

# Jerrettspass & Lurganare Cluster Village Renewal and Development Plans

Final Report  
July 2012



Prepared for



Revision Schedule

**Jerrettspass & Lurganare Cluster – Renewal and Development Plan**  
July 2012

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## 1 Introduction

The Northern Ireland Rural Development Programme (NIRDP) 2007-2013 was launched to build capacity within local communities and provide support for community economic development in the most disadvantaged rural areas. The NIRDP is part financed by the European Agricultural Fund for Rural Development (EAFRD) and is managed by the Department of Agriculture and Rural Development. A core principal of the approach to broader rural development in Northern Ireland has been and continues to be that the communities which most closely experience problems should be involved in the design and delivery of projects and programmes to tackle such problems and, thus, improve their quality of life.

The NIRDP contains a number of measures under each axis. These measures are specific areas where support is to be targeted. Each measure was selected from a menu of options provided by the European Union in order to target the aspects of rural life that are most important to Northern Ireland. Measure 3.5 targets Village Renewal and Development with the aim of “creating long term visions for villages and surrounding areas and to support initiatives promoting cross-community development”.

The objective is to enable and encourage residents of villages and surrounding areas to create a vision and an integrated action plan to ensure the full potential of their area is achieved and also to support integrated village initiatives.

### 1.1 How is the Programme administered at a local level?

The Southern Organisation for Action in Rural areas (SOAR) is the Joint Committee and Local Action Group for the Craigavon, Armagh and Newry & Mourne Council areas. They are responsible for the administration of the NIRDP within the rural areas of Craigavon, Armagh and Newry. SOAR local action group is comprised of local Councillors and Social Partner Representatives. Craigavon Borough Council acts as the Lead Council with responsibility for all financial and administrative matters.

### 1.2 Village Renewal and Development

Newry and Mourne District Council secured funding under Measure 3.5 for the preparation of Village Renewal and Development Plans for 13 pre-selected villages and clusters across the Newry and Mourne District Council Area.

URS were commissioned by Newry and Mourne District Council to facilitate the development of these plans. The plans will be prepared between February and June 2012, with potentially a second stage which will involve selected projects being taken forward to the stage of submitting an outline planning application, making a submission for funding or being ready to feed into an economic appraisal.

### 1.3 Methodology

This Village Renewal and Development Plan has been developed by the community for the community. The methodology was strongly consultation based and allowed a range of stakeholders including NMDC, local Councillors, community and voluntary groups and the general public to get involved.



Programme for Government (PfG) and the Investment Strategy for Northern Ireland (ISNI). The Strategy takes account of key driving forces such as population growth and movement, demographic change, the increasing number of households, transportation needs, climate change and the spatial implications of divisions that still exist in our society. The RDS is not operational planning policy which is issued through Planning Policy Statements (PPSs) published by the Department of the Environment (DOE).

The RDS has a statutory basis under the Strategic Planning (Northern Ireland) Order 1999, and the Order requires Departments to “have regard to the regional development strategy”.

The Strategy has four key elements:

- A Spatial Development Strategy which divides the region into 5 components based on functions and geography;
- Guidance at two levels;
  1. Regional level that is to be applied to all parts of the region, and
  2. Specific guidance for each element of the Spatial Framework
- A Regionally Significant Economic Infrastructure section which identifies the need to consider strategic infrastructure projects;
- Implementation.

The aims of the RDS:

- Support strong, sustainable growth for the benefit of all parts of Northern Ireland;
- Strengthen Belfast as the regional economic driver and Londonderry as the principal city of the North West;
- Support our towns, villages and rural communities to maximise their potential;
- Promote development which improves the health and wellbeing of communities;
- Improve connectivity to enhance the movement of people, goods, energy and information between places;
- Protect and enhance the environment for its own sake;
- Take actions to reduce our carbon footprint and facilitate adaption to climate change; and
- Strengthen links between north and south, east and west, with Europe and the rest of the world.

## 1.4 Policy Context

### 1.4.1 Regional Development Strategy 2035 ‘Building a Better Future’

The RDS provides an overarching strategic planning framework to facilitate and guide the public and private sectors. It does not redefine the other departments’ strategies but compliments them with a spatial perspective.

The RDS 2035 revises the original strategy published in 2001 and amended in 2008. The RDS influences various government strategies including the

Chapter 3 of the RDS sets out the strategic guidance for the region focusing on the key principles of the economy, society and the environment. The guidance is also split into Regional Guidance (RG) and Spatial Framework Guidance (SFG).

There is a dedicated section regarding Rural Northern Ireland and the key guidance is set out below:

**SFG13: Sustain rural communities living in smaller settlements and the open countryside**

- Establish the role of multi-functional town centres
- Connect rural and urban areas
- Revitalise small towns and villages
- Facilitate the development of rural industries, businesses and enterprises in appropriate locations
- Encourage sustainable and sensitive development

**SFG14: Improve accessibility for rural communities**

- Improve the overall connectivity of rural communities to services and other parts of the Region by exploring innovative ways of bringing these services to the communities
- Integrate local transport

**1.4.2 Rural White Paper Action Plan (Draft)**

The Rural White Paper Action Plan is an Executive initiative aimed at addressing key issues and challenges facing rural communities. The development of the Action Plan is being led by the Minister of Agriculture and Rural Development.

Public consultation on the draft Action Plan commenced on 13 March 2011 and finished on 13 June 2011, with the final Rural White Paper Action Plan anticipated to be published in early 2012.

The draft Rural White Paper Action Plan has been developed following extensive consultation with the Rural White Paper Stakeholder Advisory Group.

The RWP has been developed to provide a strategic framework for rural policy for the next ten years and will help guide the work of the Executive in this significant and challenging area.

The RWP identifies the Rural Vision:

**Our vision** is of a fair and inclusive rural society where rural dwellers enjoy the same quality of life as all others in the region. We envisage **vibrant, strong rural communities**, resilient and receptive to global trends through **strong inter-linkages with urban areas** and market towns.

**Our vision** is for rural economies adapting to global trends and **improved infrastructure and transport systems** to ensure rural dwellers can avail of employment opportunities and **key services**.

**Our vision** is for rural areas that maintain their distinctive features as places of agricultural production, areas of outstanding beauty, places of social, historic and cultural uniqueness and places with a **strong community infrastructure** which can avail of **economic, social and cultural opportunities**.

**Our vision** is for the continuing development of **linkages between rural and urban** areas so that everyone can enjoy the beauty and uniqueness of rural places and the facilities and services of larger towns and cities.

**Draft Rural White Paper, p5**

In order to achieve the Vision the RWP identifies 5 key themes:

1. Urban / Rural Linkages
  - To support the development of an efficient transport and infrastructure system that facilitates effective rural – urban inter-linkages;
2. Access to Services
  - To promote fair and equitable access to key services for all rural dwellers;
3. Sustainable Rural Communities
  - To promote tolerance, health, well-being and inclusion for rural dwellers;
  - Seek to minimise, where it exists, disadvantage, poverty, social exclusion and inequality amongst those living in rural areas and in particularly amongst vulnerable groups;
  - To maintain a viable economic, social, cultural and physical infrastructure in rural areas and seek to ensure that regional infrastructure disparities are minimised;
  - To preserve the cultural and social uniqueness of rural community life linked to its smaller population settlement;
  - To promote the development of effective and inclusive rural governance structures and sufficient community capacity to engage in these structures;
  - To enhance and refine the Rural Development Programme to ensure the maximum benefit from future Programmes for rural communities;

#### 4. Sustainable Rural Economies

- To provide rural businesses with appropriate support to ensure the development of dynamic and innovative rural economies;
- To seek to maximise employment opportunities for rural dwellers;

#### 5. Sustainable Countryside

- To support the development of a more sustainable agricultural sector, a more competitive agri-food sector and enhanced agri-environmental links;
- To safeguard the beauty and fabric of our rural areas and increase opportunities for all to enjoy the benefits of the countryside.

The RWP does on to set out a detailed Action Plan which is based on the 5 key themes set out above, consisting of some 90 specific actions.

#### 1.4.3 Tackling Rural Poverty and Social Isolation Framework 2011-2015

This framework sets out the goals, objectives, priority action areas and outcomes for the Programme for Government commitment to bring forward a package of measures to tackle rural poverty and social isolation.

The framework aims to:

- Build on the work of the Rural Anti-Poverty / Social Inclusion Framework 2008-2011;
- Provide the necessary tools to identify the needs of vulnerable people / groups in rural areas;
- Develop programmes / interventions to help alleviate poverty / social isolation amongst vulnerable people / groups in rural areas;
- Complement and add value to existing government strategies aimed at tackling poverty and social isolation;
- Empower rural communities to help themselves.

#### 1.4.4 Northern Ireland Rural Development Programme 2007-2013

The NI Rural Development Programme was approved by the European Commission in July 2007 and has three key elements:

Axis 1 – improving the competitiveness of the agricultural and forestry sectors by supporting restructuring, development and innovation. Key measures include vocational training, adding value to agricultural products and marketing, farm modernisation and improving the supply chain. The upskilling and reskilling

opportunities in this axis are a means of targeting farmers income and potential to be more competitive both within farming, or outside if that is more appropriate.

Axis 2 – improving the environment and countryside by supporting land management. Key measures include agri-environment programmes and less favoured area compensation schemes.

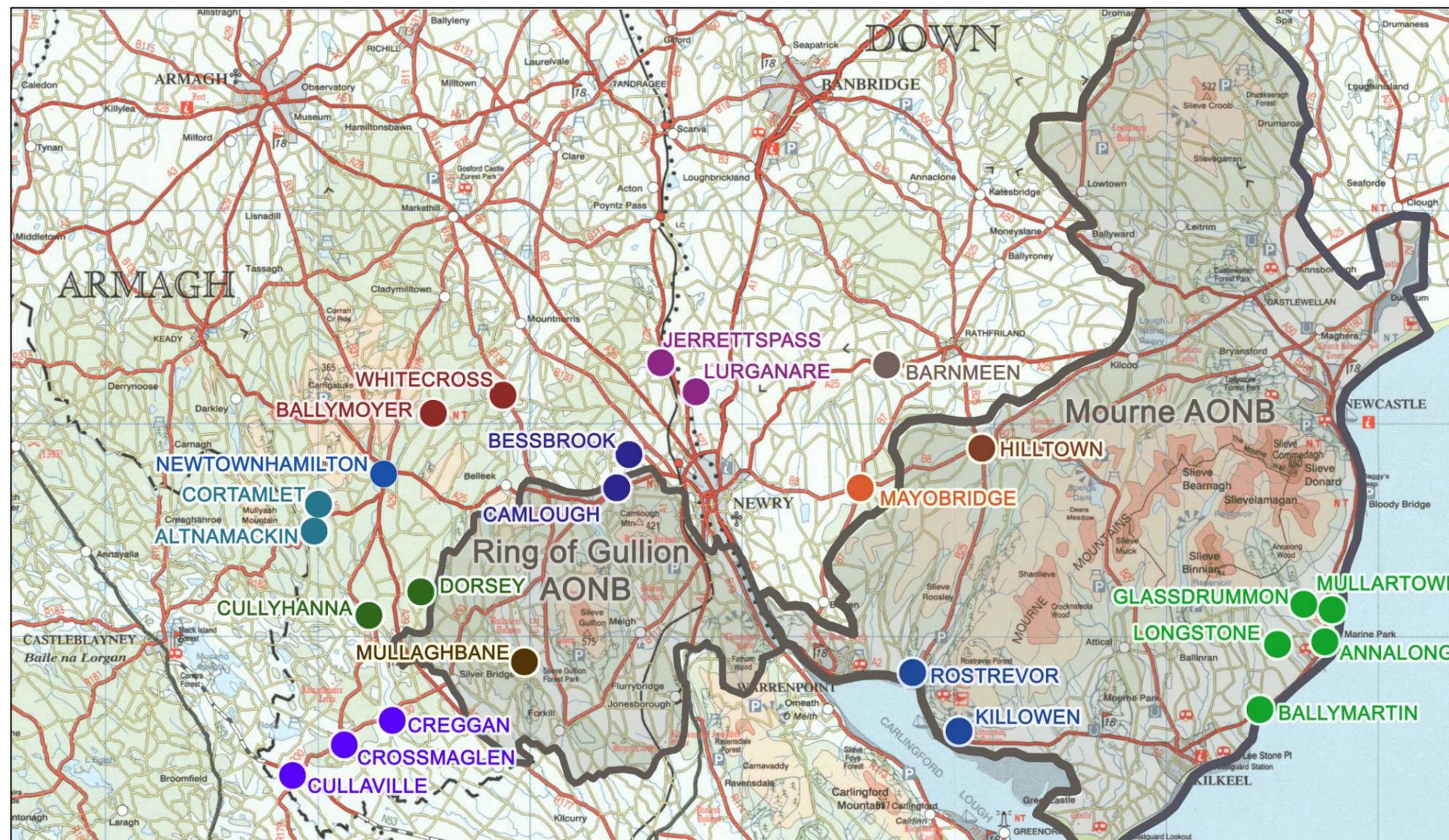
Axis 3 – improving the quality of life in rural areas and encouraging the diversification of economic activity. Key measures include business creation, farm diversification, encouragement of tourism activities, support for basic services for the rural economy, village renewal and conservation / upgrading of the rural heritage.

