

L12 Old Rossorry Graveyard and Church site - Old Rossorry Graveyard and an adjoining earthwork enclosure on land to the east and south east represent the visible remains of an ecclesiastical site of some antiquity. This is a significant part of the local heritage and permission will therefore not be granted for any development which would result in the damage or destruction of this archaeological site. Development proposals on adjoining land zoned for housing must also have full regard to their potential impact on this site.

L13 Rossorry Shoreline - The western bank of the Erne inter-lough channel from the Silles River towards the West Bridge. This narrow strip of shoreline contains scrub vegetation, marshland and reed beds. Its inclusion as a Local Landscape Policy Area is intended to soften the impact of extensive housing development on the slopes adjoining to the west and to prevent individual developments restricting access to the Erne. There will generally be a strong presumption against development in this area, although towards the town centre beyond the Lochside Marina the provision of appropriate waterside facilities, such as jetties, may be acceptable.

L14 Lough Galliagh - The Lough Galliagh shore which includes marshland, scrub vegetation and individual stands of trees. Historically this area with its poor ground conditions has not developed and its inclusion as a Local Landscape Policy Area seeks not only to protect the lough and its setting but to act as a buffer between existing development at Coleshill to the south and ongoing and future development to the north and north west at Drumlyon. There will be a strong presumption against development in this area particularly between the lough and the Derrygonnelly Road.

L15 Portora Royal School - The immediate setting of the old Royal School building at Portora, a listed building, including the visually significant mature specimen trees to the front of the building. There will be a strong presumption against development in this area.

L16 Portora/Silverhill Shoreline - This area stretches from the Royal School at Portora to Silverhill and includes Portora Castle, a monument in State Care. It comprises the western shore line of the Erne inter-lough channel and with the shoreline opposite forms the water gateway between Enniskillen and Lower Lough Erne. The shoreline between the Royal School and Portora Castle is well wooded and forms an extremely important landscape feature. Between Portora Castle and Silverhill the shoreline comprises marshland, scrub

vegetation and reed beds which extend west along a channel linking to Kinarla Lough. There will be a strong presumption against development throughout this area, with the exception of appropriate minor additions to the boat house and shoreside facilities of the Royal School. This area may allow for the provision of a shoreside walkway from Portora Castle to the Round 'O' jetty and public amenity area.

L17 Lover's Lane - The avenue of mature trees along the visually and historically significant Lover's Lane and the line of mature hedgerow trees along a field boundary from Lover's Lane to Rossorry Church Road. These trees should be retained and protected in the development of adjoining land zoned for housing. This will normally require that any building is constructed outside the falling distance of these trees.

L18 Kinarla Lough - The Kinarla Lough shore and associated vegetation which includes reed beds, wetland, scrub vegetation and maturing woodland. This area has potential local wildlife value. There will be a strong presumption against development in this area.

L19 Silverhill - A line of mature skyline trees which are visually prominent when viewed on approach along the Erne from the north and from Devenish Island. These trees should be retained and protected in the development of adjoining land zoned for housing. This will normally require that any building is constructed outside the falling distance of these trees.

L20 Derrygore Shoreline - The eastern bank of the Erne inter-lough channel which together with the shoreline at Portora opposite forms the water gateway between Enniskillen and Lower Lough Erne. The shoreline is well wooded and forms an extremely important landscape feature. It adjoins the Enniskillen development limit and lies within the Green Belt. There will be a strong presumption against development in this area.

L21 Back Lough - An area of low lying wetland adjacent to the northern and eastern shores of the Back Lough with a backdrop of drumlins with mature hedgerows and trees. The remainder of the Back Lough shore is currently laid out as open space. This wetland habitat is visually significant and has potential local wildlife value. It adjoins the Enniskillen development limit and lies within the Green Belt. There will be a strong presumption against development in this area.

L22 Drumcoo - This contains two areas of woodland. The first comprises a small stand of mature beech trees along the main access lane to an existing farmhouse and the second comprises a larger area of mixed regenerating woodland. The latter has unfortunately been damaged to allow for the positioning of recently erected electricity pylons. The remaining trees lie within and adjoin land zoned for housing and should be retained and protected in any development of this area. This will normally require that any building is constructed outside the falling distance of these trees. It is accepted that a minor part of the regenerating woodland may be lost to allow access to a small area of adjoining land zoned for housing. To complement the overall character of the area existing vegetation should be enhanced and extended along the Irvinestown Road to create a vegetative framework around any future housing development and to maintain the impressive setting of the town on approach along the Irvinestown Road from the north.

L23 Wolf Lough/Ring Lough - The shores of Wolf Lough and Ring Lough containing extensive reed beds, marshland, scrub vegetation and individual stands of trees. A prominent localised knoll adjoining Wolf Lough is also included. The loughs are important landscape features at the edge of Enniskillen and have potential local wildlife value. This area adjoins the Enniskillen development limit and lies within the Green Belt. There will be a strong presumption against development in this area.

L24 Lawnakilla - An area of mature mixed woodland on a localised drumlin adjoining a farm group and recent residential estate development. This woodland is very significant visually and can be viewed on approach along the Irvinestown Road. It also has potential local wildlife value. These trees should be retained and protected in any development of adjoining land. This will normally require that any building is constructed outside the falling distance of these trees.

L25 Cross - This contains two areas. The first comprises a line of mature skyline trees. These trees and associated hedges must be retained and protected in the development of adjoining land zoned for housing. They are visually prominent when viewed from the Irvinestown Road to the north and accordingly it will be a requirement that any building is constructed outside the falling distance of these trees. The second area comprises a small regenerating woodland. This adjoins land zoned for industry and should be retained and protected in any development of this area. This will normally require that any

building is constructed outside the falling distance of these trees. In addition, this vegetation should be supplemented in any development of the adjoining land zoned for industry in order to provide an effective landscaped buffer area.

L26 Drumclay - A small area of maturing woodland along the Cherrymount Road adjoining a larger area laid out as open space. This woodland is visually significant and also acts as a landscape buffer to a small sewage treatment works. There will be a strong presumption against development in this area.

L27 Race Course Lough - The western and south eastern shores of Race Course Lough. The remainder of the shoreline is currently laid out as open space and contains a loughside pathway and a car park. Most of this area comprises reed beds and scrub vegetation although the area adjoining the Irvinestown Road contains several large properties set among mature trees. There will be a strong presumption against development in this area although appropriate small scale development within the grounds of the existing properties along the Irvinestown Road may be acceptable in landscape terms, provided this would not significantly affect existing tree cover.

L28 Cornagrade - This contains two areas. The first comprises a line of trees to the east of the Cornagrade Road adjoining St Molaise's Park and the second, the shoreline setting of the Erne Hospital and adjoining wetlands which contain a mix of reed beds, marshland and individual stands of maturing trees. Both areas are locally important landscape features particularly in view of their proximity to the town centre. There will be a strong presumption against development in these areas and development proposals on land adjoining the trees at Cornagrade Road must have full regard to their potential impact on these trees.

L29 Cherry Island - The western portion of Cherry Island with mature planting. The eastern half of the island is currently laid out as open space. The islands of Lough Erne require protection as Fermanagh's most renowned feature and Cherry Island, despite its location in the centre of Enniskillen, is no exception. The area presently contains one property and, with the exception of appropriate extensions to this, there will be a strong presumption against development in this area.

L30 Old Omagh Railway Line - That part of the old Enniskillen to Omagh railway line between Forthill Street and the Drumclay Link Road. This is well landscaped, forms a visually significant feature and has potential to act as a local wildlife corridor. It should be retained and protected and development proposals on adjoining land must have full regard to their potential impact on the trees. Part of the railway line has a pedestrian pathway and there is the opportunity to extend this pedestrian linkage.

L31 Old Clones Railway Line - That part of the old Enniskillen to Clones railway line which provides a pedestrian link between Hollyhill car park and the Tempo Road. This is reasonably well landscaped, forms a visually significant feature and has potential to act as a local wildlife corridor. It should be retained and protected and development proposals on adjoining land must have full regard to their potential impact on the trees.

L32 Killynure Lough - The wetland scrub vegetation and reed beds based around the remains of Killynure Lough which contains a crannog, an archaeological monument. Historically this area with its poor ground conditions has not developed and its inclusion as a Local Landscape Policy Area seeks not only to protect this wetland habitat and the crannog but to act as a landscape buffer between existing development at Killynure to the west and south and future large scale housing development to the east. There will be a strong presumption against development in this area.

L33 Flaxfield Wood/Killynure Wood - This area for its greater part comprises Flaxfield Wood and a narrow strip of mature mixed woodland on the skyline at Killynure. These two woodland areas are within the ownership of the National Trust and form part of the historic boundary of the Castle Coole demesne. They are visually very prominent viewed from the Tempo Road and must be retained and protected in the development of adjoining land zoned for housing in order to retain the important landscape setting of Castle Coole. Accordingly it will be a requirement that any building is constructed outside the falling distance of these trees. On the more level ground towards the Tempo Road there is an area of regenerating woodland and mature boundary trees which should also be retained and protected. Development proposals on adjoining land must have full regard to their potential impact on these trees.

L34 Tempo Road - A narrow strip of naturally regenerating trees which should be retained, protected and enhanced in the development of adjoining land to the south zoned for housing. This will help provide an attractive landscaped wedge between future development and the Tempo Road.

L35 Agharainy - A dense mixed species woodland containing mature trees and much regeneration. It is bounded by a line of mature beech trees and adjoins vegetation along the line of the old Enniskillen to Clones railway at this location. The woodland area is an extremely important landscape feature and has potential local wildlife value. It will also act as a landscape buffer between future development areas. There will be a strong presumption against development in this area and those trees adjoining land zoned for housing should be retained and protected in any development. This will normally require that any building is constructed outside the falling distance of these trees.

Note - Not all of the woodland at Agharainy is included within the Local Landscape Policy Area as it is accepted part of this will be required to provide access to adjoining land to the rear zoned for housing.

L36 Camphill - The crests and southern slopes of two localised drumlins located between the Enniskillen limit of development and the historic boundary of the Castle Coole demesne. This presently undisturbed countryside area provides a landscaped backdrop to the north of the demesne and effectively screens the National Trust property from the urban form of Enniskillen. The land lies within the Green Belt and there will be a strong presumption against development in this area.

L37 Killyvilly - A tree-lined laneway which should be retained and protected as an important landscape feature in the development of adjoining land zoned for housing. This will normally require that any building is constructed outside the falling distance of these trees.

L38 Chanterhill - The visually important setting of Chanterhill House, a listed building which sits on top of a localised drumlin. There is mature vegetation around and along the avenue to the property which is currently vacant. There are also some individual specimen trees on the hillside and substantial vegetation including mature boundary trees adjacent to Loane Drive. Development proposals of an institutional nature may be acceptable in this area provided they involve the sympathetic restoration of Chanterhill House and maintain the property's impressive setting and the overall character of the area.

Roads

The town of Enniskillen has developed around the junctions of the A4 Fivemiletown-Enniskillen-Belcoo Road, the A32 Enniskillen-Irvinestown-Omagh Road, the A509 Enniskillen-Derrylin-Belturbet Road and the A46 Enniskillen-Belleek Road all of which are of significant regional importance, distributing traffic throughout a very wide area including Counties Donegal, Leitrim, Cavan and Monaghan. Several other roads of significant local importance radiate from Enniskillen to Tempo, Ballinamallard, Kesh, Derrygonnelly, Swanlinbar, Lisnaskea and beyond.

The roads within the town have evolved over time and some are unsuited for use by large volumes of traffic or certain classes of traffic such as large HGVs. Localised congestion and delay arise through the conflicting needs of through, cross-town, local and servicing traffic which are all concentrated onto the main road links and which also have to cater for the needs of cyclists and pedestrians.

The Department will seek to ensure that the efficiency, capacity and safety of the primary and district distributor roads within the town are maintained by restricting the number of new accesses onto them.

The road proposals for Enniskillen include the following schemes:-

RD1 The Cherrymount Link Road - This road which is partially completed will ultimately link the Irvinestown Road to the Lower Chanterhill Road and through to the Tempo Road. It will improve accessibility to the proposed industrial and housing zonings at Carran and Knockalough while relieving traffic congestion at Gaol Square and Forthill Street.

RD2 The Derrychara Development Road - This road will be constructed as a joint venture with private developers. The future development of land to the north and south of Algeo Drive is dependent on the construction of this road and such development should then be carried out in a comprehensive manner. In the interim new development requiring access onto Algeo Drive will not be permitted in the interests of traffic safety and convenience.

The implementation of these proposed road links will be dependent on land acquisition and the availability of finance.

Other Minor Road Improvement Schemes and Traffic Management Works will be undertaken in Enniskillen during the Plan period to address local problems, including road widening, footway provision and junction improvements.

The Department will take appropriate measures, including landscaping to minimise the environmental impact of all new road schemes, and to protect the amenities enjoyed by occupiers of sites adjoining the proposed schemes.

Enniskillen Town Centre

Enniskillen Town Centre is an attractive retail, tourist and general service centre. It also functions as a locally significant housing, office, educational, ecclesiastical and cultural centre.

In terms of its range of shops and retail services Enniskillen compares well with neighbouring towns such as Omagh or Dungannon. In recent years the retail facilities of the traditional town centre have been complemented by the development of the Erneside Shopping Centre. The new Dunne's Stores development on the Market Yard site has further improved choice for the consumer in the convenience, clothing and household goods sectors. One of the main issues for the future will be to control the potential adverse impact on traditional town centre streets of the unfettered growth of new shopping centres.

Since the extensive clearance of sub-standard housing in the 1960s, the dominant role of housing as the major land use in the town centre has gradually diminished. There are still some small residential areas remaining in the town centre and more recently, new residential accommodation has been provided on "the island" by the Northern Ireland Housing Executive at Market Street and by Oaklee Housing Association in Anne Street. Elsewhere throughout the town centre, residential accommodation can be found at upper floor level or to the rear of many commercial properties. The Department has actively encouraged the provision of additional residential units in the town centre by means of Comprehensive Development Area declaration and provision of Urban Development Grant funding. The Department used Comprehensive Development Area powers to assemble land at Paget Square for redevelopment by the Royal British Legion Housing Association to provide 30 units of sheltered accommodation. A total of over £450,000 Urban Development Grant has been approved for schemes in Enniskillen town centre between 1990 and 1994, which will result in the provision of 57 units of residential accommodation, 50 of which are located on 'the island'. As well as facilitating provision of new residential development it is important that remaining residential areas do not disappear and that ways are found to encourage more people to live on "the island". A solid population base within the town centre helps retain its vitality particularly at night, reduces vandalism and generally makes it a more attractive place to visit.

Enniskillen Town Centre is fortunate in that its main street has retained much of its traditional character. This character derives from several factors, including its length and continuity along an undulating curved frontage, its relative narrowness and consistent

building line, the relative uniformity of building scale and the uninterrupted flow of building facades. In addition, the main street contains many buildings listed as being of architectural and/or historic merit, important facades and a great variety of traditional shop fronts and signs. For this reason the Department designated an area of the town stretching from Portora, through Willoughby Place and The Brook to include the main street and Fort Hill as a Conservation Area in 1988. Detailed guidelines for developers are set out in the Department's publication 'The Enniskillen Conservation Area' and this covers such aspects as the height, form, materials, finishes and detailing for new and renovated buildings.

Major environmental improvements have recently been carried out at The Diamond and nearby streets and entries together with improvements to the townscape generally through the application of Conservation Area and Urban Development Grants. By contrast, however many backlands including outhouses and stores which are highly visible from both Wellington Road and Queen Elizabeth Road are still in various states of disrepair. Furthermore, much of the town centre area is lacking in significant tree cover.

Fermanagh District Council is the body primarily responsible for the implementation of local tourism and recreation schemes. Recent improvements include the upgrading of the Visitor Centre and the County Museum, the sensitive restoration of the Buttermarket and the development of a Canoe Centre on Castle Island.

The opening of the final phase of Wellington Road has completed a ring of two-way traffic roads around the commercial core, however high traffic volumes at a number of key junctions in the network continue to cause localised congestion problems.

Enniskillen is presently reasonably well served by existing long and short stay car parks. However, given the island location of the commercial core there is a finite amount of land which can be utilised for this purpose. It is recognised that the provision of an adequate supply of well located car parking spaces is essential to the efficient functioning of the town centre and this must be accommodated in a manner which does not detract from the visual appearance of the town centre.

Objectives

- To extend the range of retail shopping and service facilities so as to maximise choice for the consumer.
- To retain and consolidate the commercial attraction of the town centre shopping streets.
- To retain and expand where possible the town centre dwelling stock to meet a wide range of housing needs.

- To improve the townscape and conserve its historic assets.
- To promote tree planting where practicable throughout the town centre.
- To promote the continued development of the town centre as a major tourist and recreation attraction.
- To incorporate within the town centre, suitable sites to meet small scale craft and mixed business needs.
- To provide a traffic management system which will reduce vehicular conflicts to a minimum and give greater freedom of movements to pedestrians.
- To provide sufficient car parking spaces well distributed within easy walking distance of the commercial core of the town.
- To reduce vehicular/pedestrian conflict in town centre streets.
- To improve pedestrian linkages throughout the town.
- To ensure that the requirements of people with disabilities or special needs are taken into account in the layout of car parks and footpaths and in the consideration of proposals for the development of public and commercial buildings.

The Strategic and Regional Planning Policies for Enniskillen Town Centre are currently provided by the Planning Strategy for Rural Northern Ireland published 1993 and Planning Policy Statement 5 Retailing and Town Centres published in 1996

Fermanagh Area Plan Policies

TC 1 Commercial Core

The Department designates the area stretching from west bridge to Dublin Road and Forthill Street as the Commercial Core of Enniskillen (see Town Centre map).

The Commercial Core contains the traditional concentration of retailing and other town centre uses. Within this area the Department will give favourable consideration to proposals for retail shops, local services and office uses which consolidate the function of the traditional commercial core of Enniskillen in accordance with the provisions of paragraph 40 of Planning Policy Statement 5, Retailing and Town Centres. There may however be restrictions on non-retail shop proposals at ground floor level within that part of the commercial core identified as the Primary Retail Frontage (see Policy TC 2). New proposals which prejudice the vitality and viability of the Commercial Core either directly or indirectly will not be acceptable and the unreasonable loss or inconvenient displacement of prime car parking spaces servicing the main street will be resisted. It is essential that the main street is well served by accessible and convenient car parks and is enabled to develop as an attractive commercial corridor linking the large scale shopping centres, either existing or proposed, to the east and south-east of the town centre, with the main office and tourist quarters situated predominately to the west.

TC 2 The Primary Retail Frontage

The Department designates the frontages of Belmore Street, East Bridge Street, Townhall Street, the Diamond, High Street and Church Street as Primary Retail Frontage

The Primary Retail Frontage is the main concentration of retail floor space within the Commercial Core within which the Department will control non retail uses at ground floor level, in accordance with the provisions of paragraph 23 of Planning Policy Statement 5 Retailing and Town Centres. The remaining streets within the town centre are by definition secondary shopping areas and proposals for local services, offices and food uses will be determined on their locational merits having regard to Plan policies and proposals.

TC 3 Existing Residential Areas And New Housing

The Department will where possible retain and protect existing residential areas within Enniskillen Town Centre. The provision of new residential accommodation will be encouraged wherever feasible, provided the function of the Commercial Core is not prejudiced.

Changes from residential to non-residential uses will not normally be permitted at Forthill Road, Fairview Avenue, Fairview Lane, Corporation Street, Market Street, Wellington Road and Westville Terrace. These areas represent the remaining residential concentrations in the town centre. In areas of mixed land use changes of use from residential to non-residential may be acceptable, depending on the merits of individual cases. The protection of existing residential amenity will be a prime consideration in the determination of planning applications for development in the town centre.

TC 4 Tourism Development

The Department will normally give favourable consideration to the provision of tourism and recreation schemes which complement and enhance existing town centre facilities subject to normal planning and environmental considerations.

A number of major tourism facilities are concentrated in Enniskillen, serving both cruiser traffic and shore based visitors. Additional tourism facilities would enhance the visitor attraction of Enniskillen and make best use of existing infrastructure. Proposals should also comply with the requirements of Plan Policies T1 and T2.

TC 5 Enniskillen Area of Archaeological Potential

The Department defines an Area of Archaeological Potential in Enniskillen

The historic core of Enniskillen comprises Fort Hill, Belmore Street, New Street, “the island” and extends beyond the West Bridge along the Brook and Willoughby Place as far as Portora. This area offers opportunities, through redevelopment of sites, for excavation to study the archaeological remains of this historic settlement. Plan Policy Man Env 6 applies.

TC 6 Enniskillen Areas of Townscape Character

The Department designates Areas of Townscape Character in Enniskillen at:

- (i) Belmore Street.
- (ii) Henry Street.

These areas adjoin the designated Enniskillen Conservation Area and it is considered that the form and appearance of these streets, which act as important entrances to the Conservation Area, merit designation as Areas of Townscape Character. In any review of the boundaries of Enniskillen Conservation Area, consideration will be given to the inclusion of both these areas. Plan Policy Man Env 2 applies. Note: Henry Street does not lie within the defined town centre boundary but is included here for ease of reference.

TC 7 Fort Hill Historic Park

The Department will protect the historic Fort Hill Park from inappropriate development.

Fort Hill Park is identified as a historic park which the Department considers represents a significant historic and landscape resource (see Plan Policy Man Env 7).

TC 8 Environmental Improvement

The Department will encourage the environmental upgrading of private backland property, public open spaces and car parks in Enniskillen Town Centre.

While much has already been done to conserve and enhance the character and appearance of Enniskillen's main street there is scope for further improvement in other parts of the town centre. The opportunity exists to re-develop the rear frontage of many existing businesses so as to encourage through pedestrian movement, facilitate rear servicing and create a more attractive environment. Alternatively it may be possible to develop self contained uses separate from the main frontage in backland areas, although the safeguarding of existing or potential rear servicing of main street properties will be a key consideration. Where neither of these courses of action is feasible or contemplated, much can be done by general maintenance and repair of back returns, outbuildings and perimeter walls. Tree planting should be an integral component of environmental improvement and landscaping can also do much to improve unattractive backlands and exposed open spaces, including car parks.

TC 9 Traffic Management

The Department will introduce the following traffic management measures in Enniskillen town centre :-

- (i) Improvements To Gaol Square Roundabout.
- (ii) An integrated directional signing strategy.

All traffic management measures will be monitored and reviewed as necessary.

The improvements already completed by the Department to the west and junctions, together with the measures proposed are required in order to reduce delays caused by traffic congestion particularly at peak periods and to provide a more efficient distribution of traffic on the town centre road network. The improvements to the west end junctions have been implemented.

TC 10 Car Parking

The Department will maintain short stay car parking close to the main shopping streets within the central area bounded by Wellington Road, Queen Street and Queen Elizabeth Road. Long stay parking will be confined to areas beyond this central core.

It is important that the attraction of the Commercial Core is not diminished by lack of convenient car parking spaces for shoppers. Shoppers will therefore be encouraged to use car parking spaces close to the town centre streets while the longer stay parking needs of those such as employers, employees and visitors can best be met on the more peripheral sites. The Department's Roads Service will continue to operate a differential charging scheme to help implement this policy.

TC 11 Long Stay Car Parking

In support of Policy TC 10 the Department proposes that long stay car parking needs will continue to be met predominantly in existing car parks to the south of Wellington Road. Additional long stay car parking, if required, will be provided at Johnston Basin.

This proposal conforms with Policy TC 10 of providing long stay parking beyond the central area. Should the need arise, an additional long stay car park will be developed to the north of Queen Elizabeth Road at Johnston Basin (Opportunity site O 2) with a vehicular and pedestrian access off Queen Elizabeth Road. Car parking may be provided in association with the development of the site for a mix of uses including civic purposes and/or residential. There is also potential for long stay car parking on the former Erne Engineering site (see Opportunity Site O 1). The current car parking zoning to the north of Derrychara Link Road is reconfirmed and could be used for either long or short stay parking associated with the adjacent commercial premises.

TC 12 Short Stay Car Parking

The Department will monitor the need for additional short stay car parks in the town centre and assess the feasibility of a multi-storey car park at Eden Street.

The Department will examine any new opportunities for short stay car parking in the town centre should they become available. It is not presently proposed to provide any new additional short stay car parks. It is intended that existing short stay car parks will be retained.

To be economically viable it is likely that a multi-storey car park would have to be constructed in association with a substantial anchor tenant which would in turn generate the need for more car parking provision. In addition to meeting this demand the Department would need to be satisfied that the displacement of existing ground parking spaces would be replaced and substantially increased on upper storeys.

The Eden Street car park would appear to lend itself topographically to such a development while its close proximity and convenience to the town centre would help to safeguard and boost the attraction of the main shopping streets. The height and visual

impact of such a development would be key considerations when determining any future proposals, particularly as the site occupies a prominent position within the Enniskillen Conservation Area.

The Department intends to prepare a Design Brief to test private sector reaction to this proposal.

TC 13 Car Parking

The Department will expect adequate on site car parking to be provided as part of any significant development or redevelopment proposals in the town centre, in accordance with Development Control requirements.

This will ensure that the car parking implications of new proposals do not adversely affect the provision of prime car parking spaces necessary to sustain the commercial viability of the town centre.

TC 14 Pedestrian Network

The Department will provide a co-ordinated pedestrian network of paths and footways and will carry out Environmental Improvement Schemes to the main pedestrian linkages between the town centre and the surrounding car parks.

It is envisaged that the routes between the town centre car parks, the Commercial Core, office and tourist quarters will be inter-connected by a pedestrian spine network distinguished by appropriate surface materials and pedestrian fingerpost signs. This pedestrian network would be augmented by an integrated road signing strategy incorporating directional, car parking and tourism signing to guide both shoppers and tourists.

Environmental improvements have already been carried out to the following pedestrianised side streets: Market Street, Middleton Street, Nugent's Entry and Peg O The Bull Lane.

The feasibility of providing a pedestrian bridge from Broadmeadow to Derrychara will be investigated.

TC 15 Pedestrian Movement

The Department will consult on options to give greater pedestrian priority on the main shopping streets in the town centre.

The Department is currently considering two options for managing future vehicle and pedestrian movements on the main shopping streets. These are briefly summarised below

and the Department would welcome comments from the public and interested bodies on this issue. The majority of representations received at the Preliminary Proposals Stage of the Plan favoured the Partial Pedestrianisation option. The Department will undertake a separate consultation exercise before proceeding with any scheme.

The options are :-

- i. **Traffic Calming.** Under this option conditions for pedestrians would be improved by encouraging a reduction in the volume and speed of through traffic. Typical measures would include the definition of on-street parking bays, the creation of meandering road alignment and the introduction of physical speed control measures. The opportunity to construct widened footpaths and carry out further environmental improvement works would also be created.
- ii. **Partial Pedestrianisation.** This option would restrict entry to the precinct but allow vehicles required for servicing premises including the loading and unloading of goods. Through traffic and casual on-street parking would not be permitted but special arrangements could be made for shoppers collecting bulky items to enter the area at specified times.

TC 16 Facilities for People with Disabilities or Special Needs

The Department will pursue the improvement of facilities for people with disabilities or special needs in the town centre :-

Much work has already been carried out within the town centre to improve facilities for the people with disabilities or special needs including extensive kerb lowering and footway ramping at many crossing points. Disabled parking bays have also been provided both on and off street. The Department will continue to respond to the need for such improvements in Enniskillen town centre and in particular the following measures will be considered:-

- (i) Parking facilities for disabled persons will be maintained at convenient locations within the more central car parks.
- (ii) Throughout the town centre area, facilities such as ramps and handrails will continue to be provided if required where changes of level occur; and at selected streets crossings, kerbs will be lowered and ramps provided to facilitate wheelchair users. A special texture finish will be incorporated where practicable for the convenience of the visually impaired.

- (iii) The Department will require new or renovated commercial buildings to comply with the guidelines set out in the Development Control Advice Note 11 entitled Access for People with Disabilities.

