

FODC606

An aerial photograph of Omagh, Northern Ireland, showing the town built along the banks of the River Fesham. The town features a mix of residential and commercial buildings, a large church with two prominent spires, and several parking areas filled with cars. The river winds through the town, and a bridge is visible in the upper right.

**OMAGH  
AREA PLAN  
1987-2002**

**Omagh District  
Council Area**

A landscape photograph of Omagh, showing a green field in the foreground with a stone wall and several trees. In the middle ground, a church with a tall spire is visible, surrounded by other buildings. The background shows rolling hills under a cloudy sky.

**Omagh District  
Council Area**



**OMAGH  
AREA PLAN  
1987-2002**  
Omagh District  
Council Area

**"Please note**

The proposals contained in this document may be subject to objections. For the purpose of considering such objections as cannot be resolved, the Department may cause a public local inquiry to be held by the Planning Appeals Commission. Following consideration of objections and the report on any public inquiry the Department will adopt with or without modifications.

**This document therefore may be subject to changes and should be read in conjunction with the Adoption Statement which will issue following any Public Inquiry."**

NOVEMBER 1990

*Cover captions*

*Top - Aerial view of Omagh*

*Bottom - Hamlet of Knockmoyle against backdrop of Sperrin mountains*

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**Technical Supplement**

Technical supplements which include details of population estimates, housing, open space, shopping, car parking and industrial land requirements, and an analysis of Rural Policy issues, is available from the Town and Country Planning Service, Department of the Environment (NI), County Hall, Mountjoy Rd, Omagh, Co Tyrone BT79 7AF.

## ERRATUM

Para 39.13 – 2<sup>nd</sup> sentence

It is

proposed to extend the Church Street car park and to provide a pedestrian link to John Street.

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## Omagh Area Plan 1987-2002

## Adoption Statement 1992

BELFAST: HMSO



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# **OMAGH AREA PLAN 1987-2002**

## **ADOPTION STATEMENT 1992**

### **1.0 INTRODUCTION**

1.0.1 The Omagh Area Plan has been prepared by the Department of the Environment for Northern Ireland under the provisions of Part III of the Planning (Northern Ireland) Order 1991. It provides a broad land use and policy framework for the physical development of Omagh District to the year 2002. Following advertisement in the Press, an exhibition of the proposals was held in Omagh, Fintona, Dromore, Carrickmore and various rural post offices from 29 November 1990 to 25 January 1991. In total there were 152 objections to the Area Plan Proposals.

1.0.2 To assist the Department in its consideration of these objections a Public Inquiry was held before Mr B A M Banks BA, MRTPI, Senior Professional Commissioner (hereinafter referred to as the Commissioner) of the Planning Appeals Commission (hereinafter referred to as the Commission) in the Omagh District Council Offices, The Grange, Omagh. All objectors were invited to attend this Inquiry which opened on 3 September 1991 and continued there on 4, 5, 6, 10, 11, 12, 13, 17, 18, 19 and 20 September 1991. A Pre-Inquiry meeting had been held in the Training Room, Omagh District Council Offices on the evening of 18 June 1991.

1.0.3 The Commissioner's Report of the Inquiry and the recommendations of the Planning Appeals Commission are published today. The Department has decided to adopt the land use policies and proposals contained in the Area Plan subject to certain amendments made in response to the findings and recommendations of the Planning Appeals Commission. General endorsement of these findings and recommendations together with details of the amendments are set out in this Adoption Statement.

### **2.0 PLANNING APPEALS COMMISSION REPORT AND RECOMMENDATIONS OF THE COMMISSION**

2.0.1 This part of the Statement sets out the Department's decision on the objections considered by the Planning Appeals Commission based on the Report of Inquiry by the Commissioner. For ease of reference the Department follows the same headings as those in that report. Paragraph references at the end of each heading refer to the Commissioner's Report.

## **Section 2.1: Objections Relating to Omagh Town**

### **2.1.1 OBJECTION TO THE PROPOSAL TO EXTEND THE PUBLIC CAR PARK TO THE REAR OF CHURCH STREET, OMAGH (PARA 3.1 - 3.1.12)**

The Commissioner recommended that this proposal should be deleted from the Plan because "pay and display" measures had not been introduced, alternative public parking space was available and longer term parking need could be accommodated in the development of opportunity sites. However, the Commission concluded that greater emphasis should be placed on the location of the car park. It considered that the site was ideally located to serve the town centre and local churches and might also help to regenerate an area which had declined in recent years. The Commission's view, therefore, was that the proposal to extend Church Street car park should be confirmed. The Department agrees with this recommendation.

### **2.1.2 OBJECTIONS TO THE DESIGNATED POLICY AREA (REF 37.15.1), TRAFFIC CONGESTION AND THE LACK OF CAR PARKING IN BROOK STREET/BROOKMOUNT ROAD AREA (PARA 3.2 - 3.2.19)**

The Commission regarded this area as being primarily in commercial use and considered it unrealistic to suggest that either all, or a significant part of it, should be designated as an amenity area. The Department agrees with this finding. The Department accepts the Commission's recommendation that paragraph 37.15.1 of the Plan should be revised. The following sentences are now added to this paragraph:- "Given the traffic congestion and vehicular/pedestrian conflict in the area, it would be desirable to extend car parking provision at Brook Street, preferably as close as possible to the town centre, in a site yet to be identified. It is intended that additional measures will be implemented to deal with traffic congestion and the environmental improvement of the area. Despite its commercial character there may be limited opportunity to integrate suitably designed new housing into the area."

### **2.1.3 OBJECTIONS TO THE LACK OF ROADS INFRASTRUCTURE TO ACCOMMODATE THE PROPOSED HOUSING AND INDUSTRIAL ZONINGS IN THE NORTH - EASTERN SECTOR OF OMAGH (PARA 3.3 - 3.3.10)**

Whilst accepting that an Area Plan cannot determine the overall level of priority for road schemes, the Commission took the view that there was a need for infrastructure to keep pace with the development of zoned land. To minimise further congestion on the Campsie Road it recommended that there should be co-ordination between the release of housing and industrial land and the provision of roads. The Department accepts that the development of land and

the provision of roads should be co-ordinated as far as possible. Indeed this principle is positively endorsed in the Plan (Ref 28.7.15), with regard to the development of the local road network in the Mullaghmore/Cranny area which is the major housing zoning to the north east of the town. The Department agrees however, to keep the wider co-ordination situation under review throughout the period of the Plan.

#### 2.1.4 OBJECTION TO

1. THE ROUTEING OF PHASE 3 OF THE THROUGHPASS
2. THE AMENITY FOOTPATH ALONG THE DRUMRAGH RIVER
3. THE PROPOSED LOCATION OF THE ACCESS FROM HOUSING AREA (REF 28.7.20) (PARA 3.4 - 3.4.18)

The Commission recommended that the line of Phase 3 of the Throughpass be confirmed. The Department agrees with this recommendation. The Commission recommended that the amenity footpath along the Drumragh River be confirmed. The Department agrees with this recommendation. The Commission recommended that the principal access to the housing zoning (Ref 28.7.20) should be from the Throughpass, but that an additional access, serving up to 50 dwellings, should be provided from the Crevenagh Road. This recommendation was based on the Commission's view that since the Crevenagh and Bankmore Roads did not appear to be heavily trafficked, the additional traffic generated by 50 new houses could be satisfactorily absorbed without recourse to major road improvements. However, traffic surveys carried out by the Department in February 1991 showed that Crevenagh Road actually carried around 1700 vehicles per day and was substandard in terms of its width, alignment and footpath provision. The Department is therefore opposed to the creation of any direct access from housing zoning (Ref 28.7.20) onto Crevenagh Road. While the traffic generated by an additional 50 houses could be safely accommodated by the application of the standards as set out in the 'Layout of Housing Roads' Design Guide, the Department considers that compliance with minimum standards necessitates that a strip of land varying in width from 4.5m to 6m would be required for road improvement purposes. Since Crevenagh Road remains essentially rural in character and is for the most part flanked by mature trees, its amenity would be irreparably destroyed if such improvements were carried out. In these circumstances the Department does not therefore agree with the Commission's recommendation with regard to direct access onto the Crevenagh Road.

#### 2.1.5 OBJECTION TO THE ADVERSE IMPACT ON RICHMOND PARK OF ROADS, HOUSING AND OPEN SPACE PROPOSALS IN THE PLAN (PARA 3.5 - 3.5.9)

The Commission noted the clear assurances given by the Department at the

Inquiry that the road serving Richmond Park will not be linked into the housing area served from Tirquin Road. The Department now confirms this to be the case. The Commission advised that no amendment to the Plan was required as a result of this objection. The Department agrees with this recommendation.

#### 2.1.6 OBJECTION TO:

1. THE EXTENSION OF THE EXISTING SEWAGE TREATMENT WORKS SITUATED OFF THE DERRY ROAD
2. THE OMISSION FROM THE AREA PLAN OF A PROPOSED ACCESS ROAD LINKING DERRY ROAD TO THE SEWAGE WORKS
3. THE PROPOSED LINK ROAD FROM DERRY ROAD TO STRATHROY ROAD
4. THE ACTIVE PROMOTION OF COMMERCIAL INTERESTS IN THE TOWN CENTRE WHILE DISCRIMINATING AGAINST COMMERCIAL VENTURES OUT OF TOWN (PARA 3.6 - 3.6.36)

The Commission recommended that the proposed extension to the Sewage Treatment Works be confirmed and that the zoning of the lands within 300 metres of the works as white land also be confirmed. The Department agrees. The Department notes the view of the Commission that it was right in omitting from the plan any line for a proposed minor access road to the Sewage Treatment Works. The Commission recommended that in the interests of the greater good of the community the proposed Strathroy Link Road should be confirmed. The Department agrees with this recommendation. The Commission recommended that the Plan's proposals on the provision of retail facilities within Omagh Town should be confirmed. The Department agrees with this recommendation.

#### 2.1.7 OBJECTION TO THE PROPOSED INDUSTRIAL ZONING AT DOOGARY, OMAGH (PARA 3.7 - 3.7.4)

The Commission recommended that the former industrial land be rezoned as white land as originally indicated by the Department. The Department confirms that the 2 fields in question, which were formerly zoned for industry, now have white land status and Area A on the Omagh Town Proposals map is accordingly revised. The Department agrees with the Commission's view that the issue of a satisfactory landscape buffer is adequately covered in the Plan.

#### 2.1.8 OBJECTION TO THE EXCLUSION OF LAND TO THE WEST OF GORTRUSH INDUSTRIAL ESTATE FROM THE DEVELOPMENT LIMITS OF OMAGH (PARA 3.8 - 3.8.10)

The Commission recommended that the development limit to the west of Gortrush Industrial Estate, Omagh should be confirmed. The Department agrees with this recommendation.

**2.1.9 OBJECTION TO THE EXCLUSION OF LAND AT STRATHROY FROM THE PROPOSED HOUSING ZONINGS FOR OMAGH (PARA 3.9 - 3.9.11)**

The Commission recommended that the objection lands at Strathroy which had white land status, be zoned as housing land. The Department agrees with the recommendation and Area B on the revised Omagh Town Proposals map is accordingly zoned for housing purposes.

**2.1.10 OBJECTION TO THE LANDSCAPE POLICY AREA (REF 30.5.7.11) LOCATED TO THE NORTH-WEST OF EDENVALE COTTAGES, OMAGH (PARA 3.10 - 3.10.11)**

The Commission recommended that Landscape Policy Area (Ref 30.5.7.11) should be deleted from the Plan and replaced with a white land zoning. The Department agrees with the recommendation. Area C on the revised Omagh Town Proposals map is accordingly zoned as white land.

**2.1.11 OBJECTION TO THE EXTENT OF THE LANDSCAPE POLICY AREA AT MULLAGHMORE/CRANNY, OMAGH (PARA 3.11 - 3.11.11)**

The Commission recommended that the Landscape Policy Area at Farmhill should be confirmed with the exception of that part of the 0.9 hectare field, the subject of Objection Ref 116, which should be zoned as housing land. The Department agrees with this recommendation subject to the additional housing land being developed in conjunction with the zoned housing land, described in the Plan (Ref 28.7.15), with no direct access onto the Killyclogher Road. Area D on the Revised Omagh Town Proposals map is accordingly zoned for residential purposes.

**2.1.12 OBJECTION TO THE ABSENCE OF A LANDSCAPE POLICY AREA ZONING ON LAND TO THE EAST OF GLENCAM ROAD, OMAGH (PARA 3.12 - 3.12.12)**

The Commission recommended that the zoning of this land as white land should be confirmed. The Department agrees with this recommendation.

**2.1.13 OBJECTION TO THE PASSIVE OPEN SPACE ZONING ON THE OLD MOUNTFIELD ROAD, OMAGH (PARA 3.13 - 3.13.2)**

The Commission recommended that it be made clear within the Plan that open space zoning (Ref 30.5.6.7) can be used for both active and passive recreational purposes. The Department now confirms this to be the case.

**2.1.14 OBJECTION TO THE INDUSTRIAL ZONING AT DRUMQUIN ROAD, OMAGH (PARA 3.14 - 3.14.15)**

The Commission recommended that the industrial zoning at Drumquin Road

should be confirmed except that the area of land between the disused railway line and Beltany Road, which is the subject of an outline consent for housing, should be zoned as housing land. The Department agrees with the recommendation and Area E on the Revised Omagh Town Proposals map is accordingly zoned for residential purposes.

#### 2.1.15 OBJECTION TO THE RECREATION/OPEN SPACE ZONING AT DRUMQUIN ROAD, OMAGH (PARA 3.15 - 3.15.15)

The Commission recommended that the recreation/open space zoning at Drumquin Road should be confirmed. The Department agrees with this recommendation.

#### 2.1.16 OBJECTION TO THE INADEQUATE PROVISION OF LAND FOR RECREATION/PLAY SPACE IN THE WESTERN PART OF OMAGH (PARA 3.16 - 3.16.19)

The Commission recommended that no amendment to the Plan was required as a result of this objection. The Department agrees with this recommendation.

#### 2.1.17 OBJECTION TO THE INDUSTRIAL ZONING (REF 29.6.6) TAMLAGHT ROAD, OMAGH (PARA 3.17 - 3.17.30)

The Commission recommended that the industrial zoning on the Tamlaght Road should be confirmed. The Department agrees with this recommendation.

#### 2.1.18 OBJECTION TO PART OF THE RECREATION/OPEN SPACE ZONING (REF 30.5.4.2) AT GORTRUSH, OMAGH (PARA 3.18 - 3.18.26)

The zoning (Ref 30.5.4.2) referred to in this objection encompasses land on both sides of the proposed Throughpass and extends as far as Gortrush Drive on its western perimeter. The zoning (Ref 30.5.6.2) refers to that open space land to the south and west of Gortrush Drive. The Commission recommended that the open space zoning at Gortrush on the land subject to this objection should be confirmed, except that an area in the north east corner of the land lying south of the railway embankment should be zoned for housing. The Department accepts that part of the objection land was given outline planning approval in 1978 and that this has now lapsed. While the general area may have some limited potential for housing purposes in the absence of the recreation proposals, in reality this would be curtailed by the proximity of the expanded Gortrush Industrial Estate and general access difficulties, including the Plan policy of restricting access onto the proposed Throughpass. Notwithstanding, it is now the Department's view that the case for recreation/open space provision in the west of Omagh is such that all the land zoned for recreational purposes (Ref 30.5.4.2) pertaining to this objection should be retained. This is particularly true of that part of the objection lands previously given outline planning approval,

where housing development would no longer be acceptable as it would involve an unnecessary small intrusion into a large flat field, thereby unduly prejudicing its ultimate development for active recreational purposes.

#### **2.1.19 OBJECTION TO PART OF THE RECREATION/OPEN SPACE ZONING (REF 30.5.4.2) AT GORTRUSH, OMAGH (PARA 3.19 - 3.19.11)**

The Commission recommended that the open space zoning to the north of Randall Drive should be confirmed, except for the area which is subject to a consent for housing development. The Department agrees and Area F on the Revised Omagh Town Proposals map is accordingly zoned for residential purposes.

#### **2.1.20 OBJECTION TO PART OF RECREATION/OPEN SPACE ZONING (REF 30.5.6.1) ADJOINING GORTMORE GARDENS, OMAGH (PARA 3.20 - 3.20.15)**

The Commission concurred with the Commissioner in so far as he advised that the objection field should be zoned as white land. It also endorsed the need for a 10m wide strip to be retained as an access way between Derry Road and the River Strule. However, it considered that the precise location of the 10m wide strip was a matter which should be resolved by discussion between the landowners, the Council and the Department. The Department agrees and Area G on the Revised Omagh Town Proposals map is therefore confirmed as white land.

#### **2.1.21 OBJECTION TO THE EXCLUSION OF LAND TO THE NORTH OF THE COOKSTOWN ROAD FROM THE DEVELOPMENT LIMIT FOR OMAGH (PARA 3.21 - 3.21.21)**

The Commission recommended that the development limit for Omagh to the north of the Cookstown Road should be confirmed. The Department agrees with this recommendation.

#### **2.1.22 OBJECTION TO PART OF THE RECREATION/OPEN SPACE ZONING (REF 30.5.4.10) TO THE NORTH OF COOKSTOWN ROAD, OMAGH (PARA 3.22 - 3.22.20)**

The Commission recommended that the recreation/open space zoning to the north of the Cookstown Road should be confirmed. The Department agrees with this recommendation.

