



December 13th, 2022

Notice Of Meeting

You are requested to attend the Enterprise Regeneration & Tourism Committee Meeting to be held on **Monday, 12th December 2022** at **6:00 pm** in **Chamber Monaghan Row / via Teams.**

Committee Membership 2022 - 2023

Councillor R Burgess **Chairperson**

Councillor D Curran **Deputy Chairperson**

Councillor T Andrews

Councillor W Clarke

Councillor C Enright

Councillor G Hanna

Councillor V Harte

Councillor R Howell

Councillor M Larkin

Councillor D Lee-Surginor

Councillor R Mulgrew

Councillor H Reilly

Councillor M Ruane

Councillor G Stokes

Agenda

1.0 Apologies and Chairperson's Remarks.

2.0 Declarations of Interest.

3.0 Action Sheet: Enterprise Regeneration & Tourism Committee Meeting - Monday 14 November 2022. (Attached)

 *ERT Committee Action Sheet - Nov 2022.pdf*

Page 1

4.0 Mid Year Assessment of ERT Business Plan 2022-23. (Attached)

 *ERT Report - Mid Year Assessment of Business Plans 2022-23.pdf*

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 *Enterprise Regeneration and Tourism Mid Year Assessment Business Plan 2022-23.pdf*

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Enterprise, Employment and Regeneration Items

5.0 Newcastle Harbour Conservation Management. (Attached)

 *ERT Report - Newcastle Harbour Conservation Management.pdf*

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 *Appx a) Newcastle Harbour - Report of Mournes Cllrs Mtg 22.11.22.pdf*

Page 23

 *Appx b) Newcastle Harbour Conservation Management Plan FINAL.pdf*

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6.0 Newry Chamber Cross Border Conference. (Attached)

 *ERT Report - Newry Chamber Cross Border Conference.pdf*

Page 249

7.0 Small Settlements Scheme. (Attached)

 *ERT Report - Small Settlement Scheme.pdf*

Page 252

8.0 SRC Big Apprenticeship Event. (Attached)

 *ERT Report - SRC Big Apprenticeship Event.pdf*

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Tourism, Culture and Events Items

9.0 Tourism Strategy & Branding

 *1. ERT Report - Tourism Strategy and Branding - 09.12.2022.pdf*

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Exempt Information Items

10.0 Newcastle Harbour - Pilot Fishing Tours. (Attached)

This item is deemed to be restricted by virtue of Paragraph 3 of Part 1 of Schedule 6 of the Local Government Act (Northern Ireland) 2014 - information relating to the financial or business affairs of any particular person (including the Council holding that information) and the public may by resolution, be excluded during this item of business.

 *ERT Report - Newcastle Harbour Fishing Tours.pdf*

Not included

11.0 Tourism NI Market Led Product Development Programme 2022/23. (Attached)

This item is deemed to be restricted by virtue of Paragraph 3 of Part 1 of Schedule 6 of the Local Government Act (Northern Ireland) 2014 - information relating to the financial or business affairs of any particular person (including the Council holding that information) and the public may by resolution, be excluded during this item of business.

 *ERT Report - TNI Market Led Product Development Programme 2223.pdf*

Not included

For Noting

12.0 Update re; Artisan Market. (Attached)

 *ERT Report - Artisan Markets Update Apr - Sept 2022.pdf*

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13.0 Downpatrick Regeneration Working Group. (Attached)

 *ERT Report - Downpatrick Regen Working Group - Dec 2022.pdf*

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 *Appx a) - Downpatrick Regeneration - Living High Streets Craftkit.pdf*

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 *Appx b) - Downpatrick Regeneration Working Group Report - 18.11.2022.pdf*

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14.0 ERT Historic Action Tracker Sheet. (Attached)

 *ERT Historic Action Tracker Sheet - for Dec Mtg 2022.pdf*

Page 339

15.0 Update re: Museum. (Attached)

 *ERT Report - Museums Update.pdf*

Page 343

16.0 Planning Performance Figures - November 2022. (Attached)

 *Planning Performance Report Nov 2022.pdf*

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17.0 Report of Louth/NMD Strategic Alliance Meeting - Wednesday 14 September 2022. (Attached)

Invitees

- Cllr Terry Andrews
- Cllr Jim Brennan
- Cllr Robert Burgess
- Cllr Pete Byrne
- Mr Gerard Byrne
- Cllr Charlie Casey
- Mr Andrew Cassells
- Cllr William Clarke
- Mrs Linda Cummins
- Cllr Dermot Curran
- Cllr Laura Devlin
- Ms Louise Dillon
- Cllr Cadogan Enright
- Cllr Aoife Finnegan
- Cllr Hugh Gallagher
- Cllr Mark Gibbons
- Cllr Oonagh Hanlon
- Cllr Glyn Hanna
- Cllr Valerie Harte
- Cllr Roisin Howell
- Ms Catherine Hughes
- Mr Colum Jackson
- Mrs Josephine Kelly
- Mrs Sheila Kieran
- Cllr Mickey Larkin
- Cllr David Lee-Surginor
- Cllr Alan Lewis
- Mr Michael Lipsett
- Cllr Oonagh Magennis
- Mr Conor Mallon
- Cllr Gavin Malone
- Colette McAteer
- Cllr Declan McAteer
- Cllr Leeanne McEvoy
- Jonathan McGilly
- Cllr Harold McKee
- Patricia McKeever
- Cllr Karen McKevitt
- Cllr Andrew McMurray
- Cllr Roisin Mulgrew
- Cllr Declan Murphy
- Cllr Barra Ó Muirí

Cllr Gerry O'Hare
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Cllr Kathryn Owen
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Mr Andy Patterson
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Cllr Henry Reilly
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Cllr Michael Rice
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Cllr Michael Ruane
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Cllr Michael Savage
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Cllr Gareth Sharvin
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Donna Starkey
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Cllr Gary Stokes
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Sarah Taggart
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Cllr David Taylor
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Cllr Jarlath Tinnelly
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Cllr John Trainor
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Central Support Unit
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Mrs Marie Ward
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ACTION SHEET

1

ENTERPRISE REGENERATION & TOURISM COMMITTEE MEETINGMONDAY 14 NOVEMBER 2022

Minute Ref	Subject	Decision	Lead Officer	Actions taken/ Progress to date	Remove from Action Sheet Y/N
ERT/169/2022	ENVIRONMENTAL SCHEME DECOURCY PLACE CHURCH STREET DOWNPATRICK	<p>1. To approve the appointment integrated design team through Council's procurement framework to manage DeCourcy Place Regeneration from concept design through to detailed design – RIBA Stage 3 (design development and planning application), at a Capital cost of £25,000.</p> <p>2. To submit a funding application to Department for Communities for DeCourcy Place Regeneration and report back to ERT on the outcome.</p>	J McGilly	WIP	y
ERT/170/2022	RING OF GULLION LANDSCAPE P'SHIP SCHEME TRADITIONAL ARTS P'SHIP (TAP) VISIT	To approve a contribution to the Traditional Arts Partnership of £2,000 towards their 2022 attendance at music exchange visits.	J McGilly	Wip	Y

Minute Ref	Subject	Decision	Lead Officer	Actions taken/ Progress to date	Remove from Action Sheet Y/N
ERT/171/2022	TEDXDOWNPATRICK EVENT	To provide sponsorship to the TEDxDownpatrick "making it count" event of £2,000. Sponsorship for the event is c/o event Curator Catherine Murnin.	J McGilly	Actioned	y
ERT/172/2022	SLA - WOODLAND TRUST WORKS AT DELAMONT COUNTRY PARK	To approve the establishment of a Service Level Agreement with the Woodland Trust for undertaking works to address invasive plant species in Delamont Country Park. The value of the Service Level Agreement is for a maximum of £41,000.	J McGilly	Work in progress	Y
ERT/173/2022	FEASIBILITY STUDIES FOR GREENWAYS: -NEWRY CITY -NEWRY TO WARRENPOINT/ ROSTREVOR	1. To approve the "Newry City Greenway" and "Newry to Warrenpoint/Rostrevor" Greenway Active Travel Feasibility Studies as presented to the representative DEA Cllr Groupings on 27 Sept 2022.	J McGilly	Work in progress	Y

Minute Ref	Subject	Decision	Lead Officer	Actions taken/ Progress to date	Remove from Action Sheet Y/N
		2. To approve the development of the elements identified in both studies and to seek relevant funding from DFI Active Travel and others to proceed to further project design stages.			
ERT/174/2022	ST PATRICK'S DAY PARADE 2023	Council enters into a Service Level Agreement with the Downpatrick Town Committee to deliver elements of the St Patrick's Day parade in Downpatrick in March 2023.	A. Patterson	In progress	Y

Report to:	Enterprise, Regeneration and Tourism Committee
Date of Meeting:	Monday 12 th December 2022
Subject:	ERT Directorate Business Plan 2022-23
Reporting Officer (Including Job Title):	Conor Mallon, Director Enterprise, Regeneration & Tourism
Contact Officer (Including Job Title):	Conor Mallon, Director Enterprise, Regeneration & Tourism

Confirm how this Report should be treated by placing an x in either:-

	For decision	X	For noting only
1.0	Purpose and Background		
1.1	Directorate Business Plans form an essential part of the Council's Business Planning and Performance Management Framework, which drives and provides assurance that corporate objectives are being delivered.		
1.2	Directorate Business Plans demonstrate how planned activity during 2022-23 will contribute to the achievement of strategic outcomes in relation to the Community Plan, Corporate Plan, Performance Improvement Plan and other key strategies.		
2.0	Key issues		
2.1	A Mid Year Assessment of each Directorate Business Plan has been undertaken in order to provide an overview of progress between April-September 2022. This exercise is an important part of the Council's statutory obligations to strengthen the way performance is monitored, reviewed and reported at all levels across the organisation.		
2.2	The Mid Year Assessment of the ERT Directorate Business Plan is outlined at Appendix 1.		
3.0	Recommendations		
3.1	To consider and approve: <ul style="list-style-type: none"> The Mid Year Assessment of the ERT Directorate Business Plan 2022-23 		
4.0	Resource implications		
4.1	There are no financial resource implications within this report.		
5.0	Due regard to equality of opportunity and regard to good relations (complete the relevant sections)		
5.1	<p><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i></p> <p>It is not anticipated the proposal will have an adverse impact upon equality of opportunity or good relations <input checked="" type="checkbox"/></p>		

5.2	<p><i>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</i></p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>The policy (strategy, policy initiative or practice and / or decision) has been equality screened <input type="checkbox"/></p> <p>The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation <input type="checkbox"/></p>
5.3	<p><i>Proposal initiating consultation</i></p> <p>Consultation will seek the views of those directly affected by the proposal, address barriers for particular Section 75 equality categories to participate and allow adequate time for groups to consult amongst themselves <input type="checkbox"/></p> <p>Consultation period will be 12 weeks <input type="checkbox"/></p> <p>Consultation period will be less than 12 weeks (rationale to be provided) <input type="checkbox"/></p> <p><i>Rationale:</i> Consultation not required.</p>
6.0	<p>Due regard to Rural Needs (please tick all that apply)</p>
6.1	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service</p> <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>Rural Needs Impact Assessment completed <input checked="" type="checkbox"/></p>
7.0	<p>Appendices</p> <ul style="list-style-type: none"> Appendix 1 – Mid Year Assessment of the ERT Directorate Business Plan 2022-23
8.0	<p>Background Documents</p>
	<p>Directorate Business Plan 2022-23</p>

Enterprise, Regeneration and Tourism Directorate

Mid-Year Assessment Business Plan 2022-23



Introduction

This report provides an overview of progress in delivering the Enterprise, Regeneration and Tourism Business Plan 2022-23 between April-September 2022, across the following service areas:

- Economic Development
- Regeneration
- Tourism Development and Promotion
- Tourism Facilities Management and Development
- Arts and Culture
- Events
- Heritage
- EU Funding
- AONB Management
- Planning Development Management and Control
- Local Development Plan
- Building Control
- Licencing
- International Relations

The delivery of the Enterprise, Regeneration and Tourism Directorate Business Plan 2022-23 supports the achievement of the following corporate objectives, and performance has been tracked using the legend below.

Invest in and support new and growing businesses, job creation and employment skills




Promote the revitalisation of our city, towns, villages and rural communities

Enhance, protect and promote our environment

Support sustainable forms of tourism which value our environment and cultural heritage



Provide accessible, high quality and integrated services through continuous improvement






Legend







Status	
	Target or objective achieved / on track to be achieved
	Target or objective partially achieved / likely to be achieved / subject to delay
	Target or objective not achieved / unlikely to be achieved




Directorate objectives, supporting actions and measures of success


Key Directorate Objectives	
Enterprise and Regeneration	<ul style="list-style-type: none"> Work with partners to lead the implementation of the Economic, Regeneration and Investment Strategy to support the development of the local economy and infrastructure to ensure the district is competitive and attractive to investors and residents.
Tourism, Culture and Events	<ul style="list-style-type: none"> Work with partners to lead the implementation of the Tourism Strategy Lead the development and implementation of Culture and Arts Strategy and delivery of improved new tourism assets
Building Control and Regulation	<ul style="list-style-type: none"> A statutory duty to apply the Building Regulations to support regeneration and economic development across the district and the licencing obligations of Council The management of Car Park facilities owned and operated by Council
Planning	<ul style="list-style-type: none"> Provide a robust, efficient and responsive development management service within the Council Planning Department to support regeneration and economic development across the district. Progress the preparation and delivery of the Local Development Plan in accordance with the agreed timeframe to determine future land use planning policy across the district. Provide a robust, efficient and effective planning enforcement function within the Council Planning Department to address breaches of planning control.







Enterprise and Regeneration			
OBJECTIVE	ALIGNMENT WITH CORPORATE PLAN		
Work with partners to support the economic recovery of the District	Invest in and support new and growing businesses, job creation and employment skills		
Action	Timescale	Status	Progress
Develop, implement and deliver range of business mentoring and support programmes to assist/support local businesses	Q 1-4		Ongoing delivery via delivery agents
Implement the councils Economic Development and Regeneration Strategy through 3 Working Groups	Q 1-4		Ongoing, groups continue to meet and track progress across key priorities and programme






<ol style="list-style-type: none"> 1. Employability and Skills 2. Business development 3. Regeneration and Infrastructure 			
<p>Implement Labour Market Partnership action plan, recruit associated staff complement and Develop plan for 23-24</p>	<p>Q 1-4</p>		<p>Still awaiting Letter of Offer from DfC for 22/23 23/24 action plan currently being developed</p>
<p>Progress the Belfast Region City Deal and develop programmes of activity around:</p> <ol style="list-style-type: none"> 1. Skills and Employability 2. Digital and Innovation 	<p>Q 1-4</p>		<p>Ongoing – projects progressing through design to OBC</p>
<p>Complete the delivery of the:</p> <ol style="list-style-type: none"> 1. Rural Development Programme 2. SEA Flag Programme against the aims and objectives of the related strategies 	<p>Q 1-4</p>		<p>Ongoing delivery RDP concludes Dec 2022 SEA FLAG concludes March 23</p>
<p>Building on success of FFNI develop further programmes and initiatives to utilise and maximise the opportunities created by investment in Full Fibre</p> <p>Eg Digital Transformation flexible fund (BRCD complementary fund)</p> <p>Smart Cities initiatives</p>	<p>Q 1-4</p>		<p>Project implementation complete and final claim paid</p> <p>Working on benefits realisation and migration aspects of project and putting in place processes for future monitoring as per DCMS contract</p> <p>DFFF project at OBC stage following successful 7m Complimentary fund bid</p>
<p>Research, advocate for and develop proposals / action plans for future funding programmes, including:</p> <ol style="list-style-type: none"> 1. Shared Prosperity Fund 2. Peace Plus 3. Levelling Up Fund 4. Community Renewal Fund 5. Rural Development 6. SEA Flag /FSDP 7. Shared Island Fund 	<p>Q 1-4</p>		<p>Ongoing work in developing and submitting Bids across all potential funds</p>


OBJECTIVE Deliver a programme of urban and rural regeneration initiatives/projects	ALIGNMENT WITH CORPORATE PLAN		
	Promote the revitalisation of our city, towns, villages and rural communities		
Action	Timescale	Status	Progress
Implementation of Council's Regeneration Strategy via 1. Public Realm Enhancement Schemes 2. Master Plans 3. Village Plans	Q 1-4		Ongoing development and implementation of projects
Progress the development & delivery of the following key capital projects: 1. Downpatrick Regeneration Project 2. Warrenpoint Baths 3. Warrenpoint Marina 4. Castlewellan Park, in partnership with NLHF and DAERA 5. Carlingford Lough Greenway	Q 1-4		Ongoing DRWG established and potential pilot project being worked up LUF bid submitted for Baths and development funds secured from Shared Island Fund for Carlingford lough region development. Active travel fund being explored to complete Greenway
Develop Small Settlement Scheme Strategy and Action plan	Q1		Completed and 3.9m secured including match funds from Council
Implement Small Settlement Scheme Strategy and Action plan across the District with funding partners DAERA, DfI and DfC	Q1 - 4		4 Public realm schemes agree and moving to planning and 7 Revitalisation plans at advanced development stage
As lead partner, continue to implement and deliver the Full fibre NI project and develop additional initiatives	Q1-4		DTFF project at OBC stage following successful 7m Complimentary fund bid
Complete Warrenpoint Park NLHF project and complete final evaluation	Q 1-3		Ongoing
OBJECTIVE Protect and enhance the Areas of Outstanding Natural Beauty across the District	ALIGNMENT WITH CORPORATE PLAN		
	Enhance, protect and promote our environment		




Action	Timescale	Status	Progress
Continue to implement the AONB Management Plan	Q1-4		Ongoing as per action plan
As lead partner, continue to implement and manage the Atlantic Culture Scape multi-national project and evaluate final outputs.	Q 1-3		Ongoing completion of project for Dec 2022 close down
Complete the Geo Park Evaluation and Plan to progress Geo Park Development Plan post evaluation	Q 1-4		Ongoing – awaiting final decision


Tourism, Culture and Events			
OBJECTIVE A. Tourism Development & Promotion B. Tourism Facilities Management & Development C. Tourism Events D. Museums, Arts & Heritage	ALIGNMENT WITH CORPORATE PLAN		
	Support sustainable forms of tourism which value our environment and cultural heritage		
Action	Timescale	Status	Progress
Launch & commence delivery of new Tourism Strategy 2022 - 2026	Q 1 - 4		Consultation ongoing on development of new Tourism Strategy.
Support local tourism & hospitality businesses to access Business Support Programmes , training & mentoring.	Q 1 - 4		33 business receiving ongoing support and mentoring across the Destination YTD.
Develop the tourism proposition for the district and new visitor experiences with industry in line with the Tourism NI Experience Brand.	Q 1 - 4		28 new visitor experiences developed, 17 are brand aligned with Tourism NI, Embrace a Giant Spirit .
Continue to collaborate and engage with key tourism & hospitality sector stakeholders to reinforce a strong partnership approach to tourism growth – including	Q 1 – 4		Ongoing engagement with the Strangford Lough Tourism Cluster, Savour Visit Mourne food cluster and the Intangible Cultural Heritage Experience group. Wider industry









tourism business clusters & industry associations.			representation and information is provided through Council membership of the Northern Ireland Tourism Alliance and NI Hotel Federation.
Continue to progress proposals and appoint a design team for the Mournes Gateway Project as part of the Belfast Region City Deal investment programme.	Q 1 - 4		Project progressing in line with BRCD implementation plan. Work on Full Business Case will commence in Q4 22/23FY.
Continue to invest in and deliver major Tourism Capital Projects that will attract international visitors to NI and the district.	Q 1 - 4		Ongoing Development and Implementation of capital projects in the Forest and Country Parks to enhance the Visitor Experience
Continue the delivery of Council's Arts, Culture, Heritage Strategy	Q 1 - 4		Strategy delivery ongoing 2022-2027.
Continue the delivery of the new Tourism Events Programme for the district.	Q1 - 4		Delivery of Giant Adventure series of events ongoing. Financial Assistance of £230k awarded to community events sector in this FY.
Draft new Museum Forward Plans & oversee an independent strategic review of Museum services.	Q 2 - 4		Strategic review of museum services will conclude in Q3. Forward Plans for both Museums in development.
Deliver museums engagement programme with community and visitors through annual programme of events, activities and exhibitions.	Q2 - 4		Exhibitions were launched in both Museums: <i>Down County Museum – A Retrospective</i> Photographic Exhibition launched in September, and <i>Caring for the Community in Newry and Mourne</i> launched in October. Strong engagement with schools ongoing.









Increase accessibility to museum collections via new website and social media platforms.	Q2 - 4		New NMD Museums website launched earlier this year with information on collections to be added in Q4 onwards.
Continue to support the delivery of the new Newry Arts, Theatre and Conference facility .	Q1 - 4		Work ongoing on development of new theatre-conference facility, as reported via the NCCR Programme Board.
Implement a box office system in Council arts venues to increase visitor volume & engagement.	Q1 - 4		Box Office system go live scheduled for Q4.
Create an audience growth plan for arts venues , including the redevelopment of Newry Town Hall, the SHAC, and Down Arts Centre	Q1 - 4		Work on audience growth plans scheduled for Q4.
Progress delivery of heritage development initiatives, activities & events across district.	Q1 - 4		Progress ongoing on a wide-range of projects, including themes on industrial heritage; architectural and historic buildings; and creative heritage engagement projects. Engagement ongoing with community groups and other organisations on project development.

Building Control			
OBJECTIVE The management of Car Park facilities owned and operated by Council Work with partners to deliver projects to benefit towns and villages.	ALIGNMENT WITH CORPORATE PLAN		
	Promote the revitalisation of our city, towns, villages and rural communities		
Action	Timescale	Status	Progress
Engage with Tascomi/IDOX through BCNI to develop an online portal for the submission	Q2 - Q4		Engagement with BCNI commenced and meetings scheduled with Tascomi

of Building Control - Full Plans applications			
Provide a robust and responsive service to Applicants, Agents, Builders and Solicitors for the enforcement of all aspects of the relevant legislation.	Q2 - Q4		Enforcement in progress but KPIs behind targets.
OBJECTIVE A statutory duty to apply the Building Regulations and licencing obligations of Council. Improve the processing times of BC applications.	ALIGNMENT WITH CORPORATE PLAN		
	Provide accessible, high quality and integrated services through continuous improvement		
Action	Timescale	Status	Progress
Implement a new organisational structure for the Building Control & Licensing Section.	Q1- Q2		In progress, HOS undertaking additional responsibility, Senior L,O appointed but 2 vacant Licensing positions to be filled
OBJECTIVE A statutory duty to apply the Building Regulations and licencing obligations of Council. Work with partners to support the economic recovery of the District	ALIGNMENT WITH CORPORATE PLAN		
	Promote the revitalisation of our city, towns, villages and rural communities		
Action	Timescale	Status	Progress
Complete the tender process to appoint a service provider for the provision of car park tariff collection and enforcement of the off-street parking Order.	Q2 - Q4		In progress, agreed to extend the existing AA to accommodate the tender process.

Planning			
OBJECTIVE Provide a robust, efficient and responsive development management service within the Council Planning Department	ALIGNMENT WITH CORPORATE PLAN		
	Promote the revitalisation of our city, towns, villages and rural communities		
Action	Timescale	Status	Progress
Deliver against statutory targets for major planning applications and local	Q1-4		Work continues towards achieving targets. Progress being hampered by factors

planning applications through a performance improvement programme..			outside the control of the Planning Department.
Improve engagement and communications with applicants and agents to deliver an efficient service.	Q1-4		Work continues in line with improvement plan.
Work with Council Capital Projects Team to ensure planning contributes to the delivery of the Council's capital programme across the District.	Q1-4		Planning Department contributes to the programme as required.
Provide a robust and responsive service to applicants, agents, and elected members and respond to complaints in accordance with council complaints procedure.	Q 1-4		Work continues in line with improvement plan.
Develop new and additional online planning guidance.	Q4		On target.
Work to ensure the successful introduction of the new planning IT system.	Q3 – Q4		Project remains on target.
Work with the Department and other stakeholders to progress the recommendations from the Public Accounts Committee report into Planning in Northern Ireland.	Q1 – Q4		Work is ongoing in tandem with all stakeholders.
OBJECTIVE Progress the preparation and delivery of the Local Development Plan (LDP) in accordance with the agreed timeframe to direct future land use across the district.	ALIGNMENT WITH CORPORATE PLAN		
	Promote the revitalisation of our city, towns, villages and rural communities		
Action	Timescale	Status	Progress
Prepare plan strategy documents for presentation to and agreement by Planning Committee.	Q1-4		Action continues to be achieved.
LDP preparation quarterly updates to Planning Committee.	Q1-4		Action being achieved.

Monitor progress of LDP preparation against agreed timetable.	Q1-4		Ongoing.
Progress preparation of draft Plan Strategy for Council approval and publication.	Q4		Ongoing.
Work with the Department and other stakeholders to progress the recommendations from the Public Accounts Committee report into Planning in Northern Ireland.	Q1-4		Ongoing.
OBJECTIVE Provide a robust, efficient and effective planning enforcement function within the Council planning department to address breaches of planning control.	ALIGNMENT WITH CORPORATE PLAN		
	Enhance, protect and promote our environment		
Action	Timescale	Status	Progress
Meet statutory targets for bringing enforcement cases to conclusion through a programme of performance improvement measures.	Q1-4		Work continues towards achieving targets.
Ongoing review and implementation of Council Planning Enforcement Strategy.	Q1-4		Ongoing.
Work to ensure the successful introduction of the new planning IT system	Q1-4		Work remains on target.
Work with the Department and other stakeholders to progress the recommendations from the Public Accounts Committee report into Planning in Northern Ireland.	Q1-4		Work is ongoing in line with targets.
Provide a robust and responsive service to applicants, agents and elected members and respond to complaints in accordance	Q1-4		Work is ongoing in line with targets.

with council complaints procedure.			
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Measures of Success					
	Measure	Target	YTD Actual	Status	Explanation
Enterprise and Regeneration	Number of jobs promoted through business start-up activity (statutory)	155	92		
	Number of jobs created and businesses supported through Council programmes	677.5	340.5		
	Amount of investment secured by the Council	3.9m	3.9m		Small Settlement Scheme approved.
	Number of urban and rural regeneration initiatives delivered	4			4 Public Realm Schemes moving to Planning following initial design and community engagement and 7 revitalisation action plans at development stage. Works on target.
Building Control	Deliver the P&S facility in Castlewellan	Q1	Q1		Works complete within Q1 and P&S available for public use.
	Increase the percentage time for processing Domestic BC applications within 21 days to 82%	82%	65.6%		Target not achieved for Q1-Q2
	Increase the percentage time for processing Commercial BC applications within 35 days to 82%	82%	63.6%		Target not achieved for Q1-Q2
	Increase the percentage time for processing all	86%	81.4%		Target not achieved for Q1-Q2

	application returns within 14 days to 86%				
	Increase the percentage of online applications by a further 10%	60%	66%	😊	Target achieved for Q1-Q2
Tourism, Culture and Events	Visitor spend (£)	2019 visitor spend in NMDDC was £84m	N/a	TBC	Awaiting publication of latest NISRA Tourism Statistics for district.
	Volume of overnight stays in the district	2019 visitor volume in NMDDC was 1.56m	N/a	TBC	Awaiting publication of latest NISRA Tourism Statistics for district.
	Visitor satisfaction	New Target		😊	83% of visitors are satisfied with forest parks. Awaiting results from residents survey.
	Investment into tourism capital projects (£)	New Target		😊	Investment of c£9million ongoing in Tourism Facilities via Council Capital Programme. Mournes Gateway Project funding secured to develop FBC.
	Average processing time for local planning applications of 15 weeks.	15 weeks	18.2 weeks	😐	Work is ongoing in line with improvement plan recommendations. In April 2022 the figure stood at 20.8 weeks.
Planning	Average processing time for major planning applications of 30 weeks.	30 weeks	67.4 weeks	😐	Work is ongoing in line with improvement plan recommendations. The figure for April 2022 was 303.8 weeks.
	70% of all enforcement cases concluded within 39 weeks of complaint receipt	70%	51.7%	😐	Work is ongoing in line with improvement plan recommendations. In April 2022 the figure stood at 44.4%.
	Reduce the number of planning applications in the system for more	150	270	😐	Work is ongoing. The figure in April 2022 stood at 235.

than 12 months to 150				
Reduce the number of planning applications in the system for less than 12 months to 800	800	834	😞	Work is ongoing. The figure in April 2022 stood at 885.
Reduce the number of enforcement cases in the system for more than 12 months to 420	420	474	😞	Work is ongoing. The figure in April 2022 stood at 477.

Report to:	Enterprise, Regeneration and Tourism Committee
Date of Meeting:	Monday 12 December 2022
Subject:	Newcastle Harbour Conservation Management
Reporting Officer (Including Job Title):	Jonathan McGilly, Assistant Director Enterprise Employment and Regeneration
Contact Officer (Including Job Title):	Aveen McVeigh - Regeneration, Business Support and Development Officer

Confirm how this Report should be treated by placing an x in either:-

For decision	x	For noting only	
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1.0	Purpose and Background
1.1	<p><u>Purpose</u> To adopt the Conservation Management Plan (CMP) and Strategic Development Framework (SDF) for Newcastle Harbour.</p> <p><u>Background</u> Council appointed a consultant in May 2022 to undertake a review of the Newcastle Harbour Conservation Management that was commissioned by Down District Council in 2011. The consultant's remit was to undertake research, conduct consultations, site visits, and present their analysis. Conservation principles have evolved since 2011, the consultant developed a CMP and an SDF.</p> <p>Elected members and stakeholders were invited to a workshop in June 2022. Residents and businesses were invited to workshop in August 2022. The outworking of the workshops informed the CMP.</p>
2.0	Key issues
2.1	<p>Newcastle Harbour is a scheduled monument. There are several landowners surrounding the harbour and various interest groups using the harbour which constrains cohesive development.</p> <p>The CMP provides an explanation of the heritage significance of the harbour, seeking to understand the monument through the examination of its physical and historical context. The CMP uses the understanding of the heritage significance of the harbour to develop a set of Conservation Policies which will be used as a guide for proposed works and how they could be carried out in a way which preserves and enhances the significance of the monument.</p> <p>The primary outcome of the SDF is to create a guiding tool to inform future development proposals and to evaluate their appropriateness for the Newcastle</p>

	Harbour whilst adhering to conservation principles as set out in the CMP. The SDF is also set within the wider context of how the town centre has developed and creating linkages with the Town and other exciting development proposals for the area such as the Gateway to the Mournes BRCD initiative.
3.0	Recommendations
3.1	To adopt the Conservation Management Plan and Strategic Development Framework for Newcastle Harbour.
3.2	To move forward with the development of projects identified within the SDF to feasibility stage subject to funding being available.
4.0	Resource implications
4.1	Not at this stage
5.0	Due regard to equality of opportunity and regard to good relations (complete the relevant sections)
5.1	<p><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i></p> <p>It is not anticipated the proposal will have an adverse impact upon equality of opportunity or good relations <input checked="" type="checkbox"/></p>
5.2	<p><i>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</i></p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>The policy (strategy, policy initiative or practice and / or decision) has been equality screened <input type="checkbox"/></p> <p>The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation <input type="checkbox"/></p>
5.3	<p><i>Proposal initiating consultation</i></p> <p>Consultation will seek the views of those directly affected by the proposal, address barriers for particular Section 75 equality categories to participate and allow adequate time for groups to consult amongst themselves <input type="checkbox"/></p> <p>Consultation period will be 12 weeks <input type="checkbox"/></p>

	Consultation period will be less than 12 weeks (rationale to be provided)
	<i>Rationale:</i>
6.0	Due regard to Rural Needs (please tick all that apply)
6.1	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>Rural Needs Impact Assessment completed <input type="checkbox"/></p>
7.0	Appendices
	<p>a) Report of Mtg of Mourne Councillors held 22.11.2022</p> <p>b) Conservation Management Plan</p>
8.0	Background Documents
	n/a

Title of Working Group/Forum: Newcastle HarbourDate/time/venue: Tuesday 22nd November 2022 @ 10.30 - 12.00 p.m. via Microsoft Teams1. Attendance: Cllr W Clarke (Chair) & Cllr L DevlinAttendance: A Patterson, J McGilly, M Boyle, A McVeigh, B Fleming and P TamatiAttendance: I Florence & A Molloy (Hamilton Architects)Apologies: Cllr M Rice, Cllr H Reilly, Cllr H McKee, Cllr G Hanna & Cllr L McEvoy

Agenda Item Number	Subject	Overview of discussion	Lead Officer	Actions to be taken/Progress to date
2.	Conservation Management Plan and Strategic Development Framework	<p>A Conservation Management Plan (CMP) for Newcastle Harbour was presented with key policies outlined for any future development.</p> <p>An appendix of the CMP is the Strategic Development Framework (SDF).</p> <p>The SDF establishes the criteria and brief development for potential projects for future feasibility studies to assist in preparation of a business case for future capital investment.</p> <p>Key issues arising from discussion include: Communication with key stakeholders/landowners Repair and Maintenance Funding opportunities Traffic congestion / parking Story of Newcastle – Old and New Town Links to Mourne Gateway Project Pontoon feasibility</p>	A McVeigh	Report to be presented to ERT to formally adapt the CMP for Newcastle Harbour.

Signed: A McVeigh



Conservation Management Plan

22034 – Newcastle Harbour

August 2022



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1. Executive Summary

This Conservation Management Plan (the Plan) was prepared by Hamilton Architects for Newry Mourne and District Council (NMDCC). It seeks to update the Conservation Management Plan prepared in April 2011, also by Hamilton Architects.

1.1 BACKGROUND

Newcastle Harbour (the Monument) is a scheduled monument located to the south of Newcastle town centre, consisting of 2no. quays creating a sheltered harbour, a rubblestone retaining wall and a two-storey former Watchhouse building. The origins of the harbour stretch back as far as 1807, when the need for a harbour in Dundrum Bay was identified to protect against piracy. The harbour was rebuilt at least three times over the 1800s, and the harbour in its present form dates from 1905, although it seems very likely that portions of the earlier piers constitute part of this structure.

The building derives its significance from its age, and the important part it plays in the story of the town of Newcastle. There are four important structures that constitute the monument, the two quays, the boundary wall and the Watchhouse. While these structures are each significant in their own right, they have a strong evidential group value and should be considered as a whole when considering the heritage significance of the scheduled monument. These four key structures are generally in good condition, although the piers have been resurfaced in an inappropriate cementitious material and an inappropriate structure now abuts the boundary, with a small section of this wall being removed. The Watchhouse is in an advanced state of dereliction internally, and the roofing and rainwater goods are in poor condition. The building otherwise appears to be sound.

A number of additional structures are located within the site, including a former NI Water pump house, the former RNLI lifeboat station, the current RNLI lifeboat station, Newcastle Yacht Club and 3no. concrete slipways. These structures are of no heritage significance but do have a bearing on the setting of the monument. There are a number of landowners across the site, including the council, the RNLI, the Yacht Club and a private developer. There are also a number of groups who do not own any part of the harbour but are nevertheless engaged stakeholders, including the Newcastle Harbour Heritage Association, boat owners and cold-water swimmers. As such, there are many competing interests and competing uses and pressures on the harbour that, if not addressed, could result in having a detrimental impact on heritage significance.

1.2 SCOPE OF DOCUMENT

This Plan provides an explanation of the heritage significance of the harbour, seeking to understand the monument through the examination of its physical and historical context, physical appearance and current condition, and the extent of statutory designation. This is used to formulate a Statement of Significance, which articulates why the harbour is significant. A survey of the monument led to the production of a Gazetteer, an element-by-element assessment of historic significance. The Plan uses this understanding of the heritage significance of the harbour to develop a set of Conservation Policies which can be used as a guide for proposed works and how they could be carried out in a way which preserves and enhances the significance of the monument.

2. Understanding the Heritage

2.1 DESCRIPTORS

For the purposes of this report, Newcastle Harbour is comprised of the following key elements;

1. North quay;
2. South quay and retaining wall;
3. Slipways;
4. Watch House and steps;
5. Boundary wall.

2.2 PHYSICAL CONTEXT

2.2.1 General

Newcastle Harbour is located immediately south of Newcastle town centre, at the far southern end of Southern Promenade, a road also known as the Kilkeel Road. It consists of 2no. quays, that to the north projects straight out into the sea, whereas that to the south has a slight angle offering protection to the harbour. A small car park is located to the seaward side between the quays, and 2no. slipways are located to the west end. The Kilkeel road is significantly higher than the ground levels around the harbour, with a rubblestone retaining wall running along the road. An access road permits vehicles down to the level of the harbour, with a second rubblestone retaining wall again dealing with height differences. The historically significant Watch House is located along this boundary.

The harbour is used by fishing craft, leisure craft, the nearby yacht club, canoeists, lifeguards in training and swimmers and water sport. Several visitors also use the harbour to berth visiting boats or simply as a starting point for the Granite (walking) Trail. A small community of locals also use the car park area



Figure 1 - Site plan



Figure 2 - Newcastle Harbour from the west.

for over-wintering their boats and for boat repairs.

A major issue for the harbour is that it 'dries out', this problem has been compounded by the formation of a sand bar at the harbour mouth which restricts access to the harbour to around three hours either side of high water and requires 'digging out' annually. Sand deposition has also reduced the depth of water in the harbour basin thereby reducing the harbour's capabilities further. NMDDC's annual bill for sand clearing from the harbour is around £9,000. Local opinion has it that sand bar formation at the harbour mouth is as a result of the rock armour to the seaward side of the south quay and its extension beyond the end of the quay disrupting the tidal stream and leading to sand deposition.

2.2.2 North Quay

The north quay is constructed in large ashlar granite blocks and extends to 267m with an access recess containing a flight of granite steps with mild steel handrails three quarters way along the pier. There is a paved area of granite setts towards the seaward end of the pier and a tarmacked area to the landward side. Some historic quay furniture remains including a number of cast iron bollards and the remnants of mooring bits along with a number of contemporary mooring rings, mild steel handrails and access ladders, metal security gate and lamp posts.

2.2.3 South Quay

The quay is 204m long; roughly 120m extending northeast & 46m extending north, 36m extending northwest; it is 4m wide. Ground finish is concrete with large, exposed aggregate with ashlar granite edging to harbour-side. Concrete wall to seaward side, stepping down in height in four stages towards the northeast. Number of mild steel ladders



Figure 3 - Newcastle Harbour from the north.



Figure 4 - View of north quay.



Figure 5 - Slipway located immediately south of north quay.

located along harbour-side, and mild steel fencing located where quay cranks to the north and to the end of the quay. Rock armour located to seaward side.

2.2.4 Slipways

3no. slipways with ridged concrete finish and concrete walling. The small slipway located to the west of the north quay is used by both the yacht club and cold-water swimmers.

2.2.5 Watch House and steps

The Watch House is a two-storey three-bay building, single-storey when approached from southwest. Pitched natural slate roof with granite verge copings to the northwest gable. 2no. unpainted rendered chimneys with projecting string course located to gables, that to northwest with clay chimney pot, that to southeast with tall, exposed flue liner. Inappropriate and defective uPVC gutters, downpipes largely missing.

Rubblestone walling with harled finish and remnants of historic lime plaster to gable and northeast elevation. Ruled and lined render to southwest elevation. Chamfered rubblestone plinth course to east, north and west elevations.

Square-headed window openings throughout, with two-over-two timber sliding sash windows with projecting granite sills to first floor of northeast elevation, single window opening to ground floor with deep granite sill, opening infilled with open moulded concrete blocks.

Door openings located at ground floor to southeast gable and centrally to southwest elevation. That to southeast gable appears to be a former double-leaf opening with concrete lintel, now partially infilled with concrete blocks. Modern metal doors to both openings.



Figure 5 - View of south quay from west.



Figure 7 - Watch House from north.



Figure 8 - Flight of granite steps.

The Watch House is derelict and generally in poor condition. The first floor opens directly onto Quay Road and was used fairly recently for community purposes. The ground floor, with access straight from the quayside was used as a shed by local fishermen for storing gear over winter. To the south side of the Watch House is a flight of granite steps leading from Quay Road to the central area of the harbour.

According to NIEA, the Watch house is a rare example of 'a type of minor port building prone to disappear to development'. The survival of the Watch House contributes significantly to the overall integrity of the harbour.

Flight of 10no. granite steps located immediately southeast of Watch House with modern mild steel handrails.

2.2.6 Former Pump House

Single-storey former pump house, built c.1830, with randomly coursed rubblestone walls with concrete coping concealing flat roof and recessed concrete plinth. 2no. square-headed openings to northeast elevation, that to west a double-leaf door opening with timber ledged doors accessed via 3no. concrete steps with mild steel handrail. That to east, large opening enclosed by metal sheeting, projecting louvered panel to west and single-leaf metal entrance door, accessed by ramp with mild steel handrail, to west. Louvered panel located to southwest elevation, 2no. metal hatches located to northwest elevation.

2.2.7 Yacht Club

The yacht club is a two-storey building, built 1989, wedge-shaped in plan with pitched slate roof and textured concrete rendered walling. There is the potential that this building contains elements of historic coal sheds that previously occupied the site, although this cannot be ascertained for certain.



Figure 9 - Former pump house from northeast.



Figure 10 - Yacht club from east.



Figure 11 - Edwardian post box to wall of yacht club.

An Edwardian post box bearing the royal cypher of Edward VII is integrated into the southern elevation.

2.2.8 Former Lifeboat Station

Barrell-vaulted metal clad building with tall double-leaf sliding doors to seaward side. The building appears to be the former lifeboat station, built 1936, albeit having undergone much alteration.

2.2.9 Boundary Wall

Rubblestone wall running along southern boundary of site, curving towards the end of the south quay to the southeast. Largely granite blocks to copings. Concrete coping and metal handrail located to the west end of wall and portion of coping immediately west of Watch House replaced with concrete blocks. Curved section of wall to southeast more regularly coursed, and remains of concrete flagstones to ground finish evident in this area, partially covered by tarmac.



Figure 12 - Former lifeboat station from east.

A range of outbuildings abut the wall to the seaward side between the Watch House and Former Lifeboat Station. These are constructed from a range of materials including engineering brick and concrete block. These buildings are derelict and generally in very poor condition.

2.3 STATUTORY CONTEXT

2.3.1 The Scheduled Monument

The Harbour is a Scheduled Monument (MRD 255:001). The Scheduling Notice states that the 'site described and delineated in red on the...map is worthy of scheduling by reason of its quality and fragility'. This designated site includes the north pier and 10 metres from its seaward edge, the south pier and 20 metres from its seaward edge, the Watch House and neighbouring set of granite steps and the stone boundary wall to the southwest. (See Appendix 4 for Scheduling Map and Appendix 5 for Criteria for Scheduling as set out in Planning Policy Statement 6: Archaeology and the Built Heritage).

Also within the vicinity are the Scheduled 'Lady Annesley's Fish Traps (DOW 255:003 and



Figure 13 - Site plan indicating extent of scheduled zones.

DOW 255:004) located in Dundrum Bay to the north of the Harbour and a World War II Pill Box (DOW 049:022) located beside the Rock Pool.

2.3.2 Designations Relating to the Natural Environment

Newcastle is located within the Mourne Area of Outstanding Natural Beauty (AONB), designated in 1965 before being re-designated in 1986. Located in the southeast of Northern Ireland and covering approximately 570 square kilometers, the AONB extends over two Council areas; 90% of the area located within Newry, Mourne and Down District Council and 10% within Armagh City, Banbridge and Craigavon Borough Council.

At the heart of the AONB region is the range of mountains that gives the area its name and image. However, the AONB extends far beyond the upland core to embrace a wide range of hill, lowland and coastal landscapes. Mourne's twelve peaks include Slieve Donard, which at 850m is Northern Ireland's highest mountain. Beneath the cluster of fine peaks, cliffs and rock pinnacles, the mountain slopes descend through moorland, woodland, field and farm before meeting the coast.

Following the passing of the Amenity Lands Act in 1965, Areas of Outstanding Natural Beauty (AONBs) have been used as a form of legal status for the conservation of beautiful scenery across Northern Ireland. The 1965 Act not only provided for the designation of AONBs but also for the designation of National Parks. In 1973 planning powers passed from local Councils to national government and in 1985 the Amenity Lands Act was superseded by the Nature Conservation and Amenity Lands (Northern Ireland) Order. This Order specified that where the Department of the Environment considered an area, which was not already within a designated National Park, to be of outstanding natural beauty, they were able to make an order designating that region as an Area of Outstanding Natural Beauty.

The majority of the Granite Trail (originating at Newcastle Harbour before travelling through Donard Wood and finishing at Thomas's Mountain Quarry) is one of four Permissive Paths located within the Mourne AONB. It should also be noted that the length of path that begins at Newcastle Harbour is a Public Right of Way.

Newcastle Harbour is located between two Areas of Special Scientific Interest (ASSI): the Murlough ASSI to the northwest and the Mourne Coast ASSI to the southeast. Murlough ASSI is an area of approximately 1452.8 hectares and was designated in 1995 because of its coastal flora, fauna and physiography. Mourne Coast ASSI is an area of approximately 84.66 hectares designated in 2014 because of its geological features, the Honeycomb Worm biogenic reefs, intertidal rock communities, grey and common seals, maritime and terrestrial vegetation communities (including saltmarsh and coastal grasslands) and important bird populations of Black-legged Kittiwake and Black Guillemot. Both areas are protected under The Environment (Northern Ireland) Order 2002 and are managed by the Northern Ireland Environment Agency (NIEA).

At present permission is sought annually for the removal of the sandbar in harbour and deposit excess material within Dundrum Bay is given regularly by the NIEA. Any other works which would be seen to disturb the natural environment within the ASSI would need to be approved under statutory regulations with a written application submitted to NIEA.

Murlough has been designated a Special Area of Conservation (SAC) under The Conservation (Natural Habitats, etc) Regulations (Northern Ireland) 1995 (as amended) which transpose the European Habitats Directive 92/43/EEC into Northern Ireland law. The area is recognised as containing rare or threatened species within a European context.