TC 17 Opportunity Sites

The following sites are designated as **Opportunity Sites** within the town centre:-

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| O 1 | Opportunity Site
Former Erne Engineering Site fronting Queen Street and Anne Street
Suitable Uses
Commercial/Residential/Car Parking/Tourism |
| O 2 | Opportunity Site
Johnston Basin
Suitable Uses
Civic uses/Residential/Car Parking |
| O 3 | Opportunity Site
Former St Michael's Community Hall
Suitable Uses
Community Uses/Housing |
| O 4 | Opportunity Site
Old Railway Yard
Suitable Uses
Retail Warehousing/Offices |
| O 5 | Opportunity Site
Land adjoining Fermanagh College of Further Education
Suitable Uses
Community Uses |
| O 6 | Opportunity Site
Vacant site adjacent to bus depot
Suitable Uses
Commercial/Car Parking |
| O 7 | Opportunity Site
Paget Square and adjacent backland
Suitable Uses
Residential/Commercial/Car Parking |

TC 18 Policy Areas

The following are designated as Policy Areas within the town centre

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| P1 | Policy Area
Castle Barracks (Listed Building)
Policy
The Department will encourage the further development of this area as a major tourist attraction in Enniskillen and will protect the site and setting and important views from and of Enniskillen Castle, which is a monument in State Care (See Plan Policy Man Env 5 and Enniskillen Town Centre map). |
| P2 | Policy Area
Extended Buttermarket Area ("the Boston Quarter")
Policy
The Department will encourage the consolidation and development of the area around the Buttermarket (which is a listed building) for crafts, restaurants and tourist attractions. |
| P3 | Policy Area
Land to the north of Dublin Road/Tempo Road
Policy
This is an area of mixed uses with opportunities for redevelopment for mixed business purposes. In considering proposals for redevelopment in this area the Department will have regard to the possible impact both on the town centre and on residential amenity. |
| P4 | Policy Area
Derrychara Industrial Units
Policy
The Department will encourage consolidation of this area for small scale retail warehousing, light industrial or commercial units. |

Lisnaskea

Lisnaskea is the second largest town in Fermanagh after Enniskillen. The town lies between the Carnmore Hills and Upper Lough Erne, 10 miles south east of Enniskillen on the A34 Enniskillen-Clones Road, at its inter-section with the B127 Lisnaskea-Derrylin Road, one of only two roads crossing Upper Lough Erne south of Enniskillen.

The town developed around Castlebalfour which was the traditional seat of the Maguire Kings, prior to the Plantation of Ulster when it was occupied by the Balfour family. The Castle then became the nucleus around which the village of Castleskea grew. The village became the largest settlement in Fermanagh and an important market centre. Although it is now secondary to Enniskillen in its size and importance, Lisnaskea still functions as an important local service centre for its hinterland.

The town has a pronounced linear form, the town centre having historically developed along the Main Street between steep slopes to the east and low lying ground to the west. In January 1996 the Department designated a large part of the town centre as a Conservation Area in view of its architectural and historic merit. Grant aid is available for improvement works and an enhancement strategy would be prepared to achieve environmental improvement.

In addition to its role as a market town and local service centre, Lisnaskea provides industrial employment opportunities principally in textile manufacturing and food processing. There is also a working quarry near the town along the Brookeborough Road. The Lisnaskea Community Development Association currently has a proposal to develop an enterprise centre on a site at the edge of the town fronting onto the Maguiresbridge Road. This project is being carried out as part of the Community Regeneration and Improvement Special Programme (CRISP) scheme jointly funded by the Department and the International Fund for Ireland. A Comprehensive Development Area Scheme to redevelop vacant land west of the town centre is also proposed.

These joint Community and Government based initiatives will assist in the physical and economic regeneration of Lisnaskea.

Lisnaskea has considerable tourism potential, located close to Fermanagh's most southerly crossing point of Upper Lough Erne. The National Trust Crom Estate covering approximately 1350 acres of woodland, foreshore, islands, loughs and estate buildings is only 7 miles from Lisnaskea.

The population of Lisnaskea has increased steadily during the Plan period and the Plan proposals formulated will be sufficient to provide for a potential population of 3,100 in 2007.

Housing

Within Lisnaskea 50.0 hectares of land are zoned for housing to accommodate estimated demand. In arriving at this figure account has been taken of the town's past rates of growth, the need to provide flexibility and choice in a range of well distributed sites, local representations and the need to maximise the potential of existing and proposed infrastructure.

The Department will require high standards of design and layout within all housing areas and will seek to protect the amenities of occupiers on any adjoining sites. The Planning Service will also assess the need for open space provision as an integral part of such development in determination of planning applications (see Plan Policies H2 and H3).

Housing Zonings

H1 Drumbrughas Road - a 3.1 ha site to the west of Drumbrughas Road at the northern edge of the town. The site is generally level with a slight rise westwards. To the north it adjoins an area of extensive planting which is safeguarded from development by the designation of a Local Landscape Policy Area. There are also a number of hedgerows with mature trees within the site which should be retained and protected in any development together with additional landscaping as appropriate, particularly to the Drumbrughas Road frontage. A single access to an appropriate standard will be permitted onto the Drumbrughas Road which will require improvement as an integral part of the development. No access will be permitted onto the Maguiresbridge Road. Pumping may be required to provide adequate sewerage facilities to the western part of this site.

H2 Derryree - a 6.6ha site to the north east of the Maguiresbridge Road and bounded to the east by the old Enniskillen to Clones railway line. The site comprises a number of fields which slope up from a small stream in the north west towards Derryree House. The mature trees in and around this property and the open aspect to the south are safeguarded from development by the designation of a Local Landscape Policy Area. There are also a number of hedgerows with mature trees within the site which should be retained and protected in any development together with additional landscaping as appropriate. A single access to an appropriate standard will be permitted onto the Maguiresbridge Road which will require improvement before development can proceed. Pumping may be required to provide adequate sewerage facilities for this site.

H3 Gortacharn 1 - a 2.4ha site to the south east of the Brookeborough Road. The site rises reasonably steeply to the south east towards a hedgerow boundary with mature trees which is safeguarded from development by the designation of a Local Landscape Policy Area as is the north eastern boundary which comprises an avenue of mature trees along the laneway entrance to an existing farm group. Additional landscaping should be provided as appropriate. Development should respect existing slopes and contours and will be confined to single storey properties on rising ground. A single access will be permitted onto the Brookeborough Road and a footway will be required along this road as an integral part of the development. Pumping may be required to provide adequate sewerage facilities for this site.

H4 Gortacharn 2 - a 1.5ha site to the east and south east of the Brookeborough Road which rises reasonably steeply to the south east. A line of mature sycamore and ash trees which are safeguarded from development by the designation of a Local Landscape Policy Area form the western boundary of the site and separate it from an adjoining Nursing Home development. Other vegetation worthy of retention should be protected together with additional landscaping as appropriate. Development should respect existing slopes and contours and will be confined to single storey properties on rising ground. A single access will be permitted onto the Brookeborough Road. Development of this site has commenced.

H5 Barnhill - a 5.1ha site to the west of the Derrylin Road and which comprises the southern portion of a localised drumlin. The frontage portion of this site is substantially below road level and will require filling as part of any development. The dense vegetation associated with the old Enniskillen to Clones railway line along the western boundary of the site is safeguarded from development by the designation of a Local Landscape Policy Area. Other vegetation worthy of retention should be protected and supplemented in any development together with additional landscaping as appropriate. Development should respect existing slopes and contours. Access will be permitted onto the Derrylin Road and must be staggered from the access serving the Trasna Way residential development opposite. A footway along the Derrylin Road will also be required as an integral part of the development.

H6 Derrylin Road 1 - a 5.6ha site to the west of the Derrylin Road. The site falls away steeply to the west from the road towards the line of the old Enniskillen to Clones railway line which is no longer visible. This area will require filling as part of any development. This adjoins a larger area to the west comprising a localised knoll overlooking Lough Head. Development here should respect existing slopes and contours and will be confined to single storey properties on upper slopes. There are mature hedgerows within the site which should be retained, protected and supplemented in any development together with additional landscaping as appropriate, particularly to the Derrylin Road frontage. An area of trees along the southern boundary is safeguarded from development by the designation of a Local Landscape Policy Area. This site should be developed comprehensively and a single access to service the entire area will be permitted onto the Derrylin Road.

H7 Killygullan - a 1.3ha site to the south east of and adjoining the existing Killygullan residential estate development. The site is reasonably level and bounded to the north west by a hedgerow containing a large number of mature trees which is safeguarded from development by the designation of a Local Landscape Policy Area. Additional landscaping should be provided as appropriate, particularly to screen an existing farm group to the south west. Access will be permitted via the existing Killygullan residential development, but no access will be permitted onto the Ballagh Road.

H8 Derrylin Road 2 - a 7.6ha site to the east of the Derrylin Road and adjoining existing medium density housing development. The site comprises a number of fields sloping down reasonably steeply from the rear of properties fronting the Castlebalfour Road towards the Derrylin Road. Two visually significant hedgerows containing a large proportion of mature trees and the dense vegetation associated with the old Enniskillen to Clones railway line within the site are safeguarded from development by the designation of Local Landscape Policy Areas. It is accepted however that access through these landscape features will be required to adequately service this site. Other vegetation worthy of retention should be protected and supplemented in any development together with additional landscaping as appropriate. A Local Landscape Policy Area also protects an adjoining rath at Lisdoon to the north eastern boundary of the site and appropriate protection should be given to this archaeological monument during the period of site works. Development should respect existing slopes and contours and will be confined to single storey properties on rising ground. A range of densities would be acceptable. Access to this site will be permitted onto the Derrylin Road or via the existing Kilmacrannel development. The former will require the provision of a footway along the Derrylin Road frontage as an integral part of the development. In view of the size of this site it may develop in several discrete parts. Pumping will be required to provide adequate sewerage facilities for the site. The sub-soil conditions of the southern part of the site may require that foundations are piled.

H9 Castlebalfour Road 1 - a 3.7ha site to the east of the Castlebalfour Road and overlooking the Newtownbutler Road. The site slopes up from east to west to a hedgerow boundary which is safeguarded from development by the designation of a Local Landscape Policy Area. Other vegetation worthy of retention including hedgerow trees should be protected and supplemented in any

development together with additional landscaping as appropriate. Development should respect existing slopes and contours and will be confined to single storey properties on upper slopes. The density of development should be low to maintain the character of the area. The access to the site should be located on the Castlebalfour Road as close as possible to its junction with the A 34. The north western portion of the site located between the two existing residential properties on Castlebalfour Road could be developed separately for a single property accessed off the Castlebalfour Road.

H10 Castlebalfour Road 2 - a 2.9ha site which comprises an area of land between the built up frontages of the Castlebalfour Road and Crom Road and overlooking the Newtownbutler Road. Existing hedgerows should be retained, protected and supplemented in any development together with the provision of additional landscaping as appropriate. Development should respect existing slopes and contours and the density should be low to maintain the character of the area. Access will be permitted to either the Castlebalfour Road at the north west of the site or onto the Crom Road at the north eastern extremity of the site. The sub-soil conditions of the northern part of the site may require that foundations are piled.

H11 Castlebalfour Road 3 - a 4.5ha site which comprises the upper slopes of a localised drumlin located between the rear of properties fronting the Castlebalfour Road and the Crom Road. A plantation of coniferous trees fronting the Crom Road and a young plantation of oak and alder trees to the west are safeguarded from development by the designation of Local Landscape Policy Areas. There are a number of good hedgerows within this site which should be retained, protected and supplemented in any development together with additional landscaping as appropriate. Development should respect existing slopes and contours and will be confined to single storey properties. The density of development should be low to maintain the character of the area. Access will be permitted onto the Castlebalfour Road at the north western extremity of the site between two existing properties. This will require substantial earthworks to provide a suitable gradient.

H12 Killynamph Road - a 4.8ha site to the south of Killynamph Road. The site comprises one large open field which slopes down gently from a farm laneway in the east towards the line of the old Enniskillen to Clones railway line which is safeguarded from development by the designation of a Local Landscape Policy Area.

There is little existing vegetation and additional landscaping should be provided as appropriate both to the site boundaries and within the site to break up the mass of future housing. Development should respect existing slopes and contours and will be confined to single storey properties on rising ground. Access will be permitted onto the Killynamph Road which will require improvement as an integral part of the development. Pumping will be required to provide adequate sewerage facilities for the site. The sub-soil conditions of the western part of the site adjoining the old railway line may require that foundations are piled.

H13 Newtownbutler Road - a 0.9ha site to the south of Newtownbutler Road. The site slopes up southwards and contains a line of mature trees safeguarded from development by the designation of a Local Landscape Policy Area. It is accepted that access in between these trees will be required to adequately service this site, but this should involve minimum disturbance. Additional landscaping should be provided as appropriate particularly to the undefined southern boundary of the site. A single access to an appropriate standard will be permitted onto the Newtownbutler Road at the western extremity of the site and a footway will be required along this road as an integral part of the development.

Industry

Lisnaskea has several large industrial concerns including the Sir Richard Arkwright spinning mill, Fermanagh Creameries Limited and P Clarke and Sons Limited. A new Enterprise Centre has also been developed by Lisnaskea Development Association.

To meet industrial land needs during the Plan period 8.6 hectares have been zoned for industry at two locations in the town. There may also be scope on some white land areas for small scale industrial development proposals compatible with surrounding land uses and subject to normal planning and environmental considerations.

In addition industrial and commercial properties currently vacant or vacated during the Plan period will provide opportunities for re-use and proposals for such development will be assessed on their merits.

Industry Zonings

I1 Maguiresbridge Road - a 6.4ha site fronting the Maguiresbridge Road. The site is level, accessible and well located at the edge of the town and reasonably well separated from existing and proposed housing. Landscaping should be provided as appropriate both within the site and to the site boundaries. A single access to an appropriate standard will be permitted onto the Maguiresbridge Road. This site would also allow for the relocation of several "quasi-industrial" businesses in and adjoining the town centre, which would provide opportunities for the appropriate redevelopment and environmental upgrading of those parts of the town. Part of this site has been developed by the construction of an Enterprise Centre.

I2 Tamlaght Road - a 2.2ha site fronting the Maguiresbridge Road and adjacent to the Adria factory. The site is low lying but level and could provide for the potential expansion needs of any firm occupying the neighbouring factory premises or other appropriate industrial uses. Landscaping should be provided as appropriate to the site boundaries. A single access to an appropriate standard will be permitted onto the Tamlaght Road.

Recreation/Open Space

Lisnaskea is reasonably well served with recreational facilities. The Castle Park Centre has a large hall, squash courts, meeting room, together with adjoining outdoor playing fields, a flood-lit, all weather pitch and a range of outdoor play facilities. Fermanagh District Council are currently considering the development of a Loughshore Park including a wildfowl preserve at Lough Head, and if carried out this facility could also act as an attractive passive open space resource close to the town.

The GAA have a County pitch at St Emmet's Park and there are a number of school playing fields and local amenity and play areas within the town.

The Planning Service will seek to retain all areas of existing public and private open space within the town in their present use. Where there is pressure to develop and change the use of open space, the Planning Service will ensure its retention except where community need no longer exists and no particular amenity attaches to the land.

In consultation with Fermanagh District Council the Planning Service has zoned land at the following location to meet the town's future recreation/open space needs. In addition play areas should be provided during the Plan period as required in association with new housing developments (see Plan Policy H 3).

Recreation/Open Space Zoning

R1 Castle Park Centre - a 0.7ha level site which is suitable for development by the District Council in conjunction with existing outdoor facilities at the Castle Park Centre.

Landscape

Lisnaskea lies between the Carnmore Hills and Upper Lough Erne. The topography generally slopes from the north-east towards Upper Lough Erne in the south-west and the town is situated on the transition between the lower wetland and rising agricultural land. The landscape character and quality of the town comprises a number of elements. There is rolling agricultural land generally with strong hedgerows. Scrub woodland occurs intermittently throughout the town. There are also pockets of mature woodland distributed throughout the town with some specimen tree planting mainly associated with large houses. There is mature planting associated with historic features such as the archaeological site at Sheebeg and the listed buildings at Clifton Lodge. Dense hedgerows are associated with the old Enniskillen to Clones railway line.

Care must be taken to ensure that new development does not dominate these characteristics but sympathetically integrates with the natural environment and respects the man-made heritage and therefore conserves and enhances rather than destroys the quality of the landscape.

Local Landscape Policy Areas (see Plan Policy Man Env 3) are therefore designated for those areas within and adjoining the development limit of Lisnaskea which are considered to be of greatest amenity value or local significance and worthy of protection from undesirable or damaging development.

Local Landscape Policy Areas

L1 Sheebeg - The earthworks at Sheebeg are a significant archaeological site which together with their immediate surroundings are important as part of the local heritage and landscape and in their relationship to the setting of the town. The area lies outside and adjoining the Lisnaskea development limit and there will be a strong presumption against development.

L2 Clifton Lodge - The visually important parkland setting of Clifton Lodge and its outbuildings which are both listed buildings. The main gateway entrance to the property is also listed. There are a large number of mature trees in and along the boundaries to the property which is currently vacant. This includes dense vegetation along the

minor laneway access to the outbuildings. There will be a strong presumption against development which would be detrimental to the trees or to the listed building and its parkland setting. Sympathetic proposals for re-use of the property and its outbuildings will however be encouraged provided these maintain the overall character of the area. This property and its grounds would provide an ideal site for a country house hotel or for the creation of a town park.

L3 Highlands - a mixed woodland area which is a visually important landscape feature. Appropriate small scale development may be acceptable in landscape terms provided this would not significantly affect existing tree cover and development proposals on adjoining land must have full regard to their potential impact on these trees.

L4 Killygullan - a hedgerow with mature ash trees which is a locally important landscape feature. These trees should be retained and protected in the development of adjoining land zoned for housing. This will normally require that any building is constructed outside the falling distance of these trees. It is however accepted that access through this hedgerow will be required to service the housing zoning.

L5 Cushwash - Two raths and their immediate surroundings at Cushwash. These archaeological monuments are part of the local heritage and of the setting of the town when viewed from the Newtownbutler Road and localised slopes to the south west. The area lies outside and adjoining the Lisnaskea development limit and there will be a strong presumption against development.

L6 Burleigh's Fort - a rath which is part of the local heritage. This archaeological monument and its immediate surroundings form part of the setting of the town viewed on approach along the Newtownbutler Road from the south. The area lies outside and adjoining the Lisnaskea development limit and there will be a strong presumption against development.

L7 Newtownbutler Road - a line of large mature trees which slope down to the Newtownbutler Road. These trees lie within and adjoin land zoned for housing and should be retained and protected in any development of this area. Accordingly it will be a requirement that any building is constructed outside the falling distance of these trees. It is however accepted that access in between these trees will be required to service the housing zoning.

L8 Crom Road - a small plantation of coniferous trees to the west of the Crom Road which is visually significant. There will be a presumption against development in this area and development proposals on adjoining land zoned for housing must have full regard to their potential impact on these trees. Ultimately the retention of this vegetation will help break up the mass of any future housing development.

L9 Castlebalfour Road 1 - a young plantation of oak and alder trees to the rear of residential properties fronting Castlebalfour Road. There will be a presumption against development in this area and development proposals on adjoining land zoned for housing must have full regard to their potential impact on these trees. Ultimately the retention of this vegetation will help break up the mass of any future housing development.

L10 Old Clones Railway Line - Part of the old Enniskillen to Clones railway line. This is densely vegetated with mature hedgerows interspersed with trees, and has potential to act as a local wildlife corridor. It should be retained and protected as a locally significant landscape feature and development proposals on adjoining land must have full regard to their potential impact on this vegetation. There is potential to provide pedestrian linkage along the railway line from the south of Lisnaskea to the Derrylin Road. Part of the old railway line lies within land zoned for housing and it is accepted that access may be required through this area.

L11 Derrylin Road 1 - Two strong hedgerows interspersed with a large proportion of mature trees. These lie within and adjoin land zoned for housing and should be retained and protected as locally important landscape features. This will normally require that any building is constructed outside the falling distance of the trees. It is accepted that access through these treed hedgerows will be required to adequately service the zoned housing land.

L12 Castlebalfour Road 2 - a hedgerow with some mature trees forming the rear boundary of properties fronting Castlebalfour Road. This should be retained and protected as an important landscape feature in the development of adjoining land zoned for housing. This will normally require that any building is constructed outside the falling distance of these trees.

L13 Derrylin Road 2 - An area of trees to the north of an existing farm group which forms an important local landscape feature. There will be a presumption against development in this area and

development proposals on adjoining land zoned for housing must have full regard to their potential impact on these trees. Ultimately the retention of this vegetation will help break up the mass of any future housing development.

L14 Lisdoo - a rath at Lisdoo which is part of the local heritage and a distinctive feature of the local landscape. This archaeological monument has been partly developed in the past, but remains archaeologically significant. Permission will not be granted for any development which would result in further damage or destruction of this site.

L15 Kilmore Green - a small stand of mature trees located within the side garden of a property at Kilmore Green. They are visually significant and should be retained and protected as an important local landscape feature. Development proposals on adjoining land must have full regard to their potential impact on these trees.

L16 Castlebalfour Road 3 - a group of 13 yew trees within an old burial ground. These trees are visually significant and should be retained and protected as an important local landscape feature. Development proposals on adjoining land must have full regard to their potential impact on these trees.

L17 Castle Balfour/Holy Trinity Church - Castle Balfour, a monument in State Care and Holy Trinity Church, a listed building and their immediate surroundings. These are important features of the local heritage and there will be a strong presumption against development which would be detrimental to the buildings and their settings.

L18 Barnhill - a mature hedgerow boundary with dense vegetation which is situated on part of the old Enniskillen to Clones railway line. This should be retained and protected as an important landscape feature in the development of adjoining land zoned for housing.

L19 Sylvan Park - a row of mature trees situated on part of the old Enniskillen to Clones railway line to the frontage of residential development at Sylvan Park. They should be retained and protected as a visually significant landscape feature. Development proposals on adjoining land must have full regard to their potential impact on these trees.

L20 Gortacharn 1 - a hedgerow with mature sycamore and ash trees. This should be retained and protected as an important local landscape feature in the development of adjoining land zoned for housing.

L21 Gortacharn 2 - a strong hedgerow with mature trees along a ridge line and trees along the laneway around a farmhouse. These trees are visually prominent viewed from the Brookeborough Road and should be retained and protected as an important local landscape feature in any development of adjoining land, part of which is zoned for housing. This will normally require that any building is constructed outside the falling distance of these trees.

L22 Brookeborough Road - An avenue of mature laneway trees which are visually significant and enhance the setting of the town viewed on approach along the Brookeborough Road from the north. They should be retained and protected as an important landscape feature. Development proposals on adjoining land must have full regard to their potential impact on these trees.

L23 The Old Rectory - The visually important setting of the Old Rectory, a listed building including mature trees. There will be a presumption against development which would be detrimental to the listed building, its setting or existing tree cover.

L24 Derryree House - The mature trees and recent planting around Derryree House which together with mature vegetation along the old Enniskillen to Clones railway line are visually significant viewed on approach along the Maguiresbridge Road from the south-east. While there may be scope for appropriate small scale development adjoining the existing house or which does not affect existing tree cover, there will generally be a presumption against development in this area and existing trees should be retained, protected and supplemented in any development of adjoining land zoned for housing. This will normally require that any building is constructed outside the falling distance of these trees.

L25 Drumbrughas North - The planted grounds of a property located at the edge of Lisnaskea which enhance the setting of the town viewed on approach along the Maguiresbridge Road from the north. Appropriate small scale development may be acceptable in landscape terms provided this would not significantly affect existing tree cover.

Traffic And Car Parking

Lisnaskea is situated on the A34 Protected Route between Enniskillen and County Monaghan. Other roads of significant local importance link Lisnaskea with Brookeborough and Derrylin.

Localised congestion occurs in the town centre caused by conflict between through traffic, servicing traffic, parked vehicles and pedestrians. The northern approach to the town along the Maguiresbridge Road has restricted standards of horizontal and vertical alignment.

The Department intends to implement a programme of improvement works and traffic management measures to upgrade the existing road system and to improve pedestrian facilities, road safety and the local environment. A high priority within this programme will be afforded to improvements to the Maguiresbridge Road.

These will be carried out as and when resources permit.

Existing off-street public car parking facilities in the town are located at Fairgreen (85 spaces), the Mart site (50 spaces) and New Bridge Road (50 spaces). It is proposed to extend the existing car park at Fairgreen on land which is in the Department's ownership.

The Department will continue to monitor the situation with regard to traffic, parking and accessibility during the Plan period and will expect adequate on site car parking to be provided as part of any significant development or redevelopment proposal in the town centre.

Town Centre

The commercial centre of Lisnaskea is busy and prosperous and contains some attractive open spaces which were formerly occupied by the various markets selling agricultural produce such as the Buttermarket. The main shopping area is concentrated along the Main Street.

The Department has delineated a town centre boundary to contain the future commercial expansion of the town. Within this area, the Department will encourage new retail development and the refurbishment of existing floor space for retail purposes.

Proposals for other commercial uses will be assessed on their locational merits and on their potential impact on the town centre.

Lisnaskea has a long history, having been established as a new town by Sir James Balfour around 1619. The town has a distinct linear form, consisting of a single street, the curve of which adds much to its interest and provides a degree of enclosure. A considerable number of buildings contribute to the quality of the townscape some of which are listed

as being of architectural and/or historic interest. There are fine individual buildings, such as Balfour Castle and the Holy Trinity and Holy Cross Churches which occupy dominant hilltop locations. In view of the historical association of the town and castle, the original village street and in view of a need to control likely future redevelopment, the Department has designated part of the town centre as a Conservation Area. An Area of Archaeological Potential has also been defined in the town (see Plan Policy Man Env 6). Within this area in the context of redevelopment the Department may seek the co-operation of developers in arranging investigation, within the constraints of their proposed development programme, so that the archaeological heritage of the town can be examined and recorded or preserved, as appropriate in the public interest.

Environmental improvements in the town centre are proposed as part of the CRISP scheme and these include landscaping and new street furniture. An Opportunity Site is identified to the west of the town centre and the Department will consider using Comprehensive Development Area powers to assemble this land.

This would allow for an extension of town centre uses, provision of car parking and removal of dereliction.

Irvinestown

Irvinestown is the third largest town in Fermanagh. It lies in an area of undulating countryside on the Fermanagh-Tyrone County boundary, 10 miles north of Enniskillen on the A32 Enniskillen – Omagh Road.

The origins of a settlement were established in the 17th Century at Necarne Castle which was occupied by the Lowther family and later became the nucleus for the village of Lowtherstown. The name was changed to Irvinestown in 1860 when the lands were acquired by D'Arcy Irvine. During the 20th century Irvinestown has developed as an important local service centre for its rural hinterland. Irvinestown has a pleasant compact form and a busy and attractive town centre with its broad historic market place overlooked by an impressive 18th Century Church tower.

The town provides industrial employment opportunities principally in textile manufacturing and food processing. A new business centre has recently been completed at the Old Market Yard as part of a Community Regeneration Improvement Special Programme (CRISP) scheme, which is jointly funded by the Department and the International Fund for Ireland. An Environmental Improvement Scheme is also proposed for the town centre as part of this project. A feasibility study is currently being undertaken on the potential to expand the food processing activities in the town by the Irvinestown Trustee Enterprise Company Limited (ITEC). When fully implemented these community based initiatives will result in the significant physical and economic regeneration of Irvinestown.

The town has potential to develop its role as a tourist centre, given its location close to Lower Lough Erne and the Castle Archdale Country Park. The ongoing development of the Ulster Lakeland Equestrian Park at Necarne Castle by Fermanagh District Council will increase the attraction of the town to both domestic and international tourists.

The population of Irvinestown has not increased significantly in the last 15 years but with the recent initiatives and emphasis on economic regeneration the Plan proposals formulated will be sufficient to provide for a potential population of 2,400 by 2007.

Housing

Within Irvinestown 30.6 hectares of land are zoned for housing to accommodate estimated demand. In arriving at this figure account has been taken of the town's past rates of growth, the need to provide flexibility and choice in a range of well distributed sites, local representations and the need to maximise the potential of existing and proposed infrastructure.

The Department will require high standards of design and layout within all housing areas and will seek to protect the amenities of occupiers on any adjoining sites. The Planning Service will also assess the need for open space provision as an integral part of such development in determination of planning applications (see Plan Policies H2 and H3).

Housing Zonings

H1 Enniskillen Road - a 4.6ha elevated site overlooking the Enniskillen Road and the town beyond. The site comprises a number of fields which rise gently to the south west towards the Necarne Castle demesne. Mature boundary trees at Sally's Wood adjoining the site are safeguarded from development by the designation of a Local Landscape Policy Area and other vegetation worthy of retention should be protected and supplemented in any development together with additional landscaping as appropriate, particularly to the southern boundary and the Enniskillen Road frontage. Development should respect existing slopes and contours and a range of densities would be acceptable. Access to the site should be divided between the Enniskillen Road and the existing housing distributor road serving Sally's Wood. The former will require the provision of a footway along the Enniskillen Road frontage and the latter improved visibility at the existing road junction, both to be provided as integral parts of any development.

