td>The following sites are zoned for housing as identified on Map No. 2/03a - Dromore.</td>
</tr>
<tr>
<td>DE 02 Milebush Road</td>
</tr>
<tr>
<td>DE 03 Hillsborough Road (North of Jubilee Heights)</td>
</tr>
<tr>
<td>DE 04 3 Hillsborough Road</td>
</tr>
<tr>
<td>DE 05 35 Hillsborough Road</td>
</tr>
<tr>
<td>DE 06 Ballymacormick Road</td>
</tr>
<tr>
<td>DE 07 Mossvale Road (West)</td>
</tr>
<tr>
<td>DE 08 Quillyburn Manor</td>
</tr>
<tr>
<td>DE 09 45 Banbridge Road</td>
</tr>
<tr>
<td>DE 10 Banbridge Road/Barban Hill</td>
</tr>
<tr>
<td>DE 11 1 Castle Street</td>
</tr>
<tr>
<td>DE 12 14 Circular Road</td>
</tr>
<tr>
<td>DE 13 Mossvale Road (East)</td>
</tr>
<tr>
<td>DE 14 Banbridge Road (Opposite Glen Road)</td>
</tr>
<tr>
<td>DE 15 Cowan Heron Hospital site, Dromara Road</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Zoning DE 16 Housing Adjacent and to rear of 3-9 Circular Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.27 hectares of land at Circular Road are zoned for housing as identified on Map No. 2/03a - Dromore.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Zoning DE 17 Housing Jubilee Road / Milebush Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.11 hectares of land between Milebush Road and Jubilee Road are zoned for housing as identified on Map No. 2/03a - Dromore.</td>
</tr>
</tbody>
</table>

Key Site Requirements:
• Housing development shall be a minimum gross density of 20 dwellings per hectare and a maximum gross density of 30 dwellings per hectare;
• The main vehicular access to the site shall be from Milebush Road;
• Pedestrian/cycle access shall be provided from Jubilee Road to Milebush Road and a footpath shall be provided along the site frontages;
• The development layout shall ensure that dwellings do not back onto either Jubilee Road or Milebush Road.

If a Transport Assessment is required, consideration should be given to the junction of Jubilee Road/ Milebush Road.

**Zoning DE 18**
**Housing**
**Moss Lane / Mossvale Road**

1.00 hectares of land between Moss Lane and Mossvale Road are zoned for housing as identified on Map No. 2/03a - Dromore.

Key Site Requirements:
• A minimum of 8 dwellings shall be provided for social housing;
• Housing development shall be a minimum gross density of 35 dwellings per hectare;
• The development layout shall ensure that dwellings do not back onto either Moss Lane or Mossvale Road;
• Any access onto Moss Lane shall require road widening.

A Transport Assessment will be required which should take into consideration the junction of Hillsborough Road/Mossvale Road. The access onto Moss Lane/Lower Mount Street could be provided jointly with that to Development Opportunity Site DE 32. Developers should also note that watermains and public sewers pass through the site.

**Zoning DE 19**
**Housing**
**Mount Street**

1.40 hectares of land at Mount Street are zoned for housing as identified on Map No. 2/03a - Dromore.

Key Site Requirements:
• A minimum of 12 dwellings shall be provided for social housing;
• Housing development shall be a minimum gross density of 35 dwellings per hectare;
• A landscaped walkway/cycleway shall be provided alongside the river;
• Development proposals shall have river-facing elements of at least two storeys.

A suitably sited access shall be provided onto Lower Mount Street which could be provided jointly with that to Development Opportunity Sites DE 33 and DE 34. There is a risk of flooding on part of the site. A Flood Risk Assessment will be required. Developers should note that watermains and public sewers pass through the site.

**Zoning DE 20**
**Housing**
**Barban Hill / Denfort Lodge**

1.20 Hectares of land at Barban Hill / Denfort Lodge are zoned for housing as identified on Map No. 2/03a - Dromore.

Key Site Requirements:
• Housing development shall be a minimum gross density of 20 dwellings per hectare;
• The main vehicular access to the site shall be from Denfort Lodge;
• Junction improvements shall be required at Denfort Lodge / Barban Hill;
• Pedestrian/cycle access shall be provided from Barban Hill;
• The development layout shall ensure that dwellings do not back onto Barban Hill.

Zoning DE 21
Housing
Wallace Park / Mourne Grange

0.58 Hectares of land at Wallace Park / Mourne Grange are zoned for housing as identified on Map No. 2/03a - Dromore.
Key Site Requirements:
• Housing development shall be a minimum gross density of 25 dwellings per hectare;
• Access shall be provided onto Wallace Park and/or Mourne Grange;
• Footway links shall be provided along the site frontage.

ECONOMIC DEVELOPMENT

Dromore is an important service and employment centre, located on a Key Transport Corridor, and in keeping with its role, just over 16 hectares of land are zoned for economic development under Allocation ECD 1 in Volume 1 of the Plan.

This includes an undeveloped portion of previously zoned land at Mossvale Road and lands previously zoned between Banbridge Road / A1 and Barronstown Road that remain undeveloped. These lands, together with the opportunity sites identified on Map No. 2/03a – Dromore, are in a variety of locations to allow for a range of economic development uses and site choice. Economic development uses comprise general industrial (Class B3), light industrial (Class B2), business (Class B1) and storage or distribution (Class B4) as currently defined in the Planning (Use Classes) Order (Northern Ireland) 2004.

Economic Development Zonings
The following sites are zoned for economic development. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements.

Zoning DE 22
Housing
Barban Hill / Lynn Avenue

1.02 Hectares of land at Barban Hill / Lynn Avenue is zoned for housing as identified on Map No. 2/03a - Dromore.
Key Site Requirements:
• Housing development shall be a minimum gross density of 15 dwellings per hectare;
• The main vehicular access to the site shall be from Barban Hill;
• Pedestrian/cycle access shall be provided from Lynn Avenue;
• The development layout shall ensure that dwellings do not back onto either Barban Hill or Lynn Avenue.

Zoning DE 23
Economic Development
Barronstown Road

1.15 hectares of land at Barronstown Road are zoned for economic development as identified on Map No. 2/03a – Dromore.
Key Site Requirements:
• Access arrangements and industrial layout are to ensure that buildings do not back onto Barronstown Road;
• Any open storage areas to be located so as to be screened from Barronstown Road;
• The Barronstown Road shall be widened with a standard footway provided along the site frontage;
• The existing hedge on the western boundary of the site to be retained and augmented by a 5 metre belt of trees of native species.

Zoning DE 24
Economic Development
Quillyburn East, Banbridge Road

0.88 hectares of land at Banbridge Road are zoned for economic development as identified on Map No. 2/03a – Dromore.

Key Site Requirements:
• Access arrangements and industrial layout are to ensure that buildings do not back onto Banbridge Road;
• Any open storage areas to be located so as to be screened from view from Banbridge Road;
• Access to be via Quillyburn Industrial Estate.
• Existing vegetation along the eastern and northern site boundaries to be retained and supplemented by a 5-metre belt of trees of native species.

Zoning DE 25
Economic Development
Quillyburn West, Banbridge Road

0.37 hectares of land at Banbridge Road are zoned for economic development as identified on Map No. 2/03a – Dromore.

Key Site Requirements:
• Access arrangements and industrial layout are to ensure that buildings do not back onto Banbridge Road;
• Any open storage areas to be located so as to be screened from view from Banbridge Road;

Zoning DE 26
Economic Development
Quillyburn South, Banbridge Road

13.92 hectares of land between Banbridge Road and Barronstown Road are zoned for economic development as identified on Map No. 2/03a – Dromore.

Key Site Requirements:
• Access to the site to be from Quillyburn Industrial Estate;
• A 5-metre belt of trees of native species shall be provided along the northern and eastern boundaries of the site to screen the buildings on the site.
• Access arrangements and industrial layout are to ensure that buildings do not back onto Barronstown Road or Banbridge Road;
• Any open storage areas to be located so as to be screened from view from Barronstown Road and Banbridge Road;
• Access to the site shall be from Quillyburn Industrial Estate. Access onto the A1 is prohibited;
• Existing vegetation along the eastern and southern site boundaries shall be retained and augmented by a 8-10 metre belt of trees of native species to provide screening for the development and to help integrate it into the landscape.

A development setback may be required to facilitate junction improvement works at Banbridge Road -A1.

EDUCATION

The following sites are zoned for educational land use. Other educational proposals can be accommodated subject to planning permission within the curtilage of existing schools and colleges. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan.
Zoning DE 27
Education
Mossvale Road

2.36 hectares of land at Mossvale Road are zoned for educational use as identified on Map No. 2/03a – Dromore.

Outline planning permission has been granted on this site for a new primary school to replace Dromore Central Primary School.

Zoning DE 28
Education
Barronstown Road

7.98 hectares of land at Barronstown Road are zoned for educational use as identified on Map No. 2/03a – Dromore.

Key Site Requirements:
• Access shall be via Drumbroneath Road or via Quillyburn Business Park;
• Pedestrian and cycle linkage shall be provided from the school site to Barban Hill. Pedestrian and cycle linkage shall be provided also from the School, via Gourley’s Loanan, to adjacent housing developments including the Belfry and Castle Wood.

The Southern Education & Library Board (SELB) intend to develop a new secondary school on this site to replace Dromore High School.

The Developer is advised to make early contact with Roads Service. A Transport Assessment will be required examining the capacity of existing infrastructure and the need for junction improvements. Adequate account shall be taken of pedestrian, cycling and bus movements.

An existing right of way known locally as Gourley’s Loanan passes alongside the proposed site from Drumbroneath Road to Barronstown Road.

OPEN SPACE, SPORT AND OUTDOOR RECREATION

There is a wide variety of open space, sport and outdoor recreational areas within and adjacent to Dromore.

The following major areas of existing open space within the settlement limits are identified for information purposes only on Map 2/03a – Dromore.

• Holm Park, Lurgan Road
• Dromore Town Park
• Ferris Park, Banbridge Road
• Rugby Club, Barban Hill

Further details of these and smaller areas of open space are contained in the Open Space, Sport, and Outdoor Recreation Technical Supplement.

Policy OS 1 of PPS 8 will apply to all areas of existing open space whether or not they are indicated on the Plan Proposals for information.

There are no proposals to identify additional land for open space in Dromore over the Plan Period.

TOWN CENTRE

Dromore functions as a local service centre for its immediate hinterland in the northern portion of the District. The town has a range of shops providing a variety of comparison and convenience goods predominantly from small-scale independent retailers. Further businesses such as banks, public houses, cafes and offices are also located in the town centre.

The variety and vitality of life in the town centre is enhanced by the presence of residential uses. There are opportunities for further residential development, particularly at first and second floor level above non-residential uses.
The centre of the town possesses a strong urban form with narrow streets radiating from a central square. The streets have a distinct and pleasant character derived from their narrow width, continuous built frontages and the traditional style and scale of the buildings. Almost the entire town centre is in the Conservation Area.

Access to the town is generally good, although the volume of traffic does cause periodic congestion along the narrow streets in the heart of the town. There are 3 car parks, located at Meeting Street, Cross Lane and Gallows Street, which provide approximately 140 off-street parking spaces. On-street car parking is also available within the town centre.

Opportunities for development exist throughout the town centre where there are a large number of under-utilised buildings that have the potential to be refurbished or redeveloped. There are current opportunities for new retail development within the town centre, particularly around the Square where there are a number of vacant plots of land. Additionally there are a number of other sites including those to the rear of existing frontages which may present further opportunities.

A detailed town centre health check was carried out as part of the development plan process to provide a benchmark against which to measure the effects of future change in economic activity in the town centre. Details of the town centre health check are contained in the Retailing Technical Supplement.

**Designation DE 29 Town Centre Boundary**

A Town Centre boundary is designated for Dromore as identified on Map No. 2/03a - Dromore and Map No. 2/03b - Dromore Town Centre.

The town centre boundary is designated to encompass the core area of commercial uses in the town. It contains a wide range of commercial and non-commercial uses and accommodates several development opportunity sites. It includes Market Square, Church Street, Gallows Street, Cross Lane, Prince’s Street, Lower Mount Street, Bridge Street, Meeting Street and Castle Street.

Development proposals within the town centre will be processed in accordance with prevailing regional planning policy.

**Development Opportunity Sites**

The following sites are zoned as Development Opportunity Sites. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Development Opportunity Sites have been identified to encourage investment within the town centre. These sites could be developed for single use or for a range of uses which may include shops (Class A1), financial, professional and other services (Class A2), business (Class B1), dwelling houses (Class C1), leisure (Class D2) and community and cultural uses (Class D1) as currently defined in the Planning (Use Classes) Order (Northern Ireland) 2004. Where certain uses are inappropriate, these have been specified in the key site requirements. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including, where specified, key site requirements.

Development within the conservation area shall respect its location therein and be designed to be in keeping with the scale and character of adjacent buildings. The design guidance set out in the Dromore Conservation Area booklet (DOE, September 1992) is of particular relevance to development of these sites.
Zoning DE 30
Development Opportunity Site
Market Square (West) / Gallows Street

A 0.04 hectare site at Market Square is zoned as a Development Opportunity Site as identified on Map No. 2/03b – Dromore Town Centre.

Key Site Requirements:
• Development proposals shall provide a built frontage of at least two storeys at the rear of the footway in Market Square and Gallows Street. This frontage shall have an active commercial ground floor façade;
• Pedestrian access shall be provided through the site from Lottery Place car park to Market Square;
• No vehicular access shall be permitted onto Lottery Place car park;
• No shop frontage shall be permitted onto Lottery Place car park.

This vacant site is located in Market Square at the historic heart of the town. The sensitive redevelopment of this prominent gap site would provide a welcome improvement to the streetscape. Retail development would be preferable at ground floor level on the Market Square frontage.

Zoning DE 31
Development Opportunity Site
Market Square (North)

A 0.05 hectare site at Market Square is zoned as a Development Opportunity Site as identified on Map No. 2/03b – Dromore Town Centre.

Key Site Requirements:
• Development proposals shall provide a built frontage of at least two storeys at the rear of the footway in Market Square and Gallows Street. This frontage shall have an active commercial ground floor façade;
• Pedestrian access shall be provided through the site from Lottery Place car park to Market Square;
• No vehicular access shall be permitted onto Lottery Place car park;
• No shop frontage shall be permitted onto Lottery Place car park.

This vacant site is located in Market Square at the historic heart of the town. The sensitive redevelopment of this prominent gap site would provide a welcome improvement to the streetscape. Retail development would be preferable at ground floor level on the Market Square frontage.

Zoning DE 32
Development Opportunity Site
Market Square (East) / Lower Mount Street

A 0.20 hectare site at Market Square is zoned as a Development Opportunity Site as identified on Map No. 2/03b – Dromore Town Centre.

Key Site Requirements:
• Development proposals shall provide a built frontage of at least two storeys at the rear of the footway in both Market Square and Lower Mount Street;
• The Market Square frontage shall have an active commercial ground floor façade;
• Access shall be from Lower Mount Street (this could be provided jointly with that to Housing Zoning DE 18);
• Pedestrian access shall be provided through the site from the in-curtilage car parking to Market Square.

This vacant site is located in Market Square at the historic heart of the town. The sensitive redevelopment of this prominent gap site would provide a welcome improvement to the streetscape. Retail development would be preferable at ground floor level on the Market Square frontage.
floor level on the Market Square frontage. A joint access arrangement with Housing Zoning DE 18 could potentially enhance the streetscape of this area by reducing the need for breaks in built frontage thereby preventing the over-fragmentation of the built form. Developers should note that public sewers pass through the site.