#### **2.1.23 OBJECTION TO:**

- 1. THE EXCLUSION OF LAND 215M NORTH-EAST OF ST. MARY'S ROAD FROM THE DEVELOPMENT LIMITS OF OMAGH**

**2. THE ZONING OF ADJACENT LAND WITHIN THE  
DEVELOPMENT LIMIT (REF 30.5.6.6) AS OPEN SPACE  
(PARA 3.23 - 3.23.13)**

The Commission recommended that the development limits for Omagh to the north-east of St Mary's Road and the open space zoning (Ref 30.5.6.6) should be confirmed. The Department agrees with this recommendation.

**2.1.24 OBJECTION TO THE EXCLUSION OF LAND TO THE NORTH  
AND SOUTH OF TIRQUIN ROAD FROM THE DEVELOPMENT LIMIT  
FOR OMAGH (PARA 3.24 - 3.24.12)**

The Commission recommended that the development limit for Omagh to the north and south of the Tirquin Road should be confirmed. The Department agrees with this recommendation.

**2.1.25 OBJECTION TO THE EXCLUSION OF LAND AT LAMMY ROAD  
FROM THE DEVELOPMENT LIMIT FOR OMAGH (PARA 3.25 - 3.25.5)**

The Commission recommended that the development limit at Lammy Road, Omagh should be confirmed. The Department agrees with this recommendation.

**Section 2.2: Objections Relating to Local Towns**

**2.2.1 OBJECTIONS RELATING TO:**

- 1. THE EXCLUSION OF LAND OFF CARNALEA ROAD, FINTONA  
FROM PROPOSED HOUSING ZONINGS**
- 2. THE FACT THAT THE CARNALEA ROAD HAS NOT BEEN  
INDICATED FOR ROAD WIDENING IN THE PLAN**
- 3. THE RIVERSIDE WALKWAY FROM MEADOWBROOK TO  
CARNALEA ROAD (PARA 4.1 - 4.1.5)**

The Commission recommended that there should be no amendment to the Plan for Fintona as a result of this objection, except that the footpath along the western boundary of the objection land should be deleted from the Plan. The Department agrees with this recommendation and the map of Fintona is accordingly amended.

**2.2.2 OBJECTION TO THE EXCLUSION OF LAND TO THE NORTH OF  
AUGHAFAD ROAD FROM THE DEVELOPMENT LIMIT FOR FINTONA  
(PARA 4.2 - 4.2.8)**

The Commission recommended that the development limit at Aughafad Road should be confirmed. The Department agrees with this recommendation.

**2.2.3 OBJECTION TO THE EXCLUSION OF LAND TO THE SOUTH OF AUGHAFAD ROAD FROM THE DEVELOPMENT LIMIT FOR FINTONA (PARA 4.3 - 4.3.6)**

The Commission recommended that the development limit at Aughafad Road should be confirmed. The Department agrees with this recommendation.

**2.2.4 OBJECTION TO THE RECREATION/OPEN SPACE ZONING TO THE NORTH OF DROMORE PRESBYTERIAN CHURCH, DROMORE (PARA 4.4 - 4.4.14)**

The Commission recommended that the recreation/open space zoning to the north of Dromore Presbyterian Church should be confirmed. The Department agrees with this recommendation.

**2.2.5 OBJECTION TO THE PROPOSED DROMORE INNER LINK ROAD (PARA 4.5 - 4.5.9)**

The Commission recommended that the line of the Inner Link Road in Dromore should be confirmed. The Department agrees with this recommendation.

**2.2.6 OBJECTION TO THE NUMBER OF ACCESS POINTS INDICATED IN THE PLAN TO SERVE THE ZONED RESIDENTIAL LAND TO THE WEST OF OMAGH ROAD, DROMORE (PARA 4.6 - 4.6.10)**

The Commission did not regard the provision of 1 additional access at this location as being fundamentally in conflict with the Plan (Ref 18.2), which seeks to minimise the number of new accesses onto main traffic routes within development limits. It recommended that the number of access points to serve the zoned residential land on the Omagh Road, Dromore should be increased from 2 to 3. The Department accepts this recommendation.

**2.2.7 OBJECTION TO THE EXCLUSION OF LAND TO THE SOUTH-EAST OF OMAGH ROAD FROM THE DEVELOPMENT LIMIT FOR DROMORE (PARA 4.7 - 4.7.8)**

The Commission recommended that the development limits at Omagh Road, Dromore should be confirmed. The Department agrees with this recommendation.

**2.2.8 OBJECTION TO THE EXCLUSION OF LAND TO THE SOUTH-WEST OF DRUMQUIN ROAD FROM THE DEVELOPMENT LIMIT FOR DROMORE (PARA 4.8 - 4.8.6)**

The Commission recommended that the development limit at Drumquin Road should be confirmed. The Department agrees with this recommendation.

**2.2.9 OBJECTION TO THE EXCLUSION OF LAND TO THE NORTH-EAST OF DRUMQUIN ROAD FROM THE DEVELOPMENT LIMIT FOR DROMORE (PARA 4.9 - 4.9.8)**

The Commission recommended that the development limit at Drumquin Road should be confirmed. The Department agrees with this recommendation.

**2.2.10 OBJECTION TO THE EXCLUSION OF LAND TO THE SOUTH OF OMAGH ROAD FROM THE DEVELOPMENT LIMIT OF CARRICKMORE (PARA 4.10 - 4.10.8)**

The Commission recommended that the development limit to the south of the Omagh Road, Carrickmore should be confirmed. The Department agrees with this recommendation.

**Section 2.3: Objections Relating to the Villages**

**2.3.1 OBJECTION TO THE EXCLUSION OF LAND TO THE NORTH OF DONAGHANIE ROAD FROM THE DEVELOPMENT LIMIT FOR BERAGH (PARA 5.1 - 5.3.9)**

**OBJECTION TO THE EXCLUSION OF LAND TO THE SOUTH OF DONAGHANIE ROAD FROM THE DEVELOPMENT LIMIT FOR BERAGH (PARA 5.2 - 5.3.9)**

**OBJECTION TO THE EXCLUSION OF LAND TO THE WEST OF DRUMDUFF ROAD FROM THE DEVELOPMENT LIMIT FOR BERAGH (PARA 5.3 - 5.3.9)**

The Commissioner concluded that in the special circumstances of Beragh, part of each objection site should be included within the limits of development. The Commission however, concluded that there was sufficient land available within the development limit and recommended no further extension of the limit. The Department agrees with this recommendation. The Commission further took the view that there are methods available for overcoming land availability problems, including the use of powers under Article 87 of the Planning (NI) Order 1991. The Department notes that there may be a problem in Beragh arising from the lack of development land coming onto the market. The Department agrees to consider methods for overcoming this problem including the use of its powers under Article 87 of the Planning (NI) Order 1991.

**2.3.2 OBJECTION TO THE EXCLUSION OF LAND TO THE NORTH-WEST OF KILSKEERY ROAD FROM THE DEVELOPMENT LIMIT FOR TRILLICK (PARA 5.4 - 5.4.11)**

The Commission recommended that the development limit to the west of Trillick should be confirmed. The Department agrees with this recommendation.

### **2.3.3 OBJECTIONS TO THE LIMIT OF DEVELOPMENT FOR GREENCASTLE (PARA 5.5 - 5.5.12)**

The Commission recommended that the development limit for Greencastle should be confirmed. The Department agrees with this recommendation.

### **2.3.4 OBJECTION TO THE EXCLUSION OF LAND TO THE EAST OF SIXMILECROSS FROM THE DEVELOPMENT LIMIT FOR THE VILLAGE (PARA 5.6 - 5.6.12)**

The Commission recommended that the development limit for Sixmilecross should be confirmed. The Department agrees with this recommendation.

## **Section 2.4: Objections Relating to Hamlets**

### **2.4.1 OBJECTION TO THE NON-DESIGNATION OF LAND TO THE EAST OF GLENFERN ROAD AS A DEVELOPMENT NODE FOR THE HAMLET OF CLANABOGAN (PARA 6.1 - 6.1.11)**

The Commission recommended that it could not support the establishment of an additional node at Clanabogan. The Department agrees with this recommendation.

### **2.4.2 OBJECTION TO THE EXCLUSION OF LANDS TO THE SOUTH OF MOYLAGH ROAD FROM THE DEVELOPMENT LIMIT FOR GORTACLARE/MOYLAGH (PARA 6.2 - 6.2.10)**

The Commission recommended that the development limit for the node at Clements Bungalows within the hamlet of Gortaclare/Moylagh should be confirmed. The Department agrees with this recommendation.

### **2.4.3 OBJECTION TO THE INCLUSION OF LAND TO THE EAST AND WEST OF CHURCH ROAD WITHIN THE DEVELOPMENT LIMIT FOR GORTACLARE/MOYLAGH (PARA 6.3 - 6.3.11)**

The Commission recommended that the development limit for the node at Devaghroy Primary School within the hamlet of Gortaclare/Moylagh should be amended. The Department agrees with this recommendation and the development limits on the map of Gortaclare/Moylagh are accordingly revised.

### **2.4.4 OBJECTION TO THE LIMIT OF DEVELOPMENT FOR GLENHULL (PARA 6.4 - 6.4.16)**

The Commission recommended that the development limit for Glenhull be amended by the inclusion of 2 additional areas to the north and west of the existing limit. The Department agrees with this recommendation and the limits of development on the map of Glenhull are accordingly revised.

**2.4.5 OBJECTION TO THE EXCLUSION OF LAND TO THE SOUTH-WEST OF LETFERN ROAD FROM THE DEVELOPMENT LIMITS FOR TATTYREAGH (PARA 6.5 - 6.5.1)**

The Commission agreed with the Department's position at the Public Inquiry that the objection site should be brought within the development limit. The limits of development on the map of Tattyreagh are accordingly revised.

**2.4.6 OBJECTION TO THE EXCLUSION OF LAND TO THE NORTH OF THE GORTIN ROAD FROM THE DEVELOPMENT LIMIT FOR GORTNAGARN (PARA 6.6 - 6.6.8)**

The Commission recommended that the development limits to the south-east of Gortnagarn should be confirmed. The Department agrees with this recommendation.

**2.4.7 OBJECTION TO THE LIMIT FOR DEVELOPMENT FOR GARVAGHEY (PARA 6.7 - 6.7.7)**

The Commission recommended that there was nothing in this objection which would justify an amendment to the development limits for Garvaghey. The Department agrees with this recommendation.

**2.4.8 OBJECTION TO THE OMISSION OF HOUSING GROUPS AT SHANE ROAD AND TURSALLAGH, SIXMILECROSS FROM THOSE SETTLEMENTS DESIGNATED AS HAMLETS ( PARA 6.8 - 6.8.8)**

The Commission recommended that Tursallagh and Shane Road should not be designated as hamlets in the Area Plan. The Department agrees with this recommendation.

**2.4.9 OBJECTION TO THE NON-DESIGNATION OF CLOUGHFIN AS A HAMLET (PARA 6.9 - 6.9.7)**

The Commission recommended that Cloughfin should not be designated as a hamlet in the Area Plan. The Department agrees with this recommendation.

**2.4.10 OBJECTION TO THE EXCLUSION OF LAND TO THE EAST OF KEADY ROAD FROM THE DEVELOPMENT LIMIT FOR DUNMOYLE (PARA 6.10 - 6.10.10)**

The Commission recommended that the development limit for Dunmoyle should be amended on its southern side to include 1 additional field. The Department agrees with this recommendation and the development limits on the map of Dunmoyle are accordingly revised.

## **Section 2.5: Objections Relating to the Green Belt**

### **2.5.1 OBJECTION TO THE INCLUSION OF LAND AT BALLYGOWAN, OMAGH WITHIN THE GREEN BELT (PARA 7.1 - 7.1.7)**

The Commission recommended that the outer limit of the Green Belt should be amended to exclude Mr Fox's property. The Department accepts this recommendation and the Green Belt is accordingly revised in an enlarged Green Belt and Policy Area map.

### **2.5.2 OBJECTION TO THE INCLUSION OF LAND AT EDENDERRY, DOOGARY AND BALLYGOWAN WITHIN THE GREEN BELT (PARA 7.2 - 7.2.6)**

The Department notes the Commission's concern at its approach to the delineation of the Green Belt around Omagh. The criteria for the drawing of the Green Belt are set out in the Technical Supplement. While acknowledging that the Green Belt is tightly drawn the Department would point out that substantially more land around the town is effectively safeguarded from development pressure when those areas which have been omitted on grounds of topography or inaccessibility are taken into account. This is particularly the case beyond the north eastern boundary of the town where extensive bogland, the Glenhordial River Valley and general inaccessibility combine to safeguard the area immediately beyond the Green Belt limit. The Commission recommended that the Green Belt boundary in the vicinity of the objection sites at Edenderry, Doogary and Ballygowan should be confirmed. The Department agrees with this recommendation.

## **Section 2.6: Objections of a General Nature**

### **2.6.1 OBJECTION TO:**

- 1. THE RESTRICTIVE DEVELOPMENT LIMITS FOR THE TOWNS, VILLAGES AND HAMLETS**
- 2. THE SETTLEMENT HIERARCHY (PARA 8.1 - 8.1.30)**

It was the view of the Commission that limits of development in themselves would not unduly restrict development. Furthermore, it did not find any fundamental fault with the settlement hierarchy as proposed and did not accept that there should be another tier. The Department agrees with these findings. With regard to the proposed amendments to development limits put forward in this objection the Commission recommended that there should be no increase in the limits for Fintona, Greencastle, Altamuskin, Drumduff, Drumnakilly, Rouskey, Sixmilecross, Dunmoyle, Loughmacrory and Mountfield, and that

there should be no further increase to limits for Glenhull, Dunmoyle and Gortaclare/Moylagh other than those minor amendments already recommended for separate objections. (See Paragraphs 2.4.3, 2.4.4 and 2.4.10 of this Adoption Statement). The Commission recommended minor amendments to the limits for Dunmullan and Garvaghey. The Department agrees with these recommendations and these are accordingly revised. New vehicular or pedestrian access onto the south side of the Omagh to Ballygawley Road (T3) will not be permitted within the extended limits of development for Garvaghey. The Commission also consented to minor amendments to the limits for Gortnagarn, but for topographical reasons advised that these should be kept to a minimum. The Department however, considers that these topographical constraints at the northern end of the hamlet are such that the existing limits should be retained.

#### 2.6.2 OBJECTION TO:

1. THE DESIGNATION OF DEFINED LIMITS AROUND VILLAGES AND HAMLETS
2. THE DESIGNATION OF 24 HAMLETS IN THE RURAL AREA
3. THE DESIGNATION OF POLICY AREAS ON CERTAIN ROADS
4. THE DESIGNATION OF KILSKEERY AS A HAMLET RATHER THAN A VILLAGE
5. THE DESIGNATION OF CARRICKMORE AS A LOCAL TOWN RATHER THAN A VILLAGE (PARA 8.2 - 8.2.38)

The Commission recommended that clearly defined limits of development for the villages and hamlets should remain as part of the Plan. The Department agrees with this recommendation. The Commissioner advised that the 14 single node hamlets should be confirmed, but that the concept of dispersed hamlets should be reviewed. The Commission however, while finding little merit in the concept of the dispersed or multi-node hamlet considers such a review unnecessary. The Department agrees with this recommendation.

The concept of dispersed hamlets evolved after long and careful consultation with Omagh District Council in an effort to reconcile the legitimate development aspirations of small rural communities and the need to conserve and protect the rural environment. It is compatible with the 'Crossroads Initiative' as set out in the NIHE strategy document "The Way Ahead". The concept builds upon existing clusters in the dispersed settlement pattern prevalent throughout many rural townlands, and provides a range of potential additional development locations. It thereby facilitates small scale development in generally remote areas, where problems of land availability can arise but where development pressures remain modest. The Department notes the view of the Commission that it should approach this concept with caution.

The Commission recommended that the policy areas along all routes in the Plan should be confirmed except for the route which will link the Ulster American

Folk Park to the Ulster History Park, the precise line of which should be reviewed. It further recommends that all Policy Areas should be defined on larger scale maps. The Department has carried out a review of the proposed Policy Route from the Ulster American Folk Park to the Ulster History Park. This verifies that the policy route follows a network of minor public roads which have been selected because of their unspoilt nature, and the existing line is confirmed. It is now delineated on the revised and enlarged Green Belt and Policy Area map.

The Commission recommended that the designation of Kilskeery as a hamlet should be confirmed. The Department agrees with this recommendation.

The Commission recommended that Carrickmore should be confirmed as a local town and that the development limit in the area of the Drumnakilly Road should also be confirmed. The Department agrees with these recommendations.

### 2.6.3 OBJECTIONS TO VARIOUS ASPECTS OF THE PLAN (PARA 8.3 - 8.3.6)

The Commission recommended that no action be taken as a result of these objections. The Department agrees with these recommendations.

### 2.6.4 OBJECTION TO RURAL REGENERATION POLICIES AS EXPRESSED IN THE PLAN (PARA 8.4 - 8.4.23)

This objection incorporated concerns about:

- A. Limits of development and the unavailability of sites
- B. Rural Policy (including LSD, policy areas and ribbon development)
- C. The Settlement Hierarchy
- D. Population Projections

The Commission was not persuaded that there should be less control in the countryside in an attempt to further facilitate rural regeneration as a result of these objections. It advised that equal prominence be given in the Plan to rural population estimates described in the Technical Supplement. The Department agrees with these recommendations.