#### 1.4.5 INTERREG IV Programme (Cross Border Rural Development)

The INTERREG IV Programme focuses on the strategic development of the North and border counties of the South. The funds are targeted towards those disadvantaged rural communities that are most in need of cross border support.

## 2 Overview of the cluster

The Jerrettspass and Lurganare Cluster comprises of the two villages. It was highlighted early in the Plan process that the settlements have their own separate characteristics and issues which must be addressed. However it was stressed that there are projects which can benefit the cluster and that improvements in one of the settlements could have secondary benefits for the other settlement. This is particularly evident as there is the potential for the shared use of basic services which would greatly increase their economic viability.



### 3 Jerrettspass



CONSTRUCTION RISKS	MAINTENANCE / CLEANING RISKS	DEMOLITION RISKS								
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### 3.1 Village Profile

#### 3.1.1 Background

Jerrettspass is a small village located 5 miles North West of Newry in County Armagh. It is a linear settlement consisting of a small number of dwellings clustered along each side of a main road with a railway line to the west and Newry Canal to the east.

##### **National Statistical Research Agency**

There was no information available on Jerrettspass settlement from the Northern Ireland Statistics Research Agency (NISRA).

#### 3.1.2 Planning Policy Context

The Banbridge / Newry and Mourne Area Plan 2015 includes a number of designations which are listed below and are highlighted on the Designations Map.

##### Settlement Development Limit - Designation JS 01 Settlement Development Limit

The settlement limit seeks to protect the linear form of this settlement by preventing ribbon development along the A27, and encroachment into the surrounding countryside. The limit allows for the protection of the character of the historic settlement form and the setting adjacent to the Newry Canal and towpath.

##### Protected Routes

The main road through Jerrettspass (A27) is a Protected Route. There is therefore policy provision for the control of access to this route under PPS 3 – Access, Movement and Parking.

The Newry to Portadown Canal is identified as a Disused Transport Route. The development plan states that this disused transport route could be used for transport or recreational purposes. However it is protected under policy AMP 5 of PPS 3 – Access, Movement and Parking.

##### Area of Townscape Character (ATC)

##### *Designation JS 02 Area of Townscape Character Jerrettspass*

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

- The buildings in Jerrettspass are two storeys with either dash, smooth plaster or stonework finishes and slated roofs. Some still have sliding sash windows;
- Jerrettspass has a cohesiveness with the imposing listed stone built underpass railway bridge linking the canal, village hall and railworker houses with the Presbyterian Church;
- The well preserved listed building at No. 100 Tandragee Road, which serves as village grocer, pub and post office.

##### Local Landscape Policy Area (LLPA)

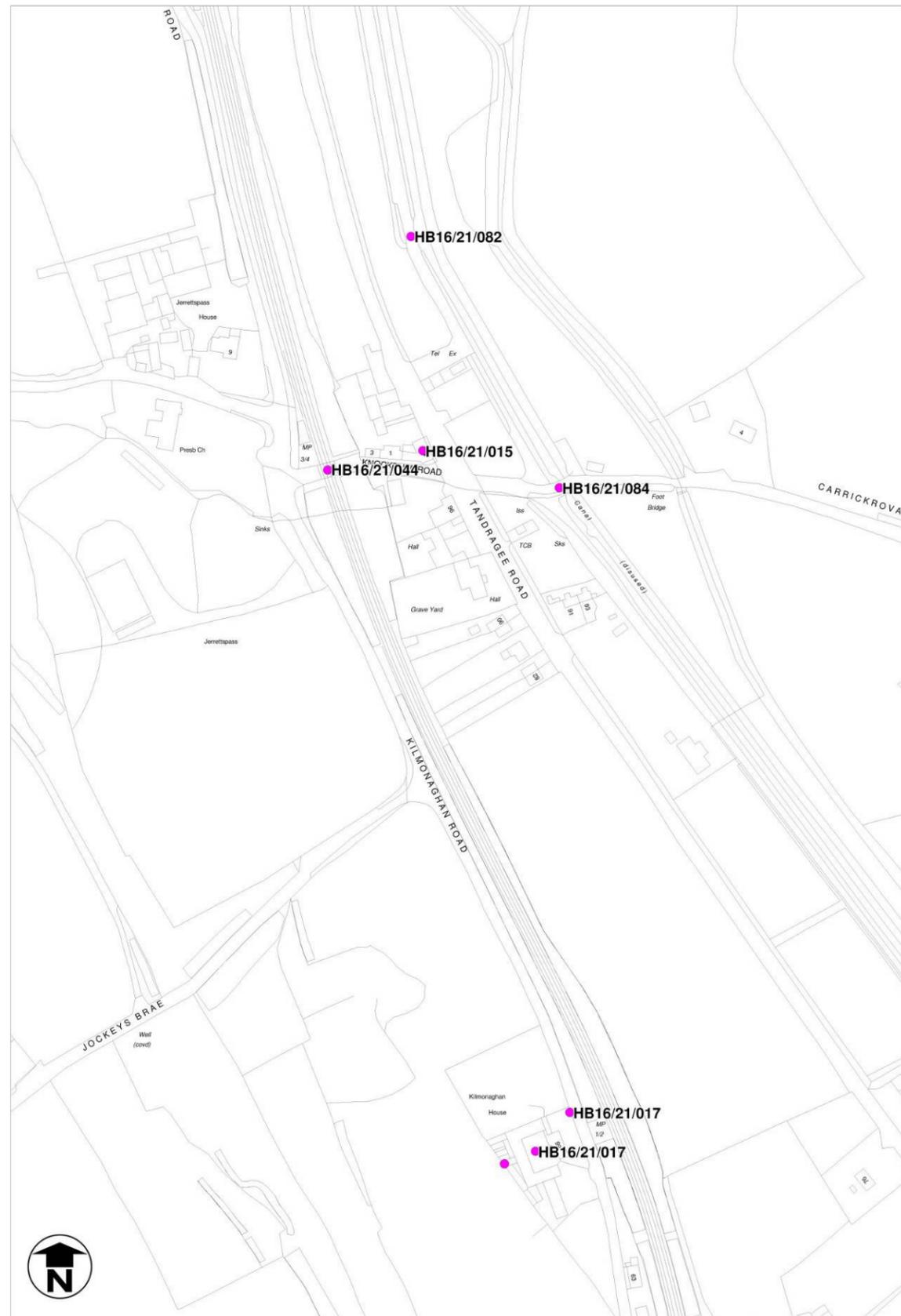
##### *Designation JS 03 Local Landscape Policy Area Jerrettspass*

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

- The Newry Canal, a scheduled monument, and the river and their setting including adjacent rising landforms;
- Manse to south-east on rising landform with associated vegetation, setting and views;
- Nature conservation value.

##### **Listed Buildings**

The Northern Ireland Environment Agency (NIEA) database revealed that there are five listed buildings designated within the study area. These buildings are indicated on the accompanying map and listed in the table.

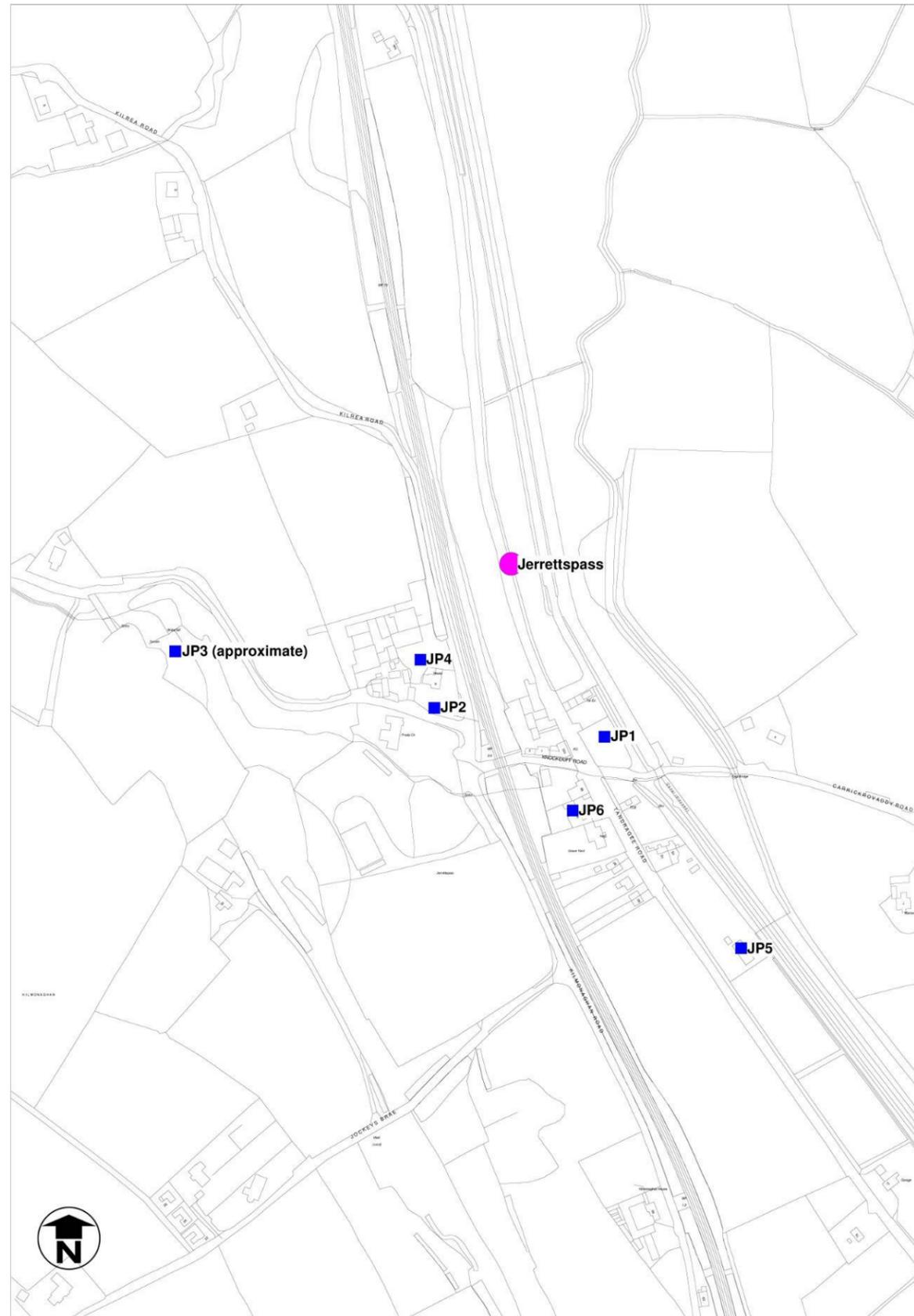


LISTED BUILDINGS – (Source of information for table NIEA)						
ID	HB Num	Council ID	Ward ID	Type	Address	Original
6772	HB16/21/015	16	21	SHOP	98-100 TANDRAGEE ROAD JERRETTSPASS NEWRY CO.DOWN	B1
6771	HB16/21/017	16	21	HOUSE	KILMONAGHAN HOUSE, 66 KILMONAGHAN ROAD JERRETTSPASS NEWRY CO.DOWN	B1
6784	HB16/21/044	16	21	BRIDGE	RAIL BRIDGE JERRETTSPASS NEWRY CO.DOWN	B2/IA
9533	HB16/21/082	16	21	BRIDGE	TOWPATH ACCOMMODATION BRIDGE JERRETTSPASS CO. DOWN	B2/IA
9535	HB16/21/084	16	21	BRIDGE	CANAL BRIDGE JERRETTSPASS CO. ARMAGH	B1/IA

**Planning History**

The planning history search revealed that there are six recent planning applications within the village. These applications are listed below and are indicated on the accompanying map. The applications indicate that the village is expanding with applications for increased housing provision.