This site, which is currently part of a large industrial complex, is located adjacent to the River Lagan. The layout of any proposed development should not compromise access to the adjacent Development Opportunity Site DE 34. A joint access arrangement with Housing Zoning DE 19 could potentially enhance the streetscape of this area by reducing the need for breaks in built frontage thereby preventing the over-fragmentation of the built form.

Developers should note that watermains and public sewers pass through the site.

This site is made up of various yards and under-utilised buildings to the rear of Market Square frontage properties and is located adjacent to the River Lagan. It would be desirable for the site to be developed in conjunction with site DE 33. The development of this riverside site should complement any new buildings and environmental improvements on the opposite bank of the river.

Contribution may be required to assist the developer of site DE 33 in provision of a foot and cycle bridge across the river to Meeting Street Car Park. There is a risk of flooding on part of the site. A Flood Risk Assessment will be required. Developers should note that public sewers pass through the site.
A 0.12 hectare site at Bridge Street / Meeting Street is zoned as a Development Opportunity Site as identified on Map No. 2/03b – Dromore town centre.

Key Site Requirements:
- Development proposals shall provide a built frontage of at least two storeys along both Bridge Street and Meeting Street;
- Development proposals shall have river-facing elements of at least two storeys;
- Access shall be from Meeting Street;
- A landscaped walkway/cycleway shall be provided alongside the river.

This site, currently in use as a car sales yard, is located adjacent to the River Lagan. The site presents an opportunity to enhance the streetscape by providing a building to articulate the corner at the junction of Bridge Street and Meeting Street. There is a risk of flooding on part of the site. A Flood Risk Assessment will be required. Developers should note that public sewers pass through the site.

Zoning DE 36
Development Opportunity Site
17-21 Meeting Street and land to rear

A 0.23 hectare site at Meeting Street is zoned as a Development Opportunity Site as identified on Map No. 2/03b – Dromore Town Centre.

Key Site Requirements:
- Development proposals shall provide a built frontage of at least two storeys at the rear of the footway in Meeting Street;
- Development proposals shall have river-facing elements of at least two storeys;
- Access shall be from Meeting Street;
- A landscaped walkway/cycleway shall be provided alongside the river.

This site is made up of various under-utilised land, to the rear of Meeting Street frontage properties and is located adjacent to the River Lagan. The development of this riverside site should complement any new buildings and environmental improvements on the opposite bank of the river.

Contribution may be required to assist the developer of site DE 32 in provision of a foot and cycle bridge across the river to Meeting Street Car Park.

There is a risk of flooding on part of the site. A Flood Risk Assessment will be required. Developers should also note that public sewers pass through the site.

Protected Town Centre Housing Areas

Policy for the control of development in Protected Town Centre Housing Areas is contained in Policy HSG 2 in Volume 1 of the Plan.

Designations DE 37 – DE 42 Protected Town Centre Housing Areas

The following areas are designated as Protected Town Centre Housing Areas as identified on Map No. 2/03b – Dromore Town Centre.

DE 37 14-22 Gallows Street
DE 38 8-14 Cross Lane
DE 39 22-38 Prince’s Street
DE 40 3-11 Iveagh Terrace
DE 41 8-14a Meeting Street
DE 42 22-28 Meeting Street

Town centre housing areas provide a valuable housing stock and accommodate established communities which contribute to the variety and vitality of life in the town centre.
TRANSPORTATION

Dromore lies between Lisburn and Banbridge on the Eastern Seaboard Key Transport Corridor, which is part of the Regional Strategic Transport Network as defined in the Regional Transportation Strategy.

The Regional Strategic Transport Network Transport Plan identifies a strategic transport scheme on the A1. This scheme has significant land use implications and is therefore also proposed in this Plan as detailed below.

There is a network of roads, cycle tracks, footways and other public rights of way in Dromore that provide for walking and cycling. They include a riverside walkway and certain non-vehicular routes such as Gourleys Loanin. The Key Site Requirements attached to some of the land use zonings in the town make provision for further enhancements to the pedestrian/cycle network including a new bridge over the river to provide a more direct connection from Meeting Street car park to the town centre.

Express buses link the town with Belfast, Banbridge and Newry. Local bus services run to Banbridge, Newry and Lisburn. A Town Service links peripheral housing areas to Dromore town centre.

The basic road pattern in Dromore generally consists of radial roads leading from the town centre. The main routes are Hillsborough Road, Banbridge Road, Lurgan Road, and Moosvale Road. Minor radial routes include Maypole Hill, Gallows Street, Mount Street, Meeting Street and Barban Hill. Strategic north-south traffic avoids the town centre by utilising the A1 bypass to the west of the town. A grade-separated junction has recently been built at the A1 Hillsborough Road Junction.

Apart from the Transport Scheme on the A1, no additional infrastructure is planned for Dromore. Traffic management measures such as the refinement of junction layouts, changes to waiting restrictions and alterations to directional flows may be required to maintain network efficiency as traffic patterns change and as development land is taken up through the plan period. Access from Dromore to the A1 will be enhanced by the implementation of the above strategic transport scheme. Key Site Requirements make provision for enhancements to the road network to be implemented in association with development proposals.

Parking

There are 141 car parking spaces in car parks and a number of on-street car parking spaces in the town centre. Parking supply and demand will generally be controlled through the use of management measures such as charging, short stay restrictions and effective enforcement. Development of one or more of the Opportunity Sites may provide opportunities for the provision of additional public car parking.

Protected Routes

The A1, as indicated on Map No. 2/03a – Dromore, is a Protected Route. Policy for the control of access to this route is contained in Policy AMP 3 of PPS 3 – Access, Movement and Parking.

Disused Transport Routes

The disused rail track bed, as indicated on Map No. 2/03a – Dromore, could be used for transport or recreational purposes and is protected under Policy AMP 5 of PPS 3 - Access, Movement and Parking.

Transport Schemes

The following transport scheme is proposed. Land required for this scheme is protected under Policy AMP 4 of PPS 3 - Access, Movement and Parking.

Proposal DE 43
Transport Scheme
A1 / Banbridge Road Junction

A transport scheme for the provision of a grade separated junction at A1 / Banbridge Road, Dromore is identified on Map No. 2/03a - Dromore.

The implementation of this scheme will improve road safety by reducing the number of right turning movements on the dual carriageway.
ENVIRONMENT AND CONSERVATION

Sites of Local Nature Conservation Importance (SLNCl)
Ballymaganlis Wood is designated as a SLNCl under Plan Proposal BC 02 as indicated on Map No. 2/03a – Dromore.

Conservation Area
Dromore Conservation Area was designated in 1992. It is identified for information on Map No. 2/03a – Dromore and Map No. 2/03b Dromore Town Centre. Development proposals within the Conservation Area will be assessed in accordance with prevailing regional planning policy as currently set out in PPS 6 Planning, Archaeology and the Built Heritage and design guidance contained in the booklet Dromore Conservation Area (DOE (NI), September 1992).

In addition to its built heritage importance, the Conservation Area contains significant features of landscape value including the River Lagan, Dromore Park, the setting of Percy Lodge, the setting of the Cathedral and the setting of St. Colman’s Roman Catholic Church and Parochial Hall.

Areas of Townscape Character (ATCs)
The following areas are designated as ATCs. Policy for the control of development in ATCs is contained in the Addendum to PPS 6, Areas of Townscape Character.

Designation DE 44
Area of Townscape Character
Mount Street

An ATC is designated within Dromore as identified on Map No. 2/03a Dromore.

Key features of the area, which will be taken into account when assessing development proposals, are as follows:

• Recently built in two-storey stepped terraces in Mount Street with slated roofs and smooth plaster finishes painted in pastel colours, provide an appropriate lead into the Conservation Area.

Designation DE 45
Area of Townscape Character
Meeting Street

An ATC is designated within Dromore as identified on Map No. 2/03a – Dromore.

Key features of the area, which will be taken into account when assessing development proposals, are as follows:

• The buildings in Meeting Street are recently built two-storey stepped terraced houses with slated roofs and smooth plaster finishes painted in pastel colours. The massing and rhythm of the road fronted terrace provide an appropriate lead into the Conservation Area.

Area of Archaeological Potential (AAP)
An AAP is defined in Dromore as indicated on Map No. 2/03a – Dromore and Map No. 2/03b – Dromore Town Centre. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Local Landscape Policy Areas (LLPAs)
The following areas are designated as LLPAs. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

Designation DE 46
Local Landscape Policy Area
Maypole Hill

A LLPA is designated as identified on Map No. 2/03a – Dromore.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

• Monument and setting (Maypole Hill);
• Localised hill which is an important landscape feature within the settlement.
Designation DE 47
Local Landscape Policy Area
Hillsborough Rd / Ballymacormick Rd

A LLPA is designated as identified on Map No. 2/03a – Dromore.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

- Locally important buildings and their surroundings (large dwelling plots with associated vegetation on rising ground);
- Mature trees of local amenity importance.

• River Lagan Corridor which is an important landscape feature and is an important part of the setting of the town. It is of local nature conservation interest and its river banks include areas of important tree groups. It is also an area of local amenity importance and associated public access.

Designation DE 48
Local Landscape Policy Area
Hillsborough Road

A LLPA is designated as identified on Map No. 2/03a – Dromore.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

- Listed building and its setting, including mature trees of local amenity importance.

Designation DE 49
Local Landscape Policy Area
Dromore Mound

A LLPA is designated as identified on Map No. 2/03a – Dromore.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

- Dromore Motte and Bailey. This is an important archaeological site and monument and its setting and views. It is an important landscape feature within the settlement;
- River Lagan Corridor which is an important landscape feature and is an important part of the setting of the town. It is of local nature conservation interest and its river banks include areas of important tree groups. It is also an area of local amenity importance and associated public access.

Designation DE 50
Local Landscape Policy Area
Lagan Lodge and Clanmurry

A LLPA is designated as identified on Map No. 2/03a – Dromore.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

- Lagan Lodge and Clanmurry (listed buildings) and their settings, including significant mature trees (these features contribute significantly to the quality of the local landscape);
- Bleach works (ruins) and chimney are an important Industrial Archaeological feature;
- The river corridor and ponds which are important landscape features and areas of nature conservation value;
- Two locally significant buildings and associated vegetation of local amenity importance.

Designation DE 51
Local Landscape Policy Area
Clanmurry

A LLPA is designated as identified on Map No. 2/03a – Dromore.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

- Dromore Motte and Bailey. This is an important archaeological site and monument and its setting and views. It is an important landscape feature within the settlement;
### Designation DE 51
**Local Landscape Policy Area**
**Old Railway Embankment / Quilly Burn**

A LLPA is designated as identified on Map No. 2/03a – Dromore.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

- Railway embankment with associated vegetation, including mature trees significant in a number of views and of local amenity importance.

### Designation DE 52
**Local Landscape Policy Area**
**Cowan Heron Hospital and Church**

A LLPA is designated as identified on Map No. 2/03a – Dromore.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

- Cowan Heron Hospital and Gate Lodge (listed buildings) and their settings and views;
- Dromore First Presbyterian Church (listed building) and its setting and views, including adjoining graveyard.
GILFORD

BACKGROUND

The town of Gilford is set in the river valley of the Upper Bann and is located on the A50 route between the main hub towns of Portadown and Banbridge.

The landscape of the settlement is undulating, with significant woodland along the river corridor and beyond into Woodlands Park to the northwest, providing a natural backdrop. The grounds of Gilford Castle also provide a natural boundary to the settlement in the southeast. The Northern Ireland Landscape Character Assessment Report points out that the prominent ridges, which wrap around the southern section of the town, provide a restriction to development in that direction.

Gilford appears to have developed, originally, around the bridge or ford over the River Bann and along Mill Street. Significant growth took place when the Gilford Mill was built in 1848. This was when the Mill Cottages were built on Ann Street and High Street. The derelict mill buildings are a local landmark. The grounds of Dunbarton House, (the mill owner’s house), link this area to the small retail core of the settlement, which stretches from Dunbarton Street into Mill Street.

Gilford town centre has a shopping core of small independent retailers interspersed with residential properties. There are several vacant retail premises and dwellings particularly in Mill Street. The settlement has a public library, health centre, part time police station, churches, six community halls, playing fields, a bowling green, several restaurants and hairdressers, as well as three light industrial units at Stramore Road and a car sales outlet at Lurgan Road. Although Gilford provides a range of services and community facilities as detailed above, its role as a local service centre is limited due to its proximity to the main hub towns of Banbridge, Portadown and Lurgan. In the recent past there has been a trend downwards in terms of retail / commercial development. The proposed development of the former Gilford Mill as a hotel and leisure complex may assist in the regeneration of the town centre.

REGIONAL POLICY CONTEXT

The RDS 2035 states that a strong network of smaller towns supported by villages helps to sustain and service the rural community. It also recognises the need to revitalise small towns and villages which have been static or declining.

SETTLEMENT

Designation GD 01 Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/04a – Gilford.

The designated settlement limit is drawn to take account of land with extant planning permission for housing and sites that have not yet been approved, but are at a stage in the planning application process where there is a reasonable expectation that approval will be granted. The limit is also drawn to protect the natural setting of Gilford as a distinctive mill town on steep slopes of the River Bann valley. It seeks to restrict further linear development of the settlement, and to provide appropriate development opportunities within the existing development limit, commensurate with its role as a local service centre.

The settlement limit excludes land to the immediate north and south of Gilford Castle, along Banbridge Road, in order to protect the distinctive setting of the castle grounds and River Bann. Similarly, to the north of the settlement, along Moyallen Road, the limit has not been extended in order to protect the setting of Elmfield Castle and the prominent land to the east of Lurgan Road and Hunters Hill Road. Land surrounding the Sewage Treatment Works has also been excluded, as well as the undulating and prominent land to the west of development at Stramore Road and Copperfields.
HOUSING

The Plan allocates 260 dwellings to Gilford (see Volume 1, Housing Allocation) and in order to meet this, approximately 18 hectares of land are zoned for housing under Allocation HSG 1 in Volume 1 of the Plan. The progress in delivering new housing in Gilford can be identified from the Department’s Housing Land Availability Summary Report. Housing zonings are identified on Map No. 2/04a – Gilford.

Sites have been selected to allow for the efficient use of land within the urban footprint, to provide choice in the housing market and to include existing commitments. Other factors influencing site selection include accessibility to the town centre and to public transport and the aim to minimise detrimental impact upon the environment.

Social Housing
There is no social housing need requiring a Plan intervention in Gilford.

Housing Zonings
The following sites, including committed sites, are zoned for housing. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements.

Committed sites include approved housing sites developed in full or in part since the commencement of the Plan period and sites with planning permission for housing. The Plan does not stipulate key site requirements for committed sites because future development will be subject to the conditions attached to the planning permission. However, in the event that such permission may lapse, the Department may alter existing conditions or attach new conditions to any subsequent approval to take account of prevailing regional planning policy and the Plan proposals.

### Housing Zonings (Committed)

<table>
<thead>
<tr>
<th>GD 02</th>
<th>North and East of Castle Meadows</th>
</tr>
</thead>
<tbody>
<tr>
<td>GD 03</td>
<td>Hunters Hill Road (West)</td>
</tr>
<tr>
<td>GD 04</td>
<td>Hunters Hill Road (East)</td>
</tr>
<tr>
<td>GD 05</td>
<td>Chestnut Brae</td>
</tr>
<tr>
<td>GD 06</td>
<td>Castle Hill (rear of Dunbarton House)</td>
</tr>
</tbody>
</table>

Zoning GD 07

**Housing Primrose Hill**

1.39 hectares of land at Primrose Hill, to the north of Pineview Court and Pineview Heights are zoned for housing as identified on Map No. 2/04a - Gilford.