It is difficult to estimate what the level of the rural population will be by the year 2002 and the Plan considers 2 possible scenarios. One assumes that past population trends, including the trend towards decline in the rural population, could continue and is illustrated in Table 1 of the Plan. The other, which takes cognisance of more recent housing trends and the widespread interest in and commitment to rural regeneration policies, envisages the possible stabilisation of the rural population at around 1987 levels and is described in more detail in the Technical Supplement to the Plan.

**2.6.5 OBJECTION TO THE FACT THAT RIBBON DEVELOPMENT ON THE ROADS SERVING CREGGAN, GREENCASTLE AND GORTIN, AND ON ROUTE B46 LINKING CARRICKMORE TO GORTIN, WILL BE RESISTED BY THE DEPARTMENT (PARA 8.5 - 8.5.10)**

The Commission confirmed that except for a short stretch outside Gortin, Route B46 had not been designated as a Policy Area and that applications would therefore be judged on their merits under the Rural Policy. The Department agrees with the Commission's view that ribbon development was an unacceptable form of development no matter where it was located. The Commission recommended that no amendment was required to the Area Plan as a result of this objection. The Department agrees with this recommendation.

**2.6.6 OBJECTION TO THE FACT THAT THE SPERRINS AREA OF OUTSTANDING NATURAL BEAUTY DESIGNATION WILL HAVE AN ADVERSE IMPACT ON THE RURAL POPULATION (PARA 8.6 - 8.6.9)**

The Department agrees with the Commissioner's view that the AONB Designation has been largely irrelevant to the process of population change. The Commission recommended that no amendment to the Plan's Policies on the Sperrin AONB was necessary as a result of this objection. The Department agrees with this recommendation.

**2.6.7 OBJECTION TO THE 'LOCATION, SITING AND DESIGN' REGULATIONS (PARA 8.7 - 8.7.2)**

The Department notes the Commission's view that the Rural Policy and the guidelines set out under 'Location, Siting and Design' Regulations are applied throughout Northern Ireland and are not matters for consideration in the Omagh Area Plan.

**2.6.8 OBJECTION TO THE FACT THAT THE PLAN GIVES NO CONSIDERATION TO ACCESS FOR PEOPLE WITH DISABILITIES (PARA 8.8 - 8.8.4)**

The Commission recommended that an objective relating to access for people with disabilities should be incorporated into the Plan Strategy. The Department agrees with this recommendation and the following objective is added to paragraph 8.1 of the Plan.

'To ensure that the needs of people with disabilities 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'.

**2.6.9 OBJECTION TO THE AREA PLAN'S POLICY ON GOLDMINING (PARA 8.9 - 8.9.27)**

The Department agrees with the Commission's view that there should not be a

blanket ban on gold mining in the District and notes that the Commission expects applications for gold mining to be accompanied by Environmental Statements prepared in accordance with the Planning (Assessment of Environmental Effects) Regulations (NI) 1989.

The Commission recommended that the revision to paragraph 116.10 of the Plan as submitted to the Inquiry, should constitute the Area Plan policy on gold mining. The Department agrees and paragraph 116.10 now reads as follows:

‘Where a mineral is of limited occurrence and has some uncommon or valuable property the Department will consider applications to exploit such resources on the merits of the proposals, carefully balancing the potential benefit of the developments to the economy against the environmental consequences. Paragraph 17.2.5 of the Plan refers to gold deposits which have been identified in the District. When considering proposals for the extraction and processing of gold and other similar type ores the Department will very carefully assess the environmental consequences arising from the working of such deposits. There are aspects of these operations such as the large volume of waste produced and the use of certain chemicals which can create particular environmental problems’.

As a consequence the second half of the original paragraph 116.10 of the Plan becomes paragraph 116.11 and the original paragraph 116.11 becomes 116.12.

## **Section 2.7: Conclusion (of the Commission Report)**

2.7.1 The Department notes the Commission’s concern with the different approach in Omagh Area Plan to the derivation of policies for the Green Belt, the Sperrins AONB, and dispersed hamlets. If Area Plans are to reflect the varying characteristics, needs, aspirations and development pressures of different parts of Northern Ireland, it is essential that individual Plan policies and proposals be tailored to meet these different local circumstances, while remaining within the wider Departmental policy framework. The Department considers this has been done in the case of the Omagh Area Plan.

With regard to the delineation of the Green Belt and Policy Areas, the Green Belt and Policy map takes precedence over the District Strategy map. The Department accepts the Commission’s recommendation that the Green Belt and Policy Areas map should be defined at a larger scale and a revised Green Belt and Policy Areas map is now incorporated within the Plan.

### **3.0 ADOPTION OF THE OMAGH AREA PLAN**

3.0.1 The Department now adopts the Omagh Area Plan as amended in this Adoption Statement as a Development Plan under Article 8 of the Planning (NI) Order 1991.

3.0.2 The Department has made the necessary Order adopting the Area Plan. The Order is reproduced in Appendix 1 of this Statement.

### **4.0 CONCLUSION**

4.0.1 The Department wishes to thank the elected representatives and all those members of the public who contributed to the making of the Area Plan at all stages. In particular the Department would like to thank Mr B A M Banks who conducted the Inquiry. His comprehensive and detailed report has been of great assistance to the Department in its consideration of the objections.

Department of the Environment for Northern Ireland  
September 1992

## **APPENDIX 1**

### **THE PLANNING (NORTHERN IRELAND) ORDER 1991 THE PLANNING (DEVELOPMENT PLANS) REGULATIONS (NORTHERN IRELAND) 1991 OMAGH AREA PLAN (ADOPTION) ORDER (NORTHERN IRELAND) 1992**

Made 17th September, 1992

WHEREAS the Department of the Environment for Northern Ireland (hereinafter referred to as "the Department") in pursuance of the provisions of the Planning (Northern Ireland) Order 1991 (a) (hereinafter referred to as "the Order") and the Planning (Development Plans) Regulations (Northern Ireland) 1991 (b) has, after consultation with Omagh District Council, prepared a Development Plan for the said Council area;

AND WHEREAS the Department has complied with Article 5 of the Order;  
AND WHEREAS objections having been duly made within the time stated for making objections, the Department caused a Public Local Inquiry to be held by the Planning Appeals Commission in September 1991 for the purpose of considering such objections;

AND WHEREAS the Department has considered the said objections and the report of the Planning Appeals Commission on the said Inquiry;

NOW THEREFORE the Department in exercise of the powers conferred by Article 8 of the Order and every other power enabling it in that behalf hereby orders as follows:

1. This Order may be cited as the Omagh Area Plan (Adoption) Order (Northern Ireland) 1992.
2. (i) The Plan is hereby adopted as a Development Plan to the extent approved and endorsed by the Department in the Statement entitled "Omagh Area Plan 1987-2002 Adoption Statement 1992".  
(ii) The Plan together with the said Statement shall be known as the Omagh Area Plan which shall become operative on 24th September, 1992.

Sealed with the Official Seal of the Department of the Environment on 17th September, 1992

E HAYES  
Assistant Secretary

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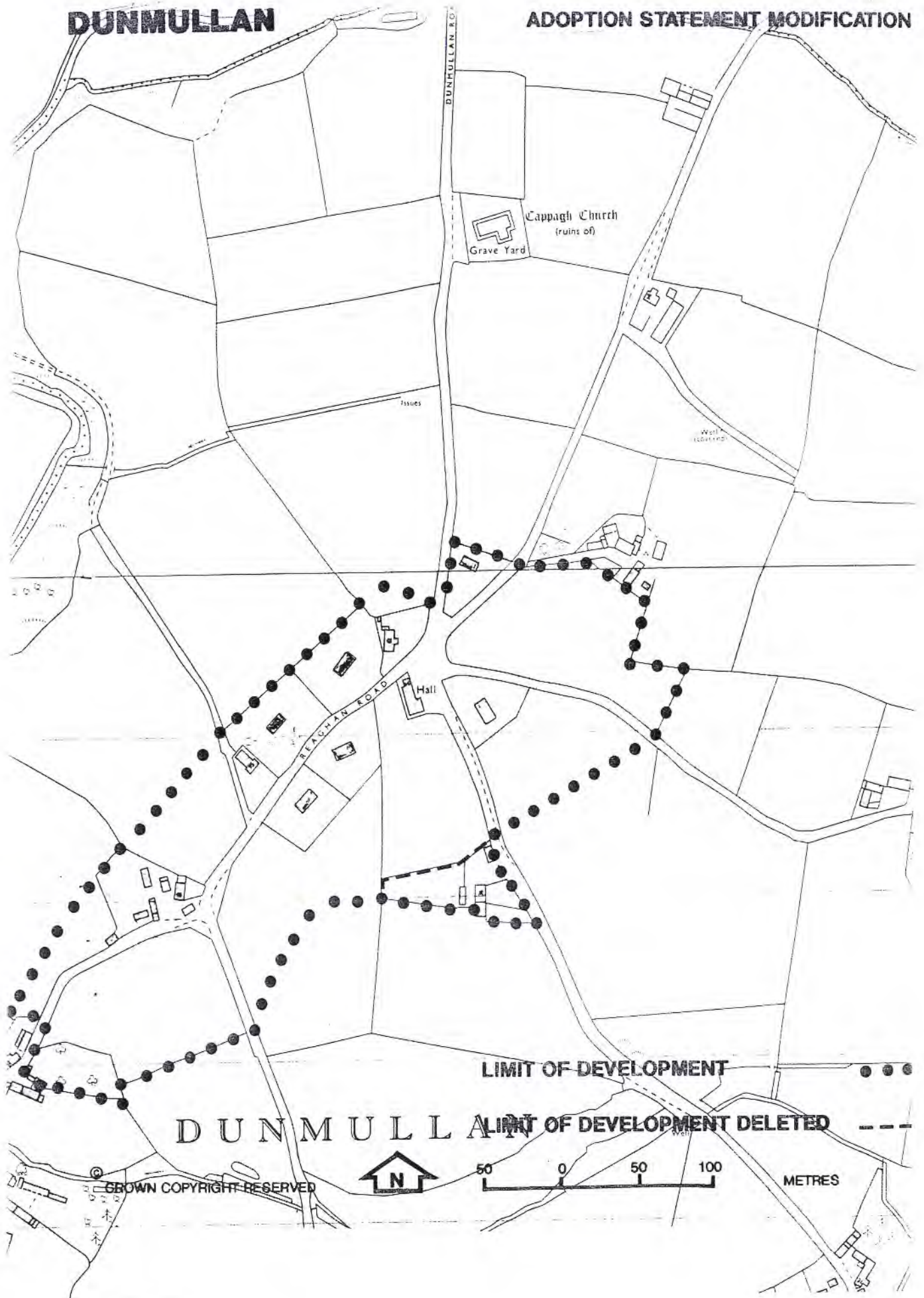
(a) S.I. 1991 No. 1220 (N.I. 11)

(b) S.R. 1991 No. 119



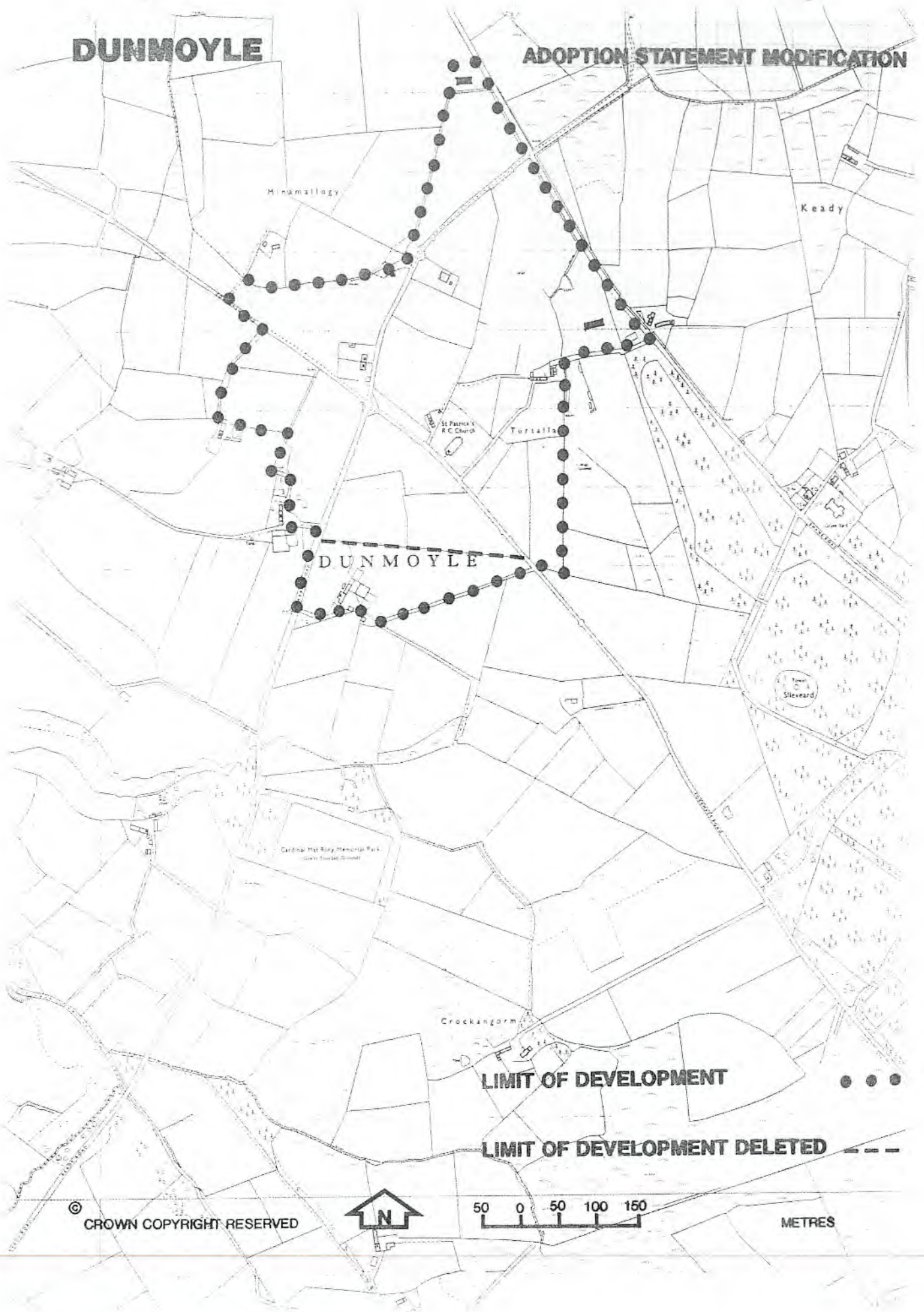
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**ADOPTION STATEMENT MODIFICATION**