<b>PLANNING HISTORY - JERRETTSPASS</b>					
<b>No.</b>	<b>Planning Application Code</b>	<b>Site Location</b>	<b>Proposed Development</b>	<b>Decision</b>	<b>Expiry Date</b>
JP1	P/2008/1376/F	Lands opposite No.100 Tandragee Road, Jerrettspass	Proposed erection of Private Housing Development with accommodation works (4 No. dwellings)	Pending	Pending
JP2	P/2008/1116/F	Lands 90 metres south of no.9 Knockduff Road and adjacent to Kilmonaghan Road, Jerrettspass	...	Approved	9/03/2017
JP3	P/2007/1189/O	90 metres south-east of 11 Knockduff Road, Jerrettspass, Newry	Site for farm retirement dwelling.	Approved	25/06/2012
JP4	P/2009/0959/F	Lands at No. 9 Knockduff Road, Jerrettspass	Erection of Housing Development comprising 18 No dwellings and associated site works.	Approved	20/10/2016
JP5	P/2010/0243/F	Pipeline from Jerrettspass Water Pumping Station, Jerrettspass, Newry to Jonesborough Road, Belleeks, Newry - 13km long.	Construction of a 300mm and 250mm diameter trunk main from Jerrettspass WPS, Jerrettspass to Belleeks.	Approved	Not given.
JP6	P/2011/0512/F	92 Tandragee Road Jerrettspass Newry BT35 6QF	Extension to existing Church Hall to provide storage accommodation	Approved	06/09/2016



### 3.2 Deprivation

The Northern Ireland Multiple Deprivation Measure (NIMDM) 2010 report was published on 26<sup>th</sup> May 2010. The NIMDM 2010 updates and replaces the Northern Ireland Multiple Deprivation Measure 2005 as the official measure of spatial deprivation in Northern Ireland.

Tullyhappy Super Output Area encompasses Jerrettspass and is ranked as the 476<sup>th</sup> overall most deprived in Northern Ireland. The individual NI Multiple Deprivation Measure 2010 Ranks for Tullyhappy are broken down as follows: Income: 483; Employment: 518; Health & Disability: 623; Education Skills and Training: 501; Proximity to Services: 111; Living Environment: 265; Crime and Disorder: 634; Income Deprivation Affecting Children: 488 and Income Deprivation Affecting Older People: 447.

### 3.3 Consultation Process

STAGE	CONSULTATION METHOD	DATE	VENUE	ATTENDANCE / RESPONSES
Information Gathering	Village Action Group Meeting	Friday 9 <sup>th</sup> March 2012.	Jerrettspass Village Hall	7
	Baseline Questionnaires	March 2012	N/A	35 (See Appendix A)
Draft Proposals	Open display for Councillors	16 <sup>th</sup> March & 20 <sup>th</sup> April	Council Offices Newry	N/A
	Public Exhibition	30 <sup>th</sup> April to 11 <sup>th</sup> May	Jerrettspass Village Hall	N/A
	Public Consultation Questionnaires	May 2012	N/A	None
Draft Village Renewal and Development Plan	Draft Plan presented to Project Steering Group	21 <sup>st</sup> June	Council Offices Newry	N/A

Consultation with key stakeholders and statutory agencies was also undertaken in the development of the plan. Newry and Mourne District Council, Planning Service NI, Roads Service, Department for Regional Development - Street Lighting, British Telecom, Northern Ireland Electricity, Northern Ireland Water, Translink and Northern Ireland Environment Agency were all consulted.

### 3.4 Consultation Findings

#### 3.4.1 Information Gathering Stage

##### Site Visits

This section of the report provides a summary of the key points and issues observed during our site visits in February 2012.

- The speed of vehicular traffic passing through the village is a concern for local residents. There appears to be a lot of Heavy Goods Vehicles using the road which passes through the village.
- There is a distinct lack of car parking provision within the village.
- Pedestrian safety is a major issue as people try to move from one part of the village to another. In particular there is no safe crossing point across the A27 from one side of the village to the other. This issue is particularly important as at present all visitors to the canal who want to visit the village hall have to cross the road.
- The canal appears well used and represents an important asset for the village which could be utilised as the catalyst for economic and tourist development.
- The local shop and post office have closed so the village does not have sufficient provision of public services. There is not evening economy in the village.
- Village Hall is an important asset for the local community.
- The majority of the buildings on the east side of the A27 are derelict. These buildings need to be brought into use or other forms of development facilitated so that they do not blight the village centre.
- There is a lack of outdoor green space which can be used for example by children for playing.
- There is a lack of signage in particular pedestrian signage throughout the village.
- The village is well kept with little evidence of graffiti or vandalism.

### SWOT Analysis

The SWOT Analysis below is a summary of the information gained during the early information gathering stage. The strengths, weaknesses, opportunities and threats were identified during the initial consultation workshop and the initial questionnaire which was circulated throughout the community. The questionnaire addressed a range of factors, focusing on 3 general themes of Planning and Infrastructure, Essential Services and Economic and Community Development.

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>• Location along the canal towpath. The canal is deemed a major asset to the community.</li> </ul>	<ul style="list-style-type: none"> <li>• Under investment.</li> <li>• Parking facilities particularly for the Village Hall and visitors to Canal.</li> <li>• The High Speed of vehicular traffic along the main road which passes through the heart of the village.</li> <li>• Lack of services - No shop &amp; Post Office closed.</li> </ul>
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>• Strategy for Canal – to promote its use / tourism</li> <li>• Traffic Management &amp; Signage Scheme.</li> <li>• Old Derelict Telephone Exchange – opportunity site.</li> <li>• Extension to the existing Village Hall to cater for other uses. – could include a franchise e.g. shop.</li> <li>• Planter Boxes with floral displays.</li> <li>• Outdoor Gym next to Canal.</li> </ul>	<ul style="list-style-type: none"> <li>• Derelict Buildings.</li> <li>• Main Road.</li> </ul>

### Key Issues / Opportunities

The list below is a summary of the main issues and opportunities that have come to light as part of this process and particularly during the Village Action Group Meeting.

- Strategy for Canal – to promote its use / tourism. For example the Village Hall could provide café and/or more accessible toilet facilities for the canal visitors.
- Traffic Management & Signage Scheme – Aim to reduce speed top priority for local community.
- Old Derelict Telephone Exchange – opportunity site. Attractive red brick building. This site is privately owned. However the site could provide a more convenient access between the canal and Village Hall. This could be revitalised into an attractive outdoor space.
- Derelict buildings to be brought back into use as business or housing.
- Extension to the existing Village Hall to cater for other uses.– include a franchise e.g. shop.
- Introduction of Planter Boxes with floral displays – The local community are already planting & maintaining shrubs and flowers along the edge of the main road.
- Outdoor Gym next to Canal – This could provide facilities for local people and visitors along the edge of the canal. There is a small strip of land that NMDC own adjacent to the canal.

### 3.4.2 Draft Proposals

The draft Plan was put on public display in Jerrettspass Village Hall for a two week period from Monday 30<sup>th</sup> April until Friday 11<sup>th</sup> May 2012. In order to gain feedback from the public a questionnaire was available for completion.

Unfortunately, there were no questionnaires returned during the public consultation exercise. Importantly, the content of the draft village plan was approved by the Village Action Group prior to the public consultation exercise. Subsequently the large response to the baseline questionnaires forms the basis for the prioritisation of the proposals i.e. the proposals which are of highest priority were selected on the basis of the issues which respondents highlighted were of most concern.



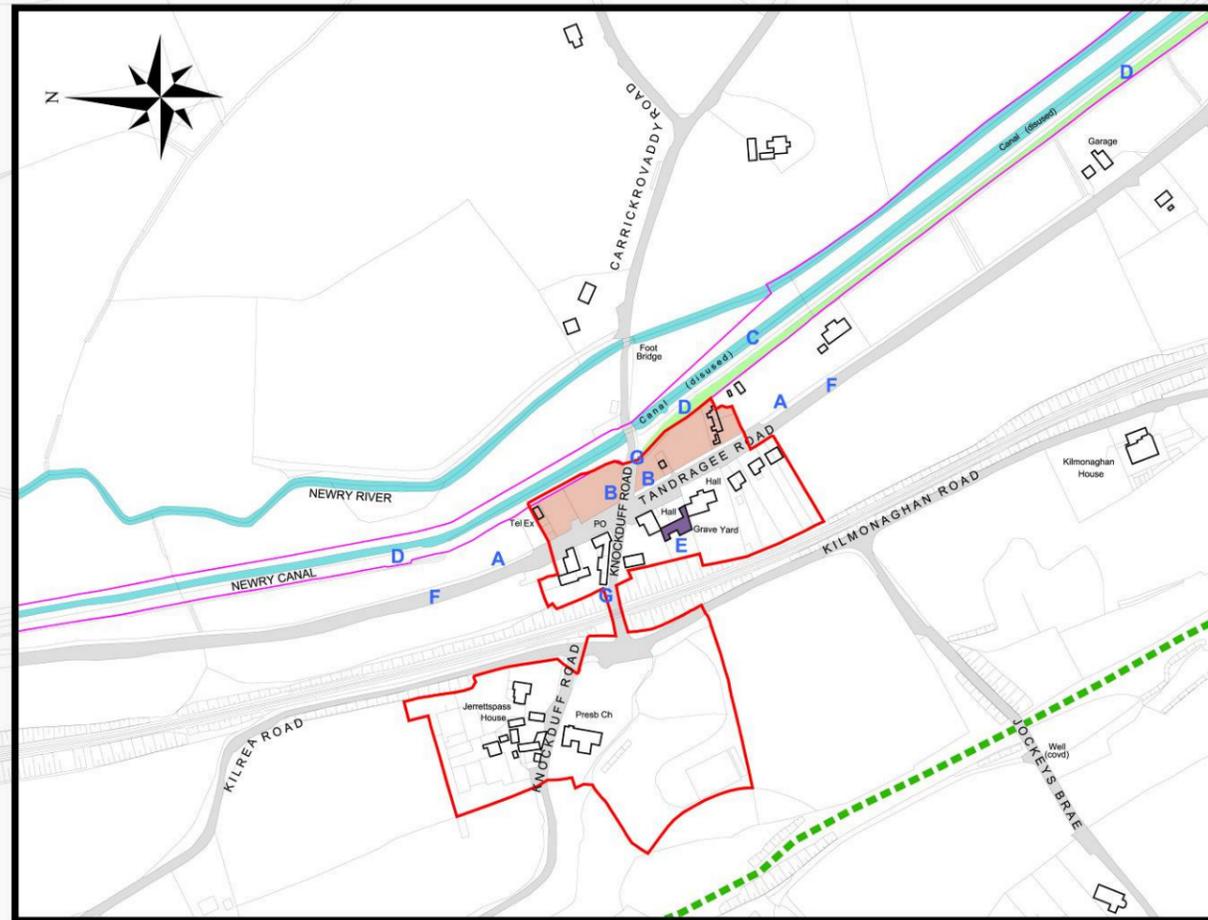
Gateway Signage & Artwork to promote the identity and highlight the entrance to the village. Local residents to contribute to the design of the artwork.



Planting along the edge of the main roads and at the entrance to the village to enhance the appearance of the village.



Development of a Strategy for the Canal.



**PROPOSALS**

- A** - Gateway Signage & Artwork.
- B** - Introduction of Planter boxes with floral displays.
- C** - Strategy for the Canal to promote its use and tourism potential.
- D** - Outdoor Gym.
- E** - Extension to Village Hall to cater for other uses e.g. franchise shop.
- F** - Traffic Management Strategy with traffic calming measures.
- G** - Improvements to pedestrian access routes and pavements.
- H** - Parking Strategy with extra provision of car parking spaces as appropriate.

**KEY**

- SETTLEMENT DEVELOPMENT LIMIT
- GREEN OPEN SPACE
- COUNCIL ASSETS
- POTENTIAL DEVELOPMENT SITE
- POTENTIAL TO OPEN UP WALKING ROUTE TO / FROM LISSUMMON TUNNEL ALONG ROUTE OF OLD RAILWAY



Extension to the Village Hall to facilitate a greater variety of uses.



Outdoor Gym provided along the edge of the canal to be used by locals and visitors.



Public space created along the edge of the canal with seating, planting and picnic area for locals and visitors to enjoy.



New entrance signs, advisory 40mph speed limit and crossing point to facilitate pedestrian access between the village and the canal.

### 3.5 Initiatives

#### 3.5.1 Traffic Management Strategy

The speed of the traffic along the Tandragee Road was identified as a major concern during the initial consultation. In order to address this significant issue consultation with DRD Roads Service will be necessary to establish any possible traffic calming measures including speed cameras and / or speed bumps. The community representatives also expressed the desire for revising the speed limit along this road. An additional issue was the large volume of heavy goods vehicles regularly using the road.



Tandragee Road

There are also indirect measures which can influence the speed of traffic when it is travelling through the village, for example, signage to warn motorists that they are approaching the village. This could also be achieved through the introduction of gateway features. Gateway features are also extremely important when providing first impressions of the area. The proposal of the introduction of a gateway feature was welcomed by the majority of respondents during the initial consultation.