H2 Burfits Hill - a 5.1ha site to the south of existing residential development fronting Burfits Hill and bounded to the south by the old Enniskillen to Bundoran railway line. There are a number of significant

hedgerows and mature trees throughout the site which should be retained and protected in any development together with additional landscaping as appropriate. The density of development should be low to maintain the character of the area. A single access will be permitted onto Burfits Hill and a footway will be required along this road as an integral part of the development. Pumping may be required to provide adequate sewerage facilities to the southern part of this site.

H3 Killadeas Road - a 1.2ha site to the north west of the Killadeas Road, adjoining recent residential development at the edge of the town. The site rises towards a localised drumlin to the west and development will be confined to single storey properties on rising ground. The existing boundary hedgerow to the west should be retained and supplemented in any development together with additional landscaping as appropriate particularly to the undefined north western boundary of the site. A single access will be permitted onto the Killadeas Road and a footway along this road will be required as an integral part of the development. Pumping may be required to provide adequate sewerage facilities for this site.

H4 Lisnarick Road - a 4.6ha site to the north of the Lisnarick Road and generally rising northwards from this. The frontage portion of this site is substantially below road level and will require filling as part of any development. Existing vegetation worthy of retention should be protected and supplemented in any development together with additional landscaping as appropriate particularly to the northern boundary and the Lisnarick Road frontage. Development should respect existing slopes and contours and will be confined to single storey properties on rising ground. A single access will be permitted onto the Lisnarick Road.

H5 Townhill - a 5.6ha site to the south west of the Kesh Road. The site rises steeply towards existing residential development at Hudson Heights to the south east. Existing vegetation worthy of retention should be protected and supplemented in any development together with additional landscaping as appropriate. Development should respect existing slopes and contours. Access to this site will be permitted onto the Kesh Road or via Hudson Heights and in view of its size this site may develop in several discrete parts.

H6 Kesh Road - a 2.0ha site fronting the Kesh Road at the north western edge of the town. The site is generally level and is bounded to the north west and north east by hedgerows containing a large



proportion of mature trees which are safeguarded from development by the designation of a Local Landscape Policy Area. Additional landscaping should be provided as appropriate particularly to the Kesh Road frontage. A single access to an appropriate standard will be permitted onto the Kesh Road and a footway will be required along this road as an integral part of the development. A small part of the site may also be accessed from the minor road to the east of the site which may require upgrading. A sewer extension will be required to provide adequate sewerage facilities.

H7 Rathlands - a 0.9ha site, the development of which is now substantially complete.

H8 Lack Road 1 - a 2.1ha site to the west of the Lack Road which slopes down generally from south to north towards a watercourse. Existing vegetation worthy of retention should be protected and supplemented together with additional landscaping as appropriate. An adjoining rath is safeguarded from development by the designation of a Local Landscape Policy Area and appropriate protection should be given to this archaeological monument during the period of site works. A single access at the northern extremity of this site will be permitted onto the Lack Road and this will require filling. Development of this site should not prejudice potential future development on white land adjoining at Forthill.

H9 Lack Road 2 - a 0.8ha site to the east of the Lack Road and north west of St Molaise's Park. The hedgerow and mature trees along the north eastern boundary of the site are safeguarded from development by the designation of a Local Landscape Policy Area. Additional landscaping should be provided as appropriate, particularly to the Lack Road frontage. A single access will be permitted onto the Lack Road and must be staggered from the access serving the Rathlands residential development opposite.

H10 Dromore Road - a 0.7ha site to the south of the Dromore Road adjoining the existing Hazelwood residential development. The existing mature hedgerow along the southern boundary should be retained, protected and supplemented in any development together with additional landscaping as appropriate. Development of this site will be confined to single storey properties. Access will be permitted via the existing Hazelwood development.

H11 Brownhill Road - a 3.0ha site to the north of the Brownhill Road which extends towards to the rear of properties fronting onto the Dromore Road. The site rises gently northwards and development will be confined to single storey properties on rising ground. Existing vegetation worthy of retention should be protected and supplemented together with additional landscaping as appropriate. Access will be permitted onto Brownhill Road and a footway along this road will be required as an integral part of the development.

Industry

Irvinestown currently has a number of small to medium size industrial concerns, including Desmond & Sons Limited, Daintyfit and West Ulster Farmers Limited. These have been augmented by the recent business centre development at the Old Market Yard.

To meet industrial land needs over the Plan period 10.3 hectares have been zoned for industry at 3 locations in the town. There may also be scope on some white land areas for small scale industrial development proposals compatible with surrounding land uses and subject to normal planning and environmental considerations.

In addition industrial and commercial properties currently vacant or vacated during the Plan period will provide opportunities for re-use and proposals for such development will be assessed on their merits.

Industry Zonings

I1 Dromore Road 1 - a 2.9ha site fronting the Dromore Road and adjoining the West Ulster Farmers Creamery development. The site is reasonably level, accessible and well located in relation to existing industrial development. The visually significant avenue of mature trees leading to and around Drumharvey House is safeguarded from development by the designation of a Local Landscape Policy Area. Additional landscaping should be provided as appropriate. A single access to an appropriate standard will be permitted onto the Dromore Road. Active consideration is currently being given to the development of this site by the Irvinestown Trustee Enterprise Company Limited (ITEC) for a range of food processing uses. A possible constraint however to industrial development relates to proposals which may generate a significant amount of effluent, as the water quality of the receiving stream may be insufficient to cope with significant discharges.

I2 Dromore Road 2 - a 5.3ha site fronting the Dromore Road and separated from the above Industrial Zoning I1 by the

aforementioned safeguarded avenue of mature trees leading to Drumharvey House. The site is well located, accessible and reasonably level, although the land rises towards the north east. In view of the proximity of nearby housing a significant planted buffer of some 5 metres in depth will be required as an integral part of any development of this site to the Dromore Road frontage and additional landscaping should be provided as appropriate to other site boundaries. A single access to an appropriate standard will be permitted onto the Dromore Road and must be staggered from the access serving the Hazelwood residential development opposite. Development may be constrained by the water quality considerations as indicated for site I1 above.

I3 Kesh Road - a 2.1ha site fronting the Kesh Road and adjacent to Desmond & Sons Limited. The site is low lying, but level and accessible and could provide for potential expansion needs of the adjoining Desmond's Factory or other appropriate industrial uses. Landscaping should be provided as appropriate to the site boundaries and in particular to augment the existing boundary trees to the east which are safeguarded from development by the designation of a Local Landscape Policy Area. A single access to an appropriate standard will be permitted onto the Kesh Road. Development may be constrained by the water quality considerations as indicated for sites I1 and I2 above.

Recreation/Open Space

The town is currently well served with recreational facilities. The Bawn Acre Centre at Burfits Hill, which was recently extended, contains a multi-purpose hall, handball and squash courts, cafeteria and social area, activity rooms and changing rooms together with adjoining outdoor playing fields and an all weather pitch. At the neighbouring Necarne Castle, Fermanagh District Council is currently developing a new equestrian centre, comprising both indoor and outdoor arenas and a cross country eventing course. This area also acts as a pleasant passive open space resource for the town.

The GAA has a County pitch at St Molaise's Park and there are a number of school playing fields and local amenity areas within the town including the small Fairgreen.

The Department will seek to retain all areas of existing public and private open space within the town in their present use.

Where there is pressure to develop and change the use of open space, the Department will ensure its retention except where community need no longer exists and no particular amenity attaches to the land.

In consultation with Fermanagh District Council, the Department has zoned land at the following location to meet the town's future recreation/open space needs. In addition play areas should be provided during the Plan period as required in association with new housing developments (see Plan Policy H3).

Recreation/Open Space Zoning

R1 Castle Street - a 2.2ha level site which is suitable for development by Fermanagh District Council in conjunction with existing outdoor facilities at the Bawn Acre Centre or in association with the equestrian centre development at Necarne Castle.

Landscape

Irvinestown nestles in a valley with land rising gently on all sides and has a landscape character and quality comprising a number of elements. There is rolling agricultural land with associated hedgerows, many of which are unmanaged and gappy in nature. There are pockets of mature woodland and some specimen tree planting including avenue planting mainly associated with large old houses, such as Drumharvey House. There is also a large area of mature planting associated with the historic Necarne Castle demesne which adjoins the town. Dense hedgerows and scrub vegetation are associated with the old Enniskillen to Bundoran railway line.

Care must be taken to ensure that new development does not dominate these characteristics, but sympathetically integrates with the natural environment and respects the man-made heritage and therefore conserves and enhances rather than destroys the quality of the landscape.

Local Landscape Policy areas (See Plan Policy Man Env3) are therefore designated for those areas within and adjoining the development limit of Irvinestown which are considered to be of greatest amenity value or local significance and worthy of protection from undesirable or damaging development.

Local Landscape Policy Areas

L1 Enniskillen Road 1 - An area of mature and regenerating trees which is visually prominent on approach to the town along the Enniskillen Road from the south. Appropriate small scale development may be acceptable in landscape terms provided this would not significantly affect existing tree cover.

L2 Enniskillen Road 2 - An area of mature and regenerating trees on land sloping down to a stream to the south. Whilst originally

part of the Necarne Castle demesne, development has encroached into this area in recent years. Appropriate small scale development may be acceptable in landscape terms provided this would not significantly affect existing tree cover.

L3 Old Bundoran Railway Line - a row of Lawson Cypress trees along the edge of the old Enniskillen to Bundoran railway line and an adjoining row of mature poplar trees along the Mill Street - Enniskillen Road frontage. These trees are visually significant and the old railway line has potential to act as a local wildlife corridor. This area should be retained and protected as an important local landscape feature and development proposals on adjoining land must have full regard to their potential impact on the trees.

L4 Church Tower and graveyard - The 18th Century Church Tower, a listed building and adjoining historic graveyard mark the site of a 17th century church and are an important part of the local heritage. There are 2 large mature trees within the graveyard. There will be a strong presumption against development in this area and the Department in considering proposals for development or redevelopment of adjoining sites will have regard to their potential impact on the Church Tower, graveyard and associated trees.

L5 Necarne - Three visually significant woodland areas which form the historic northern boundary of the Necarne Castle demesne. Sally's Wood effectively screens both Necarne Castle, a listed building and the Ulster Lakeland Equestrian Park from the urban form of Irvinestown, while the other two woodland areas, Glen Wood and trees around the old Rectory are of great importance to the setting of the town on approach along the Enniskillen Road from the south. While these woodland areas lie outside and adjoining the Irvinestown development limit, their designation as a Local Landscape Policy Area seeks to ensure that boundary trees are retained and protected in the development of any adjoining land within the limit. This will normally require that any building is constructed outside the falling distance of these trees. Elsewhere development opportunities will be restricted by the application of the Department's rural policies and by the need to protect the Necarne Castle demesne from inappropriate change.

L6 Parochial House - a coniferous woodland area adjacent to the Parochial House which is an important local landscape feature. Appropriate small scale development may be acceptable in landscape terms provided this would not significantly affect existing tree cover.

L7 Killadeas Road - a small stand of mature trees along a watercourse which should be retained and protected as an important local landscape feature. Development proposals on adjoining land must have full regard to their potential impact on these trees.

L8 Lisnarick Road 1 - a row of mature trees which together with the trees on the opposite side of the Lisnarick Road form an avenue on this main approach road into the town. They should be retained and protected as an important local landscape feature. Development proposals on adjoining land must have full regard to their potential impact on these trees.

L9 Reihill Park/Hudson Heights - An area of mature and regenerating trees to the rear of residential properties in Reihill Park and Hudson Heights. They should be retained and protected as an important local landscape feature. Development proposals on adjoining land must have full regard to their potential impact on these trees.

L10 Lisnarick Road 2 - a row of mature trees fronting a car park which together with the trees on the opposite side of the Lisnarick Road form an avenue on this main approach road into the town. They should be retained and protected as an important local landscape feature. Development proposals on adjoining land must have full regard to their potential impact on these trees.

L11 Lisnarick Road 3 - The visually important setting of a listed building including mature trees to the Lisnarick Road frontage. There will be a strong presumption against development which would be detrimental to the frontage trees or the listed building and its setting.

L12 Tullynagary - a rath at Tullynagary which is part of the local heritage. This archaeological monument and its immediate surroundings form part of the setting of the town viewed from the Lisnarick Road. The area lies outside and adjoining the Irvinestown development limit and there will be a strong presumption against development.

L13 Kesh Road 1 - An area with mature tree groups and boundary trees which are visually significant on approach to the town along the Kesh Road to the north west. Appropriate small scale development may be acceptable in landscape terms provided this would not significantly affect existing tree cover or the overall character of the area.

L14 Kesh Road 2 - a line of mature trees along a laneway entrance to a property fronting the Kesh Road which adjoins land zoned for industry. These trees will help act as a buffer to any new industrial development and should therefore be retained, protected and supplemented in the development of the adjoining land. This will normally require that any building is constructed outside the falling distance of these trees.

L15 Kesh Road 3 - a line of mature hedgerow trees which should be retained and protected as an important landscape feature in the development of adjoining land zoned for housing. This will normally require that any building is constructed outside the falling distance of these trees.

L16 Dunena Avenue a rath to the north of Dunena Avenue which is part of the local heritage and around which housing has already developed. This archaeological monument must be preserved and permission will therefore not be granted for any development which would result in the damage or destruction of this site.

L17 St Molaise's Park - a maturing coniferous plantation to the north of St Molaise's GAA pitch and an adjoining hedgerow with mature trees. These trees provide a buffer and visual screen to adjoining industrial development and are visually significant on approach to the town along the Lack Road from the north. There will be a strong presumption against development in this area and development proposals on adjoining land must have full regard to their potential impact on these trees.

L18 Forthill Park - a line of mature trees to the frontage of residential development at Forthill Park. They should be retained and protected as an important local landscape feature. Development proposals on adjoining land must have full regard to their potential impact on these trees.

L19 The Manse, Dromore Road - Mature specimen trees and recent planting around the Manse, an impressive old property fronting the Dromore Road. Appropriate small scale development may be acceptable in landscape terms provided this would not significantly affect existing tree cover or the overall character of the area.

L20 Drumharvey House - An avenue of mature trees and the trees around Drumharvey House, an impressive old property which is

currently vacant. This includes the laneway from the house to the Lack Road. The tree-lined avenue from the Dromore Road to the house divides two larger areas which are zoned for Industry. These trees are visually very significant viewed on approach to the town along the Omagh Road from the east and must be retained and protected in the development of the adjoining land. The trees along the laneway entrance from the Lack Road are also visually significant and development proposals on adjoining land must have full regard to their potential impact on these trees. Proposals for appropriate small scale development involving Drumharvey House or its environs may be acceptable in landscape terms provided this would not significantly affect existing tree cover. In view of the location of the property between two industrial zonings, it presents an ideal opportunity for small scale business or craft ventures.

Traffic And Car Parking

The A32 Omagh-Enniskillen Protected Route, an important strategic regional route passes through Irvinestown. Whilst the Pound Street-Mill Street link road is available to carry through traffic clear of the main shopping area of the town some traffic still uses the traditional Main Street route causing conflict with local traffic and detracting from the amenity of the area.

There is one public car park in the town with a capacity of 64 spaces which at present is underused. This is accessed from the Pound Street-Mill Street link road. There is also a good deal of on-street car parking available in the town centre. However, congestion occurs at certain times.

The Department will monitor the situation with regard to traffic, parking and accessibility during the Plan period and will initiate measures as appropriate to reduce congestion and improve accessibility. The Department will also expect adequate on site car parking to be provided as part of any significant development or redevelopment proposals in the town centre.

Town Centre

The commercial centre of Irvinestown is compact and attractive. The majority of shops and businesses are concentrated along Main Street and those parts of Mill Street, Pound Street and Church Street which immediately adjoin it.

The Department has delineated a town centre boundary to contain the future commercial expansion of the town. Within this area, the Department will encourage new retail development and the refurbishment of existing floorspace for retail purposes.

Proposals for other commercial uses will be assessed on their locational merits and on their potential impact on the town centre.

The Department would particularly encourage proposals to improve the appearance of properties which front onto the Pound Street/Mill Street link road.

Environmental improvements to the town centre are proposed as part of the CRISP scheme and these will include landscaping and street furniture.

The town centre has a number of buildings, some of which are listed as being of architectural and/or historic interest, which contribute to the quality and character of the area. These are concentrated in the broad historic market square which is dominated by an impressive 18th Century clock tower. An Area of Townscape Character is therefore designated to protect and enhance the character of the traditional core of the town centre (see Plan Policy Man Env 2).

The Department together with other statutory agencies and community groups including the International Fund for Ireland, Fermanagh District Council and Irvinestown Trustee Enterprise Company Limited, will continue to encourage the regeneration of the town.

Villages

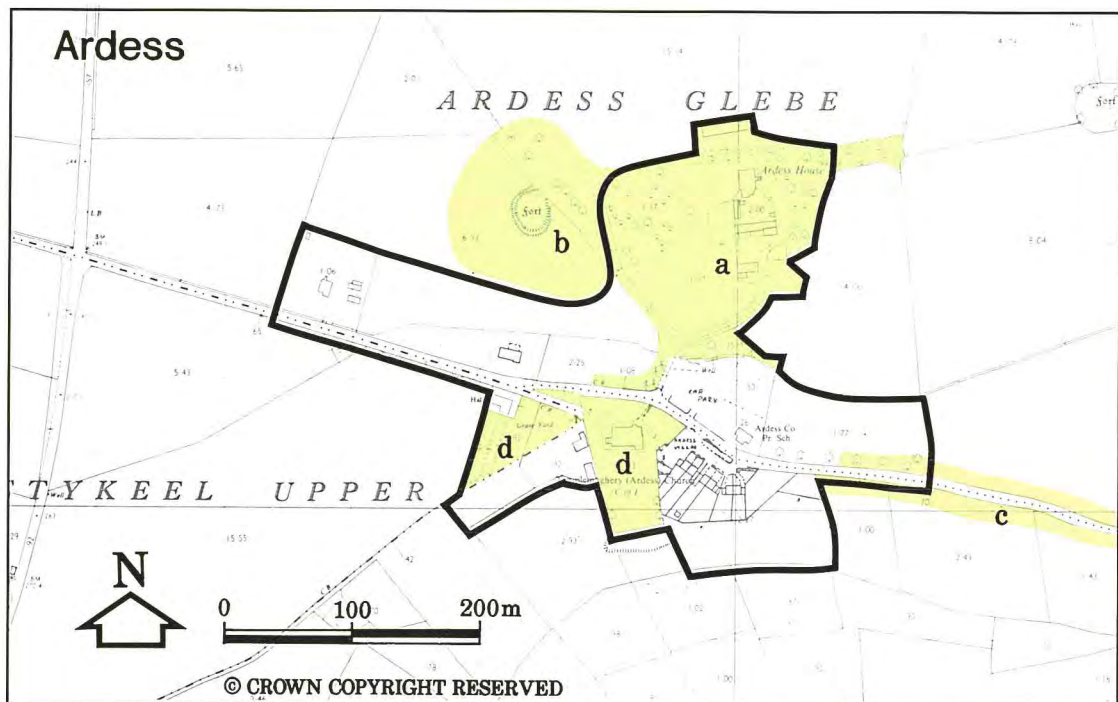
A limit of development has been defined for each village within which development proposals will be assessed according to Plan Policy S4 Development In Villages.

While land has not been zoned for specific uses*, Local Landscape Policy Areas have been designated in villages together with Areas of Village Character as appropriate. In addition an Area of Archaeological Potential has been defined for Newtownbutler. These proposals are illustrated on the individual maps for each village while Historic Parks and Gardens, the Enniskillen Green Belt, Countryside Policy Areas and Protected Routes have been highlighted, where appropriate, for information purposes. Each village is listed below together with their relevant designations. All Local Landscape Policy Areas which contain archaeological sites or monuments or archaeological remains are annotated as follows (AM).

Additional background information is contained in the Countryside Assessment Supplement.

The key relating to the village maps is inserted following page 218

* NOTE - The exceptions are Ballycassidy/Laragh/Trory where an area has been highlighted for industrial/warehousing use and Mullanaskea where a small site has been zoned for housing.



Ardess

A limit of development and the following Local Landscape Policy Areas :-

- (a) Ardess House, a listed building, and its immediate surroundings with mature trees.
- (b) A path, and its immediate surroundings, adjoining the avenue entrance to Ardess House. (AM)
- (c) The line of mature trees & the tree canopy to the east of the village.
- (d) Ardess Church, a listed building and its grounds. This together with the adjoining historic graveyard mark the site of an earlier medieval church. (AM)

Arney / Skea

Arney / Skea

A limit of development and the following Local Landscape Policy Areas :-

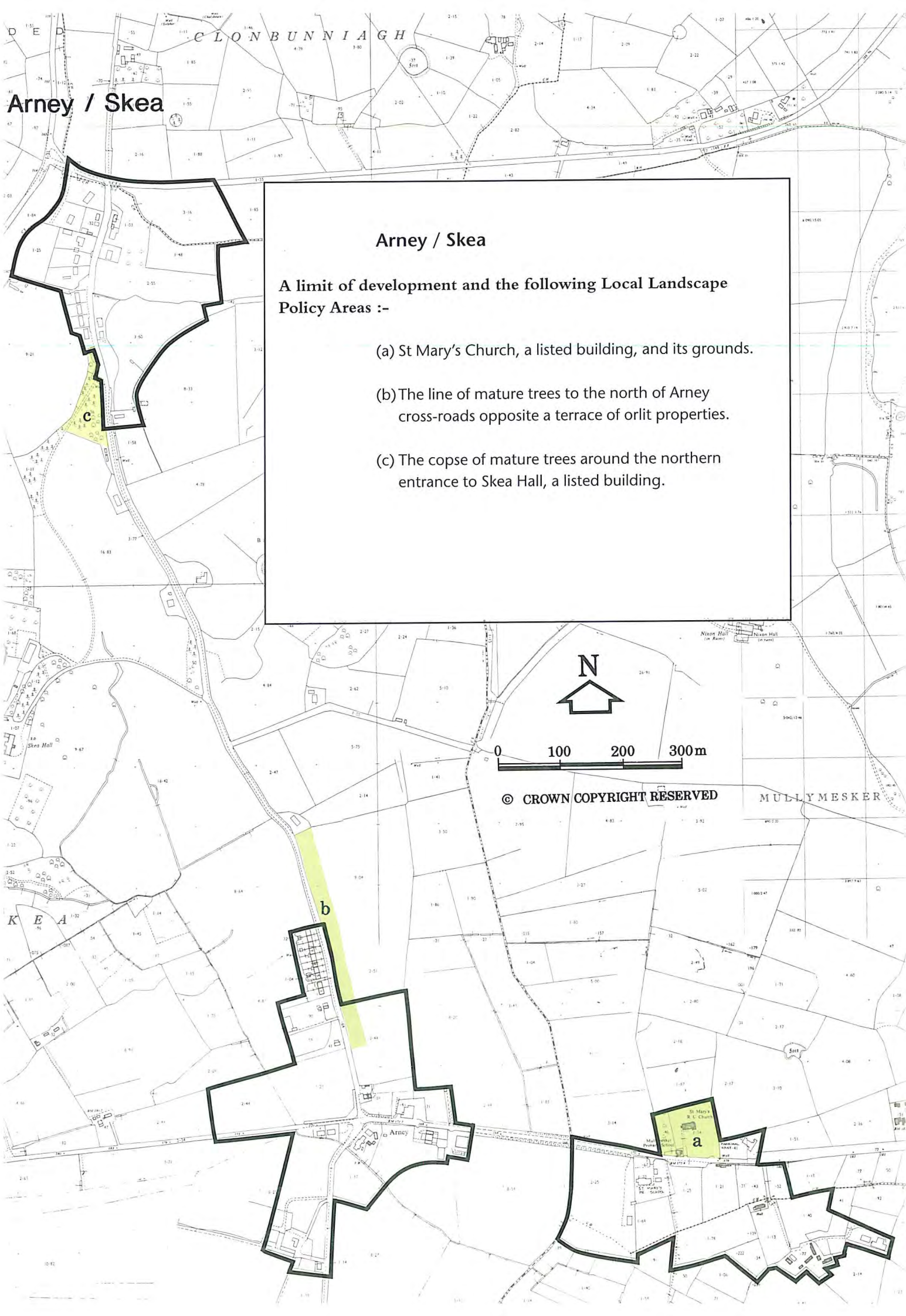
- (a) St Mary's Church, a listed building, and its grounds.
- (b) The line of mature trees to the north of Arney cross-roads opposite a terrace of orlit properties.
- (c) The copse of mature trees around the northern entrance to Skea Hall, a listed building.