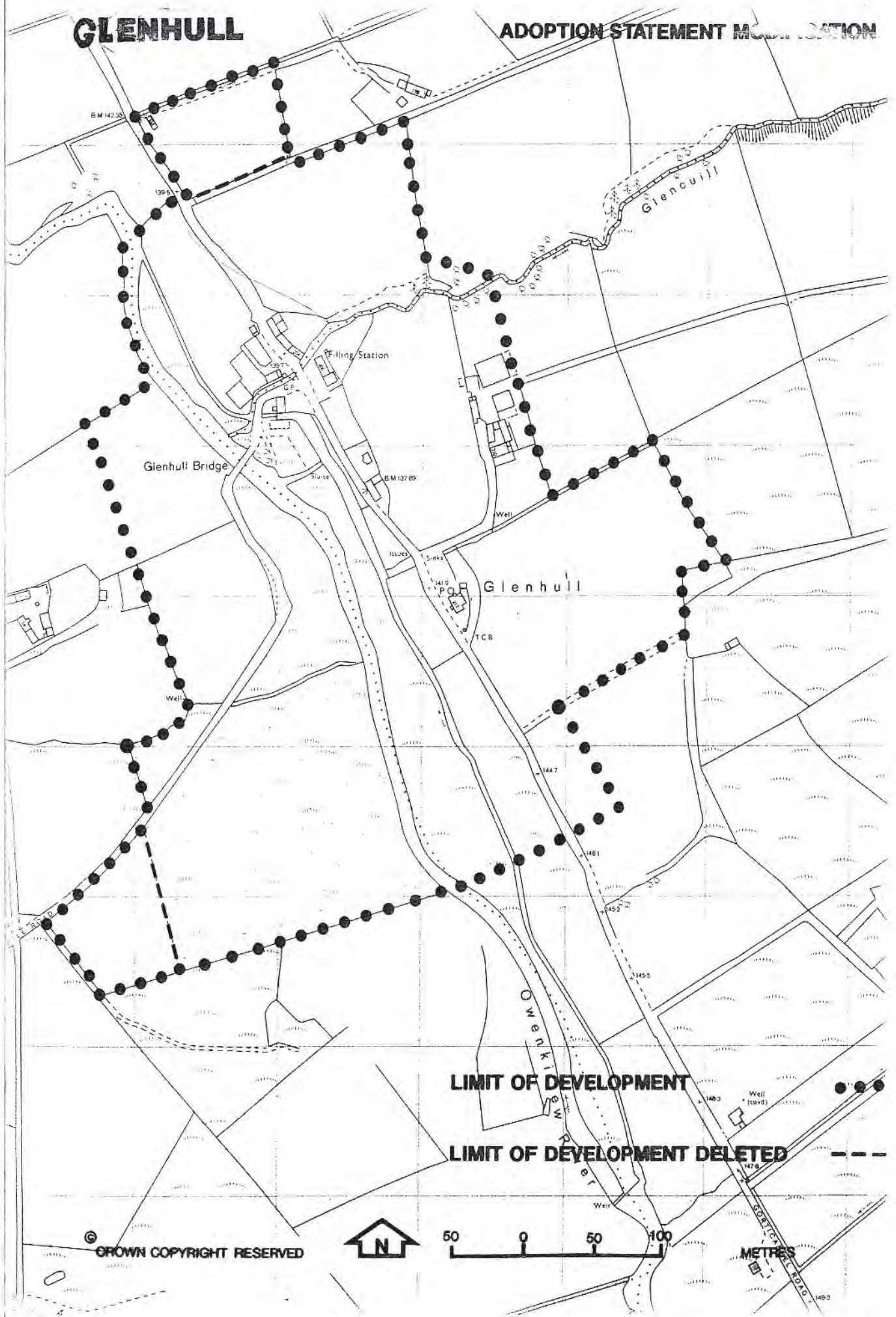
# DUNMOYLE

## ADOPTION STATEMENT MODIFICATION



**GLENHULL**

**ADOPTION STATEMENT MAP LOCATION**



Glenhull Bridge

Stuice

Filling Station

Sinks

Glenhull

TCB

Owenkiln

**LIMIT OF DEVELOPMENT**

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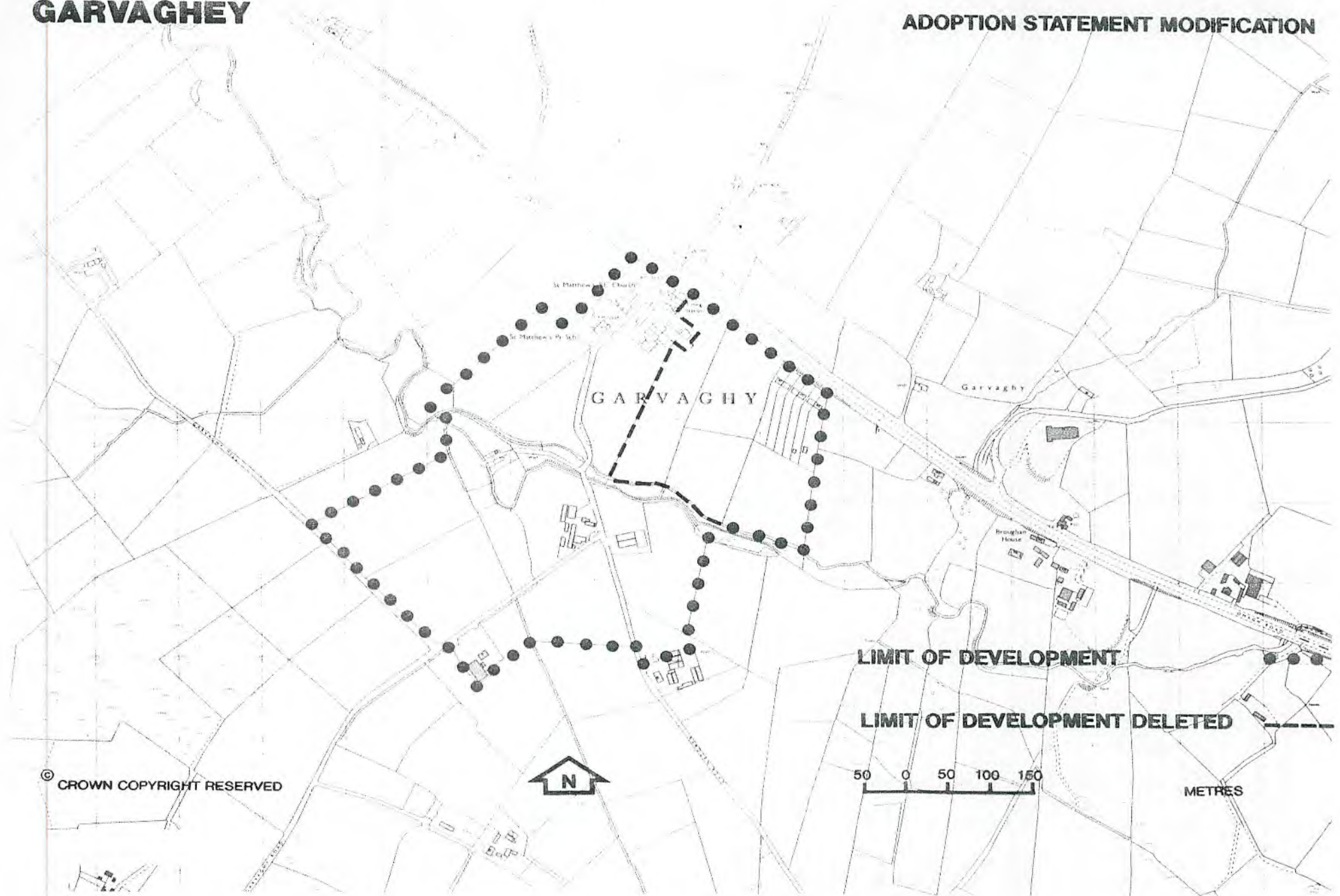


METRES

GOBTOWN ROAD

# GARVAGHEY

## ADOPTION STATEMENT MODIFICATION



# GORTACLARE / MOYLAGH

ADOPTION STATEMENT MODIFICATION

Mullaghmeen

CRUIK NEIGH

CRUIK NEIGH

GORTACLARE

LIMIT OF DEVELOPMENT

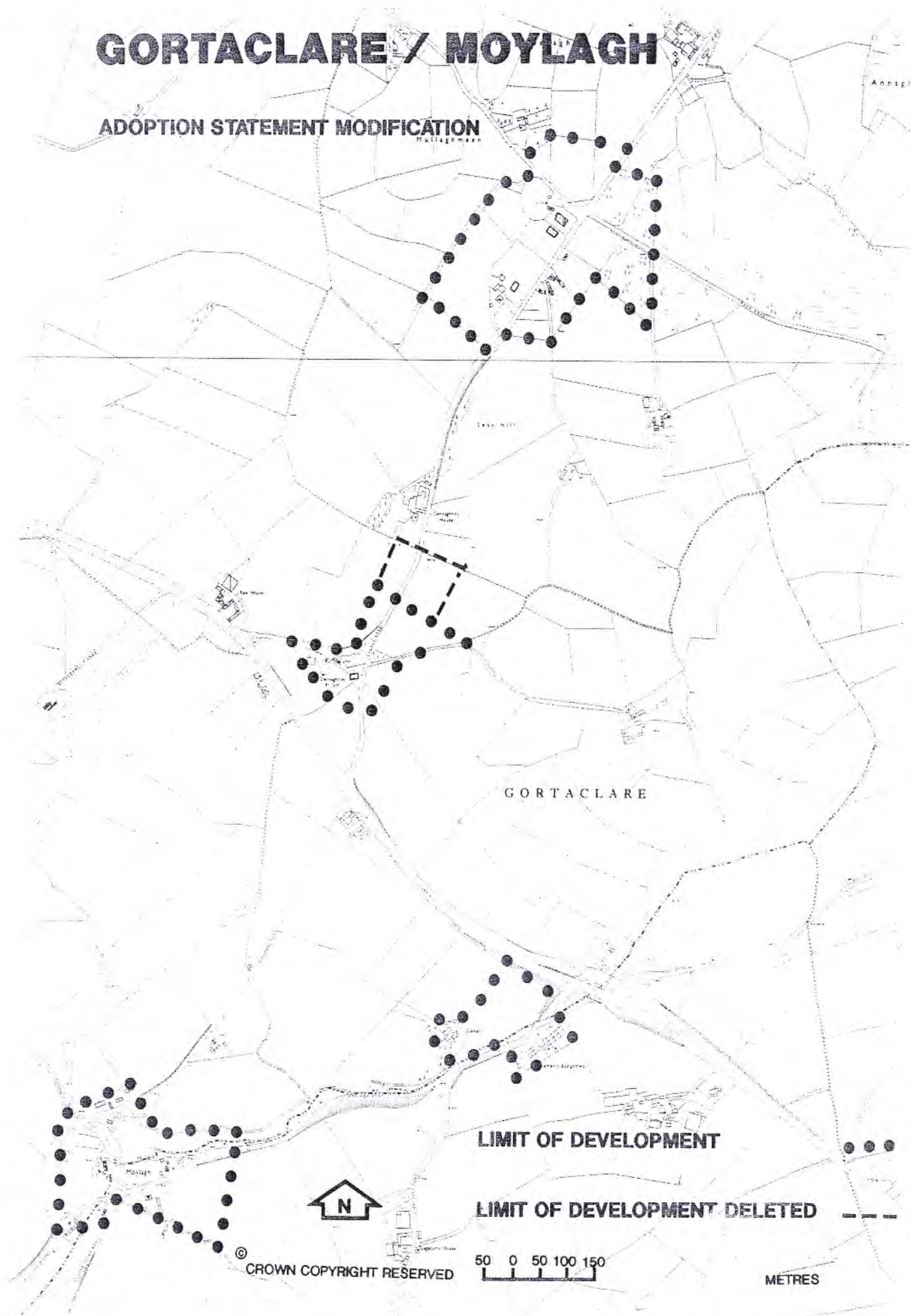
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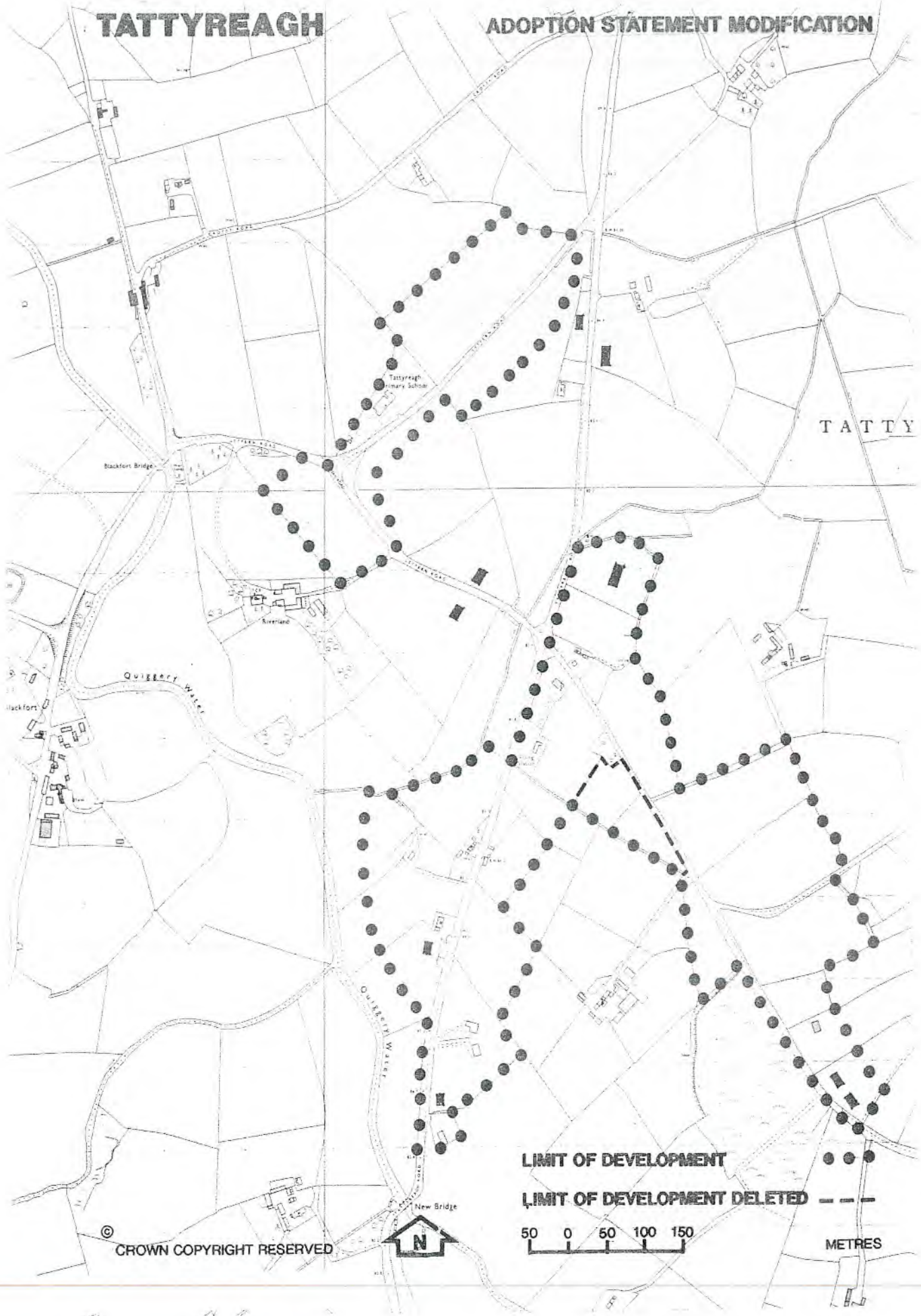
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METRES



# TATTYREAGH

## ADOPTION STATEMENT MODIFICATION



TATTY

**LIMIT OF DEVELOPMENT**

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## Part One

### Introduction

## Preamble

The Omagh Area Plan (1987–2002), a Development Plan under the provisions of Part III of the Planning (NI) Order 1972, has been prepared by the Department of the Environment Town and Country Planning Service. It replaces the West Tyrone Area Plan as it applies to the Omagh District. In March 1987 Omagh District Council was notified that the Department intended to prepare an Omagh Area Plan covering the period up to 2002. During the weeks ending 28 March and 4 May 1987 Notice of Intention to prepare the Plan was published in the local press and the public was invited to put forward suggestions for the future development of the area. The Green Belt Subject Plan first advertised for comment in May 1986 would be subsumed in this Plan. A wide range of consultations was carried out subsequently with the District Council, Government Departments, statutory undertakers and other appropriate authorities. In April 1989 Preliminary Draft Proposals were published and placed on public display as required by Article 5 of the Planning (NI) Order 1972. Representations made in response to the Preliminary Proposals have been taken into account by the Department in preparing the Plan.

The Plan is now published as required by Article 5 of the Planning (NI) Order 1972 as substituted by The Planning and Building Regulations (Amendment) (Northern Ireland) Order 1990, and any person wishing to object to any of the proposals should do so in writing to the Department at:

**Omagh Area Plan  
Town and Country Planning Service  
Department of the Environment (NI)  
County Hall  
Mountjoy Road  
OMAGH  
BT79 7AF**

If objections received can not be resolved the Department may request the Planning Appeals Commission to hold a public inquiry for the purpose of considering such objections.

The Department with the benefit of the report of such a public inquiry may then adopt the Plan as a whole or in part with or without modifications as its physical development strategy for the Omagh District Council area.

## 1.0 Background

1.1 The West Tyrone Area Plan which has hitherto provided the planning framework for Omagh District and beyond was prepared by the former Ministry of Development acting on behalf of the then Local Authorities. The Plan was published in December 1972 and a Public inquiry held in June 1974. It was adopted in September 1976 as a development plan under Article 7(2) of the Planning (NI) Order 1972. The Departmental Statement recognised that this was no more than a formal step in a continuous planning process, emphasising that the Plan could not be regarded as a final and definitive statement on the future development of the area. The Statement confirmed that it would be reviewed and updated at appropriate intervals.

1.2 An Alteration to the Area Plan was subsequently prepared to resolve difficulties in developing sites within the stock of zoned residential land in Omagh town. After taking account of representations to Preliminary Draft Proposals the Department published Final Draft Proposals in November 1984 entitled the Omagh Town Housing Proposals 1984–1994. Following a Public Inquiry in June 1985 the Department adopted the Alteration to the West Tyrone Area Plan under Article 8 of the Planning (NI) Order in March 1987. In its Statement the Department declared its intention to carry out soon a complete review of that part of the West Tyrone Area Plan covering the Omagh District Council area and dealing with all the main land-uses affecting the future physical development of the District.

## 2.0 Purpose

2.1 **The purpose of the Omagh Area Plan is to set out the broad land-use and policy framework for the physical development of the District up to 2002.** This includes the identification of locations where the principal land-uses, housing, industry and open space should take place to meet the expected needs of development and to enable the area to expand and prosper. It will also assist both public and private agencies in reaching their land-use based investment decisions. The Plan identifies the major proposals for development to be implemented by the Department and also highlights those of other Government Departments, public agencies and the District Council. The Plan is strategic in nature establishing the policy guidelines within which more detailed proposals for development can be determined over the Plan period. Individual proposals will be assessed subsequently through the statutory development control process and where appropriate by the preparation of local studies and policies.

## 3.0 Plan Aim

3.1 **The aim of the Omagh Area Plan is to provide a physical planning framework that will facilitate the whole area both urban and rural to realise insofar as is possible its potential for development in an efficient, economic, orderly and sensitive manner. At the same time it seeks to maintain a high standard of physical environment and to safeguard the quality of the landscape and natural resources.**



*Bell's Bridge, Omagh*

3.2 To achieve this aim the Plan is governed by strategic objectives. From these are drawn more specific objectives for both the urban and rural areas.