#### 3.5.2 Improvements to pedestrian access routes and pavements

As the village is located on both sides of the road the public open space and pedestrian routes etc are disjointed. This is further exasperated by the lack of a designated crossing point for pedestrians. The images below illustrate examples of the type of crossing points which can be provided along a main arterial route. Consultation with DRD Roads Service will be necessary in order to select a suitable crossing point tailored to the particular circumstances.



The proposed crossing point and upgrading of the existing pedestrian routes would ensure that the village is physically connected across the road and that the relationship between the village and the Newry Canal is strengthened. This is particularly important as the canal was highlighted as a major asset to the village during the consultation process.

#### 3.5.3 Parking Strategy

It was highlighted during the consultation process that there is a lack of parking within the village which is a problem for residents and visitors. The photograph shown under the heading traffic management strategy clearly illustrates the haphazard approach to parking provision within the village. The need for a parking strategy is therefore evident. The parking strategy will seek to:

- Maximise car parking provision within the settlement.
- Ensure that development sites provide adequate parking as a minimum and additional parking as a desirable outcome.
- Make recommendations for the rationalisation and clear delineation of car parking including universally accessible parking within the village.
- Increase the provision of car parking adjacent to the Newry Canal.

3.6 Action Plan

ACTION PLAN						
Initiative	Key Stakeholders	Priority	Timescale	Potential Funding Opportunities	Actions	Indicative Costs **
Gateway Signage and Artwork.	JCA, NMDC, Priv, PS, RS, DCAL, AC	M	S	NMDC, RDP, AC	Feasibility study, design works, statutory approvals, installation of gateway signage and artwork.	£70,000 - £90,000
Introduction of Planter Boxes with floral displays.	NMDC, JCA, Priv, RS	M	S	NMDC, Lot, RDP	Installation, Management and Maintenance.	£10,000 - £15,000
Strategy for the Canal to promote it's use and tourism potential.	JCA, NMDC, DCAL, NC, NITB, NIEA, DOE, SNI, PS, NPCJDC, IWAI	M	M / L	NMDC, Lot, RDP, DCAL, NITB	Engage Consultant to prepare a Tourism and Recreation Strategy for the Canal. NIEA have advised that they would be pleased to discuss further any projects to promote the use of the canal. IWAI have spent over 2,000 man hours on voluntary work on the canal in the last 12 months alone. They have advised that they would be prepared to offer similar voluntary labour to be used in lieu of match funding as part of a grant application.	£5,000 - £20,000
Outdoor Gym.	NMDC, JCA, SNI, NC, NIEA, IWAI	M	M	NMDC, RDP, SNI	Design works, statutory approvals, installation of gym equipment, in vicinity of Canal.	£15,000 - £25,000
Extension to Village Hall to cater for other uses e.g. franchise shop.	JCA, Priv	M	L	NMDC, RDP, Priv	Feasibility study, design works, statutory approvals, construction.	£150,000 - £250,000
Traffic Management Strategy with traffic calming measures.*	RS, NMDC, JCA	H	S	RS	Review of feasibility of traffic calming measures. Consultation with RS, road improvement works. Translink have advised that at present there are no plans to change bus stops in the near future. They will work with the community if changes are needed to fit into the proposed schemes.	£10,000 - £20,000
Improvements to pedestrian access routes and pavements.*	NMDC, RS, JCA	H	S	NMDC, RDP, RS	Review of feasibility of introduction of pedestrian crossing point. Consultation with RS, road improvement works. Design and installation of new footpath surfacing.	£20,000 - £80,000
Parking Strategy with extra provision of car parking spaces as appropriate.*	RS, NMDC, JCA, PS, Priv	H	M	NMDC, RDP, RS, Priv	Preparation of a parking strategy. Consultation with RS, road improvement works. Provision of car parking if deemed appropriate and achievable.	£5,000 - £20,000

ACTION PLAN						
Initiative	Key Stakeholders	Priority	Timescale	Potential Funding Opportunities	Actions	Indicative Costs **
Provision of Public Toilets adjacent to the Canal in Jerrettspass. (NB. This proposal was added due to a response received during the public consultation process from NPCJDC).	NPCJDC	M	S	RDP, NMDC	Feasibility study, design works, statutory approvals, construction.	£40,000 - £100,000

**Priority:** H = High  
M = Medium  
L = Low

**Timeframe:** S = Short (1-3yrs)  
M = Medium (3-7 years)  
L = Long (7-15years)

**Delivery Agents, Funders and Stakeholders:**

AC	Arts Council	NITB	Northern Ireland Tourist Board
MNDC	Newry & Mourne District Council	Priv	Private Sector
DCAL	Department for Culture, Arts and Leisure	PS	Planning Service
Lot	Lottery Funding	PSNI	Police Service of Northern Ireland
RS	Roads Service	SHSCT	Southern Health and Social Care Trust
RDP	Rural Development Programme	SELB	Southern Education and Library Board
NIEA	Northern Ireland Environment Agency	SNI	Sport Northern Ireland
NIHE	Northern Ireland Housing Executive	DOE	Department of Environment
NC	Newry Canal Stakeholders	JCA	Jerrettspass Community Association
NPCJDC	Newry Portadown Canal Joint Development Committee	IWAI	Inland Waterways Association of Ireland Newry and Portadown Branch

\* Projects which have been identified by the community as a High Priority are outlined in more detail in the Initiatives section of this report.

\*\* Capital cost estimates have been produced in the absence of any design information and are purely indicative of costs for works of this nature. All figures are exclusive of VAT, Inflation, Professional Fees, Statutory Authority Charges and Land Purchase.

4 Lurganare



## 4.1 Village Profile

### 4.1.1 Background

Lurganare is a small village located 4 miles north of Newry in County Armagh. It consists of a small number of dwellings clustered around a minor road junction. The village consists mainly of housing developments and a primary school.

#### National Statistical Research Agency

Information about the settlements was obtained from the Northern Ireland Statistics Research Agency (NISRA). NISRA classified Lurganare as a “Small Village, Hamlet and Open Countryside”.

The NISRA statistics revealed that the population of Lurganare was 195 No. with 72 No. Household Spaces and Communal Establishments as recorded in the 2001 census.

### 4.1.2 Planning Policy Context

The Banbridge / Newry and Mourne Area Plan 2015 includes a number of designations which are listed below and are highlighted on the Designations Map.

#### Settlement Development Limit - Designation LU 01 Settlement Development Limit

The settlement development limit acts to consolidate the existing form of Lurganare whilst protecting its natural setting. The development plan states that “development opportunities appropriate to its role are provided through infilling and rounding off.”

#### Local Landscape Policy Area (LLPA)

##### *Designation LU 02 Local Landscape Policy Area Lurganare*

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

- Views and settings of Glen House traditional farm complex (listed) and adjacent dwelling including the physical and visual linkages between these buildings;
- The adjoining open fields provide significant views from Glen Road.

### Listed Buildings

The Northern Ireland Environment Agency (NIEA) database revealed that there is only one listed building designated within the study area. This building is indicated on the accompanying map and listed in the table.

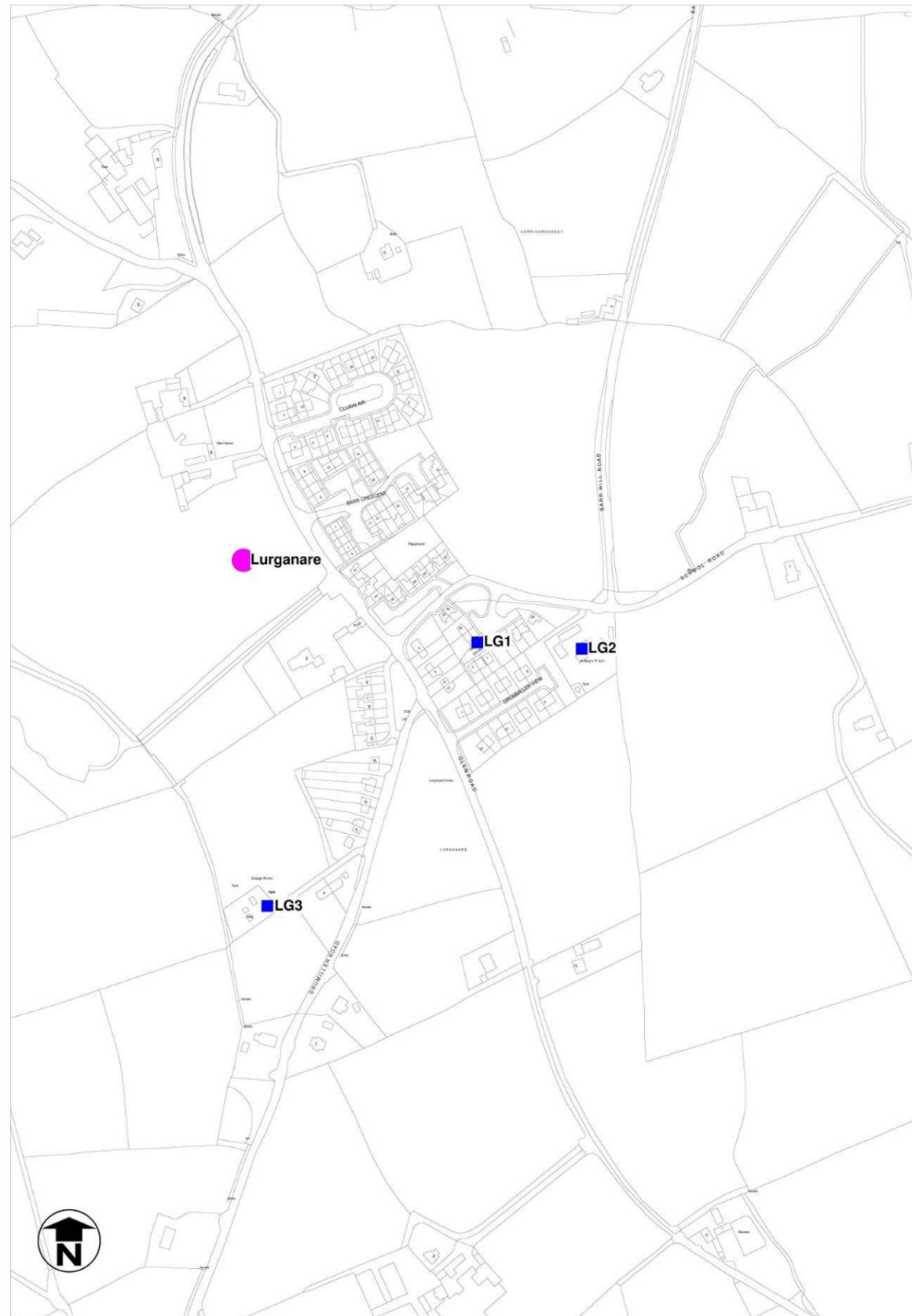
LISTED BUILDINGS – (Source of information for table NIEA)						
ID	HB Num	Council ID	Ward ID	Type	Address	Original
2504	HB16/21/004	16	21	HOUSE	GLEN HOUSE 46 GLEN ROAD LURGANBANE JERRETTSPASS CO.DOWN	B1



### Planning History

The planning history search revealed that there are three recent planning applications within the village. These applications are listed below and are indicated on the accompanying map. The applications reflect improvements to the existing WWTW and school facilities.

PLANNING HISTORY – LURGANARE					
No.	Planning Application Code	Site Location	Proposed Development	Decision	Expiry Date
LG1	P/2006/0765/F	Lands at No.57 Lurganare Cross, Newry.	Erection of 3 No. Townhouses	Approved	14/04/2013
LG2	P/2010/0723/F	St Marys Primary School 3 School Road Jerrettspass Newry	Erection of Double classroom block (2no. classrooms)	Approved	22/07/2015
LG3	P/2010/0020/LD P	Lurganare WwTW, Drumiller Road, Lurganare, Newry, Co Down.	Construction of new below-ground pumping chamber and mostly below-ground storm storage tank.	PERMITTED DEVELOPMENT	



## 4.2 Deprivation

The Northern Ireland Multiple Deprivation Measure (NIMDM) 2010 report was published on 26<sup>th</sup> May 2010. The NIMDM 2010 updates and replaces the Northern Ireland Multiple Deprivation Measure 2005 as the official measure of spatial deprivation in Northern Ireland.

Tullyhappy Super Output Area encompasses Lurganare and is ranked as the 476<sup>th</sup> overall most deprived in Northern Ireland. The individual NI Multiple Deprivation Measure 2010 Ranks for Tullyhappy are broken down as follows: Income: 483; Employment: 518; Health & Disability: 623; Education Skills and Training: 501; Proximity to Services: 111; Living Environment: 265; Crime and Disorder: 634; Income Deprivation Affecting Children: 488 and Income Deprivation Affecting Older People: 447.