Additionally in 2014, Dundrum Bay was designated as a Seascape Character Area (SCA). While this does not come with any statutory restrictions, developments within this area, particularly those relating to the character of the seascape – as Newcastle Harbour does – should aim to protect and enhance the existing character as identified in the SCA study.

2.3.3 The Area of Townscape Character

The Harbour, The Rock and King Street - Area of Townscape Character is designated in accordance with Planning Policy Statement 6 (PPS 6): Planning, Archaeology and the Built Heritage, as part of the Ards and Down Area Plan 2015. This document, which was adopted in March 2009 and remains extant, describes the proposed area as three distinct entities: The Harbour, The Rock, and King Street.

The following description of the Harbour has been taken from Proposal NE18 in the above-mentioned Plan:

"The Harbour, by virtue of its location and function, has a singular sense of place quite distinct from its immediate environs. Its distinctive character, appearance, key features and intrinsic qualities and the basis for its designation derive from:

- *the robustness, simplicity and utilitarian nature of harbour structures and buildings;*
- *the gentler stylised architecture of the Harbour Inn with its Dutch Gables and the stuccoed Georgian terrace of dwellings and business houses forming the building cluster straddling the coast road;*
- *the Coastguard Buildings and Widow's Row on rising ground to the south and to the west; and*
- *the open space overlooking the harbour area between the coast road and King Street*

"The Harbour Area in general appears underused and in need of regeneration. The harbour is an important local resource but it and its environs are vulnerable to development pressures. To sustain and enhance the distinctive character and sense of place generated by the harbour and its surroundings, new development in the harbour should reflect its scale, its maritime and local vernacular and style in form, detail and materials, and be compatible in terms of use. The largely Georgian buildings forming the cluster on either side of the coast road are integral to the harbour scene but of more sophisticated architectural style. They are a significant group and emphasis should be placed on conservation of the existing fabric and character with particular attention given to massing, scale, detailing and materials. Beyond the immediate harbour area, the pattern of development becomes fragmented and better examples are listed. Nevertheless, the policies outlined should be seen as exemplars for the wider area".

Similarly the description of The Rock, also taken from Proposal NE18:

"The distinctive character, appearance, key features, and intrinsic qualities and the basis for its designation within an Area of Townscape Character derive from:

- *The Rock itself, on and about which, is clustered a number of listed buildings, including St. John's Parish Church;*
- *Landscaping in St. John's Church Yard and the public garden below;*
- *King Street, historically the approach to Donard Lodge (now demolished), and its environs, characterised by large Victorian Villas in their own landscaped grounds;*
- *the prevailing backdrop of the Victorian seaside terraced boarding houses, stuccoed, two and three storeys and bay windows; and*
- *the punctuation of this expansive but prosaic esplanade by buildings of an earlier age and of quality.*

The Rock Area derives its name from the physical prominence dominating the shoreline between The Harbour Area and the junction of Bryansford Road with Central Promenade. It retains more of Newcastle's historic character than any other section of the 'old' town.

This townscape has a significance and architectural style similar to elsewhere in Newcastle and other seaside resorts of the same era. It is therefore likely to experience similar development pressures prejudicial to its present character and distinctiveness. These could variously include redevelopment, multiple-occupancy, apartments, changes of use, fragmentation of sites and minor but cumulative alteration. To protect the special character of the area there will be a clear presumption in favour of conservation and re-use of existing buildings. Proposals should value and respect the physical characteristics and artefacts of existing development and pattern of land use, be subordinate in terms of massing, form, style and function, and be accurate in matters of detail, material and finishes".

Finally, that of King Street:

"The distinctive character, appearance, key features and intrinsic qualities and basis for its designation within an Area of Townscape Character derive from;

- *historically King Street was the approach to Donard Lodge (now demolished);*
- *the substantial detached villas standing in their own landscaped grounds;*
- *the number of older, grander houses of distinct character such as "Woodside Cottage", "Bay View", "Bright View" and "Chez Noel";*
- *steeply rising ground behind Forge Row forms a backdrop to the harbour and links with the Demesne. Insensitive development of this land could have a very serious negative impact on the environmental character of the Harbour;*
- *the Granite Trail (Bogie Line) is accessed from, King Street adjacent to Forge Row where several methods were employed to convey the undressed granite to the stonemason's yard on South promenade, the harbour and the railway station on what is now Railway Street*

"In 1824 John Lynn opened a quarry on Millstone Mountain and laid a mineral railway line to King Street. By 1859 the railway was diverted to the more productive quarry on Thomas's Mountain and the Granite Trail follows the route of this funicular (cable) railway, known locally as the Bogie Line.

"The street has a sense of place with buildings and groups of buildings, which display a distinctive character. The older buildings and groups are dispersed with more recent developments inserted into the spaces between.

"Within the area, development will be expected to conform to the prevailing residential use and applicants will be expected to demonstrate how development proposals respect the overall character and topography and preserve the local environmental quality."

2.3.4 Nearby Structures

There are a number of other structures in the vicinity of the Harbour that add interest to the whole character and history of the place.

2.3.4.1 Lady Annesley's Fish Traps (MRD255:003 and MRD255:004)

Two crescent-shaped stone, fish traps lie on the strand to the north of the harbour. They are undated but NIEA has compared them to others found along the adjacent County Down coast and in Strangford Lough and has concluded that they may date from the Anglo-Norman period (13th and 14th century). They were designed as structures for the capture of fish following the receding tide and it is thought that there may be more buried under the shingle within the bay. The larger of the two traps is located at the mouth of the Glen River and a pool of water is still visible at low tide. The second trap is also sited at the mouth of another small stream. It would appear that they are constructed with rubble walls but until additional excavations are completed no further information is available on their construction.

2.3.4.2 World War II Pill Box

Located on the foreshore just north of the Rock Pool, is a fine example of a coastal defence installation from the World War 2. It was one of two such structures erected as part of the coastal defence but the second, sited at harbour, no longer exists.

2.3.4.3 Rock Pool

The Rock Pool (swimming pool) opened its doors to the public on 10th June 1933. Chairman of the Council Mr. R Hastings JP and Lady Elizabeth Annesley opened it. The maximum charge for admission, use of a changing box, costume and towel was not to exceed 6d and the seawater pool was to be open from 9am to 9pm every day from June to September. At the Council Meeting on Monday 12th August 1933 it was stated that 23,949 spectators and bathers visited the pool bringing in revenue of £261. The pool was refurbished and reopened in 2008, however it has since fallen into disrepair and has been closed since c.2017.

2.3.4.4 Anchor from the SS Great Britain

The SS Great Britain was a passenger ship designed by the Victorian engineer, Isambard Kingdom Brunel. Brunel conceived the groundbreaking combination of a screw propeller, an iron hull and a massive 1,000-horsepower steam engine, which was a world first when the Great Britain was launched in Bristol in 1843.

She was immediately successful as on her maiden voyage across the Atlantic the ship easily broke the previous speed record, reducing the crossing to 14 days from the previous 15. In her second season of service in 1846, the SS Great Britain successfully completed two round trips to New York and back at an acceptable speed, but was then laid up for repair.

Embarking on her third passage of the season to New York, the Great Britain's captain made a series of navigational errors that resulted in the ship running aground in Dundrum Bay. There was no formal inquiry but it is thought that it was mainly due to the captain not having updated charts and mistaking the new St John's light for the light on the 'Calf of Man'.

The vessel remained aground in the bay for almost a year, protected by temporary measures organized by Brunel. In August 1847, she was finally floated free at a cost of £34,000 and taken back to Liverpool. Her anchor was left behind and was eventually positioned on the shore side of South Promenade as a memento of the event.

Although effectively a prototype, she continued sailing until 1886, and travelled thirty-two times around the world and amassed nearly one million miles at sea. She was finally abandoned in the Falkland Islands in 1937. In 1970 an ambitious salvage effort brought her home to Bristol, where today she is conserved in the dry dock where she was originally built.

2.4 HISTORICAL CONTEXT

The earliest development of this site at the foot of the Mourne Mountains would appear to have been a castle, built by the Magennis Clan, to replace the ruinous castle at Dundrum, following the decline of Anglo-Norman power in the mid 14th century. This tower house or castle was called the 'new' castle to identify it from the old castle at Dundrum and was sited at the bridge over the Shimna River, guarding the ford and route into the Mourmes. It is thought that the two crescent shaped 'fish traps', on the Strand to the north of the Harbour may date from this medieval period although they are known locally as 'Lady Annesley's traps'. |

In 1583, Hugh Magennis surrendered his lands to Queen Elizabeth and was granted a charter as owner of various lands including those at Ballaghbegalle (Ballaghbeg is the modern name for the townland at the harbour). By this stage it is possible that the 'new castle' was in a fairly perilous state as the result of attacks and skirmishes over the previous 150 years. Although the Royal Charter gave the Magennis family the right to tenure, it did not give security, so Felix Magennis erected a second castle in 1588. This was described by W Harris in 1744 as 'exceedingly strong; but is now made a commodious dwelling house, and is situated on the verge of the ocean.'

By the early years of the 17th century, a Customs Officer had been appointed to oversee Newcastle and a number of other small ports along the County Down coast and a census taken in c.1659 records 28 persons living in the general area of the castle.

By 1747, the castle and surrounding lands had been sold to the Hon. William Annesley who came originally from Nottinghamshire and whose family had settled at Castlewellan. Francis Charles, William's eldest son, was created the first Earl Annesley in 1789 and was succeeded in the title by his brother Richard in 1802.

During this period, Dubourdieu noted in his 'Statistical Survey of the County of Down' that there were boats from Newcastle bringing fish, including Isle of Man herrings, to shore to sell to fish carriers who would distribute their purchases at inland markets. Presumably at this stage there was no harbour and boats were beached for the unloading of their catch.

2.4.1 The First Harbour

It would appear that the erection of a harbour was the result of the war against smugglers and as a member of the Annesley family was in charge of the Preventative Service (the old name for Customs and Excise), it was decided by the 2nd Earl to appeal to the government of King George III to provide funds for the erection of a pier in Dundrum Bay as this would provide safe berthing for ships. Parliament granted £7,771 towards the cost and Thomas Rogers was appointed as engineer and contractor on 31st August 1807.

The quay was to extend 700 feet (c213m) from the shore, 400 feet (c122m) of which would be in the sea at low water. There was to be a four-foot parapet to fend off the sea and two flights of steps for access to and from boats. In the specification, it was stated that the centre of the pier was to be 'regularly built and not filled with rubble, as it would not answer in such a tempestuous situation'.

Unfortunately a severe storm in January 1809 destroyed part of the structure above high tide level and although the damage was relatively modest, the contractor was instructed to make a report to Lord Annesley. This report valued the works to date at £3,105 and the contractor praised Lord Annesley's estate for their contribution in 'keeping down the bill'. The pier, however, was never completed to its proposed 700 feet although the foundations had been constructed by March 1809. Seventy-eight weeks into the contract, work stopped. An artificial foundation using 289 tons of squared timber lined with 3,882 brushwood faggots (gathered by local women and children, to prevent the 2,590 cubic yards of rubble stone filling from sinking) and 160 feet of dressed stone had been laid. The accounts of the contractor, Thomas Rogers, also mentioned the completion of a road and levelled yard, a 'road for run-way up the hill' (possibly Quay Street) and a 'house and sundry buildings' which may refer to the Watch House.

In 1821, Alexander Nimmo, an engineer, had been asked to carry out a survey of harbours and he described the one at Newcastle as 'strongly built, though rough; rather inconveniently narrow and high; it runs out 476 feet from the

shore, in a direction across the bay, and at extremity has about 14 feet of water at springs...'. As part of his report, Nimmo asked that improvements should be carried out at the harbour as it was the only one on the coast between Carlingford and Killough.

The works to the harbour would not be completed until 1832 following the construction of the new quay in 1829, paid for entirely by the 3rd Earl Annesley. The builder of this new quay was John Lynn of Downpatrick and he also made good the necessary repairs to the old quay. The works consisted of an extension of 400 feet to the old pier and a new breakwater 400 feet in length to the south. Local granite was used for much of the structure.

The 3rd Earl died in 1838 when his successor, his son, was only eight years old. The Reverend John Moore, the child's uncle, was appointed principal acting executor and trustee. Unfortunately he was responsible for the administration of the estate on 'the night of the big wind' (Oiche na Gaoithe Moire) on Sunday 6th January 1839 that destroyed the Harbour. The head and a large portion of the neck of the pier was completely washed away leaving the structure unusable by the fishing community.

2.4.2 Plans for the Second Harbour

Rev. Moore had great plans for Newcastle and the Annesley Estate and with the Houses of Parliament being built in London at the time, Rev., Moore wrote to the contractor offering fine granite 'of a superior and beautiful quality'. Although a representative of the contractor came to Newcastle six weeks later, the condition of the harbour meant that the estate could not provide the granite as promised. The Rev. Moore then tried the Haytor Mining Company in an effort to get the harbour rebuilt in return for mining the stone.

A year after the storm, the locals petitioned the Rev. Moore to take action about the harbour. The letter was signed by not only locals but ship-owners and traders and reminded the Reverend about the usefulness of the Harbour in giving employment and, most importantly, in being a place of refuge and saving lives. Rev. Moore was preoccupied by the line of the proposed new road from Downpatrick to Newry and delegated the matters at the harbour to his solicitor, Hugh Wallace. Three years on from the storm, still nothing had been done about the state of the harbour.

Eventually Rev. Moore commissioned a Mr Frazer to prepare a report on the state of the harbour and draw up plans for either repairing or replacing the existing quays. An inspector from the Board of Trade was due to visit Newcastle on 10th January 1843 to assess the harbour and subsequently an offer of £1,000 grant aid was made.

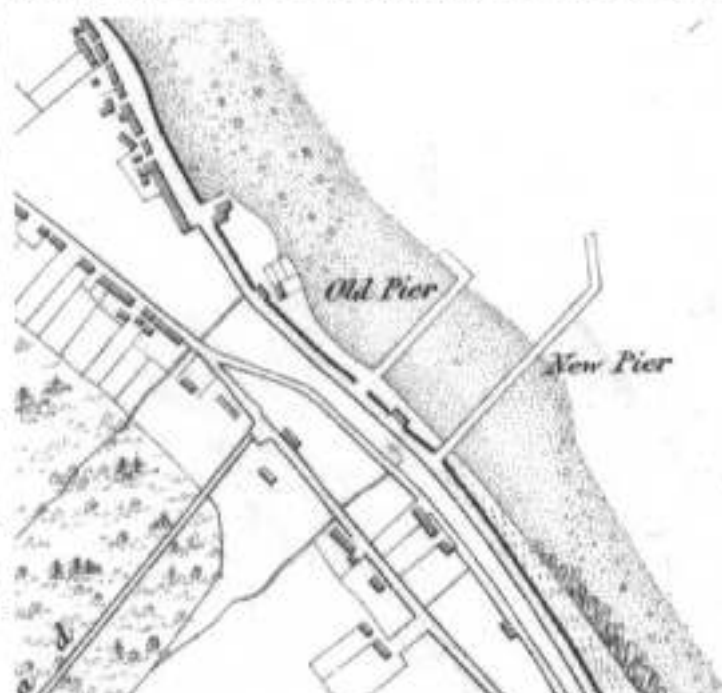


Figure 14 - First edition OS map, c.1830, showing the Old Pier and New Pier. It is likely the New Pier was only planned at this time.

2.4.3 *The Granite Trail*

Starting from Newcastle Harbour, the Granite Trail follows the route of the mineral railway line laid down in 1824 by John Lynn from a quarry on Millstone Mountain down to King Street. The line was extended in 1859 to a quarry on Thomas' Mountain. The first section was referred to locally as the Bogey Line, after the trucks used to carry the granite down the mountain. In the late 1800's, the line was at its busiest and tens of thousands of tonnes of granite were taken down the railway to the harbour and distributed throughout the world. By the time of the Second World War, however, the line had fallen into disuse and was dismantled. All the metal (including the bogies) was taken to Belfast in the early 1940s to assist with the war effort.

2.4.4 *The Fishing Tragedy of 1843*

Events over took the rebuilding issue when on the 13th January 1843, there was a huge storm and seven fishing boats from Newcastle were lost. The weather had been reasonable when the boats were rowed out six or seven miles to the south-east fishing grounds but around 11 o'clock, the winds suddenly got up and the boats were left floundering in gale force conditions. On shore, local people realised the danger and boats were launched to try to rescue those at sea. Forty-six of the seventy-two men who lost their lives were from Newcastle and the town and estate concentrated on efforts to provide relief for the twenty-seven widows and one hundred and eighteen children.

The Rev. Moore called a public meeting on the 16th January and it was resolved "by all means in our power, to raise local and public subscriptions for their relief". The story of the tragedy was told in national newspapers and donations poured in. Six weeks later, Rev. Moore reported that the collection had reached £3,654 and it went on to exceed £4,330.

A piece of rocky ground to the south of the harbour was selected for the erection of twelve cottages for the widows and orphans of the fishing tragedy. Known locally as 'Widows Row', it took several years for the houses to be completed and despite the donations, they were of minimal proportions without even the usual small garden area for the growing of vegetables.

2.4.5 *The Potato Famine*

The Great Famine in Ireland began as a natural catastrophe of extraordinary magnitude, but its effects were severely worsened by the actions and inactions of the Whig government, headed by Lord John Russell in the crucial years from 1846 to 1852. Altogether, about a million people in Ireland are reliably estimated to have died of starvation and epidemic disease between 1846 and 1851, and some two million emigrated between 1845 and 1855. Successive blasts of potato blight (the fungus *Phytophthora infestans*) robbed more than one-third of the population of their usual means of subsistence for four or five years in a row. The re-building of the harbour was now essential to the welfare of the local population not only of Newcastle but also of Castlwellan, the home of the Annesley family. The Rev Moore, as trustee for the estate, was clearly aware of the deprivation facing many of the families and wrote to the Board of Works asking for an inspection of the quay as it would "set this really useful, and may I say reproductive undertaking at work and by doing so you will be aiding private money in alleviating the deep distress and misery which exists".

2.4.6 *The Building of the Second Harbour*

The ruins of the existing harbour were eventually examined by government commissioners charged with the formation of asylum harbours in October 1845, as well as a proposed site at Stag Rock further south. Local fishermen were able to have their say, explaining that "the slip, the pier head, and the mooring rings were all gone and much destruction of property had taken place".

Further plans were prepared in 1847 for the development of a 'pier and breakwater, which would enclose the existing pier in the centre of the harbour area'. Estimates indicated that it would cost in the region of £8,000, with the government contributing £4,000, the Annesley Estate £2,500 and the rate-payers of the surrounding district, £1,500.

Work began in 1847 and Rev. Moore was keen that local men be given the chance of working on the harbour. The Board insisted that they would bring in their own men and the arrival of workmen from Limerick caused much distress amongst the town. In an attempt to placate the town, Rev. Moore wrote privately to the Board suggesting that work should be stopped. However, the alarm soon passed and work continued but not without its problems.



Figure 15 - 2nd edition OS map, c.1860. Note the presence of the 'Boat Ho.' Likely the existing Watch House.

As work progressed, it transpired that piles were being used to hold up completed parts of the wall. Rev. Moore wrote to the Board complaining that this was unsatisfactory and asking that an engineer be sent to inspect the works. Three months later the 'eminent engineer' arrived and found that the pier was faulty. As the first of the winter storms hit the pier, it failed and the Rev. Moore was again faced with writing to the Board and telling them that parts had been breached. The local boat owners also felt that the mouth of the harbour was too small and the opportunity was taken to remedy this when repairs were being undertaken.

The harbour was eventually completed in 1850 but as early as 1852, the pier had been breached. The Board of Works sent an engineer, Matthew Blakiston, to inspect the harbour in 1855 and his report stated that: "unless a suitable breakwater be constructed, and the southern pier lengthened or completed as originally projected, the expenditure in repairs would be endless and the harbour when repaired be practically useless, and in its present condition continuously silting up".

Further heavy gales in 1868 and 1874 took their toll and the eastern breakwater was demolished. The costs of repairs had been borne by the County but by this stage they had enough and declared that no more would be paid.

In 1879 the Down Recorder made a plea for the repair of the harbour stating that the harbour was in a very bad condition and was so shallow it was now almost useless.

2.4.7 The Third Harbour

Newcastle was growing in importance in the latter years of the nineteenth century. Since the 1850s, Newcastle had a growing reputation as a sea-bathing resort. Sea-bathing was viewed as a medicinal procedure and practitioners were encouraged to continue for at least a month. The chalybeate spa well, in the grounds of the Rectory, contained waters with iron oxide and was seen as having health benefits for the debilitated. The coming of the railway in 1869 and the opening of a new 18-hole golf course in 1890 meant that the Victorian visitor flocked to Newcastle to partake of these activities, staying in one of the many lodging houses in the town.

In August 1888, a meeting was called to discuss the future of the harbour and a permanent committee set up to lobby the government for its re-building. The following year the committee asked the Lords of the Treasury for a grant towards the reconstruction of the harbour. This was publicly supported not just by the fishermen but also by the business people and visitors to the town. This request was refused in 1889 on the grounds of expense. Although a further request was made, it too was refused and it took a further tragedy when five fishermen were drowned before the



Figure 16 - 3rd edition OS Map, c.1900. Note that the south quay appears incomplete.



Figure 17 - 5th edition OS map, note presence of lifeboat station.

government agreed that the harbour need to be made safe – ‘they just didn’t have the funds at present’.

Eventually after many meeting and appeals, the Board of Works approved the plans for a new harbour and a call for tenders was advertised in the Down Recorder in September 1900. Fisher and Le Fanu were successful and were awarded the contract in May 1901. Their tender price was based on re-using sound portions of the old pier as part of the new and this was deemed acceptable. Work commenced and was expected to take two years. Another storm in November of that year, saw the new harbour at Kilkeel damaged, but the works at Newcastle stood firm. Work did not go smoothly but the harbour was finally completed in late 1905.

2.4.8 The Present Harbour

The present day users of the harbour are mostly pleasure craft. Commercial fishing and cargo boats are long gone with the SS Loch-Etive from Liverpool, with 206 tons of coal, being the last one to leave Newcastle harbour in November 1952.

In recent years the silting up of the harbour has caused problems (maximum depth is estimated to be around 5m – high water/spring tide declining to 2m at the car park end of the basin). Local opinion believes that this is the result of the rock armouring built up on the seaward side of the south quay a number of years ago which causes the build up of a sand bar at the entrance to the harbour. The bar is periodically cleared at Down District Council’s expense.

Some unsympathetic alterations and repairs have been carried out over the past number of years. The wall of the southern pier has been raised in concrete and the foreshore has been in-filled on the landward side but despite this there are still remnants of the 1850 harbour as well as the 1905 one.

2.5 EXISTING OWNERSHIP

2.5.1 Within the Harbour Estate

In 1896 Newcastle harbour quays were transferred to Council ownership under operational law; these areas remain in NMDDC’s ownership.

In the 1980s Mr Seamus McMullan, a local architect and developer, assembled a parcel of land by acquisition from the Council and various other sources between the main road and the car park at the eastern end of the harbour basin with the intention of developing an apartment block. To date there has been no development on this site. Mr Mullan has marked out his boundary and at one time erected a fence around his property.

As the historical planning permissions all preceded the statutory listing and given that they have all lapsed that they will hold little if any planning precedent value for future development within that location. All future planning applications will now be considered in the context of the statutory listing and therefore it would be unlikely that such planning approvals for residential development in this area would be achievable today and worth noting that no residential development planning approvals have been granted in this area since the lapse of the last planning approval which was in 2001, over twenty years ago.

The other main property owner is the Newcastle Yacht Club, who owns its club house, the ex-RNLI boat shed, 2 No. boat parks, land which they have developed as a car park and the slipway to the north of the North Quay (as far as the high-water mark but excluding the ‘Apron’ which is in NMDDC ownership).

The council recently acquired the former Northern Ireland Water (NIW) generator plant building at the southern end of the harbour site. This is currently vacant and at risk of dereliction.

2.5.2 Outside of The Harbour Estate

Outside of the harbour estate but contiguous to its southern boundary, NIW also owns a Waste-water Treatment Plant (WTP) which it plans to extend over the next few years. NIW manages its own facilities.

A cluster of the buildings is located immediately north of the harbour, including the current RNLI Lifeboat Station and the Harbour House Inn café and bar.

2.6 CONDITION

2.6.1 Primary Structures

The four key structures – being the 2no. quays, the boundary wall and the Watchhouse – are generally in good condition. The piers have been resurfaced in an inappropriate cementitious material and there is a proliferation of quay 'furniture,' some of which appears to be redundant or excessively worn. Rubblestone quay walls are in good condition, although require a detailed survey relating to the condition of the pointing, with regular repointing scheduled as part of regular maintenance plan due to the exposed nature of these walls.

The boundary wall is suffering from excess vegetative growth, and an inappropriate structure dating from the late 1970s/early 1980s, now abuts the boundary to the east, with a small section of this wall being removed at road level. This wall requires a more detailed condition survey, ideally taking place following the careful removal of the excess vegetation.

The Watchhouse is in the most perilous condition. While the thick external masonry walls appear to be in reasonable condition, the roofing is in poor condition, with a large amount of slipped and cracked slates resulting in large holes across the roof finish. There is also vegetative growth located to verges and areas of exposed wallheads. Rainwater goods to the east are in very poor condition, blocked with vegetative growth and with missing downpipes, and the gutter to the east is missing entirely. Internally the building is in an advanced state of dereliction, with all finishes stripped out. There are signs of rot to the first-floor joist ends, and the upper storey is currently inaccessible due to potential structural instability of the floor structure.

2.6.2 Ancillary Structures

The former pump house is in reasonable condition. The large metal door and screen has signs of advanced decay and there are signs of water ingress to the ceiling of the southern room. Otherwise, the building appears to be sound. There is a redundant oil tank located to the north room, so there may be issues with contamination if the building is to be repurposed.

The former RNLI station appears to be in reasonable condition, with a small amount of rust staining to the metal wall linings to the east and flaking paint/signs of decay to the external timber doors. Note that the interior of this structure was not accessed during the completion of this document.

The other buildings on the site – the current RNLI lifeboat station and the Yacht Club – remain in use and are actively managed by their owners.

3. Statement of Significance

3.1 DEFINING SIGNIFICANCE

In order to define the significance of Newcastle Harbour, this Conservation Statement utilises the methodology developed in the Burra Charter and further developed by BS 7913:2013.¹ The Burra charter defines conservation as "all the processes of looking after a place so as to retain its cultural significance." It is therefore key to define the significance of any place considered to be worthy of conservation. "Cultural significance," the Charter explains, "is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects."

Deriving from the Conservation Principles established by Historic England, BS 7913:2013 defines four key groups of heritage values which, when applied to a place of cultural significance, can assist in clearly establishing what is significant about a site.² These groups are as follows:

1. **Evidential** – Deriving from the potential of a place to yield evidence about past human activity through physical remains. These physical remains are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them. The ability to understand and interpret the evidence tends to be diminished in proportion to the extent of its removal or replacement.
2. **Historical** – Deriving from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative. Illustrative historic value depends on visibility in a way that evidential value does not and has the power to aid interpretation of the past through making connections with, and providing insights into, past communities and their activities through shared experience of a place, e.g. new building technique or material. Associative historic value may derive from a place where something momentous happened or where a notable family, person or event took place.
3. **Aesthetic** – Deriving from the ways in which people draw sensory and intellectual stimulation from a place. This can be the result of the conscious design of a place or building including artistic endeavour. The design value of a building for example may embrace composition, materials or an intellectual programme governing the design and be attributed to a known architect or designer.
4. **Communal** – Deriving from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values are closely bound up with historical and aesthetic values, however they tend to have additional value as a wider social or communal focus. Social value is associated with places that people perceive as a source of identity, distinctiveness, social interaction and coherence. They may have fulfilled a community function that has generated a deeper attachment or shaped some aspect of community behaviour or attitudes.

¹ Australia ICOMOS, and International Council on Monuments and Sites. The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013.

<http://australia.icomos.org/wp-content/uploads/The-Burra-Charter-2013-Adopted-31.10.2013.pdf>

- British Standards Institution. BS 7913:2013 Guide to the Conservation of Historic Buildings, 2013.

² 'Conservation Principles, Policies and Guidance | Historic England'. Accessed 16 October 2019.

<http://historicengland.org.uk/advice/constructive-conservation/conservation-principles/>

3.2 ASSESSING SIGNIFICANCE

The four significance values outlined above enable us to identify the elements of the Harbour which inform its significance, however, grading the level of significance will create a more attuned understanding of which elements contribute to the significance of Bishop Street Courthouse, as well as identifying elements considered detrimental to that significance. The following terms have been adopted to assess level of significance:

- **Exceptional** National or International importance;
- **Considerable** More than regional significance;
- **Some** Local and/ or regional significance;
- **Little** Limited heritage value;
- **None** Negligible or no heritage value;
- **Negative** Features which distract from the heritage value of the site.

Note that the final two levels, **none** and **negative** are only relevant to the following section, the Table of Relative Significance.

3.3 STATEMENT OF SIGNIFICANCE

3.3.1 Regional Context

At the time of Scheduling, NIEA stated that Newcastle Harbour was scheduled as part of an overall archaeological survey of Strangford Lough and the south County Down coast. It compares favourably to the 19th century scheduled harbours at Portballintrae, Kircubbin and Killough and the listed harbours at Donaghadee, Carnlough, Glenarm, Whitehead and Annalong. With the latter it shares a common heritage with the export of granite and commercial fishing. It would appear that the majority of the piers and harbours which have been scheduled are no longer commercial ports, whilst those that are listed, in the main, tend to be working harbours or those in private ownership.

The harbour is located in the earliest part of the town with the small houses in King Street originally being fishermen's homes. This was also the road leading to the entrance of Donard Lodge, marine residence of the Annesley family. The Fishing Tragedy of 1843 led to the building of Widow's Row just below the south end of King Street. This area has been recognised as being of importance to the history and development of Newcastle by the designation of the Area of Townscape Character and there are strong links between land and sea in this part of the town.

Historically it is also interesting that the harbour has been rebuilt three times over the course of two centuries, in the same place and with only the briefest of considerations of a new site, at Stag Rock, following the destruction of the first harbour in 1839.

The connection with granite working is still strong with the Granite Trail starting from the harbour and the existence of the Bogey Line, Millstone and Thomas' Mountain quarries, although the latter are no longer worked. Today the boats that use the harbour are mostly pleasure craft with two commercial fishing boats. The Watch House is still there although in a perilous condition. The original Lifeboat Station still stands at the harbour but is no longer in use (except by NYC as a boat store). The original lifeboat slip is in a dangerous condition and cannot be used.

In this respect the Harbour is of **Considerable Historical** and **Communal** value.

3.3.2 Authorship

The Harbour is strongly associated with a number of individuals significant to local and regional history, including the Annesley family, architects John Lynn and Thomas Duff, and civil engineer Alexander Nimmo.

In this respect the authorship of the Harbour is of **Considerable Historical** value.

3.3.3 Specific physical elements of significance

Newcastle Harbour has aesthetic appeal in the formation of the two quays, the north quay being a straight protrusion into the bay whilst the south quay is cranked forming a sheltered area for mooring. The harbour was constructed using local granite ashlar blocks and although some recent repairs have covered these blocks with concrete, much of the original fabric is still visible.

3.3.3.1 North Quay

This is the earliest part of the harbour, with sections dating from 1832. On the seaward side of the north quay there is also evidence of the three stages of construction with small finely chiseled blocks which were laid as part of the foundation of the harbour in 1807, above these are larger rougher faced blocks which show sign of subsidence following the destruction of parts of the harbour in 1839. The uppermost portion of the quay shows the correction work needed to hold up the remains of the second harbour when Fisher and Le Fanu constructed the third harbour in 1905.

Still evident is a section of granite setts laid as paving at the end of the pier although more may be hidden under the tarmac, which is another recent alteration. Due to the condition and nature of this pier, use by the general public is restricted in storm conditions; to that effect unsympathetic gates have been erected to prevent public access. The boatmen who use the north quay value the installation of these gates, which they can close at will, as this helps secure their boats from vandalism.

The form of the North Quay is of **Considerable Evidential** and **Aesthetic** value, while, due to unsympathetic repairs, its materiality is of **Some Evidential** and **Aesthetic** value.

3.3.3.2 South Quay

The south quay as it stands today was erected in 1905 but has had several repairs to the fabric over time. The original quay was constructed with blocks of squared granite, but the more recent repairs are in concrete.

Cracks had appeared at the end of the south quay, so rock armouring was placed on the seaward side of the south pier in the latter years of the 20th century to minimise the damage by high seas. Some locals maintain that the rock armouring has exacerbated the problem of the harbour mouth silting up and believe that the removal of some of around 3 linear metres of the rock armouring that extends from the nose of the pier into the tidal stream would lessen sand deposition and therefore reduce the expenditure for digging out and removing the sandbar.

The number of boat moorings along the south pier is minimal due to the lack of depth as a result of the silt accumulation. There are neither light standards nor cast-iron mooring bollards on this pier but there are a number of granite bollards at the end of the pier. Boats tie up to the south pier with access to the pier from 5 nos. sets of vertical ladders and one set of granite steps.

The form of the South Quay is of **Considerable Evidential** and **Aesthetic** value, while, due to unsympathetic repairs, its materiality is of **Some Evidential** and **Aesthetic** value.

3.3.3.3 Boundary wall

The rubblestone boundary wall, which deals with the height difference between the harbour and Quay Road, appears to date from a similar time to the Watch House. There are several minor inappropriate alterations including the addition of concrete copings, mild steel barriers and repairs in concrete block, the wall maintains much of its historic character and is in good condition.

The form and materiality of the boundary wall is of **Considerable Evidential** and **Aesthetic** value.

A range of abandoned outbuildings constructed of modern concrete block and engineering brick abuts the wall to the seaward side between the Watch House and former lifeboat station. These structures have a **Negative** heritage significance, impacting on the **Aesthetic** value of the harbour.

3.3.3.4 Watch House

The Watch House (dating from between 1822 and 1837) is located to the southern end of the foreshore and is built into the rear wall to allow access at first floor level from Quay Road. It is presently derelict and in very poor condition, but it contributes significantly to the overall history of the harbour.

The form and materiality of the Watch House is of **Considerable Evidential** value. It is currently of **Some Aesthetic** value due to its poor condition.

3.3.3.5 Historic quay furniture

There are several features associated with the quays including granite and cast-iron bollards, which date from the construction of the quays and their various historic improvements.

These items are of **Some Evidential** and **Aesthetic** value.

3.3.3.6 Former Lifeboat Station

In 1854, the RNLI established a lifeboat station at Newcastle and a boathouse was built although the exact location of this first station is unknown. In 1881 a new purpose-built lifeboat house was erected at Downs Road. This structure served for fifty years and is now in use as Newcastle Elim Pentecostal Church.

A new boathouse was built for the station's first motor lifeboat in 1936. It is assumed that the structure, known locally as the Old Lifeboat Station, is this boathouse. It was used until 1993 when a new lifeboat station was erected to the north of the north pier with a new apron and slip way for the station's new Mersey class lifeboat, Eleanor & Byrant Girling. When the building was vacated, the Yacht Club took it over and has converted it for boat storage by levelling the floor to overcome the approximately 3m end-to-end drop to the slipway.

The original building is a barrel-roofed construction with large doors to the seaward side allowing access to the slip. The doors are approximately 3m above ground level. The building has been renovated over the years and it is now covered with metal cladding to both walls and roof. There are a number of openings in the side elevations and a small lean-to structure on the northern side. A small window is located at high level above the pair of sliding sheeted doors on the east side.

This building is of **Some Evidential** and **Historical** value, and, due to alterations is of **Little Aesthetic** value.

3.3.3.7 Slipways

Within the harbour there are two slipways. One immediately west of the former lifeboat station, runs at 45° and enters the water at the same position as the original lifeboat slip. This slip dates possibly from the 1960s and is thought to be associated with the establishment of the Yacht Club around this time. The second lies slightly to the north of these other slips but has limitations to its use as it is too steep and also has a wall across the bottom of the slip which could cause damage to the unsuspecting boatman. Both are finished in concrete with smooth rendered concrete dwarf walls.

These slipways are of **No** heritage value.

The old timber slip from the former lifeboat station, noted as being in poor condition and unusable in the 2011 CMP, has since been removed.

3.3.3.8 Yacht Club

The present yacht club building is a two-storey construction built against the rear wall bounding Quay Street. It was constructed in 1984 /5 and comprises of a pitched roof with non-asbestos fibre slates and rendered walls with a bag-rubbed finish. Large glazed openings with hardwood painted frames are located on the eastern elevation at first floor level; this area is used for recreational, social and changing facilities. There is a pair of sliding sheeted doors at ground floor level for access to stores and smaller window openings to the northern end of the east elevation giving light to changing areas. A glazed tower is located slightly south of centre and acts as a starting line for boat races with the viewpoint aligned with the north quay.

There remains a possibility that parts of the structure predate the construction of the club, which was formerly the site of two coal stores. Despite this the yacht club is of **No** heritage value.

3.3.3.9 Group Value

The individual items listed above constitute the physical fabric of the Scheduled Monument. Together these elements are of more heritage significance due to their group value. The relationship between the key elements of the north and south quays, the Watchhouse and the boundary walls leads to a level of significance that is more than the heritage significance of each individual element.

The group value of the individual elements is of **Considerable Evidential, Historical** and **Aesthetic** value.

3.4 Continued Maritime Use

Three commercial fishing boats remain registered, but the harbour is no longer used for the export of granite, the presence of the yacht club and the keeping of leisure craft within the harbour maintains its close connection with maritime activity. While this could be undertaken in a more focused way, this continued use is vital to maintaining the communal significance of the harbour.

The continued maritime use of the harbour is of **Considerable Communal** significance.

5.6 Summary of Significance

5.6.1 Evidential

The harbour has a number of key physical elements which, when considered as an ensemble, make the overall site of **Considerable Evidential** value. These elements are the north and south quays, the various ages of quay furniture, the boundary wall, and the Watch House.

5.6.2 Historical

The harbour is of interest in the broader history of harbours throughout Northern Ireland, through its associations with the granite industry and its links with several individuals of local and regional historical interest. The overall harbour is therefore currently of **Considerable Historic** value and has the potential to be of **Exceptional Historic** value if the condition of the key physical elements is improved.

5.6.3 Aesthetic

The key physical elements outlined in section 5.6.1 contribute to the aesthetic value of the harbour, along with its overall setting as defined by Mourne Mountains to the southwest, view of Newcastle to the north and views across Dundrum Bay to east mean that the harbour in its wider context is of **Exceptional Aesthetic** value.

The immediate context suffers somewhat from the relatively medium to poor condition of its heritage assets and several items which actively detract from the heritage significance such as the car parking area to the foreshore, the fenced off area between the Watch House and the Former Lifeboat Station, and the range of abandoned derelict structures abutting the boundary wall. The immediate harbour is therefore of **Some Aesthetic** value, with potential for improvements to this.

5.6.4 Communal

The history of the harbour is well known locally, and many residents of Newcastle and beyond have memories and stories to relate concerning the harbour. Similarly, the continued maritime use of the harbour ensures that the history of the site continues to develop. The harbour is therefore of **Considerable Communal** value.

5.4 GAZETTEER

Alongside the above Statement of Significance, which provides a global view of the significance of the Harbour, a Gazetteer has been compiled (refer to Appendix 3) following a detailed survey of the Harbour. The Record provides a list of items of heritage significance by location and is intended to be used as a guide to be referred to when developing potential improvements and/or building works.

4. Conservation Policies

The following Policies have been developed using the guidance provided by ICOMOS³ in conjunction with the detailed understanding of the significance of the building as outlined in the previous chapter. These policies are focused on the preservation and enhancement of significance and are intended to be consulted prior to the development of any proposed alterations and implemented throughout any proposed works.

The policies are divided into seven broad sections as outlined in the ICOMOS guidelines as follows:

- 4.1 Basis of Approach;
- 4.2 Control of Change;
- 4.3 Retention of Character;
- 4.4 Specific Elements;
- 4.5 Care of Fabric
- 4.6 Setting;

and;

- 4.7 Management.

Sections 4.1. and 4.2 offer a broad philosophical approach, while the remaining sections are more specific in their guidance, focusing on key concerns specific to Newcastle harbor. There then follows a section on the adoption and review of this Conservation Management Plan.

4.1 BASIS OF APPROACH

Newcastle Harbour has a rich maritime history and remains in use as both a working harbour and a way for visitors to engage with the sea. This link to Newcastle's historic and current connection to the sea should be preserved and enhanced.

Policy 4.1.1 – The primary maritime use of the harbour should be maintained and given priority over secondary uses

Change of use; particularly where the new use is not carefully considered, unsustainable or inappropriate, presents risks to heritage significance. Ensuring that the primary use of the harbour has a focus on the sea will serve to preserve and enhance the heritage significance of the harbour. Additional uses should not take precedence over a maritime primary use.

Policy 4.1.2 – The group value of the primary elements of the scheduled monument should be preserved and enhanced

The relationship between the north quay, south quay, Watchhouse and boundary wall is key to the significance of the monument.

³ Kerr, James Semple. Conservation Plan: A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance. The National Trust of Australia (NSW), 2013. <http://australia.icomos.org/wp-content/uploads/The-Conservation-Plan-7th-Edition.pdf>.

4.2 CONTROL OF CHANGE

The monument's continued maritime contributes significantly to the public understanding of its significance. Redundancy leading to possible change of use of vacancy presents a significant threat to the significance and understanding of heritage structures. The demands on the harbour have changed significantly in the last two centuries. It is therefore understood that a degree of alteration / adaptation will be required to ensure the monument remains fit for use.

Policy 4.2.1 – An approach of minimum intervention should be adopted for the key structures

Where elements are of historic significance, the aim should be to do as little as possible but as much as necessary to ensure the harbour is fit for purpose.

Policy 4.2.2 – Adaptations / alterations should be in keeping yet discernible from the original fabric

Where a significant alteration is being made to any aspect of the monument, it should be made clear that this is a contemporary intervention and not made to appear to be original. Additionally, new interventions should not compete with the style and materiality of the original fabric, which should remain dominant to preserve and enhance the character of the original structures.

Policy 4.2.3 – Intrusive / Inappropriate elements which detract from significance should be removed or, where removal is not possible, altered to have their impact softened

Several items have been highlighted in the statement of significance which actively detract from the significance of the monument. The removal of these elements should be carefully considered along with the operation of the harbour from an everyday functional point of view, as well as accessibility and safety requirements.

Policy 4.2.4 – Any element within or appending to the harbour proposed for removal, alteration or addition requires a considered conservation-led approach, regardless of the age of the historic fabric in question

4.3 RETENTION OF CHARACTER

Policy 4.3.1 – The external fabric of the key structures – including form and materiality – should remain unaltered unless there is a considerable justification for doing so

Policy 4.3.2 – New development within the harbour is to be subservient to the key heritage structures

Policy 4.3.3 – The integration of any proposed new services to structures within the harbour should be carefully considered

Where new services are proposed for structures within the harbour, their integration should be carefully considered to ensure they do not negatively impact on the setting of the harbour and an historic fabric.

4.4 SPECIFIC ELEMENTS

Policy 4.4.1 – An appropriate and sustainable new use should be identified for the Watchhouse as a matter of priority

Lack of use and dereliction poses a significant risk to heritage buildings and, as such, the Watchhouse should be brought back into use to ensure it is not lost. The new use should be compatible with the existing building and not require significant alteration, particularly to the external fabric of the building. The existing form and massing of the external building should be retained.

Policy 4.4.2 – Existing furniture, fixtures and fittings to the north and south quays should be reviewed, redundant items removed, inappropriate or defective items replaced, and items of heritage significance retained and preserved

Policy 4.4.3 – Excessive vegetative growth to the Boundary Wall should be removed and controlled

Policy 4.4.4 – Inappropriate structures abutting the Boundary Wall to the east should be considered for careful removal

These structures are to be carefully removed in such a way as to protect the existing boundary wall, and any damage caused to the wall either in the removal or the original construction of these structures, should be made good using appropriate materials and techniques.

Policy 4.4.5 – Area of Boundary wall that has been removed as part of the abutting structures should be considered for replacement, using appropriate materials and techniques

Policy 4.4.6 – With the exception of the inappropriate structures directly abutting the boundary wall, the existing ancillary structures on the site – the former pump house and the former RNLJ station – should be assessed for potential reuse, and this should be prioritised over providing new structures

4.5 CARE OF FABRIC

Policy 4.5.1 – The condition of the monument should be regularly reviewed

Maintenance reviews should be scheduled regularly, ideally quarterly with more comprehensive yearly reviews. These reviews should break the monument down into elements; quay walls, quay ground surfaces, quay furniture and boundary wall. The Watchhouse should be considered as a structure in and of itself, consisting of roof finish, rainwater goods, walling, windows/doors and interiors.

Policy 4.5.2 – A regime for planned and regular maintenance should be put in place

Based on the elemental condition review, a regime of maintenance should be put in place.

Policy 4.5.3 – Any repairs to fabric deemed to be of heritage significance to be carried out using materials and techniques appropriate to the materiality of the element in question

As outlined in policy 4.7.1, these works should be specified by an appropriately qualified conservation consultant and carried out by an appropriately experienced contractor.

4.6 SETTING

Policy 4.6.1 – Changes to the exterior and immediate surroundings of the monument to be carefully considered to limit potential for the detrimental impact on the setting of the harbour

The specification of signage, handrails, external lighting or any works, alterations or additions within the immediate setting of the monument should be of a suitably high quality and be appropriate to the appearance and setting of the harbour.

4.7 MANAGEMENT

Policy 4.7.1 – Any proposed works should be specified and overseen by an appropriately qualified conservation consultant and carried out by contractors with appropriate experience of working with historic buildings

Policy 4.7.2 – All proposed work, no matter how minor, should be informed by this Conservation Management Plan

Policy 4.7.3 – Detailed records should be kept of all works carried out to the monument

Any works carried out to the harbour should be documented by way of drawings, photographs, schedules and/or written accounts as appropriate. This material should be retained on record to facilitate the ongoing understanding of the built fabric.