## 4.0 Plan Area

4.1 **The area of the Plan is co-terminous with Omagh Council District.** This measures some 112,874 hectares and has a population of 45,790. It is an area of generally unspoiled countryside dominated to the east by the Sperrin Mountains. The intricate landscape reflects the topographical variety and long settlement history of the District. Its Urban focal point is the town of Omagh 111 kilometres west of Belfast where the rivers Camowen and Drumragh came together to form the Strule. Omagh is a local service centre and a market town for the farming industry with an extensive agricultural hinterland. Many of its larger businesses are primarily concerned with dairy and beef products. Omagh District and town lie astride the T3 trunk road, from Londonderry to Dungannon, which is the principal traffic distributor in the west of Northern Ireland. An extensive network of other roads exist including the T10 Omagh to Enniskillen Road and the A505 Omagh to Cookstown Road, both of which are of regional importance.

4.2 The District has a wide range of settlements of differing size, character and function. Outside Omagh the small towns of Fintona, Dromore and Carrickmore are significant locally. The many villages and hamlets play an important role in the life and vitality of the rural area.

## 5.0 Content

5.1 The Plan consists of a Written Statement and maps. In the event of any discrepancy between the Written Statement and the maps the provisions of the Statement take precedence.

5.2 The Written Statement is made up of 7 parts:—

### *Plan Strategy*

This identifies the key issues and opportunities to be addressed by the Plan, the objectives it seeks to achieve and the strategy it proposes for development.



*Camowen River from Leap Bridge*

### ***Policy Framework***

This sets out the data base and background for subsequent policies and proposals and highlights the implications of the proposed strategy.

#### ***Statement of Policies and Proposals and Maps—District Town***

In the light of local issues and opportunities this formulates policies and proposals for Omagh and its town centre.

#### ***Statement of Policies and Proposals and Maps—Local Towns***

In the light of local issues and opportunities this formulates policies and proposals for Fintona, Dromore and Carrickmore.

#### ***Statement of Policies and Proposals and Maps—Villages***

This details the issues and opportunities relevant to 9 villages and formulates policies and proposals accordingly.

#### ***Statement of Policies and Proposals and Maps—Hamlets***

This details the issues and opportunities relevant to 24 hamlets and formulates policies and proposals

#### ***Policy Statements and Maps—Rural Area***

This details issues and opportunities relevant to the rural area and draws up policies for the Green Belt, Area of Outstanding Natural Beauty, Policy Areas and the open countryside.

5.3 A Technical Supplement is available to provide the technical basis for the policies and proposals contained in the Plan. It contains detailed information and statistical data relating to population, housing, industry/employment, recreation/open space, shopping and car parking, and rural policy.

## **6.0 Public Consultation**

6.1 The Preliminary Proposals published in April 1989 outlined the policies and proposals which the Department intended to include in the Plan. As a result of the public interest and discussion generated by a number of these proposals some of the original policies and proposals put forward have been modified. Account has been taken of all the views put to the Department during the course of preparation of the Plan.

6.2 The policies and proposals now published represent the Final Proposals. Any person wishing to object to the proposals should do so by writing to the Department. If objections received can not be resolved the Department may request the Planning Appeals Commission to hold a Public Inquiry before formal adoption of the Plan.

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## Part Two





### Plan Strategy








# DISTRICT STRATEGY MAP

## KEY




### SETTLEMENT STRATEGY

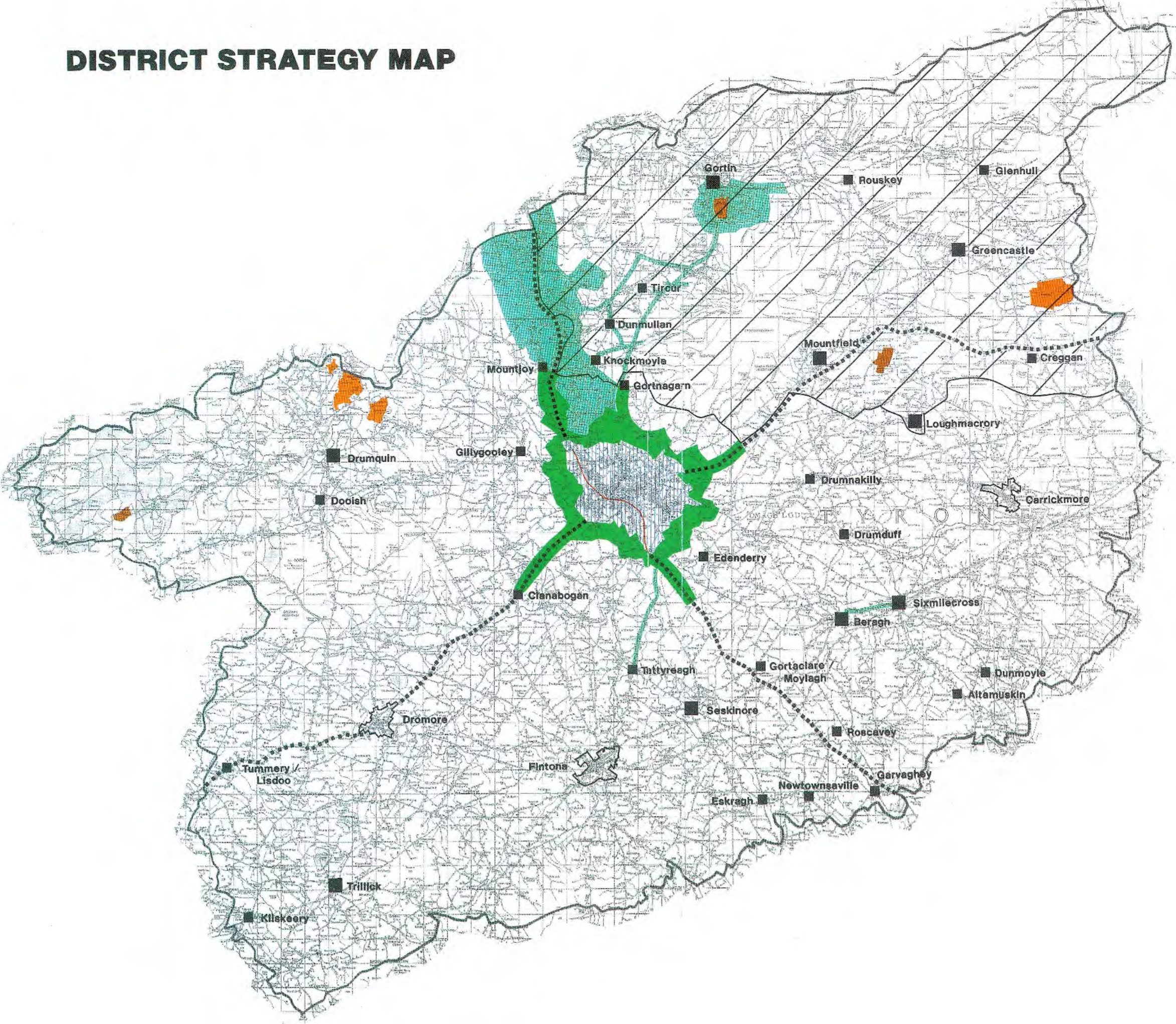
- District Town 
- Local Town 
- Village 
- Hamlet 

### RURAL STRATEGY

- Greenbelt 
- Policy Area 
- A.O.N.B. 
- National Nature Reserve 
- A.S.S.I. 

### TRANSPORTATION STRATEGY

- Protected Route 
- Proposed Road 
- District Boundary 





## 7.0 Key Issues and Opportunities

### Introduction

7.1 An analysis of Omagh District reveals a range of key issues which the Plan addresses and a number of opportunities which the Plan seeks to accommodate. These are set out in the following paragraphs and form the background against which the Plan's objectives and strategy have been formulated. By identifying, highlighting, and proposing measures for the development of these opportunities, the Plan seeks to resolve the key issues.

7.2 To accommodate the expected change in population and its distribution, and to cope efficiently with anticipated development demands, sufficient land must be identified for all the principal land-uses. In examining the key issues, the Plan looks at the likely role of Omagh, the pattern of settlement, rural development, and transport in order to facilitate the beneficial development of the area.

### Settlement Pattern

7.3 Omagh District is relatively remote from large centres of population and from regional services such as ports and airports. At the centre of an extensive agricultural hinterland, Omagh town is designated by the Regional Physical Development Strategy 1975–1995 as one of Northern Ireland's 23 District Towns. It is envisaged, therefore that it will continue to fulfill its functions as the prime urban centre for the District and provide the main focus for growth. The other settlements are smaller, of lesser economic significance and depend on Omagh for many facilities. Fintona, Dromore and Carrickmore are the settlements next in order of importance and are designated as local towns. The hierarchy of settlements is completed with the villages and hamlets. Overall the Plan brings forward policies and proposals to support the prime position of Omagh, to improve the viability and environments of the local towns and villages and to encourage the economic regeneration of the rural area.

### Rural Development

7.4 The urban growth and development of Omagh has not been shared by the rural area. A number of smaller settlements show signs of decline in function and appearance. Changing patterns of shopping and employment, problems of unfit housing, falling population and the changing role of agriculture underline the issue of rural decline. Regeneration depends on maintaining and adapting the remaining commercial functions, the creation of alternative economic opportunities and building on social/recreational facilities. Revitalisation of villages and hamlets is central to regeneration of the countryside generally. The Plan takes the opportunity to tailor the rural policy to the needs of the District.

### Omagh Town

7.5 Omagh will continue to be the principal centre for housing, shopping, industry, recreation and community facilities and its specialised role as an important administrative centre for a wide area will also continue. As the District Town, it will have priority for future investment in main infrastructure.

It is important therefore to identify enough land for the main uses and that proposals are made to deal with infrastructural impediments. Omagh town centre has witnessed substantial public and private investment in recent years and its leading role should be maintained and strengthened. There are further opportunities for growth of shopping and for environmental improvement.

### Transport

7.6 Because of its geographical position, Omagh District needs good connections to ports, airports, and major centres of population if it is to have the maximum opportunity to attract investment and development. Further improvement of the main regional traffic routes are needed to reduce delays for long-distance traffic. Current levels of congestion in Omagh Town are unsatisfactory.

### Quality of the Physical Environment

7.7 Many opportunities exist to enhance the built and natural environment. These call for energy and imagination in the formulation of improvement schemes. Many settlements contain buildings and areas of architectural or historical importance, while the countryside and Sperrin Area of Outstanding Natural Beauty provide attractive settings of great potential. One of the major assets of the District is the quality of its rural environment.

## 8.0 Plan Objectives

8.1 In the light of the foregoing the following strategic objectives have been defined:

- ☐ to support a settlement strategy which is consistent with the Northern Ireland Regional Strategy and takes due account of the relevant local characteristics and circumstances;
- ☐ to provide for the District and Local Towns within defined limits sufficient land in a range of acceptable locations to meet expected needs of housing, industry, shopping, open space and community facilities;
- ☐ to make effective use of existing and new infrastructure;
- ☐ to improve the quality of the urban environment;
- ☐ to promote vibrant town centres by increasing their attractiveness as places in which to live, work and invest;
- ☐ to improve the environment of villages and hamlets and ensure sufficient land to meet their expected needs for development;
- ☐ to encourage and facilitate rural development within appropriate policies and guidelines;

- to prevent urban sprawl, ribbon development and coalescence of settlements;
- to conserve and enhance the natural and man-made environment;
- to improve and extend the existing roads system where necessary for the safe and convenient movement of people, goods and services; and
- to reduce levels of traffic congestion in Omagh town.

## 9.0 Development Strategy

### Introduction

9.1 The policies and proposals contained in the Plan take account of the guidelines of the Department's Regional Physical Development Strategy for Northern Ireland (1975–1995) and other Departmental planning policies. The aim is to concentrate development within a range of settlements centred on the District Town and including local towns, villages and hamlets. These are intended to support the District Town in its functions and to be local service centres for the dispersed rural population.

9.2 The overall strategy for the District anticipates a maximum population in 2002 of 49,000 and comprises 4 main elements:

- a **Settlement Strategy** providing for the consolidation of most future development within a range of designated settlements.
- an **Urban Improvement Strategy** directed towards the designated settlements;
- a **Rural Strategy** providing for rural development and also ensuring the continued protection of the countryside outside designated settlements; and
- a **Transportation Strategy** providing for the improvement and development of the existing road network.

### Settlement Strategy

9.3 The Settlement Strategy provides for the concentration of development within the 4 levels of settlement defined: **District Town, Local Town, Village and Hamlet**. It recognises the importance of the interrelationship of the countryside with the villages and hamlets and in identifying an increased number of hamlets creates potential opportunity for greater rural development and regeneration.

9.4 **Omagh** is an important administrative centre for Local Government, Central Government and Education. It is also an important regional centre for shopping and commerce, industry and employment, hospitals, recreation, and is the principal focus for housing development in the District. The policies and proposals reflect both its **strategic importance within the District** and beyond and its potential for growth. Sufficient land has been zoned to provide for all the main land-uses, to facilitate the future

development of the town and to provide for flexibility in the implementation of proposals. The Plan format incorporates a limit of development and land-use zonings.

9.5 Omagh town centre is and will remain the principal commercial centre in the District. Besides providing as wide a range and choice of shops and services as possible, the town centre should be a pleasant and attractive place. The strategy is to facilitate its improvement and development as an attraction in its own right including the conservation of historic buildings and retention of established character. The Plan format defines a limit of town centre uses and identifies opportunity sites and policy areas.

9.6 **Fintona, Dromore and Carrickmore** have been designated as **local towns**. Although they vary in size and character they each function as important local service centres. The Plan format echoes that of the District Town with the emphasis on the identification of sufficient land in a range of locations.

9.7 Opportunities for development outside the towns will be available in the **9 designated villages**. These provide local service centres for their hinterland and their distribution emphasises their importance for the overall future development and regeneration of the rural area. Each can accommodate public and private housing of an appropriate scale, some industrial development and local commercial, recreational and community facilities. The **villages** are: **Beragh, Drumquin, Gortin, Greencastle, Loughmacrory, Mountfield, Seskinore, Sixmilecross and Trillick**. The format of each village plan consists of a limit of development sufficient to encompass land needed for growth over the Plan period.

9.8 At the fourth level in the hierarchy, **24 hamlets** have been identified as follows: **Altamuskin, Clanabogan, Creggan, Dooish, Drumduff, Drumnakilly, Dunmoyle, Dunmullan, Edenderry, Eskragh, Garvaghey, Gillygooly, Glenhull, Gortaclare/Moylagh, Gortnagarn, Kilskeery, Knockmoyle, Mountjoy, Newtownsaville, Roscavey, Rousky, Tattyreagh, Tircur and Tummery/Lisdoo**. The policy for control of development in hamlets is to consider each proposal on its particular locational merits subject to availability of essential services. Small scale development integrated with the existing settlement is envisaged. The format of each hamlet plan consists of a defined limit of development encompassing land considered to present opportunities for development of small groups or individual houses and associated facilities.

### Urban Improvement Strategy

9.9 An integrated approach to urban improvements will be adopted for Omagh Town Centre implemented through the various instruments of policy available to the Department. While the Plan does not draw up specific proposals for environmental improvement of towns and villages, the need for such improvement in general is acknowledged.

## Rural Strategy

9.10 Outside the designated settlements proposals for development are currently considered within the context of the Department's **Policy for the Control of Development in Rural Areas**. This policy endorses a presumption in favour of approval provided a range of technical requirements and location, siting and design criteria are fulfilled and includes the concept of the **Area of Special Control**, within which an applicant must establish need before planning permission is granted to build a dwelling. Recent revisions provide for the replacement of the **Area of Special Control** by new designations including a **Green Belt** around the District Town and **Policy Areas** where strict control is required to retain the character of special scenic areas and those areas experiencing special pressures. The extent of the need for these designations is based on the particular circumstances, characteristics and pressures found in the Omagh District. The strategy seeks to allow for the regeneration of the rural area, while continuing to protect its amenity.

9.11 Rural conservation and environmental management are the subject of much public interest, including both the natural and man-made heritage. **The Access to the Countryside (NI) Order 1983, the Wildlife (NI) Order 1985, and the Nature Conservation and Amenity Lands (NI) Order 1985** relate to the provision of public access throughout the countryside, protection of animals and habitats, and enjoyment and conservation of the countryside. Statutory regulations have been introduced to assess the environmental effects of certain types of development, the **Planning (Assessment of Environmental Effects) Regulations (NI) 1989**. With reference to the **Sperrin Area of Outstanding Natural Beauty**, the Department may formulate proposals for its conservation and management. Such proposals would complement the policies and proposals contained in the Plan. **The Historic Monuments Act 1971** provides for the protection of archaeological sites and historic monuments, and the **Planning (NI) Order 1972** provides authority to list buildings and protect trees.

## Transportation Strategy

9.12 Since the closure of the railway line in 1964, transportation within the District has been wholly road-based. **The Londonderry-Omagh-Dungannon road (T3), the Omagh-Enniskillen road (T10) and the Omagh-Cookstown road (A505)** are the principal traffic arteries of the District and have considerable regional importance. **The T3 is the most important traffic route in the west of Northern Ireland**, serving as the main traffic distributor of the whole region including County Donegal.