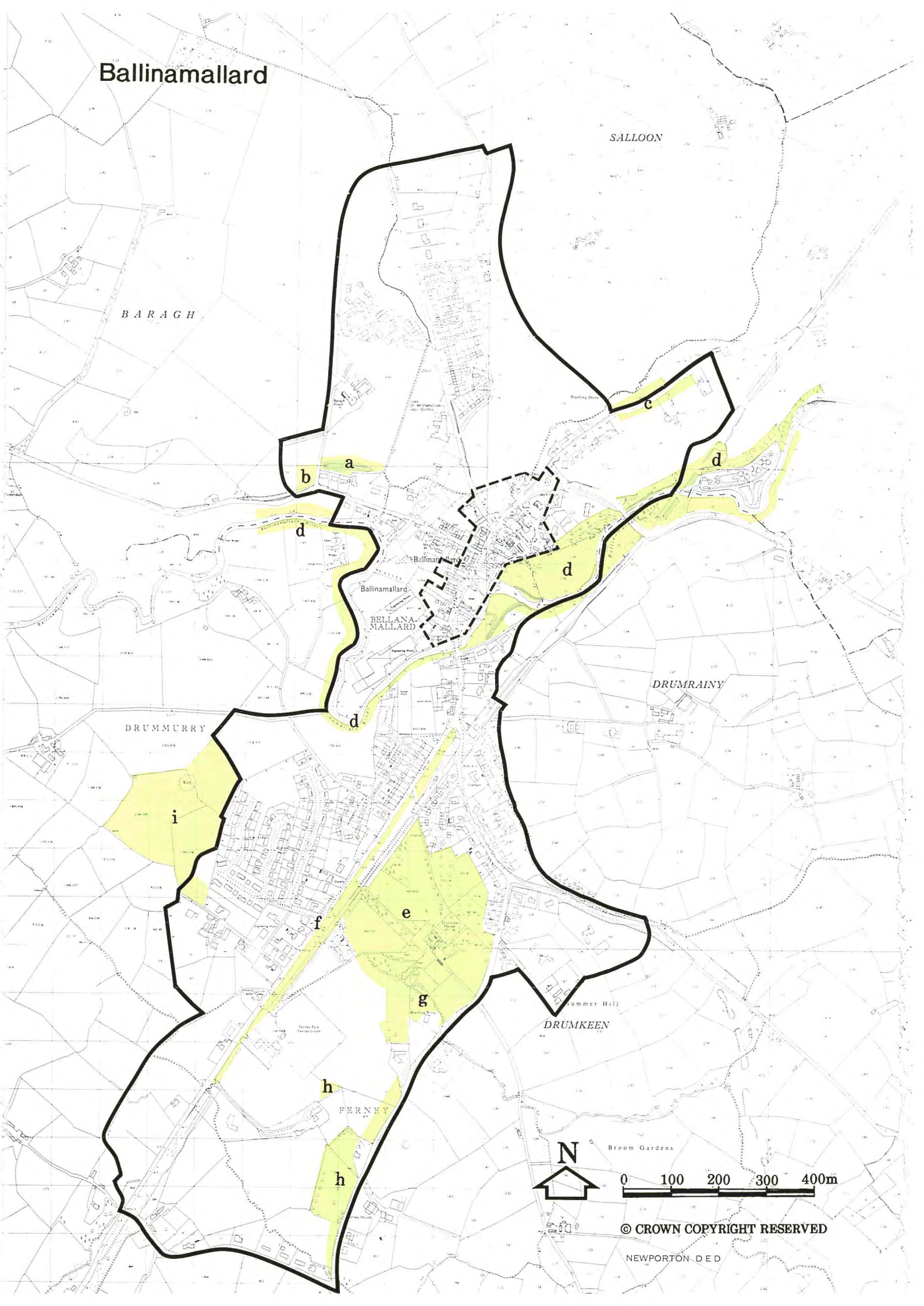
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MULLYMESKER



Ballinamallard



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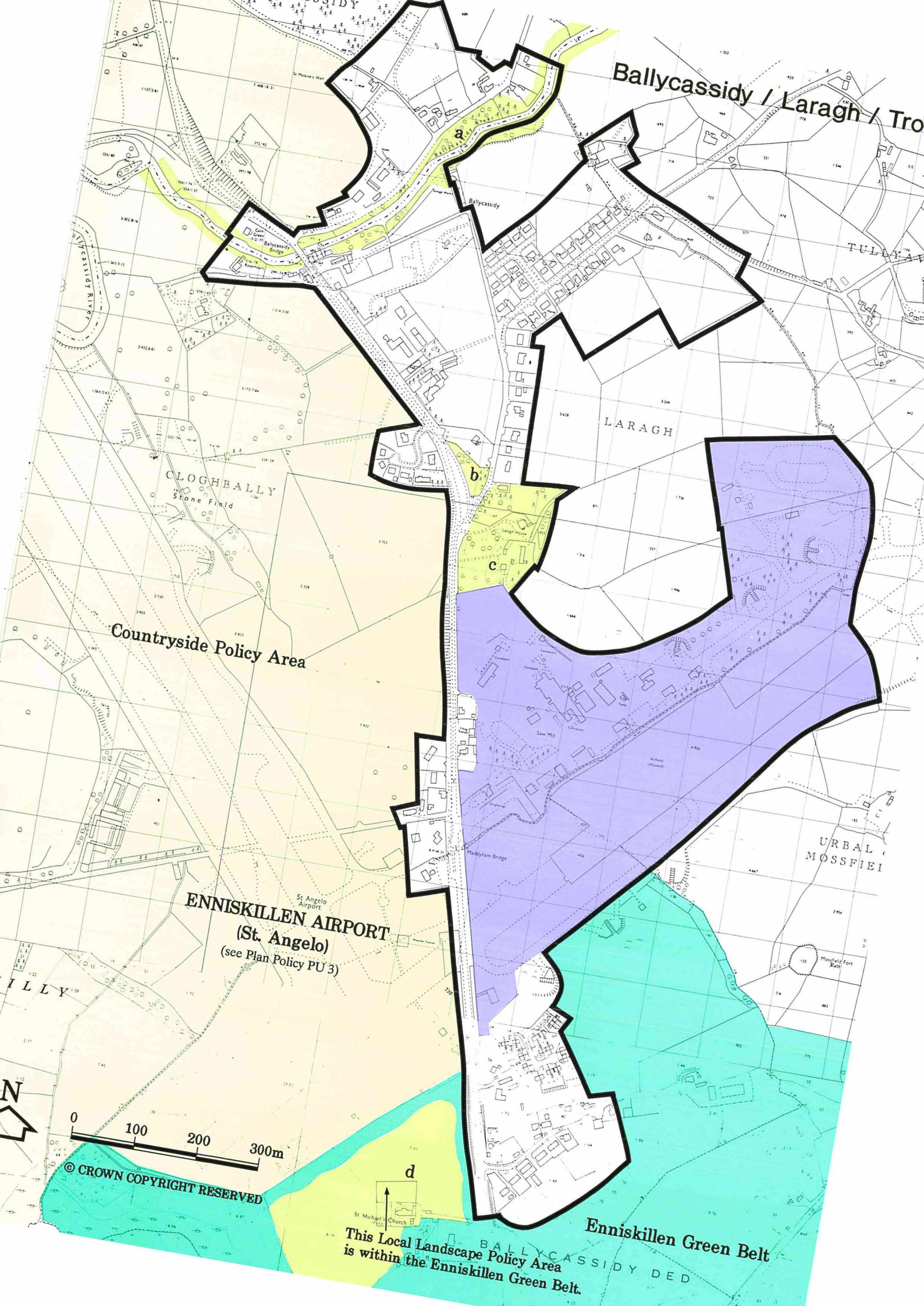
NEWPORTON DED

Ballinamallard

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) A distinctive natural mound feature to the rear of properties fronting Baragh Road.
- (b) The mature trees at the laneway entrance to Baragh House.
- (c) The mature tree canopy along Magheracross Road.
- (d) The riverside setting of the Ballinamallard River, particularly between the two bridges. This area includes a mature tree group to the north and the old railway viaduct, a listed building.
- (e) The mature trees surrounding Drumkeen House and the remains of an old railway embankment which is densely vegetated. This area may also contain the site of Castle Murray constructed during the Plantation. (AM)
- (f) The planted amenity strip between the Enniskillen Road and an old railway embankment.
- (g) A standing stone and associated trees at Ferney. (AM)
- (h) Two areas of mature broad-leaved trees at Ferney.
- (i) A rath and its immediate surroundings at Drummurry. (AM)

9.1.11 11.5



Ballycassidy / Laragh / Tro

LARAGH

COUNTRYSIDE POLICY AREA

ENNISKILLEN AIRPORT
(St. Angelo)
(see Plan Policy PU 3)

URBAL
MOSSFIEI

Enniskillen Green Belt

This Local Landscape Policy Area
is within the Enniskillen Green Belt.

BALLYCASSIDY DED

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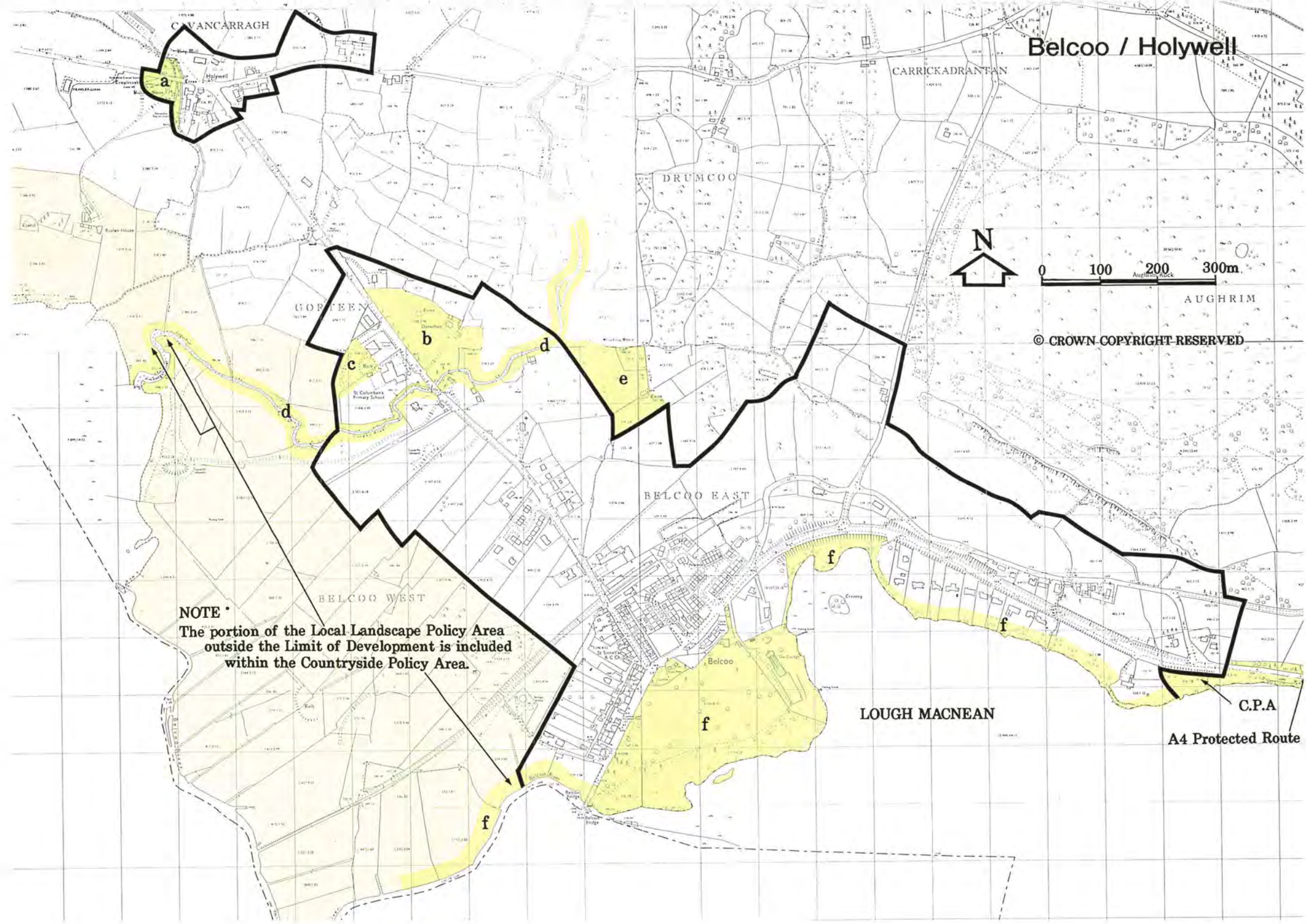
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Ballycassidy / Laragh / Trory

A limit of development, an area of land identified for industry/warehousing and the following Local Landscape Policy Areas :-

- (a) The riverside setting of the Ballycassidy River, particularly the mature trees along the river banks to the south east of the Riversdale Road.
- (b) The copse of mature trees at the junction of Monalla Road with the Enniskillen-Kesh Road.
- (c) The mature trees surrounding Laragh House and the adjoining Methodist Chapel (now in alternative use)
- (d) St Michael's Church, Trory, a listed building and its immediate surroundings.

The Enniskillen Green Belt, the Countryside Policy Area and Enniskillen Airport, St Angelo adjoin the limit of development of Ballycassidy/Laragh/Trory.



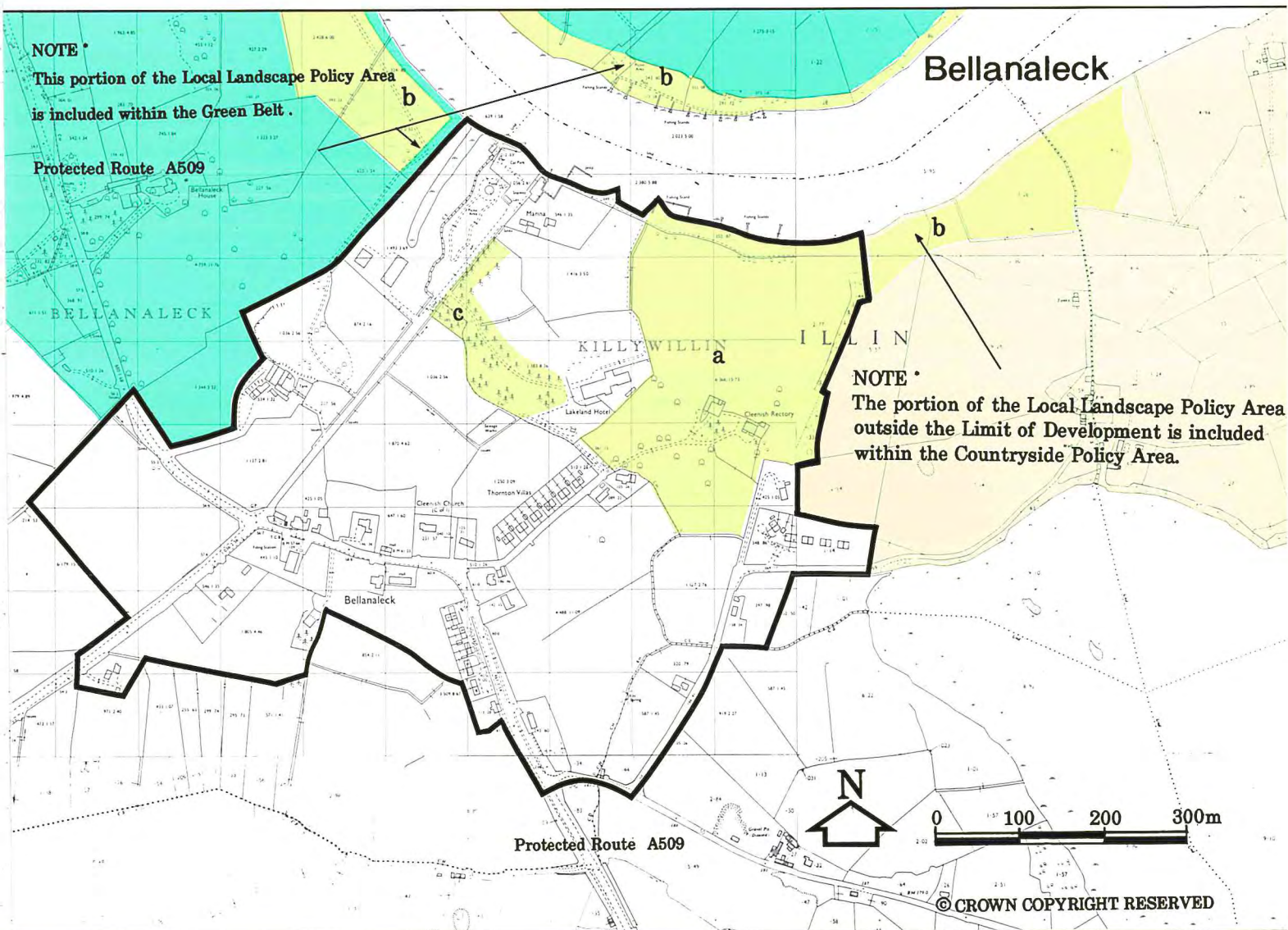
Belcoo / Holywell

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) Templerushin Church and Graveyard and the nearby Holy Well. (AM)
- (b) Danesfort, an attractive property and its immediate grounds which contain a cairn. (AM)
- (c) A rath, to the rear of Belcoo Community Centre. (AM)
- (d) The riverside setting of the Lurgan River.
- (e) A standing stone and a cairn, and their immediate surroundings at Belcoo East. (AM)
- (f) The riverside setting of the Belcoo River and the Lough Macnean shoreline, including the Cottage Lawn, an important local amenity with mature trees and important public views. There is a crannog a short distance off-shore. (AM)

The Countryside Policy Area adjoins the limit of development of Belcoo/Holywell and the A4 Protected Route runs through the village.





Bellanaleck

A limit of development and the following Local Landscape Policy Areas :-

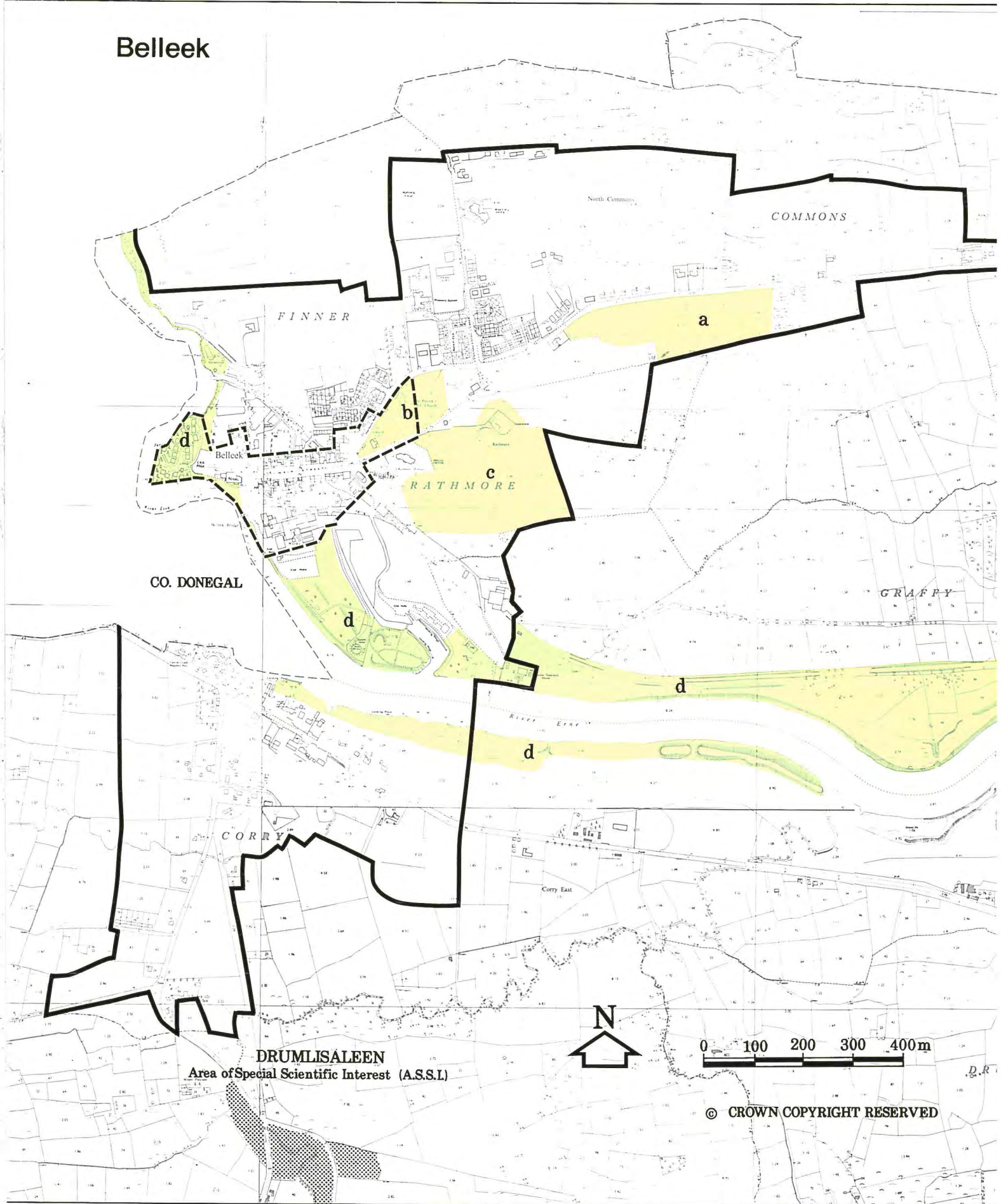
- (a) Cleenish Rectory, a listed building, and its impressive shoreline setting with mature trees.
- (b) The Lough Erne shoreline.
- (c) The plantation of coniferous trees along the entrance to the Sandown private nursing home.

The Enniskillen Green Belt and the Countryside Policy Area adjoin the limit of development of Bellanaleck and the A509 Protected Route runs through the village.



Bellanaleck

Belleek



Belleek

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) The open area of land to the south of the Kesh Road which commands important public views across the Erne river valley.
- (b) St Patrick's Church and Belleek Church of Ireland, both of which are listed buildings, and their immediate surroundings.
- (c) Rathmore, an impressive localised hill and important amenity feature. This commands important public views and may contain archaeological remains. (AM)
- (d) The riverside setting of the Erne River.

The Drumlisaleen Area of Special Scientific Interest (ASSI) is located to the south of Belleek.

Brookeborough

TATTENDILLUR

A4 Protected Route

BREANDRUM

LURGAN

DRUMEE

A4 Protected Route

Brookeborough

LISMALORE

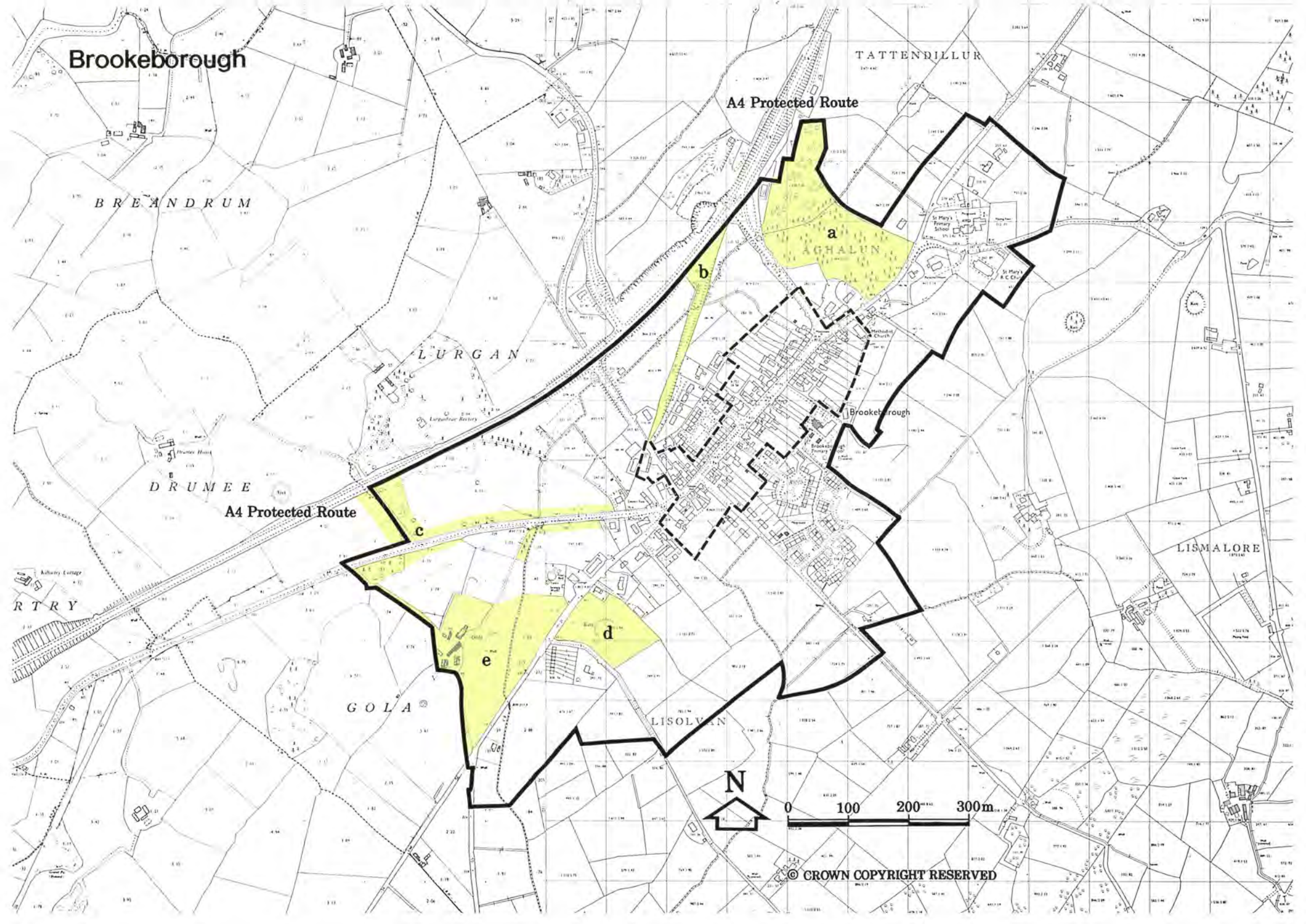
GOLA

LISOLVAN



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Brookeborough

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) The mature mixed woodland area at Aghalun.
- (b) The maturing vegetation and trees along part of the old Clogher Valley railway line.
- (c) The line of mature trees along the Old Maguiresbridge Road and trees along an adjoining laneway.
- (d) A rath and its immediate surroundings to the west of the Lisnaskea Road. (AM)
- (e) Gola House, a listed building, and its immediate setting with mature trees.

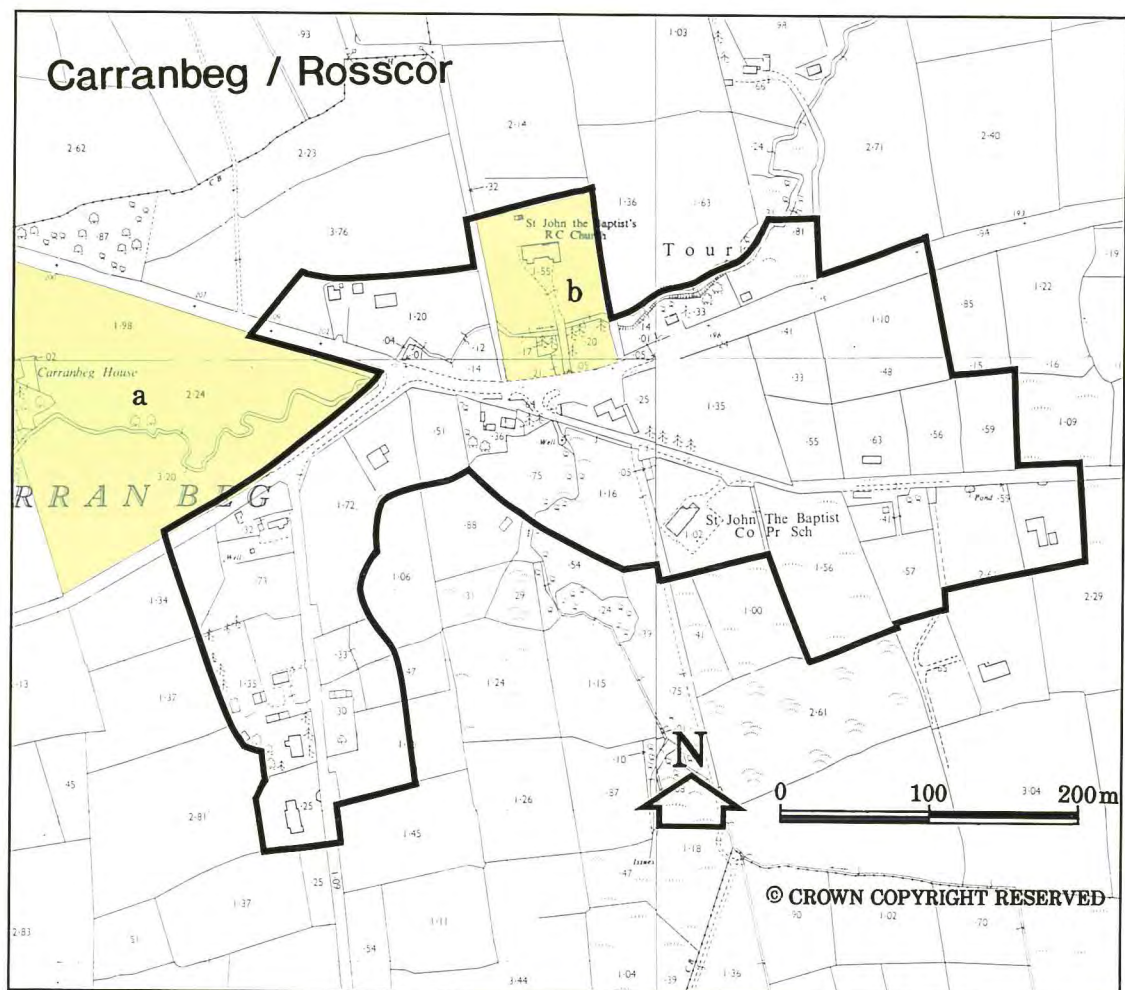
The A4 Protected Route defines the north western limit of development of Brookeborough.