Policy 4.7.4 – A plan should be developed relating to the separation of pedestrian use, car parking, boat storage and the other competing users

4.8 ADOPTION AND REVIEW

This Conservation Management Plan will be adopted by Newry, Mourne and Down District Council and become the primary policy document to guide any proposed works to Newcastle Harbour. The plan should be a living document and referred to in order to inform decisions on the conservation of the monument. It is proposed that this Conservation Management Plan be reviewed annually in consultation with experienced and qualified conservation professionals and if new information comes to light at any stage, this should be reflected in an addendum to the Plan. The Plan should also be reviewed following any significant works have been undertaken. If new information brought forward during the review has any impact on the policies set out in this Conservation Management Plan, these should be highlighted and agreed between the stakeholders and included in the addendum.

The policies set out in this document create a framework intended to guide any potential work, relating to Newcastle Harbour, no matter how minor. Therefore, any consultant involved in developing proposals pertaining to the Building will be made aware of this document and its policies. Any proposals will be able to demonstrate compliance with the policies set out in Section 4 of this document.

5. Bibliography

- Australia ICOMOS. 'Practice Note: Understanding and Assessing Cultural Significance'. Australia ICOMOS, November 2013. https://australia.icomos.org/wp-content/uploads/Practice-Note_Understanding-and-assessing-cultural-significance.pdf.
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- Historic Environment Division. 'Criteria for the Scheduling of Historic Monuments and the Listing of Buildings of Special Architectural or Historic Interest, with Associated Procedures'. Department for Communities, May 2019. <https://www.communities-ni.gov.uk/sites/default/files/publications/communities/dfc-hed-scheduling-of-historic-buildings.PDF>.
- Kerr, James Semple. Conservation Plan: A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance. The National Trust of Australia (NSW), 2013. <http://australia.icomos.org/wp-content/uploads/The-Conservation-Plan-7th-Edition.pdf>.



APPENDICES



Appendix 1 – Scheduled Monument Details



HM(S)5

B241/04

Sm MRD 255:1

DEPARTMENT OF THE ENVIRONMENT FOR NORTHERN IRELAND

HISTORIC MONUMENTS

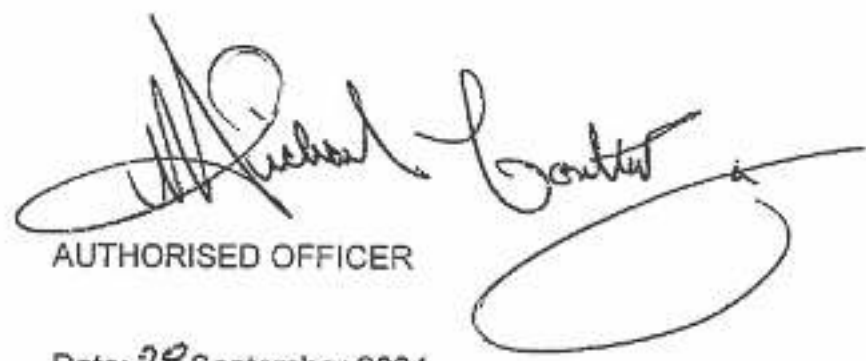
The Department of the Environment for Northern Ireland hereby gives notice that on the 28 day of September 2004 it prepared the following schedule under Article 3 of the Historic Monuments and Archaeological Objects (NI) Order 1995.

LOCATION

NAME OF MONUMENT

Ballaghbeg, Co. Down

Harbour (otherwise known as Newcastle Harbour)



AUTHORISED OFFICER

Date: 28 September 2004

SCHEDULING OF HARBOUR AND WATCH HOUSE, 'NEWCASTLE HARBOUR' IN THE TOWNLAND OF BALLAGHBEG, CO. DOWN (MRD 255:1).



Based on the Ordnance Survey of Killybegs, 1852, with the permission of the Director and Chief Executive. © Crown Copyright, © Environment and Heritage Service Copyright 2004

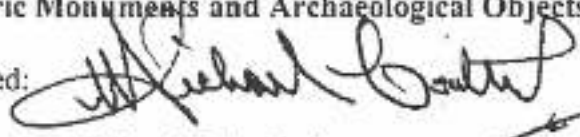
ENVIRONMENT AND HERITAGE SERVICE (D.O.E)

The Department of the Environment (the Department), having consulted the Historic Monuments Council and being satisfied that the site described and delineated in red on the above map is worthy of scheduling by reason of its quality and fragility declares the site known as 'Newcastle Harbour and its watch house' in the townland of Ballaghbeg a scheduled monument.

Description of Scheduled area

The scheduled area is outlined in red on the above map. A line runs from A, parallel to the north quay, at a distance of 10m from its seaward edge. It continues on to meet the line B-C, set at 20m out from the seaward edge of the south-quay. The line turns north-west at C (a point 5m from the wall of the sewage works) to meet the parapet wall, and then follows it to the end (D). It turns north-west again to meet E, a point projected out from the inner side of the parapet wall, and turns north-east to the corner where the quay meets the carpark. It turns north-west and continues in a straight line for 84m to where it meets a line projected out from the south-east wall of the lifeboat station at F. From F it turns north-west to join A. A stone wall at south-west (G-E) extending along most of the old waterfront in the harbour area, the harbour watch house and a set of granite steps (H) are to be scheduled as associated features. Here the scheduled area is limited to the width of the wall, and the watch house structure..

This Historic Monument is included in the Schedule under Article 3 of the Historic Monuments and Archaeological Objects (N.I) Order 1995

Signed: 

Date: 28/9/14

Michael D.A. Coulter
Director; Built Heritage



SCHEDULING OF HARBOUR AND WATCH HOUSE, 'NEWCASTLE HARBOUR' IN THE TOWNLAND OF BALLAGHBEG, CO. DOWN. (MRD 255:1).



Site Description

The port of Newcastle has a long demonstrable maritime history from medieval times to the present. This is a fine 19th century harbour which retains much of its original character and is still in small scale use. The heritage value of Newcastle Harbour has increased in recent years with the loss, through development or neglect, of those at neighbouring Co. Down ports.

Newcastle Harbour is being scheduled on the grounds of quality and fragility.



**DEPARTMENT OF THE ENVIRONMENT
ENVIRONMENT AND HERITAGE SERVICE**

**SCHEDULING OF HARBOUR, 'NEWCASTLE HARBOUR', IN THE
TOWNLAND OF BALLAGHBEG, CO.DOWN. (MRD 255:1)**

CONTROL OF WORKS AFFECTING SCHEDULED MONUMENTS

The following operations and activities appear to the Department to be likely to damage the site.

1. Any works resulting in the demolition, destruction or disturbance of, or damage to the monument.
2. Any works for the purpose of removing or repairing the monument or any part of it; or of making any alterations or additions thereto.
3. Any flooding or tipping operations on the scheduled area.

Works to which this Article applies are authorised if

- a) The Department has granted written consent (Scheduled Monument Consent) for the execution of the works.
- b) The works are executed in accordance with the terms of the consent and of any conditions attached to the consent.

Scheduled Monument Consent application forms for any of the above activities can be issued on request. This is not necessary if the intended works are permitted under the Historic Monuments (Class Consents) Order (N.I.) 2001. (enclosed)

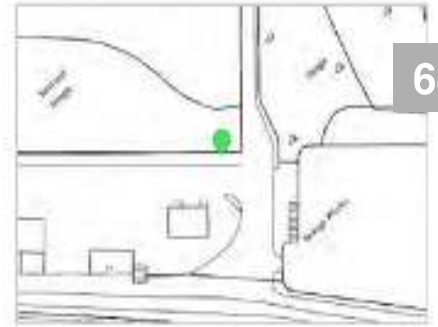
Appendix 2 – Gazetteer





#70 - 3no benches

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



64

Task messages (time in GMT)

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Photo 1

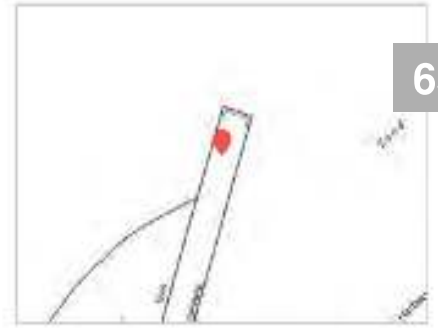
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Photos



#13 - Ashlar masonry ground finish

Considerable Significance | HA IT | Materials and Finishes
Plan: Site Plan for heritage survey



Task messages (time in GMT)

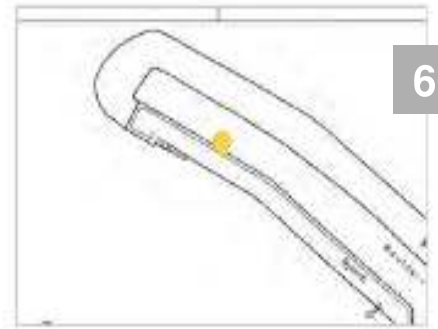
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HA Tablet 01	Photo 3	18 May 01:31 PM
HA Tablet 01	Photo 4	18 May 01:35 PM
HA Tablet 01	Photo 5	18 May 01:35 PM

Photos



#136 - Bollard

Little Significance | HA IT | Objects
Plan: Site Plan for heritage survey



66

Task messages (time in GMT)

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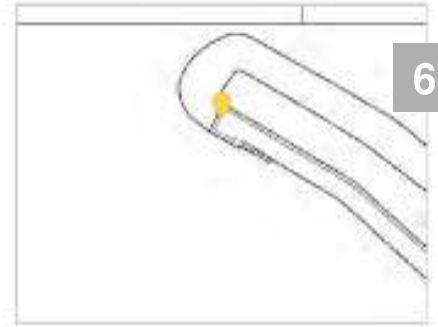
06 Jun 08:58 AM

Photos



#140 - Bollard

Little Significance | HA IT | Objects
Plan: Site Plan for heritage survey



67

Task messages (time in GMT)

HA Tablet 01

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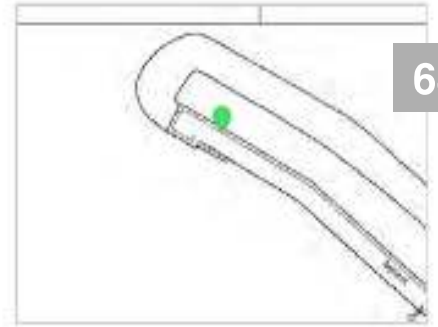
06 Jun 09:02 AM

Photos



#139 - Bollard

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



68

Task messages (time in GMT)

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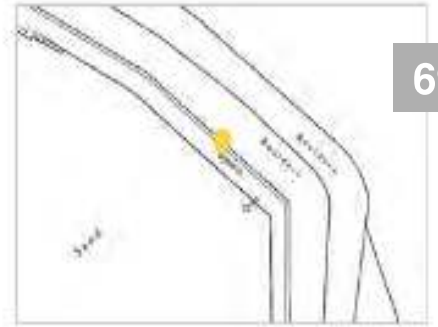
Photos



#126 - Bollard

Little Significance | HA IT | Objects
Plan: Site Plan for heritage survey

69



Task messages (time in GMT)

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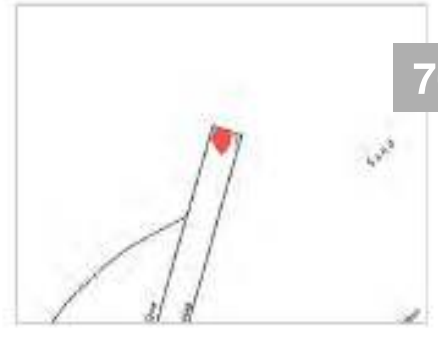
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Photos



#15 - Capstan

Considerable Significance | HA IT | Objects
Plan: Site Plan for heritage survey



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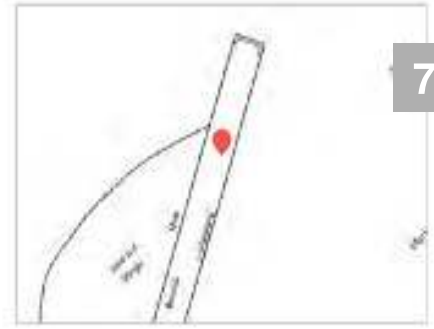
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HA Tablet 02	Photo 3	18 May 01:33 PM

Photos



#22 - Capstan

Considerable Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02	Photo 1	18 May 01:36 PM
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HA Tablet 02	Photo 3	18 May 01:37 PM

Photos



#32 - Capstan

Considerable Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

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HA Tablet 02	Photo 2	18 May 01:43 PM
HA Tablet 02	Photo 3	18 May 01:43 PM

Photos



#29 - Capstan

Considerable Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

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HA Tablet 02	Photo 2	18 May 01:40 PM
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Photos



#39 - Cast Iron Capstan

Considerable Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

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- HA Tablet 02 Photo 2

18 May 01:48 PM
18 May 01:48 PM

Photos



#82 - Chain fixing

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



75

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 02:26 PM

Photos



#38 - Chain fixing

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 01:47 PM

Photos



#24 - Cobbles

Considerable Significance | HA IT | Materials and Finishes
Plan: Site Plan for heritage survey



Task messages (time in GMT)

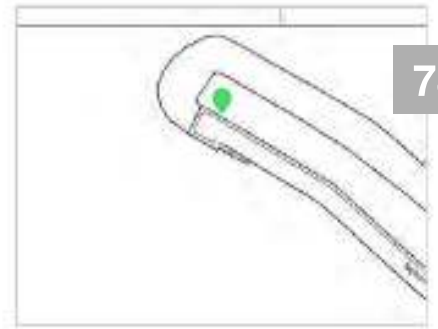
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HA Tablet 01	Photo 5	18 May 01:38 PM

Photos



#146 - Concrete block

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

- HA Tablet 01 Photo 1
- HA Tablet 01 Photo 2
- HA Tablet 01 Photo 3

- 06 Jun 09:06 AM
- 06 Jun 09:06 AM
- 06 Jun 09:06 AM

Photos



#72 - Concrete bollards

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 02:14 PM

Photos



#79 - Concrete ground finish

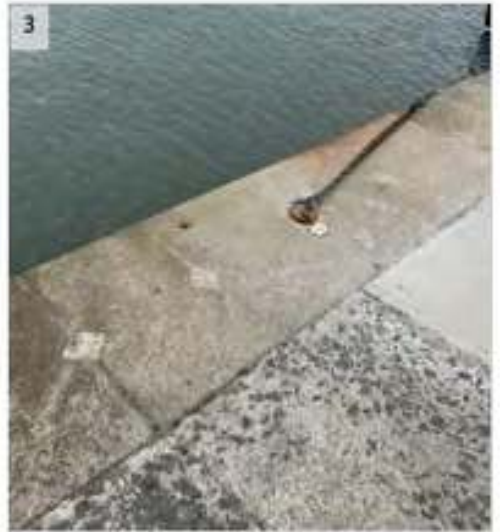
No Significance | HA IT | Materials and Finishes
Plan: Site Plan for heritage survey



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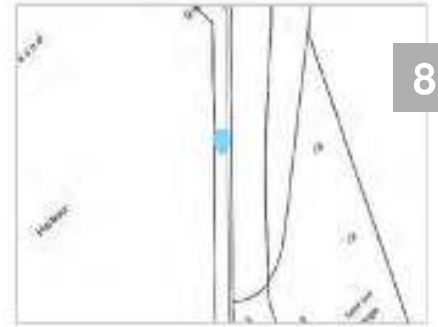
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HA Tablet 01	Photo 5	18 May 02:25 PM
HA Tablet 01	Photo 6	18 May 02:26 PM

Photos



#118 - Concrete patch repairs

Detrimental to Significance | HA IT | Materials and Finishes
Plan: Site Plan for heritage survey



Task messages (time in GMT)

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Photo 1

06 Jun 08:46 AM

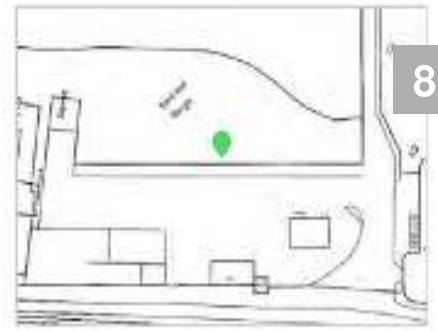
Photos



#63 - Concrete retaining wall and handrail

No Significance | HA IT | Primary Structures

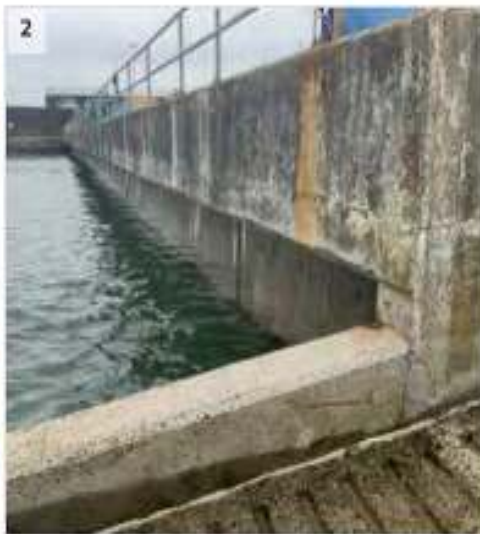
Plan: Site Plan for heritage survey



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HA Tablet 01	Photo 3	06 Jun 08:22 AM
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Photos



#98 - Edwardian Post Box

Considerable Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA IT Photo 1

27 May 12:13 PM

Photos



#77 - Former Liefboat station

Little Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey



Task messages (time in GMT)

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HA Tablet 02	Photo 3	18 May 02:42 PM
HA Tablet 02	Photo 4	18 May 02:42 PM

Photos



#73 - Former Pump House

No Significance | HA IT | Primary Structures
 Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02	Photo 1	18 May 02:15 PM
HA Tablet 02	Photo 2	18 May 02:15 PM
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HA IT	Photo 15	06 Jun 03:42 PM
HA IT	Photo 16	06 Jun 03:42 PM

Photos





13



14



15



87

16



#81 - Gate

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



88

Task messages (time in GMT)

- HA Tablet 02 Photo 1
- HA Tablet 02 Photo 2

18 May 02:25 PM
18 May 02:25 PM

Photos



#40 - Gate and fence

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

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HA Tablet 01	Photo 5	18 May 01:49 PM

Photos



#92 - Granite blocks embedded in road

Some Significance | HA IT | Materials and Finishes
Plan: Site Plan for heritage survey



Task messages (time in GMT)

- HA Tablet 02 Photo 1
- HA Tablet 02 Photo 2

18 May 02:36 PM
18 May 02:36 PM

Photos



#12 - Granite bollard

Some Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

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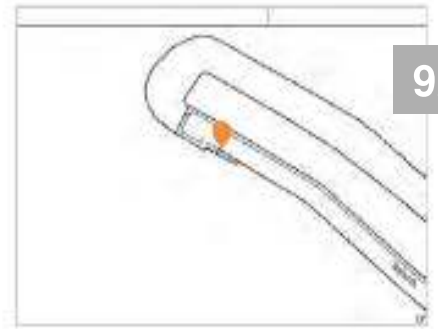
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Photos



#145 - Granite steps

Some Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

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Photo 1

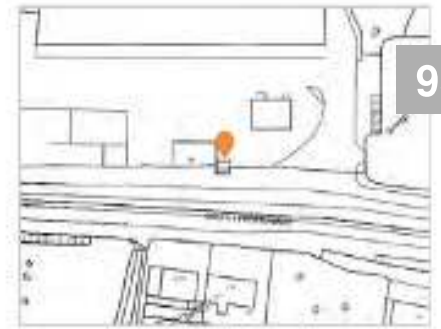
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Photos



#76 - Granite steps

Some Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 02:16 PM

Photos



#114 - Ground chain

Little Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

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HA Tablet 01	Photo 3	06 Jun 09:14 AM

Photos



#75 - Interpretation panel

No Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01

Photo 1

18 May 02:17 PM

Photos



#27 - Ladder

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 01:39 PM

Photos



#124 - Ladder

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01

Photo 1

06 Jun 08:52 AM

Photos



#37 - Ladder

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey

98



Task messages (time in GMT)

HA Tablet 02

Photo 1

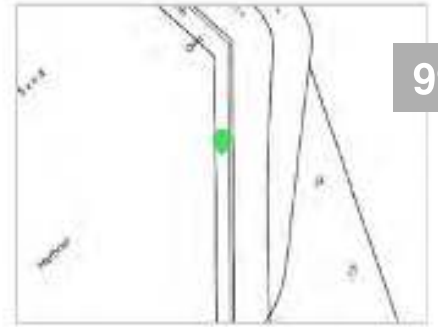
18 May 01:46 PM

Photos



#122 - Ladder

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



99

Task messages (time in GMT)

HA Tablet 01

Photo 1

06 Jun 08:46 AM

Photos



#128 - Ladder

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



100

Task messages (time in GMT)

HA Tablet 01

Photo 1

06 Jun 08:55 AM

Photos



#42 - Ladder

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02

Photo 1

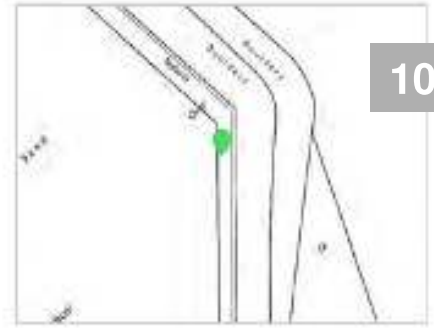
18 May 01:49 PM

Photos



#115 - Ladder

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01

Photo 1

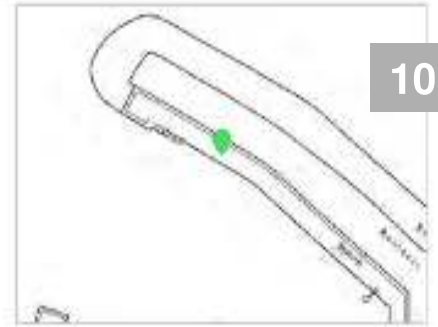
06 Jun 08:44 AM

Photos



#135 - Ladder

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



103

Task messages (time in GMT)

HA Tablet 01

Photo 1

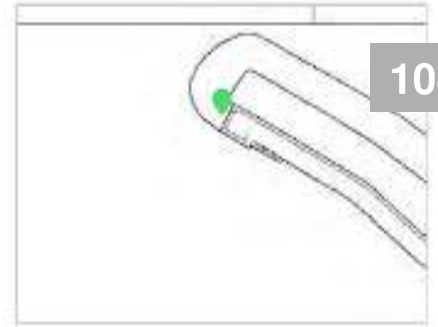
06 Jun 08:58 AM

Photos



#143 - Ladder

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



104

Task messages (time in GMT)

HA Tablet 01

Photo 1

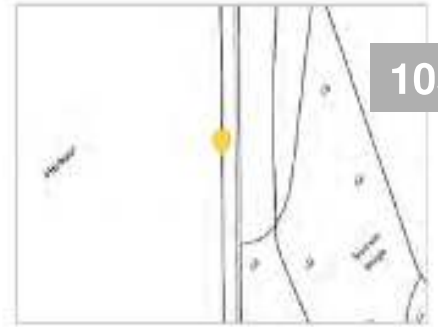
06 Jun 09:04 AM

Photos



#87 - Ladder set in recess

Little Significance | HA IT | Objects
Plan: Site Plan for heritage survey



105

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 02:27 PM

Photos



#30 - Ladders

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



106

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 01:41 PM

Photos



#34 - Ladders

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



107

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 01:44 PM

Photos



1

#20 - Ladders

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



108

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 01:36 PM

Photos



1

#17 - Ladders

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



109

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 01:33 PM

Photos



#25 - Lamp post

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



110

Task messages (time in GMT)

- HA Tablet 02 Photo 1
- HA Tablet 02 Photo 2

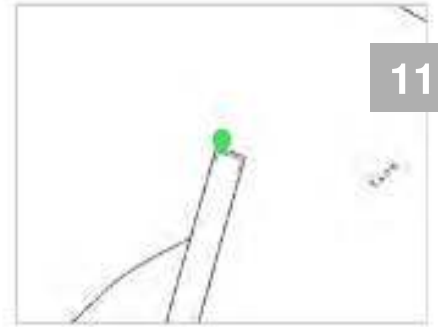
18 May 01:38 PM
18 May 01:38 PM

Photos



#18 - Lamp post

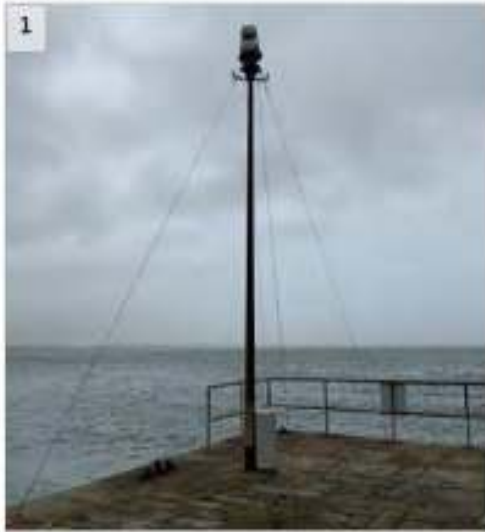
No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02	Photo 1	18 May 01:34 PM
HA Tablet 02	Photo 2	18 May 01:34 PM
HA Tablet 02	Photo 3	18 May 01:35 PM

Photos



#35 - Lamp post

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey

112



Task messages (time in GMT)

- HA Tablet 02 Photo 1
- HA Tablet 02 Photo 2

18 May 01:45 PM
18 May 01:45 PM

Photos



#41 - Lamp post

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

- HA Tablet 02 Photo 1
- HA Tablet 02 Photo 2

18 May 01:49 PM
18 May 01:49 PM

Photos



#52 - Lamppost

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01	Photo 1	18 May 01:55 PM
HA Tablet 01	Photo 2	18 May 01:55 PM
HA Tablet 01	Photo 3	18 May 01:55 PM

Photos



#31 - Life ring

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



115

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 01:42 PM

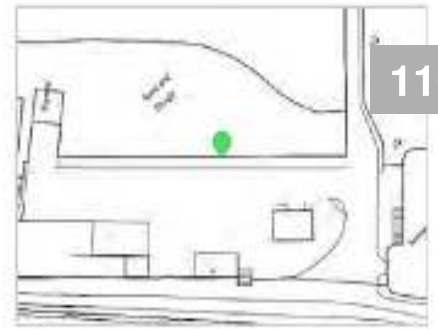
Photos

1



#65 - Life ring

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



116

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 02:12 PM

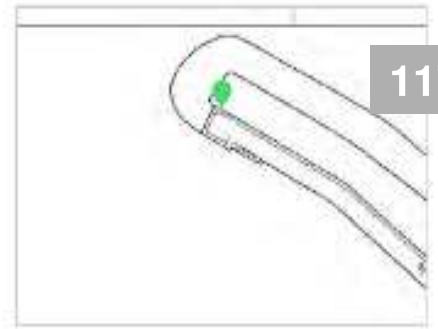
Photos



1

#144 - Life ring with concrete block housing

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01

Photo 1

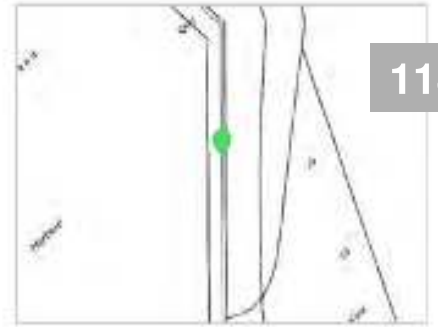
06 Jun 09:03 AM

Photos



#152 - Lifebuoy

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



118

Task messages (time in GMT)

HA Tablet 01

Photo 1

06 Jun 09:13 AM

Photos



#51 - Lifebuoy and sign

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



119

Task messages (time in GMT)

- HA Tablet 01 Photo 1
- HA Tablet 01 Photo 2

18 May 01:54 PM
18 May 01:54 PM

Photos



#43 - Lightpost

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey

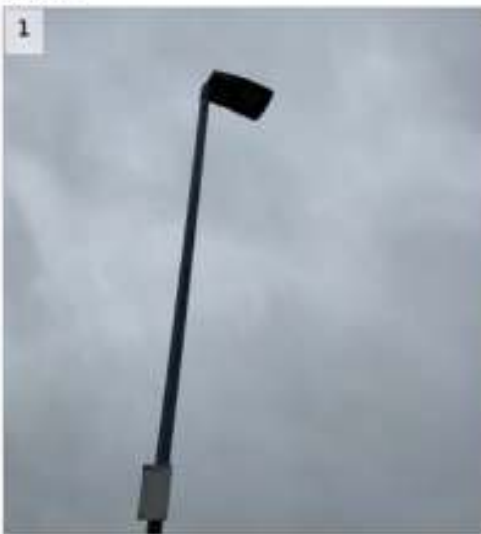


120

Task messages (time in GMT)

HA Tablet 01	Photo 1	18 May 01:50 PM
HA Tablet 01	Photo 2	18 May 01:50 PM
HA Tablet 01	Photo 3	18 May 01:50 PM
HA Tablet 01	Photo 4	18 May 01:50 PM

Photos



#47 - Litter bin

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



121

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 01:51 PM

Photos



#49 - Litter bin

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 01:53 PM

Photos



#68 - Litter bin

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



123

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 02:13 PM

Photos



#64 - Litter bin

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



124

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 02:12 PM

Photos



#69 - Litter bin

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



125

Task messages (time in GMT)

HA Tablet 02

Photo 1

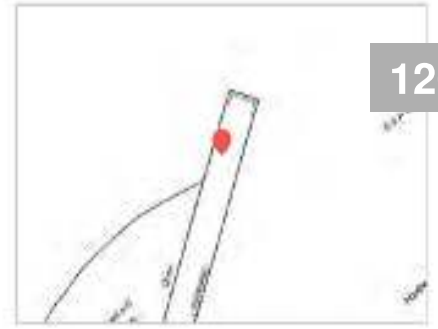
18 May 02:13 PM

Photos



#16 - Masonry flagstones

Considerable Significance | HA IT | Materials and Finishes
Plan: Site Plan for heritage survey



Task messages (time in GMT)

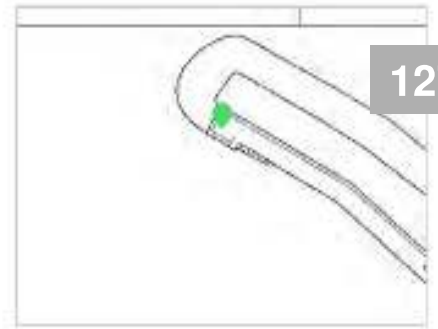
HA Tablet 01	Photo 1	18 May 01:33 PM
HA Tablet 01	Photo 2	18 May 01:33 PM
HA Tablet 01	Photo 3	18 May 01:33 PM
HA Tablet 01	Photo 4	18 May 01:34 PM

Photos



#142 - Mild steel handrail

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

- HA Tablet 01 Photo 1
- HA Tablet 01 Photo 2

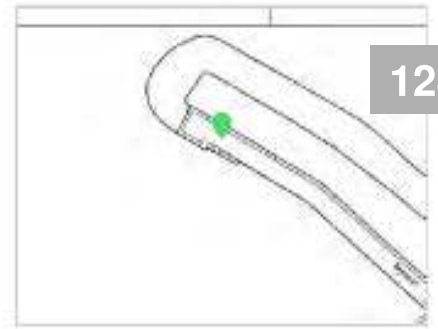
06 Jun 09:02 AM
06 Jun 09:02 AM

Photos



#138 - Mild steel handrail

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



128

Task messages (time in GMT)

- HA Tablet 01 Photo 1
- HA Tablet 01 Photo 2

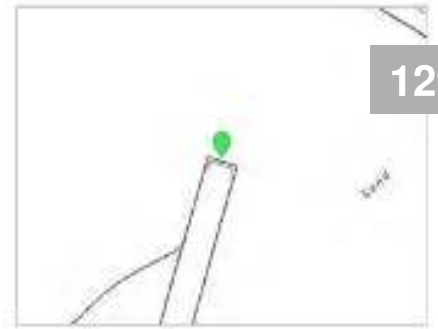
06 Jun 09:00 AM
06 Jun 09:00 AM

Photos



#14 - Mild steel handrail

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

- HA Tablet 02 Photo 1
- HA Tablet 02 Photo 2

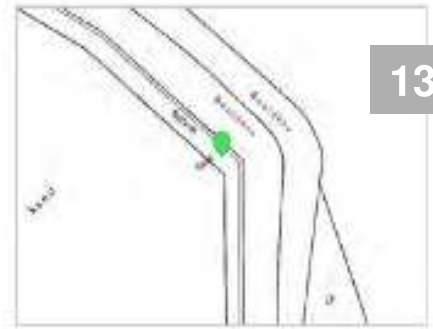
18 May 01:31 PM
18 May 01:31 PM

Photos



#121 - Mild steel handrail

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



130

Task messages (time in GMT)

- HA Tablet 01 Photo 1
- HA Tablet 01 Photo 2

06 Jun 08:43 AM
06 Jun 08:43 AM

Photos



#9 - Mooring bitt

Considerable Significance | HA IT | Objects
Plan: Site Plan for heritage survey



131

Task messages (time in GMT)

- HA Tablet 02 Photo 1
- HA Tablet 02 Photo 2

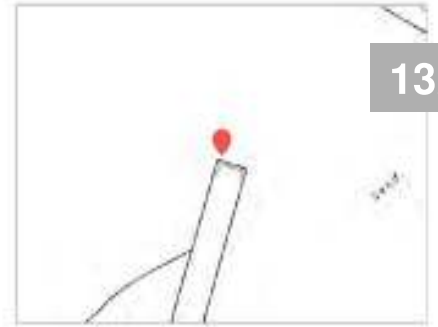
18 May 01:26 PM
18 May 01:26 PM

Photos



#10 - Mooring bitt

Considerable Significance | HA IT | Objects
Plan: Site Plan for heritage survey

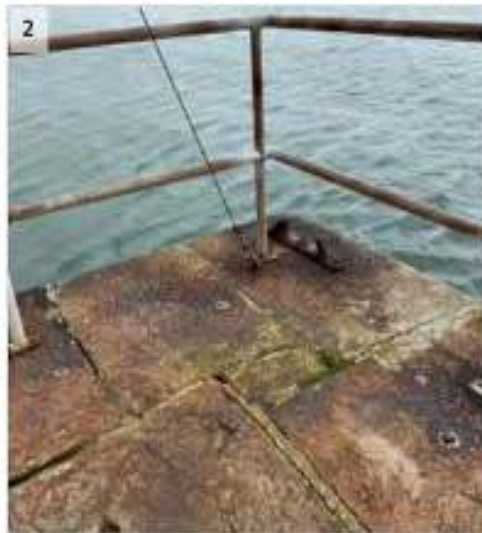


Task messages (time in GMT)

- HA Tablet 02 Photo 1
- HA Tablet 02 Photo 2

18 May 01:26 PM
18 May 01:26 PM

Photos



#11 - Mooring bitt

Considerable Significance | HA IT | Objects
Plan: Site Plan for heritage survey

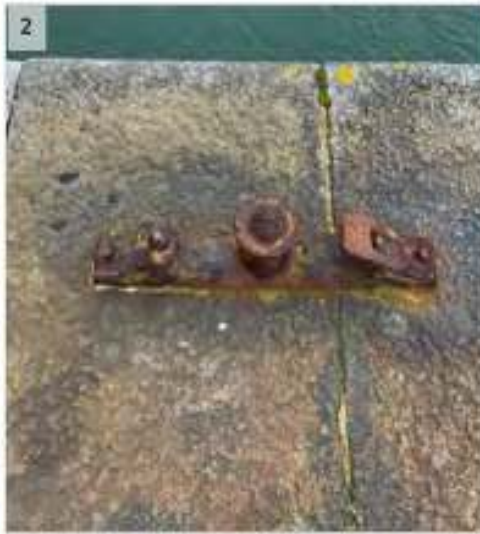


Task messages (time in GMT)

- HA Tablet 02 Photo 1
- HA Tablet 02 Photo 2

18 May 01:27 PM
18 May 01:27 PM

Photos



#53 - North wall to north quay

Considerable Significance | HA IT | Materials and Finishes
Plan: Site Plan for heritage survey



Task messages (time in GMT)

- HA Tablet 02 Photo 1
- HA Tablet 02 Photo 2

18 May 01:55 PM
18 May 01:55 PM

Photos



#61 - Out Buildings

No Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey



135

Task messages (time in GMT)

HA Tablet 02	Photo 1	18 May 02:08 PM
HA Tablet 02	Photo 2	18 May 02:08 PM
HA Tablet 02	Photo 3	18 May 02:09 PM
HA Tablet 02	Photo 4	18 May 02:09 PM
HA Tablet 02	Photo 5	18 May 02:09 PM
HA Tablet 02	Photo 6	18 May 02:09 PM
HA Tablet 01	Photo 7	06 Jun 11:04 AM

Photos





#58 - Reatining Wall - Section 2

Considerable Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey



Task messages (time in GMT)

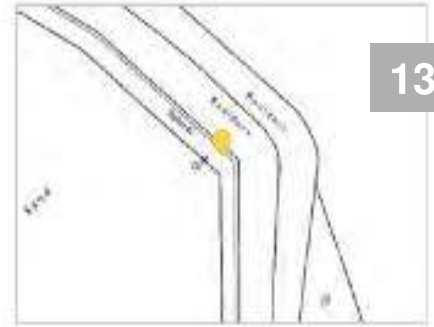
HA Tablet 01	Photo 1	18 May 02:01 PM
HA Tablet 01	Photo 2	18 May 02:01 PM
HA Tablet 01	Photo 3	18 May 02:01 PM
HA Tablet 01	Photo 4	18 May 02:02 PM

Photos



#123 - Remnants of historic fixings

Little Significance | HA IT | Objects
Plan: Site Plan for heritage survey



138

Task messages (time in GMT)

HA Tablet 01	Photo 1	06 Jun 08:51 AM
HA Tablet 01	Photo 2	06 Jun 08:51 AM
HA Tablet 01	Photo 3	06 Jun 08:51 AM
HA Tablet 01	Photo 4	06 Jun 08:51 AM
HA Tablet 01	Photo 5	06 Jun 08:51 AM

Photos



#55 - Retaining wall - Section 1

Some Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01	Photo 1	18 May 02:00 PM
HA Tablet 01	Photo 2	18 May 02:00 PM
HA Tablet 01	Photo 3	18 May 02:00 PM
HA Tablet 01	Photo 4	18 May 02:00 PM
HA Tablet 01	Photo 5	18 May 02:00 PM
HA Tablet 01	Photo 6	18 May 02:00 PM
HA Tablet 01	Photo 7	18 May 02:01 PM
HA Tablet 01	Photo 8	18 May 02:01 PM

Photos





#67 - Retaining Wall - Section 3

Considerable Significance | HA IT | Primary Structures
 Plan: Site Plan for heritage survey

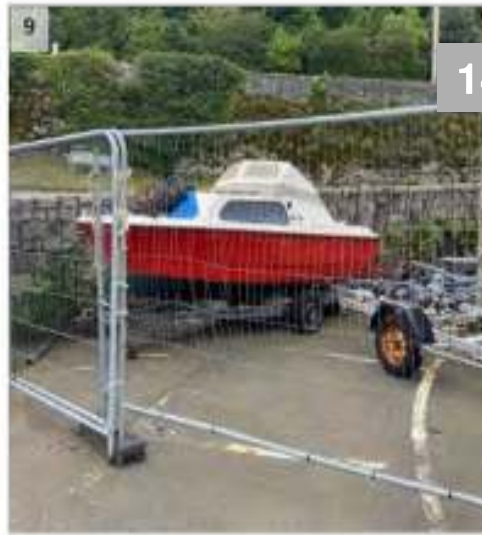


Task messages (time in GMT)

HA Tablet 01	Photo 1	18 May 02:13 PM
HA Tablet 01	Photo 2	18 May 02:13 PM
HA Tablet 01	Photo 3	18 May 02:13 PM
HA Tablet 01	Photo 4	18 May 02:13 PM
HA Tablet 01	Photo 5	18 May 02:13 PM
HA Tablet 01	Photo 6	18 May 02:13 PM
HA Tablet 01	Photo 7	18 May 02:13 PM
HA Tablet 01	Photo 8	18 May 02:19 PM
HA Tablet 01	Photo 9	18 May 02:19 PM
HA Tablet 01	Photo 10	18 May 02:20 PM
HA Tablet 01	Photo 11	18 May 02:21 PM
HA Tablet 01	Photo 12	18 May 02:21 PM

Photos





#153 - Retaining Wall - Section 4

Considerable Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01	Photo 1	06 Jun 09:45 AM
HA Tablet 01	Photo 2	06 Jun 09:46 AM
HA Tablet 01	Photo 3	06 Jun 09:46 AM
HA Tablet 01	Photo 4	06 Jun 09:46 AM
HA Tablet 01	Photo 5	06 Jun 09:46 AM
HA Tablet 01	Photo 6	06 Jun 09:47 AM
HA Tablet 01	Photo 7	06 Jun 09:47 AM
HA Tablet 01	Photo 8	06 Jun 09:47 AM
HA Tablet 01	Photo 9	06 Jun 11:04 AM

Photos





144

#151 - Retaining Wall - Section 5

Considerable Significance | HA IT | Primary Structures
 Plan: Site Plan for heritage survey



Task messages (time in GMT)

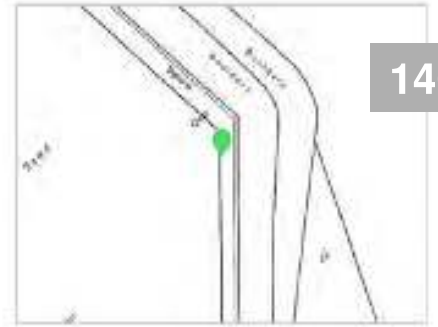
HA Tablet 01	Photo 1	06 Jun 09:48 AM
HA Tablet 01	Photo 2	06 Jun 09:48 AM
HA Tablet 01	Photo 3	06 Jun 09:48 AM
HA Tablet 01	Photo 4	06 Jun 09:48 AM
HA Tablet 01	Photo 5	06 Jun 09:48 AM
HA Tablet 01	Photo 6	06 Jun 11:07 AM

Photos



#119 - Ring

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01

Photo 1

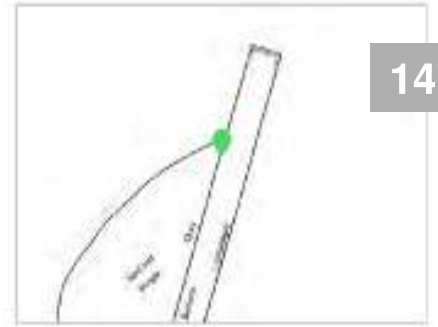
06 Jun 08:44 AM

Photos



#23 - Ring

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



147

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 01:37 PM

Photos



1

#129 - Ring

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



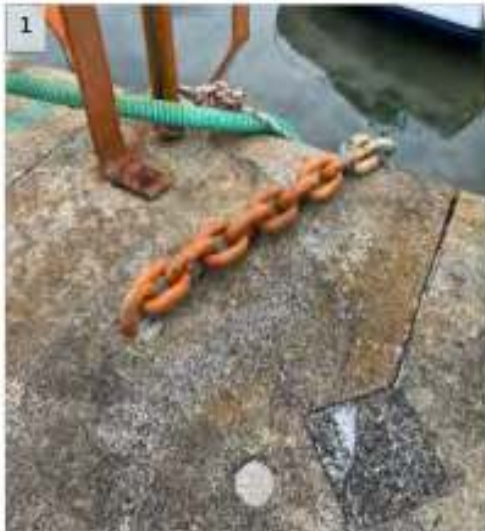
Task messages (time in GMT)

HA Tablet 01

Photo 1

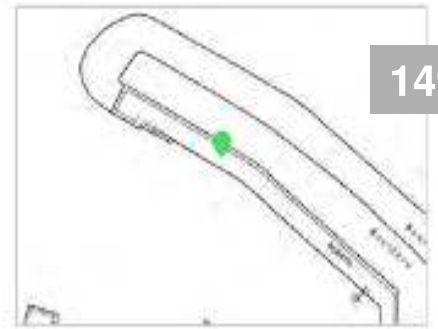
06 Jun 08:55 AM

Photos



#134 - Ring

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



149

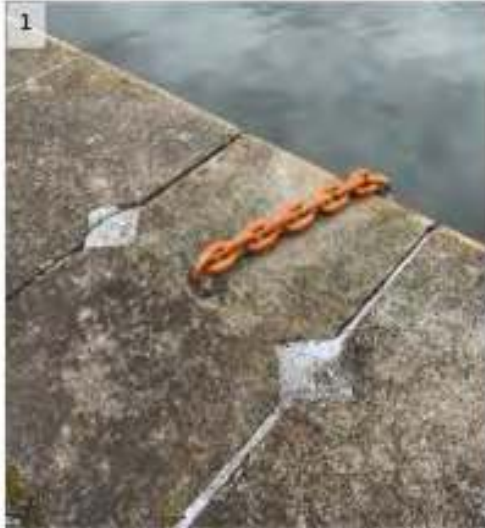
Task messages (time in GMT)

HA Tablet 01

Photo 1

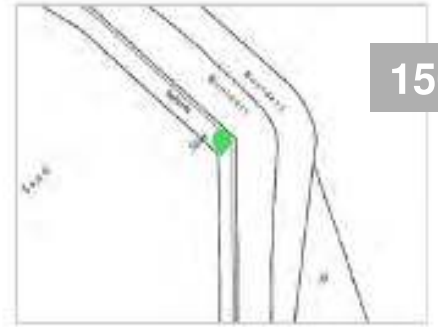
06 Jun 08:57 AM

Photos



#116 - Ring

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



150

Task messages (time in GMT)