9.13 A substantial level of public investment will be required to ensure that the extensive programme of roadworks schemes and car parking proposals is completed within the plan period. Any additional resources which are available will be directed, through minor roadworks and car parking programmes, towards the resolution of outstanding problems of capacity, safety, lack of pedestrian facilities etc which exist on roads throughout the District.

9.14 In order to achieve the maximum benefit from financial resources available for new roadworks, and to avoid the premature provision of infrastructure, development will be encouraged to take place in a phased manner. In particular, development of certain sites will require the concurrent improvement of existing roads to facilitate safe movement of vehicles and pedestrians and in some circumstances it may be necessary for developers to provide for improvements to existing roads which are necessary to facilitate the traffic movements generated by their development.



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## Part Three

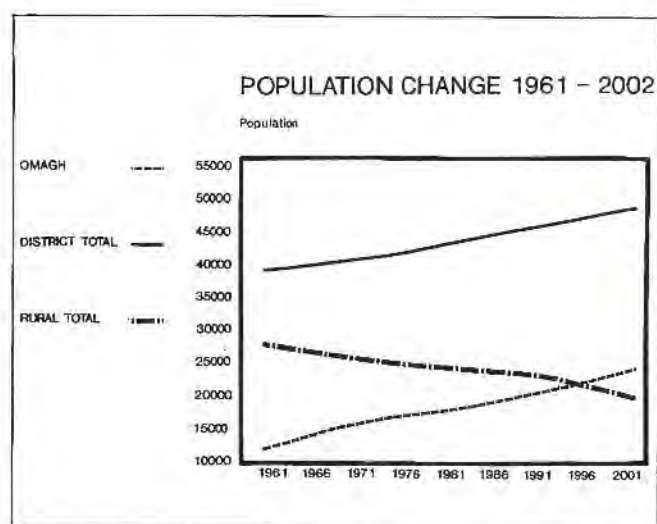
### Policy Framework



## 10.0 Introduction

10.1 This section sets out the background to the policies and proposals for the District's development. Detailed statistics and methodologies used are explained in the technical supplement.

10.2 From the outset it should be noted that population is not the sole factor in estimating land zoned for major land uses. It is also necessary to take account of a range of environmental and economic factors, and the need for flexibility, choice and phasing of development.



## 11.0 Population

11.1 The population of Omagh District rose from 39,700 in 1961 to 45,790 in 1987. The increase took place mostly in the towns of Omagh, Fintona, Dromore and Carrickmore while the population of the remainder of the district fell from 26,076 to 22,864 over the same period. In 1961 30% of the District's population lived in Omagh town compared to 43% in 1987. The District's density of population is approximately one third that of Northern Ireland. **Based on past trends it is estimated that the population of the District may reach 49,000 by 2002. The population of Omagh town may reach 24,750, Fintona 2,050, Dromore 1,400 and Carrickmore 1,000 by 2002, by the end of the Plan period (See table 1).** These figures are not targets but best estimates based on past trends of what is likely to occur.

## 12.0 Housing

12.1 Estimation of housing need has been assessed on the basis of changes in population, household composition and replacement of unfit dwellings. In assessing the required supply of land additional relevant factors include the need to plan for choice, flexibility and phasing of development.

12.2 In December 1987 there were 13,321 dwellings in the District of which 5,574 (42%) were located in Omagh Town. Table 2 illustrates the increase in the stock for the District between 1976 and 1987. Some 47% of the District's growth has occurred in Omagh town. The distribution of housing stock in Omagh, the local towns and elsewhere is shown in Table 3, again illustrating the dominant role of Omagh.

**TABLE 1**  
*Population Change 1961-2002*

	1961	1971	1981	1987	2002
Omagh	11,900	15,128	18,289	19,576	24,750
Fintona	990	1,190	1,371	1,650	2,050
Dromore	503	731	899	1,000	1,400
Carrickmore	231	398	550	700	1,000
Urban Total	13,624	17,447	21,109	22,926	29,200
Rural Total	26,076	23,728	23,179	22,864	19,800
District Total	39,700	41,175	44,288	45,790	49,000

### Sources

Census of Population Reports 1961, 1971, 1981  
Census of Population 1981 Small Area Statistics  
Registrar Generals Mid Year Estimate 1987

**TABLE 2***Housing Stock in Omagh Town 1976-1987*

	1976	1987	Increase
Omagh Town	4,093 (40.3%)	5,574 (41.8%)	1,481 (47%)
Remainder of District	6,053 (59.7%)	7,747 (58.2%)	1,694 (53%)
District Total	10,146 (100%)	13,321 (100%)	3,175 (100%)

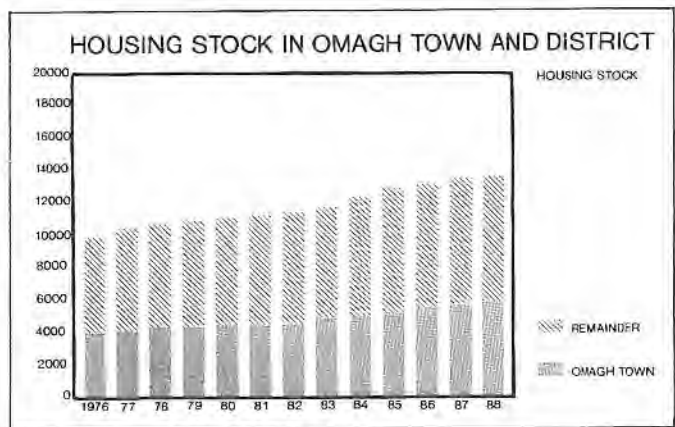
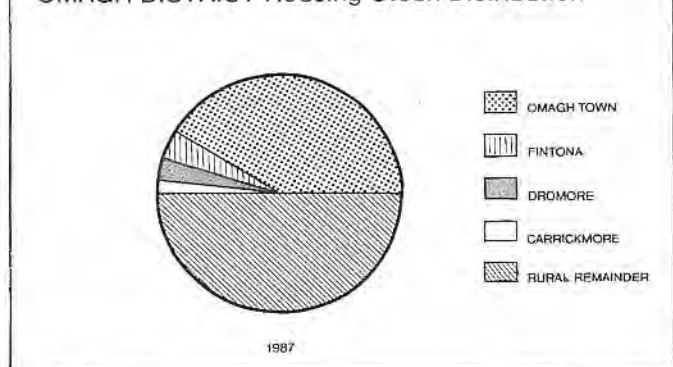
**Source:** DOE Rating Files**TABLE 3***Omagh District: Housing Stock Distribution*

	1987
Omagh Town	5,574 (41.8%)
Fintona	530 (4%)
Dromore	302 (2.3%)
Carrickmore	162 (1.2%)
Total Urban Stock	6,568 (49.3%)
Remainder (Villages, hamlets and open countryside)	6,753 (50.7%)
District Total	13,321 (100%)

**Sources:** DOE Rating Lists for Omagh Town and District 1987  
Planning Service House Counts 1987 for Small Towns

12.3 New dwellings will be required to cater for growth of population, formation of new households, accommodation of households sharing involuntarily, replacement of existing and future unfit dwellings and allowance for vacancies in housing stock. Consequently some **3,459 new sites could be required in the 4 main towns. It is estimated that approximately 85% of these will be provided in Omagh over the Plan Period. Fintona's share would be 7%, Dromore's 5% and Carrickmore's 3%.** (See Table 4). To estimate the supply of land required an average density of 20 houses per hectare has been used for Omagh town and 17.5 for the small towns.

12.4 To achieve the objective of identifying land in a variety of locations to satisfy need and offer flexibility and choice, **240 hectares** of land has been **zoned** in the 4 main towns. Of this, **195 are in Omagh, 18.7 in Fintona, 16.1 in Dromore, and 10 in Carrickmore.**

**OMAGH DISTRICT Housing Stock Distribution**

12.5 Outside the main towns, new-house building will take place within the villages and hamlets but also in the open countryside. Within the rural area new dwellings will not only accommodate new households, but also replace the high level of unfit dwellings. The actual number which may be built in the countryside is difficult to forecast but it likely to be significant.

**TABLE 4***Housing Zoning Requirements*

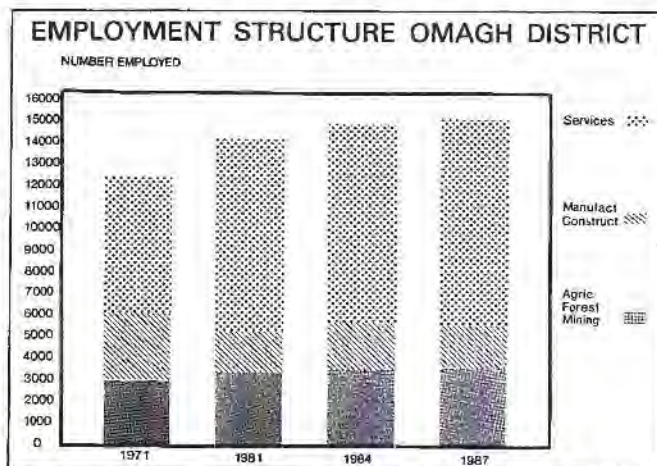
	Total Dwellings Required	Greenfield Sites	Land Requirements (Ha)	Land Zoned (Ha)
Omagh	3,034	2,947	152.4	195
Fintona	236	236	13.5	18.8
Dromore	173	173	10.6	16.1
Carrickmore	103	103	6.6	10.3
Urban Total	3,546	3,459	183.1	240

## 13.0 Industry and Employment

13.1 The primary sector has seen a small % fall over the 1971–87 period while the tertiary sector has increased substantially from 50% to 62%. The secondary sector has declined from 25% to 13.7% over the same period. The main growth in development has taken place in the service sector with over 3,200 additional jobs.

13.2 The principal source of employment is the public sector with the jobs concentrated in Omagh town and including the offices of various Government Departments, the District Council, and Western Education and Library Board. The Western Health and Social Services Board, Hospitals, and Northern Ireland Housing Executive provide substantial employment.

13.3 Other notable characteristics of employment are patterns of mobility and of activity rates. About twice as many people come into the District for work as leave it to work elsewhere. Female activity rates show a substantial increase in the number of women in the labour market between 1971 and 1981. The rate has grown from 26.5% to 35.8%.



13.4 Rates of unemployment in Omagh District are consistently above those of Northern Ireland. In December 1987 this stood at 21.9%. There are twice as many men (27.3%) unemployed as there are women (14.2%). The District's rates are however lower than those of its immediate neighbours in Strabane, Cookstown and Dungannon.

13.5 To encourage industrial development and creation of jobs, a role of the Plan is to zone sufficient serviceable land in various locations. In some instances, this will mean the provision of new infrastructure. The objective is to ensure that those who wish to provide employment through new or expanded businesses are not constrained by the lack of zoned land and ancillary infrastructure.

13.6 To meet overall industrial needs, the Plan zones 96 hectares of land in the District. Of this approximately 85 hectares are in Omagh town including the proposed site at the Drumquin Road, 2.8 are in Fintona, 2.3 are in Dromore and 5.7 are in Carrickmore. There may also be some scope for industrial development on white land. Similarly, small-scale service industry should find some scope in the mixed business zonings in Omagh. Further potential for industry may become available by restructuring existing vacant or under-used industrial premises. Outside the 4 towns, there will be opportunities in the village and hamlets.

13.7 Where industrial proposals involve development of new sites, appropriate landscaping and planting will normally be a condition of planning consent. Where industrial development is proposed adjacent to housing or other community uses, the Department will require developers to provide a landscaped or planted buffer to safeguard the amenity of the adjoining uses.

**TABLE 5**  
*Employment Structure Omagh District*

	1971	1981	1984	1987
Agriculture/Forestry/ Mining/Quarrying	3,117 (25%)	3,469 (24.2%)	3,569 (23.9%)	3,603 (23.7%)
Manufacturing/ Construction	3,100 (25%)	1,971 (13.7%)	2,304 (15.5%)	2,089 (13.7%)
Services	6,288 (50%)	8,907 (62.1%)	9,031 (60.6%)	9,518 (62.6%)
<b>TOTAL</b>	<b>12,505</b> <b>(100%)</b>	<b>14,347</b> <b>(100%)</b>	<b>14,904</b> <b>(100%)</b>	<b>15,210</b> <b>(100%)</b>

**Source:** 1971 Census: Economic Activity Report.  
1981, 1984 and 1987 Department of Economic Development and Department of Agriculture.

## 14.0 Shopping and Commerce

**14.1 Within the District, Omagh is the dominant commercial centre.** Shopping and office uses are the principal functions of the town centre, attracting people and expenditure, providing jobs, ensuring the maintenance and renewal of the building fabric and giving the centre its vitality. Its catchment area corresponds approximately with the boundary of the District. The local towns have significant shopping facilities and the villages support a smaller range of shops used by local people especially for "top-up" shopping or hardware items.

**14.2 This retail hierarchy is unlikely to change fundamentally over the Plan period with Omagh remaining dominant.** Significant change in the catchment area is also unlikely, with Omagh at the centre of the District and the District's boundaries being almost equidistant from adjoining District Towns. The demand for additional retail and office floorspace will be created mainly by growth of population, increases in spending per head and changes in pattern of retailing. Apart from new floorspace there is scope for more efficient use of existing floorspace. Local towns and villages will continue to provide for their own day-to-day shopping needs and for that of their catchment areas. Consolidation and improvement of existing premises is more likely than any expansion of existing centres through new development.

**14.3 To retain and consolidate the vitality and viability of Omagh town centre it is important to ensure that additional commercial facilities are related closely to the main shopping streets.** To this end a limit of town centre uses has been defined and shopping and office uses will be expected to concentrate within this boundary.

**14.4 It is not the Plan's function to interfere with commercial competition, nor to protect existing commercial interests as such. On the one hand it will take account of the benefits to the public of new developments in the distributive and retailing fields, and on the other hand be concerned with the cumulative effect of change, which may seriously threaten the overall viability of the town centre. Major out-of-town retailing proposals will be resisted but small scale shopping will normally be acceptable outside the town centre where it meets a local need.**

**14.5 Within Omagh town centre urban renewal will be encouraged and actively pursued through comprehensive development, environmental improvement, traffic management, and other appropriate measures.**



Omagh Town Centre



Leisure Centre, Omagh

## 15.0 Recreation and Open Space

**15.1** The Plan seeks to identify sufficient land for purposes of recreation and amenity in the District to provide for the population to 2002. It also seeks to protect areas of high amenity with the designation of landscape policy areas.

**15.2** Three main types of recreational provision are required:

- ☐ active outdoor recreation (eg playing fields and sports grounds);
- ☐ indoor recreation (eg leisure centres, sports halls, community halls etc);
- ☐ passive recreation (town parks, amenity areas, amenity footpaths)

### Active Outdoor Recreation

**15.3** The distribution, ownership and type of usage of existing outdoor recreational facilities is of prime importance in estimating future requirements, rather than the total amount of land allocated to active outdoor recreational pursuits. It is important to ensure that such provision is easily accessible and that any large areas of housing are broken up by amenity and recreational open space. These qualitative aspects of recreational provision have been used to determine proposals in the Plan rather than the purely quantitative approach. However reference to the National Playing Fields Association standards of 2.4 hectares of outdoor active recreational open space per 1000 population is a useful guide when assessing the adequacy of existing recreational provision and the need for additional land. It is also important to provide for active outdoor recreation in the countryside, with facilities such as Forest Parks and the Ulster Way.

### Indoor Recreation

**15.4** The provision of indoor recreational facilities is confined to the larger settlements, where demand has increased in recent years. It is desirable that all villages and larger settlements have community halls and the small towns be provided with some additional indoor sports facilities. Major provision for the District as a whole should however be located in Omagh.

## Passive Recreation

15.5 The zoning of land for passive recreational pursuits is primarily determined by physical criteria rather than population need. Such land will usually comprise areas of high amenity value or potential such as river banks and valleys, woodland and historic monuments. However, additional land will be zoned to break up large areas of prospective development in association with the provision of active recreational facilities, and where required in association with proposed pedestrian links.

## Landscape Policy Areas

15.6 Areas of especially high amenity or of local significance have been identified as Landscape Policy areas. It is not intended that these lands should be acquired or developed by the District Council, but their designation is to protect them from unsuitable development. They should remain in their present use. Schemes which add to the landscaping of these sites will be encouraged. The use of Tree Preservation Orders to protect wooded areas may be considered if particular trees or areas of woodland are perceived to be under threat of clearance.

## Open Space within New Housing Zonings

15.7 While facilities for adults and youths can be located within reasonable distance of the user, childrens play-space must be located within or immediately adjacent to housing areas. Specific site characteristics or local design criteria may result in additional areas of amenity open space being incorporated into housing development.

15.8 The Plan addresses provision of open space in the 4 main towns and identifies land to meet active and passive recreational needs in the villages. Although no land is specifically zoned in the latter opportunities for recreational development are noted.



*Play Area, Fintona*



*Lover's Retreat, Omagh*



*Landscape Policy Area, Crevenagh*

## 16.0 Tourism

16.1 Omagh District has a fine rural scenic heritage which has potential to generate greater interest and revenue from tourism. The District presently realises less than 2% of Northern Ireland's total such revenue.

16.2 Existing magnets are the **Ulster American Folk Park at Camphill** and **Gortin Glen Forest Park** together with the mountain and river valley scenery of the Sperrins. To complement these, **Omagh District Council** has built a caravan park at **Gortin** and is also developing a **History Park** there. The Parks are linked by the countryside of the Sperrin foothills and this link can become an attraction in its own right.