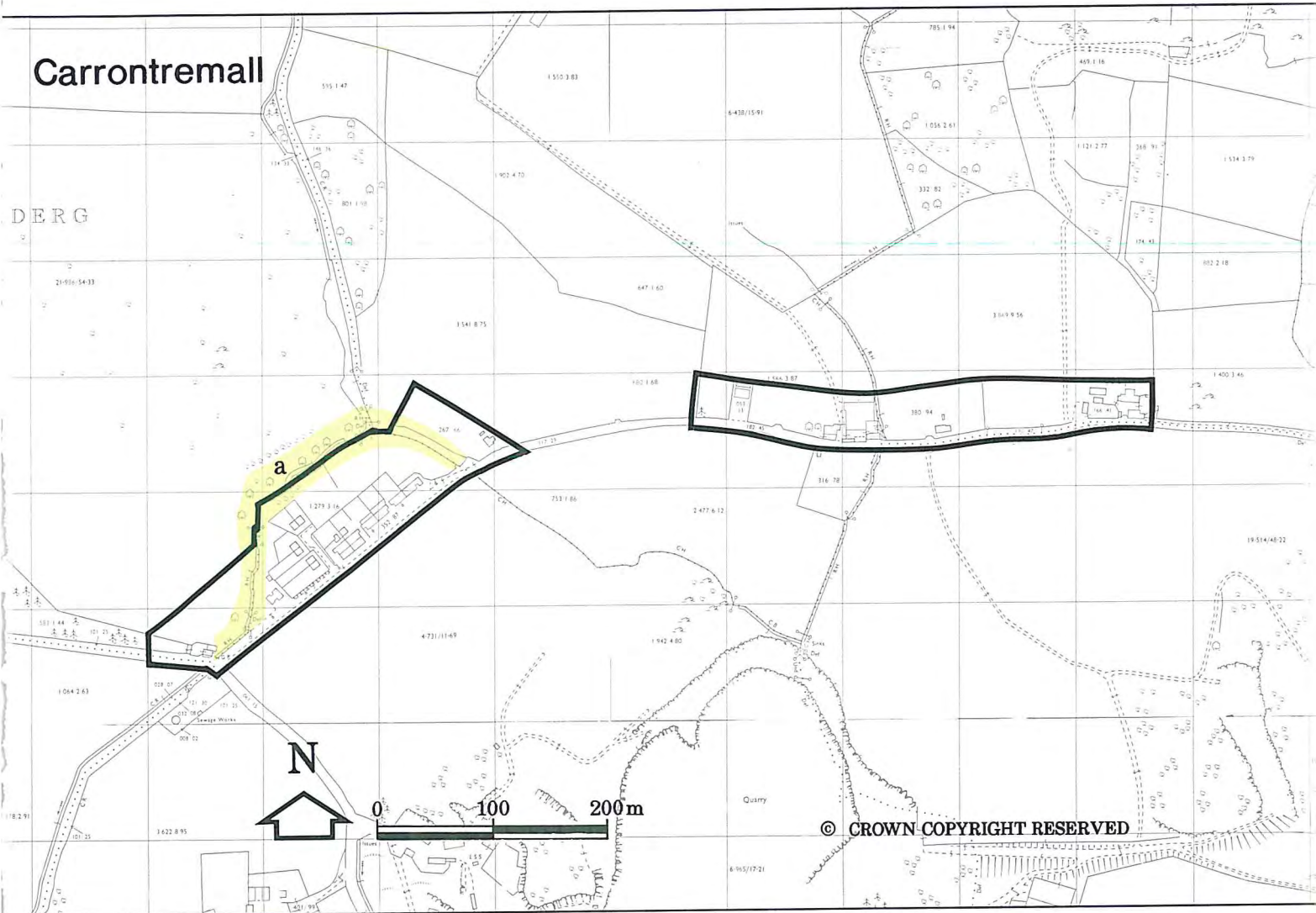


Carranbeg / Rosscor

A limit of development and the following Local Landscape Policy Areas :-

- (a) Carranbeg House, a listed building, and its immediate setting with mature trees.
- (b) St John the Baptist's Church, a listed building, and its grounds.



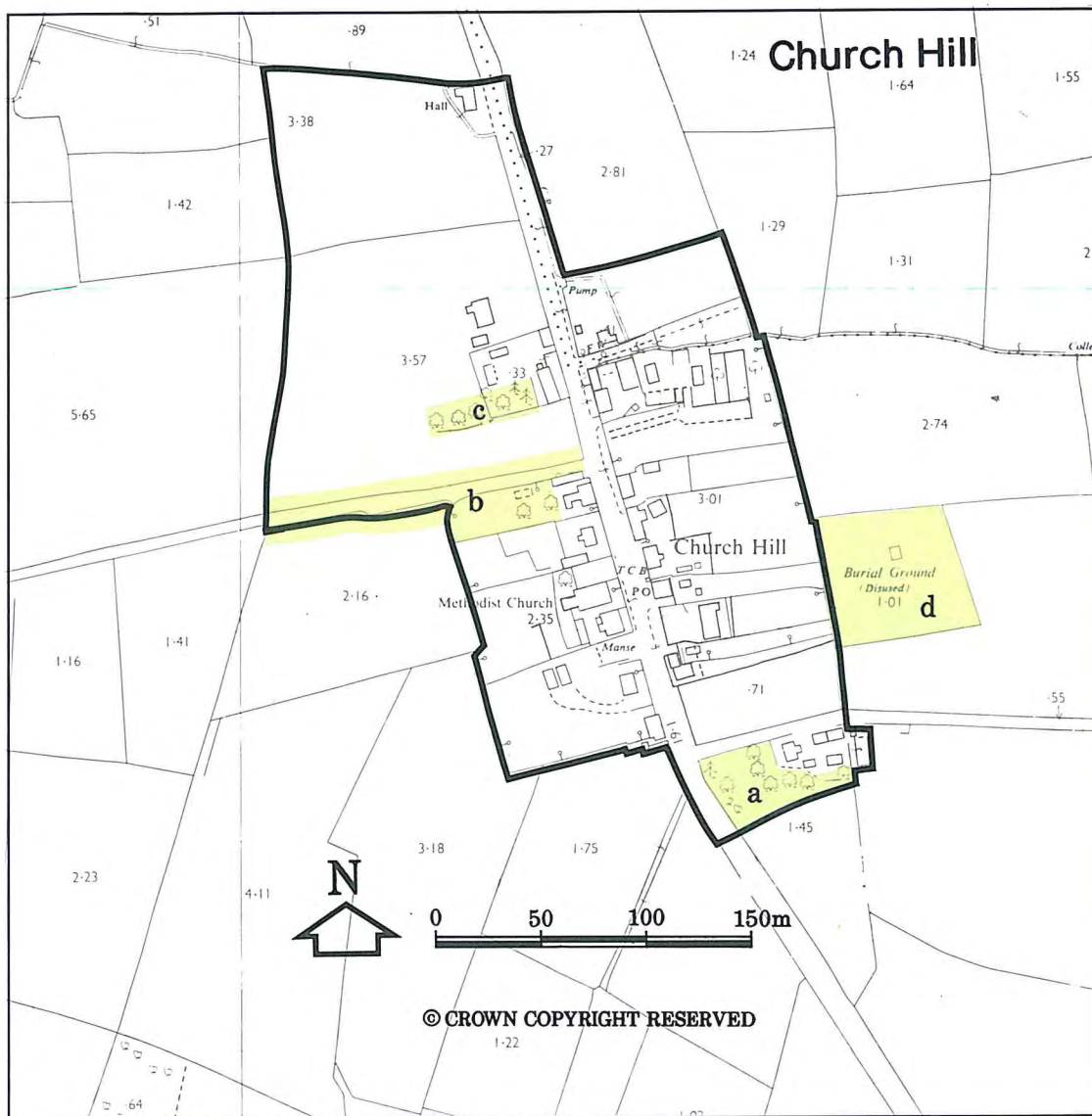


Carrontremall

A limit of development and the following Local Landscape Policy Area :-

- (a) The line of mature broad-leaved trees along a small stream.



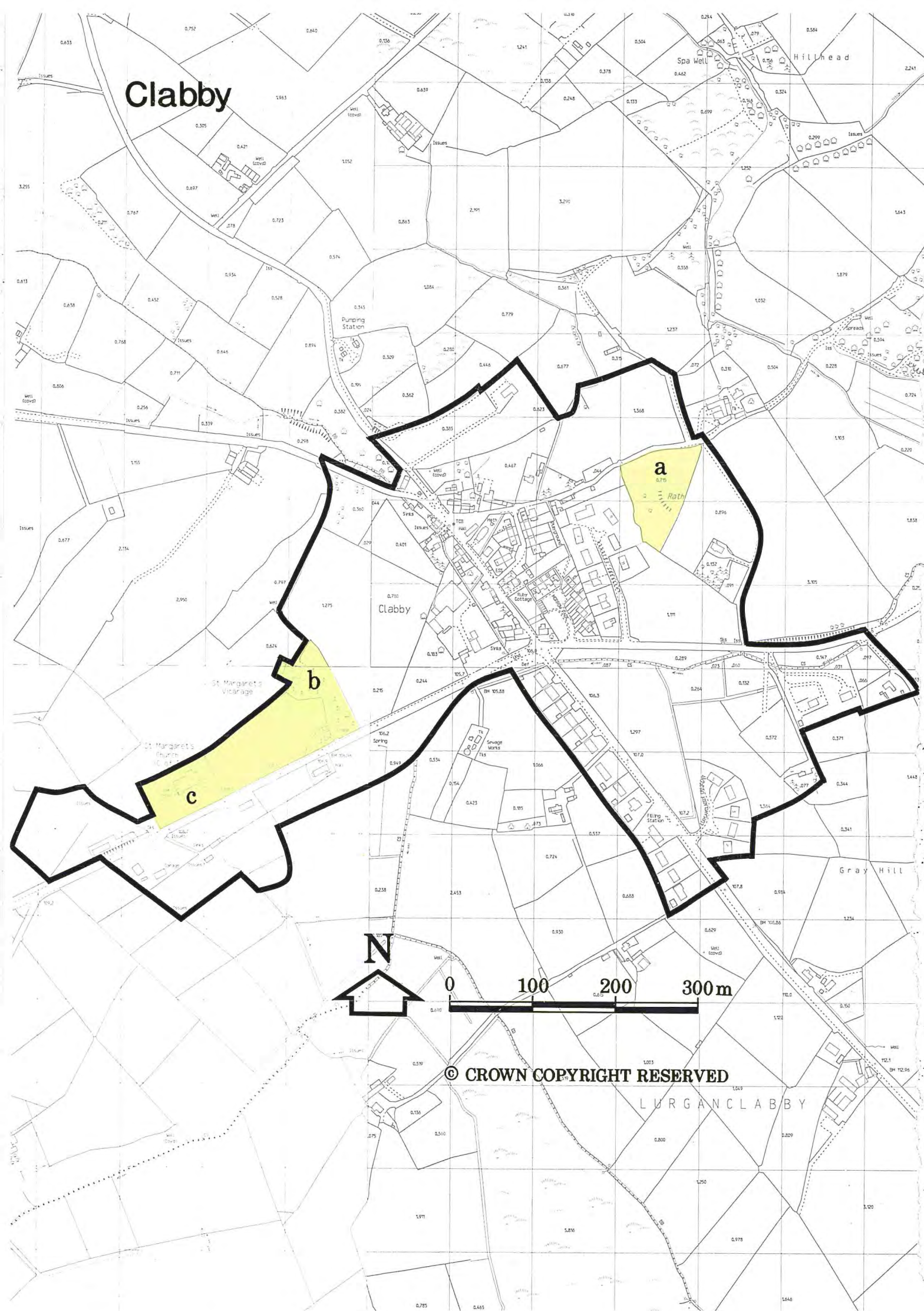


Church Hill

A limit of development and the following Local Landscape Policy Areas :-

- (a) The mature garden trees at the south of the village.
- (b) The mature laneway trees in the middle of the village.
- (c) The mature tree stand in the middle of the village.
- (d) The ruins of a post medieval church within an historic burial ground. (AM)

Clabby



Clabby

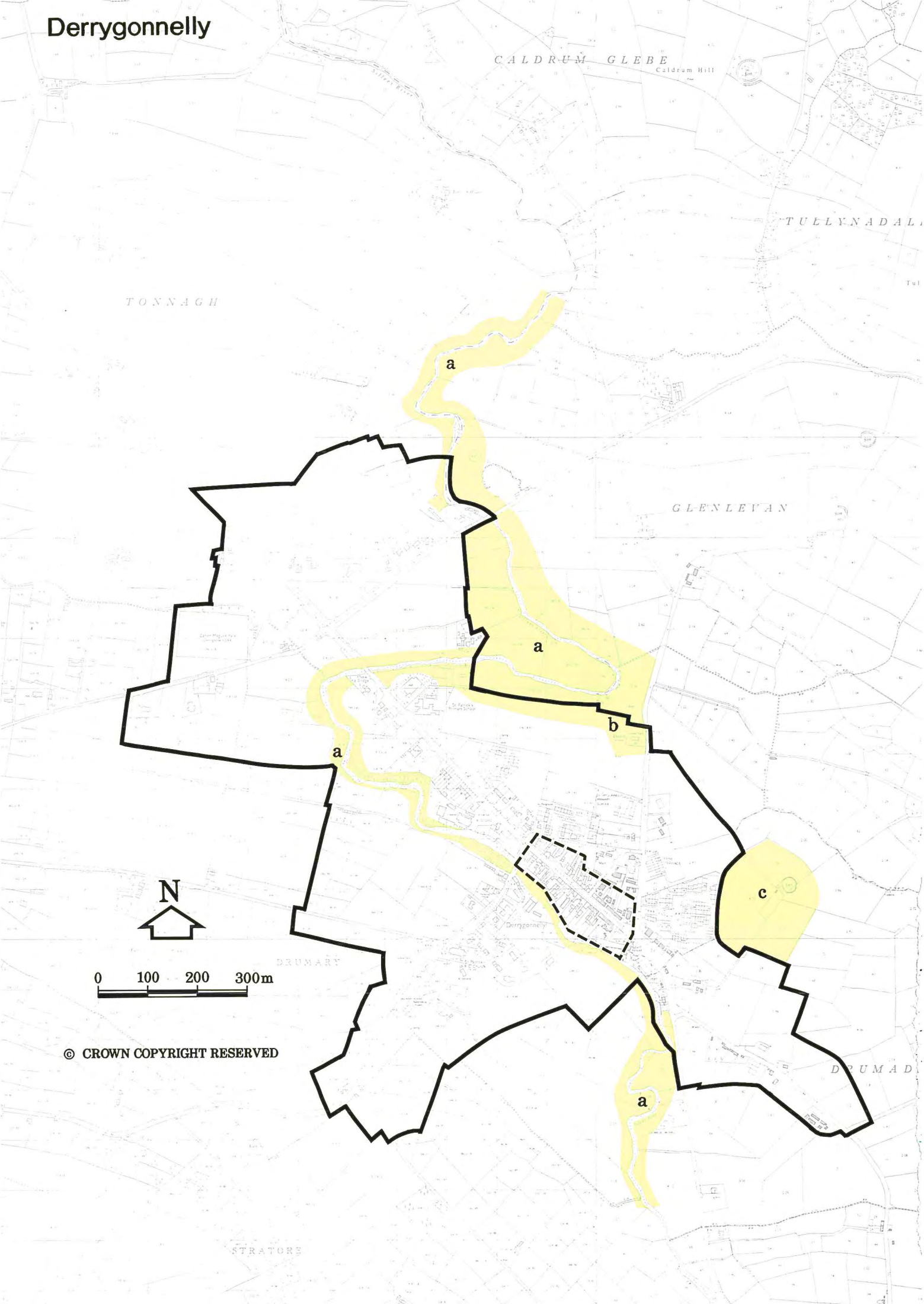
A limit of development and the following Local Landscape policy areas :-

- (a) A rath and its immediate surroundings at the north east of the village. (AM)
- (b) The mature trees around the Rectory.
- (c) St Margaret's Church of Ireland, a listed building, and its immediate setting, particularly the open field to the north east.



Clabby

Derrygonnelly

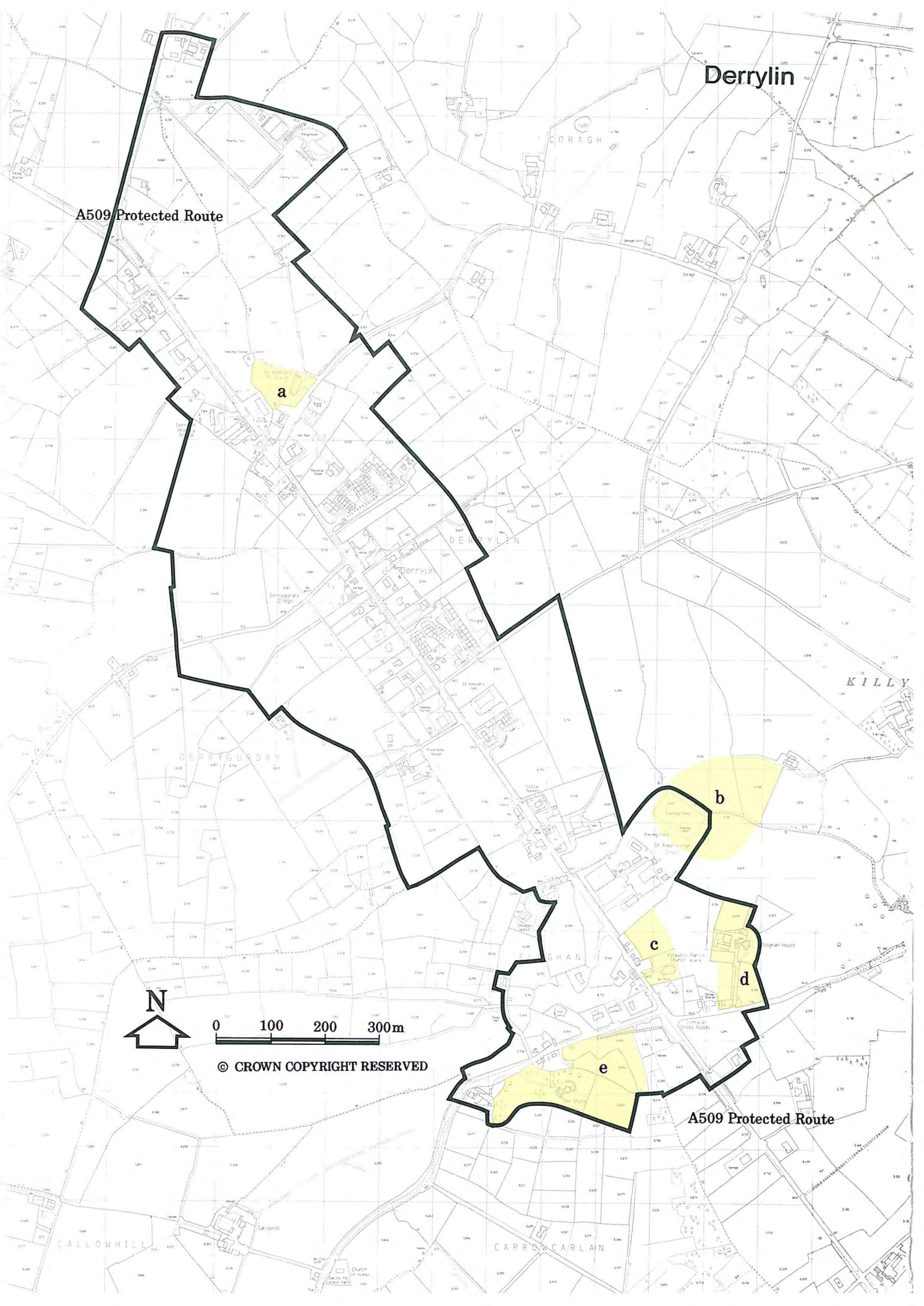


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Derrygonnelly

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) The riverside setting of the Sillee's River which includes a rath and its immediate surroundings. (AM)
- (b) A strong hedgerow boundary with mature trees and the ruins of a post medieval church within an historic graveyard to the north of Derrygonnelly Primary School. (AM)
- (c) A rath and its immediate surroundings to the east of Rosnarick Close. (AM)



Derrylin

A509 Protected Route

a

b

c

d

e

A509 Protected Route



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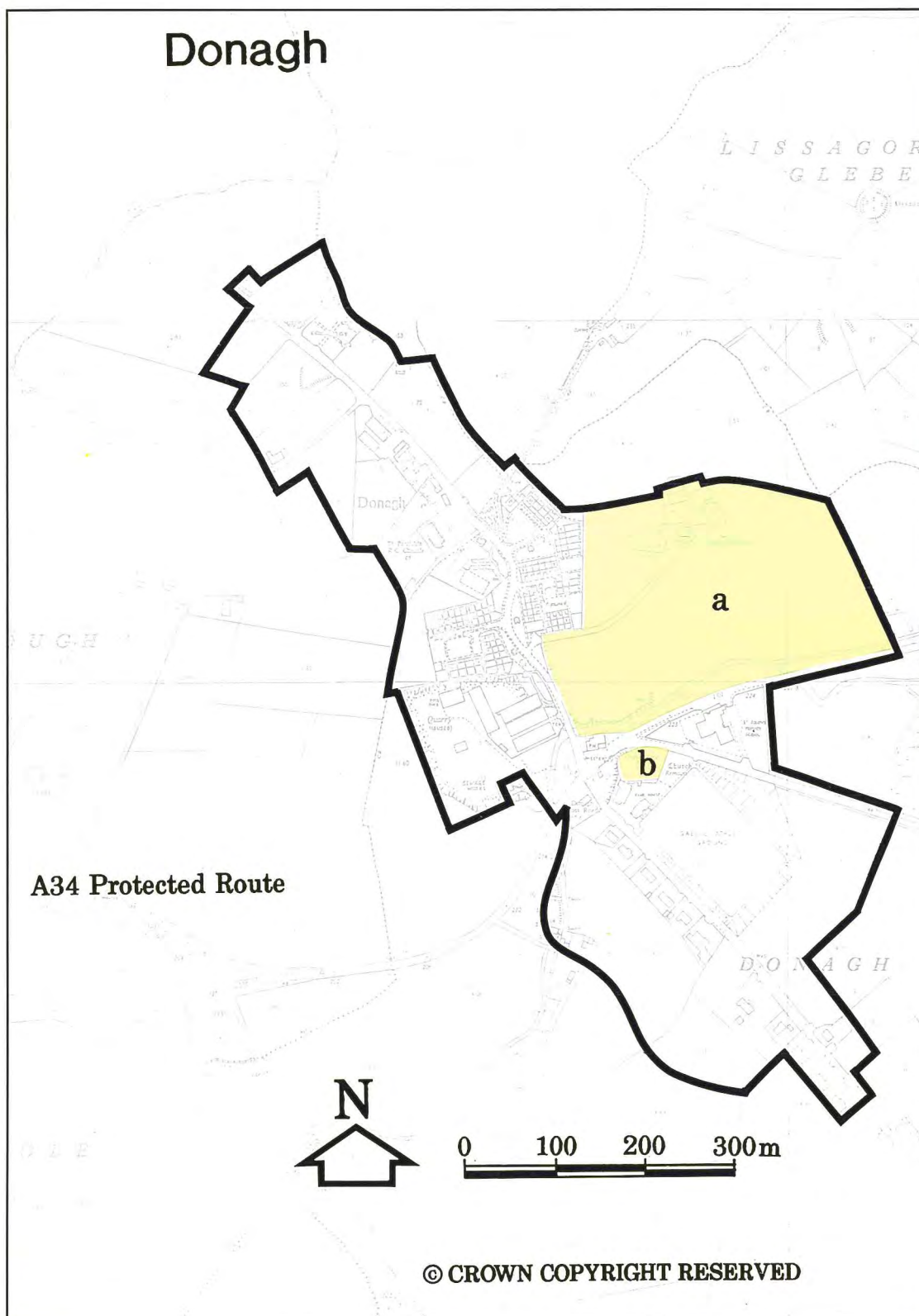
Derrylin

A limit of development and the following Local Landscape Policy Areas :-

- (a) St Ninnidh's Church, a listed building and its grounds.
- (b) A rath and its immediate surroundings to the north east of St Aidan's High School. (AM)
- (c) Kinawley Parish Church of Ireland, a listed building, and its immediate setting, particularly land adjoining to the north west.
- (d) Cloghan House, an attractive property surrounded by mature trees.
- (e) The Grove, a listed building, and its immediate setting with mature trees.

The A509 Protected Route runs through Derrylin.





Donagh

A limit of development and the following Local Landscape Policy Areas :-

- (a) Donagh House, a listed building, and its immediate setting including mature boundary trees.
- (b) A ruined church and historic graveyard mark an earlier ecclesiastical site in the centre of the village. (AM)

The A34 Protected Route is located to the west of Donagh.