HA Tablet 01

Photo 1

06 Jun 08:43 AM

Photos



#48 - Ring 1N

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



151

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 01:53 PM

Photos



1

#80 - Ring 1S

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 02:24 PM

Photos



#46 - Ring 2N

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



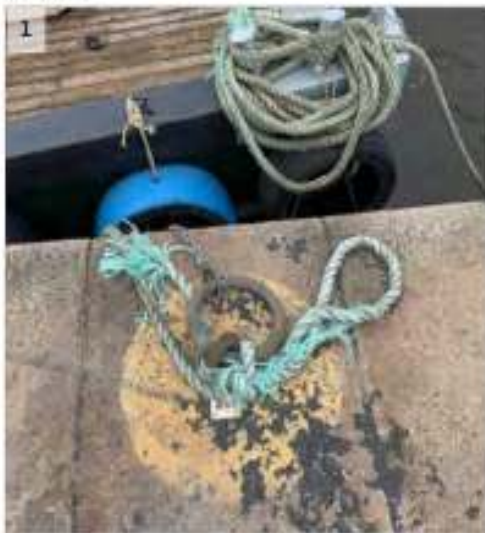
153

Task messages (time in GMT)

- HA Tablet 01 Photo 1
- HA Tablet 01 Photo 2

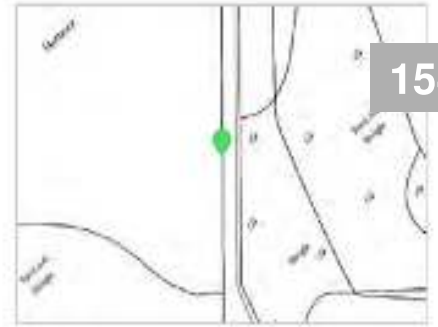
- 18 May 01:51 PM
- 18 May 01:52 PM

Photos



#84 - Ring 25

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



154

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 02:26 PM

Photos



#45 - Ring 3N

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



155

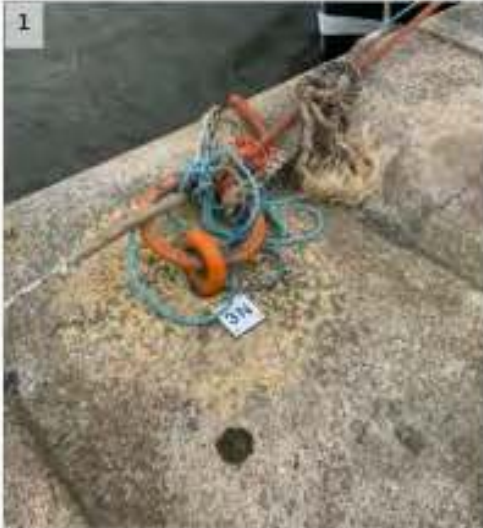
Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 01:51 PM

Photos



#85 - Ring 3S

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



156

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 02:27 PM

Photos



#44 - Ring 4N

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



157

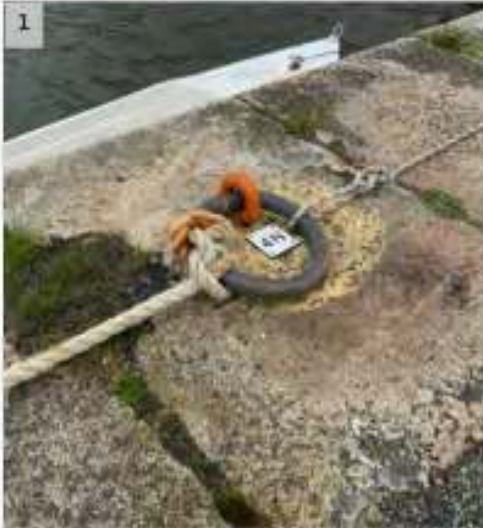
Task messages (time in GMT)

HA Tablet 02

Photo 1

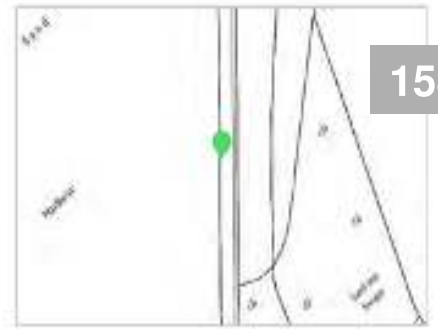
18 May 01:50 PM

Photos



#89 - Ring 4S

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



158

Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 02:28 PM

Photos



1

#36 - Ring 5N

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



159

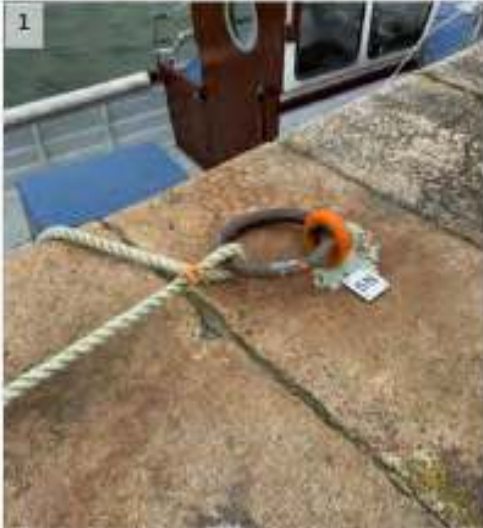
Task messages (time in GMT)

HA Tablet 02

Photo 1

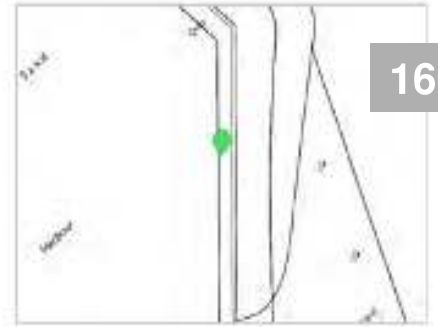
18 May 01:46 PM

Photos



#90 - Ring 5S

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



160

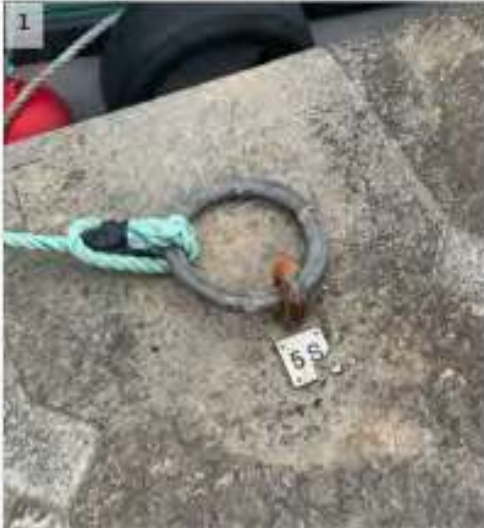
Task messages (time in GMT)

HA Tablet 02

Photo 1

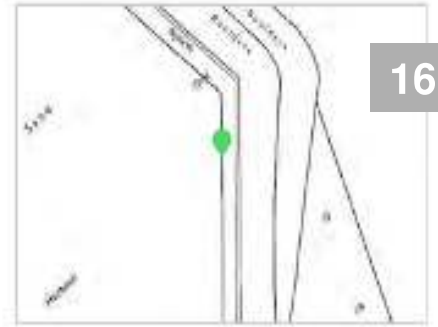
18 May 02:28 PM

Photos



#120 - Ring 6S

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



161

Task messages (time in GMT)

HA Tablet 01

Photo 1

06 Jun 08:45 AM

Photos



#26 - Ring 7N

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02

Photo 1

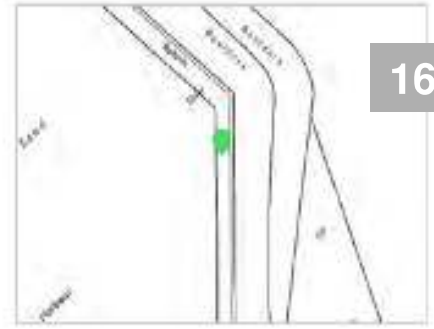
18 May 01:38 PM

Photos



#117 - Ring 7s

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01

Photo 1

06 Jun 08:45 AM

Photos



#19 - Ring 8N

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 01:35 PM

Photos



#125 - Ring 8S

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



165

Task messages (time in GMT)

HA Tablet 01

Photo 1

06 Jun 08:52 AM

Photos



#127 - Ring 9S

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01

Photo 1

06 Jun 08:54 AM

Photos



#131 - Ring 10S

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



167

Task messages (time in GMT)

HA Tablet 01

Photo 1

06 Jun 08:56 AM

Photos



#132 - Ring 11S

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



168

Task messages (time in GMT)

HA Tablet 01

Photo 1

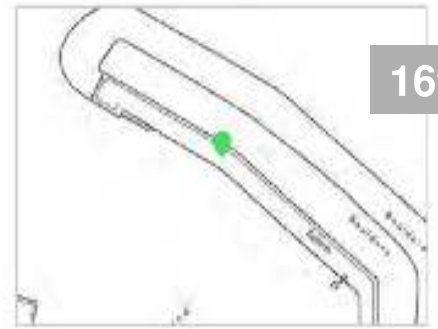
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Photos



#133 - Ring 12S

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01

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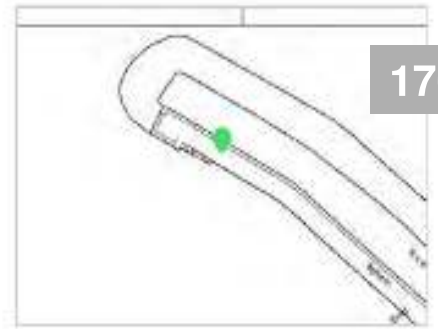
06 Jun 08:57 AM

Photos



#137 - Ring 13S

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

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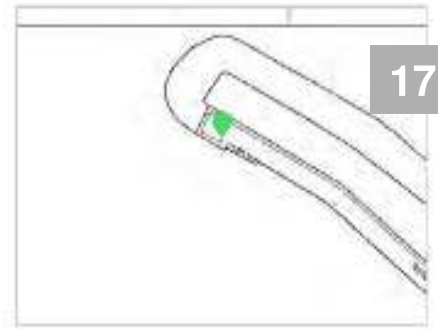
06 Jun 08:59 AM

Photos



#141 - Ring 14S

No Significance | HA IT | Objects
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01

Photo 1

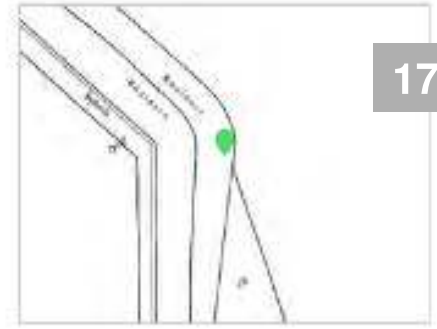
06 Jun 09:04 AM

Photos



#91 - Rock armour

No Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02

Photo 1

18 May 02:32 PM

Photos



#54 - Slipway

Little Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey

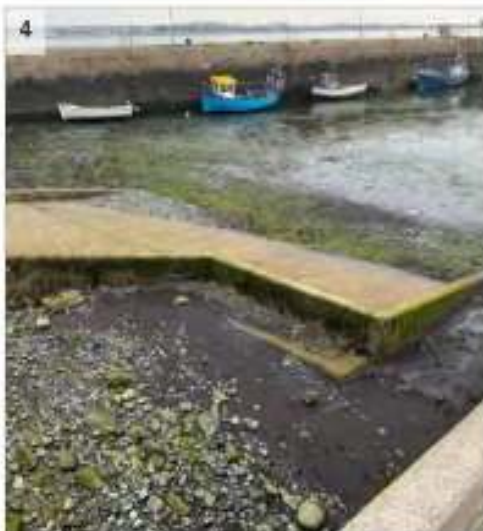


173

Task messages (time in GMT)

HA Tablet 02	Photo 1	18 May 01:58 PM
HA Tablet 02	Photo 2	18 May 01:59 PM
HA Tablet 02	Photo 3	18 May 02:21 PM
HA Tablet 01	Photo 4	06 Jun 08:21 AM
HA Tablet 01	Photo 5	06 Jun 08:21 AM

Photos



#50 - Slipway

Little Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey



174

Task messages (time in GMT)

HA Tablet 02	Photo 1	18 May 01:54 PM
HA Tablet 02	Photo 2	18 May 01:54 PM
HA Tablet 02	Photo 3	18 May 01:54 PM

Photos



#56 - Slipway

Little Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey

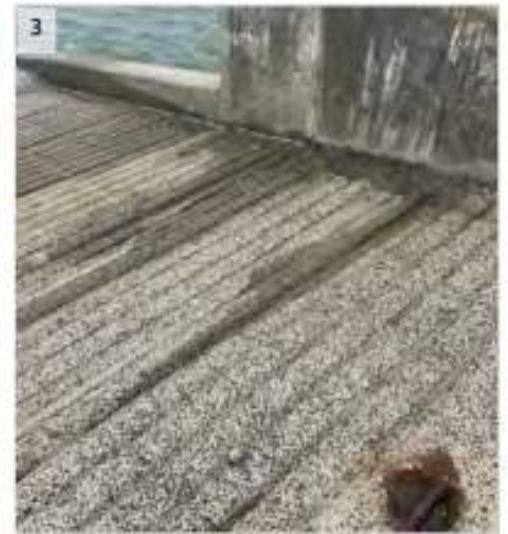


175

Task messages (time in GMT)

HA Tablet 02	Photo 1	18 May 02:00 PM
HA Tablet 02	Photo 2	18 May 02:10 PM
HA Tablet 02	Photo 3	18 May 02:10 PM

Photos



#83 - South pier parapet wall - Section 1

Some Significance | HA IT | Primary Structures

Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01	Photo 1	18 May 02:26 PM
HA Tablet 01	Photo 2	18 May 02:26 PM
HA Tablet 01	Photo 3	18 May 02:26 PM
HA Tablet 02	Photo 4	18 May 02:33 PM
HA Tablet 02	Photo 5	18 May 02:33 PM
HA Tablet 01	Photo 6	18 May 02:33 PM
HA Tablet 02	Photo 7	18 May 02:34 PM
HA Tablet 01	Photo 8	18 May 02:34 PM

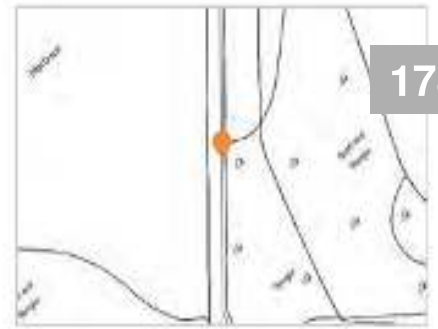
Photos





#88 - South pier parapet wall - Section 2

Some Significance | HA IT | Primary Structures
 Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01	Photo 1	18 May 02:28 PM
HA Tablet 01	Photo 2	18 May 02:29 PM
HA Tablet 01	Photo 3	18 May 02:32 PM
HA Tablet 02	Photo 4	18 May 02:32 PM
HA Tablet 01	Photo 5	18 May 02:33 PM

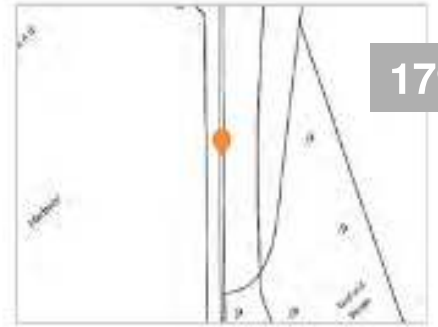
Photos



#150 - South pier parapet wall - Section 3

Some Significance | HA IT | Primary Structures

Plan: Site Plan for heritage survey



179

Task messages (time in GMT)

HA Tablet 01

Photo 1

06 Jun 09:12 AM

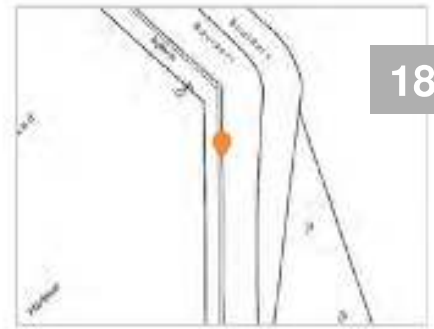
Photos



1

#148 - South pier parapet wall - Section 4

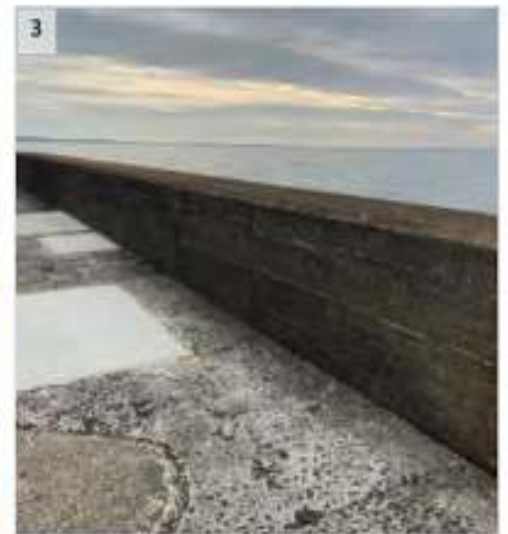
Some Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01	Photo 1	06 Jun 09:10 AM
HA Tablet 01	Photo 2	06 Jun 09:10 AM
HA Tablet 01	Photo 3	06 Jun 09:11 AM
HA Tablet 01	Photo 4	06 Jun 09:11 AM

Photos



#147 - South pier parapet wall - Section 5

Some Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01	Photo 1	06 Jun 09:09 AM
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HA Tablet 01	Photo 4	06 Jun 09:09 AM

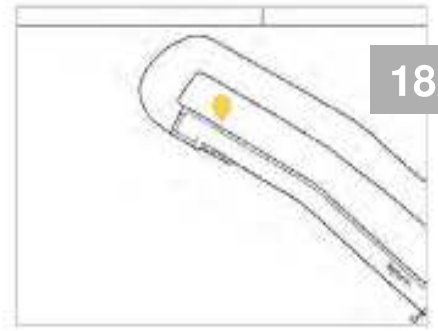
Photos



#149 - South pier parapet wall - Section 5

Little Significance | HA IT | Primary Structures

Plan: Site Plan for heritage survey



182

Task messages (time in GMT)

HA Tablet 01	Photo 1	06 Jun 09:08 AM
HA Tablet 01	Photo 2	06 Jun 09:08 AM
HA Tablet 01	Photo 3	06 Jun 09:08 AM

Photos



#78 - South wall to north quay

Considerable Significance | HA IT | Materials and Finishes
Plan: Site Plan for heritage survey

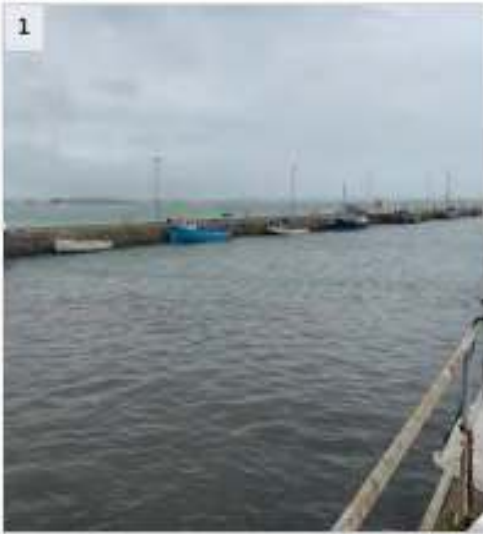


Task messages (time in GMT)

- HA Tablet 02 Photo 1
- HA Tablet 02 Photo 2

18 May 02:22 PM
18 May 02:22 PM

Photos



#21 - Steps

Considerable Significance | HA IT | Primary Structures
 Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 01	Photo 1	18 May 01:36 PM
HA Tablet 01	Photo 2	18 May 01:36 PM
HA Tablet 01	Photo 3	18 May 01:36 PM
HA Tablet 01	Photo 4	18 May 01:40 PM
HA Tablet 01	Photo 5	18 May 01:40 PM
HA Tablet 01	Photo 6	18 May 01:40 PM
HA Tablet 01	Photo 7	18 May 01:40 PM
HA Tablet 01	Photo 8	18 May 01:40 PM
HA Tablet 01	Photo 9	18 May 01:40 PM
HA Tablet 01	Photo 10	18 May 01:41 PM
HA Tablet 01	Photo 11	18 May 01:41 PM

Photos





#33 - Tarmac

No Significance | HA IT | Materials and Finishes
Plan: Site Plan for heritage survey



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Task messages (time in GMT)

HA Tablet 01	Photo 1	18 May 01:44 PM
HA Tablet 01	Photo 2	18 May 01:44 PM
HA Tablet 01	Photo 3	18 May 01:44 PM
HA Tablet 01	Photo 4	18 May 01:44 PM
HA Tablet 01	Photo 5	18 May 01:47 PM
HA Tablet 01	Photo 6	18 May 01:52 PM

Photos



#59 - Watch house

Considerable Significance | HA IT | Primary Structures
 Plan: Site Plan for heritage survey



Task messages (time in GMT)

HA Tablet 02	Photo 1	18 May 02:06 PM
HA Tablet 02	Photo 2	18 May 02:06 PM
HA Tablet 02	Photo 3	18 May 02:06 PM
HA Tablet 02	Photo 4	18 May 02:07 PM
HA Tablet 02	Photo 5	18 May 02:07 PM
HA Tablet 02	Photo 6	18 May 02:08 PM
HA Tablet 01	Photo 7	06 Jun 09:50 AM
HA Tablet 01	Photo 8	06 Jun 09:50 AM
HA Tablet 01	Photo 9	06 Jun 11:07 AM
HA Tablet 01	Photo 10	06 Jun 11:08 AM
HA IT	Photo 11	06 Jun 03:43 PM
HA IT	Photo 12	06 Jun 03:43 PM
HA IT	Photo 13	06 Jun 03:43 PM
HA IT	Photo 14	06 Jun 03:43 PM
HA IT	Photo 15	06 Jun 03:43 PM
HA IT	Photo 16	06 Jun 03:43 PM

Photos





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14



15



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16



#57 - Yacht club

Little Significance | HA IT | Primary Structures
Plan: Site Plan for heritage survey



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Task messages (time in GMT)

HA Tablet 02	Photo 1	18 May 02:01 PM
HA Tablet 02	Photo 2	18 May 02:01 PM
HA IT	Photo 3	27 May 12:12 PM
HA IT	Photo 4	27 May 12:12 PM
HA IT	Photo 5	27 May 12:12 PM
HA IT	Photo 6	27 May 12:12 PM
HA IT	Photo 7	27 May 12:12 PM
HA IT	Photo 8	27 May 12:12 PM
HA IT	Photo 9	27 May 12:12 PM
HA IT	Photo 10	27 May 12:12 PM

Photos





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Appendix 3 – SDF





Strategic Development Framework

22034 – Newcastle Harbour- (A Supplement to the 2022 Conservation Management Plan)

August 2022

Contents

1.0 Introduction

- 1.1 Purpose of the Strategic Development Framework,
(Revised Scope of Study and relationship to the Conservation Management Plan)
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- 1.3 Site (parameters and ownership)
- 1.4 Methodology

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- 2.2 Workshops – Open Drop in Sessions
- 2.3 Emerging Themes –Analysis

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- 3.2 Landscape + Heritage
- 3.3 Movement + Connectivity
- 3.4 Existing Services + Facilities
- 3.5 Planning Context
- 3.6 Opportunities and Constraints

4.0 SDF

- 4.1 Key Design Drivers
(which will govern all future proposals in order to protect, preserve and enhance the Newcastle Harbour)
- 4.2 Priority Projects (options to be taken on to a feasibility study)
- 4.3 SDF- a parameter plan which will demarcate the appropriate development typology in and around the harbour

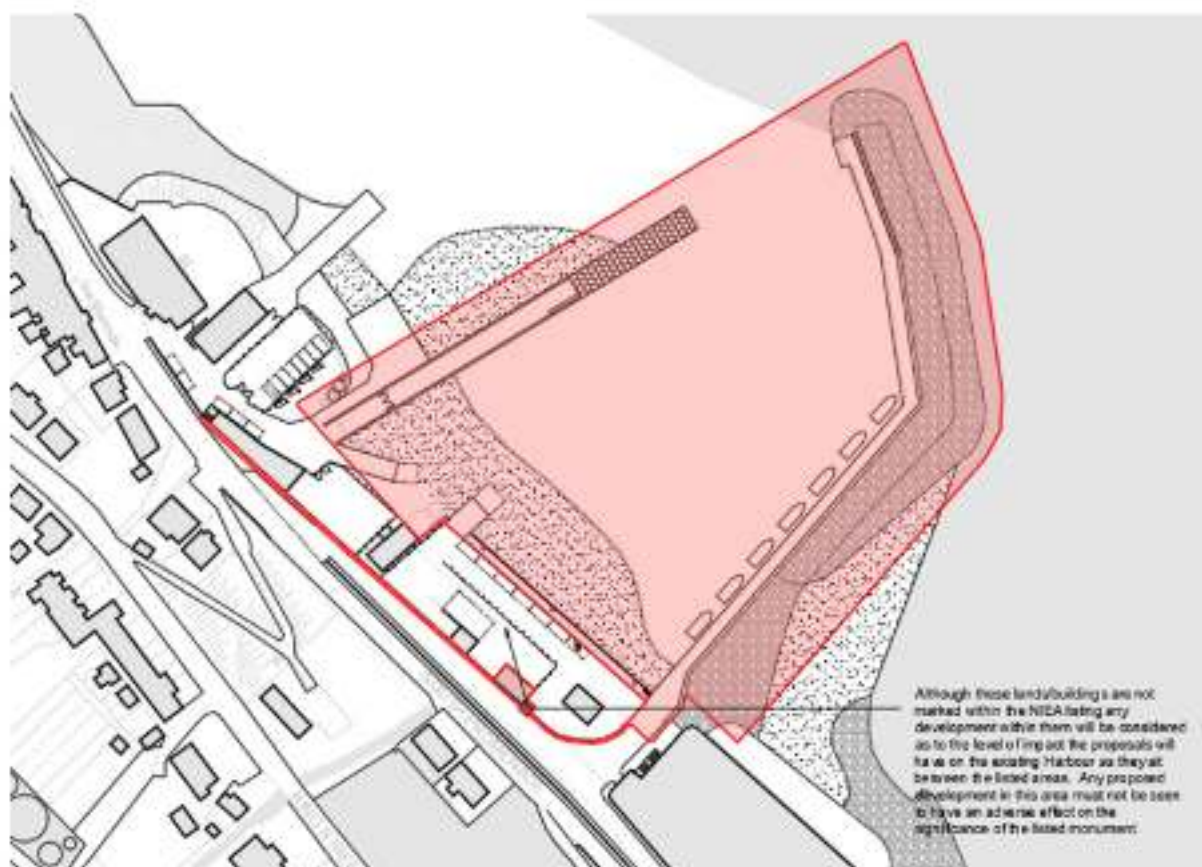
5.0 Conclusion

- 5.1 Moving Forward

1.0 Introduction

Physical Context

The Newcastle Harbour is a listed (SMR) Sites and Monument Register and located to the south of Newcastle town centre, consisting of 2no. piers creating a sheltered harbour, a rubblestone retaining wall and a two-storey former Watchhouse building. The origins of the harbour stretch back as far as 1807, when as the need for a harbour in Dundrum Bay was identified to protect against piracy. The harbour was rebuilt at least three times over the 1800s, and the harbour in its present form dates from 1905, although it seems very likely that portions of the earlier piers constitute part of this structure.



Site plan indicating the extent of the scheduled zone.

The Harbour is a Scheduled Monument (MRD 255:001). This designated site includes the north pier and 10 metres from its seaward edge, the south pier and 20 metres from its seaward edge, the Watch House and neighbouring set of granite steps and the stone boundary wall to the southwest. (See CMP for greater detail and for Criteria for Scheduling as set out in Planning Policy Statement 6: Archaeology and the Built Heritage).

The Newcastle harbour is a small drying harbour used by small leisure fishing boats and leisure craft. The Harbour can only be accessed on the rise as it dries entirely even on neap tides. The boating season runs from April to October after which time, boats are lifted from their moorings for winter

storage into the small surrounding carpark located on the western shoreline. As there is no alternative boat storage area within the immediate proximity of the Harbour. This results in the loss of all available parking on the south pier from November to March. The boats are parked on an informal basis and potentially on lands not in the control or ownership of the NMDDC. This has in the past at times caused some disputes between the various stakeholders.



Illustration of Newcastle Harbour during high season and high tide.



Illustration of Newcastle Harbour during off season and during low tide.

Several additional structures are located within the site, including a former NI Water generator building house, the former RNLI lifeboat station, the current RNLI lifeboat station, Newcastle Yacht Club and 3no. concrete slipways. These structures are of no heritage significance but do have a bearing on the setting of the monument. Many of these are owned or operated by the current list of key stakeholders for the Newcastle Harbour.

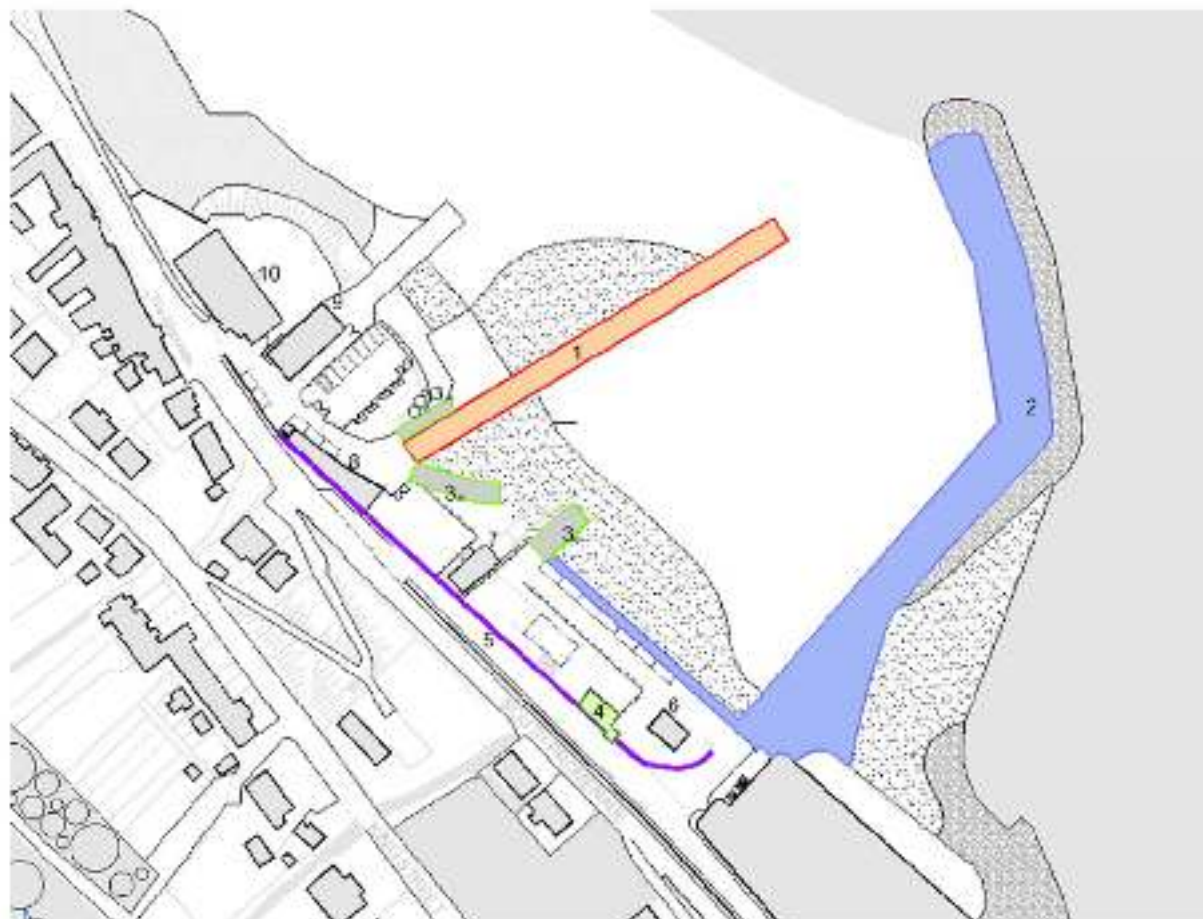


Diagram identifying key physical elements of the Newcastle Harbour

Legend

- 1-North Pier- NMDDC
- 2- South Peir-NMDDC
- 3(a) Slip 1- owner NC Yacht Club
- 3(b) Slip 2- owner NC Yacht Club above the high-water mark but NMDDC responsibility below the high-water mark.
- 3(c)Slip 3 NMDDC
- 4 Watch House- private owner
- 5- Stone Wall of listed Monument
- 6- Former NIW Generator Building- NMDDC
- 7- Former RNLI Lifeboat Building- NC Yacht Club
- 8-Newcastle Yacht Club
- 9-Current RNLI Lifeboat House
- 10- Local Businesses

Social Context

The Newcastle Yacht Club is situated west of the north pier and has approximately 100 members. It owns the former RNLI lifeboat station, the boat yard which sits between this building and the Yacht Club itself and two of the 3 slipways to the Harbour. The Yacht club uses the slip parallel to the pier. It is understood that Club members sail every Sunday from April- October and on Thursday evenings from May- September. The club also conducts training weekends up to 4 times a year. This slipway is also used all year round by avid Open Water Swimmers (OWS). Although there are no constituted groups there are 2 very proactive groups of regular swimmers (not including those swimmers who aren't connected to any group). There is a Facebook group which has 1,400members and a Whats App group of the 'older generation ladies' – these are the swimmers who have swam all their life at Newcastle Harbour. It is estimated that there are a consistent group 150-300 swimmers using the Harbour every day. Currently a Management Plan for the open water swimming is being prepared by Outdoor Recreation Northern Ireland.

During the high season the Harbour area also increase numbers of those wishing to participate in outdoor swimming, accessing the water during more busy times on the slip by the rock armour between the slipway 1 and the current RNLI building, or alternatively from the north pier. Although the open water swimmers at present are not a formalised community group, they form a large user group and should be considered throughout the process.

In addition to the OWS, there are a number of users of sea kayaks and paddle boarders who frequently access the sea in and around the Harbour. This user group currently has no formalised club nor is represented by a specific community group but should be considered key stakeholders. Kayakers and paddle boarders launch their craft from all three slips, as well as along the pebble beach south of the south harbour pier.

The current RNLI lifeboat station is located just north of the Newcastle Harbour. They currently experience great difficulty with the access arrangements to the front of their building on the North Pier, and often are placed in the unwelcome position of 'policing' the pier use itself whenever conflicts arise between various user groups during high use periods. These tend to happen in the zone between the RNLI building and the North Pier of the Newcastle Harbour.

There is a grouping of commercial activity, and small business immediately to the north of the entrance to the Harbour. They benefit directly from their relationship with the harbour use, however, due to the under provision of facilities for the various user groups of the Harbour, these businesses are often put under pressure during the high season by the public use of their facilities. The SDF will take consideration of this established relationship with the Harbour within the SDF.

1.1 Purpose of the Strategic Development Framework

(Revised Scope of Study and relationship to the Conservation Management Plan)

Hamilton Architects were appointed to provide support to Newry Mourne and Down District Council (NMDDC) in preparation of a Conservation Management Plan (CMP) for the Newcastle Harbour, as a statutory listed monument. The scope of appointment of the original appointment documents as it was crafted on the basis of the need for an updated CMP from the original one of 2011. However, the original scope of appointment was written based on the CMP for 2011 in which a large portion of the document had an emphasis on proposed interventions for the Harbour which if written today would not be considered for inclusion in a CMP, but rather a feasibility study. The 2011 CMP's format is now considered to be of an outdated as this document structure does not align with the current standards for CMP as outlined in the BURRA CHARTER 2013, the BSI Standards 7913:2013 Guide to the conservation of historic buildings and the 7th Edition of Conservation Plan by J. Semple Kerr which all came into effect in 2013.

Through discussions and agreement with the client the scope of appointment was revised to create a of the Conservation Management Plan that was reflective of the latest guidance and as an alternative to the reference in the original appointment documents to *development proposals* it was agreed that it would be more appropriate at this time to create a high-level Strategic Development Plan (SDF) for the Newcastle Harbour. This guidance document would sit within the appendices as a supplement of the CMP and would be read in conjunction with the Conservation Management Plan.

The Strategic Development Framework differs from a feasibility study in that rather than focus on specific development proposals, it provides analysis and considers the criteria and informs potential brief development for future feasibility studies. The SDF will primarily be focused on the physicality of the site, inclusive of its buildings' conditions, landscape, adjacencies, organisation and flow of the site, spatial capacity, current usage, constraints and potential for any expansion and future uses. The primary outcome of the SDF is to create a document which can be used as a guiding tool to inform future development proposals and to evaluate their appropriateness for the Newcastle Harbour whilst adhering to conservation principles as set out in the Conservation Management Plan.

The key objective of the Strategic Development Framework (SDF) is to create a spatial plan that is a prelude to future development considered appropriate within the wider context of the CMP and will assist to provide the context and rationale for the future investment strategy for the Newcastle Harbour by the NMDDC.

The SDF also takes account of the NMDDC Corporate Plan 2021-23, the Regeneration and Economic Development Strategy 2020-2025, and the NMDCC Tourism Strategy 2017-2022, and the Conservation and Management Plan, as well as previous documents which reference the Newcastle Harbour of which a full list of these can be found in the bibliography of this document.

Through rigorous analysis, stakeholder engagement and examination of the constraints and opportunities the SDF provides a robust yet flexible framework within which to deliver a series of the short, medium- and long-term interventions that will collectively contribute to the safeguarding and conservation whilst also seeking opportunities to also enhance the Newcastle Harbour. This will in turn maximise its long-term sustainability in terms of society, environment and economy, as the strongest means to ensure the conservation of the Newcastle Harbour is to facilitate it's continued use as a working Harbour. (as outlined in the conservation policies within the CMP) Although it is acknowledged within the NMD Local Area Plan 2030 that Kilkeel and Ardglass are the key fishing harbours within the NMDDC, with the majority of NI's fishing fleet based in these two harbours, Newcastle Harbour continues to be well used by the local community for leisure craft and water sports in and around the harbour area. The harbour is a valuable community asset which benefits from visitor interest from those who travel to the Mourne and Newcastle area.

1.2 Background and Document Review

In preparation for the SDF, we undertook a document review which can be seen itemised within the bibliography of this SDF. An essential part of this document review was to review the 'Action Plan', section 8 of the original Conservation Management Plan from 2011, produced by Kriterion Conservation Architects.

Through on-site observations and internal reviews held with council staff it was found that apart from low level maintenance of the harbour inclusive of minor repairs and annual clearing of the sandbar across the harbour mouth, nothing has been actioned from the original 'Action Plan' from 2011. The main explanation cited by all was a lack of available funding. However, outlined in the chart below is a review of the initial proposed interventions tracked against which proposals had been completed, and those that had not, an assessment as their continued relevance a decade on and a determination as to their relevance to today's SDF.

The original proposals included the following 6 options:

Review of 2011 Conservation Management Plan – Section 8: Action Plan			
Option 1	Original Proposal	Analysis	Relevance to SDF
Do nothing	Do nothing.	From a future safe-use perspective for nothing to be done to tackle the major issues that face Newcastle Harbour is not a viable option as the NMDDC has a duty of care to maintain the harbour as a public use area.	N/A
Option 2	Original Proposal	Analysis	Relevance to SDF
This would involve a cosmetic tidy up. The boat owners undertake an annual clear up of the harbour area but in this option, this would be extended to:	Cleaning surfaces from weeds Repairing any light fittings, mooring rings, steps, handrails and bollards	This has been actioned annually as a part of the general maintenance of the harbour Done under regular maintenance (recent survey-marine grade- replacement columns)	Ongoing Maintenance Strategy and annual repairs and upkeep

Option 3	Original Proposal	Analysis	Relevance to SDF
<p>This option would improve the overall condition and appearance of the harbour area for the benefit of users and visitors. It would: -</p>	<p>Make good existing the stone sett paving to the north quay, introduce modern resin bound gravel to the remainder of the surfaces on the north quay to allow disabled access</p>	<p>No evidence of repairs to stone (see detail within CMP)</p> <p>The resin bound gravel to facilitate disabled access has not been done.</p>	<p>To be reviewed within SDF</p>
	<p>Add simple amenities such as WCs, appropriate seating, lighting, litter bins and other harbour features such as mooring rings and bollards</p>	<p>Wiring for north pier lights – Repair to the south pier is completed</p> <p>A litter bin was added but no additional mooring rings or bollards</p> <p>No WCs have been added</p>	
	<p>Ensure the cleaning of user/visitor accessible surfaces from weeds and slime.</p>	<p>Slipways are cleaned on a regular basis- maintenance – power hosed 6 x season</p>	
	<p>Ensure that necessary repairs were carried out to light fittings, mooring rings, steps, handrails and bollards.</p>	<p>Wiring for north pier lights – Repair to the south pier is completed</p> <p>No evidence of repairs have been made to existing handrails or mooring rings and steps- (see CMP)</p>	
	<p>Appoint designers to carry out develop a common heritage aesthetic and complete a branding exercise for 'Old Newcastle' as contained within the designated Area of Townscape Character at The Rock, Harbour and King Street, with new features mentioned above being part of that coherent style.</p>	<p>This has not been actioned-should be revisited in new proposals</p>	<p>To be reviewed within SDF</p>
	<p>New bathing boxes would be installed as changing facilities for boat owners, swimmers and other water sports participants.</p>	<p>This has not been actioned-should be revisited in new proposals; Was investigated by council staff to place benches or hooks on the north pier- but Newcastle Yacht club wouldn't agree- as they were currently investigating the possibility of building on their parking lot- proposals have not been shared with the council at this time</p>	<p>SDF stakeholder engagement has suggested that the proposal to build on the car park is no longer proceeding and there may be opportunities to revisit an arrangement for additional provision community facilities by agreement/lease/negotiation the Yacht Club</p>

	<p>Ensure that interpretive panels would be designed, in line with those suggested as part of the Mourne Coastal Route, explaining the history of the harbour, the fishing tragedy of 1843, the granite quarrying and the connection with the Annesley family.</p>	<p>Partially Actioned in 2014- need to review and expand- fishing tragedy</p>	<p>Possible opportunity to grow and strengthen this in connection with the [proposed Mourne Gateway projects.</p>
	<p>Ensure that the Watch House would be made wind and weather tight using methods approved by NIEA: Historic Monuments.</p> <p>Responsibility:</p> <p>The current owner would be responsible for this work, DDC taking on responsibility for any routine maintenance; a grant would be sought from HLF for any of the new works plus interpretive panels.</p>	<p>This building remains in private ownership at this time and access was made possible by the current owner. It was observed that the building has not been made wind and weather tight, in the interim years between 2011 until now.</p> <p>There is a high degree of concern that this building is now at risk and requires vital intervention in order to safeguard it.</p> <p>The current owner maintains the responsibility for this and appears to have neglected to take any action in this regard in the last decade.</p>	<p>As the Watch House forms a key component within the Newcastle Harbour, consideration should be given with in the SDF as to how this building can be safeguarded.</p> <p>Historically it is understood that Fishmen were granted access to store equipment but the owner now does not permit any access or use of the building to any 3rd parties.</p> <p>As further interventions are required to be taken in order to safeguard this building, there is a recognized need to engage further with the current owner.</p>
Option 4	Original Proposal	Analysis	Relevance to SDF
Structural repairs of the Peirs and foreshore as well as all contained within option 3	<p>A well-designed new extension to the car park area to link the quays - the new work would be carefully integrated with the original yet be read as a 21st century addition to the harbour and designed with a necessary backplash, promenade area and provide additional parking areas for boat owners and disabled drivers.</p>	<p>No provision for additional parking- remains the same as in 2011</p> <p>Consultations have taken place with the PSNI, and DFI to review the parking issues in both the area to the front of the North Peir, and the South Peir of the harbour.</p> <p>There is a current proposal to re-line (demarcate) parking spaces, and to create a new disabled access space.</p>	<p>The constraint placed on the Harbour due to access and parking are crucial, and will need consideration within the SDF.</p> <p>The physical constraints of the available space for increased parking remain the same and appear to be the key driver behind this proposal.</p> <p>However, this proposal may be difficult to gain approval from NIEA: Historic Monuments due to impact on it would have on the Harbour, but should be reexamined as part of the SDF.</p>
	<p>A new slipway to facilitate the launching and berthing of more than one boat at a time.</p>	<p>The council are currently considering the feasibility of a floating pontoon.</p> <p>Sea tours operating successfully from the existing harbour pier -fishing tours- but issues remain and could see improvements</p> <p>- sailing academy to launch next season (on a trial basis- pontoon to facilitate this)</p>	<p>The proposal for a floating pontoon should be integrated within the SDF.</p> <p>Various models are being considered as to the delivery and management of the pontoon proposal</p> <p>Potential for sea kayaking/paddleboard use</p>

	Removal of the timber slip at the old RNLI Lifeboat House, which at present is dangerous and cannot be used.	This has been actioned.	A review of the existing slipways and their use should be included within the SDF.
	Erecting of a New Section of Foreshore in conjunction with the proposed extension of the Harbour.	This is not relevant unless the full extent of Option 4 is actioned.	
	Removal of approximately 3m of the existing rock armouring at the end of the south pair. Local opinion states that this would prevent the build-up of the sand bar at the harbour entrance. It may be necessary to undertake some tidal modelling to establish if this is indeed the case.	This has not been actioned and remains an ongoing issue. Would need further assessment by a marine engineer. Discussion with the client suggested that there could be the potential for an appointment through the estates department framework for this work to be undertaken- and it is recommended that this be provisioned within the next budget. There continues to be ongoing difficulties and costs associated with the ongoing sandbar maintenance and the costs associated with this annually suggest a case for a permanent solution be sought out to rectify this in order to safeguard the long term and continual use of the Harbour.	This should be highlighted and included within the SDF, but as there is currently no provision for a marine engineer within the scope of this appointment a solution will remain outstanding within the SDF.
	The area of original stone setts on the north pair would be extended using modern or reclaimed granite setts to cover the whole of the surface area with only a small access way for wheelchair users being provided using resin bound gravel.	This has not been actioned.	This should be reviewed within the SDF.
	Sign posts for walks other than the Granite Trail would be provided at the harbour together with information on what the public would see – both historical (Widow's Row) and ecological (birds, other wildlife, plants, monuments and listed buildings).	There is an opportunity to tie in with the Councils Destination Tourism Branding.	This should be considered within the wayfinding strategy with the SDF. A separate appointment would be required of designers to develop a common heritage aesthetic and complete a branding exercise to link in with the Visit Mournie branding.
	The branding exercise would be extended to the whole area of the Area of Townscape Character with information boards, lighting, street furniture all reflecting the designated image of 'Old Newcastle'.	This has not been actioned, there is an opportunity to tie in with the new proposals for the Mournie Gateway project branding.	This should be considered within the wayfinding strategy with the SDF. A separate appointment would be required of designers to develop a common heritage aesthetic and complete a branding exercise to link in with the Mournie Gateway project branding.