**Key Site Requirement:**
- Housing development shall be a minimum gross density of 15 dwellings per hectare and a maximum gross density of 25 dwellings per hectare.

MIXED USE

The importance of mixed use development is highlighted in PPS 1 General Principles.

**Mixed Use Zonings**

The following sites are zoned for mixed use development. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Mixed use zonings are those zonings which can accommodate a variety of uses which may include light industrial (Class B2), general industrial (Class B3), business (Class B1), storage or distribution (Class B4), dwelling houses (Class C1), community and cultural uses (Class D1) and leisure (Class D2) as currently defined in the Planning (Use Classes) Order (Northern Ireland) 2004. Where certain uses are inappropriate, these are set out...
in the key site requirements. Zoned land will be
developed in accordance with all prevailing regional
planning policy and with any relevant Plan Policies
and Proposals, including, where specified, key site
requirements. Further mixed use ‘Development
Opportunity Sites’ are zoned in Gilford town centre;
these are detailed later in the Plan.

<table>
<thead>
<tr>
<th>Zoning GD 08 Mixed Use Gilford Mill</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.93 hectares of land at Gilford Mill are zoned for mixed use as identified on Map No. 2/04a – Gilford.</td>
</tr>
</tbody>
</table>

Key Site Requirements:

- Development shall not include the following use as specified in the Planning (Use Classes) Order (Northern Ireland) 2004:
  - Class A1: Shops (except where incidental to the main use of the site)

Gilford Mill is a Listed Building located to the north-
east of Gilford Town Centre.

A Transport Assessment will be required under
regional policy which should consider the impact
of the proposed development on the Gilford Road/
Lurgan Road junction. Any necessary infrastructure
improvements will be carried out by the developer.
A contribution will be required in respect of the
proposed new link road to relieve impacts of further
development on the Mill Street/Bridge Street
junction.

Planning permission has been granted on part of this
site for a Hotel, Health and Fitness Club, Conference
Business Centre, Craft Retail and Art Gallery
including landscaping, car parking and associated
site works.

**OPEN SPACE, SPORT AND OUTDOOR RECREATION**

There is a wide variety of open space, sport and
outdoor recreational areas within and adjacent to
Gilford. The following major area of existing open
space within the development limits is identified for
information purposes only on Map 2/04a – Gilford.

- Stramore Park

Further details of these and smaller areas of open
space are contained in the Open Space, Sport, and
Outdoor Recreation Technical Supplement.

Policy OS 1 of PPS 8 will apply to all areas of existing
open space whether or not they are indicated on the
Plan Proposals for information.

Banbridge District Council also propose to
develop an amenity park in conjunction with the
development of Gilford Mill.

**TOWN CENTRE**

Gilford is a town centre serving a very localised
shopping function. It contains a number of retail
units, most of which have been created through the
conversion of former dwellings. 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.

The main shopping area provides a range of
comparison and convenience goods and includes
public houses, restaurants / hot food outlets,
hairdressers / beauty salons, a post office, and a
pharmacy as well as several small-scale independent
retailers. There are also some community use
facilities such as a library, two churches, a church
hall (Presbyterian) and British Legion Club within the
town centre boundary.

There are current opportunities for new retail
activity within the town centre and it will
undoubtedly gain as a result of the proposed Hotel
and Leisure complex, on the site of the former Gilford Mill. This redevelopment may act as a catalyst for the regeneration of the town centre. Recent new development in Mill Street has created some purpose-built retail floorspace and there are a number of vacant, former retail units, which have the potential to be refurbished or redeveloped.

Access to the town is generally good, but as Gilford is situated on a main arterial route (A50), the increasing volume of traffic, particularly heavy goods vehicles, causes periodic congestion in the heart of the town. The main car park is in Bridge Street, to the rear of Nos. 1-3 Mill Street, but this facility needs to be improved, with a possible car park on Castle Hill, close to the town centre.

There are a number of sites, including those to the rear of existing frontages, which may present opportunities for development.

A detailed town centre health check was carried out as part of the development plan process to provide a benchmark against which to measure the effects of future change in economic activity in the town centre. Details of the town centre health check are contained in the Retailing Technical Supplement.

Development proposals within the town centre will be processed in accordance with prevailing regional planning policy.

**Development Opportunity Sites**
The following site is zoned as a Development Opportunity Site. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Development Opportunity Sites have been identified to encourage investment within the town centre. These sites could be developed for single use or for a range of uses which may include shops (Class A1), financial, professional and other services (Class A2), business (Class B1), dwelling houses (Class C1), leisure (Class D2) and community and cultural uses (Class D1) as currently defined in the Planning (Use Classes) Order (Northern Ireland) 2004. Where certain uses are inappropriate, these have been specified in the key site requirements. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements.

**Zoning GD 10 Development Opportunity Site Gilford Riverside**

A 1.22 hectare site north of Bridge Street, between Mill Street / Dunbarton Street and the River Bann is zoned as a Development Opportunity Site as identified on Map No. 2/04b - Gilford Town Centre.

**Key Site Requirements:**

- The Gilford Town Centre Relief Road (proposal GD 11) shall be provided through the site linking Bridge Street to Dunbarton Street;

- Development proposals shall provide a built frontage of at least two storeys at the rear of the footway in Mill Street, Bridge Street, Dunbarton Street and along the proposed Gilford Town Centre Relief Road;
• A landscaped area of amenity open space including a walkway / cycleway shall be provided alongside the river;

• The development layout shall ensure that buildings do not back onto the riverside open space;

• A pedestrian / cycle bridge shall be provided over the river to link the site to Stramore Park.

• The existing town centre car park is included within the Riverside Development Opportunity Site. Developers of the site will be required to replace, either on-site or in close proximity to the site, any existing public car parking spaces lost as a result of any proposal and to provide any additional car parking necessary for the development proposal.

If a Transport Assessment is required, it should consider the impact of development on traffic flows in the town centre. There is a risk of flooding on part of the site. A Flood Risk Assessment will be required.

TRANSPORTATION

Gilford is located on the A50 between Banbridge and Portadown. There is a network of roads, cycle tracks, footways and other public rights of way in the town that provide for walking and cycling. The Key Site Requirements attached to some of the land use zonings in the town make provision for further enhancements to the pedestrian/cycle network.

Local bus services run to Banbridge, Portadown, Lurgan and Tandragee. The basic road pattern in Gilford generally consists of radial roads leading from the town centre. The main routes are Dunbarton Street / High Street / Lurgan Road, Castle Street / Banbridge Road and Wall Road / Tandragee Road. Minor radial routes include Castle Hill / Hunters Hill Road, Whinny Hill and Stramore Road.

Implementation of the town centre relief road will improve traffic circulation (detailed below).

Traffic management measures such as refinement of junction layouts, changes to waiting restrictions and alterations to the directional flows may be required to maintain network efficiency as traffic patterns change and as development land is taken up through the plan period. Key Site Requirements make provision for further enhancements to be implemented in association with network proposals.

Parking

There are 74 off-street public car parking spaces in car parks and a number of on-street spaces in the town centre. Parking supply and demand will generally be controlled through the use of management measures such as charging, short stay restrictions and effective enforcement.

Protected Routes

The A50, as indicated on Map No. 2/04a – Gilford and Map No. 2/04b – Gilford Town Centre, is a Protected Route. Policy for the control of access to this route is contained in Policy AMP 3 of PPS 3 - Access, Movement and Parking.

Transport Schemes

The following transport scheme is proposed. Land required for this scheme is protected under Policy AMP 4 of PPS 3 - Access, Movement and Parking.

Proposal GD 11
Transport Scheme
Gilford Town Centre Relief Road

A Transport Scheme for a new road linking Bridge Street to Dunbarton Street is identified on Map No. 2/04b – Gilford Town Centre.

This scheme will be primarily development led. The scheme will aid the circulation of traffic in the town centre and could provide for the introduction of a one-way traffic system.
Note - Gilford Town Centre lies within an Area of Archaeological Potential.
ENVIRONMENT AND CONSERVATION

Site of Local Nature Conservation Importance (SLNCI)
Park Bog is designated as a SLNCI under Plan Proposal BC 02 as indicated on Map No. 2/04a – Gilford.

Areas of Townscape Character (ATCs)
The following areas are designated as ATCs. Policy for the control of development in ATCs is contained in the Addendum to PPS 6, Areas of Townscape Character.

Designation GD 12
Area of Townscape Character
Gilford Mill and High Street

An ATC is designated as identified on Map No. 2/04a – Gilford

Key features of the area, which will be taken into account when assessing development proposals, are as follows:

- High Street and Anne Street contain mainly two-storey Georgian style terracing with slate roofs and are finished in painted render or dash finishes;
- The listed mid-19th century linen mill accessed via the listed Anne Street terrace off High Street. This is set opposite the stone built St. Paul’s Church, gates and walling which are listed;
- North of Anne Street and both sides of High Street are the long rows of former mill workers houses;
- At the north end of High Street are some rows of well proportioned modern houses and a listed Georgian style red brick terrace called Bannview Terrace;
- Road fronted dwellings, some with wrought iron railings.

Designation GD 13
Area of Townscape Character
Town Centre

An ATC is designated as identified on Map No. 2/04b – Gilford Town Centre

Key features of the area, which will be taken into account when assessing development proposals, are as follows:

- Dunbarton Street and Mill Street is the commercial core comprising a mixture of two-storey and three-storey mainly mid-19th century Georgian style terraced buildings which are mainly painted render finish. The overall massing, proportion and rhythm of both streets has been well preserved;
- A brick built late Georgian library at the junction of Dunbarton Street and Mill Street enclosed by railings;
- A listed gate lodge and 1845 classical Presbyterian Church at Dunbarton Street;
- Set back off the Dunbarton Street frontage is the 1843 listed Free Presbyterian Church, gates, walls, piers and railings;
- Mainly road fronted dwellings.

Historic Parks, Gardens and Demesnes
Gilford Castle and Elmfield are designated as Historic Parks, Gardens and Demesnes and Wood Bank is designated as a Historic Park, Garden and Demesne (Supplementary Site) under Plan Proposal BC 03 as indicated on Map No. 2/04a – Gilford. Policy for the protection of Historic Parks, Gardens and Demesnes is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Area of Archaeological Potential (AAP)
An AAP is defined in Gilford as indicated on Map No. 2/04a – Gilford and Map No. 2/04b – Gilford Town Centre. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.
Local Landscape Policy Areas (LLPAs)
The following areas are designated as LLPAs. Policy for the control of development in LLPAs is contained in Policy CVn 3 in Volume 1 of the Plan.

Designation GD 14
Local Landscape Policy Area
Elmfield House and Woodbank House

A LLPA is designated as identified on Map No. 2/04a – Gilford.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- Listed building Elmfield House and its Moyallan Road gate lodge and associated vegetation and setting, form a good visual entrance to the settlement from the Portadown Road and Lurgan Road;
- Listed building Woodbank House its views, setting, and associated mature vegetation;
- River corridor and associated vegetation.

Designation GD 15
Local Landscape Policy Area
Stream Corridor

A LLPA is designated as identified on Map No. 2/04a - Gilford

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- Stream Corridor, vegetation and local nature conservation interests.

Designation GD 16
Local Landscape Policy Area
Setting of Gilford Mill

A LLPA is designated as identified on Map No. 2/04a – Gilford

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed:

- River corridor and associated planting;
- Industrial Archaeology of Mill complex.

Designation GD 17
Local Landscape Policy Area
Dunbarton House and St. John’s RC Church

A LLPA is designated as identified on Map No. 2/04a – Gilford.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- Dunbarton House, an important listed building, its setting and associated planting;
- St. John’s R.C. Church, its setting, plantings and associated vegetation.

Designation GD 18
Local Landscape Policy Area
Gilford Castle and river corridor

A LLPA is designated as identified on Map No. 2/04a - Gilford.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- The landmark listed Gilford Castle and it’s setting and associated planting;
- River corridor and associated planting.

Designation GD 19
Local Landscape Policy Area
Presbyterian Manse

A LLPA is designated as identified on Map No. 2/04a – Gilford.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed:

- Presbyterian Manse and associated vegetation.
RATHFRILAND

BACKGROUND

Rathfriland is one of three local towns in Banbridge District. It lies approximately 14 kilometres south east of Banbridge and was formerly part of Newry and Mourne District. It is located between the A1 to the north and west and the Mourne Mountains which stretch out to the south and east.

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 town of Rathfriland was founded during the 17th century. The original plan of the town was simple, consisting of a square of streets at the crown of the hill with five main streets, which fall away steeply to the countryside below. While only the base of the Tower House remains today, the roads are still in use and make up five of the ten approach roads to the settlement.

Rathfriland provides housing, financial, educational and limited shopping services for its rural hinterland. These include a courthouse, library, health centre, police station, fire station, bus station, banks, solicitor’s offices, various denominational churches and church halls and recreational facilities. The town is suitably located to act as a gateway to the Mourne Mountains providing an ideal base for outdoor activities and sightseeing.

REGIONAL POLICY CONTEXT

The RDS 2035 states that a strong network of smaller towns supported by villages helps to sustain and service the rural community. It also recognises the need to revitalise small towns and villages which have been static or declining.

SETTLEMENT

Designation RD 01 Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/05a – Rathfriland.

The settlement development limit has been designated to take account of land with extant planning permission for housing and sites that have not yet been approved but are at a stage in the planning application process where there is reasonable expectation that approval will be granted. The settlement development limit has been drawn to take account of the role of the settlement, accommodating sites for new development while protecting its extremely attractive and distinctive natural setting.

The settlement development limit recognises the important contribution of the steep slopes on the northern and western sides of Rathfriland to the setting of the town. It is important that these slopes are protected from development. It is considered that development in these areas would alter the context of the settlement and should remain free from development. The limit will prevent further intrusion of development into the countryside on the north and west edges of the settlement, while consolidating the town and preventing intrusive sprawl into the countryside on the southern and eastern edges of the town along Back Road, Loughbrickland Road, Newry Road and Drumlough Road.
Housing

The Plan allocates 330 dwellings to Rathfriland (see Volume 1, Housing Allocation). In order to meet this, 9 hectares of land are zoned for housing under allocation HSG 1 in Volume 1 of the Plan. Progress in delivering new housing in Rathfriland can be identified from the Department’s Housing Land Availability Summary Report. Housing Zonings are identified on Map No. 2/05a - Rathfriland.

Sites have been selected to allow for efficient use of land within the urban footprint, to provide choice in the housing market and to include commitments on sites where development has occurred since the beginning of the plan period. Other factors influencing site selection include accessibility to the town centre and to public transport and the aim to minimise detrimental impact on the environment.

Social Housing
A key site requirement to meet social housing need has been attached to the following site.

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Location</th>
<th>No. of Dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>RD 09</td>
<td>John Street</td>
<td>21</td>
</tr>
</tbody>
</table>

The need for social housing will be subject to regular review by NIHE and where a need is identified, its provision will be addressed through the development management process.

Housing Zonings
The following sites, including committed sites, are zoned for housing. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with prevailing regional planning policy and with Plan Policies and Proposals, including where specified, key site requirements.