Ederney

MONAVREECE

CAHORE

DRUMKEEN

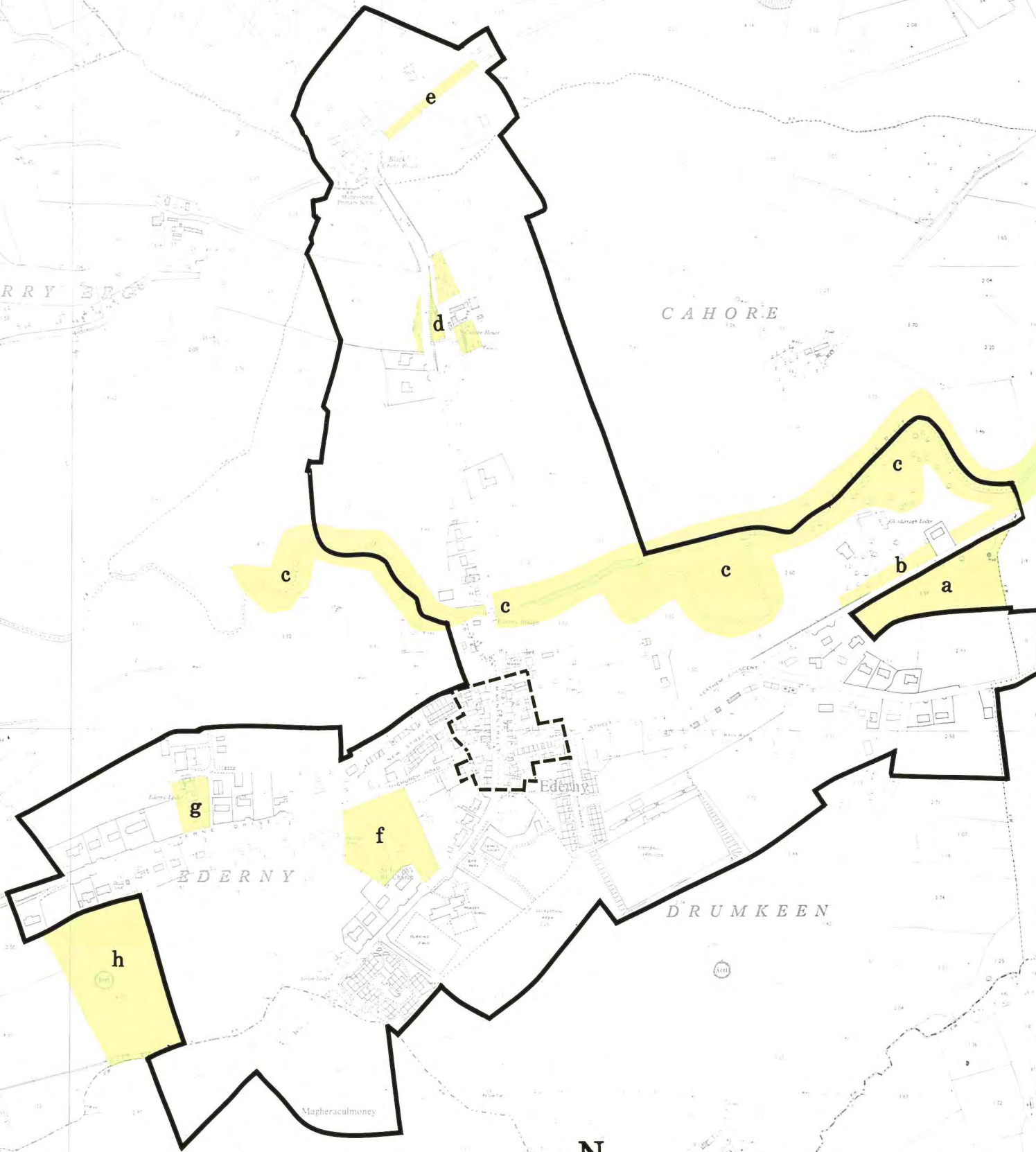
EDERNY



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UMMACALARA



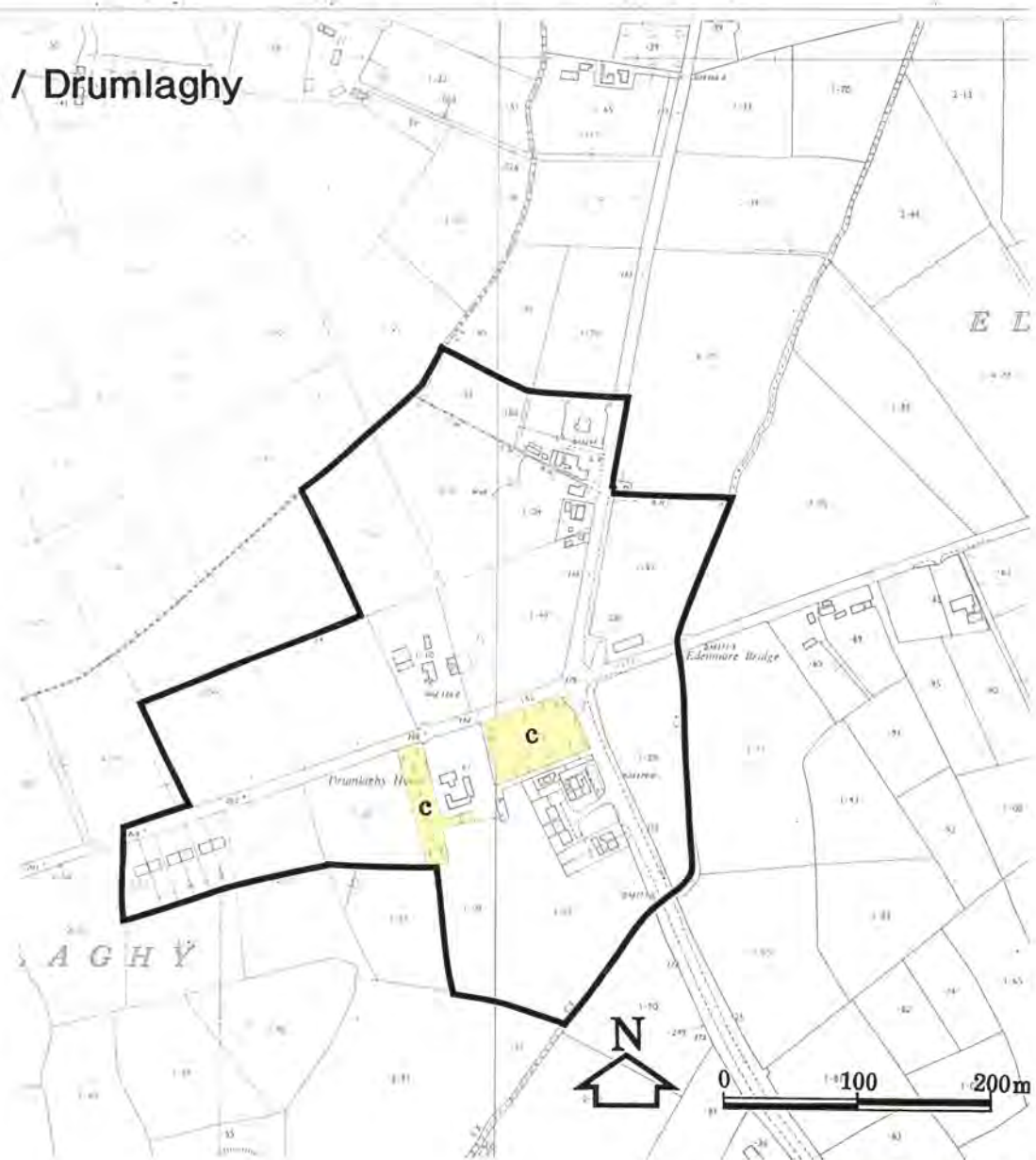
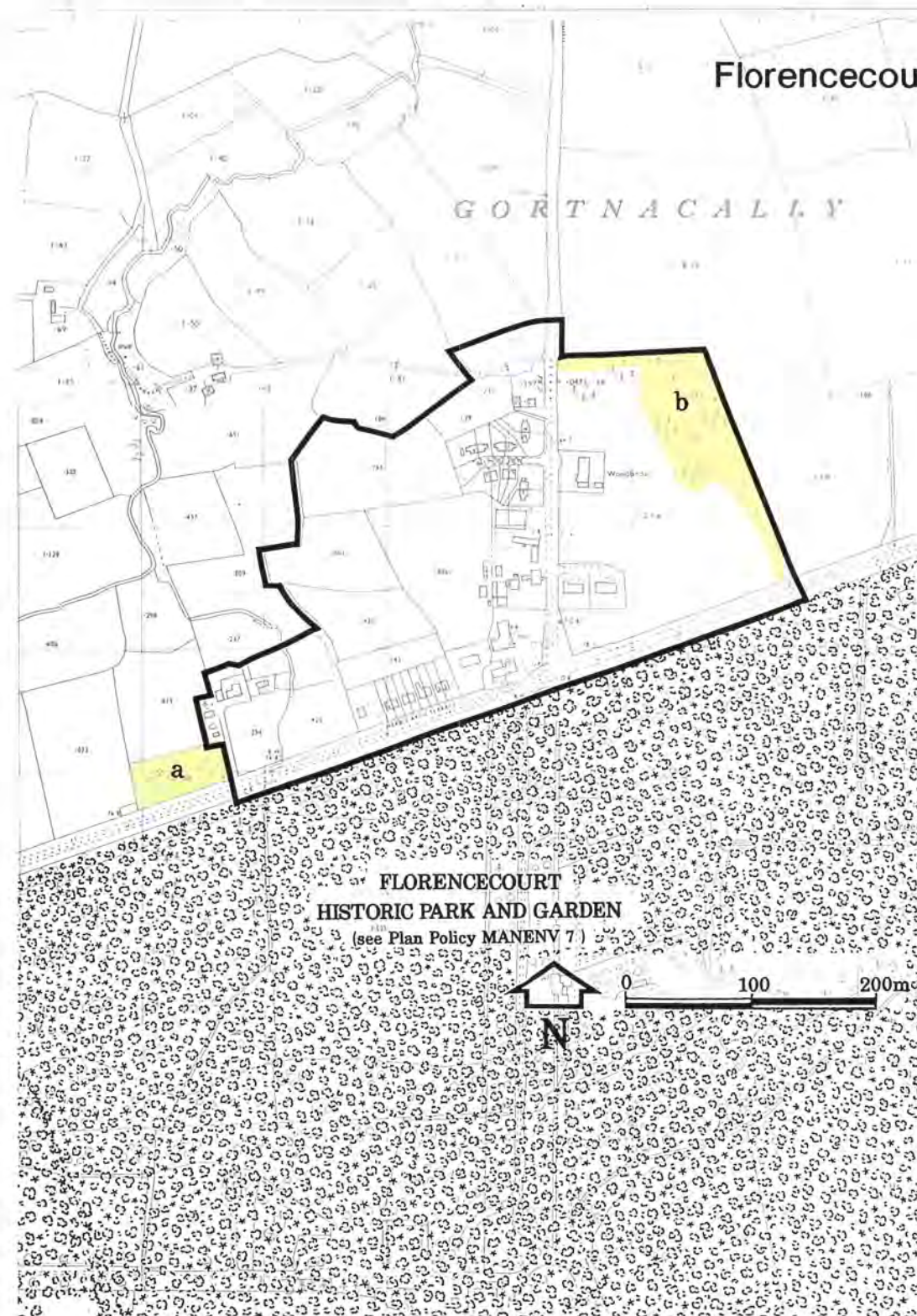
Ederney

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) The mature woodland area and old stone well opposite Glendarragh Lodge.
- (b) The line of mature trees fronting Glendarragh Lodge.
- (c) The riverside setting of the Glendurragh River.
- (d) The tree groups adjoining Cahore House.
- (e) The tree line along the minor road to Black Bog Crossroads.
- (f) St Joseph's Church, a listed building, and its grounds.
- (g) The mature trees surrounding Ederney Lodge.
- (h) A tree ring, an historic landscape feature, and its immediate surroundings to the south of properties fronting the Kesh Road. (AM)



Florencecourt / Drumlaghy



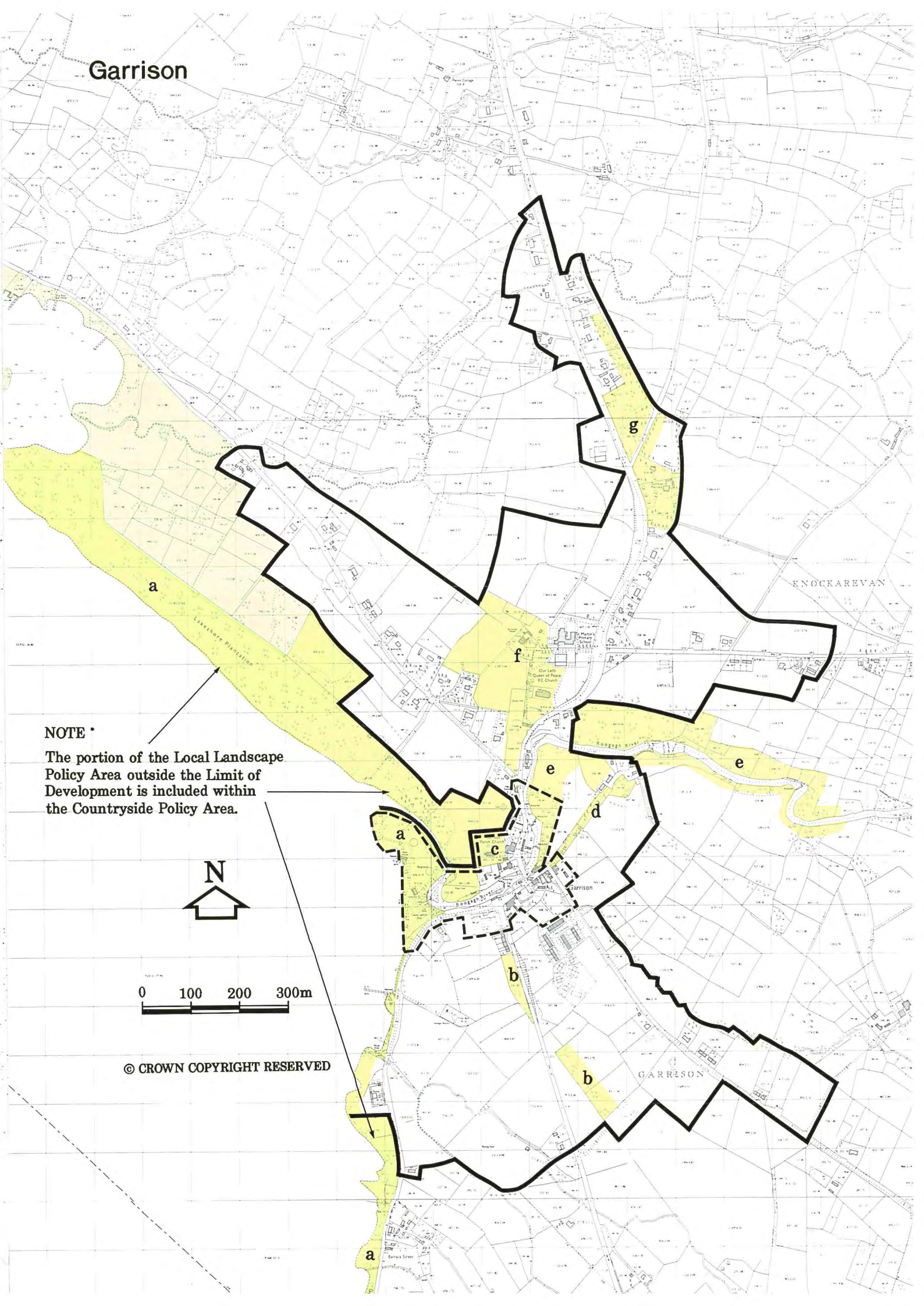
Florencecourt / Drumlaghy

A limit of development and the following Local Landscape Policy Areas :

- (a) The copse of mature trees to the north of the Belcoo Road.
- (b) The remains of McGrath's Wood.
- (c) The tree groups adjoining Drumlaghy House.

The Florencecourt demesne surrounding the listed Florencecourt House, a National Trust property, has been identified as an Historic Park and Garden.

Garrison



NOTE *

The portion of the Local Landscape Policy Area outside the Limit of Development is included within the Countryside Policy Area.



0 100 200 300m

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Garrison

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) The Lough Melvin shoreline including the Lakeshore Plantation and a recreation area.
- (b) The mature vegetation and trees along the Belcoo Road.
- (c) Garrison Parish Church of Ireland, a listed building, and its grounds.
- (d) The line of mature trees along the laneway entrance to a farm group north east of Main Street.
- (e) The riverside setting of the Roogagh River.
- (f) The impressive localised hill and important amenity feature based around Our Lady of Lourdes Church which commands important public views across Lough Melvin.
- (g) The mature and regenerating trees to the east of the Belleek Road.

The Countryside Policy Area adjoins the limit of development of Garrison.

Kesh

LETTERKEEN

DOORAA SOUTH

The Local Landscape Policy Area outside the Limit of Development is included within the Countryside Policy Area.

DRUMNARULLAGH

COUNTRYSIDE POLICY AREA

MANTLIN

ROSCOLEAN



0 100 200 300m

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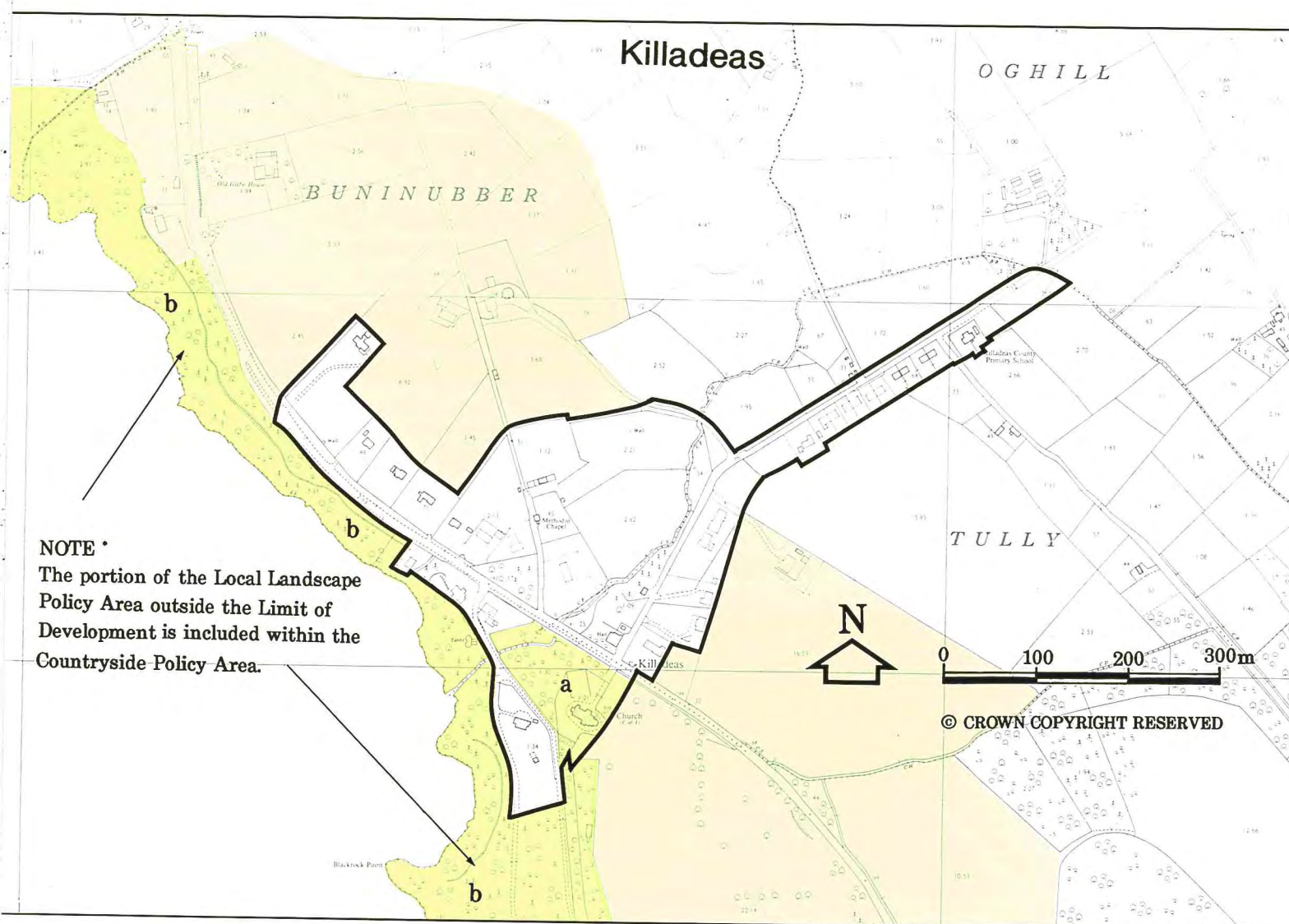
DRUMWEINNY

Kesh

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) Drumkeeran House, a listed building, and its immediate setting with mature trees. This area also includes two raths and their immediate surroundings. (AM)
- (b) The riverside setting of the Kesh River and a small tributary to the south.
- (c) The mature coniferous tree stand to the south of the Omagh Road.
- (d) A rath and its immediate surroundings to the west of properties fronting the Crevenish Road. (AM)

The Countryside Policy Area adjoins the limit of development of Kesh.



Killadeas

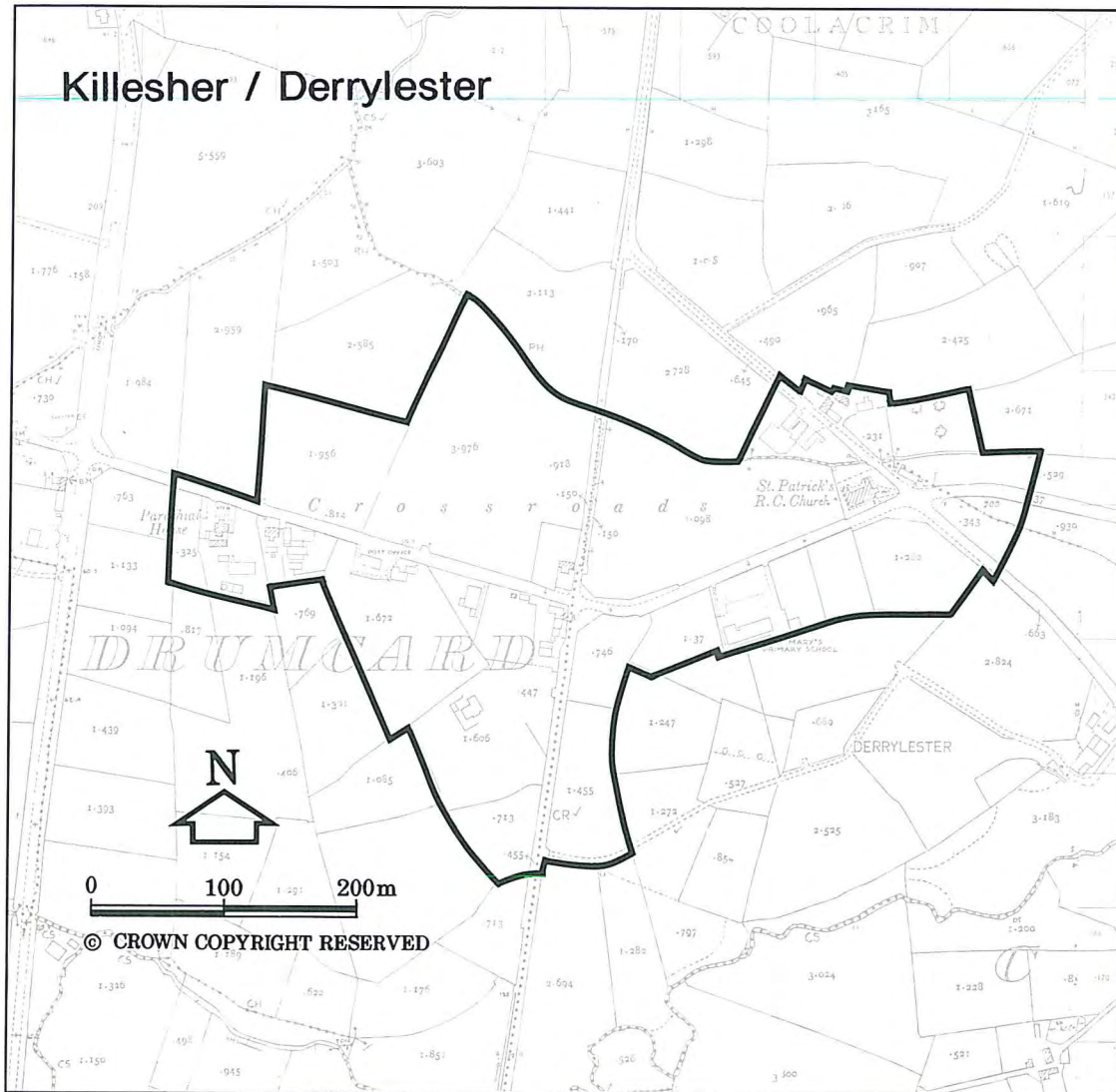
A limit of development and the following Local Landscape Policy Areas:-

- (a) Killadeas Church, a listed building, and its grounds. This area includes an adjoining group of mature and regenerating trees to the north west and may also contain archaeological remains. (AM)
- (b) The Lough Erne shoreline and associated tree plantation.

The Countryside Policy Area adjoins the limit of development of Killadeas.

Killesher / Derrylester

A limit of development.

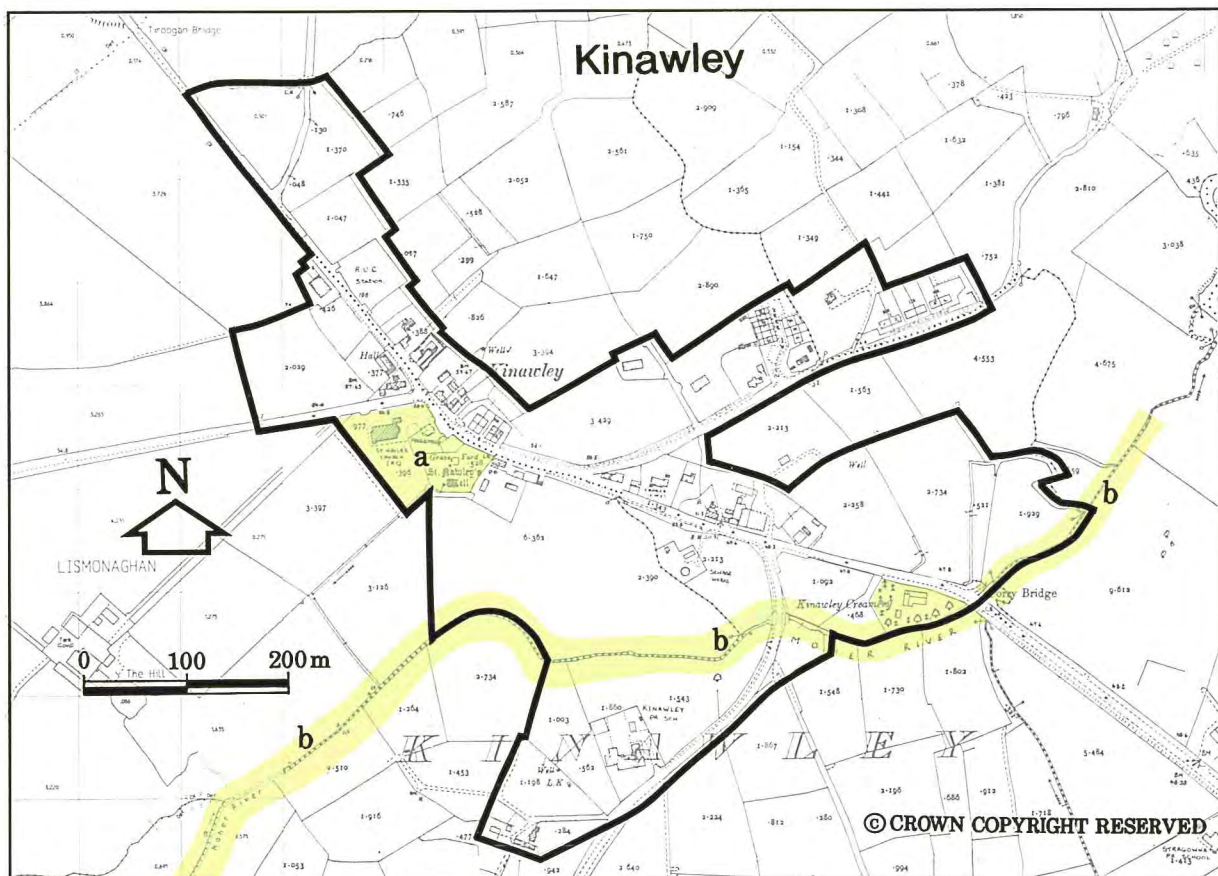


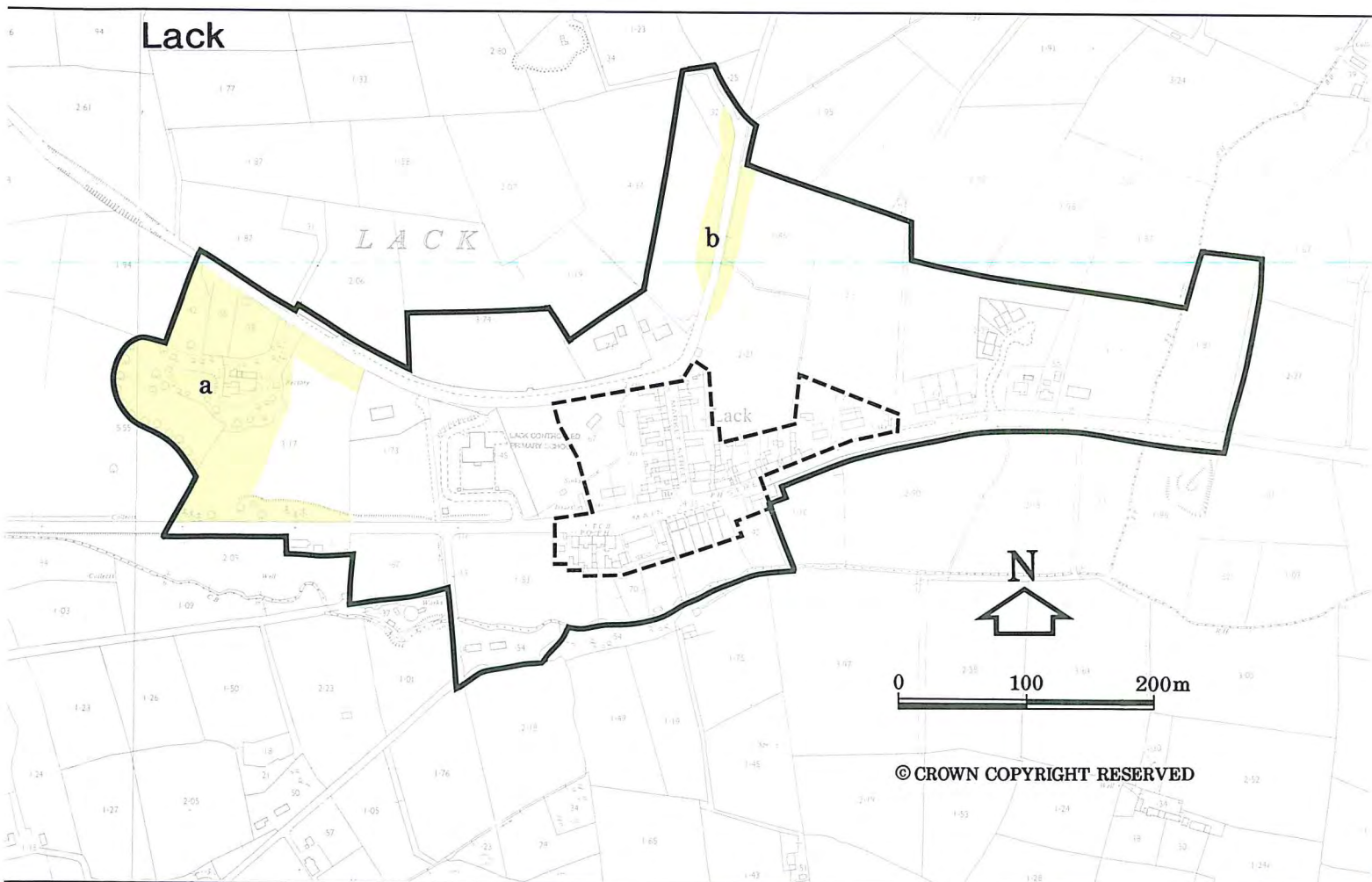
Kinawley

A limit of development and the following Local Landscape Policy Areas :-

(a) St Naile's Church, a listed building, and its grounds and a ruined church within the grounds of an adjoining historic graveyard which together with St Nawley's Well are the visible remains of an important ecclesiastical site. (AM)

(b) The riverside setting of the Moher River.