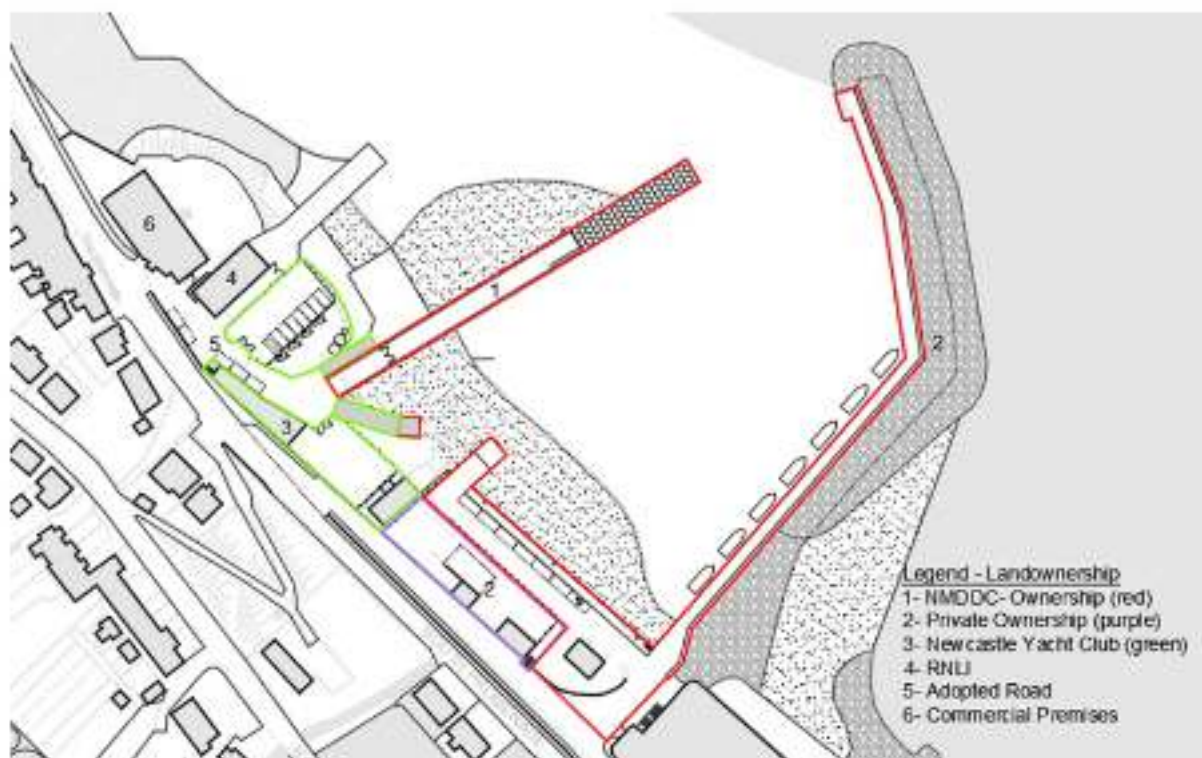
Option 5	Original Proposal	Analysis	Relevance to SDF
More extensive sympathetic refurbishment of the Watch House (Note: Removal of items already addressed within Option 4)	More extensive sympathetic refurbishment of the Watch House in line with guidance from NIEA: Historic Monuments. It would be the intention that this building be either purchased or leased from the current owner and would become an amenity for use by Newcastle Yacht Club and the general public visiting the harbour	This has not been actioned. The Watch House remains in private ownership and should be reviewed in greater detail with the current owner.	This should be explored further within the SDF through stakeholder engagement with the current owner. SDF should review the options for purchase or lease of this building and potential future use within the policies set out by the CMP.
	Making use of phased programming to allow the completion of the extension to the Water Treatment Plant, the existing generator house would be demolished.	The water treatment plant has completed and the NMDDC have acquired the generator house from NIW and the associated lands. This building has not been demolished at this time. A feasibility study was since carried out by Outdoor Recreation Northern Ireland in 2018 for the reused and repurposed use of this building. The preferred option was to repurpose the former generator building into a community watersports event centre and lease it to a private sector or not for profit outdoor recreation organization.	The NMDDC is currently negotiating a lease with the Newcastle Harbour Heritage Association for the repurposed use of this building. The SDF will take cognation of this as well as consider alternative uses in the event that is unsuccessful- the alterations/design would need to be approved by NIEA: Historic Monuments.
	A further phased programme could involve the restoration of the present Yacht club and the use of the present boat storage area to provide an area for demonstrations of traditional sailing crafts during the summer season.	Stakeholder engagement suggests the Yacht Club remain open to explore joint funding of linked projects- to be reviewed further- issues of parking- remain	The scope of the SDF will be unable to resolve this under the current appointment but a key recommendation of the SDF would be to establish a Newcastle Harbour Management Committee of all key stakeholders lead by the NDMDCC to establish a joint agreement and or governance procedure to facilitate greater joined up strategies for the development of the harbour as a whole.

Option 6	Original Proposal	Analysis	Relevance to SDF
<p>Re-shaping the harbour as well as the works proposed as part of Option 5.</p>	<p>The final option is the most controversial as this would also consider the re-shaping of the harbour as well as all the works proposed as part of Option 5. The floor of the harbour would be excavated to provide more depth of water for longer periods. The north and south piers would be extended to reduce the width of the harbour entrance. A satisfactory repair using best conservation practice would be carried out to the cracks in the south quay and the more recently placed rock armouring removed.</p> <p>The extension to the car park involves lands below the high water mark. The Crown who will need to be satisfied that the proposed works do not interfere with existing wildlife, water conditions and the setting of the scheduled harbour owns all lands below this level. This area was extended several years ago and it is anticipated that any new works would be of the highest standard with the necessary back splash integrated into the design. The extension, if permitted, would achieve an indispensable area to allow for a permanent boat park for over-wintering, sufficient parking for visitors and harbour users and a promenade which would allow pedestrian access to each pier and give provision for stand alone events such as Fisherman's/Farmer's Markets. All surfaces, fittings and signage would be co-ordinated and of the highest standards.</p>	<p>It is unlikely that NIEA: Historic Monuments would issue Scheduled Monument Consent for these radical works and as such it is agreed that this option be discarded.</p> <p>No longer a fishing harbour and is solely used for pleasure craft.</p> <p>Option 6 has been discarded</p>	<p>No Longer relevant to the SDF as an option.</p> <p>However, the issues that this proposal addressed remain and alternative solutions should be sought to address these within the SDF.</p>

1.3 Site (Context, Location and Ownership)



Above is a contextual drawing highlighting the key characteristics of the surrounding of the Newcastle Harbour and illustrating its relationship to the Newcastle town centre.



For the purposes of this study, we will consider the site to include all lands in and around the Newcastle Harbour even in the ownership of third parties. The map above illustrated the understood ownership of the lands in and around Newcastle Harbour.

Section 2.5 of the Conservation Management Plan outlines the existing ownership. In 1896 the Newcastle Harbour Ownership was transferred to Council Ownership and these areas remain in the NMDDC Ownership as illustrated above. In 1980 a parcel of land was assembled and acquired by a private developer illustrated above in section 2 of the diagram. Subsequently a series of planning applications were made from this period:

Planning Reference	Date	Description	Outcome
R/1981/0282	28.07.81	Car parks, slipways and modification to harbour walls	Permission Granted
R/1985/1040	6.11.1985	Boat Repair Workshop/Store with Apartments Above	Permission Granted Not constructed/lapsed
R/1990/0038	21.03.1990	1 Apartment and Boathouse	Permission Granted Not constructed/lapsed
R/1990/0039	01.01.1991	5 Apartments with boats stores/caretaker store/small chandlery retail below	Permission Refused
R/1995/0180	17.05.1995	5 No Apartments with Boat Store and caretakers store and chandlery retail unit	Permission Granted Not constructed/lapsed
R/1996/0539	24.09.1996	Self-catering apartments and ancillary accommodation	Permission Granted Not constructed/lapsed
The Harbour becomes a Scheduled Monument 28th September 2004.			
LA07/20221410/F	Ongoing	Change of Use from Generator House to Utility room, Toilets and Committee Room	Pending

As the historical planning permissions all preceded the statutory listing, and given that they have all lapsed that they will hold little if any planning precedent value for future development within that location. All future planning applications will now be considered in the context of the statutory listing and therefore it would be unlikely that such planning approvals for residential development in this area would be achievable today and worth noting that no residential development planning approvals have been granted in this area since the lapse of the last planning approval which was in 2001, over twenty years ago.

1.4 Methodology

Once the site analysis and asset assessment were completed as part of the Conservation Management Plan and a gazetteer created which documented all the relevant features of the Newcastle Harbour, inclusive of the built structures such as the watchhouse, the former RNLI, the former NIW Generator building, further consideration was given to potential opportunities and constraints for future aspirations of improvements and development by evaluating them through a series of lenses. The impact of each was then evaluated using the following methods:

- the review of previous reports and documents
- stakeholder engagement within the NMDDDC organisation
- stakeholder engagement with Newcastle Harbour community user groups
- stakeholder engagement with Newcastle Harbour local business and neighbouring residents
- a site analysis and review of current spatial capacity and use, assessing both the suitability of these existing elements and seek to identify areas for improvement.

These findings were then examined against the existing site to determine

- the capacity for alterations within the existing infrastructure and built form
- the capacity for expansion and development aspirations of potential new infrastructure or built form
- their spatial and design implications when considered in the context of the continued function of the harbour
- statutory legislation to identify any constraints that may require further investigation or consideration in order to establish the level of risk associated with each proposal

The outcomes when mapped against the objectives as outlined in the NMDDC Corporate Plan 2021-23 developed into emerging themes and defined development priorities across Newcastle Harbour which are explained in greater detail in Section 4 of this document. The Strategic Development Framework identifies a series of the short, medium and long term projects that will collectively contribute to the preservation and enhancement of Newcastle Harbour and enable it to maximise the way it delivers the NMDDC Tourism Strategy 2017-2022 and long-term sustainability.

The SDF informs the early phases of brief development for future feasibility studies in support of potential future OBC with the aim of generate a timeframe/phased delivery of a future capital investment programme for the Newcastle Harbour. Through the process the SDF has tested that the early phases will not prohibit a range of longer term opportunities that may emerge in the future.

Strategic Framework: The strategic framework informs the master plan and sets the scene in establishing baseline information related to the physical, social and economic context of the site and surroundings. The SDF will outline the physicality of the site, location, topography, landscape, built forms, infrastructure, and existing uses. It will highlight relevant planning policies, as well as any particularly important opportunities and constraints relevant to the site.

2.0 Engagement Process

2.1 Internal Document Review, Research + Internal Consultations

An initial review of the current government strategy documents was undertaken and below are the relevant extracts for consideration that relate to Newcastle Harbour.

Extract from NMDCC Tourism Strategy 2017-2022

"Improving access to water: In assessing the coastline, attention should focus on a number of particular areas where access to water for boats or to beaches needs to be improved. The coastline has the potential for offering a range of water-based activities, but its success in attracting visitors is dependent on ensuring that access and related facilities are adequate."

It is understood that there is a current directive within the NMDCC to

- undertake an inventory of access to the coastline and associated current and potential activities.
- Identify strategies to improve access to water where clear tourism benefits can be anticipated.
- Identify and map all existing and potential coastal activities that are dependent on good access to the coastline or to water and undertake a gap analysis.
- Assess the mooring facilities for transient boat traffic and related transportation linkages as part of the mapping exercise and gap analysis

At the time of writing this document this information was not available.

NMDCC have also identified within their tourism strategy that onshore facilities and aesthetics need to be adequate to meet the needs of today's boating market. This includes assessing the facilities that will be required to grow the pocket cruise. Equally the needs of less able-bodied visitors should be considered, and action should be taken to address potential – e.g. the Mourne All-Ability Sailing Club proposals to improve access to boats in Newcastle Harbour should be pursued.

This would indicate a clear mandate within the SDF to incorporate and prioritise wherever possible the enhancement to the harbour that aim to deliver on the identified objectives within the NMDCC Tourism Strategy 2017-2022.

Ref: Pg 54 from NMDCC Tourism Strategy 2017-2022, with key relevant areas to the SDF in marked bold.

Newcastle Significance: Newcastle is a gateway to the Mourne and Ring of Gullion destination experience, and for many visitors it is a core hub of the Mourne Coastal Experience. The town has a long history as a summer holiday resort for N.I. residents and a day-trip location for short visits. It has international recognition as the setting for the Royal County Down Golf Club, and the Slieve Donard Hotel has become an iconic hotel in N.I. Substantial investment has been made recently in enhancing the public realm with the work that has been done on redesigning the promenade. The well-recognised backdrop has been made famous by the lyrics of Percy French: "...where the mountains of Mourne sweep down to the sea", and the town has been described as one of the most magically positioned seaside resorts in the British Isles⁸. With its unique geography, Newcastle presents an impressive setting for its annual Festival of Flight. Issues:

- *The town is heavily reliant on good weather. As a result of limited wet-weather facilities, it has a high degree of seasonality. This is exacerbated by its strong association with summer fun – sea and sand holidays.*
- *Newcastle offers a starting point for many visitors that are on day hikes. However, despite the high number of day trippers, the expenditure left behind is limited.*
- *The activity base and available opportunities for spontaneous participation in outdoor land and **marine based activities** is less sophisticated than the Causeway Coastal Route.*
- ***Traffic congestion and parking issues are significant at peak season.***

Priorities:

- *The destination appeal and the level of expenditure within the community could be significantly enhanced through the development of new amenities.*

Wet weather facilities and enhanced recreational and family leisure amenities have been identified in two masterplans as potential projects for Donard Park and Newcastle Islands Park. Again, these new facilities along with the access attraction, would motivate longer stays and a greater level of expenditure, and would likely attract new markets and increased visitor numbers, while also offsetting many of the issues associated with seasonality.

- *As a gateway community to both the coast and the mountains, Newcastle is in a unique and strategic position to service visitors – perhaps more than any other community within NMD. To be effective, it has to continue to 'grow into' this role and become a dedicated information and trip planning base for visitors looking to explore and experience either setting.*
- *Alongside the provision of information for trip planning, Newcastle should be regarded as a hub for social and informational events about the outdoors – whether this is through hosting forums or special release adventure films, the town should seek to create events that will attract Social Energisers with a passion for the outdoors and being with like-minded people.*

- *With the development of new facilities, consideration should be given to developing innovative space for **interpretation and telling the regional story**. This can co-exist with a trip planning function.*
- *As noted in the Mourne Coastal Route Masterplan, there is scope to enhance Newcastle's reputation in the delivery of short-timed activities (1-2 hours), particularly marine based activities and boat tours. As with all NMD communities, there is a need to continue strengthening the evening economy. Similarly, there is room to expand and improve the serviced accommodation base. • If Newcastle is to enhance its role as a gateway destination, **the issues relating to parking and traffic congestion will need to be addressed.***

2.2 Workshops + Open Drop In Sessions

A series of stakeholder engagement sessions were formulated and programmed in consultation with the NMDCC staff to support the capture and evaluation of the current usage of the Newcastle Harbour and seek any opportunities to enhance and improve its current function within the context of the Conservation Management Plan. Initial interviews were held by Hamilton Architects via virtual Microsoft Teams meetings with relevant internal NMDCC staff who were identified as having prior knowledge of the previous Conservation Management Plan (CMP) in order to review and capture any improvements or repairs that were made to the Newcastle Harbour in the time period from previous CMP of 2011 up until the present. This feedback is recorded in section 1.2 of this document.

The review of this initial feedback with consultation with NMDCC staff then established the programme for wider stakeholder engagement sessions with community groups. The stakeholder engagement sessions are as follows:

Stakeholder Group	Date and Time	Location
Internal NMDCC Staff	28.06.2022- Morning	Glenada YMCA, Newcastle
Key Community User Groups	28.06.2022- Afternoon	Glenada YMCA, Newcastle
Client Meeting:		
The outcomes of these sessions were presented back to the client in order to refine and develop the itinerary for the subsequent workshop. It was decided that the local businesses and resident would be invited to an Open Drop In session to be held in August.		
Local Business and Local Residents	11.08.2022- Afternoon	Glenada YMCA, Newcastle

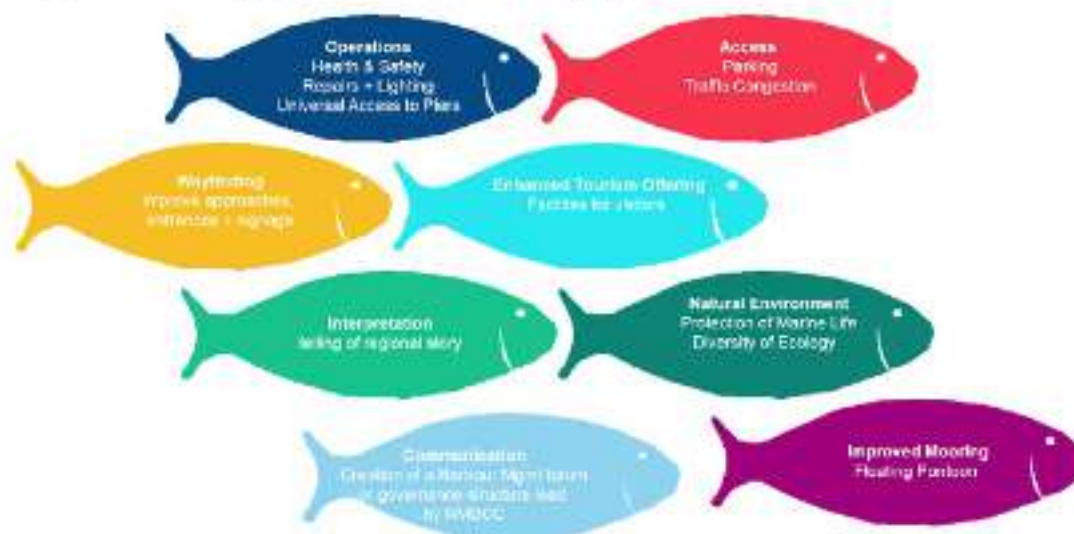
An initial presentation was made by Hamilton Architects to explain the scope of the Conservation Management Plan, and the Supplementary Strategic Development Framework being prepared by Hamilton Architects. Following the presentation, an open discussion was facilitated whereby people were invited to provide feedback on their current use of the harbour and identify any key issues they felt needed to be addressed. Individual feedback forms were made available to all who attended these sessions, and everyone was invited to submit any comments or insight they would wish to be included as part of this process by filling in the feedback forms. These feedback forms as well as the record of

the discussions with the stakeholders have been collected by Hamilton Architects can be found in greater detail within the appendices.

The primary focus of these stakeholder engagement session was to ascertain, what currently was working and what was not, and to seek opportunities to support and enhance the Newcastle Harbour within the context of the Conservation Management Plan.

2.3 Emerging Themes + Analysis

The key themes emerging from the stakeholder engagement are identified below.



Operations:	<ul style="list-style-type: none"> • Ongoing health and safety issues • Lighting • Handrailing • Anti-slip surfaces to facilitate universal access to the piers • Repairs to stonework • Repairs or replacement of mooring access ladders
Access:	<ul style="list-style-type: none"> • Issues of traffic congestion • Traffic safety issues with road crossings • Unsafe parking practices • Lack of connectivity between north and south pier
Wayfinding:	<ul style="list-style-type: none"> • Lack of signage • Illegibility of access routes to visitors • Improved entrances required
Enhanced Tourism	<ul style="list-style-type: none"> • Facilities for visitors • Consideration of organisation of harbour to reduce conflict between user groups • Potentially designate slips for particular uses • Water sports events centre
Interpretation:	<ul style="list-style-type: none"> • Differentiation of 'Old Newcastle' • Recognition that harbour is part of earliest development; becomes new attraction factor for visitors; helps link harbour area with tourism opportunity; upgrades amenity value; sets benchmark for other property owners • Creation of development aesthetic for all ATC area with co-ordinated signs, lighting etc.
Natural Environment	<ul style="list-style-type: none"> • Marine life protection • Diversity of Ecology
Improved Mooring	<ul style="list-style-type: none"> • Floating Pontoon • Passenger boarding platform at toe of south pier as there are not enough ladders to mooring sites • Increase the number of ladders
Communication	<ul style="list-style-type: none"> • Due to the large variety stakeholders, both landowners and user groups and the historical difficulties in achieving a comprehensive, and collaborative approach to the management and use of the Harbour, a management forum or form of governance should be established to allow for the development and enhancement of the Newcastle Harbour.

3.0 Site Analysis

3.1 Arrival + Access

A site analysis and review of current spatial capacity and use was undertaken to assess the suitability of these existing elements and identify areas for improvement. At present the arrival to the Newcastle Harbour is incoherent, confusing and does not positively promote what the visitor is going to enjoy on the wider site. The roadside signage fails to deliver the presence of activities of the harbour effectively and the current graphic is confused and difficult to read from a moving vehicle.

Wayfinding

Pedestrian links from Newcastle town centre to the harbour.



Footpath towards the town centre



Towards the harbour

Approaching from the town centre the footpath is a generous width at its widest point being just under 3m. The footpath although generous in width and located along the coastal route is of a substantially lower standard of finish than that of the main promenade throughout the town centre. This dramatic drop in the quality of finish subconsciously demarcates to visitors the 'end' of the tourist district and may act to discourage visitors to continue to walk onwards towards the Harbour from the town centre.



Above, even though the harbour is visible in the distance to pedestrians, the dramatic finish of the cone of light, of the higher quality paving of the central promenade inadvertently signals an 'ending' or 'full stop' and discourages pedestrian to venture further along towards the harbour. There is no signage or any other indications of further points of interest beyond this point.



Footpath begins to narrow as the Central Promenade turns into the South Promenade where the nearest public toilets are located within a grass island created by the brief separation of the footpath from the roads edge. These toilets are approximately 191m from the North Pier and 300m from the

South Pier. Due to the distance, many of the public who are at the harbour fail to walk back towards these and instead use the facilities of the local business which is problematic for these businesses. (Ref: stakeholder engagement feedback) Cars are seen to often park up on the footpath causing some degree of obstruction to pedestrians, in particular families with prams.



The foot path then narrows to approximately 1.5m near the Harbour Bar parking lot.

Stakeholder engagement discussions with local residents and business owners have expressed concern about the pedestrians crossing between the two clusters of commercial premises which straddle the Kilkeel Road. Observations have been made that traffic tends to accelerate past this point and stakeholders have expressed an interest in seeing traffic calming measures at this location or the introduction of a pedestrian crossing point. It is understood that there have been previous pedestrian fatalities at this location and it is recommended that this be reviewed with the PSNI and DFI as part of the wider considerations given to the access and parking improvements for the Newcastle Harbour.



Entrance off Kilkeel Road to North Pier



Pedestrian Access from Kilkeel road to South Pier



Entrance off Kilkeel Road to South Pier of Newcastle Harbour

The two main access points to the harbour are poorly sign posted and would not be detectable by a visitor to the area without prior knowledge of the location of the Harbour. This would apply to both pedestrians and vehicular traffic in equal measure. Wayfinding is very problematic for the Newcastle Harbour and would be essential to be included with in the SDF.

Parking

The constraint placed on the Harbour due to access and parking are crucial and will need consideration within the SDF. There are some road markings in and around the Harbour but these are not compliant with current road standards. Discussions with the PSNI have revealed that DFI are planning or re-marking the adopted road portion of the North Pier access, which will enable them to then issue tickets for those who park in a manner to contravene these road markings. As of the date of this document this has not yet been actioned. Currently as illustrated in the photographs below, visitors park in a very ad hoc manner, fitting their cars wherever they can. Parking standards require 6m width behind the parked car to facilitate access. Many of those parked below would not be able to park in a normal safe maneuver and require multiple point turning increase the possibility of collision with pedestrians.



North Pier, north of the Yach Club



South Peir Entrance. Cars parked illegally along a two way access road making it impossible for two way traffic along this area should two cars meet going opposite directions. The constraints of the retaining walls mean that there is no possibility of overtaking and in such an instance a car would need to fully reverse to allow the other car to pass.



There is no formalised understanding of the parking within in the South Pier. Above you can see that the dinghy use to access the boats in the harbour are strewn all over the area immediately west of the slipway 3. Although there are some road markings to indicate a non-parking zone, the current road markings are not compliant with road and parking standards. The steel rail which can be seen in the photograph above delineates the lands in private ownership to the west of the harbour. Although this land is in private ownership is observed that is currently being accessed by the public in an informal depositing of the dinghies and sea kayaks.



Congestion of parking and dinghies along the South Pier



Congestion of parking along the South Pier



Parking along the South Pier Access Road



Parking along the South Pier Access Road



Parking on the South Pier near the pebble beach access



3.2 Landscape + Heritage

For a detailed account of the history of the Newcastle Harbour please reference section 2.4 of the Conservation Management Plan. Here it states that the first harbour was the result of the war against smugglers. Funds to erect a pier in Dundrum Bay was provided by Parliament in 1807. The full account of the various difficulties, storm damage and setbacks to construction are detailed in the CMP of the first harbour up to 1839. Plans for a second harbour were begun by Rev. Moore in 1843. Work began on the second harbour in 1847 and was completed in 1850. The second Harbour was subsequently damaged by heavy gales in 1868 and 1874. A third harbour was constructed from 1900-1905.

As we still remain in the Stage 2 of the new Local Area Plan preparation which will not be adopted until the end of Stage 3 of the process in the 4th quarter of 2027/28, this document will continue to reference the 2015 Local Area Plan relating to the ATC when considering the landscape, heritage and context for future development.

Extracts from the Area Plan 2015

"The Harbour, by virtue of its location and function, has a singular sense of place quite distinct from its immediate environs. Its distinctive character, appearance, key features and intrinsic qualities and the basis for its designation derive from:

- *the robustness, simplicity and utilitarian nature of harbour structures and buildings;*
- *the gentler stylised architecture of the Harbour Inn with its Dutch Gables and the stuccoed Georgian terrace of dwellings and business houses forming the building cluster straddling the coast road;*
- *the Coastguard Buildings and Widow's Row on rising ground to the south and to the west; and*
- *the open space overlooking the harbour area between the coast road and King Street*

"The Harbour Area in general appears underused and in need of regeneration. The harbour is an important local resource but it and its environs are vulnerable to development pressures. To sustain and enhance the distinctive character and sense of place generated by the harbour and its surroundings, new development in the harbour should reflect its scale, its maritime and local vernacular and style in form, detail and materials, and be compatible in terms of use. The largely Georgian buildings forming the cluster on either side of the coast road are integral to the harbour scene but of more sophisticated architectural style. They are a significant group and emphasis should be placed on conservation of the existing fabric and character with particular attention given to massing, scale, detailing and materials. Beyond the immediate harbour area, the pattern of development becomes fragmented and better examples are listed. Nevertheless, the policies outlined should be seen as exemplars for the wider area".

There is an important understanding and acknowledgement within the local area plan of the significance and sensitivity of existing landscape in and around the harbour that must govern all considerations and future proposals for development to ensure that the unique quality of this area is safeguarded and enhanced.

3.3 Movement + Connectivity



Pedestrian

North Pier

The North Pier, although it is much smaller, experiences the greater amount of footfall within the Harbour. This is due to a number of factors.

- Primarily that it is the first entrance to the harbour from the town centre,
- the Newcastle Yacht Club is accessed from this northern entrance to the harbour, with the Yacht club using the 2 slips also accessed from the north side
- The RNLI lifeboat Station is accessed from the north side
- The local businesses are clustered along the entrance on the north side
- The preferred area for swimmers to enter and exist all year via the slip 1 on the north side
- Peak periods see the North Pier very congested with swimmers and sea kayakers and paddle boarders

South Pier

The Southern Pier experiences less pedestrian footfall on average, as the pedestrians along this area of the Harbour are primarily associated with access boats that are moored within the harbour. You do find that some pedestrians are casually walking or sitting on the benches currently located on the western edge of the Harbour without a specific connection to the boat use. You will also encounter some pedestrians which are utilizing the limited car parking if available then walking the 235m around to the North Pier if they are swimmers. The South Pier is used by pedestrians to also launch sea kayaks and paddle boards during busier times on the north pier. However, when the Southern Pier becomes congested with dinghies and parked cars you can find some pedestrians launching sea kayaks from the pebbled beach to the south of the Harbour wall. The area south of the Harbour wall (Pebbled beach) on occasion is also used by swimmers to enter the water, though it is not the preferred location due to the rougher seas and winds as there is no protection from the harbour at this location.

Vehicular

3.4 Existing Services + Facilities

The existing services at the Newcastle Harbour are limited. There are no public toilets located within the Harbour itself with the nearest public toilets located 191m north of the harbour along the South Promenade from the North Pier, and 300m from the South Pier. These toilets are only open until 3pm and are insufficient to make provision for the user groups of the Harbour. The lack of provision of facilities places and unwelcome burden on the local business located immediately north of the North Pier as the public rely on the use of their facilities, including changing out of wet swim costumes, which the café and restaurant are not equipped for. The local business owners have raised this in the stakeholder engagement and also informed us that they often experience difficulties with their foul

sewers from overuse, and have had to have them unblocked frequently during the high season, as they were only designed for the use of their patrons.



3.5 Planning Context

Proposals for development of new buildings at the harbour will be assessed by NIEA: Historic Monuments, NIEA: Environmental Protection, Planning Service, NMDDC and other statutory bodies. The detail pertaining to the scheduled monument criteria is set out in Planning Policy Statement 6: Archaeology and the Built Heritage. In section 2.3 of the Conservation Management Plan (CMP) further detail as to the full extent of the statutory context for the immediate area is outlined and interpreted and should be referenced with this document. The key aspects are

- The Scheduled Monument
- Designation relating to the Natural Environment
- The Area of Townscape Character
- Potential impact on Nearby Structures

3.6 Opportunities + Constraints

Opportunity	What is the extent of the need?	Consequence	How it could be achieved	Who is responsible?
Repairs to Piers	High	Increase life of structure Make harbour more accessible for all	Using best conservation practice	NMDDC
Differentiation of 'Old Newcastle'	High	Recognition that harbour is part of earliest development; becomes new attraction factor for visitors; helps link harbour area with tourism opportunity; upgrades amenity value; sets benchmark for other property owners	Creation of development aesthetic for all ATC area with co-ordinated signs, lighting etc.	NMDDC
Identify Harbour as Amenity Site on Mourne Coastal Route	High	Links to other places of interest on coast	Restoration of piers, lighting, car parking and feature sign	NMDDC & MHT
Establish connection with town centre to improve wayfinding	Medium	Recognition of area as part of town; participation in general visitor opportunity	Signage in town, treatment of footpath so that it becomes a continuation of the promenade (but differentiated to define ATC).	NMDDC
Improve signage from Donard Park to the Harbour	Medium	Eases parking; directs more people to harbour and to Granite Trail	New signs	NMDDC
Repurposing of existing Generator House	High	More event space on harbour for appropriate development	Currently negotiating lease and funding arrangements	NMDDC/Newcastle Heritage Association
Creation of new Newcastle Harbour Management Forum	Medium	Establishment of body lead by NMDDC but with representatives from all main stakeholders within the Harbour to work towards a comprehensive strategy for the efficient and mutually beneficial improvements to the harbour.	Interaction between existing and new users.	NMDDC/NYC/ Boat owners / Sport NI / Outdoor Centres/ Sea swimming groups RNLI
To discuss the appointment of a Harbour Master with working hours and times defined to tie in with periods of most use	High	Better management and control of parking; improved amenity value as harbour better maintained	NMDDC makes bigger budget available	NMDDC
Improvements to amenities – lighting, seats, toilets General tidy up	High	Better visitor environment and improved amenity	NMDDC makes budget available	NMDDC & Harbour users

Opportunity	What is the extent of the need?	Consequence	How it could be achieved	Who is responsible?
Insert Floating Pontoon	High	Increase number moorings available within the Harbour facilitate universal access for multiple types of user groups. facilitate sailing academy	investing in a Pontoon - This is now viewed as the preferred option and the Council are investigating the feasibility. Facilitate greater potential for Sea Tour Operators	NMDCC
Newcastle to be included in Irish Sea Sailing Directions	Medium	Aid to visiting yachtsmen; increases visiting boat numbers	NMDCC to encourage Commissioners of Irish Lights to confirm efficacy of new navigation light on end of North Pier and to publish information	NMDCC/CIL
Create a pedestrian footbridge to link the South and North Piers	High	Reduce the intensification along the North Pier and enable greater connectivity overall.	Would require the involvement of the NYC as it would need to run along the front of the former RNLi building and land in the slipway 2.	NMDCC/NYC
Better maintenance of slipways and apron; potential replacement of badly designed slipways	High	Reduces danger to users	NMDCC implements maintenance regime; improvement to existing slipway	NMDCC/NYC
Tackle bad smells	Medium	Less off putting for visitors	removal of rotting seaweed. Consideration of how feasible this is. This is a factor at other Council harbours.	NMDCC
Improve and add to moorings, potential additional ladders, and handrailing to the south pier	High	More boat users; increased boat safety; increased overall health and safety	Underway- No handrails planned for the South Pier as part of current improvement works.	NMDCC
Improve access to shingle beach for swimmers and sea kayakers	Low	Facilitate use generally	Ramp to from paved- road to shingle replaces step- location would need to be determined and agreed	NMDCC
Install Beach Huts	Medium	Facilitate use by swimmers and sea kayakers	Place beach huts behind south pier wall on shingle beach - consideration of the feasibility at this location given the impact with tide tides.	NMDCC
Mark out area for events	Medium	Delineates events space so harbour users will be prepared; encourages development of events.	NMDCC to mark out area	NMDCC

4.0 Strategic Development Framework SDF

4.1 Key Design Drivers

Movement + Connectivity

Movement and connectivity are critical in amplifying the experience of the Newcastle Harbour.

- Consider alternative/new pathways to ensure a continual flow of pedestrians around the harbour.
- Consider the introduction of a pedestrian footbridge from the North Pier to the South Pier to short circuit the longer routes which requires people to walk back up and around the west wall
- Consider improvements of the wayfinding both from the town centre to the harbour and also in and around the harbour itself.

Anchors + Destinations

Anchors and destinations are an abstract notion to explain the placement and location of important uses, spaces, facilities and services. These are located along primary routes/key connectors to aid in the walk-ability and support in way finding. SDF themes are multi-layered in that the key movement hierarchy should support the viability and co-location of key uses, anchors and destinations.

The general rule of thumb is that anchors provide way finding elements (physical and visual) via activity hubs such as the Newcastle Yacht Club, or the South Prom Brew bar or the Harbour House. These anchors encourage movement to and through places whereby destinations, such as the slipways or mooring sites, are located at key strategic locations along a primary movement connectors. In order to encourage and influence movement and dwell times at key locations, proposals should consider the relationship to existing anchors + destinations as well as identify possible new destinations such as the Repurposed Generator building, current planning application ref: LA07/20221410/F.

Sustainable Development Goals (SDGs)

Sustainability is at the heart of NMDCC's approach to long-term development programs.

The critical path, which must lie at the centre of any future proposals for the Newcastle Harbour needs to be carefully designed to build an enabling environment for sustainability, ensuring consideration is given to any environmental, economic and social implications.

Recommendation:

Establishment of a Newcastle Harbour Management Group, lead by NMDDC to ensure the following key parameters for all new project are met:

1. Protect and safeguard the cultural heritage of the Newcastle Harbour, and ensure that any new proposals are with the approval of NIEA.

2. Support and provide learning opportunities of the stakeholders and user groups, and local residents of the SDGs.
3. Enable cultural participation for all
4. Support sustainable tourism
5. Direct internal leadership, management and operations to support the SDGs
6. Direct external leadership, collaboration and partnerships towards the SDGs.

4.2 Priority Projects

A number of priority projects have been identified that will support the safeguarding and enhancement of the visitor and user experience of the Newcastle harbour. These priority projects have been conceptualized through

- the review of technical, practical, understanding of the use of the harbour,
- a considered understanding of the social and commercial requirements set out by the stakeholder engagement
- knowledge and understanding of the statutory context.

Project 1

Repurpose of existing, and potential land acquisitions

A feasibility study to investigate the potential acquisition by the council and repurposing of the both the Watch House and the former RNLi building. The Watch House is currently in an at-risk condition and may be lost due to the lack of stewardship and safeguarding by the existing owner. The building is currently not water or wind tight and not repairs or upkeep have been undertaken by owner since the original CMP in 2011. It is recommended that the NMDDC seek to acquire this property and restore it while exploring either potential restoration or repurpose of the building options that would enhance the tourism over and facilities available at the harbour.

Project 2

Traffic Congestions and Parking

This project would focus on resolving the traffic congestion and parking issues associated with the Harbour. This would require a wider look at the parking strategy for Newcastle as a whole.

- Identify where overflow parking could be accessed
- Improve signage to these locations
- Consider making the access road down to the south pier one way and allow for parking on the other side of the road.
- Improve road markings
- Consider making it a drop off only zone
- Encourage walking or cycling
- Provide cycle storage

Project 3

Facilities

Currently there is a proposal from the Newcastle Harbour Heritage Association to repurpose the former NIW Generator Building which has been acquired by the NMDCC. There are ongoing negotiations to agree the lease agreement for this project. This project would provide a single disabled toilet facility and two changing stalls, as Coldwater rinse station as well as a club event centre. It is unknown at this time as to how this will be managed and what the hours of operation will be and who will be permitted access to these facilities. Should these facilities be not made available to public, then further consideration should be give to alternative and wider solutions.

The location of this building is would be considered problematic for the use of swimmers and the current lack of connectivity to the preferred area used by the outdoor swimming group on the north pier, at slipway 1.

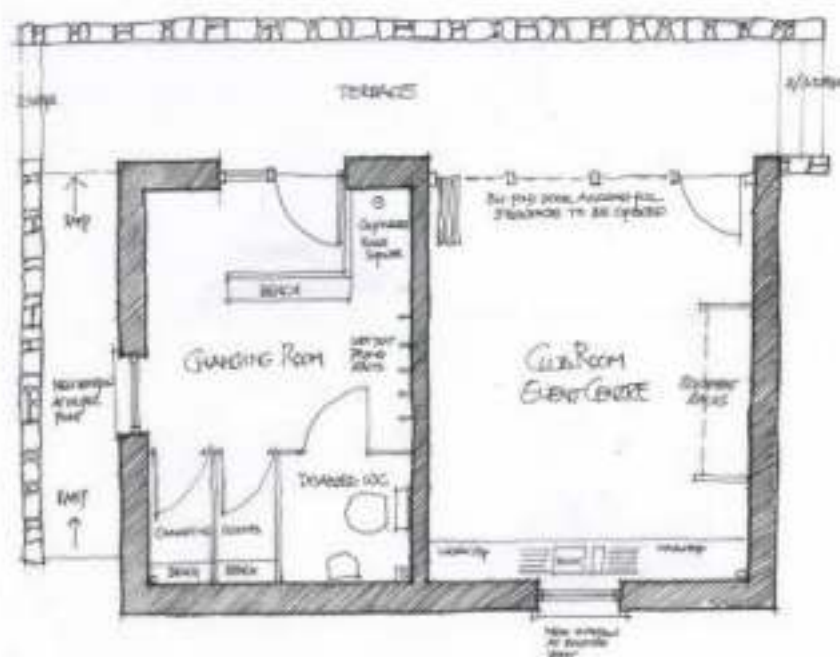
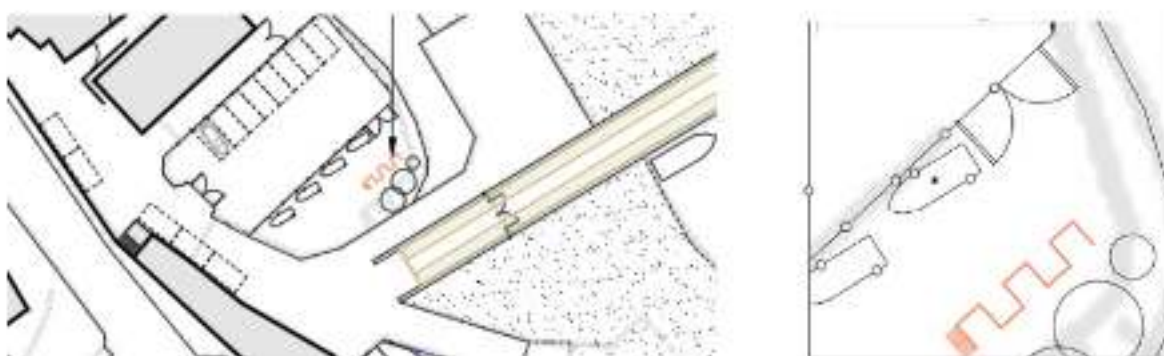


Illustration extracted from feasibility and scoping study by Outdoor Recreation Northern Ireland.



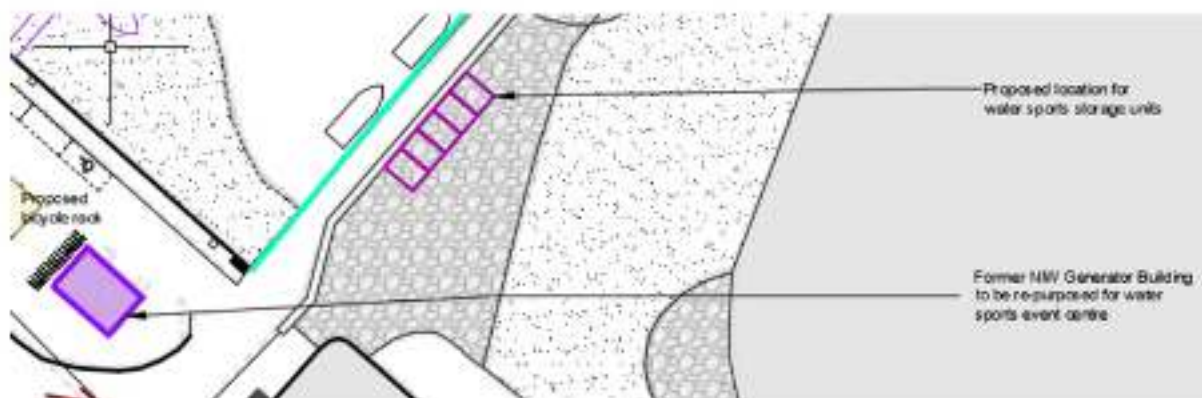
Photomontage of proposed bathing screens with outdoor rinse tap for use by outdoor swimming group.



The preferred swimming area is located to the north side of the harbour accesses off the slipway 1. The area immediately adjacent to this slipway is the car park owned and operated by the NYC. Currently this is also used by the swimming group for a charge and is locked and not available to the public. Consultations with the swimmers indicated that a short term solution to providing facilities on for them would be a request for lightweight changing screens and an outdoor tap with hose to rinse off after they exit the sea. The swimmers preferred location for this would be between the slipway and the car park.



Photomontage of proposed watersports equipment huts.