## 4.3 Consultation Process

STAGE	CONSULTATION METHOD	DATE	VENUE	ATTENDANCE / RESPONSES
Information Gathering	Village Action Group Meeting	Friday 9 <sup>th</sup> March 2012.	Jerrettspass Village Hall	7
	Baseline Questionnaires	March 2012	N/A	6 (See Appendix A)
Draft Proposals	Open display for Councillors	16 <sup>th</sup> March & 20 <sup>th</sup> April	Council Offices Newry	N/A
	Public Exhibition	30 <sup>th</sup> April to 11 <sup>th</sup> May	Jerrettspass Village Hall	N/A
	Public Consultation Questionnaires	May 2012	N/A	1

<b>Draft Village Renewal and Development Plan</b>	Draft Plan presented to Project Steering Group	21 <sup>st</sup> June	Council Offices Newry	N/A
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Consultation with key stakeholders and statutory agencies was also undertaken in the development of the plan. Newry and Mourne District Council, Planning Service NI, Roads Service, Department for Regional Development - Street Lighting, British Telecom, Northern Ireland Electricity, Northern Ireland Water, Translink and Northern Ireland Environment Agency were all consulted.

#### 4.4 Consultation Findings

##### 4.4.1 Information Gathering Stage

###### Site Visits

This section of the report provides a summary of the key points and issues observed during our site visits in February 2012.

- There is poor signage to the village from the main A27 road. The entrance to the village is also poorly defined.
- The village is able to support basic services for example a shop and primary school.
- Although there is a play area within the village it is in very poor condition and there is evidence of anti-social behaviour and vandalism.
- The parking provision within the village is poor and is often not delineated.
- There is insufficient car parking provision at St. Mary's Primary School.
- The speed of vehicular traffic passing through the village is a concern for local residents.
- There is no community centre within the village and community capacity is poor.
- There is a lack of outdoor green space which can be used for example as a seating area.
- Pedestrian routes are in a poor condition and there is a distinct lack of pedestrian signage and street furniture.

#### SWOT Analysis

The SWOT Analysis below is a summary of the information gained during the early information gathering stage. The strengths, weaknesses, opportunities and threats were identified during the initial consultation workshop and the initial questionnaire which was circulated throughout the community. The questionnaire addressed a range of factors, focusing on 3 general themes of Planning and Infrastructure, Essential Services and Economic and Community Development.

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>• Small settlement has a community shop.</li> <li>• Village well kept no problems with vandalism.</li> </ul>	<ul style="list-style-type: none"> <li>• High speed of through traffic.</li> <li>• No clean and safe place for children to play.</li> <li>• Existing play area in bad condition.</li> <li>• Parking at local primary school needs to be improved (dangerous in wet weather).</li> </ul>
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>• Upgrade Playground / potential for inclusion of a Multi-Use Games Area (MUGA).</li> <li>• Introduction of Gateway Signage &amp; Artwork.</li> <li>• Communal building / café to promote social interaction. Fun days for family &amp; kids.</li> <li>• GAC could be enhanced to provide facilities for all age groups.</li> <li>• Traffic calming measures at Lurganare cross.</li> </ul>	<ul style="list-style-type: none"> <li>• There is not good community capacity.</li> </ul>

**Key Issues / Opportunities**

The list below is a summary of the main issues and opportunities that have come to light as part of this process and particularly through the questionnaires.

- Upgrade Playground / potential for inclusion of a Multi-Use Games Area (MUGA).
- The council owns the existing playground facilities.
- Introduction of Gateway Signage & Artwork. Issue was raised about defining the entrance to the village.
- Communal building / café to promote social interaction. There is derelict land beside the existing shop, part of which is used for parking. The ownership of the land still needs to be established along with any existing proposals.
- Fun days for family & kids.
- GAC could be enhanced to provide facilities for all age groups.
- Traffic calming measures at Lurganare cross.
- Community capacity needs to be built up.

**4.4.2 Draft Proposals**

The draft Plan was put on public display in Jerrettspass Village Hall for a two week period from Monday 30<sup>th</sup> April until Friday 11<sup>th</sup> May 2012. In order to gain feedback from the public a questionnaire was available for completion.

Unfortunately, there was only one questionnaire returned during the public consultation exercise. Importantly, the content of the draft village plan was approved by the Village Action Group prior to the public consultation exercise. Subsequently the large response to the baseline questionnaires forms the basis for the prioritisation of the proposals i.e. the proposals which are of highest priority were selected on the basis of the issues which respondents highlighted were of most concern.



**'Village Renewal and Development plans'  
Newry Villages Community Questionnaire**



**Lurganare**

1. What is your interest?

Business	Community Group	Individual	1
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**Section 1 – Proposals**

2. Please select how you feel about the following proposals:

Ref.	Proposal	Like	Dislike	No Opinion
A	Gateway Signage and Artwork.	1		
B	Introduction of Planter Boxes with floral displays.	1		
C	Upgrade of Play Area.	1		
D	Multi-Use Games Area (MUGA).	1		
E	Potential for communal building / café to promote social interaction.	1		
F	Traffic Management Strategy with traffic calming measures.	1		
G	Parking Strategy with extra provision of car parking spaces as appropriate.	1		
H	Lighting Provision along School Road from village centre to St Mary's Primary School.	1		

If you wish to provide additional comments about any of the above proposals please expand on your answers below or on a separate sheet:

**Section 2 – Prioritising the Proposals**

3. Please identify in the table below how you would prioritise the following proposals (i.e. 1 = Highest Priority , 5 = Lower Priority):

Ref	Proposal	Rank Order							
		1	2	3	4	5	6	7	8
A	Gateway Signage and Artwork.		1						
B	Introduction of Planter Boxes with floral displays.		1						
C	Upgrade of Play Area.	1							
D	Multi-Use Games Area (MUGA).		1						
E	Potential for communal building / café to promote social interaction.			1					
F	Traffic Management Strategy with traffic calming measures.	1							
G	Parking Strategy with extra provision of car parking spaces as appropriate.		1						
H	Lighting Provision along School Road from village centre to St Mary's Primary School.	1							

**Section 3 – Additional Comments**

4. Is there anything which you feel you would change / modify in the Village Plan? Or any additional proposals which you would like to see included? (Please provide details below or on a separate sheet):

The Green at the back of Cluain Air that runs into Barr Crescent is dangerous for children in that the fence has been flattened in places and parts of it are sticking up. Some of the supporting posts are falling and are dangerous. It has become very unsightly and any effort to fix it would be most welcome.

**Thank you for taking the time to complete this questionnaire.**



Gateway Signage & Artwork to promote the identity and highlight the entrance to the village. Local residents to contribute to the design of the artwork.



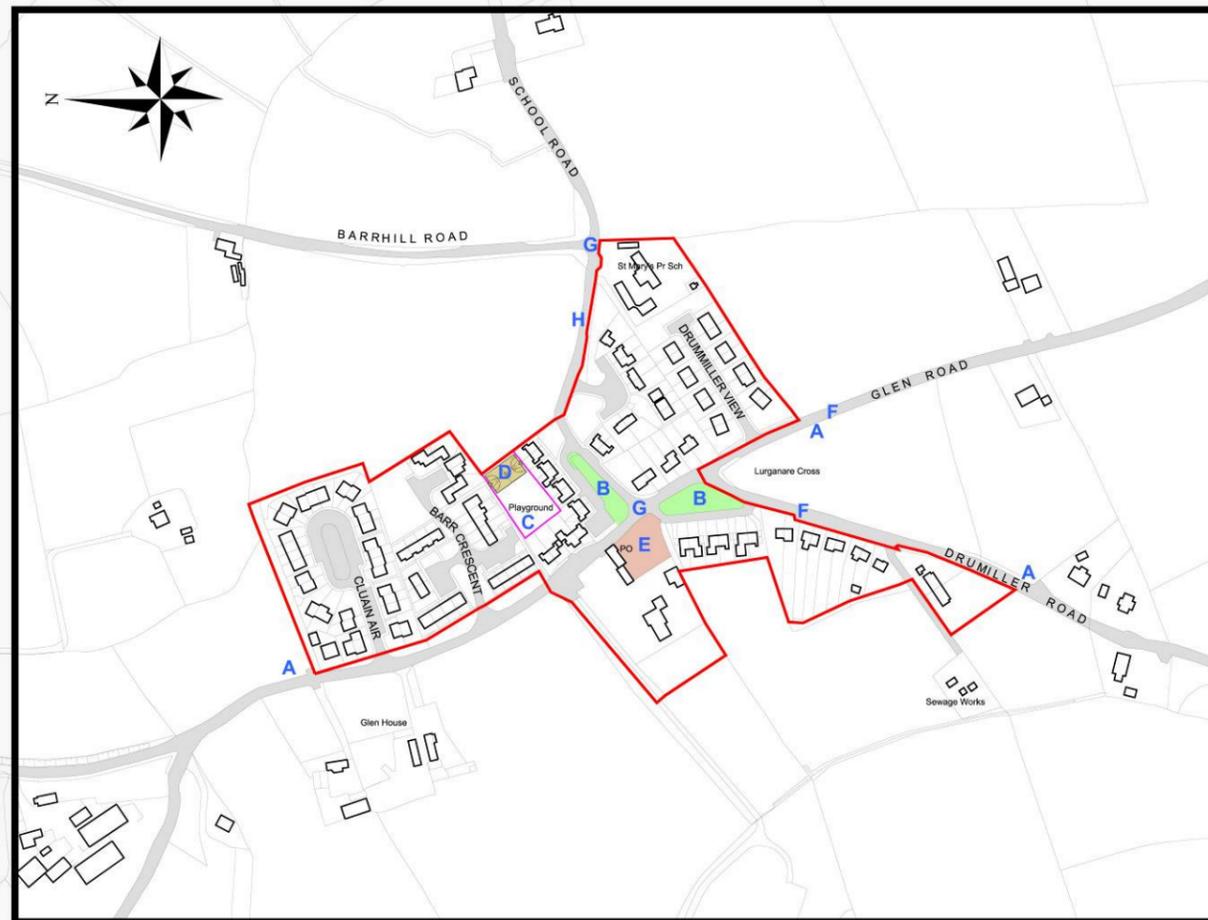
Planting along the edge of the main roads and at the entrance to the village to enhance the appearance of the village.



Car parking spaces to be more clearly defined throughout the village. Parking Strategy to be developed for the village with an Audit of the existing parking at the Primary School. Proposals for additional parking provision would then be developed as appropriate.



Potential Development Site adjacent to the post office.



**PROPOSALS**

- A - Gateway Signage & Artwork.
- B - Introduction of Planter boxes with floral displays.
- C - Upgrade of Play Area.
- D - Multi-Use Games Area (MUGA).
- E - Potential for communal building / cafe to promote social interaction.
- F - Traffic Management Strategy with traffic calming measures.
- G - Parking Strategy with extra provision of car parking spaces as appropriate.
- H - Lighting Provision along School Road from village centre to St Mary's Primary School.

**KEY**

- SETTLEMENT DEVELOPMENT LIMIT
- GREEN OPEN SPACE
- COUNCIL ASSETS
- POTENTIAL DEVELOPMENT SITE



New entrance signs, road narrowing, advisory speed limit of 30mph and crossing points added to facilitate pedestrian movement throughout the village.



Upgrade to playground to include an assortment of equipment to provide children with a variety of play interest. This would also include the provision of new boundary fencing and signage, to assist in protecting it from vandalism.



Multi-Use Games Area provides facilities for young people to undertake a variety of sports.

4.5 Initiative

4.5.1 Upgrade of Play Area

The photograph below shows the existing playground within Lurganare. The initial consultation process highlighted the poor condition and lack of variety in the play equipment provided as a major concern. The sketch and image below are indicative of the type and scale of play area which could be accommodated within the existing playground site in Lurganare. The proposed play area should provide play facilities for a range of ages and abilities. The play facilities with their associated soft landscaping, pathways and seating facilities will define the space and create a child friendly environment within the housing development and village of Lurganare.



4.5.2 Traffic Management Strategy

Traffic Management through the village was identified as a major concern during the initial consultation. This is caused by a combination of the large amount of through traffic at speed and the poor definition of the entrances into the village. In order to address this issue consultation with DRD Roads Service will be necessary to establish any possible traffic calming measures including speed cameras and / or speed bumps.



Similarly to Jerrettspass it was highlighted that in Lurganare there is a lack of and poor definition of car parking spaces. This is particularly evident next to the post office and St Mary's (Barr) Primary School. The images below illustrate how the spaces could be more clearly defined.