Committed sites include approved housing sites developed in full or in part since the commencement of the Plan period and sites with planning permission for housing. The Plan does not stipulate key site requirements for committed sites because future development will be subject to the conditions attached to planning permissions. In the event that such permission may lapse, the Department may alter conditions or attach new conditions to any subsequent approval to take account of prevailing regional planning policy and the Plan proposals.

Housing Zonings (Committed)
The following sites are zoned for housing as identified on Map No. 2/05a - Rathfriland.

- RD 02 Ashleigh Meadows
- RD 03 Friends Meeting House, Newry Street
- RD 04 Rosscorro Terrace
- RD 05 John Street/Drumlough Road
- RD 06 Bearnagh View (West)
- RD 07 Bearnagh View (East)
- RD 08 Carnvalley

Zoning RD 09
Housing
John Street (to the east of Sleepy Valley)

1.68 hectares of land off John Street are zoned for housing as identified on Map No. 2/05a - Rathfriland.

Key Site Requirements:
- A minimum of 21 dwellings shall be provided for social housing;
- Housing development shall be between a minimum gross density of 20 dwellings per hectare and a maximum gross density of 30 dwellings per hectare.

Developers should note that access to and from the site may be via the private lane onto John Street or alternatively across the private lane into zoned site RD 05. Improvements and widening of the private lane will be required if access is onto it.
ECONOMIC DEVELOPMENT

Rathfriland has a role as a local service and employment centre. It has a small industrial base centred on a joinery workshop complex at Newry Road and a metal workshop adjacent at Loughbrickland Road.

The Banbridge Area Plan 1983 -1998 zoned land at Loughbrickland Road, which was not developed. This land comprising 1.54 hectares is zoned for economic development under ECD 1 in Volume 1 of the Plan. Economic development uses comprise general industrial (Class B3), light industrial (Class B2), business (Class B1) and storage or distribution (Class B4) as currently defined in the Planning (Use Classes) Order (Northern Ireland) 2004.

Economic Development Zonings

The following site is zoned for economic development. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements.

Zoning RD 10
Economic Development
Loughbrickland Road

1.54 hectares of land at Loughbrickland Road are zoned for economic development as identified on Map No. 2/05a – Rathfriland.

Key Site Requirements:

- Development shall be set back to facilitate road widening and junction improvements at Loughbrickland Road / Red Bridge Road.
- Existing hedges along the western and southern boundaries of the site shall be retained and shall be supplemented with the planting of a 5 metre belt of trees of native species to provide screening for the development and to assist integration in the landscape.

OPEN SPACE, SPORT AND OUTDOOR RECREATION

There are a number of open space, sport and outdoor recreation areas within and adjacent to Rathfriland. The following major area of existing open space within the development limit is identified for information purposes on Map No. 2/05a – Rathfriland.

- Community Centre, John Street

The Iveagh Park football grounds are located in reasonable proximity to the town at Iveagh Road.

Further details of these and smaller areas of open space are contained in the Open Space, Sport, and Outdoor Recreation Technical Supplement.

Policy OS 1 of PPS 8 will apply to all areas of existing open space whether or not they are indicated on the Plan Proposals for information.

There are no proposals to identify additional land for open space in Rathfriland over the Plan period.

TOWN CENTRE

Rathfriland provides a local shopping function for the surrounding area. The town centre includes both civic and commercial buildings and uses. The library, clinic and the police station are all encompassed within the town centre. Banks and professional services such as estate agents and solicitors are located predominantly around Church Square.
Other commercial activities such as butchers, grocers, newsagents, confectioners, fast food outlets and public houses are all located along the four main streets in the town centre. Also contained within the town centre are larger businesses with associated warehousing such as furniture stores, car showrooms, car repair garages as well as dwellings. Many of the commercial premises have occupied flats on upper levels.

The town centre has experienced some recent commercial and residential redevelopment. It also contains land and buildings in varying degrees of disuse that could be assembled and developed to provide a greater variety of shops, services and mixed use developments.

Access to the town centre is generally good but periodic congestion does occur on the main streets in the town centre. Traffic flow may be eased by a one-way traffic system. Rathfriland has two main car parks, providing free parking located on the Castlewellan Road and Castle Street. The two car parks, however, are isolated from the main shopping streets. Direct pedestrian access to and from the town centre car parks should be provided. Congestion on the main streets may be reduced by the introduction of parking restrictions and parking meters.

There are a number of sites, including those to the rear of existing frontages, which may present opportunities for development. These sites may be developed on an individual basis, or as part of larger schemes designed to revitalise the town centre.

A detailed Health Check was carried out as part of the development plan process to provide a benchmark against which to measure the effects of future change in economic activity in the town centre. Details of the town centre health check are contained in the Retailing Technical Supplement.

**Designation RD 11**

**Town Centre Boundary**

A Town Centre boundary is designated for Rathfriland as identified on Map No. 2/05a – Rathfriland and Map 2/05b – Rathfriland Town Centre.

Rathfriland was designated as a Local Town in the Newry Area Plan 1984 – 1999. That Plan did not define a town centre for Rathfriland. The defined town centre includes Church Square, a section of Main Street and Downpatrick Street, Caddells Lane and sections of Dromore Street, Castle Street and John Street. It includes a wide range of commercial and non-commercial premises and accommodates development opportunity sites.

Development proposals within the town centre will be processed in accordance with prevailing regional policy.

**Development Opportunity Sites**

The following sites are zoned as Development Opportunity Sites. Development Opportunity Sites have been identified to encourage investment within the town centre. These sites could be developed for single use or for a range of uses which may include shops (Class A1), financial, professional and other services (Class A2), business (Class B1), dwelling houses (Class C1), leisure (Class D2) and community and cultural uses (Class D1) as currently defined in the Planning (Use Classes) Order (Northern Ireland) 2004. Where certain uses are inappropriate, these have been specified in the key site requirements. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements.
Zoning RD 12
Development Opportunity Site
Dromore Street / Main Street

A 0.28 hectare site at Nos. 5a – 9 Dromore Street and Nos. 6 - 12 Main Street and lands to the rear is zoned as a Development Opportunity Site as identified on Map No. 2/05b – Rathfriland Town Centre.

Key Site Requirements:
- Upgrading of the entire laneway to the rear. Third party land may be required;
- Footways shall be provided across the site frontage.

This site comprises several parcels of land. Nos. 5a – 9 Dromore Street are largely vacant or under-used warehousing and car showrooms. The buildings are generally in good condition. They present opportunities for refurbishment and redevelopment which would significantly enhance this section of Dromore Street. Nos. 6 – 12 Main Street, currently vacant, have deteriorated to a very poor condition and require considerable refurbishment. The lands to the rear largely comprise old storage buildings and yards. Parking and access can be gained via the narrow laneway that runs from Castle Street to Dromore Street. If difficulties in land assembly could be overcome this site would be suitable for a mixed use, commercial or residential development.

If there is new build, provision could be made for on-street parking by widening Caddells Lane and also improving the existing narrow footpath.

Zoning RD 14
Development Opportunity Site
Caddells Lane South / Downpatrick Street

A 0.24 hectare site at No. 53 Downpatrick Street and adjacent lands is zoned as a Development Opportunity Site as identified on Map 2/05b – Rathfriland Town Centre.

Key Site Requirements:
- Access via Caddells Lane;
- Footway required along the extent of the site;
- Any development of the site must include pedestrian / cycle access to the public car park on Downpatrick Street.

No. 53 Downpatrick Street is a large derelict building. The land behind it comprises a mixture of disused or underutilised outhouses and storage units. The piece of land opposite No. 8 Caddells Lane is used for the storage of tyres. If these lands could be assembled, this site would provide an ideal...
opportunity for commercial and / or residential redevelopment in the southern end of the town centre. This site may also be developed as part of a larger development opportunity for the town centre that includes Zoning RD 13.

If there is new build, provision could be made for on-street parking by widening Caddells Lane.

**Protected Town Centre Housing Areas**
Policy for the control of development in Protected Town Centre Housing Areas is contained in Policy HSG 2 in Volume 1 of the Plan.

**Designation RD 15**
**Protected Town Centre Housing Area**
**John Street**
The properties at Nos. 3-19 John Street are designated as a Protected Town Centre Housing Area as identified on Map No. 2/05b – Rathfriland Town Centre.

Town centre housing areas provide a valuable housing stock and accommodate established communities which contribute to the variety and vitality of life in the town centre.

**TRANSPORTATION**

Rathfriland, located on the A25 between Newry and Downpatrick is connected to Banbridge by the B10. There is a network of roads, cycle tracks, footways and other public rights of way in the town that provide for walking and cycling. The Key Site Requirements attached to some of the land use zonings in the town may make provision for further enhancements to the pedestrian/cycle network. Local bus services run to Banbridge, Newry and Newcastle.

There is a small grid of streets at the top of the hill in the town centre including Church Square, Main Street and the upper part of Downpatrick Street, further roads radiate out from this grid. The main routes are Downpatrick Street, John Street, Newry Street and Dromore Street. These initial routes divide and lead onto Hilltown Road, Drumlough Road, Newry Road, Loughbrickland Road, Banbridge Road and Ballyronan Road. Minor radial routes include Back Road and Castle Hill.

An appraisal of the traffic flow patterns and examination of the impact of the proposed development in the plan indicates that there will be no need for additional significant infrastructure to relieve the town centre within the plan period. However traffic management measures such as the refinement of junction layouts, changes to and the enforcement of waiting restrictions and alterations to the direction of flow of traffic may be required to maintain network efficiency as traffic patterns change and as development land is taken up through the plan period. Key Site Requirements attached to some of the land use zonings in Rathfriland may make provision for further minor enhancements to the road network to be implemented in association with development proposals.

**Parking**

There are 21 off-street public car parking spaces in car parks and a number of on-street spaces in the town centre. Parking supply and demand will generally be controlled through the use of management measures such as charging, short stay restrictions and effective enforcement. Development of one or more of the Opportunity Sites may provide opportunities for the provision of additional public car parking.

**ENVIRONMENT AND CONSERVATION**

**Area of Townscape Character (ATC)**
The following area is designated as an ATC. Policy for the control of development in ATCs is contained in the Addendum to PPS 6, Areas of Townscape Character.
Key features of the area, which will be taken into account when assessing development proposals, are as follows:

- Rathfriland retains its 18th century layout and many of its listed 18th and 19th century Georgian buildings. This has helped maintain the country market town character;

- The Market / Church Square contains a great many simple two and three storey mid to late Georgian buildings. These sit around the landmark listed Market House, a focal point for the settlement. Other key listed buildings are the Church of Ireland and a striking pair of banks, one a red brick Edwardian Northern bank and the other, a decorative 1911 Bank of Ireland which had been remodelled from a pre-1830s property;

- The Main Street, Downpatrick Street and the intimate Caddells Lane have retained many original buildings and some interesting details. The buildings are two and three storey in height and include stepped terraces of painted render finish with half and full dormer windows;

- Newry Street is a long rising street, somewhat varied in terms of buildings design and style, containing a mix of two and three storey pitched roof terraces. Development along the east end becomes more regular as it rises up the hill into the town centre. Newry Street has five listed churches, The 1st, 2nd & 3rd Rathfriland Presbyterian Churches, St. Mary’s Catholic Church and The Friends Meeting House at the west end close to the Newry Road junction;

- Whilst shorter than Newry Street, Dromore Street is similar in character and in importance as an entrance to the town with the stepped terrace;

- The terrace at the top of John Street is an important lead into the town and helps create the necessary rhythm on the approach to Church Square;

- The large water tower in Castle Street is a distinctive feature in the townscape along with the scheduled ruins of the Castle and 1500’s Tower House;

- Most residential and commercial buildings are road fronted;

- A memorable feature of the town is the unexpected views gained of the surrounding countryside; these appear between buildings at the end of streets and in some cases seen while looking through archways.

Area of Archaeological Potential (AAP)
An AAP is defined in Rathfriland as indicated on Map No. 2/05a – Rathfriland and Map No. 2/05b – Rathfriland Town Centre. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Local Landscape Policy Areas (LLPAs)
The following areas are designated as LLPAs. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.
### Designation RD 17
Local Landscape Policy Area
Kiltarrif Hall

**A LLPA is designated as identified on Map No. 2/05a – Rathfriland.**

Those features and areas that contribute to the environmental quality, integrity or character of these areas are listed as the following:

- The views and setting of Kiltarrif Hall (listed), including associated significant vegetation. (The hall and its mature vegetation provide an attractive approach to the town from the south-west along Drumlough Road).

### Designation RD 18
Local Landscape Policy Area
Rathfriland slopes

**A LLPA is designated as identified on Map No. 2/05a – Rathfriland.**

Those features and areas that contribute to the environmental quality, integrity or character of these areas are listed as the following:

- The undeveloped sloping terrain on the north and east edges of the town are an important part of its hilltop setting. They make a significant contribution to the character of the town and are particularly sensitive to change;

- The elevated setting provides significant views of the town when approaching from Banbridge Road, Ballyroney Road, Castle Lane and Castlewellan Road. These steeply rising roads are lined with hedgerows and mature trees, which are attractive features on the edge of the town.
**Kinallen**

Kinallen is a relatively compact settlement located some 7 kilometres south-east of Dromore.

It lies within a landscape character area described as the “Craggy Dromara Uplands” by the Northern Ireland Landscape Character Assessment. This area is described as an “elevated drumlin landscape to the east of Dromore with a rugged, relatively wild character and a rough texture”. This landscape has largely influenced the subsequent shape and form of the settlement, especially to the north and northwest.

The settlement originally developed as a group of dwellings and other buildings, located close to the crossroads formed by the Banbridge Road, Kinallen Road and Katesbridge Road. Subsequently, it has expanded both north and south, as well as to the west along Skeagh Road. Development has occurred on Kinallen Road and Katesbridge Road, and there are developments currently under construction at Tullinsky Road to the west of the crossroad, as well as to the east of Skeagh Road, and north of Heather Bank housing development.

Apart from its residential base, a range of community and retail facilities serves the village. These include a petrol filling station with coachworks, convenience store and fuel sales, post office and craft centre. There are also two halls, a primary school and a playground.

**Designation KN 01 Settlement Development Limit**

A settlement development limit is designated as identified on Map No. 2/06 – Kinallen.

The settlement limit has been drawn to take account of land with extant planning permission for housing and sites that have not yet been approved, but are at a stage in the planning application process where there is a reasonable expectation that approval will be granted. The settlement limit is also designated to provide for additional development opportunities, which utilise current capacity within the settlement limit, in order to maintain a compact urban form and protect the setting of the village.

The development limit is drawn to prevent ribbon development along Skeagh Tullinsky and Banbridge Roads and to protect the compact nature of the settlement. The small settlement of Ardtanagh immediately to the south east of Kinallen, restricts growth in that direction, due to the need to avoid coalescence of the two settlements.

**Housing**

**Social Housing**

There is no social housing need requiring a Plan intervention in Kinallen.

**Housing Zonings**

The following sites, including committed sites, are zoned for housing. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements.

Committed sites include approved housing sites developed in full or in part since the commencement of the Plan period and sites with planning permission for housing. The Plan does not stipulate key site requirements for committed sites because future development will be subject to the conditions attached to the planning permission. However, in the event that such permission may lapse, the Department may alter existing conditions or attach new conditions to any subsequent approval to take account of prevailing regional planning policy and the Plan proposals.
Housing Zonings (Committed)

The following sites are zoned for housing as identified on Map No. 2/06 - Kinallen.