Additional equipment storage and changing facilities would be accommodated

Project 4

Footbridge

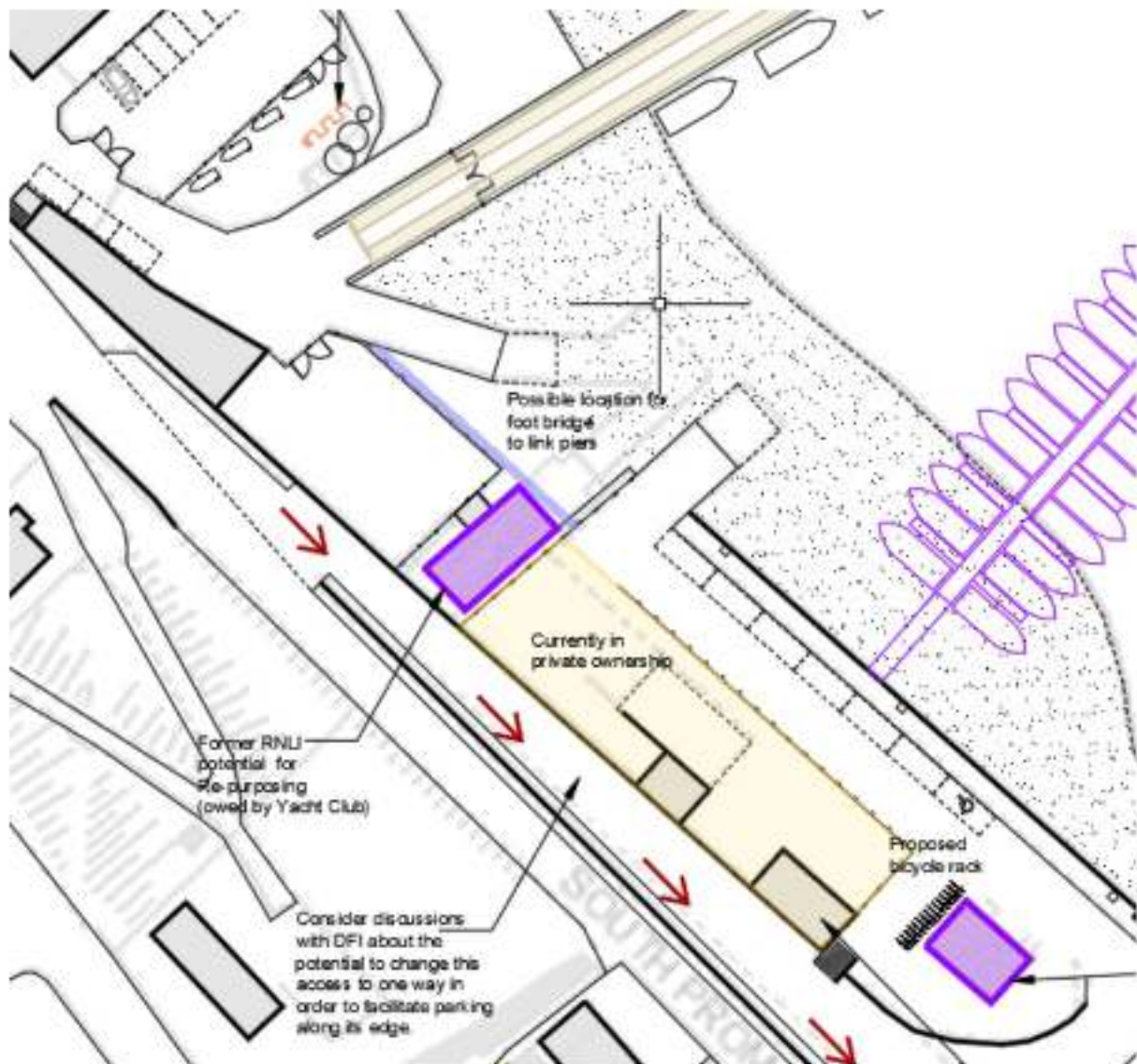


In order to address the lack of connectivity between the North and South Pier, it is suggested that a footbridge be considered in the location indicated below. As the former RNLi building no longer requires access to the water it presents an opportunity to insert a foot bridge at this location. There are two potential options to be explored. The first to potentially cantilever a lightweight steel framed structure off the existing building and retaining wall to the boat yard storage. This solution would require agreement from the NYC. The second option would be that freestanding footbridge be constructed, which would require additional structural supports. Both these options would require ground and site investigations and consultation with a structural engineer as well as an environmental impact

assessment, and general risk assessment.



Photomontage of proposed footbridge.



Extract of site plan to locate the position of the proposed footbridge.

5.0 Conclusion

5.1 Moving Forward

This document provides a strategic and coordinated approach to understanding the wider area of the Newcastle harbour and multiple user groups and land owners. Its purpose is to aid and support the NMDDC in its understanding and consideration of future development in the harbour within the context of the Statutory Monument listing and Conservation Management Plan. As such it has been prepared as a *'prelude to a master plan or as a tool to guide future development'*...setting out the structure, aspirations, and limits within which more detailed work on planning, design and delivery can take place.

The Strategic Development Framework sets out strategic priorities, relationships and development drivers for the site collectively and deals with themes and principles rather than being wholly prescriptive about outputs, which can be later fixed in the design process.

The SDF is a useful tool and platform throughout the process for wider engagement and consultation between the various authorities and stakeholders, helping to prioritise key elements for growth for the Newcastle Harbour in terms of wider connections, key infrastructure and relationship to other key projects in the Newcastle area.

Going forwards, the SDF should be used as a reference document and guide for strategic master planning and for individual projects. Further consideration should be given to the appropriate phasing of the development areas to ensure a logical pattern of development and timely delivery of essential elements of infrastructure.

Further testing /Analysis needed

- Further market research to support potential growth areas of various markets of leisure/water activities,
- Further engagement with local user groups to enable collective progress to improvements to the harbour
- Further engagement with DFI to consider traffic management and access issues
- Comprehensive parking strategy to link in with the wider strategy for Newcastle and all future projects
- Land/site acquisition- serious consideration to be given to the potential acquisition of lands currently held within 3rd party ownership that would enable the safeguarding and future enhancement and development of the Newcastle harbour

APPENDICES



Newcastle Harbour

Project: Conservation Management Plan and Strategic Development Plan Consultations

Date: Thursday 11th August 2022 at 2.00 p.m. – 4.30 p.m.

Location: Venue: Glenada YMCA – Balcony room - 29 South Promenade, Newcastle BT33 0EX

Comments:

- * Provide Toilets in the vicinity of the harbour
both for boat users and swimmers.
- * Toilets opposite Edgewater are insufficient and
only open until 3pm each day
- * Perhaps use the land which was originally
intended for residential units for parking and boat
maintenance
- * Health and safety or issue for divers off the North pier
- * Speed is an issue – Rumble tracks / ramps required.
Put a speed camera in.
- * Place an ^{electronic} speed warning further up the Killybegs Rd
- * Focus on the aesthetics, avoiding industrial style
street lighting / streetscape
- * greening of the area – More trees and planting
- * Line the parking area –
- * One way system around harbour area

Signed

James Leonard

Date

11 / 8 / 2022

Address:

97 SOUTH PROM, NEWCASTLE, BT33 0EX

Further Comments can be submitted to:

Tara Florence
Hamilton Architects
3 Joy Street, Belfast
BT2 8LE



Newcastle Harbour

Project: Conservation Management Plan and Strategic Development Plan Consultations

Date: Thursday 11th August 2022 at 2.00 p.m. – 4.30 p.m.

Location: Venue: Glenada YMCA – Balcony room - 29 South Promenade, Newcastle BT33 0EX

Comments:

- We need more lighting the lighting is too old 2 lights between 2 pubs
- Toilets + charging facilities are a must!!
- * a new festival last week no toilets no charging facilities Harbour House Newcastle our: Sewers were fully blocked we had to get Down Drains + Bimrod out
- * Old building can't open without other toilets. Every day the toilets on S promenade are locked at 3pm why people still swim at the Harbour at night the toilets need to be open until 9pm at least for Summer walkers + public
- * Automated traffic crossing for access to Granite trail
- * Parking needs organised in the harbour itself
- * ^{Water} No tap any more opposite RNLI? why
- * Could attach some shower heads to the taps
- * Picnic benches on South promenade instead of Rose Bushes - there are only 4 benches, a lot of people sit on the wall (2 coffee shops in the vicinity) need more places to eat take away food.

Signed

Frances Monteith

Date

11/8/22

Address: Southprom Brew Bar
8 South promenade Newcastle

Further Comments can be submitted to:

Tara Florence
Hamilton Architects
3 Joy Street, Belfast
BT2 8LE

- * Speed Cameras
- * too fast

- Tap (water)
- charging
- toilets
- ramps
- ~~public~~ na Crossip
- picnic tables
- easier access to both harbours



Newcastle Harbour

Project: Conservation Management Plan and Strategic Development Plan Consultations

Date: Thursday 11th August 2022 at 2.00 p.m. – 4.30 p.m.

Location: Venue: Glenada YMCA – Balcony room - 29 South Promenade, Newcastle BT33 0EX

Comments:

Concerns and recommendations for Newcastle Harbour:

Recommendations:

- i) one way system when driving down the road to the far quay (cars should not come out from this exit)
- ii) Hand rail or rope rail for senior swimmers going down the slipway
- iii) Some visual signs of when the tide is far enough in for teenagers to dive.
- iv) toilets and changing facilities for swimmers, kayaking, boat users
- v) overflow carparking during the months of March – October.

CONCERNS:-

- (i) Sea-safety - There should be a life guard on duty (as happens in Murlough) during the summer months.
- (ii) speed bumps or signage between Frelands and Sewage (constant speeding here).

Signed

Catherine Greene

Date

11-08-22

Address:

103 South Prom, Newcastle, Co. Down BT33 0EX

Further Comments can be submitted to:

Tara Florence
Hamilton Architects
3 Joy Street, Belfast
BT2 8LE



Newcastle Harbour

Project: Conservation Management Plan and Strategic Development Plan Consultations

Date: Thursday 11th August 2022 at 2.00 p.m. – 4.30 p.m.

Location: Venue: Glenada YMCA – Balcony room - 29 South Promenade, Newcastle BT33 0EX

Comments:

- Proposals are very welcome.
- Safety measures, proposed showers/changing/welfare are very welcome.
- * - Traffic control, additional street lighting, speed ramps* along main road.
- Parking proposals including one way system seem very good.
- We welcome early commencement on certain proposals which will reduce amount of chippings, plants, etc.
- Possible sitting concrete ledge for swimmers at bottom of rock corner in front of Yacht club.
- * We feel traffic control, including management of parking ~~will~~ represents a potential safety issues.

Signed

Conleth Greene

Date

11th August 22.

Address:

103 South Promenade, Newcastle

Further Comments can be submitted to:

Tara Florence
Hamilton Architects
3 Joy Street, Belfast
BT2 8LE

Bibliography

CMP

- Australia ICOMOS. 'Practice Note: Understanding and Assessing Cultural Significance'. Australia ICOMOS, November 2013. https://australia.icomos.org/wp-content/uploads/Practice-Note_Understanding-and-assessing-cultural-significance.pdf.
- Australia ICOMOS, and International Council on Monuments and Sites. The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 2013, 2013. <http://australia.icomos.org/wp-content/uploads/The-Burra-Charter-2013-Adopted-31.10.2013.pdf>.
- British Standards Institution. BS 7913:2013 Guide to the Conservation of Historic Buildings, 2013.
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- nidirect. 'Finding a Listed Building', 20 October 2014. <https://www.nidirect.gov.uk/articles/finding-a-listed-building>.
- Historic Environment Division. 'Criteria for the Scheduling of Historic Monuments and the Listing of Buildings of Special Architectural or Historic Interest, with Associated Procedures'. Department for Communities, May 2019. <https://www.communities-ni.gov.uk/sites/default/files/publications/communities/dfc-hed-scheduling-of-historic-buildings.PDF>.
- Kerr, James Semple. Conservation Plan: A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance. The National Trust of Australia (NSW), 2013. <http://australia.icomos.org/wp-content/uploads/The-Conservation-Plan-7th-Edition.pdf>.

SDF

- NMDDC Local Development Plan 2030
- NMDDC Economic Regeneration Strategy Document 2020-2025
- NMDDC Corporate Plan 2021-23
- NMDDC Tourism Strategy 2017-2022
- Newcastle Harbour Feasibility and Scoping Study -2018- Outdoor Recreation NI
- Sports Facilities Multi Sport Hub Review Strategic Recommendations June 2022
- Water sports and Beach Development Plan April 2008



Hamilton Architects

Hamilton House
3 Joy Street
Belfast
BT2 8LE

Email: tara.florence@hamiltonarchitects.co.uk



Hamilton Architects

Hamilton House
3 Joy Street
Belfast
BT2 8LE

Email: andrew.molloy@hamiltonarchitects.co.uk

Report to:	Enterprise, Regeneration and Tourism Committee
Date of Meeting:	Monday 12 th December 2022
Subject:	Newry Chamber of Commerce & Trade: Cross Border Conference, March 2023
Reporting Officer (Including Job Title):	Jonathan McGilly, Assistant Director Enterprise, Employment and Regeneration
Contact Officer (Including Job Title):	Amanda Smyth, Head of Regeneration and Business Development

Confirm how this Report should be treated by placing an x in either: -

For decision	<input checked="" type="checkbox"/>	For noting only	<input type="checkbox"/>
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1.0	Purpose and Background
1.1	<p><u>Purpose</u> To approve that Council issues an SLA to Newry Chamber of Commerce and Trade for Sponsorship of £5,000 towards a Cross Border conference to be held in March 2023</p> <p><u>Background</u> This event is delivered in partnership between Newry Chamber of Commerce and trade and Dundalk Chamber of Commerce and Trade. Newry Mourne and Down District Council have been one of the principal sponsors of the annual cross border conference. There is always significant interest in the conference with attendees averaging 200-300 over the last few years.</p>
2.0	Key issues
2.1	<p>For the 2023 Cross Border Conference, this will be the first in-person Cross Border Conference from 2020; Both Chambers will shape the conference agenda to focus on sustaining and building cross border trade and cooperation. It will be a valuable opportunity to demonstrate the area as a gateway region on the island and the need for the further development of trade and cooperation for the benefit of local businesses.</p> <p>The conference will also provide businesses with advice, guidance and support on some of the key issues they face. The programme will combine political opening addresses and specialist speakers on key aspects of north south trade and cooperation, setting out the shape of future cross-border cooperation and trade for local businesses.</p>

	<p>The conference is currently being planned for Wednesday 8th March 2023 at the Carrickdale Hotel.</p> <p>A sponsorship request of £5,000 is requested towards this conference. Council Chairperson will be invited to jointly open the conference with Louth Council;</p> <ul style="list-style-type: none"> • Council will be involved in all pre publicity for the conference • Council will be included in the conference press release • A representative from NMDDC will be given the opportunity to address the audience at the Conference.
3.0	Recommendations
3.1	To approve that Council issues an SLA to Newry Chamber of Commerce and Trade for Sponsorship of £5,000 towards a Cross Border conference to be held in March 2023
4.0	Resource implications
4.1	£5,000 from existing 22/23 budgets
5.0	Due regard to equality of opportunity and regard to good relations (complete the relevant sections)
5.1	<p><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i></p> <p>It is not anticipated the proposal will have an adverse impact upon equality of opportunity or good relations <input checked="" type="checkbox"/></p>
5.2	<p><i>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</i></p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>The policy (strategy, policy initiative or practice and / or decision) has been equality screened <input type="checkbox"/></p> <p>The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation <input type="checkbox"/></p>

5.3	<p><i>Proposal initiating consultation</i></p> <p>Consultation will seek the views of those directly affected by the proposal, address barriers for particular Section 75 equality categories to participate and allow adequate time for groups to consult amongst themselves <input type="checkbox"/></p> <p>Consultation period will be 12 weeks <input type="checkbox"/></p> <p>Consultation period will be less than 12 weeks (rationale to be provided) <input type="checkbox"/></p> <p><i>Rationale:</i></p>
6.0	Due regard to Rural Needs (please tick all that apply)
6.1	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>Rural Needs Impact Assessment completed <input type="checkbox"/></p>
7.0	Appendices
	n/a
8.0	Background Documents
	N/A

Report to:	Enterprise Regeneration & Tourism Committee
Date of Meeting:	Monday 12 th December 2022
Subject:	Small Settlements Scheme Update
Reporting Officer (Including Job Title):	Jonathan McGilly, Assistant Director Enterprise, Employment & Regeneration
Contact Officer (Including Job Title):	Seamus Crossey – Project Manager

Confirm how this Report should be treated by placing an x in either: -

For decision	x	For noting only	
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1.0	Purpose and Background
1.1	<p><u>Purpose</u> To note the below update report and approve recommendations in section 3.</p> <p><u>Background</u></p> <p>Following previous papers presented to ERT, Council was fully informed on the DfC, DAERA and DfI funded 'COVID-19 Recovery Small Settlements Regeneration Programme' and award of a letter of offer. A budget was made available by DfC, DAERA and DfI of £3,515,000 (NMDDC contribution of £390,550 – 10% as per fund guidelines on top of this)</p> <p>Following agreement on the core themes of the programme at Letter of Offer stage, much progress is now being made in relation to;</p> <ul style="list-style-type: none"> - 4 EI Schemes in Bessbrook, Castlewellan, Rostrevor and Saintfield - 7 Revitalisation Schemes in Dundrum, Newtownhamilton, Annalong, Meigh, Hilltown, Killyleagh and Killough/Strangford - Make it Local Marketing Campaign <p>Funders have now provided an additional contribution to assist with inflation costs in 2023, for the 4 EI Schemes.</p>
2.0	Key issues
2.1	<ul style="list-style-type: none"> • 4 Environmental Improvement Schemes <p>In relation to the 4 Environmental Improvement Schemes, meetings have been held with Task & Finish Steering Groups, to consider the initial draft Concept Design proposals and to then review comments received following the conclusion of a Public Engagement Process.</p>

	<p>Agreement was reached that subject to the finalisation of costs and discussion with statutory bodies, planning applications now needed to be made for all 4 settlements given the timebound monies on offer to the schemes. (Additional Funder Contribution will be able to assist with potential inflationary costs in 2023)</p> <ul style="list-style-type: none"> • 7 Revitalisation Schemes <p>On the 7 Revitalisation Schemes, relevant local Task & Finish Steering Groups have been established and are meeting on a regular basis to agree action plans for each respective area, against an indicative budget of £189k per revitalisation scheme. Across the 7 action plans inclusion has been made for a Shop Front Enhancement Scheme and a Dereliction enhancement scheme.</p> <ul style="list-style-type: none"> ○ Shop Front Enhancement scheme – approx. 120 express of interest applications (EOI) have been received. Eligible EOIs will now be moved through to application stage for grant aid support of up to £5k to undertake shop frontage improvements. ○ Dereliction – approximately 25 properties have been identified; Council will lead on the procurement of a contractor to undertake external building frontage improvements to enhance the visual appearance of the buildings ○ Where budget remains following the implementation of the above, other local priorities will be agreed by Steering Groups that can be undertaken via the revitalisation schemes; Council will lead on the delivery of these actions and undertake all necessary procurements. <ul style="list-style-type: none"> • Make It Local campaign ○ A new Make it Local communication campaign went live from October 2022, running to March 2023. The campaign will be focused on digital, print and outdoor media, and will have a presence both locally and regionally. ○ Businesses across the District will be profiled in the campaign, utilising both photography and videography. Businesses participating in the campaign have been selected following an expression of interest process.
3.0	Recommendations
3.1	Note the update on the 4 EI Schemes, 7 Revitalisation Schemes and Make it Local Campaign.
3.2	Accept the updated Letter of Offer with additional funding and Approve the amended project Business Case.
4.0	<p>Resource implications</p> <p>Grant Aid of £3,515,004 is being offered to Council, which is conditional on Council Capital Grant aid match funding of £390,548.00, being provided over the 2022/23 and 2023/24 Financial years. The human resource cost will be managed from within the revenue element of grant. The additional funder contribution of £487,000 for the EI schemes will not require any additional Council match funding.</p>

4.1	No new resource implementations at this stage.
5.0	Due regard to equality of opportunity and regard to good relations (complete the relevant sections)
5.1	<p><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i></p> <p>It is not anticipated the proposal will have an adverse impact upon equality of opportunity or good relations <input checked="" type="checkbox"/></p>
5.2	<p><i>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</i></p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>The policy (strategy, policy initiative or practice and / or decision) has been equality screened <input type="checkbox"/></p> <p>The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation <input type="checkbox"/></p>
5.3	<p><i>Proposal initiating consultation</i></p> <p>Consultation will seek the views of those directly affected by the proposal, address barriers for particular Section 75 equality categories to participate and allow adequate time for groups to consult amongst themselves <input type="checkbox"/></p> <p>Consultation period will be 12 weeks <input checked="" type="checkbox"/></p> <p>Consultation period will be less than 12 weeks (rationale to be provided) <input type="checkbox"/></p> <p><i>Rationale:</i></p>
6.0	Due regard to Rural Needs (please tick all that apply)
6.1	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p>

	Rural Needs Impact Assessment completed	<input type="checkbox"/>
7.0	Appendices	
	Updated version of the Business Case.	
8.0	Background Documents	
	N/A	

Report to:	Enterprise, Regeneration and Tourism Committee
Date of Meeting:	Monday 12 th December 2022
Subject:	SRC Big Apprenticeship Event 2023
Reporting Officer (Including Job Title):	Jonathan McGilly, Assistant Director Enterprise, Employment and Regeneration
Contact Officer (Including Job Title):	Amanda Smyth Head of Regeneration and Business Development

Confirm how this Report should be treated by placing an x in either: -

For decision	x	For noting only	
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1.0	Purpose and Background
1.1	<p><u>Purpose</u> To approve the issue of a Service Level Agreement (SLA) to Southern Regional College (SRC) for sponsorship towards the delivery of their Big Apprenticeship Event scheduled to take place during Northern Ireland Apprenticeship Week 2023 (February 2023), at a cost of £5,000.</p> <p>Background Apprenticeships can improve local economic growth in a number of ways. They improve the skills, wages and future career progression of participating individuals and have a positive impact on the productivity of those firms taking on apprentices.</p> <p>Officers are working closely with SRC, SERC, key business representatives and local employers to find new and innovative ways to support potential apprentices and employers to maximise the opportunities of apprenticeships locally.</p>
2.0	Key issues
2.1	<p>Big Apprenticeship Event 2023 The SRC Big Apprenticeship Event offers a platform to school leavers and parents to gather information on the various local opportunities for obtaining qualifications, developing skills and securing employment. It also offers employers a platform to promote their Apprenticeship and Higher-Level Apprenticeship (HLA) vacancies as well as promoting their business and any other job vacancies – thereby bringing the two markets together.</p> <p>Those in attendance are afforded the opportunity to speak with local employers and FE College staff to ensure they make an informed choice regarding the next steps post GCSE and A Level (or equivalent). During the event, there is the opportunity for student/employer engagement, and a request for booking an appointment with</p>

	<p>an employer. Local employers are supported to recruit and retain suitably skilled and motivated employees. SRC facilitate employer/student discussions in the days weeks following the event.</p> <p>In previous years, Newry Mourne and Down District Council have been a key sponsor of this highly successful event. The request is for Council to sponsor the 2023 Big Apprenticeship event at a cost of £5,000</p>
3.0	Recommendations
3.1	To approve the issue of a Service Level Agreement (SLA) to Southern Regional College (SRC) for sponsorship towards the delivery of their Big Apprenticeship Event scheduled to take place during Northern Ireland Apprenticeship Week 2023 (February 2023), at a cost of £5,000.
4.0	Resource implications
4.1	1) Cost of the Big Apprenticeship Event to Council is £5,000 which is available within existing budgets.
5.0	Due regard to equality of opportunity and regard to good relations (complete the relevant sections)
5.1	<p><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i></p> <p>It is not anticipated the proposal will have an adverse impact upon equality of opportunity or good relations <input checked="" type="checkbox"/></p>
5.2	<p><i>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</i></p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>The policy (strategy, policy initiative or practice and / or decision) has been equality screened <input type="checkbox"/></p> <p>The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation <input type="checkbox"/></p>

5.3	<p><i>Proposal initiating consultation</i></p> <p>Consultation will seek the views of those directly affected by the proposal, address barriers for particular Section 75 equality categories to participate and allow adequate time for groups to consult amongst themselves <input type="checkbox"/></p> <p>Consultation period will be 12 weeks <input type="checkbox"/></p> <p>Consultation period will be less than 12 weeks (rationale to be provided) <input type="checkbox"/></p> <p><i>Rationale:</i></p>
6.0	<p>Due regard to Rural Needs (please tick all that apply)</p>
6.1	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>Rural Needs Impact Assessment completed <input type="checkbox"/></p>
7.0	<p>Appendices</p>
	<p>n/a</p>
8.0	<p>Background Documents</p>
	<p>N/A</p>

Report to:	ERT Committee
Date of Meeting:	12 th December 2022
Subject:	Draft Tourism Strategy & Overarching Destination Brand
Reporting Officer (Including Job Title):	Andy Patterson Assistant Director of Tourism Culture and Events
Contact Officer (Including Job Title):	Andy Patterson Assistant Director of Tourism Culture and Events

For decision	x	For noting only	
1.0			Purpose and Background
1.1			<p><u>Purpose</u> To approve recommendations as set out in section 3.1 of this report on proposed next steps for development of the Council's draft Tourism Strategy (2023 to 2028) and Destination Branding.</p> <p><u>Background</u> The Council's first Tourism Strategy covered the period from 2017 to 2022. Work commenced on a new draft strategy earlier this year. Following ongoing consultation workshops and meetings with tourism businesses, elected members and key stakeholders, further work is required to review and develop proposals for the district's overarching Destination Brand.</p>
2.0			Key issues
2.1			<p>Significant work has been undertaken by Council and the tourism-industry since the launch of the first Tourism Strategy for the district in 2017. Council aims to build on the momentum, business-growth, and goodwill that has been fostered over the past five-years in close partnership with our industry partners.</p> <p><u>Next Steps</u></p> <ol style="list-style-type: none"> 1. w/c 16-January 2023 - Destination Branding Workshops for tourism businesses and the public in Mourne and the North/East side of the district (following on from similar workshops in the west of the district in December). 2. w/c 6-February – Members Workshop on Destination Branding options following feedback from stage 1. 3. w/c 20-February – Branding Workshop with Tourism Businesses & Public to present preferred option & gather feedback. Draft Tourism

	<p>Strategy to be circulated for further feedback.</p> <p>4. March ERT Committee – Destination Branding & Draft Tourism Strategy (2023-2028) tabled for members approval.</p> <p>5. April Council Meeting - Tourism Strategy (& destination brand) launched for 12-week public consultation.</p>
3.0	Recommendations
3.1	To approve the proposed process and timelines to finalise the Council's draft Tourism Strategy and overarching Destination brand as set out in this report.
4.0	Resource implications
4.1	Budget requirement has been profiled within ERT Departmental Budgets.
5.0	Due regard to equality of opportunity and regard to good relations (complete the relevant sections)
5.1	<p><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i></p> <p>It is not anticipated the proposal will have an adverse impact upon equality of opportunity or good relations <input checked="" type="checkbox"/></p>
5.2	<p><i>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</i></p> <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>The policy (strategy, policy initiative or practice and / or decision) has been equality screened <input type="checkbox"/></p> <p>The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation <input checked="" type="checkbox"/></p>
5.3	<p><i>Proposal initiating consultation</i></p> <p style="text-align: right;"><input checked="" type="checkbox"/></p>

	<p>Consultation will seek the views of those directly affected by the proposal, address barriers for particular Section 75 equality categories to participate and allow adequate time for groups to consult amongst themselves <input checked="" type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Consultation period will be 12 weeks</p> <p>Consultation period will be less than 12 weeks (rationale to be provided)</p> <p><i>Rationale:</i></p>
6.0	Due regard to Rural Needs (please tick all that apply)
6.1	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service</p> <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>Rural Needs Impact Assessment completed <input type="checkbox"/></p>
7.0	Appendices
	N/A
8.0	Background Documents
	N/A

Report to:	Enterprise, Regeneration and Tourism Committee
Date of Meeting:	Monday 12 December 2022
Subject:	Update on Artisan Markets in Downpatrick, Newcastle, Newry and Warrenpoint April 2022 –September 2022
Reporting Officer (Including Job Title):	Jonathan McGilly, Assistant Director Enterprise, Employment & Regeneration
Contact Officer (Including Job Title):	Aveen McVeigh Regeneration, Business Support and Development Officer

Confirm how this Report should be treated by placing an x in either -

	For decision	For noting only	x										
1.0	Purpose and Background												
1.1	<p><u>Purpose</u> To provide an update on the Council promoted Artisan Markets which are currently delivered monthly (subject to weather conditions) in Downpatrick, Newcastle, Newry and Warrenpoint.</p> <p><u>Background</u> Council has successfully been operating the Artisan Markets across the district.</p> <p>Monthly market schedule is as follows – Newcastle – 1st Saturday monthly Newry – 2nd Sunday monthly Downpatrick – 3rd Saturday monthly Warrenpoint – 4th Saturday monthly</p> <p>All markets operate from 11 am – 3 pm.</p> <p>An Artisan Market will be delivered in Slieve Gullion in Spring 2023 to identify if there is the demand to provide a market in South Armagh.</p>												
2.0	Key issues												
2.1	<p>To note the attendance figures for the Artisan Markets held across the district from April 2022 to September 2022.</p> <p>The following provides information on attendance figures at each monthly market from April 2022 – September 2022</p> <table border="1" data-bbox="256 1928 1449 2011"> <thead> <tr> <th></th> <th>Downpatrick</th> <th>Newcastle</th> <th>Newry</th> <th>Warrenpoint</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>				Downpatrick	Newcastle	Newry	Warrenpoint					
	Downpatrick	Newcastle	Newry	Warrenpoint									

April	549	1415	750	1753
May	469	1493	925	2505
June	985	1964	960	2026
July	1005	1719	740	806
August	750	1912	580	1900
September	875	Cancelled	401	1010
Total Attendance	4663	8503	4356	10,000
Average Attendance per market	777	1700	726	1,666
Average Number of traders per market	17	17	30	30

Summary attendance	
Total number of markets held	23
Total number of visitors	27,522
Average per market	1197

Comments

- Downpatrick - Market now located in St Patrick's Square
- Newcastle - Sept Market cancelled due to adverse weather conditions
- Warrenpoint - Additional markets were delivered in Warrenpoint to support the community festivals in Warrenpoint however they have not been recorded as part of Council's delivery of Artisan Markets.

Trader Survey

A trader survey was conducted at all markets to ensure the markets continue to support local artisan craft producers. Findings from the surveys identified that the markets require continuous marketing to attract visitors to the market.

3.0	Recommendations
3.1	To note the six-month attendance figures at the monthly artisan markets
4.0	Resource implications
4.1	An annual budget of £15,000 is required to deliver the existing markets. Additionally, there is small budget for market development and promotion of markets.
5.0	Due regard to equality of opportunity and regard to good relations (complete the relevant sections)

5.1	<p>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</p> <p>It is not anticipated the proposal will have an adverse impact upon equality of opportunity or good relations <input checked="" type="checkbox"/></p>
5.2	<p>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>The policy (strategy, policy initiative or practice and / or decision) has been equality screened <input type="checkbox"/></p> <p>The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation <input type="checkbox"/></p>
5.3	<p>Proposal initiating consultation</p> <p>Consultation will seek the views of those directly affected by the proposal, address barriers for particular Section 75 equality categories to participate and allow adequate time for groups to consult amongst themselves <input type="checkbox"/></p> <p>Consultation period will be 12 weeks <input type="checkbox"/></p> <p>Consultation period will be less than 12 weeks (rationale to be provided) <input type="checkbox"/></p> <p><i>Rationale:</i></p>
6.0	<p>Due regard to Rural Needs (please tick all that apply)</p>
6.1	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>Rural Needs Impact Assessment completed <input type="checkbox"/></p>
7.0	<p>Appendices</p>

	N/A
8.0	Background Documents
	N/A

Report to:	Enterprise, Regeneration and Tourism Committee
Date of Meeting:	Monday 12 December 2022
Subject:	Downpatrick Regeneration Working Group
Reporting Officer (Including Job Title):	Jonathan McGilly - Assistant Director, Enterprise Employment and Regeneration
Contact Officer (Including Job Title):	Ciara Toman – Project Support Officer, Enterprise Employment and Regeneration

Confirm how this Report should be treated by placing an x in either: -

For decision	For noting only	X
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1.0	Purpose and Background
1.1	<p><u>Purpose</u> To note the contents of the report.</p> <p><u>Background</u> At its November meeting the Downpatrick Regeneration Working Group confirmed they would be working with MAG, the Department for Communities and Newry, Mourne and Down District Council, as well as key stakeholders and the local community as Downpatrick has been chosen to pilot the Living High Streets Initiative.</p>
2.0	Key issues
2.1	<p>The Ministerial Advisory Group (MAG) for Architecture and the Built Environment for Northern Ireland has co-designed a Living High Streets Craft Kit in response to the challenges faced by traditional high streets, and Downpatrick will be one of the first places to put it into practice.</p> <p>The Craft Kit will be used to help the community to develop a shared understanding of their needs and unique assets in Downpatrick and contribute to the conversations to reimagine their high streets through a series of workshops. The first workshop will be held on 13th December 2003.</p> <p>The resulting co-designed Living High Streets Framework will put Downpatrick in the best possible position to take advantage of future funding opportunities. Cultural activities and events, public realm and environmental initiatives, development and restoration projects, existing masterplan and the incorporation of new fresh ideas will be among the topics covered.</p>
3.0	Recommendations
3.1	To note the paper

4.0	Resource implications
4.1	<ul style="list-style-type: none"> None at this stage
5.0	Due regard to equality of opportunity and regard to good relations (complete the relevant sections)
5.1	<p><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i></p> <p>It is not anticipated the proposal will have an adverse impact upon equality of opportunity or good relations <input checked="" type="checkbox"/></p>
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7.0	Appendices
	a) Living High Streets Craft Kit 2022 b) Minutes of Downpatrick Regeneration Working Group on 18 November 2022
8.0	Background Documents
	N/A

Minister's Foreword

I am committed to working together to put people at the centre of the Living High Street where better ways of living in places can be explored and discussed in a manner that respects everyone's aspirations.



The Ministerial Advisory Group for Architecture and the Built Environment has developed this Living High Streets Craft Kit as a resource to help communities develop a shared

understanding of their needs and assets.

This supports my Department's purpose of Supporting People, Building Communities and Shaping Places.'

In response to the challenges faced by traditional high streets, successful places must be underpinned by community wellbeing and supported by multiple layers of activities and resources. Successful places are always safe and accessible; they always encourage healthy active travel, adapt their buildings and spaces sustainably and protect their local natural environments. They are beautiful places that communities love and take care of.

Change starts when everyone comes together to begin doing things. Tactical or pop up approaches can make this immediate and experimental, providing people with opportunities to share experiences, try things out and work together on practical improvements.

This Craft Kit helps translate such ideas into practical actions.

It is a fresh approach to placemaking that supports and challenges communities to work together and ask important questions about all aspects of their places.

These community insights will be vital sources of ideas and visions, to be drawn on in creating the new policies and approaches that are required to address the challenges of crucial issues like climate change as we seek to put quality design at the heart of our placemaking. I hope that this important craft kit can be used as a valuable resource and its full potential realised.

Minister for Communities

Prologue

The Ministerial Advisory Group (MAG) for Architecture and the Built Environment for Northern Ireland has a vital role in supporting the future success of our villages, towns and cities, with high streets central to that challenge.

While the definition and roles of 'high streets' have changed over the centuries, the idea that they are the heart of our places has endured. Reviving the spirit of our high streets can only come from communities reimagining sustainable ways of living together.

MAG has co-designed a fresh approach to placemaking in our Living High Streets. This is not a design guide or template to rejuvenate high streets. It is a fresh approach to placemaking that challenges communities to work together through a series of questions about all aspects of their place. The desired output from these conversations will be a co-designed Living High Streets Framework, underpinned by local knowledge, agreed priorities and means of delivery. The emerging Living High Streets will reflect the purpose and meaning each community envisions for themselves.

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Living High Streets

PART ONE - Approach to Living High Streets



Approach to Living High Streets

Historically, high streets have been the most important public spaces in our urban settlements, developing around the defensive, legal, religious, trading and administrative roles that have naturally brought people together.

High streets became the nerve centre for places, supplying a rich mix of functions, facilities and services that supported their residential communities, wider rural districts and visitors. They were the 'seed of places', holding meaning for people by reflecting their unique identity, underlying landscape, roles and culture.

This portrayal reflects places and their high streets in their best light. However, places are inequitable for many people in a variety of ways, which has negative implications for everybody's prospects. Languishing places which are visibly down-at-heel discourage investment, new people and visitors. This in turn embeds unsustainable practices that are often hard to break.

These issues have been decades in the making and are most obvious in high streets and town centres. Significant factors in their decline have been an over focus on retail, loss of services and saturation of the public realm with cars and parking leaving many places looking like 'Anytown'. People increasingly look elsewhere

for their services, facilities and shopping, which includes online.

With these changes, places have gradually lost their meaning, causing the traditional and natural bonds between people and places to disintegrate. Re-establishing them as places of choice depends upon the successful re-tying of these bonds. That does not mean 'bouncing back to better times' but moving forward with an informed understanding of the people-place connection. The best location to start this change is in the centre; in the high streets themselves where communities have always come together to share their culture, build relationships and trade. This requires a whole place approach that involves everybody.

MAG have developed this fresh approach to Living High Streets with a Craft Kit to guide and support communities to share an understanding of their needs, make the most of existing assets and strip out the things that negatively affect them. Because places shape lives, the Craft Kit poses twenty-one simple but challenging

questions to guide conversations about shaping the future high street. The desired output from these conversations will be a co-designed Living High Street Framework that enables:

- Continued collective involvement
- Inclusive, cultural activities and events
- Movement, public realm and environmental initiatives
- Existing and new masterplans
- Development and restoration projects
- Incorporation of fresh ideas
- Ongoing stewardship

This approach recognises that places and people are ever-changing and will equip local communities with the ability to make this a sustainable and rewarding process. The Craft Kit is designed to be accessible, inclusive and adaptable to all places with the aspired outcome of supporting people throughout their lives. This will require communities to revisit the questions periodically, involve new people, review their Living High Streets Framework and refresh the management structures of their Local Action Group. There is also potential to grow the initiative into 'big conversations' about the wider town, city or rural district.



Photo Captions: 1. KidsSpace event engaging children and young people in Placemaking, St Anne's Square, Belfast; 2. Live entertainment at the Harmony Hub, Ballymena; 3. Talkeoke engagement, Colin Urban Village; 4. Causeway Speciality Market, Coleraine; 5. Enjoying the Living High Street, Lisburn Square

The communities in these thriving places will come to know where the tipping-point lies and strive to remain on the right side of that by considering the social, economic and environmental aspects of their place. This is sustainability at its simplest.

Change is a natural process that can bring success or uncertainty. When it brings uncertainty, it threatens resources, making the future difficult to predict. In places where people feel resources are already diminished, individuals, businesses and authorities can tend towards caution and be resistant to change – they get stuck.

When developing this approach to Living High Streets, MAG asked contributors to share their feelings about their favourite high streets – what were their essential qualities? Feedback included childhood and holiday memories; hometowns where people chose to live; novels and films; and some, an imaginary mixture of all these experiences.

Think of your favourite high streets. Hold the feelings they evoke in your mind as you consider their essential qualities. You will discover successful places have a unique 'spirit of place' and are built on, and support:

- The local landscape, culture and heritage – the heart and soul of the place
- Togetherness, collaboration and living well - the fundamental human need to be together
- Being safe and welcoming - a public realm of streets and spaces, which are safe and well connected
- Multi-layered purpose and meaning
- Having adaptable buildings and spaces
- Being well serviced and connected - accessible services and facilities
- Being sustainable - social, environmental and economic

When we think about contemporary high streets, we do not have these essential qualities at the forefront of our minds. If the high street has what we want, we will visit, but otherwise we will not. This creates a narrow definition of high streets, which is often as simple as the shops either side of a road. However, they cannot survive when reduced to this level of simplicity. Successful high streets rely on a network of other streets and spaces for:

- Access and servicing
- Complementary traders, facilities and services
- People visiting, working and living there

Developing Living High Streets that better serves its community therefore requires us to look at it as a neighbourhood with soft edges, strong connections to other parts of the place and the ability to satisfy a range of community needs. Thinking about the high street as a neighbourhood brings these essential qualities of place to the fore. In smaller places, the simpler high streets may encompass the whole centre. In larger places the high street and their range of activities increases, often with more than one high street. Regardless of scale, the role of the high street with its complex mix of activities, must be equitably managed to be functional and attractive for everyone.

Additional guidance can be found in **Living Places: An Urban Stewardship and Design Guide for Northern Ireland**. It aims to clearly show the key principles behind good place making. It looks to inform and inspire all those involved in the process of managing (stewardship) and making (design) urban places, with a view to raising standards across Northern Ireland.

Landscape, culture and heritage

From fishing ports to market towns, the landscape has shaped places, their culture and heritage. Essential to a successful place is its character and culture which comes from its natural and built environment. These qualities give a place its personality and can relate to the design and layout of the streets and spaces, scale and continuity of built frontages, historic buildings and the landscape setting.

It is easy to overlook the importance of these elements in a rapidly changing world but increasing concerns with global environmental issues have made these changes local. Pollution and climate change cause the loss of trees, biodiversity and flooding - all negatively affect everyone's wellbeing. By conserving past culture and heritage through better considered actions, we will also be accumulating and creating positive culture and heritage assets for future generations.

Togetherness, collaboration and living well

Traditionally, people lived their entire lives in and around high streets as a matter of choice. Evidence continues to show that people benefit from living close to essential amenities and services that only urban centres can offer, including the opportunity to meet easily and connect with others as neighbours. This is especially true for older and more vulnerable residents. We need to make town living a positive choice for people of all ages with wellbeing central to policy and plan making. Establishing a collaborative ethos across all communities in the high street will enable the establishment of a sustainable neighbourhood with the success of the high street at its heart. Such a shared mission will support togetherness and enable people to live well in all stages of their lives.

Being safe and welcoming

Attracting people back into central areas to live requires the creation of safe environments that are accessible and inclusively designed. Walking, cycling and reliable public transport is good for the environment, health and community wellbeing. These will form the essential foundations for growing new urban communities, while at the same time attracting and supporting everyone else who visits the Living High Street. Champions and ambassadors can play an important part in making Living High Streets welcoming for visitors and locals alike.



Photo Captions: 1. Spring flowers, Comber Square; 2. Working creatively together at the Artisan Market, Downpatrick; 3. Historic street, Carlingford; 4. "Back-in-Bangor" shop-eat-enjoy week; 5. Opening celebrations, Colin Connect Transport Hub and Colin Town Square, Belfast; 6. Townhall Street, Enniskillen; 7. Promoting active travel, Larne Town Centre

Multi-layered purpose and meaning

The Living High Street offers diverse things for residents, workers and visitors to do and experience, with seamless connections into surrounding streets. Meaning in places grows from positive experiences. These may include being able to set up and work in unique businesses; to buy produce or services exclusive to your town; to enjoy festivals, public art, sports and other civic activities. Together with the unique landscape, culture and heritage, these activities will support the sense of a well-functioning, well-resourced, accessible and inclusive place.

The 'town centres first' policy in the **Strategic Planning Policy Statement** (SPPS) aims to support and sustain vibrant town centres across Northern Ireland through the promotion of established town centres as the right first choice location of retailing and other complementary functions including cultural and community facilities, leisure, entertainment and businesses.

Adaptable buildings and spaces

A thriving Living High Street has good-quality, adaptable buildings and spaces that enable a range of different activities. The importance of quality of the built environment cannot be overstated, whether historical or contemporary; buildings or monuments; lanes, streets and spaces. By preserving their unique characteristics, a distinctiveness that people can relate to forms the spirit of places. Local sustainability issues also include the sustainable re-use of existing buildings instead of replacing them to reduce our carbon

footprint. Also, the re-purposing of existing buildings, other built elements and conservation of the historic elements keeps the form, shape and character of a place.

Well serviced and connected

Living High Streets will be 'smart places', with efficient servicing that accommodates the changing functions of their buildings and spaces. That includes deliveries, refuse collection, home and office removals; street infrastructure for markets and events; public transport stops; secure cycle parking; and street furniture that aids walking. The underlying street scene should be simple and robustly constructed, not dominated by cars nor necessarily pedestrianised. The Living High Street should also be a digitally connected place.

Being sustainable - social, environmental and economic

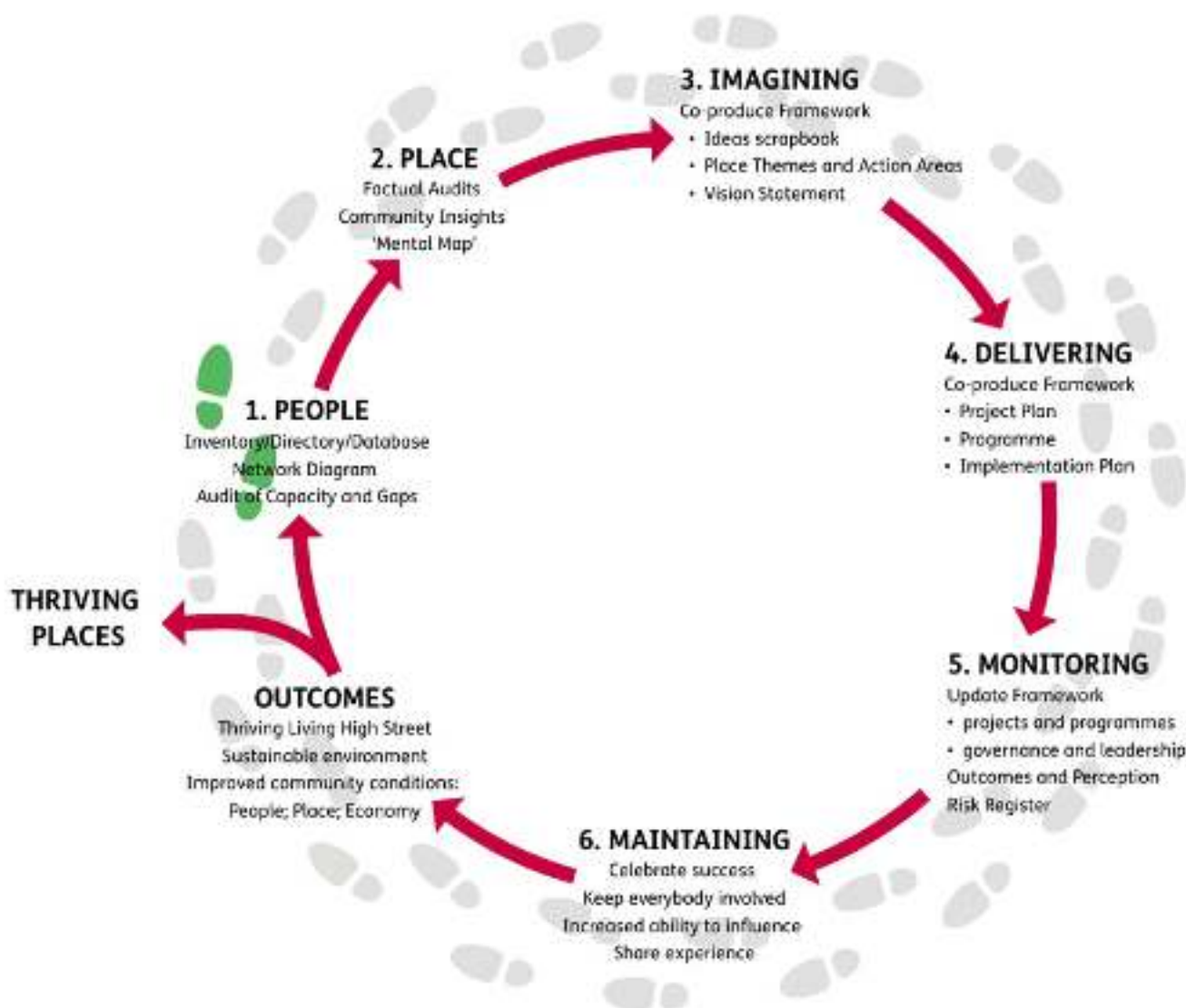
Thinking about sustainability can begin with consideration of the traditional pre-car street layout, the scale of spaces, the shape of the townscape and how it once worked as a network, when people were reliant on active travel and chose to live in town centres. There will be an unfolding story of how the place has grown and become successful, or how it has unravelled. To be sustainable, it is important to see and understand what is working, what adaptability can look like, what needs to be repaired and what must be rejected. The challenge of building Living High Streets will grow from this social, environmental and economic baseline.