This proposal also includes the introduction of signage to warn motorists that they are approaching the village. This could also be achieved through the introduction of gateway features. Gateway features are also extremely important when providing first impressions of the area and promoting the community identity.

4.6 Action Plan

ACTION PLAN						
Initiative	Key Stakeholders	Priority	Timescale	Potential Funding Opportunities	Actions	Indicative costs**
Gateway Signage and Artwork.	LC, NMDC, Priv, PS, RS, DCAL, AC	M	S	NMDC, RDP, AC	Feasibility study, design work, statutory approvals, installation of gateway signage and artwork.	£65,000 - £75,000
Introduction of Planter Boxes with floral displays.	NMDC, LC, Priv, RS	M	S	NMDC, Lot, RDP	Installation, Management and Maintenance.	£10,000 - £15,000
Upgrade of Play Area.*	NMDC, LC, DCAL, PS	H	S	NMDC, Lot, RDP	Design works, statutory approvals, upgrade works to play area.	£50,000 - £100,000
Multi-Use Games Area (MUGA).	LC, NMDC, SNI, DCAL, PS	L	L	NMDC, Lot, RDP, SNI, DCAL	Feasibility study, design work, statutory approvals and construction of MUGA.	£60,000 - £90,000
Potential for communal building / café to promote social interaction.	LC, Priv, NMDC	L	L	Priv, NMDC	Feasibility study.	£200,000 - £300,000
Traffic Management Strategy with traffic calming measures.*	RS, NMDC, LC	H	S	RS	Review of feasibility of traffic calming measures. Consultation with RS, road improvement works. Translink have advised that at present there are no plans to change bus stops in the near future. They will work with the community if changes are needed to fit into the proposed schemes.	£5,000 - £10,000
Parking Strategy with extra provision of car parking spaces as appropriate.	RS, NMDC, LC, PS, Priv	M	M	NMDC, RDP, RS	Preparation of parking strategy. Consultation with RS, road improvement works. Provision of car parking if deemed appropriate and achievable.	£5,000 - £25,000
Lighting Provision along School Road from village centre to St Mary's Primary School.	DRD, SELB, LC, Priv, RS	M	M	NMDC, RS	Design and installation of new street lighting.	£75,000 - £100,000

Priority: H = High  
M = Medium  
L = Low

Timeframe: S = Short (1-3yrs)  
M = Medium (3-7 years)  
L = Long (7-15years)

Delivery Agents, Funders an Stakeholders:

AC	Arts Council	NITB	Northern Ireland Tourist Board
MNDC	Newry & Mourne District Council	Priv	Private Sector
DCAL	Department for Culture, Arts and Leisure	PS	Planning Service
Lot	Lottery Funding	PSNI	Police Service of Northern Ireland
RS	Roads Service	SHSCT	Southern Health and Social Care Trust
RDP	Rural Development Programme	SELB	Southern Education and Library Board
NIEA	Northern Ireland Environment Agency	SNI	Sport Northern Ireland
NIHE	Northern Ireland Housing Executive	DOE	Department of Environment
		LC	Lurganare Community

\* Projects which have been outlined by the community as a High Priority are outlined in more detail in the Initiatives section of this report.

\*\* Capital cost estimates have been produced in the absence of any design information and are purely indicative of costs for works of this nature. All figures are exclusive of VAT, Inflation, Professional Fees, Statutory Authority Charges and Land Purchase.

## 5 Implementation

### 5.1 Potential Funding Streams

#### 5.1.1 Northern Ireland Rural Development Programme 2007-2013

The European Union has set three main themes within which all Member States are to focus their Rural Development Programmes. These themes (known as axes) are:

Axis 1 – Improving the competitiveness of agriculture and forestry by supporting restructuring, development and innovation

Axis 2 – Improving the environment and countryside by supporting land management

Axis 3 – Improving the quality of life in rural areas and encouraging diversification of economic activity

They also require at least part of all Rural Development Programmes to be delivered through a “LEADER-type approach” – under the NI Rural Development Programme 2000-06, numerous partnerships delivered parts of the Programme within their own geographical area.

The Northern Ireland Rural Development Programme 2007-13 (the “NIRDP”) contains a number of measures under each axis. These measures are specific areas where support is to be targeted. Each measure was selected from a menu of options provided by the European Union in order to target the aspects of rural life that are most important to Northern Ireland.

SOAR will deliver the following Axis 3 measures under the NIRDP using a ‘LEADER’; approach, that is, local people making local decisions.

Measure	Objective	Eligible Applicants	Type of Projects
<b>3.2 Business Creation and Development</b>	To create employment opportunities through promoting entrepreneurship and developing the economic infrastructure in rural areas.	Applicant businesses must be located in a rural area and have less than 10 employees (FTE – Full Time Equivalents) and an annual turnover of less than €2 million. These limits apply to individual or linked companies.  They may be;  private individuals, aged over 18 years;  private companies or partnerships  social economy enterprises*.  This measure will not provide support for applicants eligible under measures 3.1 and 3.3	Activities could be similar to those funded via the Northern Ireland LEADER+ Programme. Types of projects that might be supported under this Measure could include: <ul style="list-style-type: none"> <li>• Day-care facilities</li> <li>• Waste management facilities</li> <li>• Crafts</li> <li>• Traditional skills</li> <li>• Innovative manufacturing businesses</li> <li>• Light engineering</li> <li>• Innovative services</li> <li>• Renewable energy initiatives (as part of a larger project)</li> </ul>
<b>3.3 Encouragement of Tourism Activities</b>	To use the natural resources in Northern Ireland’s rural areas to attract visitors, and create new employment opportunities through the sustainable development of the rural economy.	Applicant businesses must be located in a rural area.  They may be; <ul style="list-style-type: none"> <li>• private individuals, aged over 18 years;</li> <li>• private companies or partnerships</li> <li>• social economy enterprises*</li> </ul>	<ul style="list-style-type: none"> <li>• New and existing tourism products can be supported under this measure e.g. Activity tourism</li> <li>• Niche/specialist tourism markets/local crafts or produce Eco-tourism</li> <li>• Self-catering accommodation</li> <li>• Rural Signature Projects – enhancement or development of significant tourism infrastructure projects or programmes that impact significantly on rural tourism. Applicants will have to demonstrate</li> </ul>

		<ul style="list-style-type: none"> <li>• non departmental public bodies</li> <li>• councils</li> </ul> <p>This measure will not provide support for applicants eligible under measure 3.1.</p>	fit with local strategies.
<p><b>3.4</b></p> <p><b>Basic Services for the Rural Economy and Rural Population</b></p>	To improve or maintain the living conditions and welfare of those living in rural areas, and to increase the attractiveness of such areas through the provision of more and better basic services, for the economy and the rural population.	<p>Applicant businesses must be located in a rural area. They may be:</p> <ul style="list-style-type: none"> <li>private individuals, aged over 18 years</li> <li>social economy enterprises</li> <li>social economy enterprises*</li> <li>councils</li> </ul>	<p>Examples of project could include:</p> <p>Outreach work providing access to a wide range of services (health &amp; well being; education; benefits; jobs; financial and debt counselling)</p> <p>‘Door-step’ delivery of a range of services</p> <p>ICT Services which provide access to information on housing; healthcare; benefits; jobs; financial and debt counselling; education or other services to rural communities</p> <p>Sharing of equipment and premises in order to deliver value for money services</p> <p>Better or multiple usage of existing or new community buildings or other public facilities in providing access to a wide range of services e.g. housing a number of key services such as healthcare; training; IT; childcare; library; community shop; pharmacy or other service provisions in the one building.</p>
<p><b>3.5</b></p> <p><b>Village Renewal and Development</b></p>	To enable and encourage residents of villages and surrounding areas to create a vision and an integrated action plan to ensure the full	<p>Applicant businesses must be located in a rural area. They may be:</p> <ul style="list-style-type: none"> <li>• private individuals, aged over 18 years</li> </ul>	<ul style="list-style-type: none"> <li>• Examples of projects could include: Village Action Plans</li> <li>• Streetscape improvements</li> <li>• Aesthetic improvements</li> <li>• Promoting greater community inclusiveness/participation</li> <li>• Greater use of existing buildings</li> </ul>

	potential of such areas is achieved; To support integrated village initiatives	<ul style="list-style-type: none"> <li>• social economy enterprises*</li> <li>• social economy enterprises*</li> <li>• councils</li> </ul>	
<p><b>3.6</b></p> <p><b>Conservation and Upgrading of the Rural Heritage</b></p>	To create opportunities to preserve and upgrade Northern Ireland’s rural heritage and to use the natural and built environment as the basis for sustainable economic growth in rural areas.	<p>Applicant businesses must be located in a rural area. They may be:</p> <ul style="list-style-type: none"> <li>• private individuals, aged over 18 years</li> <li>• social economy enterprises*</li> <li>• social economy enterprises*</li> <li>• councils</li> </ul>	<ul style="list-style-type: none"> <li>• Examples of projects could include: Monument/heritage site conservation and protection</li> <li>• Access/signage/information re heritage sites</li> <li>• Culture, history and heritage</li> </ul>

**5.1.2 Big Lottery Fund Village ‘SOS’ Scheme**

Village SOS began in 2010 when six enterprising UK rural villages won Big Lottery Fund investment of around £400,000 to revive their communities through new business ventures.

Each village could draw on the expertise of their own Village Champion, a business expert who lived in the local area for one year, and use their knowledge and skills to get the local enterprise up-and-running.

Today, Village SOS aims to build on the experience of these ten projects and inspire the whole nation to join in and take the bold step towards starting a new business that will regenerate their own community.

Ongoing support, including expert advice and events, is on offer to help community led business ventures get off the ground, breathe new life into their areas, create new jobs and improve the quality of life of local people.

Funding through this scheme is open to all rural villages or small town with a population under 3,000 therefore Jerrettspass and Lurganare are eligible.

A community enterprise is a business that is owned and run by the community. With time, a community enterprise should be able to sustain itself without having to

rely on grants or other public funding and any surplus is reinvested back in to the community.

There is a wide range of community enterprise ideas which can be funded, such as village shops, community transport, training schemes, cafes and tea rooms, woodland projects, broadband initiatives, energy schemes and much more besides.

We are interested in original ideas that really take advantage of your local assets, whether human or physical. You should think carefully about the skills and experience local people have; one residents' hobbies or skills could become a successful and sustainable enterprise. And why stop there when you could have a whole range of products or services, all produced or delivered by local people with unique skills. You could also take advantage of local natural resources, technology or buildings.

Voluntary and community groups or organisations, social enterprises and some parish, town and community councils are eligible for funding:

- a registered or unregistered charity
- a community group such as a village committee, association or trust
- a village or community-based co-operatives
- a social enterprise or a company that reinvests any profit back into the community.

More information can be found [www.villagesos.org.uk](http://www.villagesos.org.uk).

### 5.1.3 PEACE III Programme

PEACE III Programme is a distinctive programme part-funded by the European Union (€225 million from the EU with further national contributions of €108 million) through its Structural Funds programme. The full title of the PEACE III Programme is the EU Programme for Peace and Reconciliation in Northern Ireland and the Border Region of Ireland. The programme covers the period 2007-2013.

The main aims of the PEACE III Programme are to reinforce progress towards a peaceful and stable society and to promote reconciliation by assisting operations and projects which help to reconcile communities and contribute towards a shared society for everyone.

The programme is divided into two main priorities. These are:

- Reconciling Communities

- Contributing to a Shared Society

It delivers these priorities through “themes” - these themes are:

- To build positive relations at the local level
- To acknowledge the past
- To create shared public spaces
- To develop key institutional capacity for a shared society

PEACE III follows on from the PEACE I and PEACE II Programmes and will carry forward some of the key aspects of the previous programmes. PEACE III has a renewed emphasis on reconciliation. Like the earlier programmes, it also has a focus on cross-border initiatives.

Operations and projects in the PEACE III Programme are delivered by Lead Partners which are public bodies or their equivalent.

There is a new strategic approach to achieve maximum impact from the funding available from the PEACE III Programme. As a result, community and voluntary groups can access PEACE III Programme funding in a new way.

Local Councils in Northern Ireland have formed themselves into eight clusters and play a much more strategic part in the delivery of PEACE III. The six County Councils in the Border Region of Ireland have the same role. Working in partnership with communities, they have developed local Peace and Reconciliation Action Plans.

PEACE III remains committed to a strong emphasis on the “grass roots up” approach to the development of projects which address shared issues and concerns. Community and voluntary groups are encouraged to contact their local authority for information on their cluster’s or County Council’s “Peace and Reconciliation Action Plan”, which may contain a small grants programme and opportunities to tender for the delivery of projects in the future.