- KN 02 Marybrook, Kinallen Road
- KN 03 45 Kinallen Road
- KN 04 59 Kinallen Road
- KN 05 Whitethorn Brae
- KN 06 Skeagh Road
- KN 07 161 Banbridge Road

ENVIRONMENT AND CONSERVATION

Local Landscape Policy Areas (LLPAs)

The following areas are designated as LLPAs. Policy for the control of development in LLPAs is contained in Policy CVn 3 in Volume 1 of the Plan.

Designation KN 08
Local Landscape Policy Area
The Manse, Tullinsky Road

A LLPA is designated as identified on Map No. 2/06 - Kinallen.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- The Manse on Tullinsky Road and its associated grounds, planting, setting, associated views and vegetation, form an attractive entrance feature to the settlement from the west.

Designation KN 09
Local Landscape Policy Area
Marybrook Farm

A LLPA is designated as identified on Map No. 2/06 - Kinallen.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- Marybrook Farm and its associated grounds and planting. The visual aspect as well as the setting and views are an important landmark feature.
Banbridge / Newry & Mourne Area Plan 2015
Map No. 2/06 - Kinallen

Settlement Development Limit
Land zoned for Housing
Local Landscape Policy Area
LAWRENCETOWN

Lawrencetown is 5 kilometres west of Banbridge on the A50 Banbridge to Gilford road. The River Bann, which runs from east to west through the settlement, dominates the setting of the village. The river sits in a well-treed valley landscape, at the foot of a ridge that stretches from Lenaderg to Gilford.

The main part of the settlement which originally grew up around a riverside linen mill, is focused around the crossroads of Banbridge Road / Drumnascamp Road / Point Road. The growth of the village has mainly occurred on the northern side of Banbridge Road with the exception of a small cluster of dwellings on Holymount Road and Point Road. There is a mix of both public sector and private dwellings in the settlement.

Facilities in the village include a primary school, St. Patrick’s RC Church, two shops, tyre depot and car wash, gaelic playing fields and clubhouse, community centre, boxing club and pub/restaurant.

HOUSING

Social Housing

There is no social housing need requiring a Plan intervention in Lawrencetown.

Housing Zonings

Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements.

Committed sites include approved housing sites developed in full or in part since the commencement of the Plan period and sites with planning permission for housing. The Plan does not stipulate key site requirements for committed sites because future development will be subject to the conditions attached to the planning permission. The Department may alter conditions or attach new conditions to any subsequent approval to take account of prevailing regional planning policy and the Plan proposals.

Designation LN 01
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/07 – Lawrencetown.

The settlement development limit has been designated to take account of land with extant planning permission for housing and sites that have not yet been approved but are at a stage in the planning process where there is reasonable expectation that approval will be granted.

The settlement development limit has been drawn to take account of the role of the settlement, accommodating sites for new development opportunities while protecting the character of the village. It seeks to prevent ribboning along Banbridge Road and to protect higher land along Knocknagore Road, Drumnascamp Road and Point Road from development. The maintenance and protection of the attractive landscape setting of the village is an important Plan objective.

Zoning LN 02
Housing (Committed) Banbridge Road

5.74 hectares of land west of Roes Hall are zoned for housing as identified on Map No. 2/07 – Lawrencetown.

Zoning LN 03
Housing East of Roeshill Road

0.47 hectares of land east of Roeshill are zoned for housing as identified on Map No. 2/07 – Lawrencetown.

Key Site Requirements:

- Housing development shall be a minimum gross density of 20 dwellings per hectare;
- Existing vegetation along the southern and eastern site boundaries shall be retained.
TRANSPORTATION

Protected Routes
The A50 is a Protected Route as indicated on Map No. 2/07 - Lawrencetown. Policy for the control of access to this route is contained in Policy AMP 3 of PPS 3 - Access, Movement and Parking.

Disused Transport Routes
The disused rail track bed, as indicated on Map No. 2/07 - Lawrencetown, could be used for transport or recreational purposes and is protected under Policy AMP 5 of PPS 3 - Access, Movement and Parking.

ENVIRONMENT AND CONSERVATION

Historic Parks, Gardens and Demesnes
Lawrencetown House is a designated Historic Park, Garden and Demesne under Plan Proposal BC 03 as indicated on Map No. 2/07 – Lawrencetown. Policy for the protection of Historic Parks, Gardens and Demesnes is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Area of Archaeological Potential (AAP)
An AAP is defined in Lawrencetown as indicated on Map No. 2/07 – Lawrencetown. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Local Landscape Policy Areas (LLPAs)
The following areas are designated as LLPAs. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

Designation LN 04
Local Landscape Policy Area
Bann River Corridor

A LLPA is designated as identified on Map No. 2/07 – Lawrencetown.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

- Tullylish Rectory and associated vegetation, including trees along driveway to dwelling;
- Lawrencetown House (Bible College) is part of a large estate with mature vegetation;
- Springvale (former Bleach Mill) is a locally significant industrial archaeological building;
- Glenbanna House (Listed), grounds and associated vegetation;
- Hazelbank Mill and Mill Cottages are an important Industrial Archaeological feature;
- River corridor traverses this LLPA providing an important local landscape feature and wildlife corridor.

Designation LN 05
Local Landscape Policy Area
Tullylish Manse

A LLPA is designated as identified on Map No. 2/07 – Lawrencetown.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

- The setting of Tullylish Manse (Listed) provides an attractive approach to the settlement when travelling towards Lawrencetown along Drumnascamp Road.

Designation LN 06
Local Landscape Policy Area
St. Patrick’s RC Church

A LLPA is designated as identified on Map No. 2/07 – Lawrencetown.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

- St. Patrick’s RC Church (Listed) and Parochial House including their setting are locally significant buildings. The graveyard and associated vegetation contribute to the quality of the local landscape.
Loughbrickland is located in the south-western part of Banbridge district, approximately 3 kilometres south of Banbridge town.

The village sits in a hollow at the head of a valley in an undulating drumlin landscape. It is bounded to the east by the A1 dual carriageway, to the north by Loughbrickland House and its grounds and to the south and west by Loughbrickland Park and rising land beyond.

Loughbrickland village is a very old settlement having originally developed around the junction of the old A1 Dublin Road with Rathfriland Road and Scarva Street. More recent development has extended the village to the north and west along the Banbridge Road, Scarva Street, Old Newry Road, Donard View Road and Poyntzpass Road. There are several listed buildings within the settlement limit. These include St. Melon’s Church of Ireland Church and its grounds, Loughbrickland Presbyterian Church and its grounds, St. Patrick’s Roman Catholic Church, The Corn Mill and its associated buildings and two dwellings in Scarva Street.

Its role as a service centre for the surrounding rural area has become limited, given its proximity to both Banbridge and Newry. It still however, retains a strong village core with a post office, pharmacy, a doctors surgery, the village park, several places of worship, community halls, two primary schools and Newbridge Integrated College. The settlement provides an educational focus, as well as an ecumenical focus for the surrounding area.

The settlement limit is also designated to provide for additional development opportunities, which utilise current capacity within the settlement limit, in order to maintain a compact urban form and protect the setting of the village. The natural constraints such as the distinctive landscape setting of the field patterns to the west of the town and the fact that the settlement is bounded by the A1 dual carriageway to the east help to achieve this aim. The settlement limit also takes account of the setting of Loughbrickland House, an important listed building to the north. The development limit is drawn in order to avoid development which would contribute to urban sprawl and ribbon development.

HOUSING

Social Housing
There is no social housing need requiring a Plan intervention in Loughbrickland.

Housing Zonings
The following sites, including committed sites, are zoned for housing. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including, where specified, key site requirements.

Committed sites include approved housing sites developed in full or in part since the commencement of the Plan period and sites with planning permission for housing. The plan does not stipulate key site requirements for committed sites because future development will be subject to the conditions attached to the planning permission. However, in the event that such permission may lapse, the Department may alter existing conditions or attach new conditions to any subsequent approval to take account of prevailing regional planning policy and the Plan proposals.
Housing Zonings (Committed)

The following sites are zoned for housing as identified on Map No. 2/08 - Loughbrickland.

LD 02 Banbridge Road
LD 03 Woodside Park (North)

Zoning LD 04
Housing
Donard View Road

1.47 hectares of land at Donard View Road, to the rear of St. Francis Primary School are zoned for housing as identified on Map No. 2/08 – Loughbrickland

Key Site Requirements:

• Housing development shall be a minimum gross density of 15 dwellings per hectare and a maximum density of 20 dwellings;
• The site shall be accessed from Donard View Road, which requires widening and provision of a footway along the site frontage;
• The junction of Donard View Road and Poyntzpass Road will also need to be improved;
• Housing along the frontage shall not have individual accesses onto Donard View Road or Poyntzpass Road.

Zoning LD 05
Housing
Woodside Park (South)

0.44 hectares of land, to the rear of Nos. 41 and 45 Scarva Street are zoned for housing as identified on Map No. 2/08 – Loughbrickland.

Key Site Requirements:

• Housing development shall be a minimum gross density of 20 dwellings per hectare and a maximum gross density of 25 dwellings per hectare.

TRANSPORTATION

Protected Routes
The A1 is a Protected Route as indicated on Map No. 2/08 - Loughbrickland. Policy for the control of access to protected routes is contained in Policy AMP 3 of PPS 3 – Access, Movement and Parking.

Transport Schemes
The following transport scheme LD 06 is proposed as identified on Map No. 2/08 - Loughbrickland. Policy AMP 4 of PPS 3 - Access, Movement and Parking provides protection for new transportation schemes.

Proposal LD 06
Transportation Scheme
A1 / Dublin Road / Grovehill Road Junction

A Transportation Scheme for the provision of a grade separated junction at A1 / Dublin Road / Grovehill Road, Loughbrickland is identified on Map No. 2/08 - Banbridge.

The implementation of this scheme will improve road safety by reducing the number of right turning movements on the dual carriageway. The scheme is being taken through statutory procedures under the Roads (Northern Ireland) Order 1993.

ENVIRONMENT AND CONSERVATION

Site of Local Nature Conservation Importance (SLNCl)
The woodland at Loughbrickland House is designated as a SLNCl under Plan Proposal BC 02 as indicated on Map No. 2/08 – Loughbrickland.

Area of Townscape Character (ATC)
The following area is designated as an ATC. Policy for the control of development in ATCs is contained in the Addendum to PPS 6, Areas of Townscape Character.
Designation LD 07
Area of Townscape Character
Loughbrickland

An ATC is designated within Loughbrickland as identified on Map No. 2/08 - Scarva.

Key features of the area, which will be taken into account when assessing development proposals are as follows:

- A large number of buildings in Loughbrickland are constructed as freestanding or paired structures rather than in terrace form. This informal layout helps retain the intimate visual link with the surrounding countryside;
- Houses are varied in style but generally are Georgian vernacular in character and constructed in lined render or stone with pitched slate roofs;
- Churches have stone boundary walls with cast iron railings and gates, while some dwellings have rendered stone walls;
- The north-east side of Main Street is mainly two-storey rendered buildings with pitched slate roofs;
- The west side of Main Street contains a Gothic style rubble built hall and some pre-1834 buildings. At the junction with Rathfriland Street is the listed mid-19th century Reformed Presbyterian Church, a mildly classical two-storey rendered building with hipped roof;
- The west side of Scarva Street contains the listed St. Mellan’s (Col) Church, a late 17th century gothic building and later tower and spire set behind cast iron railings within its own graveyard. North of the church is the 17th century listed Bovenett House, arch and walling at No. 26 Scarva Street;
- The east side of Scarva Street contains suburban detached dwellings set within large well tended gardens such as the listed Aghaderg Lodge and No. 49 Scarva Street. Mid-way along Scarva Street is the inconspicuous Catholic Church, a mid-19th century Gothic style building with a central two stage front tower set off the street behind cast iron railings;
- Further south on the east side of Scarva Street is a series of one and two storey paired houses of probable mid-19th century origin. The end house, an old Post Office is articulated at right angles, giving subtle termination to the Main Street vista;
- Along the east side of Banbridge Road, south of Greenan Court is the former police station, an early 20th century building designed by architect, TF O Rippingham. South of this building is a vacant one and a half storey pre-1834 vernacular house which may have originally been a farmhouse.

Historic Parks, Gardens and Demesnes
Loughbrickland House is designated as a Historic Park, Garden and Demesne under Plan Proposal BC 03 as indicated on Map No. 2/08 – Loughbrickland. Policy for the protection of Historic Parks, Gardens and Demesnes is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Area of Archaeological Potential (AAP)
An AAP is defined in Loughbrickland as indicated on Map No. 2/08 – Loughbrickland. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Local Landscape Policy Areas (LLPAs)
The following areas are designated as LLPAs. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.
Designation LD 08
Local Landscape Policy Area
Loughbrickland House / Old Newry Road

A LLPA is designated as identified on Map No. 2/08 - Loughbrickland

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

• Loughbrickland House, grounds and associated planting, as well as a scheduled monument to the north east. The parkland, to the south-east of the buildings, is an established and attractive feature when approaching the settlement from Old Newry Road.

• Wetland habitat (low-lying ground including water filled ditches) of local nature conservation interest.

Designation LD 09
Local Landscape Policy Area
Stream Corridor

A LLPA is designated as identified on Map No. 2/08 - Loughbrickland.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

• Stream corridor, associated vegetation and two millponds;

• Site of old pond and millrace along private road, off Poyntzpass Road.
SCARVA

Scarva, a linear settlement, is 8 kilometres from Banbridge. The village sits at a bridging point over the main Belfast to Dublin railway line, the disused Newry Canal and the Newry River, running north to south along the eastern edge of the settlement. The village is framed to the south by the woodland setting of Scarva Demesne and to the east by Scarva Park and a local drumlin. There are a number of archaeological sites in the area, which mainly lie to the east and southeast of the settlement.

The village had strategic importance location as a bridging point on the Down / Armagh county boundary and was a gathering point for the Williamite armies in 1690. With the opening of the Canal the local landowner was granted a charter in 1746 to hold 4 fairs a year and construct a small dock and quay on the canal. He provided ground on his estate for the Presbyterian Church. By the 1830s the village comprised a 350 yard long Main Street comprised of terraced dwellings and a small wharf on the canal. The opening of the railway ensured continued prosperity, and further church and civic buildings were added to the village. It retained this original form until the mid-20th century when two post-war public sector developments were built to the rear of St. Mathew’s Church and to the north of the village. More recently private sector housing has spread along the east bank of the canal to the north and south of the village. All development has been on the eastern side of the Canal.

Scarva is an attractive rural village that can be accessed by road or the rail. Facilities include a visitor centre, two churches, a primary school, a public house, a shop and post office, an antiques shop, an attractive park and playing fields.

The settlement development limit is designated to take account of land with extant planning permission for housing and sites that have not yet been approved but which are at a stage in the planning application process where there is a reasonable expectation that approval will be granted. The settlement development limit has been drawn to take account of the role of the settlement, accommodating sites for new development opportunities while protecting the rural character of the village and the facilities it has to offer. The Newry Canal and River provide a strong boundary to the west, the other boundaries have been drawn to protect the compact form of the village and stop further intrusion of development into the countryside along Gilford Road, Glenloughan Road and Old Mill Road.

HOUSING

Social Housing
There is no social housing need requiring a Plan intervention in Scarva.

Housing Zonings
The following committed site is zoned for housing. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements.