Photo Captions: 1. Historic village centre, Richhill; 2. Cyclist on the Ormeau Road, Belfast

Collaborative Placemaking Approach

Living High Streets serves everyone in the community and therefore everyone should have an opportunity to shape their place.



Living High Streets serves everyone in the community and therefore everyone should have an opportunity to shape their place. This includes public service providers; residents young and old; business owners; employees, schools and colleges; third sector organisations; landlords and investors; and visitors from near and far. Making this achievable requires shared purpose and leadership that works for each individual place. A range of people and organisations could lead and support the process, either as an existing or newly created 'Local Action Group' of doers.

A Place Change Model

MAG have developed a Place Change Model to help communities clarify their aims, build evaluation methods and set up a sustainable cycle of placemaking and stewardship. It provides an opportunity for everybody to be involved in the co-design of their places through six sequential themes that will increase knowledge and skills, build confidence, sense of ownership and most importantly, optimism.

The thematic stages are:

- Theme 1 People:** growing your skills and resources
- Theme 2 Place:** knowing your high street
- Theme 3 Imagining:** what your high street could become
- Theme 4 Delivering:** how to focus and prioritise
- Theme 5 Monitoring:** confirming progress
- Theme 6 Maintaining:** loving your place

The purpose of each theme is explained in the Craftbook along with a series of simple but challenging questions and potential prompts for facilitators to use. It also includes ideas and techniques that allow people to share ideas and thoughts confidentially and without pressure. Thematising and presenting all these collective thoughts builds insights into the deeper community narrative that people are thinking about, rather than the often-narrower story from the strongest voices. The Craftbook also sets out outputs that build sequentially to create the Living High Streets Framework.

Participating in this process has its own value for individual and community wellbeing by promoting optimism. People will gain these benefits at a natural pace and this process cannot be rushed. The idea is for change to spiral upwards, with feedback and evaluation keeping it on track, and continually introducing new people, knowledge and ideas.

An Inclusive Process

This process is designed to ensure that everyone has an opportunity to meaningfully contribute. The tools in the Craftbook are intended to be used in workshops, both virtual and face to face. The number of workshops will depend on the scale of the place and commitment of the community and there will be activity between thematic workshops. However, only proper resourcing from the outset will deliver the desired long-term sustainable outcomes in every place.

Councils

Residents

Statutory bodies

Older generations

Councillors and MLAs

Children and young people

Town centre / BID managers

3rd sector voluntary groups

Businesses and services

- owners, operators and investors

Local Chamber of Commerce and Industry

Service providers - housing, health, education etc.

Social enterprises and circular economies

Community representatives

Department for Communities

Heritage - Council Heritage Officer,

Historic Environment Division,

Historic Buildings

Council, Ulster Architectural Heritage, Local Groups

Northern Ireland Housing Executive

Department for Infrastructure

For many people, this will be the first time that they have been involved in placemaking discussions. For many professionals, it will also be the first time that they have worked outside of their areas of expertise in open discussions like this. It will be challenging for everybody, which is why expert placemaking facilitators will guide the conversations. The themes and questions in the Place Change Model will supply a structure to these discussions to:

- Create productive conversations that people want to take part in
- Consider the high street from multiple viewpoints
- Think beyond immediate problems to achieve sustainable outcomes; and,
- Move from different views and opinions to consensus

To deliver thriving Living High Streets, communities need to develop an optimistic understanding of what is possible, the means to make it happen and to be involved in its delivery. The purpose of this approach is to highlight the nuance and complexity needed for successful placemaking. It will stop strong voices derailing the process or stifling discussions (e.g., 'I can't see that working / being affordable'). It will prevent single-issue solutions (e.g., more parking; pedestrianisation; night-time economy). It will allow the whole community an opportunity to consider all relevant issues. Embedding 'designerly thinking' in communities in this way enables democratic participation in the future sustainability of their place.

Building Social Capital

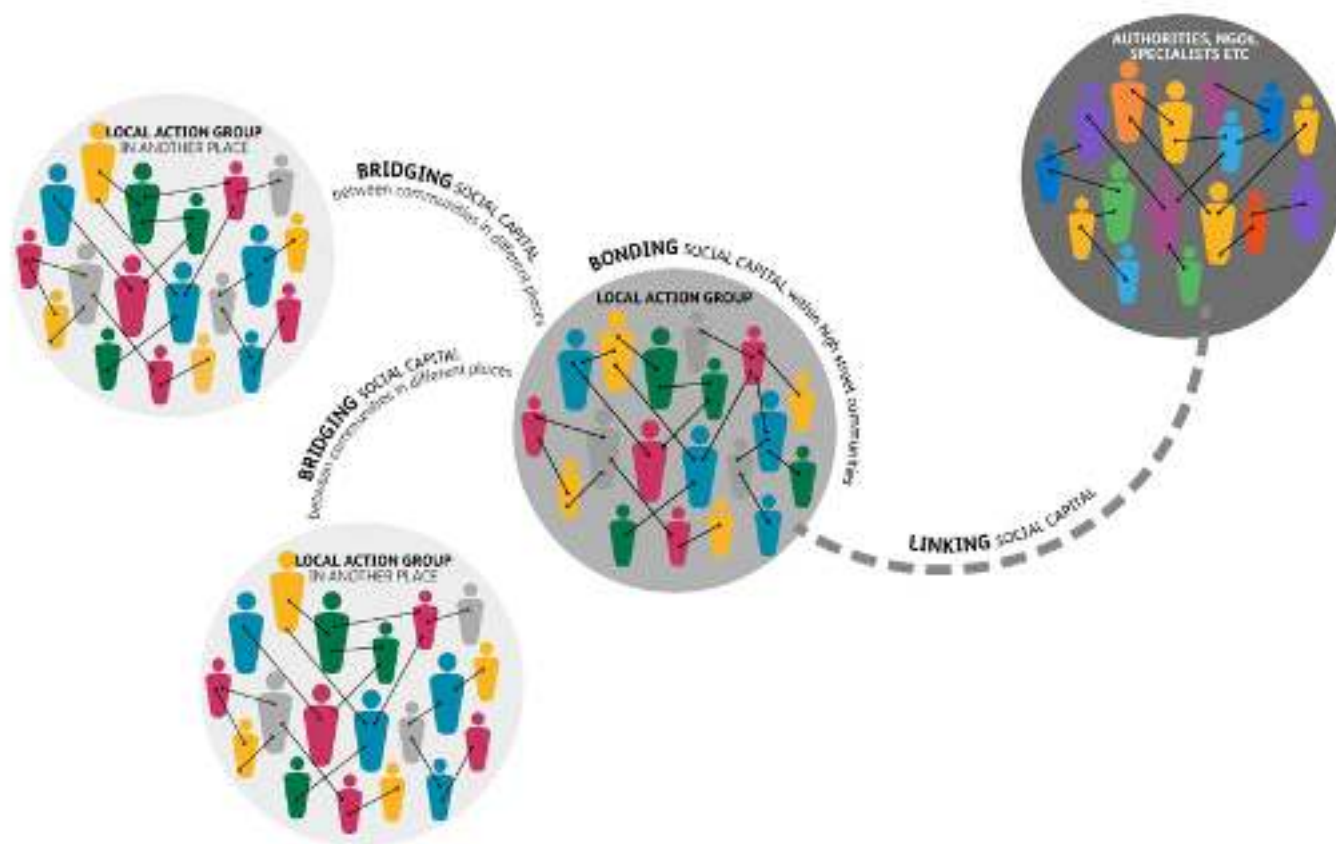
Social capital relates to the network of trusting relationships among people in a place, along with the public realm, buildings and their uses that support those connections. These relationships increase the sharing of experiences, skills and knowledges. The first theme in the Place Change Model is about people, their connections and the nature of their relationships:

Bonding – are there any social groups that share a sense of identity, values, trust, cooperation etc?

Bridging – do any of these groups connect, cooperate and share their social capital with other groups in different places?

Linking – are any of these groups connected to professional organisations, local or national government?

The desired outcome from the Place Change Model is to enable, develop and strengthen these relationships, and to build people’s bond with and to their high street by sharing skills, experience and knowledge.



Developing Leadership - Organisational structures

It is critical that Local Action Groups have a clear sense of ownership and control over the co-production process. MAG has designed this approach to build skills and confidence in communities to enable this. Local Action Groups will be different in each place to reflect their context. A RACI matrix may help each community create the right organisational structure for their Local Action Group:

Responsible: individual or organisation leading the co-production process.

Accountable: individual or organisation accountable for delivering the process. They give permission for it to start or approve the results, delivery and evaluation.

Contributor: individual or organisation taking part in the process. They may be a stakeholder or specialist that supports the process with experience and knowledge.

Informed: individuals and organisations who need to be made aware of the process and when an activity has important consequences for any of the people involved.

	RESPONSIBLE	ACCOUNTABLE	CONTRIBUTOR	INFORMED
Community representatives	?		X	
Councillors and MLAs		?		
Residents - children and young people to older generations			X	X
Local Chamber of Commerce and Industry	?		X	
Businesses and services - owners, operators, investors			X	X
Social enterprises and circular economies			X	X
3rd sector voluntary groups			X	X
Town centre / BID managers			X	
Service providers (housing, health, education etc.)			X	X
Council (planning, community, heritage etc.)	?	?	X	
Department for Communities - Regeneration and Housing Directorate	?	?	X	
DAERA - Rural Development Programme Management Branch	?	?	X	
Northern Ireland Housing Executive	?	?	X	X
Department for Infrastructure			X	
High Street Task Force (TEO)	?	?	X	



Initiating Engagement

The Local Action Group will identify existing networks of people and groups, where and when they meet and how they communicate with each other. Local and national government offices, business associations and third sector organisations have lists of relevant groups and their contact information. Local and social media can be used to get things started and involve the wider community.

Consider and ask how these different audiences would prefer to be engaged, and how much time and resource they can put to this. This is particularly important for children, teenagers, older and disabled people who can often be excluded from these initiatives. The wellbeing of

Northern Ireland's children and young people is a key aim of this process and it is important that they are fully involved and their voices heard. Their involvement also presents an educational opportunity. There are several overarching standards for engaging children and young people in the **Placemaking engaging children and young people**. Consider how to overcome any barriers such as language, literacy and neurodiversity. The Local Action Group need to ensure equal opportunity for the nine equality categories in **Section 75 of the Northern Ireland Act 1998**. A range of approaches need to be taken to ensure that no groups are excluded including thoughtful consideration of workshop and meeting venues.

Photo Captions: Urban Villages: 1. School engagement, south Belfast; 2. Expecting something engagement, East Belfast; 3. Talkeoke engagement, Colin; 4. Engagement event, Derry~Londonderry; 5. Stakeholder engagement, Derry~Londonderry

Call to Action

Reviving our places can only come from communities being at the heart of reimagining sustainable Living High Streets. The time is right to take a fresh approach to our high streets and move forward with an informed understanding of the people-place connections. While there are common issues across our villages, towns and city centres, each must reflect its own distinct context in terms of people and place.

The Living High Streets Craft Kit will guide and support communities in developing a shared understanding of their needs, making the most of their existing assets and stripping out the things that negatively affect them. The aim is to enable all places to be thriving and socially, environmentally and economically sustainable. To use it effectively, broad participation will be needed, along with leadership and facilitation by people who understand the placemaking approach.

The Craft Kit emphasises the importance of constant evaluation of the Living High Streets Framework, revisiting and refining it so that the village, town or city centre grows sustainably in the short, medium and long-term. The process will also provide future continuity with a growing sense of local ownership and pride in place.

It is important to acknowledge that the outcomes from the engagement process are valuable for building social capital, where people come together to tackle common concerns. The emerging Living High Streets will reflect the purpose and meaning each community brings to life.

It is acknowledged that this process will require resources, but this may be using existing resources differently and seeking new resources to fill any gaps in skills, knowledge and experience. It is critical that the process is embraced at a regional level across Northern Ireland, and each stage properly supported with local community participation.

Opportunities will emerge through the process to implement 'tactical' or 'pop-up' approaches which are designed to introduce change through an experimental, flexible and inclusive method. These approaches can form part of the Living High Streets process, providing people with opportunities to share their own experiences of their places and to engage them in practical improvements.

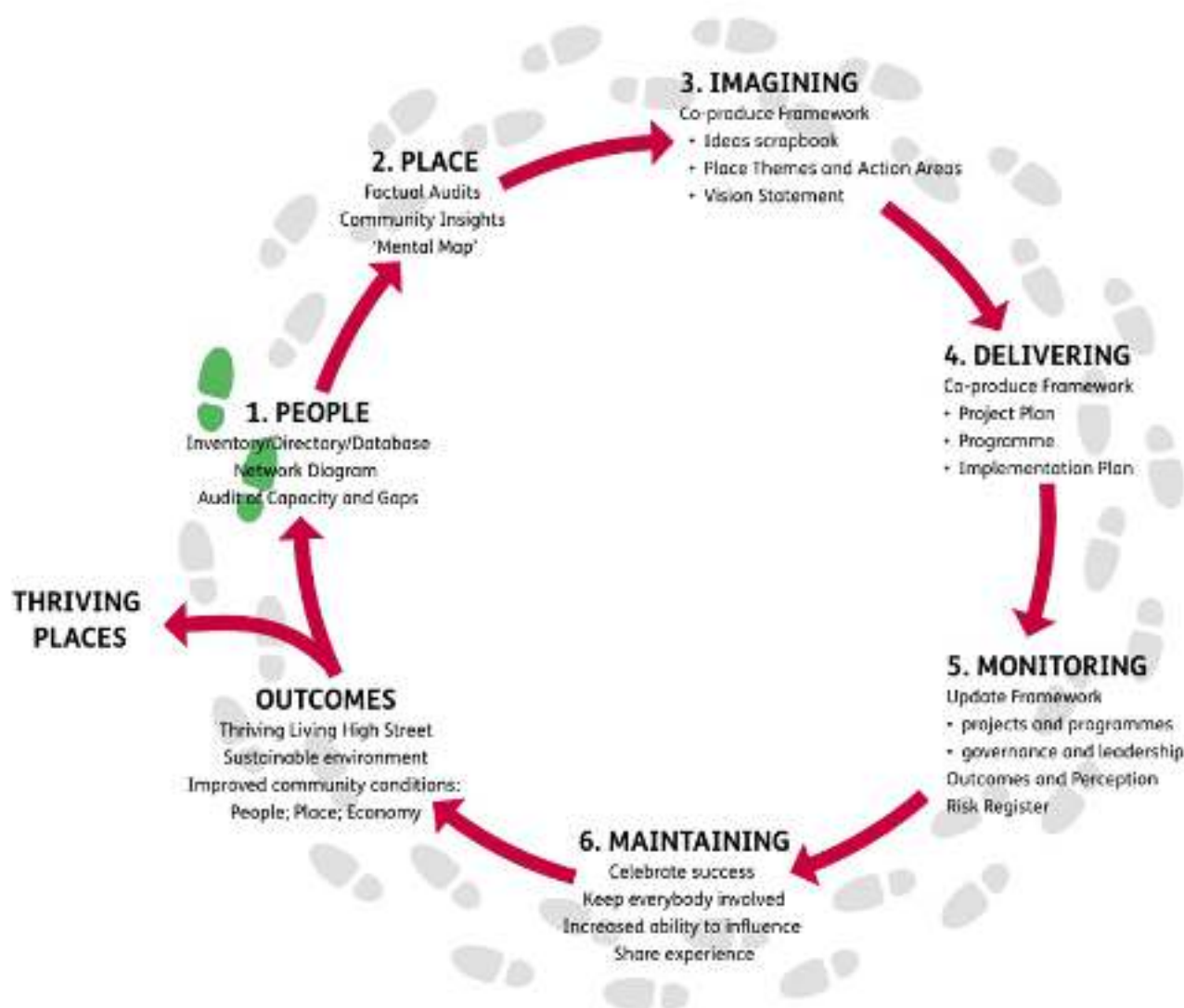
Living High Streets

PART TWO - Questions and Considerations



Co-Producing Your Living High Streets

This Craftbook sets out the placemaking process in detail to guide Local Action Groups and expert facilitators in the co-production of a Living High Streets Framework. The process includes the six themes from the Place Change Model and twenty-one simple but challenging questions for communities with prompts to guide conversations about their future high streets.



The complexity of placemaking will be challenging for everybody, which is why we have devised a method to manage conversations so that everyone has an opportunity to meaningfully contribute. It is based on de Bono's 'Thinking Hats' method which represents different ways of looking at places and can be used to keep conversations alive and stop strong voices derailing the process or stifling wider discussions. We ask Local Action Groups and expert facilitators to keep discussions focussed as follows:

The White Hat is concerned with 'collecting facts' which is a neutral beginning to the process which everyone will find easy to contribute to.

The Red Hat is concerned with 'feelings' about places, activities or ideas which will be more challenging.

The Yellow Hat is concerned with being positive, looking for benefits and imagining what the high street 'could become'?

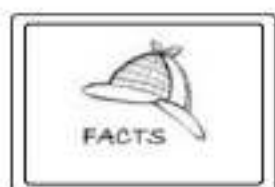
The Green Hat is concerned with creative thinking, asking 'what can we do here' and 'what will our place be like?'

The Blue Hat is concerned with planning and shaping ideas, asking 'where and how would we make changes?'

The Black Hat is concerned with evaluation, resolution, decision making and delivery.

The Brown Hat - is concerned with stewardship, valuing, supporting and keeping the living high street relevant.

In practice, if participants are discussing a question focussed on what they know about their place, it would be disruptive to go off on a tangent about design ideas. Similarly, when discussing design ideas, tangents about 'practicability' would also be unhelpful. There will be opportunities to discuss everything in the process which the facilitators should outline at each workshop. It is not intended to use the 'hats' literally but the facilitators should think about which 'hats' fit each question and how the discussion should be focussed. It might be helpful to colour match workshop materials like Post-it notes to the 'hats'.



There are several approaches the Local Action Group can take to pose and work through the questions, which will vary depending on the context, need and resources of each place and stage of the process.

The Local Action Group should start by:

- Information gathering and tasking people to collate existing data.
- Considering questionnaires to collect information and ideas.
- Inviting individuals and groups to walk around their places to undertake original surveys.
- Considering the best way to engage with communities:
 - Interviews can be conducted and include audio and video recording.
 - Web searches can be made to collate ideas.
 - People meet and participate in workshops.

The workshops are where the conversations will primarily take place, and all the information and ideas gathered through the other approaches should always be available to them. An essential part of the process is the accumulation of knowledge and the sharing of points of view. It is a snapshot in time and the issues raised will be central to everyone's lives. As the process unfolds, people should feel:

- Greater responsibility for their place.
- Increasing confidence and control.
- Growing optimism.

Running workshops is a key part of the process. However, placemaking discussions are novel for most people and not everyone will want to attend meetings straight away.

It is therefore important to tailor the approach to match diverse communities. It might be right for special interest groups, schools, older people etc to run independent workshops, so long as everything comes together in a single conversation as part of that theme.

The following is a guiding structure for the workshops, setting out advice and key requirements:

- Display all background information in the room.
- Introduce the overall process and purpose of each workshop to the whole gathering.
- Work in groups of six (8 maximum) with one facilitator per two groups.
- While discussing the questions, ask participants to record every idea separately on Post-it notes in a few words - it could be useful to match their colour to the Thinking Hats.
- Keep reminding people to record their thoughts continuously in the session, being mindful that some may need help. This can be written, drawn or spoken.

- Do not be afraid of silences – it is an opportunity to ask people to write their thoughts down and think about what others have said.
- If the conversation stalls, use the suggested prompts – but keep the facilitation light-touch and try not to lead. Participants need to grow as a group and not look to the facilitator for ‘permission’.
- At the end of an exercise and session, ask groups to share their thoughts with the room. During this conversation, again ask participants to continue noting their thoughts down.
- After the session, facilitators should thematise all the captured thought and assemble them on a display.
- The next session should be at least a week later to allow people to digest what they have learned from each other.
- At the next session, display the thematised work on a ‘canvas’ and ask people to spend time looking at it. Open with a discussion on what they feel about it and would want to add – remember which hat it relates to and add to that theme.
- Conversations will move off subject from time to time, especially looking back on earlier sessions. Record those thoughts and add to right subject before getting back on track. This is when the ‘hats’ become useful.
- People may have sent photos with comments via social media invitations, taken them on walking workshops or brought back to sessions after thinking about what they did at an earlier one. Thematise these too and add them to the Post-it displays.

Additional guidance can be found in **‘Healthy Places, Healthy Children’** to guide work with young people. It is a useful set of tools built around Key Stage 2 produced by Belfast Healthy Cities in collaboration with the Public Health Agency, Northern Ireland Housing Executive and the Education Authority.

Some ideas will bring challenges that are common to many high streets. Opportunities may come from cultural and habitual changes that the Local Action Group can encourage locally. Others may require policy, funding or legislative changes, or other external intervention. It is likely that ‘linking social capital’ by reaching out to the NI High Street Task Force, local or central government, Non-Government Organisations (NGOs) or specialists could help. There may also be some opportunities for ‘bridging social capital’ by asking for advice from other Local Action Groups in different places.

Theme One

People: growing your skills and resources



Photo Captions: Urban Villages: 1. Talkeoke engagement, Colin; 2. Engagement, East Belfast; 3. Talkeoke engagement, Colin; 4. Talkeoke engagement, Colin; 5. Stakeholder engagement

Purpose: Building social capital around Living High Streets

The aim is to involve as many people as possible, including residents, businesses, service providers, stakeholders and the authorities responsible for the administration of places. This is the first step to building social capital, with opportunities for different communities of interest to connect, see the high street through each other's eyes, get an idea of how it affects their lives and what it means to them. It is important that no group or individual dominates the conversations.

Outcomes and Outputs

This stage should build relationships and trust.

Anticipated results will include:

- **Insights** into what the high street means to different people.
- **Inventory** of individuals and groups interested in, connected to and using the high street regularly.
- **Network diagram** of formal and informal connections between various parts of the community.
- **Audit of capacity** – skills, knowledge, experience and availability.
- **Highlighting gaps** where capacity building will be needed.

Formally record all this information and keep it updated throughout the process.

Ways of working together

Meeting with groups and individuals to discuss the questions gives an opportunity to introduce the Living High Street process and begin connecting people together around a joint initiative. Working through this theme will help people understand the skills and capacity they may not recognise they have. It will show them how and where they can make positive contributions to the process.

The Local Action Group may wish to develop their own questionnaires. Social media is an effective way of connecting, linking and gathering information through questionnaires. It is also useful to go to where people are doing other things:

- Libraries; local history groups; mothers and babies; environmental groups; schools etc.
- Holding pop-up events in the high street and public spaces.
- Exhibiting information in shop windows and public buildings.
- Potentially using vacant shops as temporary project centres.

Different people are likely to want to take part in diverse ways subject to their preferences. Some may just want to be informed and others may choose to volunteer for specific tasks that they have a talent for. At this stage we are simply looking to understand people's differences and to share them across the community. This is about building trust. In the Place Theme, we will look at how to build consensus.



Photo Captions: 1. Local services and facilities, Ballyhackamore, Belfast; 2. Family friendly streets, Corlingford; 3. Celebrating differences, Entries public art, Belfast; 4. Shop local, Ballyhackamore, Belfast; 5. Accessibility for all - Belfast Healthy Cities walk assessment of Belfast City Centre with RNIB

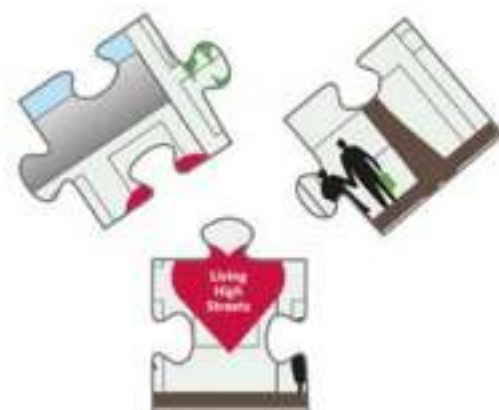
Question 1: Who is your high street for?

A successful Living High Street should serve everybody's needs. Thinking about the wider community, build a picture of who uses the high street and who it could serve.

Additional Prompts

- What do they do there – work, shop, play, meet, eat, learn, live, relax etc.
- When do they use it?
- Are there certain times of the day or week that more people use it?
- Does it serve all their needs?
- Where do they live and how do they get there?
- How well do they mix and fit in together?
- Who is not involved now – do they not feel they belong, is transport an issue or is there nothing for them?

Keep in mind the vulnerable and those with protected characteristics, children and young people, residents, workers, business owners, service providers, visitors and even people passing through.



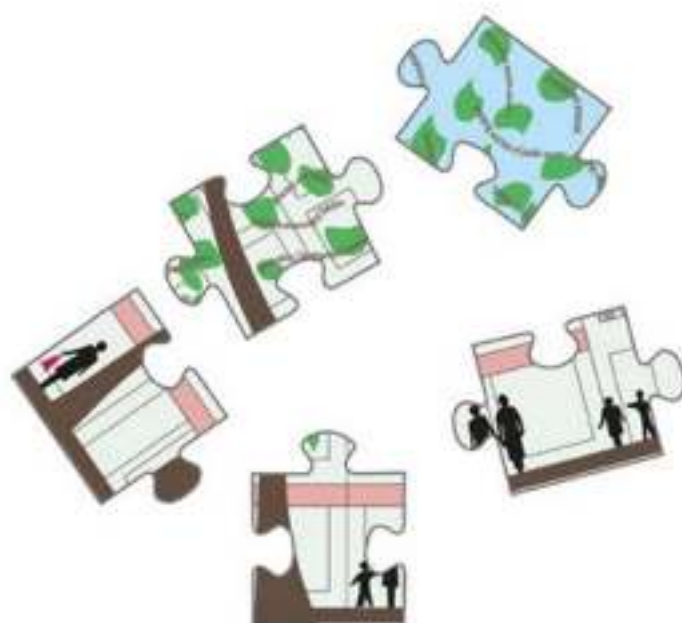
Question 2: How do we involve people?

The process will encourage natural expansion of community networks as word spreads, connections are made, and the number and diversity of participants increases. Consider how this process can be improved and reach people that are often overlooked.

Additional Prompts

- What groups and networks already exist?
- How and where do people come together?
- Who is not involved now?
- Are there local social media or digital platforms already set up?
- What events and activities are planned that could provide a link to communities?
- What are the potential barriers to diverse groups?
- Do we need to offer incentives – food, speakers, funding for social media etc?

Start developing an inventory and network diagram of connections with the participants and publicise it as it grows.



Question 3:

How do we better connect people to their high streets?

Successful Living High Streets provide communities with what they need to thrive which makes being able to connect to it an important consideration. However, connecting to the high street can mean different things to different people. It can range from the nostalgic to physical, social, economic and increasingly digital. Consider how different connections can be set up and improved.

Additional Prompts

- Do people have historic connections to the place?
- Do people have a say in their place, and can they contribute if they choose to?
- Where do people meet and are they attractive and safe places?
- Are businesses connected to the community?
- Are businesses connected to each other?
- Is there a digital directory, local website, Facebook page to connect to community groups, services, activities and businesses?
- Is it easy to get to your high street?
- Is lack of good transport or its cost a barrier?
- Is the public realm walkable and accessible?
- Are there cycling facilities and secure parking?



Question 4: What skills and experience do we have?

Every community will have a huge amount of skill, knowledge and experience, although people may not appreciate their value or how they can be shared in the development their Living High Streets. The Local Action Group may wish to use tools like Capacity Check or develop their own questionnaires to address this question.

Additional Prompts

- What skills do you have that are relevant to your high street?
- Can you draw; photograph; make things; record; film etc?
- Can you inspire others to take part?
- Skills include Leadership; Organisation; Design; Creativity; Placemaking; Environmental; Business; Volunteering; Local and historic knowledge; Digital etc.
- Do you know anyone with relevant skills and experience that could be involved?
- What time can you commit to - this will change and may be seasonal; relate to school times; little and often; weekends; potential secondment etc.



Question 5:

Where do we find the skills and talents we are missing?

The audit coming out of the last question will have begun highlighting the resources that are missing or need strengthening. Build this list of gaps in the audit and think about how to deal with them.

Additional Prompts

- What is missing?
- What needs strengthening?
- Do we have skills and ability to set up a training programme?
- Do we have mentors in the community?
- Can schools and colleges help?
- Who can help (bridging and linking capital)?
- Can we share resources with other places?
- Can we learn from other communities?
- Do we need short term expertise - should we employ someone?
- How do we build succession into the process?

To continuously strengthen capacity, it will be important to return to this question regularly and update the responses.



Theme Two

Place: knowing your high street



Photo Captions: 1. Belfast Healthy Cities photovoice wall; 2. Belfast Healthy Cities walk assessment of Belfast City Centre with Royal National Institute of Blind People (RNIB); 3. Better Bedford Street engagement in pop up space, Belfast; 4. Community engagement event, North Belfast Urban Village; 5. Better Bedford Street walkabout, Belfast

Purpose: Building a shared understanding of your high street through local knowledge, perceptions and audits of existing assets and activities

Everyone has a different view of their place, and it is important to explore these openly to ensure everyone is talking about the same place when they say 'the High Street'. The aim is to share information, knowledge and feelings to understand what the high street means to different people and to build a picture of the essential qualities of each place. There are many good practice approaches to collating this material. However, it is important to cherish the individuality and uniqueness of places so that we develop 'right practice' for each Living High Street.

Living High Streets are diverse and serve a range of community needs. They are more than a row of shops, and the Local Action Group needs to treat them as neighbourhoods with soft edges.

Outcomes and Outputs

This theme focusses on sharing knowledge and judgements to build a consensus on the high street **today**. It is important that this picture is mapped out to ensure that everyone has the same place in mind. Anticipated results will include:

- A range of **Factual Audits** on the physical place, its history, activities, connectivity, health and economy.
- A **Community Insights** report on how the high street supports people and is perceived by them.

- A **Mental Map** of the high street, illustrating its edges, adjoining neighbourhoods and connections to the wider place.

Ways of working together

This theme is about sharing, considering and discussing people's different knowledge, values and feeling about their high street. It is also about agreeing a set of high-level shared goals that address community needs. The Local Action Group can post the questions on social media, canvas ideas in the street, public buildings and at events, as well as working with different ingroups such as schools, clubs, older person communities etc. However, it is the intention that these questions will be presented at facilitated workshops with participants walking the streets recording their observations and thoughts before discussing them together in groups. All observations and thoughts from other sources should be available and included in the community discussion.

The questions fall into two parts which requires a minimum of two public workshops. The first eases people into the process with a neutral sharing of information about the high street and thoughts about its sustainability – questions 6-8. This work will be thematised and presented to the next workshop. The second can be more challenging and asks people to share their feelings about their place, think about shared goals and draw up a map defining the Living High Street neighbourhood – questions 9-11. There should be a minimum of a week between these two workshops to allow people to consider what they have learned from each other.

Question 6:

What do you know about your high street?

This question is primarily about factual things. Walk around the high street making individual notes on Post-its or recording sound bites about the things you see and think are important to bring back to a group discussion. Take photographs too and caption them. In workshop groups, sketch out a map that illustrates where these things are.

Additional Prompts

- What do you think are the essential qualities here?
- What make this place distinctive?
- Buildings – quality type, size, style and condition.
- Buildings uses – are upper floors different?
- What kind of shops and service - are there other types of businesses?
- Are there any health services, dentists, opticians etc?
- Recreation and leisure including community activities and clubs.
- Living on the high street – houses, apartments and living over the shop.
- Public spaces – quality, type, size, facilities and uses.
- Is there an outdoor market – how does it work?
- Heritage – what has changed?
- Streets – pedestrianised, one-way, busy/quiet, width, parking etc.
- Pavements – quality, accessible, width, cluttered, well lit, trees etc.
- Facilities - cycle lanes/parking, bus stops, benches, public toilets etc.
- Are there barriers to movement – busy roads, pedestrian guard rails, pavement parking etc?
- Maintenance – litter, bins, graffiti, building condition etc.
- Opening hours of businesses and public buildings.
- Do you think that this is an inclusive place – think about gender, disability, younger and older people?

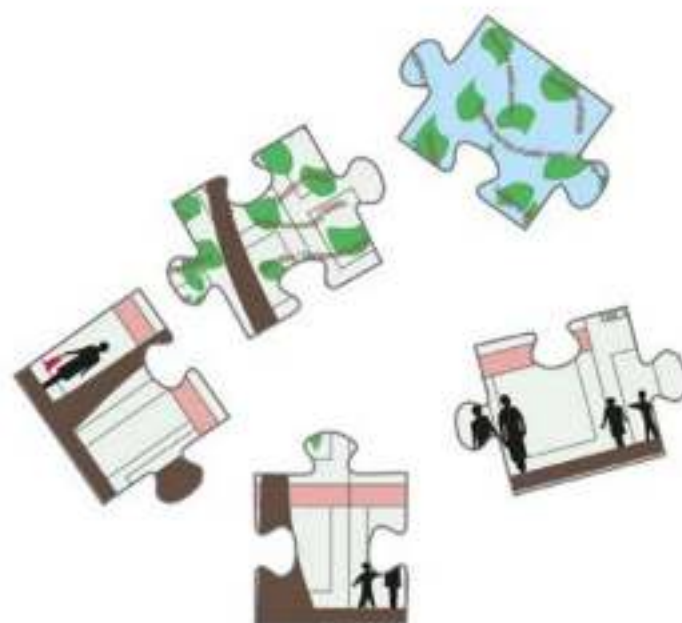
Question 7:

How and why do people use your high street?

This question is about habits and opinions. While many responses will be neutral and factual (I work here), this is the place to share opinions too (I like that shop).

Additional Prompts

- Why do you go to town, how often and what do you do when you are here?
- What do you like about your high street?
- Where is your favourite place to go and why?
- How do you get to the high street – walk, cycle, bus, car, train, taxi?
- Do you have a preferred route – would you use the same route after dark?
- Is there a good pedestrian network?
- Are there leisure facilities – cinemas, swimming pools, tennis courts etc?
- What do you think is missing – think beyond retail?
- Why do you think people are not visiting or using the high street – who are they?
- What are locals and visitors looking for?
- Are there festivals and other events celebrated here?
- Are there free things to take part in?
- What impact do visitors and tourists have?



Question 8:

To what extent is your high street socially, environmentally and economically 'sustainable'?

This open question is intended to raise awareness and initiate discussion on forms of sustainability relevant to the high street. This discussion could form the basis of a community sustainability plan.

Additional Prompts

- Environment – what do we know about our landscape; biodiversity; water and air quality etc?
- Social – what do we know about connections and relationships; equity; diversity; liveability; quality of life; wellbeing; health etc?
- Economy – what do we know about the diversity of uses and opportunities; availability and quality of commercial space; business success; employment etc?
- What data do we have?
- Are there any policies for our place?
- Is public transport and active travel well supported?
- Are we promoting green energy use and reducing our carbon footprint?
- Are we making the most of embodied energy – supporting, restoring and repurposing existing buildings and structures?
- Are we reducing waste and recycling effectively?
- Do we have experts among us – professionals; bird watchers etc; community groups; heritage groups; up-cyclers; and schools and youth groups etc.?
- Are we developing a circular economy?
- Do you have community food growing or orchards?

Question 9:

What do you 'feel' about your high street?

It is sometimes difficult to distinguish between a feeling and an opinion. Believing that the high street needs more shops (an opinion) is different from feeling the emptiness of a high street (a feeling). This question is about emotional responses. How people 'feel' affects behaviours, choices and wellbeing, which in turns affects the whole community.

Carry this exercise out in the streets. Do not 'think' too hard but walk around noting your immediate responses to what you see and experience.

Additional Prompts

- Do you feel welcome?
- Do you feel like you belong here?
- What do you feel about the people here?
- Do the seasons change your feelings about the place?
- How did you feel about this place in the past?
- Memories - what was the best time you spent here?
- Reminiscence - what was it like before, how has it changed and where do you think it is going?
- Do you feel safe here?
- Do you feel safe here at night?
- Do you feel your children or parents would be safe here?
- Does this place feel successful?

It might be important to collect visitor perceptions which can be done through a simple questionnaire.



Question 10: How do we agree shared goals?

Living High Streets bring everybody together to meet many of their various needs, day and night, across the year. With such a complex role, they can easily become congested places which need good management to ensure they stay functional and attractive for everyone.

This question is about agreeing a set of high-level shared goals that address community needs. These goals will inform the necessary indicators which will need to be revisited, monitored and developed throughout the process.

Additional Prompts

- What are your goals for the Living High Street as a shopkeeper, café owner, children and young people, older generation, visitors, office workers, residents, hairdresser etc?
- What are the 'essential qualities' of our Place?
- Landscape, culture and heritage - the 'seed' and 'soul' of the place.
- Togetherness, collaboration and living well - the fundamental human needs to be together.
- Being safe and welcoming – an accessible public realm.
- Multi-layered sense of purpose and meaning.
- Adaptable buildings and spaces.
- Well serviced and connected.
- Being sustainable - social, environmental and economic.
- How do we protect the essential qualities here?



Question 11: Where and what is your high street?

Create a **Mental Map** of your high street neighbourhood. Start with people drawing and sharing the map in their mind to understanding different views. Go outside as a group and walk around to consider the different things that should go into the map. It is important that this map should be a freehand diagram rather than an exact plan. This is because this will show how people perceive their place and relationships between things in their high street. This exercise will illustrate what is important to people and their perception of distance between places.

Think of the high street as a neighbourhood and consider all the things that add up to why you visit or live around the high street. Also think about how it might change shape at night, through the seasons or during festivals – these are the reason the edges need to be soft.

Additional Prompts

- Where is the core of your high street and the neighbourhood that supports it?
- Where are the edges of the areas that are different from it – it's ok for there to be an uncertain 'gap' between them!
- What are the main routes through and the connections out?
- Building edges (active or blank) and landmarks (may be in the distance)
- Street and pedestrian network, meeting points and spaces
- Cycling routes and facilities.
- Market and festival spaces
- Public transport – where are the routes, stations or stops
- Landscape features like gardens, parks, rivers and important views.
- Main uses and attractions in the buildings and spaces.
- Empty sites and derelict buildings.
- Any negatives like smell, noise, danger, ugliness, boring, barriers etc

While the map should be simple, it must illustrate all the important parts and meaningful aspects of the neighbourhood.

Theme Three

Imagining: what your high street could become

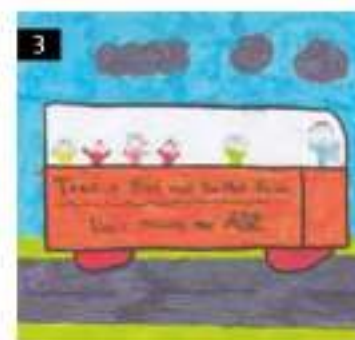


Photo Captions: 1. Community engagement event, North Belfast Urban Village; 2. Capturing discussions in Wordclouds; 3. Belfast Healthy Cities Take A Bus drawing, Extract from A Plan Fit for Children: 2017; 4. Children's event at Artisan Market in the courtyard of Down Museum, Downpatrick; 5. Engagement event, South Belfast Urban Village

Purpose: Creatively producing ideas of what your high street could become, what it will look like and how it might evolve

The main objective is to produce and test ideas to deliver a 'Living High Street', giving an opportunity for everyone to share their aspirations and discuss their needs.

The Local Action Group should expect and tolerate natural contradictions and differing interest throughout this process because Living High Streets serve many functions. This process allows the net to be cast wide for ideas and thinking, followed by reasoned conversations to arrive at a consensus on what needs and can be done. The process encourages 'designerly' thinking, recognising that this collaborative process is not time barred. The aim of these questions is to get people to think differently and constructively about the future of their high street.

Outcomes and Outputs

This theme focusses on sharing ideas and developing a consensus on key themes and action areas to be taken forward into a Vision for the Living High Street. Anticipated results will include:

- An **Ideas Scrapbook** assembled out of the first thoughts and conversations on what makes a good place.
- Agreed key **Place Themes** with a statement for each one and identified **Action Areas** marked on the high street map.
- A **Vision Statement** supported by broad long-term 'Goals' and more focussed 'Objectives' based on conversations of what the high street could become.

Ways of working together

This theme is about being creative with ideas. Following the format in the People Theme, the Local action Group can post the questions on social media, canvas ideas in the street, public buildings and at events, as well as working with separate groups. However, again, it is the intention that these questions be presented at facilitated community workshops and incorporating ideas from other groups. These questions fall into two parts which requires a minimum of two public workshops.

The first workshop is designed to get participants thinking positively about their place - questions 12-13. While it can seem useful to show good examples of other places, it is likely to be better for group members to bring their own ideas and build their own interest and expertise of places. Having internet access in workshops will enable people to look for examples of the things they are interested in and be able to discuss them at once with others. This work will be thematised into an **Ideas Scrapbook** and presented to the next workshop.

The second workshop will focus on questions 14-15 to identify key **Place Themes** with a statement for each one, identify **Action Areas**. This workshop will also co-produce a Vision and develop the broad Goals from question 10 along with Objectives. A break of at least a week is recommended between workshops to allow for reflection. This is a further opportunity to see the high street through other people's eyes to get an idea of what they need from it and how it can be developed to meet those needs.

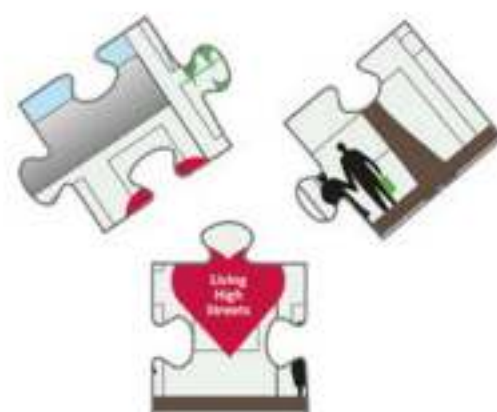
Question 12: What makes a good high street?

This open question is an invitation to imagine what a good high street would be like and discuss what that means to you. Inspiration could come from places visited, seen on film or imagined. Try to hold the feelings they evoke at the forefront of your mind as you work through all the questions in this theme. Importantly, share and pool these memories with others to generate a collective and unique **spirit of place**.

Additional Prompts

- What are your favourite high streets and why?
- Try to think about these things more in terms of **needs** before **wants**.
- Think about the needs of different people as well as your own journey through life.
- What makes you feel connected to places?
- What makes one place different to another?
- What do **Living High Streets** mean to you?
- What would make a good place to grow up in and to age well in?
- What about the quality of buildings and streets; spaces and environments; facilities and services; movement and accessibility.

Internet access could be useful to collect images, discussing why they are important and relevant to this place.



Question 13:

What do you like about your high street?

The key thing is to get a shared awareness of the positive qualities for your place. Again, get out into the streets to remind yourself of what is there and share these thoughts with others.

Discuss and thematise all the ideas from both Question 12 and 13. This is a time to get creative by sketching plans, creating collages, making models and producing a film or audio story.

Additional Prompts

- What makes you proud?
- What do you enjoy?
- What things hold meaning for you?
- Do you have a sense of belonging?
- Think about the little things that trigger memories: shopfronts, smell of baking bread, the friendly chemist, historic faded signs, tree stumps etc.
- Buildings – the architecture or just a door, window or ornament etc.
- Public spaces – seats, trees, ornament etc.
- Views – near and far.
- People – family, friends or wider community.
- Feeling welcome and safe.

Question 14: What could we do here?

This question is an opportunity to assess ideas and thoughts on what you think should be kept, changed or added to the high street area. When reviewing these ideas together, divide them into what you think are **needs** and **wants**. The outcomes might be surprising – for example:

- Different shop opening times might be perceived as more of a need than a want.
- Being able to park in a particular place might be more of a convenient want than a need.

Questioning the ideas in this way can help break from convention, offering a more inclusive ways of thinking about change. Challenging and addressing the **wants** that are compromising the **needs** can create a more successful place:

- Increasing hospitality and night-time economy can affect and compromise the development of town centre living.
- Creating pedestrianisation and one-way traffic management schemes can negatively affect accessibility and place character.

Agree key **Themes** with a statement for each one and mark 'Action Areas' on the high street map.

Additional Prompts

- How do we support people throughout their lives?
- What would make this an attractive place to live?
- How do we increase active movement?
- How do we improve the visitor offer?
- How do we increase activity for trade, work and volunteering?
- How do we increase the sense of safety and welcome?

Question 15:

What could your high street look and feel like?

This follow-on question is about the quality of place you would like to see created. Think of it as preparing a brief for future designers.

Include thoughts on architecture and landscape design, along with public art, activities and events. Think about the details, textures and colours you like in your place and others you have seen. Consider both traditional and contemporary design examples. Bring images from home, make collages from magazines and access the web to create an ideas scrapbook based on these questions.

The conclusion of this theme should be the production of a collective **Vision Statement** with objectives and goals. This is a vision of what the place could become, based on the needs of this and future generations. The facilitation team can help to interpret and illustrate these ideas.