16.3 The Plan recognises the importance of the Tourist Industry to the area. Omagh District Council has a key role in developing local tourist potential and it is important that broad land use policies do not prejudice this task. Accordingly the Plan aims to encourage tourism by:

- 1 The designation of policy areas aimed at retaining specific rural areas as a high quality tourist resource by protecting them from undue development pressure. The Strule Valley area between Omagh and Newtownstewart, the road between Omagh and Gortin and the minor road between the Ulster American Folk Park and the History Park have been so designated. In large part these policy areas lie within the existing Sperrin Area of Outstanding Natural Beauty.
- 2 Giving sympathetic consideration to suitable located and designed bona-fide tourist projects which would enhance the tourist potential of the District.

16.4 The Plan encourages the retention and further provision of local amenity walks. Under the Access to the Countryside (NI) Order 1983, the District Council has powers in this regard and there are opportunities for development both in Omagh and in the wider rural area. Special regard will be paid to the District's most spectacular landscape, the Sperrin Area of Outstanding Natural Beauty. It will be reviewed under the Nature Conservation and Amenity Lands (NI) Order 1985.



Portal Dolmen at Gortin History Park



Scenic Routes for Ramblers

## 17.0 Conservation and Environmental Protection

### 17.1 Introduction

17.1.1 Conservation and protection of the natural and man-made environment has been a major consideration in the formulation of all policies and proposals. The Planning (NI) Order 1972 provides authority in relation to Listed Buildings, Conservation Areas and protection of trees. The Historic Monuments Act 1971 provides for protection of archaeological sites and historic monuments. The Access to the Countryside NI Order 1983, the Wildlife (NI) Order 1985, and the Nature Conservation and Amenity Lands (NI) Order 1985 provide for enjoyment and conservation of the countryside. More recently, statutory regulations have been introduced to assess the environmental effects of certain types of development in the form of the Planning (Assessment of Environmental Effects) Regulations (NI) 1989.

### 17.2 Rural Areas

#### Countryside and Nature Conservation

17.2.1 Under the Nature Conservation and Amenity Lands (NI) Order 1985, the **Sperrin Area of Outstanding Natural Beauty** which was designated under the Amenity Lands Act (NI) 1965 will be reviewed. The purpose of designation is to provide a framework within which the Department may agree policies and proposals for:

- ☐ conserving or enhancing the natural beauty or amenities of the area;
- ☐ conserving wildlife, historic features or natural phenomena within it;
- ☐ promoting its enjoyment by the public; and
- ☐ providing and maintaining public access to it.



*Black Bog—Area of Special Scientific Interest*

### Heritage Conservation

17.2.2 The District has a large number of archaeological sites and historic monuments. Under the Historic Monuments Act (NI) 1971, a number have been scheduled for protection. This programme will continue over the Plan period. The fact that a site or monument has not yet been scheduled does not diminish its archaeological importance or its significance in the historic landscape. Many of the District's Listed Buildings are located in rural areas.

### Agricultural Land and Farm Buildings

17.2.3 In general, much of the agricultural land in the District is of relatively poor quality. Much of the land area is designated under European Community regulations as a less favoured area. Changes in agricultural policy may mean alterations in farming practices over the Plan period. It is acknowledged that most changes to the landscape resulting from farming activities are exempt from planning control. Applications for agricultural buildings which require planning permission will be assessed under normal planning guidelines.

### Mineral Extraction

17.2.4 Mineral resources in Omagh District include not only sand and gravel and hard rock but deposits of gold and peat. Sand and gravel is the most actively-worked resource with workings being concentrated in the Mountfield-Greencastle-Loughmacrory area, within the Sperrins AONB and around Carrickmore and Sixmilecross. There are currently 7 active rock quarries of which those at Mountfield, Carrickmore and Drumquin are the largest.

17.2.5 Gold deposits have been identified in the valley of the Owenkilnew east of Gortin and at Pollnalaght south-west of Omagh. Exploratory excavations in both deposits have indicated a potential for commercial mining.

17.2.6 Through the centre of the District from west to east there occurs a line of raised bogs consisting of peat suitable for horticultural use, a number of which are being commercially developed. **In the west of the District bogs in the Fairy Water complex have recently been declared as an ASSI while in the east Black Bog has also been declared an ASSI.**

17.2.7 Upland areas of the district are extensively covered with blanket peat which has traditionally been a source of domestic fuel in rural areas. Mechanised techniques of extraction have recently become common in both commercial and turbary operations.

17.2.8 The general policy for mineral developments acknowledges their important role in the physical and economic development of the District. It also seeks to protect the quality of the landscape. The detailed consideration of the policy are described in Section 116.0.

## 17.3 Urban Areas

### Urban Environment

17.3.1 Each settlement within the District has its own distinctive character. Future development should ensure the preservation of existing assets and should make a positive contribution to the improvement in the quality of the urban environment. **New development should be carefully designed to respect the scale and character of existing buildings.** This means using sympathetic building materials and respect for existing street patterns, landmarks, topographical and other features which contribute to the character of each town. The Department will use its power to control the display of signs and advertisements to ensure that these are sensitively designed and positioned in relation to both individual buildings and townscape. Signs or advertisements which are a hazard to traffic will be unacceptable.

## Conservation Areas and Listed Buildings

17.3.2 Under the terms of Article 31 of the Planning NI Order 1972 the Department is empowered to list individual buildings or groups of buildings considered to be of architectural or historic interest, in order to afford them an additional protection from undesirable development. Consent is required to alter, extend or demolish a Listed Building and grant-aid may be available to assist with repair and maintenance. The District contains a substantial number of Listed Buildings. Under Article 37 of the Order, the Department is empowered to designate an area of special architectural or historic interest the character of which it is desirable to preserve or enhance as a Conservation area. **During the Plan period, the Department proposes to consider the designation of a Conservation Area in Omagh town.**



*Mullaghmore House, Listed Building, Omagh*

## 18.0 Transportation

18.1 The rural sections of the T3 Londonderry–Omagh–Dungannon Road, the T10 Omagh–Enniskillen Road and the A505 Omagh–Cookstown Road have been designated as **protected routes**. These roads form part of a strategic network of regional routes, linking major centres of population throughout Northern Ireland, and provide for the vast majority of long distance traffic movements. The policy aims to ensure minimum disruption to traffic flow on these routes and to provide the highest possible standard of safety and service to users. **Strict control will be exercised in relation to development involving new accesses and the intensification of the use of existing accesses onto these roads.**

18.2 Within the limits of development of the towns, villages and hamlets, policy for controlling accesses will be implemented to maintain as far as practicable the safe and free movement of traffic. The Plan seeks to minimise the number of new accesses onto these stretches of main traffic routes and accesses will be directed to the minor road where this is practicable.



*Strategic Road Network*

18.3 All applications for planning permission for development involving a new access or intensification of use of an existing access to the main traffic routes will be determined on their merits in light of the above policy considerations. Standards for sight-line splays, radii, gradients and junction spacings will be related to the speed of traffic on the main route and the scale of development proposed. The need for merging and diverging lanes will be considered in conjunction with standards for design of major and minor road junctions.



*New Omagh Through-Pass*

## 19.0 Public Utilities

### 19.1 Water Supply

19.1.1 Mains water supply is available throughout the District and is supplied mainly from Glenhordial reservoir, Lough Bradan and Loughmacrory. Storage is provided at a number of service reservoirs. No major new facilities are required. Proposed minor extensions and improvements to the present network will cater for new areas of development. Their phasing will depend on the implementation of Plan proposals.

### 19.2 Sewage Treatment

19.2.1 **Major investment in sewerage infrastructure is proposed in 2 schemes in Omagh to be implemented early in the Plan period. These are a new ring sewer around the southern side of the town and an improvement and extension of the existing sewage treatment works off Derry Road. Outside Omagh, new sewage treatment works are to be provided in Dromore, Drumquin, Dunmullan, Trillick and Knockmoyle.** In these locations it may be necessary to limit development until these facilities are provided. It may also be necessary to provide new treatment works in other locations and this will be monitored over the Plan period.

19.2.2 In determining planning applications involving land in close proximity to sewage treatment works, the Department will seek to ensure that planning permission is not given for developments which would suffer loss of amenity from smell nuisance. Decisions will depend on circumstances prevailing at particular locations. Relevant considerations will include the nature and capacity of the treatment works, local topography, prevailing wind

direction, proposed development, the precise position of the actual smell sources within the boundaries of the works and the advice of the Environmental Health Officer.

### 19.3 Waste Disposal

19.3.1 The Pollution Control and Local Government (NI) Order 1978 places a statutory duty on Omagh District Council to ensure that the arrangements made by the Council and other persons for the disposal of household, industrial and commercial waste are adequate for the District. For the foreseeable future, it is envisaged that waste materials will continue to be disposed of at landfill sites and a search is in progress to identify a suitable replacement for the existing site at Mullaghmore. This site is nearing completion and is the only one in the District operated by the Council and licensed for the disposal of household waste.

19.3.2 Unless properly sited and engineered, landfill sites can detract seriously from the amenity of the locality, cause water pollution or endanger public health. In dealing with all planning applications for landfill sites, the Department will take into consideration the nature of the waste materials to be deposited, the visual prominence of the site, its accessibility in relation to the amount of traffic to be generated, the number of dwellings in close proximity, the engineering measures proposed to prevent water pollution and migration of landfill gas, the nature of the new landform to be created and associated provisions for its reinstatement in the landscape. Applications will not normally receive favourable consideration within areas of high amenity such as an Area of Outstanding Natural Beauty, Areas of Special Scientific Interest and Nature Reserves although in exceptional circumstances permission may be granted to proposals involving the reclamation of derelict land or the improvement of agricultural land.



*Glenhordial River Reservoir*

## 19.4 Drainage

19.4.1 Surface water run-off from within zoned lands can be accommodated generally by the existing watercourse systems subject to the approval of points of discharge. In some cases, downstream improvement works may be required in advance of significant development.

19.4.2 As a consequence of the major flooding which occurred in Omagh in October 1987, the Department of Agriculture Drainage Division has carried out a review of the town's existing flood defences. As a result of this study the detailed design of a flood defence improvement scheme has been initiated. Should works prove viable, the Department of Agriculture intend, subject to normal financial and other constraints, to proceed with the works during the early part of the Plan period.



*New Library and Teacher's Centre, Omagh*

## 20.0 Community Facilities

### 20.1 Education

20.1.1 The Western Education and Library Board and the Voluntary School Authorities provide most facilities for education in Omagh District. Apart from **the identification of a site for a new school at Ballynahatty Road**, no other sites have been specifically zoned for the provision of new or extended schools. Related zonings, however, will allow for such provision in association with other neighbourhood uses if need for additional facilities emerges during the Plan period.

20.1.2 Two major facilities are proposed in Omagh, a Technology Centre and a new Library and Teachers Centre under construction at Dublin Road.



*Omagh Academy Extension*



*Tyrone County Hospital*

### 20.2 Social and Community Facilities

20.2.1 Provision for social and community service is made by the Western Health and Social Services Board, the District Council, and Government Departments, supported by various voluntary agencies. Apart from **the identification of a site at Cranny for an industrial therapy unit**, no other sites has been specifically zoned for such uses. Related zonings however will allow for such provision in association with other neighbourhood uses should a need for additional facilities emerge during the Plan period.



*Heatherbank Special Care School*

Part Four  
Statement of Policies,  
Proposals and Maps -  
District Town



# OMAGH

HOUSING

INDUSTRY

RECREATION /  
OPEN SPACE

EXISTING RECREATION  
OPEN SPACE

LANDSCAPE POLICY

ROAD PROPOSALS

ROAD PROPOSALS  
(COMMITTED)

ACCESS POINT

AMENITY FOOTPATH

TOWN CENTRE  
BOUNDARY

LIMIT OF  
DEVELOPMENT

## KEY TO ADOPTION STATEMENT MODIFICATIONS

- (A) ZONED AS WHITE LAND
- (B) ZONED AS HOUSING
- (C) ZONED AS WHITE LAND
- (D) ZONED AS HOUSING
- (E) ZONED AS HOUSING
- (F) ZONED AS HOUSING
- (G) ZONED AS WHITE LAND

Written Statement Reference s.p. (35.11.5)

0 200 400 600 800 metres

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Omagh Area Plan 1997 - 2002



## 21.0 Introduction

21.1 The present and subsequent parts of the Plan set out the policies and proposals for the constituent parts of the District. This section sets out the proposals for the development of Omagh Town, explained in the written statement and illustrated on the Proposals Map. The map indicates the broad framework of principal land-uses and road proposals within an overall limit of development. It also defines a limit of uses for the town centre which receives detailed consideration later in this section.



*Aerial View of Omagh town centre*

## 22.0 Issues and Opportunities

22.1 As an administrative centre for an extensive area, the influence of Omagh extends beyond the District's boundaries. Within the District it is also the dominant commercial centre, the main source of employment and industry, and the principal centre for housing and educational, recreational and community facilities. It is anticipated that the town will continue to occupy this prime position.

22.2 The population of Omagh could grow from 19,576 in 1987 to 24,750 by 2002, an increase in the share of the District's population from 43% to 51%. To accommodate the additional households estimated by this growth, at least 147 hectares of land would be needed for new housing.

22.3 Omagh will continue to have the District's main concentration of industry and employment. To facilitate its continuing economic expansion, additional land must be zoned to meet the needs of both manufacturing and service industry.

22.4 Commercially, Omagh will also remain the District's dominant centre accommodating most additional shopping and office floor space. Whereas much private and public investment has taken place in recent years, scope remains for further growth and improvement. There are, for example, gaps in the range and types of shops, underused properties, vacant sites and areas of derelict backland. New development should reinforce and supplement existing facilities by locating in or close to the main core. Modern shopping forms such as the retail warehouse, retail park and superstore should be accommodated so long as they contribute to this objective. Commercial redevelopment of certain central sites will involve the relocation of existing uses, for example, the cattle mart and the variety market.

22.5 Non-retail uses should also be encouraged to locate on suitable central sites. These include offices, services, and catering establishments. The preservation of existing housing areas in the town centre and the establishment of new forms of residential development would also be desirable.

22.6 Measures to improve the quality and appearance of buildings and the town centre environment including the redevelopment of vacant sites and backland will be encouraged through the various instruments of urban renewal and by planning control.

22.7 Omagh is short of public playing-fields and park land and the potential of the town's riverside location provides the opportunity to extend a system of linked amenity features. There is scope to develop further facilities for tourism, including accommodation.

22.8 New and expanded community and educational facilities are required to complement other aspects of the town's expansion. Projects contemplated, proposed or under way include a new theatre/arts centre, a new library/teachers centre, a technology centre and school extensions.

22.9 Omagh generates considerable volumes of traffic resulting in problems of congestion, especially in the town centre and approach roads. The proposed throughpass and ancillary roads will remove much traffic from the town centre and its approaches, and thus improve the environment of the urban area. Besides its function of distributing traffic, the new road will also open up land at the southern end of the town for development.

22.10 To support growth and development other new infrastructure will be provided. The new ring sewer around the southern side of the town will facilitate development, and an extension to the existing sewage treatment works is proposed.

22.11 The development of many zoned areas throughout Omagh suffers from the constraint of flooding, particularly from the major watercourses which traverse the town. As highlighted in para 19.4.2, the upgrading of the town's flood defences is under active consideration by Department of Agriculture, and the ease of development of these low lying sites will be dependant on their decision whether to proceed with a scheme.

## 23.0 Objectives

23.1 The policies and proposals for Omagh are designed to meet the following objectives:

- ☐ to provide sufficient land in a range of defined locations to meet the expected needs of the town's population for housing, industry, open space, community facilities and town centre uses;
- ☐ to make effective use of existing and new infrastructure;
- ☐ to improve and develop the urban roads and parking system;
- ☐ to define limits of development and a greenbelt which prevent urban sprawl and ribbon development and to respect the physical setting of the town by minimising development of hilltops and of the valley-corridors of the rivers;
- ☐ to make the town centre increasingly attractive by encouraging the development, consolidation, and environmental upgrading of the central shopping area and by retaining and developing its local character;
- ☐ to improve the quality of the wider urban environment.
- ☐ to make greater amenity use of the town's riverside setting

## 24.0 Strategy

**24.1 The overall strategy for the development of Omagh is to develop its role as the District town by controlling the form of the urban area and ensuring that sufficient land for all development throughout the Plan period is zoned in a variety of locations to allow reasonable flexibility and choice.**

**24.2** Without control, ribbon and scattered development would become a feature of the urban fringe resulting in suburban sprawl threatening the setting of the town and the character of the surrounding rural area. A limit of development for the town is defined therefore, to allow it to expand in a controlled way and to protect the countryside.

**24.3** Within the limit, sufficient land is included to meet anticipated demands over the Plan period. Relevant trends, policies and zonings will be monitored and if necessary adjustments made through the statutory process.

## 25.0 Limit of Development and Zonings

**25.1** The outer edge of Omagh's area of development is defined with a limit to achieve a compact and logical urban form. This line is also the inner edge of the Green Belt. Within the limit, areas zoned for the main land-uses are generally those with the best potential for development and which are well-located physically and visually to existing development. While major zonings relate to natural and physical boundaries, minor alterations may be required to ensure proper development of zoned land. Outside the limit, the general presumption is that development will not be allowed other than in accordance with the rural policy.