Committed sites include approved housing sites developed in full or in part since the commencement of the Plan period and sites with planning permission for housing. The plan does not stipulate key site requirements for committed sites because future development will be subject to the conditions attached to the planning permission. However, in the event that such permission may lapse, the Department may alter existing conditions or attach new conditions to any subsequent approval to take account of prevailing regional planning policy and the Plan proposals.
Housing Zonings (Committed)
The following sites are zoned for housing as identified on Map No. 2/09 - Scarva.

<table>
<thead>
<tr>
<th>Site No.</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>SA 02</td>
<td>Glenloughan Road/Main Street East</td>
</tr>
<tr>
<td>SA 03</td>
<td>Canal Court</td>
</tr>
</tbody>
</table>

MIXED USE

The importance of mixed use development is highlighted in PPS 1 - General Principles.

Mixed Use Zonings
Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Mixed use zonings can accommodate a variety of uses which may include light industrial (Class B2), general industrial (Class B3), business (Class B1), storage or distribution (Class B4), dwelling houses (Class C1), community and cultural uses (Class D1) and leisure (Class D2) as currently defined in the Planning (Use Classes) Order (Northern Ireland) 2004. Where certain uses are inappropriate, these are set out in the key site requirements. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements.

TRANSPORTATION

Disused Transport Routes
The disused canal and disused rail track bed, as indicated on Map No. 2/09 - Scarva, could be used for transport or recreational purposes and are protected under Policy AMP 5 of PPS 3 - Access, Movement and Parking.

ENVIRONMENT AND CONSERVATION

Sites of Local Nature Conservation Importance (SLNCI)
Scarva Pond is designated as a SLNCI under Plan Proposal BC 02 as indicated on Map No. 2/09 – Scarva.

Area of Townscape Character (ATC)
The following area is designated as an ATC. Policy for the control of development in ATCs is contained in the Addendum to PPS 6, Areas of Townscape Character.

Designation SA 05
Area of Townscape Character
Scarva

An ATC is designated within Scarva as identified on Map No. 2/09 - Scarva.

Key features of the area which will be taken into account when assessing development proposals are as follows:

- The village core has largely retained its late 18th/early 19th century form with buildings, mainly road fronted;
- The listed curving terrace of houses in Main Street which have a ‘Georgian vernacular’ are small in scale and face what was originally a small dock on the Newry Canal. Towards the end of the listed terrace is the old Post Office building, Avalon house and the old National School building which is now the Parish Hall. The gradual curve of the street ends in the Presbyterian Church and graveyard to the south;
• The original canal dock opposite the main terrace has been filled in to create a sunken garden adjacent to the modern information centre;

• The commanding listed St. Matthew’s (Col) Church sits on a prominent site behind the former National School facing the Canal Bridge and overlooking Main Street. The stone church is enclosed by a rubble stone wall and creates a secondary axis at right angles to the alignment of the main street.

**Historic Parks, Gardens and Demesnes**

Scarva House is designated as a Historic Park, Garden and Demesne under Plan Proposal BC 03 as indicated on Map. No. 2/09 – Scarva. Policy for the protection of Historic Parks, Gardens and Demesnes is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

**Area of Archaeological Potential (AAP)**

An AAP is defined in Scarva as indicated on Map No. 2/09 – Scarva. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

**Local Landscape Policy Areas (LLPAs)**

The following areas are designated as LLPAs. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

### Designation SA 06

**Local Landscape Policy Area Canal Corridor**

A LLPA is designated as identified on Map No. 2/09 - Scarva.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

• The setting and views of the Canal Corridor provide an attractive entrance to the village when approaching Scarva in a southerly direction along Gilford Road and in a westerly direction along Old Mill Road;

### Designation SA 07

**Local Landscape Policy Area No. 6 Glenloughan Road**

A LLPA is designated as identified on Map No. 2/09 - Scarva.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

• No.6 Glenloughan Road is a locally distinctive building with pollard horse chestnuts in the front garden, providing an attractive feature approaching the village when travelling south eastwards along Banbridge / Glenloughan Road.

### Designation SA 08

**Local Landscape Policy Area Orange Hall and Scarva Demesne**

A LLPA is designated as identified on Map No. 2/09 - Scarva.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

• The setting and views of the Orange Hall (a locally significant building on Main Street) including a line of significant trees lying to the east of the Hall, are visually significant and contribute to the character of the village;

• The setting and views of Scarva Demesne contribute to the quality and character of the local landscape and provide an attractive entrance feature to the village on approach along Old Mill Road.

• The bridge and garden adjacent to the visitor centre and old canal building form an historical group and are part of the original village;

• Wildlife corridor.
DROMARA

Dromara is located 10 kilometres to the south east of Dromore. Most of the village is in Lisburn City Council area and hence covered by the Belfast Metropolitan Area Plan 2015. However, a small part of the village is within Banbridge Council Area.

It enjoys an upland setting being located on the northern slopes of Slieve Croob. The River Lagan flows through the centre of the village and its valley dominates the landscape to the west of the settlement.

Designation DA 01
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/10 – Dromara.

The settlement development limit is designated to take account of the role of the settlement whilst protecting its natural setting. The limit excludes important landscapes of the Lagan Valley to the south west of the settlement, agricultural land and land not committed for development. The Settlement Development Limit takes account of the need to prevent ribbon development along the Rathfriland Road.

ENVIRONMENT AND CONSERVATION

Local Landscape Policy Areas (LLPAs)
The following areas are designated as LLPAs. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

Designation DA 02
Local Landscape Policy Area
River Lagan

A LLPA is designated as identified on Map No. 2/10 - Dromara.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- River corridor and associated vegetation.

Designation DA 03
Local Landscape Policy Area
Enfield House

A LLPA is designated as identified on Map No. 2/10 - Dromara.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- Enfield House (locally important building) and its setting, including associated mature trees. This is an important element in the local landscape and forms part of the setting of the settlement;
- Stream corridor and associated vegetation (of local amenity importance and of local nature conservation interest).
POYNTZPASS

Poyntzpass is located 10 kilometres south-west of Banbridge. Most of the village is in Armagh City & District Council area and hence covered by the Armagh Area Plan. However, part of the village is within Banbridge Council Area.

The village lies in a north-south aligned valley with rolling drumlin landscape to east and west. This natural trough has become an important transport corridor that carries the main Portadown to Newry road (A27), the Belfast to Dublin Railway line and the now disused Newry Canal.

ENVIRONMENT AND CONSERVATION

Site of Local Nature Conservation Importance (SLNCI)
Danes Cast Fen is designated as a SLNCI under Plan Proposal BC 02 as indicated on Map No. 2/11 – Poyntzpass.

Area of Archaeological Potential (AAP)
An AAP is defined in Poyntzpass as indicated on Map No. 2/11 – Poyntzpass. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Local Landscape Policy Area (LLPA)
The following area is designated as a LLPA. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

TRANSPORTATION

Disused Transport Routes
The disused canal, as indicated on Map No. 2/11 - Poyntzpass, could be used for transport or recreational purposes and are protected under Policy AMP 5 of PPS 3 - Access, Movement and Parking.
**ANNACLONE**

**Designation AE 01**
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/12 – Annaclone.

The settlement development limit has been designated to take account of land with extant planning permission for housing and sites that have not yet been approved but are at a stage in the planning process where there is reasonable expectation that approval will be granted. The settlement development limit also takes account of the role of the settlement while protecting the attractive rural setting.

The settlement development limit allows the compact form, the rural character and the locally significant buildings of Annaclone to be preserved while leaving opportunity for some limited future development.

The settlement development limit is designated to provide development opportunities in line with the scale, character and role of this attractive rural settlement while preventing ribboning along Monteith Road and urban encroachment into the surrounding countryside.

**HOUSING**

**Social Housing**
There is no social housing need requiring a Plan intervention in Annaclone.

**Housing Zonings**
The following committed site is zoned for housing. Policy for the control of development on zoned sites is contained in Policy SMT 2 in Volume 1 of the Plan. Zoned land will be developed in accordance with all prevailing regional planning policy and with any relevant Plan Policies and Proposals, including where specified, key site requirements.

Committed sites include approved housing sites developed in full or in part since the commencement of the Plan period and sites with planning permission for housing. The plan does not stipulate key site requirements for committed sites because future development will be subject to the conditions attached to the planning permission. However, in the event that such permission may lapse, the Department may alter existing conditions or attach new conditions to any subsequent approval to take account of prevailing regional planning policy and the Plan proposals.

**Designation AE 02**
Housing (Committed) Monteith Road

0.4 hectares of land are zoned for housing as identified on Map No. 2/12 – Annaclone.

**Area of Townscape Character (ATC)**
The following area is designated as an ATC. Policy for the control of development in ATCs is contained in the Addendum to PPS 6, Areas of Townscape Character.

**Designation AE 03**
Area of Townscape Character Annaclone

An ATC is designated as identified on Map No. 2/12 – Annaclone.

Key features of the area, which will be taken into account when assessing development proposals, are as follows:

- A crossroads grouping of traditional dwellings that preserves much of its 19th century character, charm and a picturesque quality worth preserving. The informal rural composition forms an integral part of the rural landscape;
- The Presbyterian Church which is a simple gabled church with later porch and transept. It is finished with a roughcast render, stone quoins and Gothic-style windows;
• The ‘Hawthorn Inn’ public house, a relatively plain gabled two-storey rendered building typical of the mid-19th century;
• The stone built two-storey mid-1800’s house with pronounced cement render window bands and stone outbuildings to the rear.

Area of Archaeological Potential (AAP)
An AAP is defined in Anniacloon as indicated on Map No. 2/12 – Anniacloon. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Local Landscape Policy Areas ( LLPAs)
The following areas are designated as LLPAs. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

Designation AE 04
Local Landscape Policy Area
First Anaghline Presbyterian Church
A LLPA is designated as identified on Map No. 2/12 – Anniacloon.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:
• Locally significant buildings their settings and associated views - First Anaghline Presbyterian Church and views from Glebe Road, The Hawthorn Inn and No.76 Ardbrin Road;
• Locally important buildings and their surroundings;
• Views and settings of traditional barns and outhouses inside development limit;
• Areas of local nature conservation interest;
• Significant tree in church grounds on Glebe Road.

Designation AE 05
Local Landscape Policy Area
Monteith Road
A LLPA is designated as identified on Map No. 2/12 – Monteith.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:
• St. Colman’s RC Church (listed) and Parochial House, including views of the church travelling westwards along Monteith Road and northwards along Millvale Road;
• Visually significant ground to the west of Frazer Park contributes to the setting of
• St. Colman’s RC Church especially when travelling northwards along Millvale Road;
• Old Mill Complex (in ruins) with associated significant vegetation and stream corridor (industrial heritage);
• Setting of Monteith House (listed), gates and gate piers, which is of local historical interest.
• Significant vegetation along roadside between Nos. 7 and 11 Monteith Road provides an attractive setting for settlement.
ARDTANAGH

Designation AH 01
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/13 – Ardtanagh.

The settlement development limit has been designated to take account of land with extant planning permission for housing and sites that have not yet been approved but are at a stage in the planning application process where there is reasonable expectation that approval will be granted.

The settlement development limit has been drawn to protect the rural setting of this linear settlement from any further urban sprawl into the surrounding countryside and in particular further ribboning along Banbridge Road.

Area of Archaeological Potential (AAP)
An AAP is defined in Ardtanagh as indicated on Map No. 2/13 – Ardtanagh. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Local Landscape Policy Area (LLPA)
The following area is designated as a LLPA. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

Designation AH 02
Local Landscape Policy Area Ardtanagh

A LLPA is designated as identified on Map No. 2/13 – Ardtanagh.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below.

• Listed First Dromara Presbyterian Church and associated Grave Yard, its setting and views is a locally significant building when approaching the settlement from Kinallen or in a north easterly direction along Church Road.
## ASHFIELD/GOWDYSTOWN

### Designation AG 01 Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/14 – Ashfield / Gowdystown.

The settlement development limit has been drawn to take account of land with extant planning permission for housing and sites that have not yet been approved, but are at a stage in the planning application process where there is a reasonable expectation that approval will be granted.

The settlement development limit is designated around two existing clusters of development, surrounded by undulating countryside. It recognises the role of the settlement and consolidates its compact form, whilst accommodating sites for new development. It protects the character of the settlement as well as its extremely attractive natural surroundings.

### Site of Local Nature Conservation Importance (SLNCl)

Rowantree Moss is designated as a SLNCl under Plan Proposal BC 02 as indicated on Map No. 2/14 – Ashfield / Gowdystown.

### Local Landscape Policy Area (LLPA)

The following area is designated as a LLPA. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

<table>
<thead>
<tr>
<th>Designation AG 02</th>
<th>Local Landscape Policy Area Ashfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>A LLPA is designated as identified on Map No. 2/14 – Ashfield / Gowdystown.</td>
<td></td>
</tr>
</tbody>
</table>

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- Locally significant listed building Ashfield House, with its setting, associated views and vegetation, which form a very attractive entrance feature to the node known as Ashfield;
- Setting of Old Mill building (listed), including Mill Race on Killysorrell Road;
- Significant trees along Killysorrell Road provide a setting for the listed building.
BALLELA

Designation BA 01
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/15 – Ballela.

The settlement development limit has been designated to take account of land with extant planning permission for housing and sites that have not yet been approved but are at a stage in the planning application process where there is reasonable expectation that approval will be granted.

The settlement development limit has been drawn to protect the compact form and rural character of the settlement.
BALLYRONEY

**Designation BY 01**
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/16 – Ballyroney.

The settlement development limit has been designated to take account of land with extant planning permission for housing and sites that have not yet been approved but are at a stage in the planning application process where there is reasonable expectation that approval will be granted.

The settlement development limit has been drawn to take account for the role of the settlement, accommodating sites for new development while protecting the extremely attractive natural surroundings. It will preserve the setting of the listed buildings, Lackan House, the old station, the church and in particular prevent further intrusion of development into the countryside along Lackan Road or beyond Ballyroney Bridge.

**Social Housing**

There is no social housing need requiring Plan intervention in Ballyroney.

**Disused Transport Route**

The disused rail track bed, as indicated on Map No. 2/16 - Ballyroney, could be used for transport or recreational purposes and are protected under Policy AMP 5 of PPS 3 - Access, Movement and Parking.

**Local Landscape Policy Area (LLPA)**

The following area is designated as a LLPA. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

**Designation BY 02**
Local Landscape Policy Area
Ballyroney

A LLPA is designated as identified on Map No. 2/16 - Ballyroney.

Those features and areas that contribute to the environmental quality, integrity or character of these areas are listed as the following:

- The views and setting of the listed Post Office (disused) and the Ballyroney Presbyterian Church including the physical and visual linkages between these historical buildings provide historical interest;

- The Ballyroney Bridge (listed) and the River Bann corridor, including associated mature vegetation provides an historical as well as local wildlife habitat and nature conservation interest;

- The surrounding steep hills and woodland acts as a backdrop to the settlement. This setting and the disused railway including the railway halt significantly contribute to the character of Ballyroney.
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Banbridge / Newry & Mourne Area Plan 2015
Map No. 2/16 - Ballyroney

For Information Only
- Settlement Development Limit
- Local Landscape Policy Area
- Disused Transport Route
- Archaeological Site and Monument (Unscheduled)

0 50 100 Metres
**BALLYWARD**

**Designation BW 01**

Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/17 – Ballyward.