Theme Four

Delivering: how to focus & prioritise



Photo Captions: 1. Street art to create a new sense of place in town centres designed by Daisy Chain Inc, Ballymaney; 2. Multi-layered community events and activities space, CS Lewis Square, Belfast; 3. Active travel on the Belfast Cycle Network, Gravenor Road, Belfast; 4. Street front parkour engagement event for children and young people, Belfast; 5. Street art to create a new sense of place in town centres designed by Daisy Chain Inc, Limavady

Purpose: Developing a shared understanding of how the change process works to support a focussed programme of projects and activities

The main objective is to develop a **Living High Streets Framework** out of the Vision which will co-ordinate a potentially wide range of actions, activities and unplanned challenges over time. The Framework should include consideration of existing plans and developments, ongoing stewardship activities, alongside the new ideas generated. It may also include consideration of delivery partnerships, budgets, funding sources, business plans etc.

This theme is about filtering ideas by seeing how they could best address the Vision Statement, goals and objectives. Importantly, start with the outputs from the Imagining Theme and develop them into a Project Plan. The resources to deliver it must be looked for based on the agreed Project Plan, not the other way around.

This theme differs from the others. The whole community will be involved in shaping the Framework. However, the Local Action Group will be responsible for detailed and ongoing development of the Framework. More skills and resources can be sought for this detailed work from the NI High Street Task Force, local or

central government, NGOs or specialists as well as seeking advice from other Local Action Groups.

It is critical that the Local Action Group keeps everyone informed and involved with key decisions throughout this process.

Outcomes and Outputs

The desired results from this part of the process is a **Living High Streets Framework** of action areas and supporting themes that loosely organise the ideas into a sequence of actions, interventions and activities. Outputs include:

- **Project Plan** - includes the place themes, action areas, physical projects and/or programmes and activities that address the goals and objectives in the Vision Statement using the Ideas Scrapbook.
- **Programme** - a series of Now, Sooner & Later actions.
- **Implementation Plan** - responsibilities, resources needed (skills and funding) and methods.

These should complete the Living High Streets Framework alongside the Vision Statement and Ideas Scrapbook.

Ways of working together

These **Framework** shaping discussions could be facilitated in a single workshop to draw together the action areas, physical projects and activities that together will create a sustainable implementation plan. A break of at least a week is recommended from Theme three to allow for reflection.

Grouping ideas for projects, activities and programmes can be challenging but will help focus the opportunities that would make a difference. One way is to use Post-it or spider diagrams and plans to map out ideas, photographing each version before moving ideas around. It is unlikely that everything in the Ideas Scrapbook will reach the Project Plan but do not discount good ideas as they may be useful in the future. The Project Plan will benefit from more creative design work but try to stay strategic and not get into the details of specific actions.

The Local Action Group will develop and grow the **Framework** over time to include:

- Strategies – to address area wide changes (movement, public realm, lighting etc.)
- Planning and Development Briefs – to stimulate interest in sites / buildings
- Competitions – to generate and promote ideas (physical, activities, engagement)
- Scheme designs – when ideas and funding are certain
- Funding Applications and Business Plans – to seek and justify resources needed
- Activity programmes – to co-ordinate activities and events
- Volunteering programmes – to extend resources
- Tactical and pop-up opportunities
- Monitoring – measure change, review and refresh

Question 16: Where could we make changes?

This question is about turning the Vision, Goals and Objectives into a practical Project Plan. While this is a filtering exercise, it is important not to dismiss practical ideas – they may be the only choice down the line. Reviewing the ideas within the Place Themes and Action Areas, draw a simple plan or diagram for change. Look at the ideas in the key themes and think about how they would work together:

- What needs to come first to enable other projects – the catalysts, enablers and activities that prove needs.
- Can be tactical, pop-up, pilot projects and meanwhile uses for buildings and spaces.
- What are the back-up ideas that replace those that do not work?
- Illustrate how connecting themes like movement could pull everything together.

Additional Prompts

- What kind of changes – landscape, buildings, spaces, landscapes, movement; stewardship?
- What are the hard and soft sites - what is non- negotiable?
- What new spaces are needed and could be created?
- Where could people live – above the shop; new houses; apartments etc.
- Where would new buildings or facilities go?
- How will people move about?
- Consider public arts, events and festivals.



Question 17: How do we prioritise actions?

This question is about expanding the Project Plan by creating a Programme of prioritised actions to prove the practicality of the Framework, build confidence and develop trust. The earlier question started the process on what comes first and what comes later. However, places are complex, and things do not always align as we need them to. A programme will provide a management tool that can deal with these difficulties and help keep everything on the agenda:

- What existing initiatives are already committed - how can we complement and enhance them?
- Name actions as projects (e.g., buildings), strategies (e.g., movement) and activities (e.g., markets) etc.
- Think about the changes in terms of challenges, stakeholders, outputs and outcomes etc.
- Accept that funding and capacity will mean that ideas may not all be deliverable at the same time, but do not dismiss ideas because of this.
- Develop the programme as a series of Now, Sooner and Later actions.

Additional Prompts

- What is the decision-making strategy?
- Where do we put our focus – key themes?
- What is the logical order of things?
- What barriers and risks exist?
- How much resource is there within organisations, partners and collaborators?
- How can we do existing things differently to improve outcomes and confidence?
- What tactical, pop-up or pilot projects could be trialled to evaluate the viability of initiatives, gain traction and support?

Question 18: How do we deliver action?

The Project Plan and Programme set out **what and when**. This question is about creating an Implementation Plan and asks **who** will be responsible for making a project happen and **how** they will achieve it. Consider the following for all the projects, activities and programmes in the Project Plan:

- Who needs to be involved – do they have the experience, skills and capacity to deliver the tasks?
- The RACI matrix may help find a lead that is responsible, a partnership or a charter that everyone signs up to.
- Where do we find people to fill the gaps?
- Whether we need to commission professional help?
- Empowering alternative groups to deliver sustainable civic leadership and stewardship.
- Would design competitions usefully bring skills to the table?
- How do we form and structure delivery groups or organisations - legal issues, charities, partnership etc.
- What approaches are already working well?
- Value the good things and work on them – celebrate success.
- Are there any good case studies or examples from which we can learn?
- How do we make land / sites / buildings available for change – ownerships, leases, covenants, rights of way etc?
- How do we get best value from existing resources, attract new investment and bid for funding?
- Small ideas can generate their own momentum.

Along with the Project Plan and Programme, the Implementation Plan is the working part of the Living High Streets Framework. All three should be in a continuous state of update, revision and development.

Theme Five

Monitoring: confirming progress



Photo Captions: 1, 2, 3 and 5 Stakeholder engagement, Urban Villages
4. Academy of Urbanism, Derry-Londonderry

Purpose: Evaluating outcomes, perceptions, and refreshing outcomes and goals

The main objective in this theme is evaluating progress and resolving issues. While these are primarily questions for the Local Action Group to address, the wider community will be naturally feeding information into the evaluation process and should be receiving regular updates on progress. Although this is a reality check on progress, it should remain a positive process that looks at successes as well as challenges.

Outcomes and Outputs

The main outcomes will be updates to the Project Plan, Programme and Implementation Plan. Added outputs might include:

- **Framework Update** - naming and communicating key achievements, milestones and level of engagement.
- **Outcomes and Perceptions** - community insights.
- **Risk Register** - showing low, medium and high risks, proposed mitigation, and any implications (governance and leadership, finance, resource, legal etc.)

Ways of working together

The Local Action Group need to keep the wider community informed on progress.

The Framework will also have indicators, developed from the agreed goals, which relate to community perceptions – safety, ease of movement, quality of the environment, business success etc. This data can be collected by surveys, a constant social media presence and from special interest sub-groups working to the Action Group. It would also be useful to hold community meeting periodically to discuss question 19 and other questions that need refreshing in conversation.

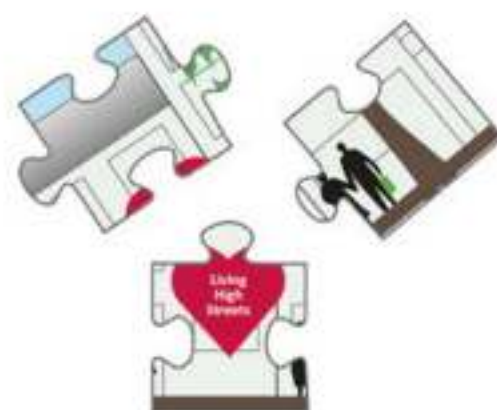
An underestimated part of delivering change is governance and managing capacity, along with available resources. It is important to be realistic about what can be achieved, so do not be afraid to adjust projects, activities and programmes if it will improve outcomes. The Local Action Group should review and rotate their membership and governance to ensure the structure and capacity continues to be appropriate and sustainable. Consider the RACI matrix as part of the review at a Framework level as well as at project and programme level. Take care to balance paid and voluntary inputs to ensure responsibility and recognition are addressed.

Question 19:

How do we know when we have Living High Streets?

This question is about measuring success which will mean different things in separate places. Key to the process will be sharing what worked and what did not work to improve the Framework. Select achievable indicators to match the vision, goals and objectives, remembering to always underpin them with sustainability outcomes. Consider factors like:

- More and different people coming to your Living High Street – do they stay for longer and do more things?
- Increasing sense of safety and belonging along with being inclusive and welcoming.
- More people choosing to live in and around the high street.
- Businesses thriving, diversifying and employing more people.
- Increasing quality of the environment.
- Increasing accessibility and active travel.
- Increasing levels of community wellbeing.
- Additional Prompts
- Is there more happening in your Living High Street now?
- Are you proud of your Living High Street?
- Have you achieved the agreed goals in the Vision?
- Which outcomes are you excelling in?
- Which indicators are you finding more challenging to meet?
- Are there specific barriers to achieving desired outcomes?
- Are there areas in your Living High Street that work well and are there areas that do not work so well?

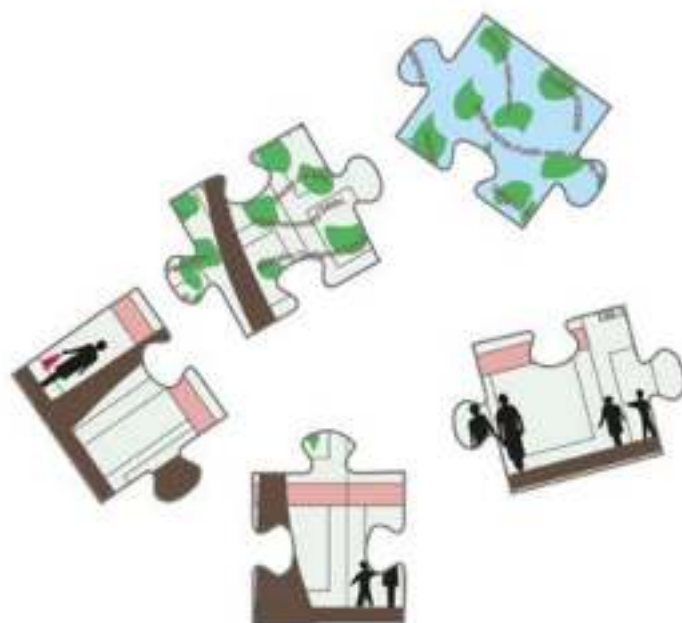


Question 20:**How could the Local Action Group improve the Living High Streets approach?**

It is important to monitor the implementation of the Craft Kit and whether it is making the difference it aimed to achieve. Through its use, the Local Action Groups may find gaps or better ways to engage people in discussing their place and planning for the future.

Consider:

- Its ease of use with all members of the community – was any group excluded?
- Were the community able to develop an effective Framework?
- Was it easy to achieve shared goals and maintain consensus?
- Has it been sustainable and is the community continuing to reflect on the questions?
- What would you do differently or add to the process?



Theme Six

Maintaining: loving your place



Photo Captions: 1. Opening celebrations, Colin Connect Transport Hub and Colin Town Square, Belfast; 2. Pop up interventions, Ormeau Road, Belfast; 3. Enjoying the Living High Street, Lisburn Square; 4. Celebrating shop-eat-enjoy week "Back-in-Bangor"; 5. Maintaining colourful places on Dublin Road, Omagh

Purpose: Staying focused, maintaining ambition, keeping everybody involved and celebrating success

The main objective of this theme is to keep the co-producing process alive and well. Maintaining momentum has its own challenges including capacity, time, skills, energy and funding. Confidence is expected to increase through the process, and it is important to reflect on people's increased ability to influence at various levels.

Communication will continue to be critical using traditional and digital formats along with local ambassadors who can be powerful advocates and promoters for your Living High Street. These may be self-selected volunteers or those employed to represent the place.

Competitions are an effective way to engage with everyone. These could range from photography to flower and produce shows, community festivals and local events or urban orienteering activities like URBINGO. These

competitions could link with nearby towns, villages or communities. It is important to celebrate successes throughout the place change process which can be marked in many ways.

Awards can be set up to recognise and celebrate inspirational champions of local life and their communities. Categories should reflect the place and their community and might include tidy town, best dressed street or shopfront, high street hero, place leader, children and young people achievements etc. They do not necessarily need to have financial rewards. Sharing experiences has benefits at both a local and regional scale. It strengthens community capacity by sharing skills, learning and up-skilling the whole community. 'Bonding social capital' will benefit individuals and the local community. Sharing and exchanging knowledge and experience should be encouraged between different Local Action Groups. Some skills transfer training could evolve into social enterprises.

Question 21:

How do we ensure our Living High Streets lasts?

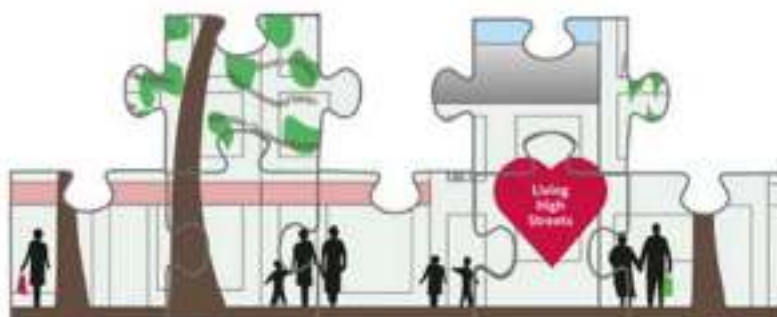
This question is about staying focused and relevant. Like any plan, it is important to guard against mission drift or allow stronger voices to dominate the process. Maintaining your Living High Streets will need continual nurturing and refreshing. Consider how to keep the community:

- Engaged in the process – recognise that the community will change over time.
- Inspired to take part in delivering projects, stewardship and activities.
- Planning for future projects and programmes.

It will be important to reflect on what has worked and what you would like to see in the future. Everyone should have a stake in their Living High Streets, and it is important to continue reflecting on shared interests. This will keep them relevant and in people's minds. New people may bring fresh ideas or have diverse needs. For example, the community may develop an older or younger demographic, have more people choosing urban living or a visitor economy may grow.

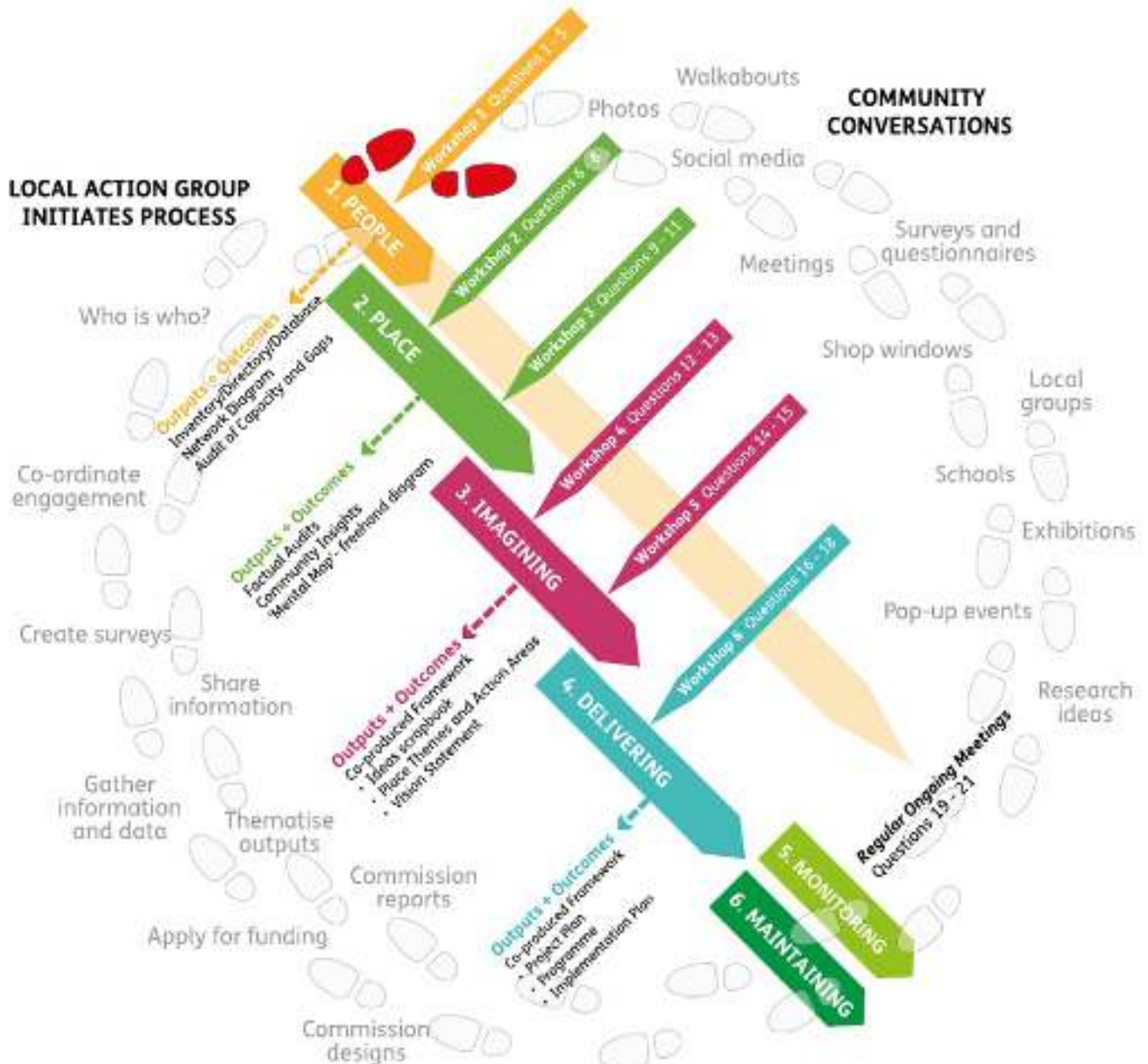
Consider:

- How the Framework will be updated?
- How can we generate revenue funding?
- What we can share with other Local Action Groups and what can we learn from them?



The Craft Kit in Action

While the themes work in sequence, there will also be natural overlaps and necessary feedback. The workshops, outputs and outcomes are core activities, and will be supported by a wider range of activities within the community alongside essential tasks with the Local Action Group.



Appendices

Compiling the Living High Streets Craft Kit

The Living High Streets Craft Kit was produced through a co-design process that involved many different individuals from the Government Departments and High Streets Task Force within Northern Ireland. This extensive process and the production of this document were facilitated and developed by MAG on behalf of the Department for Communities (DfC) and its team who wish to thank all those involved in this collaboration:

- Belfast Healthy Cities
- Department of Agriculture, Environment and Rural Affairs (DAERA)
- Department for Communities (DfC)
- Department for the Economy (DE)
- Department of Finance (DoF)
- Department for Infrastructure (DfI)
- Department of Justice (DoJ)
- Northern Ireland Commissioner for Children and Young People
- Northern Ireland Council for Voluntary Action (NICVA)
- Northern Ireland Local Government Association (NILGA)
- Society of Local Authority Chief Executives (SOLACE NI)
- The Executive Office (TEO)
- The Strategic Investment Board (SIB)

This co-design process was led by Justine Daly and Graham Marshall, both MAG Expert Advisors with support from:

Andrew Haley	MAG Chair
Roisin Donnelly	MAG Member
Tara Florence	MAG Expert Advisor
Gerry Millar	MAG Member
Nicola Waddington	MAG Member

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Page 2

1: Belfast Healthy Cities

2: Mid and East Antrim Borough Council

3: Urban Villages - TEO

4: Causeway Coast and Glens Borough Council

5: Lisburn and Castlereagh City Council

Page 6

1: Ards and North Down Borough Council

4: Ards and North Down Borough Council

5: Urban Villages - TEO

6: Fermanagh and Omagh District Council

7: Mid and East Antrim Borough Council

Page 14

1-5: Urban Villages - TEO

Page 22

1-5: Urban Villages - TEO

Page 24

1-5: Urban Villages - TEO

Page 28

3: Belfast City Council

5: Belfast Healthy Cities / RNIB

Page 30

- 1: Belfast Healthy Cities
- 2: Belfast Healthy Cities / RNIB
- 3: Department for Infrastructure
- 4: Urban Villages - TEO
- 5: Department for Infrastructure

Page 38

- 1: Urban Villages - TEO
- 3: Belfast Healthy Cities
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Page 44

- 1: Causeway Coast and Glens Borough Council
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- 1, 2, 3 and 5: Urban Villages - TEO
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- 5: Fermanagh and Omagh District Council

Key Contacts

The MAG Secretariat within DfC supplies administrative support to MAG and can be contacted at:

MAGsecretariat@communities-ni.gov.uk

By telephone: **028 90 515 063**

By post:

MAG Secretariat

Department for Communities

7th Floor Causeway Exchange

1-7 Bedford Street

Belfast

BT2 7EG.



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MINISTERIAL ADVISORY GROUP
ARCHITECTURE AND THE BUILT ENVIRONMENT
FOR NORTHERN IRELAND

**NEWRY, MOURNE AND DOWN DISTRICT COUNCIL
Downpatrick Regeneration Working Group**

Minutes of Meeting on Friday 18th November 2022 at 8am in Denvir's Hotel

In Attendance: - Malachy McGrady (Chair)
 Cllr Dermot Curran (Vice Chair)
 Jonathan McGilly
 Ciara Toman, Minutes
 Damian Mulholland DFC
 Catherine McInerney DFC
 Justine Daly - MAG
 Roisin Donnelly - MAG
 Cllr Oonagh Hanlon
 Cllr Cadogan Enright
 Janice McDonald
 Michael Morrissey
 Gavin Oakes
 Stephen Magorrian
 Phillip Campbell
 Nicholas McCrickard
 Mary Lou Press

Apologies: - Conor Mallon
 Cllr John Trainor
 Cllr Gareth Sharvin
 Brendan Kearney

		Action
2.	<p>Welcome & Introductions</p> <p>MMcG welcomed everyone to the second meeting of the DRWG. Everyone confirmed they had received the agenda and the previous minutes.</p> <p>No conflicts of interested where received</p>	
3.	<p>Presentation from Justine Daly MAG</p> <p>DM gave a brief update on The Ministerial Advisory Group Architecture and the Built Environment for Northern Ireland and introduced Justine Daly from MAG who gave a presentation on the Living High Streets Craft Kit.</p> <p>JD explained her background as a designer/architect and that she was tasked before covid to look at High Streets.</p>	

	<p>The Task force was set up in August 2020 to investigate the failing High Streets. She explained that Downpatrick meets the needs for a pilot scheme the 1st pilot. Downpatrick has:</p> <ul style="list-style-type: none"> • The scale of the settlement in Downpatrick • Masterplan is more than 10 years old • Downpatrick has a vacancy rate of more than 20% • Downpatrick Regeneration Working Group have agreed to be the action group to bring this pilot forward • The group understand that completing this pilot will put them at the top of the queue when potential funding becomes available • The timescales are tight, and the group confirmed they will work with the available resources to complete the tasks required • The group will avail of any resources/meetings already scheduled to assist them with pilot exercise • Where required sub groups will be established and fully utilized • The working group acknowledged that this is a great opportunity for Downpatrick and that DRWG will be the first town to use the craft kit pilot which will help pull everything together and move Downpatrick forward • The completion of this piece of work will leave Downpatrick in a very strong position • Piece Plus funding may also be a funding resource that Downpatrick may also avail off. • The DRWG will meet again on the 29th Nov to prepare for the workshop being held on 13th December 	
<p>4.</p>	<p>Update on the Mapping exercise</p> <p>JMcG gave an update on the Mapping Exercise: -</p> <ul style="list-style-type: none"> • Vacant Properties = a lot of work has been done on the vacant properties by Michael, Janice, Mary Lou and Ciara. This is still ongoing • Shop front Grants = Conor & Jonathan have spoken to DFC and this is ongoing • Street Cleansing = Jonathan has spoken to Neighbourhood services who will take this item forward • Improve Communications = This a separate item from council items • Traffic Calming = Conor and Jonathan will be meeting DFI in early December. 	

	<ul style="list-style-type: none"> • Safe and Attractive Image & Signage = Ciara has meet with the Tourism section who confirm that are looking at the signage within the NMD area • Anti- Social Behaviour = Jonathan & Ciara have held several meetings with PCSP Manager, DEA Co-Ordinator, Housing Executive there is a lot of good work being done by these other departments and they will provide a quarterly feedback back to the DRWG for information • Neighbourhood Renewal = Jonathan meet the Neighbourhood Renewal team and we may need to pick up this item going forward. May need to look at the training and skills review of SERC • Active Travel = currently ongoing 	
5.	<p>Any other Business</p> <ul style="list-style-type: none"> • The letter from Patrick Brown was for information only. • Site visit to Dundalk will be scheduled for early in the new year. • Simon Hamilton Presentation a date is still to be confirmed. 	
6.	<p>Date of the next meeting</p> <p>Tuesday 29 November at 4pm in Denvir's Hotel</p> <p>1st Workshop to be arranged for 13th December, venue and time to be confirmed</p>	

ACTION TRACKER SHEET

339

ENTERPRISE REGENERATION AND TOURISM COMMITTEE**(For Noting at ERT Meeting – 12 December 2022)**

ITEM	SUBJECT	DECISION	REFERRED TO	ACTION TAKEN	REMOVE FROM ACTION SHEET Y/N
		October 2019			
ERT/138/2019	CARLINGFORD LOUGH GREENWAY	<p>(a) The Council proceed to commence the PQQ contractor procurement stage for the Northern section of the Carlingford Lough Greenway.</p> <p>(b) Council Officers to update Councillor McMurray regarding plans for Greenways at Comber/Downpatrick.</p>	J McGilly	<p>Negotiations ongoing with landowners and funder. Revised submission submitted to funders May 2020.</p> <p>Planning submitted and awaiting decision. SEUPB considering additional funding bid. Economic appraisal completed and with SEUPB and DfI</p>	N

ITEM	SUBJECT	DECISION	REFERRED TO	ACTION TAKEN	REMOVE FROM ACTION SHEET Y/N
ERT/183/2021	LABOUR MARKET PARTNERSHIP	<p>(OCTOBER 2021)</p> <p>a) To note that Council have prepared and submitted to the Department for Communities, a Strategic Assessment and Action Plan for implementation of a Labour Market Partnership (LMP) across the District.</p> <p>b) To approve the Business Case for the Labour Market Partnership Action Plan.</p> <p>c) To approve that Council now procure and appoint external delivery agents to implement the range of initiatives outlined in the business case, and approved for funding by Department for Communities.</p> <p>d) To approve the acceptance of Department for Communities Letters of Offer for Labour Market Partnership / Skills and Employability activity, including administration and operational costs.</p> <p>e) To approve the development and submission of a Labour Market Partnership Strategic Assessment & Action Plan for the 2022/2023 financial period, with details on</p>	J McGilly	<p>Work in progress – update at Jan 2022 ERT</p> <p>Plan currently being implemented via series of SLAs.</p> <p>2022/2023 plan submitted awaiting approval</p>	N

ITEM	SUBJECT	DECISION	REFERRED TO	ACTION TAKEN	REMOVE FROM ACTION SHEET Y/N
		same to be tabled at a further meeting of Council.			
		DECEMBER 2021			
ERT/239/2021	(EXEMPT) CAR PARK DOWNPATRICK STREET SAINTFIELD	To approve the business case for the Capital spend required to carry out the refurbishment project for Downpatrick Street car park, Saintfield.	C Jackson	Work Complete	Yes
		SEPTEMBER 2022			
ERT/143/2022	SOLACE WORKING GROUP FUTURE BUSINESS START UP BUSINESS GROWTH PROVISION	To make available a budget of £10,000 payable as required to the SOLACE Working Group for Future Start Up and Business Growth Support to enable the development of a regional programme of support focusing on prestart, start up, growth to high growth.	J McGilly	Work in progress	N
ERT/144/2022	WARRENPOINT BREAKWATER UPGRADE SCHEME	To accept the following recommendations arising from the Task and Finish Steering Group:	J McGilly	Work ongoing	N

ITEM	SUBJECT	DECISION	REFERRED TO	ACTION TAKEN	REMOVE FROM ACTION SHEET Y/N
		<ol style="list-style-type: none"> 1) Note the Public Consultation process that has now been completed and update the concept design as required and agreed. 2) Council work with Warrenpoint Burren and Rostrevor (WBR) Chamber to seek private sector feedback on the proposed Kiosks/Vendor spaces. 3) Proceed to further RIBA stage 3 to complete the Economic Appraisal, undertake/update surveys and submit a Planning Application for the proposed Warrenpoint Breakwater Upgrade Scheme. 4) Council continues to work in partnership with Warrenpoint Harbour Authority in regards the Breakwater Scheme and Lease. 			
		(OCTOBER 2022 TO FOLLOW)			
		No outstanding items from October 2022			
		(DECEMBER 2022 TO FOLLOW)			

Report to:	Enterprise, Regeneration and Tourism Committee
Date of Meeting:	Monday 12 December 2022
Subject:	Museum Update
Reporting Officer (Including Job Title):	Andrew Patterson, Assistant Director, Tourism, Culture and Events
Contact Officer (Including Job Title):	Noreen Cunningham Head of Arts, Culture, Heritage & Events (Acting)

Confirm how this Report should be treated by placing an x in either:-

	For decision	For noting only	x
1.0	Purpose and Background		
1.1	<p><u>Purpose</u> To note the contents of this report with regard to ongoing work and exhibitions at Down County Museum (DCM) and Newry and Mourne Museum (NMM).</p> <p><u>Background</u> In September and October 2022 both Museums launched two major temporary exhibitions that will be on display for one year;</p> <ol style="list-style-type: none"> 1. DCM – <i>Celebrating Down County Museum – A Photographic Retrospective</i> 2. NMM – <i>Caring for the Community – The Development of Medicine in Newry and Mourne</i> <p>Both Museums have delivered successful Halloween events for schools and families. An active programme of events for Christmas is currently being delivered and can be seen on social media and the museum website. Uptake of school participation in both Museums' curriculum-linked lessons has been excellent with schools from throughout the district and beyond, participating.</p>		
2.0	Key issues		
2.1	<p>To provide an update on current and planned projects at both Museums:</p> <p><u>Down County Museum</u> <i>Nurse Emily McCurry: A Life of Service</i> Almost exactly 78 years since Nurse Emily McCurry began her three-decade tenure as District Nurse for Crossgar, an exhibition celebrating her life of service opens at the Down County Museum. <i>Nurse Emily McCurry: A Life of Service</i> will be on display to the public in the Museum's Community Gallery.</p> <p><i>Collection Management System - MODES</i> DCM is in the process of changing its Collection Management System from Adlib to MODES. The data has been extracted and is currently with the MODES team for importation onto their system before staff are set up and trained to use the system. MODES is more user friendly and will help promote and enable access to the Museum's collection.</p>		

	<p><u>Newry and Mourne Museum</u> <i>Seamus Mallon: The Man and the Politician</i> A temporary display of artefacts relating to Seamus Mallon, MP for Newry and Armagh from 1986 until and 2005 will be displayed in a costume case. Centred on his famous Donegal tweed coat, in which he was photographed on many occasions, the display will include Seamus' brief case and photographs reflecting election campaigning and his roles in the Good Friday Agreement and the visit to Northern Ireland by Bill Clinton in 2000. The artefacts on display are a sample of the photographs, documents and objects generously donated to the Museum by his daughter. The display will continue until June 2023.</p> <p><i>Queering the North</i> From 28th February until 11th March 2023, the Museum will be hosting, <i>Queering the North</i>, a travelling exhibition originating at the Museum of Free Derry, exploring the history of the LGBT+ community in Northern Ireland. Comprising of the work and recollections of leading activists and academics, the exhibition will include a timeline of key events from the legalisation of homosexuality in Britain in 1967 up to the marriage equality in 2020. The exhibition will be on display in the Banqueting Room.</p>
3.0	Recommendations
3.1	For noting
4.0	Resource implications
4.1	In budget
5.0	Due regard to equality of opportunity and regard to good relations (complete the relevant sections)
5.1	<p><i>General proposal with no clearly defined impact upon, or connection to, specific equality and good relations outcomes</i></p> <p>It is not anticipated the proposal will have an adverse impact upon equality of opportunity or good relations <input checked="" type="checkbox"/></p>
5.2	<p><i>Proposal relates to the introduction of a strategy, policy initiative or practice and / or sensitive or contentious decision</i></p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>The policy (strategy, policy initiative or practice and / or decision) has been equality screened <input type="checkbox"/></p> <p>The policy (strategy, policy initiative or practice and / or decision) will be subject to equality screening prior to implementation <input type="checkbox"/></p>

5.3	<p><i>Proposal initiating consultation</i></p> <p>Consultation will seek the views of those directly affected by the proposal, address barriers for particular Section 75 equality categories to participate and allow adequate time for groups to consult amongst themselves <input type="checkbox"/></p> <p>Consultation period will be 12 weeks <input type="checkbox"/></p> <p>Consultation period will be less than 12 weeks (rationale to be provided) <input type="checkbox"/></p>
	<p><i>Rationale:</i></p>
6.0	<p>Due regard to Rural Needs (please tick all that apply)</p>
6.1	<p>Proposal relates to developing, adopting, implementing or revising a policy / strategy / plan / designing and/or delivering a public service</p> <p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, please complete the following:</p> <p>Rural Needs Impact Assessment completed <input type="checkbox"/></p>
7.0	<p>Appendices</p>
	<p>None</p>
8.0	<p>Background Documents</p>
	<p>N/A</p>

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1. Live Applications

MONTH 2022/23	NEW APPLICATIONS	LIVE APPLICATIONS	LIVE APPLICATIONS OVER 12 MONTHS
April 2022	142	1,120	235
May 2022	132	1,070	248
June 2022	187	1,074	266
July 2022	129	1,070	265
August 2022	178	1,104	270
September 2022	191	1,130	271
October 2022	164	1,119	263
November 2022	84	1,080	252

2. Live Applications by length of time in system

Month 2022/23	Under 6 months	Between 6 and 12 months	Between 12 and 18 months	Between 18 and 24 months	Over 24 months	Total
April 2022	660	225	89	37	109	1,120
May 2022	609	213	94	43	111	1,070
June 2022	618	190	115	42	109	1,074
July 2022	609	196	112	43	110	1,070
August 2022	626	208	110	46	114	1,104
September 2022	649	210	106	48	117	1,130
October 2022	670	186	95	53	115	1,119
November 2022	640	188	84	53	115	1,080

3. Live applications per Case Officer

Month 2022/23	Average number of Applications per Case Officer
April	69
May	66
June	66

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July	70
August	72
September	79
October	78
November	75

4. Decisions issued per month

Month 2022/23	Number of Decisions Issued	Number of Decisions Issued under delegated authority
April	151	139
May	159	152
June	168	162
July	117	110
August	126	126
September	155	148
October	153	142
November	104	96

5. Decisions Issued YTD

Month 2022/23	Number of Decisions Issued	Breakdown of Decisions	
April	151	Approvals (138)	91%
		Refusals (13)	9%
May	310	Approvals (287)	93%
		Refusals (23)	7%
June	478	Approvals (444)	93%
		Refusals (34)	7%
July	595	Approvals (554)	93%
		Refusals (41)	7%
August	721	Approvals (672)	93%
		Refusals (49)	7%
September	876	Approvals (817)	93%
		Refusals (59)	7%
October	1,029	Approvals (949)	92%
		Refusals (80)	8%
November	1,133	Approvals (1,043)	92%
		Refusals (90)	8%

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6. Enforcement Live cases

Month 2022/2023	<=1yr	1-2 yrs	2-3 yrs	3-4 yrs	4-5 yrs	5+yrs	Total
April	214	154	75	74	78	96	691
May	218	144	79	79	75	97	692
June	209	149	73	75	82	96	684
July	207	151	75	68	78	94	673
August	203	157	80	58	80	99	677
September	194	162	82	59	83	100	680
October	225	156	87	58	82	100	708
November	206	154	90	59	81	103	693

7. Planning Committee

Month	Number of Applications presented to Committee	Number of Applications Determined by Committee	Number of Applications Withdrawn/ Deferred for future meeting	Number of Officer recommendation overturned
6 April 2022	10	7	3	1
11 May 2022	9	7	2	5
1 June 2022	9	6	3	3
29 June 2022	6	3	3	1
27 July 2022	3	0	3	0
24 August 2022	17	13	4	4
21 September 2022	13	10	3	4
19 October 2022	9	7	2	5
16 November 2022	14	6	8	5
Totals	90	59	31	28

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8. Appeals

Planning Appeal Commission Decisions issued during period 1 November 2022 to 30 November 2022

Area	Number of current appeals	Number of decisions issued	Number of decisions Allowed	Number of decisions Dismissed	Withdrawn
Newry & Mourne	25	2	0	2	-
Down	30	2	1	1	
TOTAL	55	4	1	3	-

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Statutory targets monthly update - October 2022 (unvalidated management information) Newry, Mourne and Down

Year to date	Major applications (target of 30 weeks)				Local applications (target of 15 weeks)				Cases concluded (target of 39 weeks)			
	Number received	Number decided/withdrawn ⁿ¹	Average processing time ²	% of cases processed within 30 weeks	Number received	Number decided/withdrawn ⁿ¹	Average processing time ²	% of cases processed within 15 weeks	Number opened	Number brought to conclusion ⁿ¹	"70%" conclusion time ³	% of cases concluded within 39 weeks
April	0	1	303.8	0.0%	121	147	20.8	34.0%	30	45	101.2	44.4%
May	1	-	0.0	0.0%	124	143	19.6	31.5%	41	39	61.6	59.0%
June	1	-	0.0	0.0%	136	153	15.4	47.7%	27	33	79.5	45.5%
July	2	2	97.9	0.0%	90	98	17.3	37.8%	27	44	163.6	50.0%
August	0	1	11.4	100.0%	160	113	19.4	33.6%	39	21	49.4	66.7%
September	1	1	48.8	0.0%	130	140	19.9	30.0%	33	20	68.8	55.0%
October	2	1	86.2	0.0%	125	133	24.6	25.6%	20	28	102.7	57.1%
November	0	-	0.0	0.0%	0	-	0.0	0.0%	0	-	0.0	0.0%
December	0	-	0.0	0.0%	0	-	0.0	0.0%	0	-	0.0	0.0%
January	0	-	0.0	0.0%	0	-	0.0	0.0%	0	-	0.0	0.0%
February	0	-	0.0	0.0%	0	-	0.0	0.0%	0	-	0.0	0.0%
March	0	-	0.0	0.0%	0	-	0.0	0.0%	0	-	0.0	0.0%
Year to date	7	6	76.8	16.7%	886	927	19.0	34.4%	217	230	82.3	52.6%

Source: NI Planning Portal

Notes:

1. DCs, CLUDS, TPOS, NIMCS and PADS/PAMs have been excluded from all applications figures

2. The time taken to process a decision/withdrawal is calculated from the date on which an application is deemed valid to the date on which the decision is issued or the application is withdrawn. The median is

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3. The time taken to conclude an enforcement case is calculated from the date on which the complaint is received to the earliest date of the following: a notice is issued; proceedings commence; a planning appeal is accepted; or a planning appeal is withdrawn.

Agreed 23.11.2022

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Comhairle Contae Lú
Louth County Council



Comhairle Ceantair
an Iúir, Mhúrn
agus an Dúin
Newry, Mourne
and Down
District Council
M/151

**Louth/ Newry Mourne and Down Strategic Alliance
of Elected Members between
Newry, Mourne and Down District Council, and Louth County Council**

**Report of Meeting held Wednesday 14 September 2022 at 10.00 a.m.
Louth County Council Offices, County Hall
Dundalk**

**In the Chair: Councillor A Watters, Louth County Council
(Joint Chair)**

Present:

Councillor D Murphy,	Newry, Mourne and Down DC
Councillor M Larkin,	Newry, Mourne and Down DC
Councillor P Byrne,	Newry, Mourne and Down DC
Councillor D Power,	Louth County Council
Councillor E Corrigan,	Louth County Council
Councillor P McGeough,	Louth County Council
Ms J Martin,	Chief Executive LCC
Ms B Woods	Director LCC
Mr T McEvoy,	Director LCC
Mr J McGuinness,	Director LCC
Mr W Walsh,	Senior Executive Officer LCC
Mr John Lawrence,	Senior Executive Officer LCC
Mr C Mallon,	Director NMDDC
Mr A Cassells,	Director NMDDC
Mr J McGilly,	Assistant Director NMDDC
Ms P Arthurs,	East Border Region
Ms A Powell,	NMDDC (Notes)

1. Welcome and Apologies:

Apologies received from:

Councillor J Tinnelly,	Newry, Mourne and Down DC (Outgoing Joint Chair)
Councillor D McAteer,	Newry, Mourne and Down DC
Councillor R Mulgrew,	Newry, Mourne and Down DC
Councillor W Clarke,	Newry, Mourne and Down DC
Councillor A Lewis,	Newry, Mourne and Down DC
Councillor D Curran,	Newry, Mourne and Down DC

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Councillor J Sheridan,	Louth County Council
	(outgoing Joint Chair)
Councillor A McKeivitt,	Louth County Council
Councillor T Cunningham,	Louth County Council
Councillor E Coffey,	Louth County Council
Councillor J Byrne,	Louth County Council
Ms M Ward,	Chief Executive NMDDC
Ms C Duff,	Director LCC
Mr P Donnelly,	Director LCC
Mr M Lipsett,	Director NMDDC

2. Report of Louth/Newry Mourne Strategic Alliance Meeting held on 27 April 2022 (attached)

On the proposal of Councillor D Power, seconded by Councillor P McGeough, report of meeting held on the 27 April 2022 was approved.

3. Matters Arising

No matters were arising out of previous meeting.

4. Election of Chairpersons

On the proposal of Councillor P McGeough seconded by Councillor E Corrigan, Councillor A Watters was elected as Joint Chair for Louth County Council

AGREED: Councillor A Watters elected as Joint Chair for Louth County Council

On the proposal of Councillor P Byrne seconded by Councillor D Murphy, Councillor D McAteer was elected as Joint Chair for Louth County Council

AGREED: Councillor D McAteer elected as Joint Chair for NMDD Council

5. Strategic Alliance Action Plan - Workshop Report (27.4.22)

The current action plan document and workshop report from 27 April 2022 was attached for information. It was proposed on recommendation of Councillor D Murphy and seconded by Councillor M Larkin to summarise the recommendations from the workshop into an action plan.

AGREED: Officers to present an action plan from workshop recommendations to the next meeting of Strategic Alliance.

Agreed 23.11.2022

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6. Briefing document - leaflet

Briefing document was circulated for information and comment. C Mallon confirmed that this document will be used for PR purposes. Councillor E Corrigan suggested that contact details be added e.g. website / phone number. On the proposal of Councillor P Byrne, seconded by Councillor M Larkin the leaflet was agreed subject to contact details being added.

AGREED: PR/ briefing document to be finalised with contact details added.

7. Presentation –

Presentation provided by T McAvoy circulated in advance on the following -

- Infrastructure and Digital Connectivity -
 - Hydrogen bid
 - Coastal Erosion
 - Carlingford Lough Tourism Destination

Cllr A Watters proposed that a joint tourism event be planned for Halloween e.g. fireworks display in Omeath and Warrenpoint. J Martin agreed to consider the possibility of a joint event, suggesting however that given the timescales that this could be difficult to organise in time.

The second presentation by T McAvoy will be sent on to members on the following -

- Climate Change and the Environment -
 - Take it Home social media report - marketing

AGREED: Take it Home social media report – marketing, to be forwarded to members and tabled again at the next meeting to allow discussion on recommendations for improved marketing.

Narrowwater Bridge

J Martin noted that business case is progressing with suppliers at a pre-qualification stage of tendering. Current funding from Louth CC is exhausted however and a crucial government decision for full funding for construction of the bridge is expected between now and Christmas.

Advisory Forum

Councillor E Corrigan requested an update on the Advisory Forum be provided. J Martin / C Mallon agreed to carry out an audit review to include asking for member feedback and consider if this is the model going forward.

AGREED: Advisory Forum audit to be completed for discussion at a future meeting of the Strategic Alliance.

Agreed 23.11.2022

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Standing Order

Councillor E Corrigan also requested that the Standing Order document last reviewed in 2015 be reviewed at some point during this year. J Martin agreed officers to look at this document and take back with recommendations.

AGREED: Standing Order review to be completed for discussion at a future meeting of the Strategic Alliance.

8. Schedule of meetings 2022:

The next meeting will be held at **10am on Wednesday 23rd November 2022** (location Newry Offices)

Signed: C Mallon

Director of Enterprise, Regeneration and Tourism
Newry, Mourne and Down District Council

ACTIONS

	ACTION	Referred to
1.	Election of Chairpersons <ul style="list-style-type: none"> • Councillor A Watters elected as Joint Chair for Louth County Council • Councillor D McAteer elected as Joint Chair for NMDD Council 	Noted
2.	Officers to present an action plan from workshop recommendations to the next meeting of Strategic Alliance.	C Mallon / T McAvoy
3.	PR/ briefing document to be finalised with contact details added	C Mallon
4.	Take it Home social media report – marketing, to be forwarded to members and tabled again at the next meeting to allow discussion on recommendations for improved marketing.	T McEvoy
5.	Advisory Forum audit to be completed for discussion at a future meeting of the Strategic Alliance.	C Mallon / T McEvoy
6.	Standing Order review to be completed for discussion at a future meeting of the Strategic Alliance.	C Mallon / T McEvoy