Community and voluntary groups which are considering developing projects relating to acknowledging and dealing with the past should contact the Consortium of Pobal and the Community Relations Council (CRC), which has been appointed to deliver this theme.

#### 5.1.4 Northern Ireland Environment Agency (NIEA) Funding

The Historic Buildings Unit (HBU), as part of the Northern Ireland Environment Agency (NIEA) Built Heritage Directorate, is responsible for the protection of the built heritage. In carrying out this function, HBU operates the relevant provisions of the Planning (NI) Order 1991. The statutory authority to provide grant-aid is detailed in Article 106 of the Planning (NI) Order 1991.

##### Historic Buildings Grant Aid Scheme

To assist with the protection and retention of the 'special' interest of these historic listed buildings NIEA: HBU provide grant-aid for the repair or maintenance of listed buildings through the Historic Buildings Grant-aid Scheme. Advice on grant eligibility of buildings should be directed to the NIEA Historic Buildings Grants Team.

##### Built Heritage at Risk Northern Ireland (BHARNI)

Built Heritage at Risk Northern Ireland (BHARNI) is a programme run by NIEA in partnership with the Ulster Architectural Heritage Society (UAHS) to identify listed buildings at risk. The aim of the programme is to support community organisations etc in their efforts to acquire, repair and re-use such buildings. NIEA has advised that it can offer financial assistance to Building Preservation Trusts to assist with the acquisition of listed buildings 'at risk'.

## 6 Conclusion

The Village Renewal and Development Plan for Jerrettspass and Lurganare presents an ambitious yet achievable list of projects and initiatives which will help the villages reach their full potential.

At the local scale they are a comprehensive set of projects and proposals which will address the needs of the local communities. The Plans were strongly consultation led and therefore represent the hopes and aspirations of the communities.

## Appendix A Baseline Questionnaires – Jerrettspass



### 'Village Renewal and Development plans' Newry Villages Community Questionnaire



Northern Ireland Rural Development Programme 2007 - 2013

Settlement: **Jerrettspass**

1.	What is your interest?	Business	1	Community Group	12	Individual	22
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#### Section 1 – Planning and Infrastructure

2. Please indicate which of the following issues are of concern or interest to your group:

ISSUE	Major Concern	Some Concern	No Concern
Traffic congestion/ Speeding through traffic	25	6	1
Parking availability	27	3	2
Pedestrian accessibility	14	21	6
Vehicular accessibility	11	10	18
Accessibility for disabled persons	11	12	5
Availability of housing for local people	6	19	8
Impact of new housing on your village	4	5	20
Quality of existing road network in the village	7	19	11
Sewage and Mains Water supply	1	6	23

If you indicated that you have concerns about any of the above issues please expand on your answers below or on a separate sheet:

Major issues with parking in village and also of speed of traffic through village. Speed restrictors needed and also pedestrian access so that make area much safer for children and parents would be more prepared to use village hall for activities.

Parking is main problem in village. None available and when events on in any of the halls area becomes very dangerous. X4

Major concerns about crossing Tandragee / Newry Rd from Knockduff and Carrickrovaddy Road – very poor vision. X5

Lack of parking at church and village halls. X8

Nowhere to park for visitors – need more vehicular accessibility. X2

Lack of parking for walkers on the towpath.

Speeding traffic on main road through village. X15

Cars park on both sides of road and so block the vision of drivers exiting from Kilrea Rd and Carrickrovaddy Road. X4

Cycling and pedestrian access across the Tandragee Rd to towpath extremely hazardous due to speed and volume of traffic.

Vehicles need to be made aware of village entrances and possibility of pedestrians crossing so they can adjust speed.

Village is lost for new housing development.

Very concerned at the speed of traffic through the village especially with emerging traffic on days/nights off meetings at village hall. Where there is little to no parking facilities and certainly no consideration to people with physical disabilities and senior citizens.

New houses would be great.

Speeding traffic is our main concern. We propose 30mph zone to facilitate children and adults in and out of the two halls in the village. The existing road network into the village is a disaster – its very difficult coming from the Carrickrovaddy Road to cross over or turn left or right. Parking availability is another concern.

Traffic passing through the village shows no regards for pedestrian or other road users. The speed some vehicles pass through is truly unbelievable. Village parking is almost non existent.

Cars and lorries going too fast through the village. I would like to see a 40mph speed limit. Parking is also very limited.

Searce Rd always full of potholes and flooding.

Quality of water often murky and not clear

No public parking made available in village – concern.

Pavement is narrow at the church hall.

The turn off on the right to the towpath and on the left to the Knockduff Rd is a danger to pedestrians because of speeding through traffic.

Speeding through traffic – speed limit should be restricted to no more than 40mph. Vehicular traffic passing through village should be slower.

Parking – local village hall is right on the main road and parking is restricted. Also dangerous at the moment because of speeding traffic.

Parking has been restricted in village due to DOE footpaths which prevent off road parking near village halls. New housing in the village would detract from the present ambience of the village.

Vehicular accessibility – the halls in the village are hard to access / park.

Post office van – parking and access is not very suitable and is a high H&S risk.

Road crossing – with traffic speeds currently through the village pedestrian crossing with lights would be safer.

Disabled access – see comments on parking above, availability of housing – properties currently vacant and derelict.

3. Are there any development opportunity sites (i.e. sites or buildings which are derelict, or underused/vacant land, or something that may be described as an 'eyesore') within the village that you are aware of? If yes, where and what would you like to see developed?

Yes.

No.

There are derelict buildings but unsure of ownership.

Two derelict houses beside water pumping station. X6

Beside pumping station would be ideal to be redeveloped for housing to increase population on area.

A carpark / picnic area could also be located at this location to increase users to the towpath / canal. X2

Shop / PO now unused – potential for development – village and passing trade. X4

Vacant buildings and unused land adjacent to village. X2

Some vacant land opposite halls would do for car parking and safe access across to village hall. X3

Derelict telephone house. X2

Derelict farm house / building beside church.

Yes a section of Knockduff Rd at the bottom of Searce Lane is used as a tip for people unknown and is a total eyesore.

Definite local economic / tourism opportunities that could be led by local group / committee.

Not aware of any derelict properties but need to develop existing community hall / properties.

Lock house restoration on Newry canal.

Two houses derelict in village and an eyesore. Land opposite to the porter shop could be developed into car park for use by visitors to the village with safe access to the towpath and community services e.g. post van.

**Section 2 – Essential Services** (Please expand on answers if possible)

4. Please indicate which of the following issues are of concern or interest to your group:

ISSUE	Major Concern	Some Concern	No Concern
Provision and access to local healthcare facilities	3	4	14
Provision and access to educational facilities	4	18	11
Quality of public open space	8	9	6
Availability of play areas for children	12	10	4
Public transport service in the area	5	12	10
Provision of public leisure facilities	12	7	6
Quality and provision of retailing/local shops	15	11	2

5. What services are you aware of and are you happy in general with the range of services currently provided?

Art and craft classes. X2

More fitness needs to be available.

Art and craft classes and used to be a walking club.

There is a mobile PO – a proper PO facility would be appreciated by local people. X2

PO van visits 4 days per week. X3

Opportunities to develop local community facilities such as the hall for providing services i.e. a crèche and part time shop.

Community hall offers variety of classes.

Women's Institute and Girl Guides use hall facilities.

School children are not able to avail of public transport, hence totally reliable on the car for all journeys.

No services provided in village. I feel that the towpath should be used better in that a playground / toilet could be installed at Jerrettspass, or a water tap to drink from, this would encourage users of the towpath to walk it and take families to picnic at it.

Services are very poor in this area.

Better use could be made of the canal passing through the village i.e. some facilities such as toilets and perhaps a coffee shop / restaurant.

Updating of community hall. X2

Community hall needs assistance to maintain level of standard necessary to townfolk.

There are none of the above [Q4 list] in the village. The one shop and post office were closed last year.

Current public services are limited in the area. With closure of the only shop retail outlets

for locals are up to 5 miles away in either direction. There is currently a mobile PO van but services from it are time bound and limited.

We would need children's facilities crèche etc, play area. Public transport is very poor and we have no shops nearby.

Not aware of any official services in the village although I am aware of some community group activities.

Limited bus service and PO service plus library bus.

6. What other facilities or services do you feel should be provided for the village?

Internet provision in village hall so computer classes, digital camera classes etc could be run if funded provided for this access and computers.

Toilets especially when using towpath. X5

Local shop, café, toilets. X6

Local shop and PO.

Picnic area for tourist orientated visitors to help connect the towpath to the village.

Local shop, restaurant, coffee shop are a few suggestions.

Upgrading of community hall. X2 (for more use of the hall i.e. OAP get together once or twice a week – providing a lunch for them.)

Public transport. X2

Public car parking facilities.

Towpath lacking development, picnic area, play area, drinking tap and toilets. Also a car park to encourage people to use towpath.

OAP lunch and get together.

Concerts and limited game facilities.

No retail outlet nearer than Newry. Closure of local post office not ideal. No local taxi service.

Local shops e.g. a chemist, bakery, vegetable and flower shop. Arts and crafts.

Greater awareness of public services available is needed.

Business is needed. Pleasure facilities needed to extend the canal.

Local crèche / playgroup facilities and after schools clubs / mother and toddler groups.

No grassed area for children to play.

Elderly residents would benefit from local retail and also for use by visitors.

**Section 3 - Economic and Community Development –** (Please expand on answers if possible)

7. Are there any attractions which you feel could be developed for tourists or for use by local people?

Towpath – availability of toilets and safe parking. X8

Towpath improvements. X10

Towpath access point in village for visitors and as stop off point.

A café and place for walking at the towpath with seating. X3

Expand towpath use – have tea room / toilets available. X4

Shops, toilets and car parking facilities.

Local park / play area. X3

Existing significant attractions include towpath and Drumbarger disused railway tunnel.

Signage for towpath not obvious from village centre and non existent to tunnel.

Within a mile of Jerrettspass is the Lissummon tunnel (disused) it already attracts keen walkers and historians, I feel it should be better publicised and also better access into it could be created. Maybe get onto Ulster way or create a tourist trail from Jerrettspass village.

Lissummon Tunnel (tunnel is the longest of its kind in the British Isles) X2

Grass cutting around canal bridge.

Update of the village hall. X2

Lands adjacent to the towpath should be developed as a community recreational resource as well as visitors to locality walking and cycling on the towpath.

8. Are there any features or assets within your village which you feel should be actively conserved?

Newry canal. X3

Yes.

No. X2

Canal itself could be cleaned out and opened to barges for tourists. Also it may encourage bird watchers if the canal was cleaned up new species may want to nest there.

Lissummon tunnel has no signage it is very hard to find.

Towpath tunnel and village shop opened again.

Scale and form of the village.

Porters shop and the village hall should be actively conserved. X4

Local shop closed as PO removed their service from it, if canal opened to waterway maybe café at picnic area or café on barge also encourage horse riders to avail of towpath.

Canal bridge could be more attractive and needs conserving as part of the village heritage.. X3

Village Hall / Church Hall. X2

Local residents have planted flowers and I feel that could be supported by council.

The former PO should be conserved as been the historical heart of the village, conserved inside and out for everyone to enjoy.

Red telephone box.

2 no. lock keeper cottages should be restored. X2

9. Are there good small business opportunities?

Tearoom.

Shop / coffee shop (for towpath). X4

Local shop – for use by local people plus passing trade – walkers on towpath and passing cars. X2

Yes, tourism to Lissummon tunnel and the towpath.

Yes, a need for a shop, supermarket post office hairdressers and petrol station.

Yes. X4

No. X4

There are business adjacent to the village.

If things were improved, one never knows.

I feel there should be some openings for a small retail outlet.

Such opportunities could be exploited seasonally and are tourist related i.e. coffee shop in former shop or even the village hall to create local village wealth and focal point for local people.

The tunnel in nearby Lissummon (3 mile long railway tunnel) could be conserved as a business opportunity.

Opportunities for light industry linked to farm diversification.

Provision of services to local community and visitors – small retail / craft shop.

10. Are there sufficient facilities available to local community groups and are they well used?

Some facilities but poorly supported. X2

Two halls (church hall and village hall) both in frequent use but very little room to park. X4

We have a village hall and there are several activities held from sewing classes to WI. X2

Yes. X4

No.

Yes there are sufficient facilities for community events but parking is always a major issue.

Very little facilities. Updated of community hall would help greatly. X2

Poor facilities. Not well used. Hall in not attractive condition.

The community hall is comfortable but needs some modernisation. I feel it is well used.

Yes, alas there are not enough people interested.

There is a village hall that is well used but assistance (financial and physical support / guidance) would be needed to develop it into a facility fit for the activities that go on in it. X3

Could do with more.

Internet access for local community who have no personal access.