The settlement development limit has been drawn to take account of the role of the settlement and extant permissions and accommodate new development, whilst protecting the extremely attractive natural surroundings within Mourne Area of Outstanding Natural Beauty (AONB). It will preserve the setting of the settlement and prevent further intrusion of development into the countryside. It excludes land to the north, to protect the disused rail bed, and prevents ribbon development along Station Road.

**Social Housing**

There is no social housing need requiring Plan intervention in Ballyward.

**Protected Route**

The A50 is a Protected Route as indicated on Map No. 2/17 - Ballyward. Policy for the control of access to this route is contained in Policy AMP 3 of PPS 3 - Access, Movement and Parking.

**Disused Transport Route**

The disused rail track bed, as indicated on Map No. 2/17 - Ballyward, could be used for transport or recreational purposes and is protected under Policy AMP 5 of PPS 3 - Access, Movement and Parking.

**Area of Archaeological Potential (AAP)**

An AAP is defined in Ballyward as indicated on Map No. 2/17 – Ballyward. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

**Area of Outstanding Natural Beauty (AONB)**

Ballyward is located within the Mourne AONB. The AONB was designated in 1986, under the Nature Conservation and Amenity Lands Order (Northern Ireland) 1985 in recognition of its exceptional scenic quality.

**Local Landscape Policy Areas (LLPAs)**

The following areas are designated as LLPAs. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

**Designation BW 02**

Local Landscape Policy Area

Ballyward Road

A LLP is designated as identified on Map No. 2/17 - Ballyward

Those features or combination of features that contribute to the environmental quality, integrity of this area are listed below:

- Ballyward Lodge and associated plantings behind the stone wall, which form an attractive approach to the settlement from the southern side;
- Listed Church, its setting and views;
- Ballyward House and gardens;
- Gargarry Cottage, a locally significant building and its associated vegetation;
- Stream corridor and associated landforms.

**Designation BW 03**

Local Landscape Policy Area

Old Station

A LLP is designated as identified on Map No. 2/17 – Ballyward

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- Setting and views of listed Station and Station House, including signal box and barn;
- Disused railway line and associated vegetation.
CLOSKELT

Designation CT 01
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/18 – Closkelt.

The settlement development limit has been designated to take account of land with extant planning permission for housing and sites that have not yet been approved but are at a stage in the planning process where there is reasonable expectation that approval will be granted. The settlement development limit also takes account of the role of the settlement while protecting the attractive rural setting.

The settlement development limit allows the compact form, the rural character and the locally significant buildings of the settlement to be preserved while retaining and protecting locally significant areas of land and leaving opportunity for some limited future development.

Local Landscape Policy Area (LLPA)
The following area is designated as a LLPa. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

Designation CT 02
Local Landscape Policy Area Closkelt

A LLPa is designated as identified on Map No. 2/18 - Closkelt

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPa are listed below.

- Listed Drumgooland Presbyterian Church and Graveyard. The views and setting of the church travelling in a north-westerly direction along Closkelt Road and in an easterly direction along Manse Road contribute to the character of the settlement.
CORBET

Designation CO 01
Settlement Development Limit
A settlement development limit is designated as identified on Map No. 2/19 – Corbet.

The settlement development limit has been designated to take account of land with extant planning permission for housing and sites that have not yet been approved but are at a stage in the planning process where there is reasonable expectation that approval will be granted. The settlement development limit also takes account of the role of the settlement while protecting its natural setting.

The settlement development limit allows the compact form and rural character of the settlement to be preserved while leaving opportunity for some limited future development and preventing encroachment into the surrounding countryside as the location of the settlement lies within the designated Green Belt Area for Banbridge.

Social Housing
There is no social housing need requiring Plan intervention in Corbet.

Protected Route
The A50 is a Protected Route as indicated on Map No. 2/19 - Corbet. Policy for the control of access to this route is contained in Policy AMP 3 of PPS 3 - Access, Movement and Parking.

Disused Transport Route
The disused rail track bed, as indicated on Map No. 2/19 - Corbet, could be used for transport or recreational purposes and is protected under Policy AMP 5 of PPS 3 - Access, Movement and Parking.

Area of Archaeological Potential (AAP)
An Area AAP is defined in Corbet as indicated on Map No. 2/19 – Corbet. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Local Landscape Policy Area (LLPA)
The following area is designated as a LLPA. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

Designation CO 02
Local Landscape Policy Area Corbet
A LLPA is designated as identified on Map No. 2/19 - Corbet Milltown.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

- River Bann corridor and associated vegetation form an attractive entrance to the settlement when travelling northwards along Drone Hill Road;
- Millbank with associated vegetation is a significant building which forms an attractive landscape feature on the approach to the settlement when travelling northwards along Drone Hill Road;
- Parkmount (listed) a locally significant building and associated vegetation provide a visually attractive landscape setting to the settlement when approaching in an easterly direction along Castlewellan Road.
**DECHOMET**

**Designation DT 01**

**Settlement Development Limit**

A settlement development limit is designated as identified on Map No. 2/20 – Dechomet.

The settlement development limit has been designated to take account of land with extant planning permission for housing and sites that have not yet been approved but are at a stage in the planning process where there is reasonable expectation that approval will be granted.

The settlement development limit is designated to provide development opportunities in line with the scale, character and role of this attractive rural settlement while preventing encroachment into the surrounding countryside, as the location of the settlement lies within the designated Area of Outstanding Natural Beauty (AONB).

**Area of Outstanding Natural Beauty**

Dechomet is located within the Mourne AONB. The AONB was designated in 1986, under the Nature Conservation and Amenity Lands Order (Northern Ireland) 1985 in recognition of its exceptional scenic quality.

**Area of Archaeological Potential (AAP)**

An AAP is defined in Dechomet as indicated on Map No. 2/20 – Dechomet. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

**Local Landscape Policy Area (LLPA)**

The following area is designated as a LLPA. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

**Designation DT 02**

**Local Landscape Policy Area**

**Dechomet**

A LLPA is designated as identified on Map No. 2/20 - Dechomet.

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

- Stream corridor including associated vegetation;
- Locally significant buildings or archaeological sites their settings and associated views these include the chimney remains of old Flax Mill, and Grave Yard (existing on old Church site).
FINNIS

**Designation FS 01**
**Settlement Development Limit**

A settlement development limit is designated as identified on Map No. 2/21 – Finnis.

The settlement development limit has been drawn to take account of land with extant planning permission for housing and sites that have not yet been approved, but are at a stage in the planning application process where there is a reasonable expectation that approval will be granted.

The settlement development limit is designated to consolidate development, whilst preventing ribboning along Dree Hill and encroachment into the surrounding countryside. It provides development opportunities in line with the scale, character and role of this compact settlement.

**Area of Outstanding Natural Beauty (AONB)**

Finnis is located within the Mourne AONB. The AONB was designated in 1986, under the Nature Conservation and Amenity Lands Order (Northern Ireland) 1985 in recognition of its exceptional scenic quality.

**Local Landscape Policy Area (LLPA)**

The following area is designated as a LLPA. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

**Designation FS 02**
**Local Landscape Policy Area**

Finnis

A LLPA is designated as identified on Map No. 2/21 - Finnis

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- River Lagan corridor and associated vegetation;
- Setting and views of St. Michael’s Church and church tower, from Carrigagh Road and Dree Hill;
- Views and setting of Rath in relation to settlement.
GLASKER

**Designation GR 01**

**Settlement Development Limit**

A settlement development limit is designated as identified on Map No. 2/22 – Glasker.

The settlement development limit has been designated to take account of land with extant planning permission for housing and sites that have not yet been approved but are at a stage in the planning application process where there is reasonable expectation that approval will be granted.

The settlement development limit has been drawn to account for the role of the settlement, accommodating sites for new development while protecting the extremely attractive natural surroundings. It will preserve the views and setting of the old mill complex and chimney and accommodate the new school on Ballynaskeagh Road.

**Area of Archaeological Potential (AAP)**

An AAP is defined in Glasker as indicated on Map No. 2/22 – Glasker. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

**Local Landscape Policy Area (LLPA)**

The following area is designated as a LLPA. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

---

**Designation GR 02**

**Local Landscape Policy Area Glasker**

A LLPA is designated as identified on Map No. 2/22 – Glasker.

Those features and areas that contribute to the environmental quality, integrity or character of these areas are listed as the following:

- Locally significant building, the old mill complex including the physical and visual linkages between the buildings with associated views and settings provides a significant industrial historical interest;
- Stream corridor, including associated mature vegetation provides a local wildlife habitat and nature conservation interest;
- The distinctive landform serves as a backdrop to the old mill complex.
GLEN

Most of the settlement is in Newry and Mourne District Council area and hence detailed in Volume 3 of the Plan (Newry and Mourne District Proposals). However, a small part of the settlement is within Banbridge Council Area.

Designation GN 01
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/23 – Glen (Banbridge District).

The settlement development limit has been designated to take account of land with extant planning permission for housing and sites that have not yet been approved but are at a stage in the planning application process where there is reasonable expectation that approval will be granted. A settlement development limit has been drawn to consolidate the 3 existing nodes and to provide opportunities for new development adjacent to Glen Villas appropriate to Glen’s role while protecting the extremely attractive natural setting of the settlement.

Site of Local Nature Conservation Importance

Dromantine College is designated a SLNCl under Plan Proposal BC 02 as indicated on Map No.2/23 – Glen.

Local Landscape Policy Area (LLPA)

The following area is designated as a LLPA. Policy for the control of development in LLPAs is contained in Policy CVn 3 in Volume 1 of the Plan.

Designation GN 02
Local Landscape Policy Area
Glen

A LLPA is designated as identified on Map No. 2/23 – Glen (Banbridge District).

Those features and areas that contribute to the environmental quality, integrity or character of these areas are listed as the following:

• Locally significant building, St. John’s RC Church (listed) with associated views and settings;
• The small river valley corridor linking the settlement nodes, including associated mature vegetation provides an historical as well as local wildlife habitat and nature conservation interest;
• Locally significant raths at Pound Wood and adjacent to Kennedy Villas with associated views and settings provide archaeological interest;
• The surrounding hills and woodland act as a backdrop to the settlement.
KATESBRIDGE

Designation KB 01
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/24 – Katesbridge.

The settlement development limit has been drawn to take account of land with extant planning permission for housing and sites that have not yet been approved, but are at a stage in the planning application process where there is a reasonable expectation that approval will be granted.

The settlement development limit is designated around two existing nodes of development, set in a landscape of high land, separated by the River Bann. The northern node is dissected by the A50, (Protected Route). It takes account of the role of the settlement by accommodating sites for new development, whilst protecting the extremely attractive natural surroundings. It also preserves the setting of the settlement and prevents further intrusion of development into the countryside.

Protected Route
The A50 is a Protected Route as indicated on Map No. 2/24 - Katesbridge. Policy for the control of access to this route is contained in Policy AMP 3 of PPS 3 - Access, Movement and Parking.

Disused Transport Route
The disused rail track bed, as indicated on Map No. 2/24 - Katesbridge, could be used for transport or recreational purposes and is protected under Policy AMP 5 of PPS 3 - Access, Movement and Parking.

Site of Local Nature Conservation Importance (SLNCl)
Katesbridge Wetland is designated as a SLNCl under Plan Proposal BC 02 as indicated on Map No. 2/24 – Katesbridge.

Area of Archaeological Potential (AAP)
An AAP is defined in Katesbridge as indicated on Map No. 2/24 – Katesbridge. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Local Landscape Policy Areas (LLPAs)
The following areas are designated as LLPAs. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

Designation KB 02
Local Landscape Policy Area Katesbridge

A LLP is designated as identified on Map No. 2/24 – Katesbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- River Corridor and Mill Race with associated vegetation, including views of listed Kate McKay’s Bridge;
- Locally significant building (in ruins) on Ardbrin Road and associated vegetation;
- Significant tree lined road linking the two parts of the settlement;
- Setting of Presbyterian Church, Rectory and Motte.
### Designation KB 03
Local Landscape Policy Area
Katesbridge

A LLPA is designated as identified on Map No. 2/24 – Katesbridge.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- Wetland with associated vegetation and nature conservation interest;
- Pond;
- Disused railway line embankment and associated vegetation.
KILKINAMURRY

Designation KY 01
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/25 – Kilkinamurry.

The settlement development limit has been designated to take account of land with extant planning permission for housing and sites that have not yet been approved but are at a stage in the planning process where there is reasonable expectation that approval will be granted. The settlement development limit also takes account of the role of the settlement while protecting the attractive rural setting.

The settlement development limit allows for some limited development opportunities in keeping with the scale, compact form and rural character of the settlement.

Local Landscape Policy Area (LLPA)
The following area is designated as a LLPA. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

Designation KY 02
Local Landscape Policy Area
Kilkinamurry

A LLPA is designated as identified on Map No. 2/25 - Kilkinamurry

Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:

- Kilkinamurry Presbyterian Church its setting and associated views is a visually significant building when travelling in a north westerly direction along the Glen Road;
- Roadside setting and standing stone on the Glen Road is an important feature on the local landscape.
LEITRIM

Designation LM 01
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/26 - Leitrim.

The settlement development limit is designated to provide development opportunities commensurate with the scale, character and role. It seeks to prevent ribboning and encroachment into the extremely attractive natural surroundings, within the Mourne Area of Natural Beauty (AONB). It excludes land to the south of Leitrim along the disused railway line.

Social Housing
There is no social housing need requiring Plan intervention in Leitrim.

Disused Transport Route
The disused rail track bed, as indicated on Map No. 2/26 - Leitrim, could be used for transport or recreational purposes and is protected under Policy AMP 5 of PPS 3 - Access, Movement and Parking.

Area of Townscape Character (ATC)
The following area is designated as an ATC. Policy for the control of development in ATCs is contained in the Addendum to PPS 6, Areas of Townscape Character.

Designation LM 02
Area of Townscape Character
Leitrim

An ATC is designated as identified on Map No. 2/26 – Leitrim.

Key features of the area which will be taken into account when assessing development proposals are as follows:

• A settlement that has grown up around the crossroads and is dominated by the mid-1800s two-storey gabled dwelling/shop and public house to the west of the four roads;

• The listed St. Mary’s RC Chapel and graveyard is a stone French Gothic-style church with a prominent tower and spire, typical of later 19th century churches;

• ‘Leitrim Inn’ public house is a double pile two-storey painted render building with a slate roof built in stages from the early to mid 19th century;

• A double semicircular arched rubble-built bridge, circa-1850, carries Ballydrumman Road over the river;

• To the south-east side of the crossroads is a traditional farm outbuilding that offers enclosure to this side of the crossroads.

Area of Outstanding Natural Beauty
Leitrim is located within the Mourne AONB. The AONB was designated in 1986, under the Nature Conservation and Amenity Lands Order (Northern Ireland) 1985 in recognition of its exceptional scenic quality.

Local Landscape Policy Area (LLPA)
The following area is designated as a LLPA. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

Designation LM 03
Local Landscape Policy Area
Leitrim

A LLPA is designated as identified on Map No. 2/26 – Leitrim.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

River and stream corridors and associated vegetation.
For Information Only

Disused Transport Route

Settlement Development Limit
Local Landscape Policy Area
Area of Townscape Character

Note - The entire area of this map lies within the Mourne Area of Outstanding Natural Beauty.

Banbridge / Newry & Mourne Area Plan 2015
Map No. 2/26 - Leitrim

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### LENADERG

#### Designation LG 01
**Settlement Development Limit**

A settlement development limit is designated as identified on Map No. 2/27 – Lenaderg.