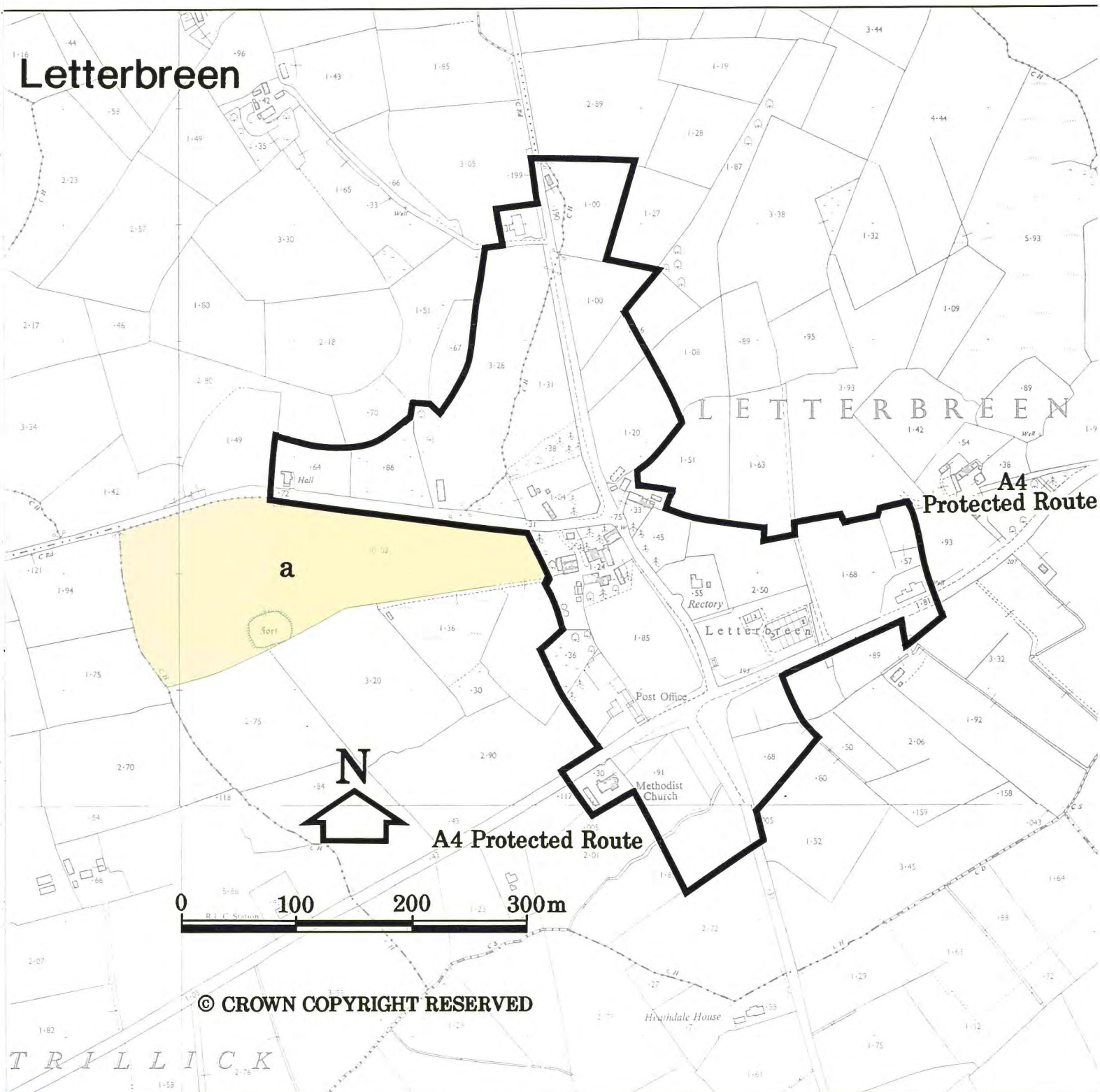
Lack

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) The mature trees around the Rectory.
- (b) The lines of mature trees to the north of the village.



Letterbreen



Letterbreen

A limit of development and the following Local Landscape Policy Area :-

- (a) A rath and its immediate surroundings to the south of the road to Carrontremall. (AM)

The A4 Protected Route runs through Letterbreen.

Lisbellaw

TATTYGARE

LEAMBRESLEN

A4 Protected Route

A4 Protected Route

FAUGHARD

MULLYBRITT

Lisbellaw

EDERDAGGLASS
OR
HOLLYBANK

CLOGHCOR

TATNAGHLAGHT

DRI

RNAGHT



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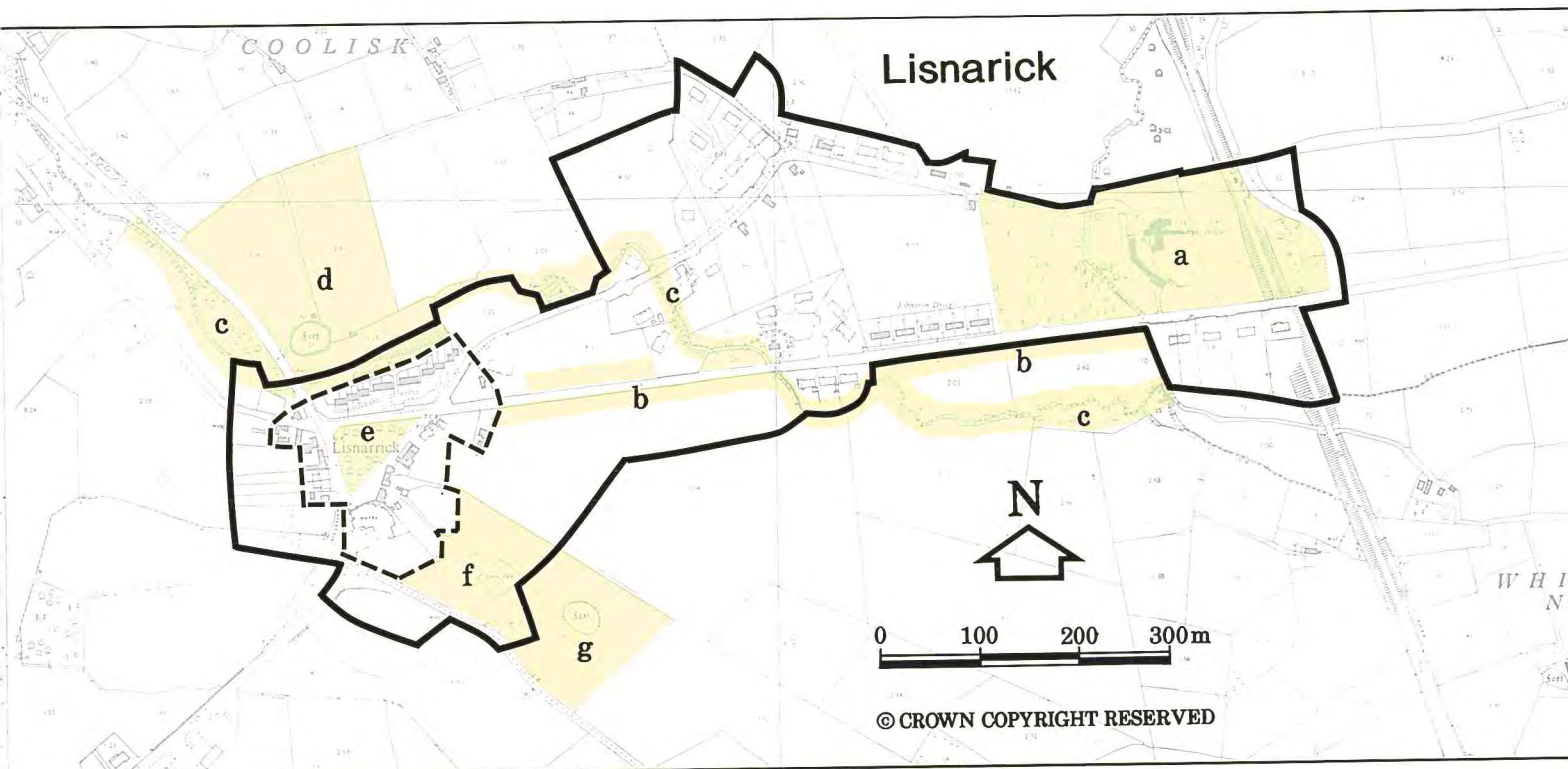
Lisbellaw

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) A tree ring, an historic landscape feature, and its immediate surroundings together with an adjoining attractive property surrounded by trees to the east of the Tattygare Road. (AM)
- (b) A tree ring, an historic landscape feature, and its immediate surroundings together with the Lodge and its mature boundary trees. (AM)
- (c) Knockanard, an impressive localised hill and important amenity feature which commands important public views.
- (d) The mature trees around the Rectory.
- (e) The mature trees adjoining the Limes.
- (f) The Presbyterian Church, a listed building, and its grounds.
- (g) The Church of Ireland, a listed building, and its grounds.
- (h) St Mary's Church, a listed building, and its grounds.
- (i) The mature trees adjoining a small stream to the north of Hollybank House.
- (j) Hollybank House, an attractive property and its planted grounds.
- (k) A mature coniferous tree stand opposite Hollybank House and an adjoining hedgerow boundary with mature trees.
- (l) The line of mature trees fronting Lisbellaw Primary School.
- (m) Cloghcor Stone Circle. (AM)
- (n) A rath and its immediate surroundings to the rear of Cloghcor House. (AM)
- (o) A tree ring, an historic landscape feature, and its immediate surroundings at Mullybritt. (AM)

The A4 Protected Route runs through Lisbellaw.

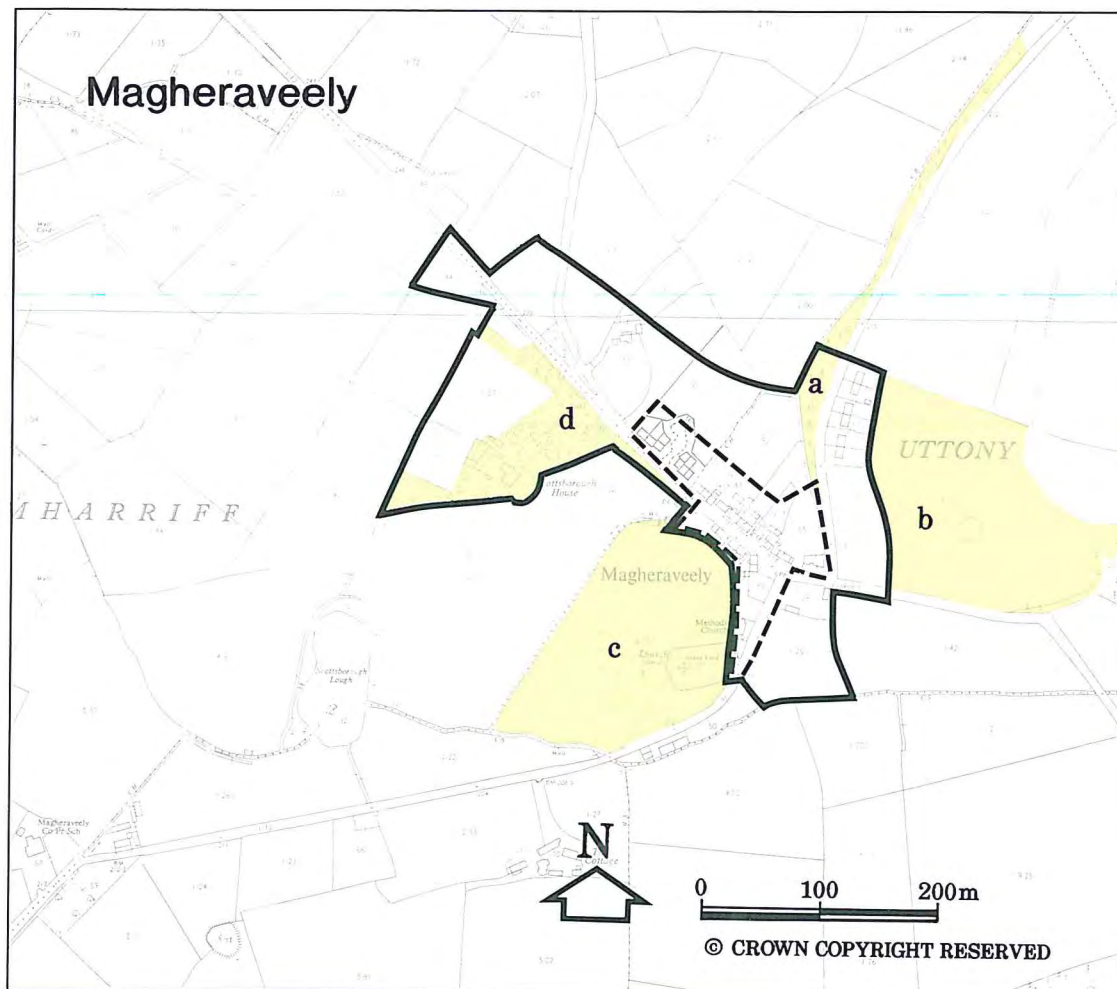




Lisnarick

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

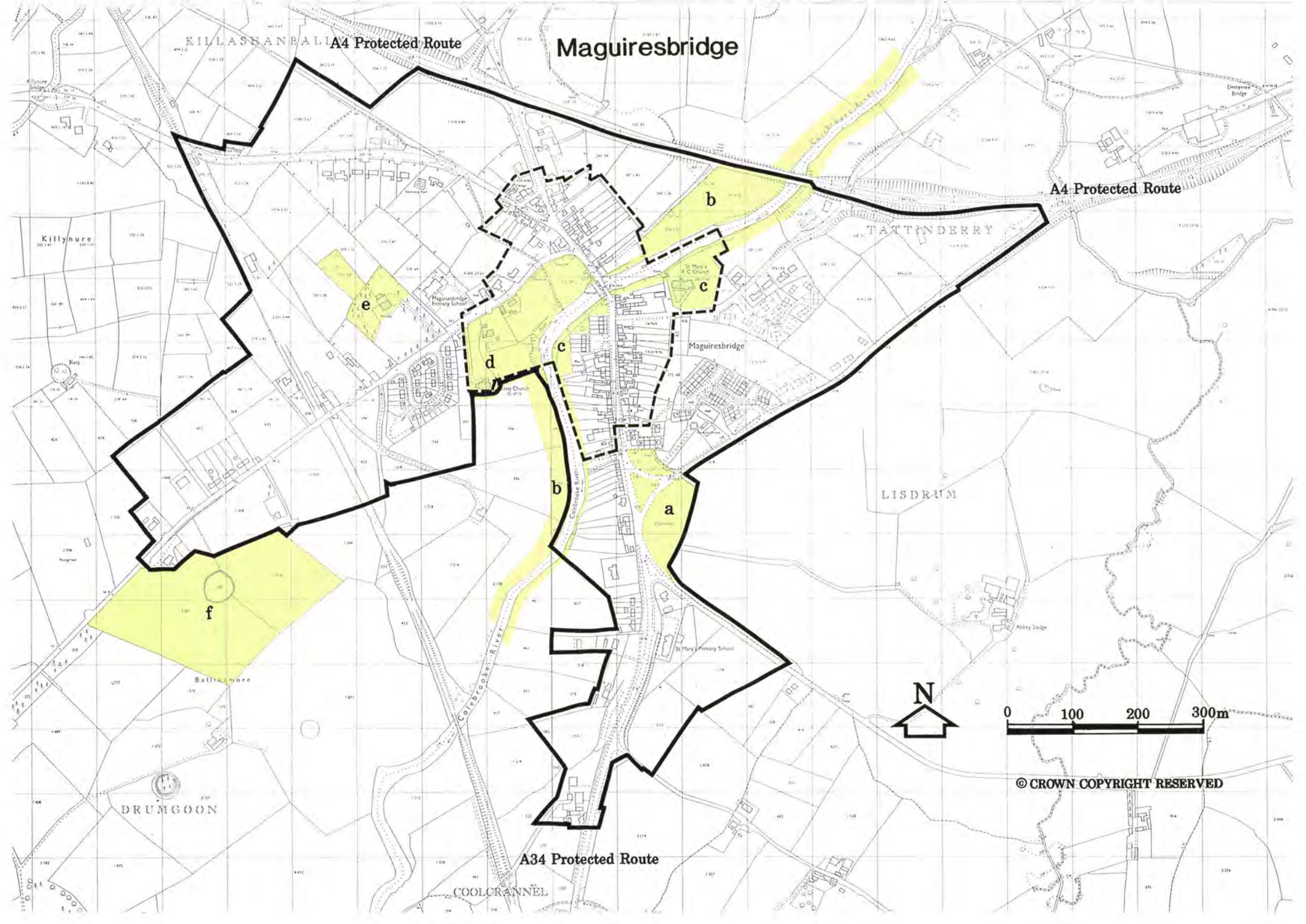
- (a) Drumadavy House, an impressive property and its grounds which contain large numbers of mature and maturing trees.
- (b) The mature tree canopy along the Irvinestown Road.
- (c) The setting of a small river which runs through the village.
- (d) A rath and its immediate surroundings to the north of Connolly Park. (AM)
- (e) The mature trees on the village green.
- (f) An historic graveyard and its immediate surroundings to the south east of the Drumshane Hotel. (AM)
- (g) A rath and its immediate surroundings to the south east of and adjoining the above historic graveyard. (AM)



Magheraveely

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) The narrow strip of woodland opposite an orlit development.
- (b) A tree ring, an historic landscape feature and its immediate surroundings. (AM)
- (c) An historic graveyard and its immediate surroundings which mark the site of an early christian church. (AM)
- (d) Scottsborough House, an impressive property which is surrounded by mature trees.



KILLASHANBALLY

A4 Protected Route

Maguiresbridge

A4 Protected Route

TATTANDERRY

LISDRUM

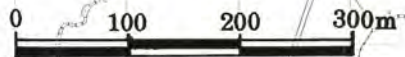
f

Ballasmore

DRUMGOON

A34 Protected Route

COOLCRANNEL



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Maguiresbridge

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) The Commons, an important local amenity feature.
- (b) The riverside setting of the Colebrooke River.
- (c) St Mary's Church, a listed building, and its grounds.
- (d) Christ Church of Ireland, a listed building, and its grounds.
- (e) The mature trees around the Rectory.
- (f) A tree ring, an historic landscape feature and its immediate surroundings at Ballinamore, which may be on the site of an earlier rath. (AM)

The A4 Protected Route defines the northern limit of development of Maguiresbridge, while the A34 Protected Route runs through the village



Monea

Monea

CASTLETOWN

HISTORIC PARK AND GARDEN

(see Plan Policy MANENV 7)

MONEA

a

Monea

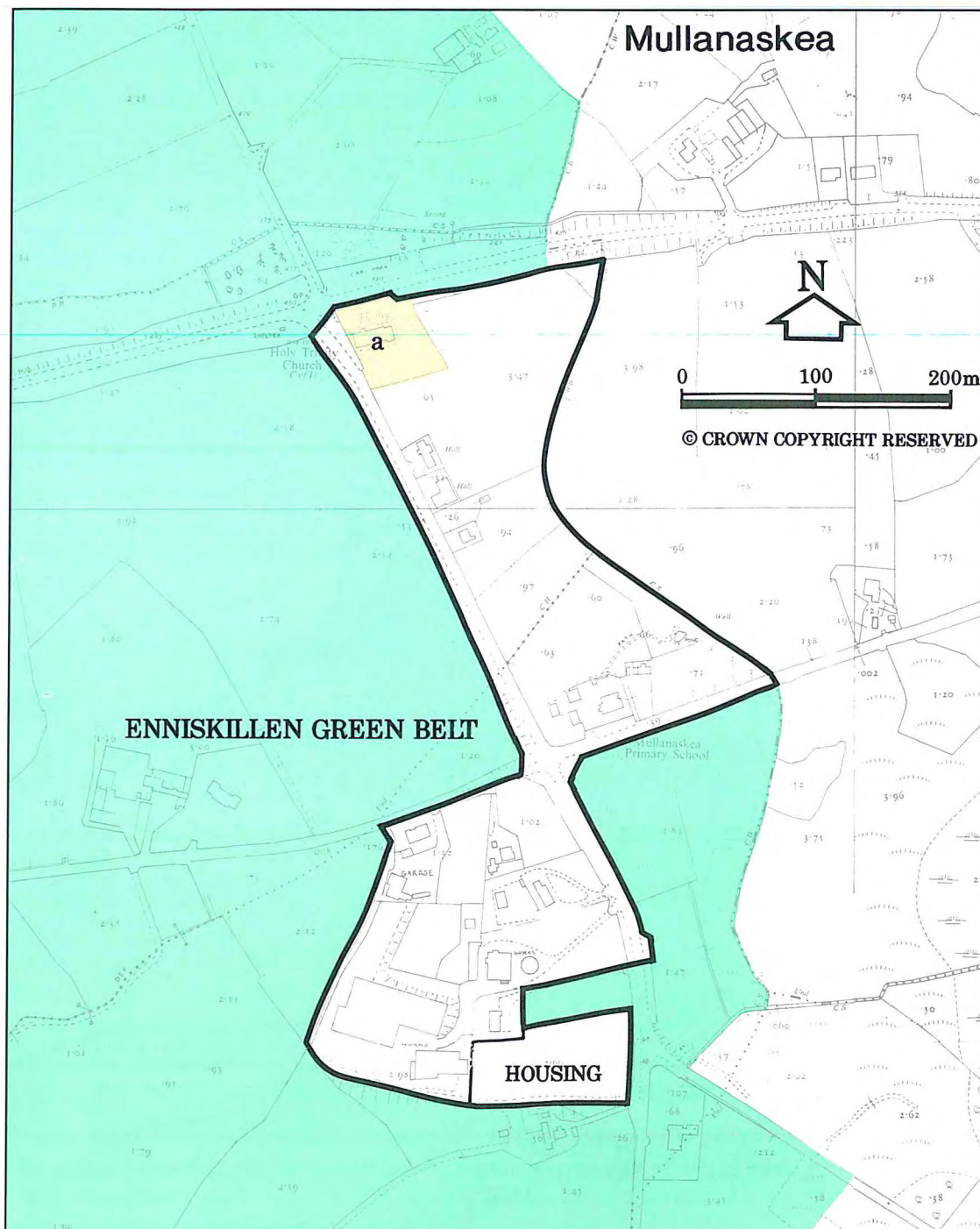
A limit of development and the following Local Landscape Policy Area :-

- (a) St Molaise's Church of Ireland, a listed building, and graveyard, and their immediate setting which includes an open field to the south east.

The Castletown demesne within which Monea Castle, a monument in State Care is located, has been identified as an Historic Park and Garden.

0 100 200m

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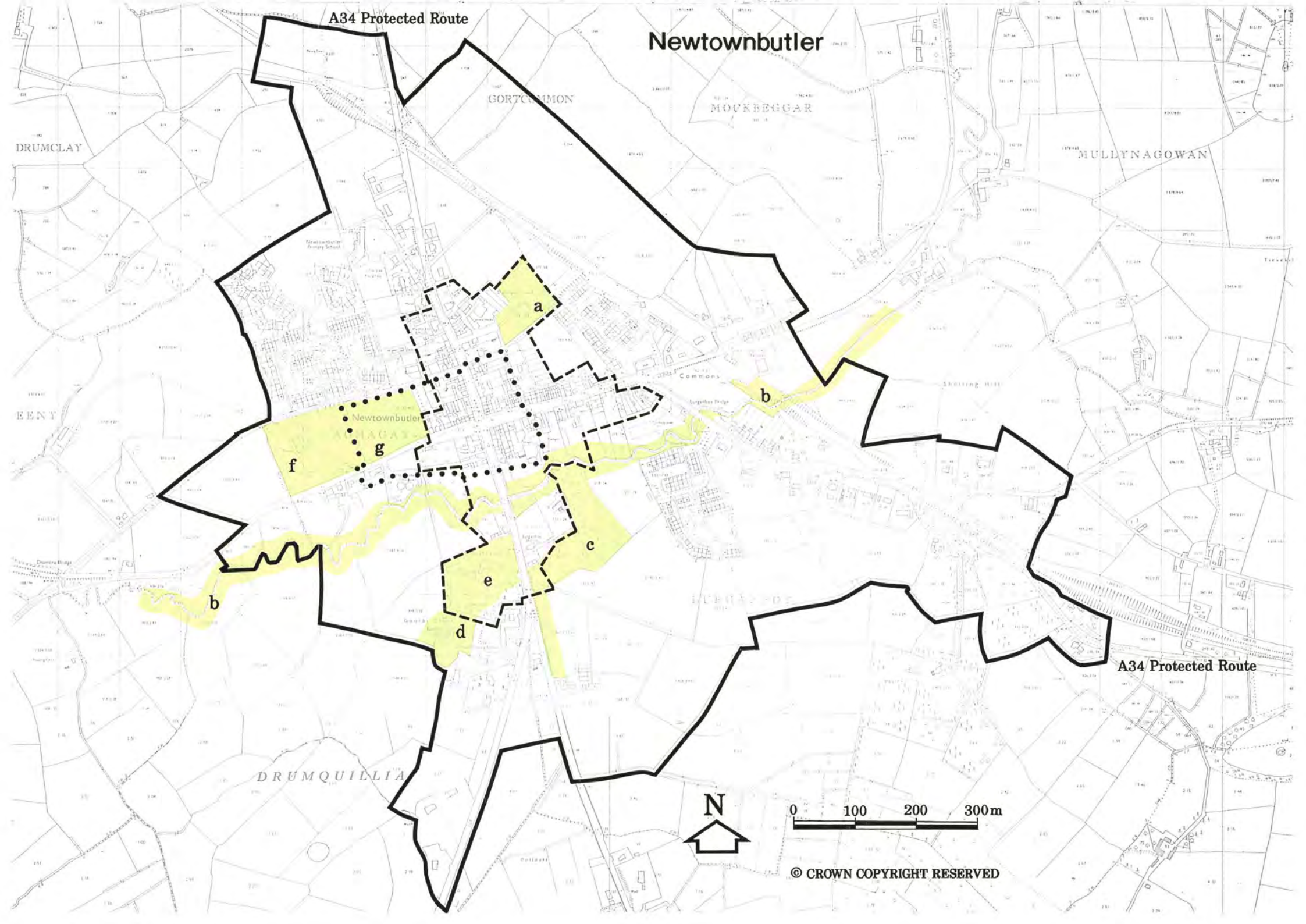


Mullanaska

A limit of development, an area identified for housing and the following Local Landscape Policy Area :-

(a) Holy Trinity Church of Ireland, a listed building, and its grounds.

The Enniskillen Green Belt adjoins the limit of development of Mullanaska.



A34 Protected Route

Newtownbutler

GORTCOMMON

MOCKBEGGAR

MULLYNAGOWAN

DRUMCLAY

EENY

Newtownbutler

f

a

b

e

d

c

b

g

DRUMQUILLIA

A34 Protected Route

N

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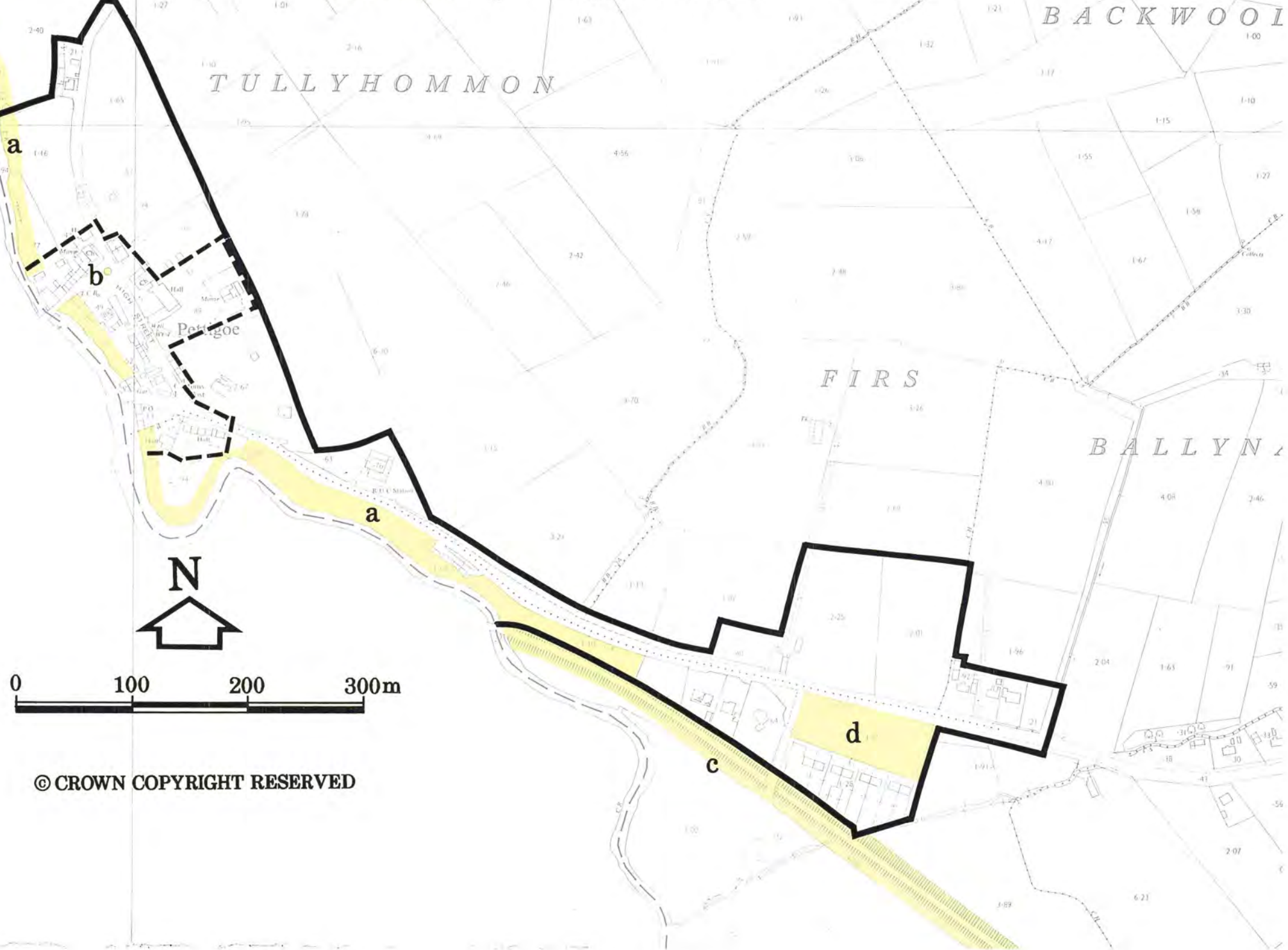
Newtownbutler

A limit of development, an Area of Village Character, an Area of Archaeological Potential and the following Local Landscape Policy Areas:-

- (a) St Comgall's Church of Ireland, a listed building, and its grounds.
- (b) The riverside setting of the Lurganboy River.
- (c) The copse of mature trees to the rear of Lurganboy House and the line of mature trees to the Wattlebridge Road.
- (d) A tree ring, an historic landscape feature and its immediate surroundings on the site of an earlier archaeological feature to the rear of St Mary's Primary School. (AM)
- (e) St Mary's Church, a listed building, and its grounds.
- (f) The mature trees around the Rectory.
- (g) The site of Butler Castle and its immediate surroundings at Aghagay. (AM)

The A34 Protected Route runs through Newtownbutler.