11. Are there regular or well known community events or festivals? If not, what would you like to see?

There are events associated with the Presbyterian Church taking place in church hall sometimes.

The village hall hosts sales, auctions etc. X4

Yes. X3

No. X3

No. Speeding traffic dealt with and then decide.

There are some classes in village hall. X2

None. Youth events. Concerts, plays and dances.

No there are not, however I'm not sure what would be good for a event / festival.

Much more cross community. X2

There are no festivals. We would like to see more use of village hall and get together of OAP but hall needs updated. X2

Not known, but there would be opportunities with the right help.  
Not known, but the Newry city marathon runs through the village.

**Section 4 - General**

Please tick the following statements to indicate your opinion:

Statement	Strongly Agree	Agree	Strongly Disagree
The village is a generally attractive environment	6	20	4
The village centre has good places to eat and drink	1		29
The village is easy to find	9	22	4
Directions to public facilities are clearly signed	1	7	20
The village has an identifiable centre	2	10	16
The approach to the village is attractive and welcoming	3	9	15
The streets are kept clean of litter	8	22	3
Graffiti and vandalism in the village are a problem	1		29
There is a clear vision for the village centre		11	17
Street furniture is well maintained	1	11	6
Pavements are uncluttered and in good repair	3	19	3
There is value for money in local shops		2	16
There is a good choice and range in shopping			24
There are suitable traffic calming measures		5	27
The police are involved in initiatives to cut crime		7	13
There are distinct and well used car parks		2	26
Building fronts and facades are well looked after	2	17	8
The village has a vibrant atmosphere		7	16
There is sufficient street lighting	5	25	1
The village is safe to walk around at all times	9	19	4

If you wish to expand on your answers to any of these statements please do so below or on a separate sheet:

When events / functions held, because of lack of parking pavements are used for parking and leaves it very unsafe for pedestrians and also other car drivers because there is no clear vision of oncoming traffic.

Name sign on main road should not be in Irish.

If you blink when driving through village you miss it, there is nothing to encourage passers by to stop. The towpath is a valuable asset to the village but could be improved upon if horse riders and walkers could drive a distance to Jerrettspass and park cars / horseboxes and use towpath with toilet and picnicking facilities maybe also a café. Definitely trying to reopen the canal would revitalise the village to tourism.

There are no public facilities or parking or street furniture or shops.

There are no traffic calming measures and traffic speeds through so I would not consider it to be a safe place to walk around at all times. X2

Suggest a 30mph limit to facilitate children and adults using the two halls in the village.

Coming from the Carricrovaddy Rd there is no clear vision.

There is a telephone box but you would be taking your life in your hands trying to cross the main road to get to it.

We the locals would love to see some of the above in our village.

I feel it is a pity not to have the post office and the village needs a retail outlet to cater for local residents and those enjoying walking at the towpath.

No car parks – pavements are almost nil.

Need more distinctive signage entering either side of the village. Should erect interpretive boards to explain and show history of the village and district. Opportunities should be looked at for finding a village focal point / centre i.e. the village hall should be seen as the focal point for everyone and developed for future generations.

Traffic travelling through the village is far too fast and needs to be restricted.

The village hall needs extensive renovation to bring it up to H&S standards.

Need more events and use of hall to make a vibrant village.

PO and shop closed by royal mail and replaced by mobile service.

# Appendix A – Baseline Questionnaires – Lurganare



## 'Village Renewal and Development plans' Newry Villages Community Questionnaire



Northern Ireland Rural Development Programme 2007 - 2013

Settlement: **Lurganare**

1.	What is your interest?	Business	Community Group	1	Individual	5
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### Section 1 – Planning and Infrastructure

2. Please indicate which of the following issues are of concern or interest to your group:

ISSUE	Major Concern	Some Concern	No Concern
Traffic congestion/ Speeding through traffic	4		2
Parking availability		3	3
Pedestrian accessibility		2	4
Vehicular accessibility		1	5
Accessibility for disabled persons	1		5
Availability of housing for local people		3	3
Impact of new housing on your village		2	4
Quality of existing road network in the village	1	1	4
Sewage and Mains Water supply	1	1	4

If you indicated that you have concerns about any of the above issues please expand on your answers below or on a separate sheet:

Traffic calming measures required at Lurganare Cross.  
Speeding through Lurganare – speed bumps needed.  
Parking Availability – At school and local playgroup parking availability can be a problem at school times.

3. Are there any development opportunity sites (i.e. sites or buildings which are derelict, or underused/vacant land, or something that may be described as an 'eyesore') within the village that you are aware of? If yes, where and what would you like to see developed?

The communal playing park is very poorly developed. Equipment is limited, poor use of space – not attractive to children at all.  
No.  
Yes – Youth club and field beside youth club that was earmarked for development for new football pitch and club facilities.

### Section 2 – Essential Services (Please expand on answers if possible)

4. Please indicate which of the following issues are of concern or interest to your group:

ISSUE	Major Concern	Some Concern	No Concern
Provision and access to local healthcare facilities		2	3
Provision and access to educational facilities	1	3	2
Quality of public open space	1	4	
Availability of play areas for children	5	1	
Public transport service in the area	1	1	4
Provision of public leisure facilities	1	3	2
Quality and provision of retailing/local shops	1	1	4

5. What services are you aware of and are you happy in general with the range of services currently provided?

Nowhere for kids to play.  
Playpark in bad condition.  
Parking at the local primary school could be improved.  
Opposite the school is a rough area which needs serious attention i.e. levelled and surfaced. At present it can be very dangerous in wet weather (I have witnessed cars slipping) and extremely dirty to let children and parents walk on.  
The playground in Lurganare is of very poor quality and could be significantly enhanced. There are a large number of families with young children in the area who would greatly benefit from a decent play area.  
Improve quality of green areas through summer seats / flower beds / hanging baskets.

6. What other facilities or services do you feel should be provided for the village?

Better play area.  
A communal building / café to increase social interaction between people.  
Post office.  
Play area.  
Green area / park. Summer seating in green areas. Flower beds in green areas. Hanging baskets.  
A clean, safe park for children to play.  
Children's Play Area.

**Section 3 - Economic and Community Development – (Please expand on answers if possible)**

7. Are there any attractions which you feel could be developed for tourists or for use by local people?

Local football club could be enhanced to provide better facilities for all age groups.

8. Are there any features or assets within your village which you feel should be actively conserved?

No.

9. Are there good small business opportunities?

Possible café.  
No.  
There are some local businesses in the area already – e.g. garden centre / mechanics / quarry / local shop.

10. Are there sufficient facilities available to local community groups and are they well used?

Limited space / equipment for exercise groups / classes.  
No.  
Youth Club and parish hall both used.

11. Are there regular or well known community events or festivals? If not, what would you like to see?

Events run through school / playgroup / football club – throughout the year – mainly as fundraisers.  
No – like to see funding for family and kids.  
Yes – St Patrick’s Day Event / Run Glenn Event / Dinner Dance.

**Section 4 - General**

Please tick the following statements to indicate your opinion:

Statement	Strongly Agree	Agree	Strongly Disagree
The village is a generally attractive environment		5	1
The village centre has good places to eat and drink			6
The village is easy to find		6	
Directions to public facilities are clearly signed		2	4
The village has an identifiable centre		1	4
The approach to the village is attractive and welcoming			6
The streets are kept clean of litter		4	2
Graffiti and vandalism in the village are a problem		3	3
There is a clear vision for the village centre			6
Street furniture is well maintained		3	3
Pavements are uncluttered and in good repair		6	
There is value for money in local shops		5	1
There is a good choice and range in shopping		2	4
There are suitable traffic calming measures		3	3
The police are involved in initiatives to cut crime		4	2
There are distinct and well used car parks		1	5
Building fronts and facades are well looked after		4	2
The village has a vibrant atmosphere		4	2
There is sufficient street lighting		5	1
The village is safe to walk around at all times		4	2

If you wish to expand on your answers to any of these statements please do so below or on a separate sheet:

N/A

Graffiti – a problem on the Bus Shelter.

Traffic Calming – 40 mph speed limit recently introduced. However, speed ramps would be more effective way of slowing traffic through Lurganare.

Approach to Lurganare and green areas within Lurganare could be significantly enhanced through flower beds / hanging baskets / summer seats.

Car Parking at School and Playgroup could be improved.

Signs to chapels / Parish Hall / Youth club from Lurganare may be useful.

## Appendix B Community Consultation Advertisement



COMHAIRLE AN IÚIR AGUS MHÚRN  
NEWRY AND MOURNE DISTRICT COUNCIL

Newry & Mourne Village Renewal Action Plans  
(South Armagh Plans)

**\* COMMUNITY CONSULTATION / VIEWING \***

Newry & Mourne District Council and its appointed consultants (URS) are currently working in partnership with a number of pre-selected local rural communities across the region to have a total of 13 Village Renewal Action Plans completed.

Draft proposals for the South Armagh Village Plans are now to be put on display from Monday 30<sup>th</sup> April 2012 until Friday 11<sup>th</sup> May 2012 in the following venues;

Crossmaglen / Creggan / Culloville Plan – Crossmaglen Community Centre, Creggan Church Hall & Culloville Youth Club

Cullyhanna / Dorsey Plan – WALD Centre Cullyhanna & Dorsey Community Centre

Mullaghbane Plan – Mullaghbane Community Centre

Whitecross / Ballymoyer – St Killan's GAC

Bessbrook/Camlough – Bessbrook Community Centre

Jerresspass / Lurganare - Jerresspass Village Hall

Newtownhamilton Plan – Newtownhamilton Community Centre

Altnamackin / Cortamlet – Cortamlet Primary School

Comments sheets will be available for you to have your say. Proposals can also be viewed and commented upon through the Councils Website of [www.newryandmourne.gov.uk](http://www.newryandmourne.gov.uk)

Council and Community Stakeholder groups would encourage local communities to come along to view the draft proposals and feed your views into the process.

Signed: Mr T McCall  
Clerk & Chief Executive of Council

This project is part funded under the Axis 3 of the Northern Ireland Rural Development Programme 2007-2013 by the European Union and the Department of Agriculture and Rural Development.

## Appendix C Inland Waterways Association of Ireland



### VILLAGE RENEWAL AND DEVELOPMENT PLAN FOR JERRETTPASS

BY PETER MAXWELL,  
ON BEHALF OF THE NEWRY AND PORTADOWN BRANCH, INLAND WATERWAYS ASSOCIATION OF IRELAND.

The position of Jerrettspass on the Newry to Portadown Canal gives it the opportunity of utilising this waterway to enhance its environs and create a tourism trade.

We consider that this is best achieved by raising the water level in the canal. This can be accomplished by the restoration of lock no. 7 at: J 0676 3230 about 1.2 kilometres south of the village. Ideally the entire lock should be reinstated but at least the upper cill should be repaired and the upper gates replaced. This would hold back a depth of water of about 1.25 metres from lock 7 to lock 8 at J 0616 3433, a distance of approximately 2.5 kilometres and centred on Jerrettspass. Ideally the canal should also be dredged to its original width but the cost of this is high and we feel that this could be left to a later date.

The benefits of raising the water level are numerous.

- It would improve the ambiance for walkers on the towpath as the canal would appear cleaner and with less apparent flow, in fact it would regain much of its original appearance.
- Re-watering this stretch would allow recreational use by small boats and canoes along 2.5 kms of canal.
- It would provide a great opportunity for angling. (Angling is the largest participatory sport in the UK).
- Jerrettspass would be the main access point for the re-watered stretch and bring opportunities for new tourism business.
- Having some of the canal restored, even to small craft, would give greater impetus to the campaign for complete restoration.

It is difficult to estimate a cost for this restoration as it depends on the requirements of the NIEA because the locks and canal are scheduled monuments. I would think that total re-instatement of lock 7 would be £100,000 and partial re-instatement (upper end only) in the region of £45,000.

The IWAI policy on canal restoration means that we would be totally against any method of retaining water other than lock gates, e.g. a dam or weir.

To cope with the increase in visitor numbers that canal restoration would bring there would have to be sufficient car parking available, at least 30 spaces and a coach lay-by. At Scarva Visitor Centre there is not enough parking available and this reduces its attraction for passing visitors. Toilet facilities would also be important. We endorse all the other comments re traffic, speed etc.

In addition to the canal, Jerrettspass is also close to Lissummon Tunnel. This tunnel, at 1 yard less than a mile, is the longest disused railway tunnel in Ireland and is in good condition. In addition, behind the church are the remains of a fine viaduct, also on the old Newry - Armagh railway line. On the east side of the canal lies the "Black Pigs Dyke"/Dane's Cast, an ancient earthwork. More information on and access to these would encourage more visitors to the village.

Peter Maxwell  
Chairman

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