The settlement development limit is designated to take account of land with extant planning permission for housing and sites that have not yet been approved, but are at a stage in the planning application process where there is a reasonable expectation that approval will be granted.

The settlement development limit has been drawn to take account of the role of the settlement, by accommodating sites for new development, whilst protecting the extremely attractive natural surroundings. It will preserve the setting of the settlement to the south of the Lurgan Road, and prevent further intrusion of development into the countryside. It excludes land to the north of Lenaderg, in order to protect the setting of Lenaderg House, as well as to the west to avoid elongation of the settlement. It also prevents coalescence with Banbridge to the east.

#### Protected Route

The A26 is a Protected Route as indicated on Map No. 2/27 - Lenaderg. Policy for the control of access to this route is contained in Policy AMP 3 of PPS 3 - Access, Movement and Parking.

#### Disused Transport Route

The disused rail track bed, as indicated on Map No. 2/27 - Lenaderg, could be used for transport or recreational purposes and is protected under Policy AMP 5 of PPS 3 - Access, Movement and Parking.

#### Local Landscape Policy Areas (LLPAs)

The following areas LG 02 – LG 04 are designated as LLPAs. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

<table>
<thead>
<tr>
<th>Designation LG 02</th>
<th>Local Landscape Policy Area</th>
<th>River Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>A LLPA is designated as identified on Map No. 2/27 – Lenaderg.</td>
<td>Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:</td>
<td></td>
</tr>
<tr>
<td>• River corridor and associated vegetation;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Mature vegetation surrounding Bannville House including significant trees; and old gate lodge at entrance to hotel. This forms an attractive entrance feature to the settlement;</td>
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<td></td>
</tr>
<tr>
<td>• Milltown House, associated setting and views.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Designation LG 03</th>
<th>Local Landscape Policy area</th>
<th>Lenaderg House and Bellfield House</th>
</tr>
</thead>
<tbody>
<tr>
<td>A LLPA is designated as identified on Map No. 2/27 Lenaderg.</td>
<td>Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:</td>
<td></td>
</tr>
<tr>
<td>• Lenaderg House and associated vegetation, setting and views;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Bellfield House and associated vegetation, setting and views.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Designation LG 04</th>
<th>Local Landscape Policy Area</th>
<th>Old Village Core</th>
</tr>
</thead>
<tbody>
<tr>
<td>A LLPA is designated as identified on Map No. 2/27 – Lenaderg.</td>
<td>Those features or combination of features that contribute to the environmental quality, integrity or character of this LLPA are listed below:</td>
<td></td>
</tr>
<tr>
<td>• Listed buildings on Huntly Road;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Scrub vegetation and mature trees on Lurgan Road to the rear of derelict hall.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
MONEYSLANE

Designation ME 01
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/28 – Moneyslane.

The settlement development limit has been drawn to take account of land with extant planning permission for housing and sites that have not yet been approved, but are at a stage in the planning application process where there is a reasonable expectation that approval will be granted.

The settlement development limit is also designated to take account of the role of this crossroads settlement, which to date has spread north and south along minor approach roads. It aims to consolidate development, and to prevent ribboning of development along the Ballyward and Moneyslane Roads. It will preserve the setting of the settlement and prevent further intrusion of development into the countryside.

Protected Route
The A50 is a Protected Route as indicated on Map No. 2/28 - Moneyslane. Policy for the control of access to this route is contained in Policy AMP 3 of PPS 3 - Access, Movement and Parking.

Area of Archaeological Potential (AAP)
An AAP is defined in Moneyslane as indicated on Map No. 2/28 – Moneyslane. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Local Landscape Policy Area (LLPA)
The following areas are designated as LLPAs. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

Designation ME 02
Local Landscape Policy Area
Ballyward Road

A LLPA is designated as identified on Map No. 2/28 – Moneyslane.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- The site of the old church and mill which are gone, and the graveyard which still exists. The curvilinear enclosure around the site is a significant local feature.

Designation ME 03
Local Landscape Policy Area
Moneyslane Road

A LLPA is designated as identified on Map No. 2/28 – Moneyslane.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- The Free Presbyterian Church which forms a visual stop to the view north along Moneyslane Road.
TULLYLISH

Designation TH 01
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/29 – Tullylish.

The settlement development limit to provide development opportunities in line with the scale, character and role of this riverside settlement, whilst preventing ribboning and rural encroachment. To this end, it excludes land on Tullylish Road immediately south of Locard Park, and restricts development along Banbridge Road, to preserve the character of the settlement. The well treed surroundings ensure that the old church tower, church and pottery works remain the main focus of the settlement.

Social Housing
There is no social housing need requiring Plan intervention in Tullylish.

Protected Route
The A50 is a Protected Route as indicated on Map No. 2/29 - Tullylish. Policy for the control of access to this route is contained in Policy AMP 3 of PPS 3 - Access, Movement and Parking.

Area of Townscape Character (ATC)
The following area is designated as an ATC. Policy for the control of development in ATCs is contained in the Addendum to PPS 6, Areas of Townscape Character.

Key features of the area which will be taken into account when assessing development proposals are as follows:

- The remains of the ‘old’ All Saints Church, gate lodge and graveyard and the listed tower, gates and wall;
- The ‘new’ All Saints Church (Col) (listed), a gothic style building with a squat slated spire;
- Two short mid 19th century terraces at Nos. 41-47 and 49-59 Tullylish Road are simple two-storey, painted render dwellings;
- The listed Tullylish Bridge carries over the River Bann and splits the settlement in two.

Area of Archaeological Potential (AAP)
An AAP is defined in Tullylish as indicated on Map No. 2/29 – Tullylish. Policy for the protection of archaeological remains is contained in PPS 6 - Planning, Archaeology and the Built Heritage.

Local Landscape Policy Area (LLPA)
The following area is designated as a LLPA. Policy for the control of development in LLPAs is contained in Policy CVN 3 in Volume 1 of the Plan.

Designation TH 03
Local Landscape Policy Area Tullylish

A LLP is designated as identified on Map No. 2/29 – Tullylish.

Those features or combination of features that contribute to the environmental quality, integrity or character of this area are listed below:

- Listed Mount Pleasant, its associated grounds and vegetation along western boundary, as well as views from Banbridge Road;
- Banford House including views and setting, associated grounds and vegetation;
- All Saints Church of Ireland church and associated grounds, views and setting;
- Church Tower and graveyard at All Saints Church, with associated views and setting;
- Locally significant building Tullylish House and associated landform;
- Old bleach works and setting;
- River corridor and associated vegetation;
- Mill-race.
## WARINGSFORD

### Designation WD 01
Settlement Development Limit

A settlement development limit is designated as identified on Map No. 2/30 – Waringsford.

The settlement development limit has been drawn to take account of land with extant planning permission for housing and sites that have not yet been approved, but are at a stage in the planning application process where there is a reasonable expectation that approval will be granted.

The settlement development limit is also designated to include existing development commitments and provide development opportunities in line with the scale, character and role of the settlement. It is also designated to prevent ribboning along Tullinsky Road and Enagh Road, in order to avoid encroachment into the surrounding countryside.
Banbridge / Newry & Mourne Area Plan 2015
Map No. 2/30 - Waringsford

Settlement Development Limit
This section contains those designations, proposals and zonings that are not detailed under the previous settlement sections.

**POLICY AREAS**

The boundaries of these policy areas are generally drawn to coincide with physical features on the ground.

**Special Countryside Area (SCA)**

The following SCA is designated in Banbridge District. Development proposals within the Special Countryside Area will be determined in accordance with Policy COU 1 in Volume 1 of the Plan.

**Designation BC 01**

**Slieve Croob Special Countryside Area**

A SCA is designated in eastern Banbridge District at Slieve Croob, as identified on Countryside Map 2/01 - Banbridge District.

The central part of the Slieve Croob uplands, around the summit of Slieve Croob and Legananny Mountain is an area of exceptionally high scenic quality.

**TRANSPORTATION**

Banbridge District lies between Belfast and Dublin on the Eastern Seaboard Key Transport Corridor, which is part of the Regional Strategic Transport Network (RSTN) as defined in the Regional Transportation Strategy.

The RSTN Transport Plan identifies strategic transport schemes on the A1. The Sub-Regional Transport Plan (SRTP) may identify further detailed proposals located in the open countryside in the district. Those Transport Schemes with significant land use implications are also proposed in this Plan.

There is a dense network of roads, cycle tracks, footways and other public rights of way providing for walking and cycling in the countryside.

Express buses pass along the A1 and link the district with Belfast, Newry and Dublin. Local bus services traverse the district connecting many of the towns, villages and small settlements.

Motor traffic is accommodated on a comprehensive network of strategic roads, other classified roads and minor roads. Significant improvements have recently been made to the A1 including grade separated junctions at Hillsborough Road, Dromore and Rathfriland Road, Banbridge. The single carriageway section south of Loughbrickland is currently being widened to dual carriageway.

Other improvements are planned including the provision of a barrier and closure of gaps in the central reservation with associated junction rationalisation. The following Transport Schemes on the A1 are proposed in the Plan and are detailed in the appropriate settlement section.

- Dromore - DE 43 – Grade separated junction at Banbridge Road;
- Banbridge - BE 56 – Grade separated junction at Dromore Road;
- Loughbrickland - LD 06 – Grade separated junction at Dublin Road / Grovehill Road.

The following Transport Scheme has been completed since the commencement of the Plan period and is detailed in the appropriate settlement section.

- Banbridge BE 55 - Grade separated junction at Cascum Road/Newry Road.

**Protected Routes**

The A1, A26 and A50 are Protected Routes as indicated on Countryside Map 2/01. Policy for the control of access to protected routes is contained in Policy AMP 3 of PPS 3 - Access, Movement and Parking.

**Disused Transport Routes**

The disused canal and rail track beds, as indicated on Countryside Map 2/01 could be used for transport or recreational purposes and are protected under Policy AMP 5 of PPS 3 - Access, Movement and Parking.
ENVIRONMENT AND CONSERVATION

Sites of National and International Nature Conservation Importance
All designated areas of national and international nature conservation importance which include ASSIs, ASIs, Ramsar sites, SPAs and SACs are identified on Map No. 2/31 for information purposes only. Additional sites may be designated by NIEA over time. Further details of these designations can be obtained from NIEA’s web site www.ni-environment.gov.uk. Prevailing regional policy for these sites is set out in PPS 2 – Planning and Nature Conservation.

Sites of Local Nature Conservation Importance (SLNCIs)
The following SLNCIs are designated. Policy for their protection is contained in Policy CVN 1 in Volume 1 of the Plan.

Designation BC 02
Sites of Local Nature Conservation Importance
The following Sites of Local Nature Conservation Importance are designated as indicated on Countryside Map 2/01 and, where appropriate, the relevant settlement map:

- Islandderry Lough
- Glass Moss
- Rowantree Moss
- Drumbroneth Fen
- Skillyscolban Lake and Big Bog
- Gall Bog
- Park Bog
- Mullabrack Fen
- Drumaran Lake
- Kernan Lake
- Blue Bog Road
- Huntly Plantation and Havelock Woods
- Corbet Fen
- Drumiller
- Beechwood
- Chinauley Woods
- Corbet Lough
- Scarva Pond
- Edenderry Woodland
- Loughbrickland House
- Lough Shark
- Lough Brickland
- Danes Cast Fen
- Rathfriland
- Ballysallagh Fen
- Lough Moss
- Black Bog
- Begny Lake
- Drin Wood
- Loughran’s Lane
- Slieve Croob
- Slievenaboeley Road
- Ardglass
- Shannaghan Hill
- Ballyroney Lake
- Gibson’s Hill Woods and Fen
- Gargarry Fen
- Annahunshigo
SLNCIs have been identified and proposed on the basis of their flora, fauna or earth science interest. Detailed descriptions of their characteristics are provided in the Countryside Assessment Supplement.

**Historic Parks, Gardens & Demesnes**
The following historic parks, gardens and demesnes of special historic interest are designated. Policy for their protection is contained in Policy BH 6 in PPS 6 - Planning, Archaeology and the Built Heritage.

<table>
<thead>
<tr>
<th>Designation BC 03</th>
<th>Historic Parks, Gardens and Demesnes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td>Ballyward Lodge</td>
</tr>
<tr>
<td><strong>B</strong></td>
<td>Castlewellan Castle</td>
</tr>
<tr>
<td><strong>C</strong></td>
<td>Elmfield</td>
</tr>
<tr>
<td><strong>D</strong></td>
<td>Loughbrickland House</td>
</tr>
<tr>
<td><strong>E</strong></td>
<td>Gilford Castle</td>
</tr>
<tr>
<td><strong>F</strong></td>
<td>Gill Hall</td>
</tr>
<tr>
<td><strong>G</strong></td>
<td>Scarva House</td>
</tr>
</tbody>
</table>

| **H** | Lawrencetown House |
| **I** | Lisnabrague Lodge |
| **J** | Moyallen House |
| **K** | Wood Bank |

Additionally the following supplementary sites are designated as indicated on Countryside Map 2/01 and, where appropriate, the relevant settlement map:

These historic parks, gardens and demesnes are detailed in a Register published by the Northern Ireland Environment Agency. This Register summarises the historical significance of each site and the contribution such planned features make to the local landscape. It also seeks to encourage the public, as well as land owners, to value and support the protection and maintenance of such sites.

Prevailing regional policy for the protection of historic parks, gardens and demesnes is set out in PPS 6 - Planning Archaeology and the Built Heritage. The locations of the parks, gardens and demesnes of special historic interest are identified on the relevant Plan Strategy and settlement maps. Additional information about each site is contained in the Countryside Assessment Supplement.
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# APPENDIX 1:

**ACRONYMS & NORTHERN IRELAND GOVERNMENT DEPARTMENTS**

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<th>ACRONYMS</th>
<th>DESCRIPTION</th>
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<td>Area of Archaeological Potential</td>
</tr>
<tr>
<td>AONB</td>
<td>Area of Outstanding Natural Beauty</td>
</tr>
<tr>
<td>ASI</td>
<td>Area of Scientific Interest</td>
</tr>
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<td>ASAI</td>
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<td>ATC</td>
<td>Area of Townscape Character</td>
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<tr>
<td>BNMAP</td>
<td>Banbridge / Newry and Mourne Area Plan</td>
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<td>DCAN</td>
<td>Development Control Advice Note</td>
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<td>LLPA</td>
<td>Local Landscape Policy Area</td>
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<td>NIEA</td>
<td>Northern Ireland Environment Agency</td>
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<td>NNR</td>
<td>National Nature Reserve Site</td>
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<td>PPS</td>
<td>Planning Policy Statement</td>
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<td>PSRNI</td>
<td>A Planning Strategy for Rural Northern Ireland</td>
</tr>
<tr>
<td>RDS</td>
<td>Regional Development Strategy</td>
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<td>RTS</td>
<td>Regional Transportation Strategy</td>
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<tr>
<td>RSTNTP</td>
<td>Regional Strategic Transport Network Transport Plan</td>
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<tr>
<td>SAC</td>
<td>Special Area of Conservation</td>
</tr>
<tr>
<td>SCA</td>
<td>Special Countryside Area</td>
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<tr>
<td>SPA</td>
<td>Special Protection Area</td>
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<tr>
<td>SLNCI</td>
<td>Sites of Local Nature Conservation Importance</td>
</tr>
<tr>
<td>SRTP</td>
<td>Sub-Regional Transport Plan</td>
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