Pettigoe / Tullyhommon



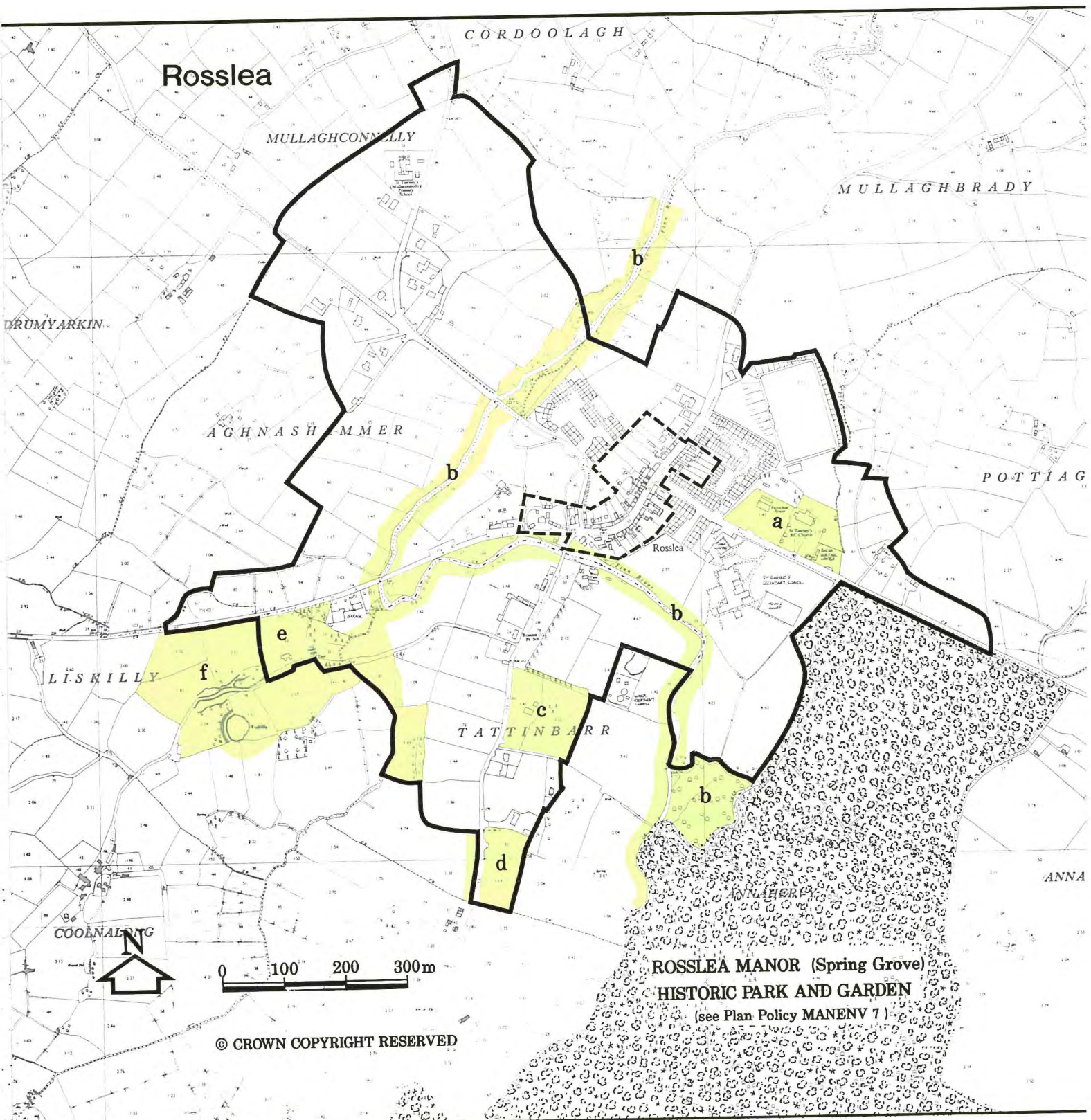
Pettigoe / Tullyhommon

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) The riverside setting of the Termon River.
- (b) The historic tree feature in the High Street, which is a listed building.
- (c) The old Enniskillen to Bundoran railway line.
- (d) The level amenity area to the front of a group of orlits.



Pettigoe/Tullyhommon



Rosslea

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

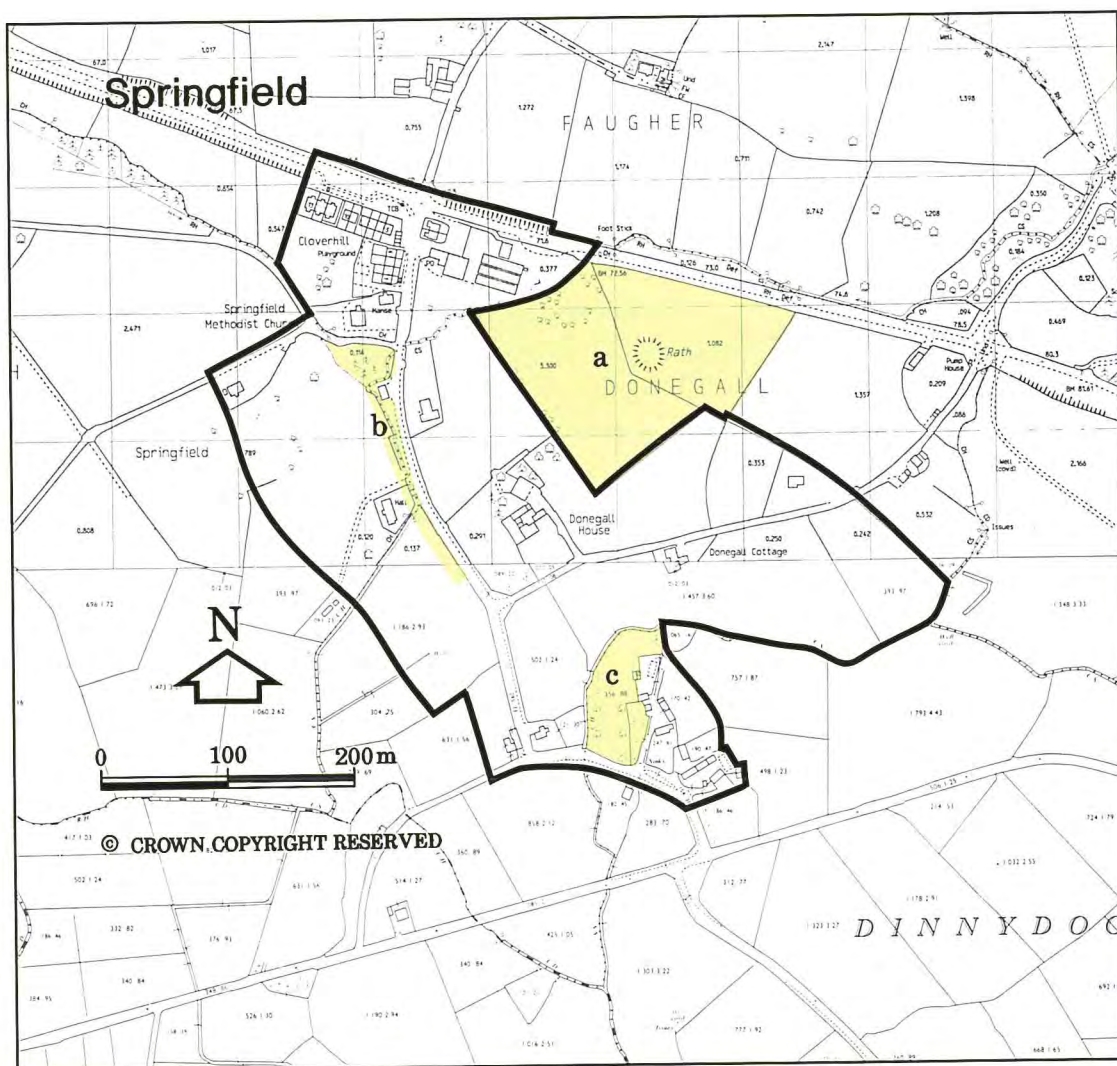
- (a) St Tierney's Church, the Parochial House and the old Rosslea Primary School, which are all listed buildings, and their immediate surroundings including mature trees.
- (b) The riverside setting of the Finn River and a small tributary to the south west of the village.
- (c) The mature planted grounds of a property to the east of the Clones Road.
- (d) The mature planted grounds of a property to the east of the Clones Road and the line of mature road frontage trees opposite.
- (e) The mature planted grounds of a property to the south of the Lisnaskea Road at Liskilly.
- (f) A rath and its immediate surroundings at Liskilly to the south of the Donagh Road. (AM)

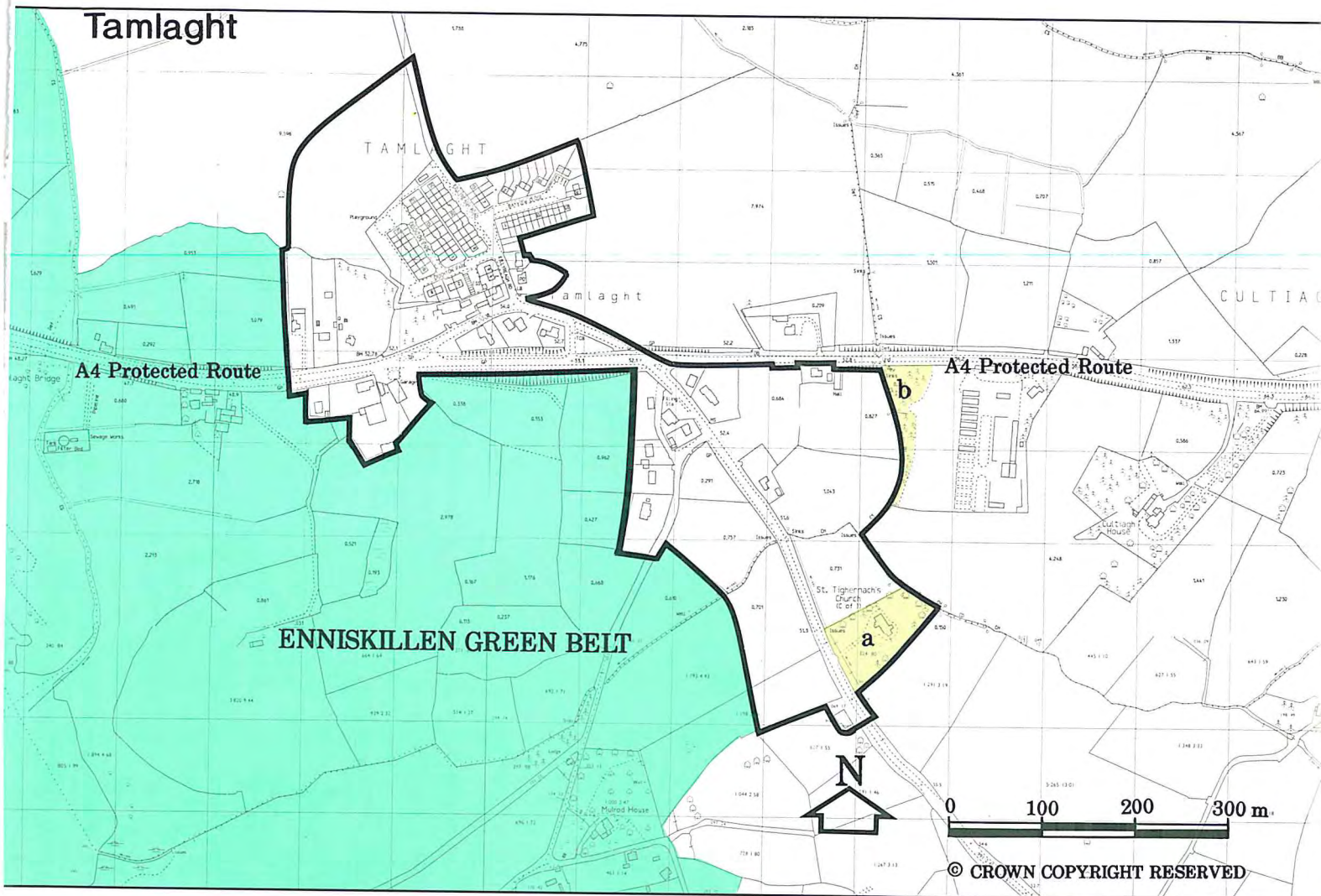
The demesne which surrounds Rosslea Manor (Spring Grove) has been identified as an Historic Park and Garden.

Springfield

A limit of development and the following Local Landscape Policy Areas :-

- (a) A rath and its immediate surroundings at Donegall. (AM)
- (b) The small copse of trees and the line of trees adjoining a watercourse to the south of Springfield Methodist Church.
- (c) The copse of mature trees adjoining a farm group at the south of the village.





Tamlaght

A limit of development and the following Local Landscape Policy Areas :-

- (a) St Tigernach's Church of Ireland, a listed building and its grounds.
- (b) The mature coniferous tree stand to the south of the Enniskillen-Belfast Road.

The Enniskillen Green Belt adjoins the limit of development of Tamlaght and the A4 Protected Route runs through the village.



Teemore

A509 Protected Route

Teemore

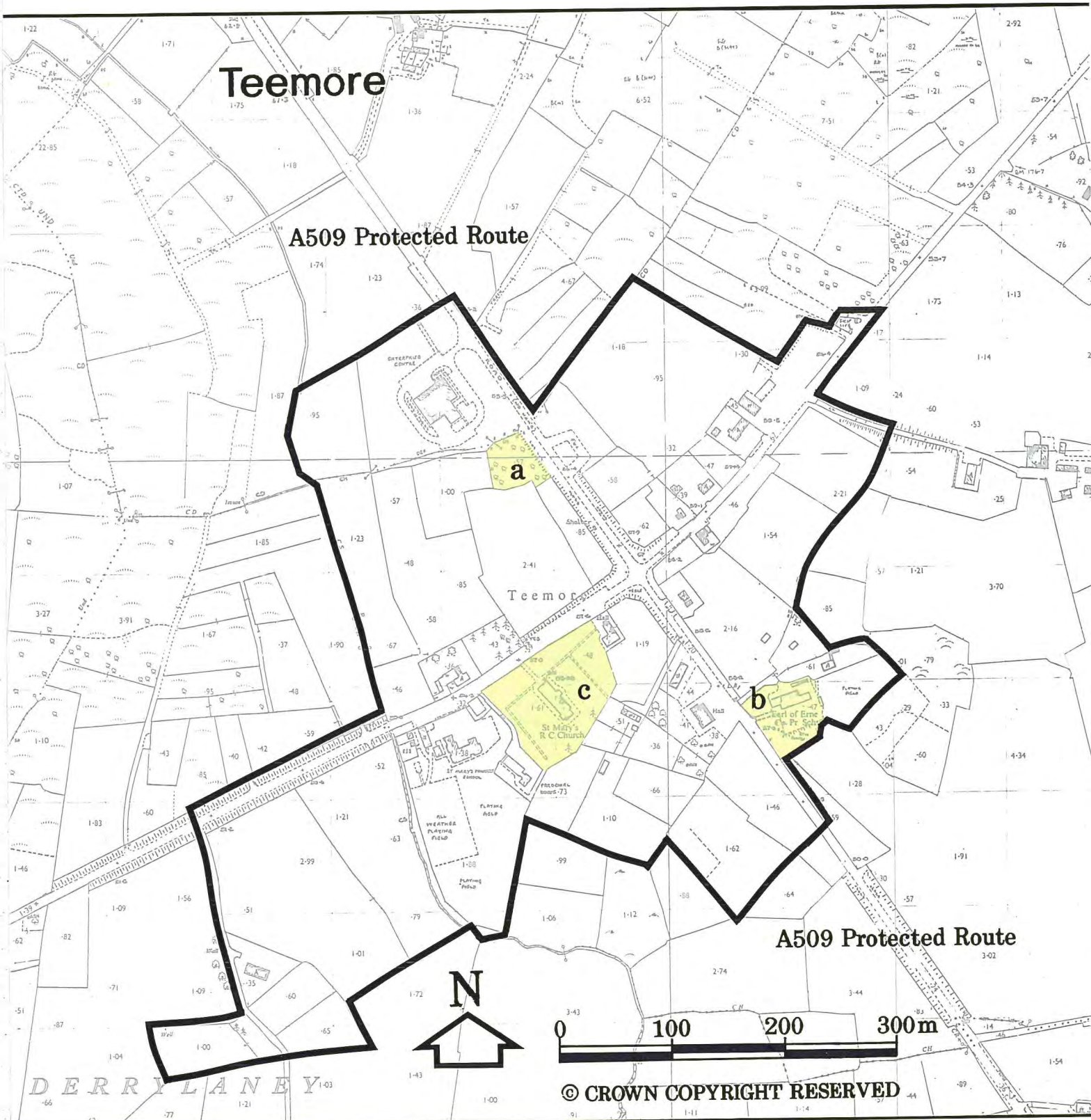
A509 Protected Route

N

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DERRYLANEY



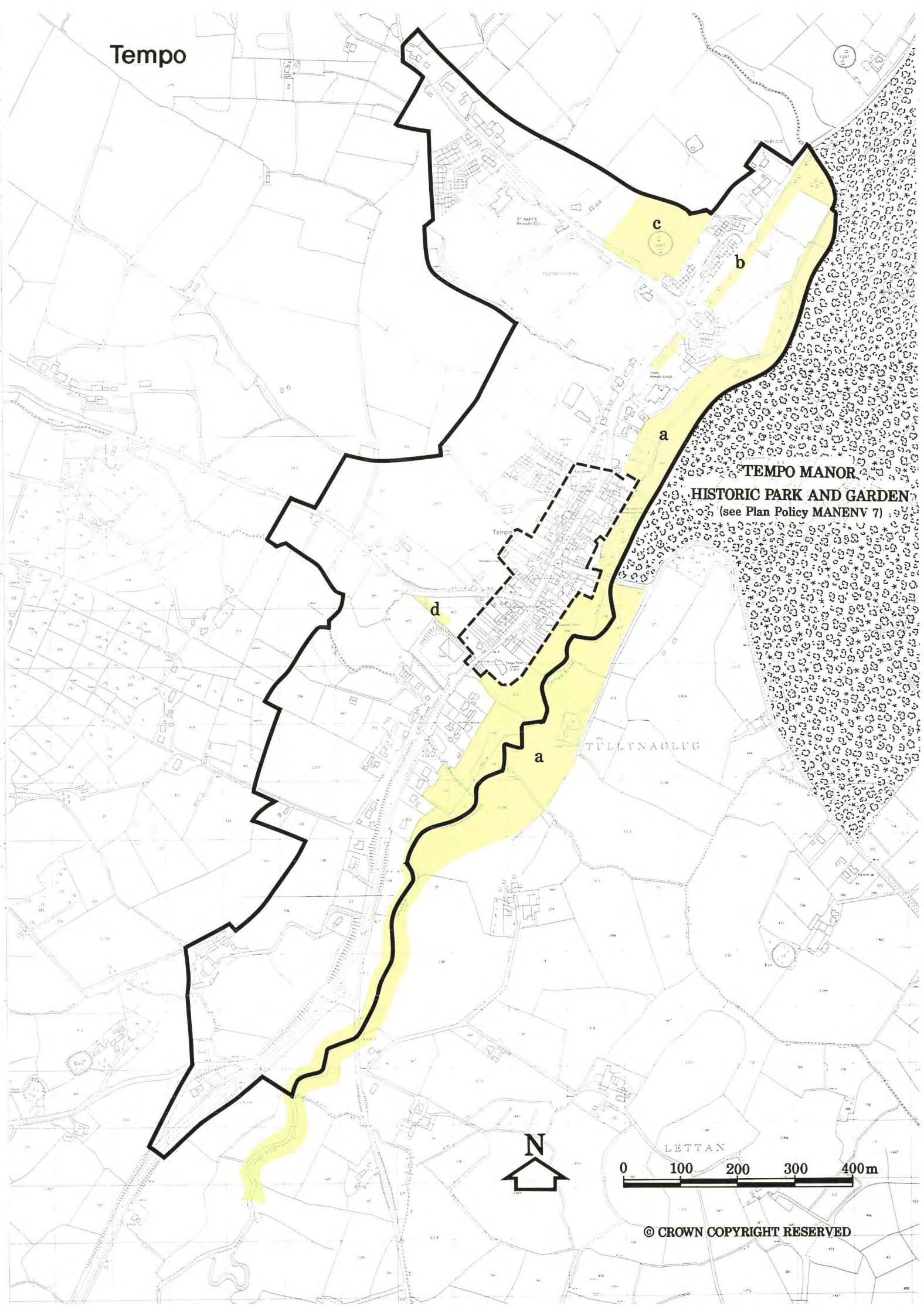
Teemore

A limit of development and the following Local Landscape Policy Areas :-

- (a) The copse of maturing trees to the south of the Teemore Business Complex.
- (b) The planted grounds of the Earl of Erne County Primary School.
- (c) St Mary's Church, a listed building and its grounds.

The A509 Protected Route runs through Teemore.

Tempo

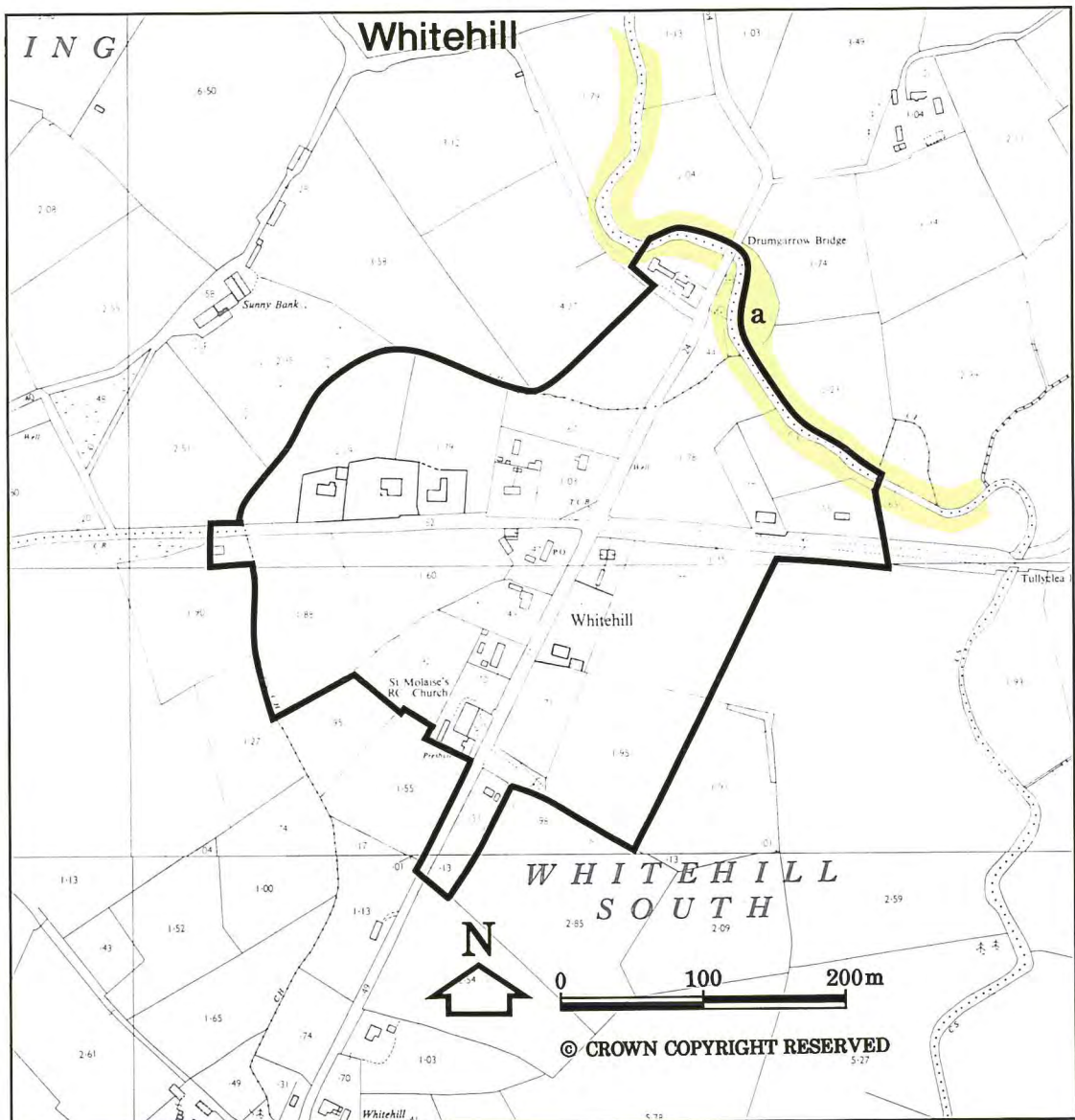


Tempo

A limit of development, an Area of Village Character and the following Local Landscape Policy Areas :-

- (a) The riverside setting of the Tempo River.
- (b) The mature line of trees and the tree canopy along the Fivemiletown Road.
- (c) A tree ring, an historic landscape feature and its immediate surroundings to the north of Edenmore Road, which may be on the site of an earlier rath. (AM)
- (d) The line of mature trees to the south east of the Kilskeery Road.

The demesne which surrounds Tempo Manor, a listed building, has been identified as an Historic Park and Garden.



Whitehill

A limit of development and the following Local Landscape Policy Area:-

- (a) The setting of a small river which runs through the village.

Villages

Key

Appendix 1

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- Access to the Countryside (NI) Order 1983**
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Appendix 2

The Planning Team

The Citizens Charter for Northern Ireland seeks to ensure that the public are aware of the officials who are involved with Area Plan preparation. The officers chiefly involved in the production of the Fermanagh Area Plan are listed below:-

Appendix 2

Neil Dunlop, B.A.(Hons), M.A. M.R.T.P.I.

Jim Fawcett, B.Sc.(Hons), M.Sc., M.C.D. M.R.T.P.I.

Mary MacIntyre, B.A.(Hons), M.R.T.P.I.

John Linden, B.A.(Hons), Dip. T.P.

John McClean, O.N.C.

Acknowledgements

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Royal Mail

The National Trust

Ian Herbert