**25.2** Zonings on the Proposals Map represent the predominant land-uses envisaged. For example, in larger areas of housing, the scale of development may justify the provision of incidental open space, local shopping or social and community facilities. Each case will be treated on its merits and depend on factors such as the nature of the use, layout and parking, design, and environmental impact.

## 26.0 White Land

**26.1** The urban area defined within the limit of development contains areas of unzoned or white land. Development proposals within these areas or within areas of existing urban development will be considered on their particular locational merits in accordance with accepted planning guidelines or stated policies. Some of this white land though well located has limited development potential because of its topography or because of problems with access, flooding, drainage and/or servicing. The development of such land will depend on the resolution of these problems. Other areas of land are left unzoned because of their unavailability or because they could accommodate a range of possible development options and the Department considers it inappropriate to indicate a preferred use in the interests of flexibility.

## 27.0 Land-Use Proposals

**27.1** The policies and proposals for the principal land-uses in Omagh are set out in the following paragraphs.



*Private Sector Housing—Oak Rise*

## 28.0 Housing

### 28.1 Objectives

- ☐ to identify sufficient land for new housing
- ☐ to provide a choice of housing sites in convenient locations to support the provision of a range of dwelling-types to meet different housing needs
- ☐ to protect the character and amenity of existing residential areas.

**28.2** Within Omagh, 195 hectares of land have been zoned for housing. To accommodate a growth of population which may reach 24,750 in 2002, 3049 greenfield sites would be required. While this could be accommodated on 152 hectares of land, to provide additional choice and allow flexibility a measure of overzoning is included.

**28.3** In the detailed development of new housing areas, the Department will encourage the use of a varied and imaginative range of layouts, house-types, open areas, and densities. Estates should be well-landscaped and with good pedestrian linkages to the main open space and amenity areas. The character of existing housing areas will be protected by preventing the intrusion of unacceptable and non-conforming uses.

**28.4** The Department will also seek to ensure that development of more extensive areas zoned for housing is phased to take account of existing development and infrastructure. Such new development should begin as an extension to the existing built form, rather than at the outer fringes. The Department will also seek the provision of manageable, level, grassed areas of incidental open space within the larger housing developments suitable for informal amenity and play use. Such areas should be well-located, preferably overlooked by dwellings and public ways and be incorporated into the layout.



*Public Authority Housing—St Patrick's Terrace*

28.5 Roads within housing layouts will require approval under the Private Streets (NI) Order 1980. They will be judged under the guidelines in "Layout of Housing Roads, Design Guide". Such roads will be adopted and subsequently maintained by the Department upon satisfactory completion.

28.6 While the Plan does not designate specific densities for particular housing areas, it is envisaged that a wide range of densities will be employed. Analysis of past housing developments in Omagh indicates that up to 12 houses per hectare to be low density, 18–20 to be medium, and 25 or more to be high. Proposals should take account of the character and density of adjoining development. Regard should also be paid to the quality of the existing environment, including the protection of existing trees and hedges or other features, and where appropriate a mix of housing densities.

## 28.7 Housing Zonings

28.7.1 A site of 15.4 hectares lies to the **northern side of the Clanabogan Road**. The mature hedges at the northern boundary bordering Brackenvale and that on the ridge just south of the centre should be retained. Access should be to the Dromore Road at the location indicated by the Plan and should include a right-hand turning lane protected by appropriate road markings. The development should take place around a local distributor road to be provided as part of the development and make provision for eventual access to Brookmount Road. The development will be sewered by the proposed ring sewer.

28.7.2 A site of 5.2 hectares (**Brackenvale**) accesses to the southern side of Tamlaght Road. The mature hedges along the southern boundary should be retained. Development of this site has commenced.

28.7.3 A site of 2.7 hectares lies to the **southern side of the Brookmount Road**, onto which access can be obtained.

28.7.4 A site of 4.1 hectares lies to the **northern side of Brookmount Road**, onto which access can be obtained. Development of this site has commenced.

28.7.5 A site of 0.8 hectares lies to the **southern side of Brookmount Road adjoining Culmore Gardens** onto which access can be obtained. Provision should be made for access to the land to the east zoned for open space. Development of this site has commenced.

28.7.6 A site of 10.8 hectares lies to the **northern side of Strathroy Road**, and is more suitable for low density housing. Access should be at the locations indicated by the Plan onto Strathroy Road. The layout should make provision for a possible extension of the proposed development road along the north-western boundary of the site to connect to Gortin Road. A landscape buffer should be provided beyond the north-western boundary to separate the housing from industry.

28.7.7 A site of 0.6 hectares lies to the **north of Sunnycrest Gardens**. Provision should be made for pedestrian access from Birchwood towards the Old Mountfield Road. Vehicular access could be either from Birchwood or from the Old Mountfield road.

28.7.8 A site of 7.4 hectares lies to the **south of St Julian's Road**. Access can be obtained either from St Julian's Road or from Old Mountfield Road. The full potential of the zoned land cannot be realised until St Julian's Road has been improved. Consideration should be given to providing for pedestrian movement from adjacent housing developments to the east and west towards Old Mountfield Road. The layout should incorporate landscaping around and within the site. That portion of the site adjoining Glencree House is more suited to low density development. Development of this site has commenced.

28.7.9 A site of 0.7 hectares lies to the **eastern side of Arleston Road**. Access could be either off Arleston Drive or directly to Arleston Road.

28.7.10 A site of 2 hectares lies to the **southern side of the Old Mountfield Road** onto which access can be obtained. Mature boundary hedges should be retained.

28.7.11 A site of 1 hectare lies to the **west of St Mary's Road, Killyclogher**. Ribbon development will be unacceptable and the layout should incorporate a single access to St Mary's Road. In addition provision of landscaping will be important.

28.7.12 A site of 11.6 hectares lies to the **north of Tirquin Road, Killyclogher**. Access should be via Richmond Park, together with a single access at the location indicated by the Plan to Tirquin Road, which will require improvement before that section of the development could proceed. Mature boundary hedges should be retained. Development of this site has commenced.

28.7.13 A site of 7.9 hectares lies **between Tirquin Road and Cookstown Road**. No direct access to Cookstown Road will be allowed. The western end of the site should be developed around a single access to Old Mountfield Road at the location indicated by the Plan and the remainder around a single access from Tirquin Road at the location indicated. Tirquin Road will require improvement to enable that section of the development to realise its full potential. Provision of

landscaping and pedestrian access to lands at the east zoned for open space should be made. Development of this site has commenced.

28.7.14 A site of 6 hectares lies to the **north of the Killyclogher Road**, to which no direct access will be allowed. Access should be to the Old Mountfield Road and to the Knocknamoe Park Road which passes through the middle of the site. Development of this site has commenced.

28.7.15 A site of 32.2 hectares lies to the **southern side of the Killyclogher Road at Mullaghmore-Cranny**. No direct access to the Killyclogher Road will be allowed. Development will depend on the provision of roads and sewerage infrastructure by way of the proposed ring sewer. Access is possible to Ballinamullan Road and Riverview Road which will require improvement before development can proceed. Development should be phased to proceed from the town-side eastwards with the improvement of the existing road forming an integral part of each development. The layout should incorporate landscaping including the retention of mature hedges through the site. Because of the size of the site and its distance from the town centre, there is likely to be scope for local, social, commercial and recreational facilities to be provided within the development. The Department will also seek to ensure that a reasonable balance between public and private housing is achieved.

28.7.16 A 2.5 hectare site lies to the **southern side of the Hospital Road**, onto which access is obtained through Georgian Villas. Development of this site has commenced.

28.7.17 A 6 hectare site lies to the **south-west of Georgian Villas, off Hospital Road**. The development of the southern part of the site depends on the provision of the new ring sewer. Access should be to Hospital Road through Georgian Villas. Development should be of low density and include landscaping. The layout should take account of the proposed riverside walk to the eastern boundary. Development of this site has commenced.



*Private Sector Housing—Rear of Georgian Villas*

28.7.18 A site of 11.8 hectares lies to **the south of Winters Lane**. The development of the site overall depends on the provision of the new ring sewer. Access should be at the location indicated by the Plan to Winters Lane. The full potential of the zoned land cannot be realised until Winters Lane and a relevant section of the Lissan/Crevanagh Link have been constructed. The site should be developed around a housing distributor road which should have secondary access through Georgian Villas at the location indicated by the Plan. A strip of land along the northern boundary will be required for the provision of the new ring sewer. Development of this site has commenced.

28.7.19 A site of 3.5 hectares lies to **the eastern side of Crevenagh Road**. Access can be taken to Winters Lane when it has been improved to the standard of a district distributor. The provision of the new ring sewer is also needed before development of the south-western part of the site can proceed. The layout should be of low density and mature trees should be retained.

28.7.20 A site of 15.4 hectares lies to **the south-west of Crevenagh Road**. Development depends on the provision of sewerage and roads infrastructure. The provision of the new ring sewer is needed before development can proceed. It requires the provision of the Crevanagh/Lissan Link. Development should be around a local distributor road to be provided as an integral part of the development with access at the location indicated by the Plan to the throughpass to an appropriate standard. The layout should be of low density and incorporate landscaping including retention of hedges and take account of the proposed amenity walk to the north-east of the site.

28.7.21 A site of 2 hectares lies to **the eastern side of the Dublin Road**. Access should be to the Dublin Road, which will be detrunked on completion of the throughpass. Individual accesses to the main route will not be acceptable.

28.7.22 A site of 4.3 hectares lies to **the western side of Dublin Road**. Access should be to the main route which will be detrunked on completion of the throughpass. Development should be of low density and include landscaping, particularly along its boundary with the golf course. Development of this site has commenced.

28.7.23 A site of 5.1 hectares lies on **both sides of the Ballynahatty Road** onto which access can be obtained. The site is suitable for low density housing and mature trees should be retained.

28.7.24 A site of 2.4 hectares lies to **the western side of Kevlin Road**, onto which access can be obtained. Development of this site has recently been completed.

28.7.25 A site of 2.7 hectares lies to **the west of Kevlin Road adjoining Cannonhill**. Access to Cannonhill will be restricted to paired accesses for frontage development, while the remainder of the site should access off the Coolnagard development road or alternatively in association with the development of white land to the north-east direct to Kevlin Road.



*Recent Public Sector Housing*

28.7.26 A site of 34.4 hectares lies between **Kevlin Road and the Old Dromore Road at Coolnagard**. Development depends on the provision of roads and sewerage infrastructure by way of the proposed ring sewer. The site is adjoined to the west by the Old Dromore Road allowing access to the western portion at the location indicated by the Plan. Development of the remainder should take place around a local distributor road between Old Dromore Road and Kevlin Road provided as an integral part of the development. Provision should also be made in the design to link the existing housing in the central area to the distributor road. The layout should avoid development of hilltops and should also incorporate landscaping.

28.7.27 A site of 5.9 hectares lies to **the south of the Clanabogan Road**, onto which no direct access will be allowed. Development should be in-depth and ribbon development will be unacceptable. Access shall be at the location indicated by the Plan. The developer should improve the Old Dromore Road in conjunction with the development. Development of the site overall depends on the provision of the new ring sewer. The layout and design should take account of the site's topography and be of low density. Development of this site has commenced.



*Fold Sheltered Housing*

- 195 hectares of housing land have been zoned to meet the projected housing need of the plan period.
- The Department will encourage the provision of a range of densities and house types and varied and good quality layouts to meet differing housing needs and demands.
- Large areas zoned for housing will be developed and phased to take account of existing development and provision of infrastructure.
- High standards of layout, design and landscaping will be sought for new housing development.
- A comprehensive rather than piecemeal approach will be a requirement of the development of all major housing zonings.
- Housing development will remain the predominant land-use within all existing and proposed residential areas.
- Within new housing areas developers will be required where necessary to provide pedestrian linkages and an appropriate amount of suitably located open space.
- Proposals to develop land adjacent to the line of the proposed throughpass and primary distributor roads will be required to include significant planting and landscaping treatment in order to provide an acceptable level of amenity within the housing areas created.
- In some locations development should be phased in line with road improvement schemes or the provision of roads, drainage and sewerage infrastructure.
- Amenity in existing and proposed residential areas will be protected from the introduction of unsuitable uses.

## 29.0 Industry

### 29.1 Objectives

- to allocate sufficient land to meet the needs of industry
- to encourage a high standard of environmental quality within industrial estates

29.2 The Plan offers flexibility and choice of site for industrial development and provides alternatives to potential developers of manufacturing and other industry. Sites are allocated therefore in a variety of locations.



*Gortrush Industrial Estate*

29.3 The principal locational criteria for zoning of land for industry are:

- Close proximity and good access to the network of main traffic routes, and preferably at the periphery of the town;
- relationship to urban form, physical setting and topography and the availability of infrastructure;
- land of sufficient physical capability and environmental quality to facilitate easy development; and
- reasonable physical and visual separation from major residential areas.

29.4 Other opportunities exist for industrial development on land not specifically zoned. There may be scope to develop white land to convert existing buildings, or to redevelop existing sites. Each proposal will be judged on its merits, compatibility with adjoining uses being a major consideration. Finally there may also be scope for service industry in the town centre's mixed business zonings.

29.5 Industrial development proposals should include landscaping designed to create more attractive industrial environments, to screen industrial development and provide buffer areas with adjoining uses. The implementation and maintenance of landscaping works within the existing industrial areas in order to upgrade their general environment will be encouraged.

### 29.6 Industrial Zonings

29.6.1 A 14.3 hectare site lies at the north-western edge of the town **between the River Strule and Strathroy Road**. Pending the provision of a proposed cross-river link road with the throughpass at Derry Road limited development could be serviced by a new access onto Strathroy Road to be improved as an integral part of the development. Provision of a pumping station for the disposal of effluent will also be required. It is proposed to retain a buffer zone between this site and the existing adjacent housing estate by providing playing-fields in addition to the new road. Landscaping should be provided on the eastern boundary behind existing houses.



*Omagh Enterprise Centre*

29.6.2 A 5.8 hectare site lies to the northern edge of the town to the east of Strathroy Road. Part of the site has been developed as a milk processing plant. Access to the remainder should be to Strathroy Road which needs improvement as an integral part of the development. Provision of a pumping station for disposal of effluent will also be required. Landscaping should also be provided along the southern and western boundaries.

29.6.3 A 11.0 hectare site lies to the eastern edge of the town, **north of Arvalee Road adjoining the Northern Ireland Electricity Depot.** Although it fronts onto 2 minor roads to the north, the best access is to the south onto Arvalee Road at the location indicated by the Plan. Development of the site depends on the provision of the new ring sewer.

29.6.4 A site of 23.7 hectares lies at the southern end of the town at **Doogary, to the east of Dublin Road and is bisected by Bankmore Road.** Access should be at the location indicated by the Plan to Bankmore Road which will require improvement as an integral part of the development. No direct access to the throughpass will be allowed. Connection to the public sewer will require the provision of a pumping station. Landscaping should be provided where industry abuts private housing.

29.6.5 A 2 hectare site lies at the western side of the town centre **behind Leckpatrick Creamery and adjoining the throughpass.** This site may facilitate expansion of the creamery. To protect the amenity of adjoining housing, the Department will require the provision of substantial landscaping to the western and eastern boundaries.

29.6.6 A 1.4 hectare site to the west of the town lies **between Leckpatrick Creamery and land zoned for open space on the northern side of Tamlaght Road.** Access should be at the eastern end of the site to Tamlaght Road at the location indicated by the Plan. Landscaping should be provided along the northern and southern boundaries of the site.

29.6.7 A 3.4 hectare site remains to be developed in **Gortrush Industrial Estate.** Access should be onto the internal estate road.

29.6.8 To facilitate the development of a mixture of uses, including the possible relocation of the livestock mart, a site of 23.4 hectares has been identified **at the Drumquin Road.** (See paragraph 34.1).



*Leckpatrick Creamery, Tamlaght Road*



*Industrial/Commercial Frontage on Gortin Rd*

### 29.7 Summary of Policies and Proposals

- ☐ 20.1 hectares of land have been zoned at Strathroy, 11 at Arvalee, 23.7 at Doogary, 3.4 at Tamlaght Road, 3.4 at Gortrush and 23.4 at Drumquin Road.
- ☐ An appropriate standard of environmental treatment particularly along boundaries with existing and proposed residential development will be required in association with all development.
- ☐ New proposals will be expected to meet high standards of layout, design and landscaping.
- ☐ Small-scale industrial development in other locations will be assessed against impact on adjoining development.
- ☐ Existing industrial undertakings will be encouraged to upgrade their immediate surroundings by planting and landscaping.

## 30.0 Recreation and Open Space

### 30.1 Objectives

- ☐ To retain and protect existing recreational and amenity open space areas;
- ☐ to identify sufficient additional land for both active and passive recreational activities;
- ☐ to protect areas of landscape amenity value;
- ☐ to ensure that recreation and open space areas are well distributed in relation to existing and proposed housing;
- ☐ to retain, protect and further develop the concept of a riverside park, and;
- ☐ to encourage a system of amenity walkways throughout the town.

30.2 Omagh is deficient in the amount of public playing-fields and park land presently available. Existing provision of active open space in the public sector is the Leisure Centre, Donnelly's Holm and Mullaghmore Cranny, 20 hectares of land in total. In addition there are some Northern Ireland Housing Executive play areas. Private active open space amounts to 72.4 hectares. Significant passive open space is limited to the 3 hectare park at the Grange and small amenity areas at Cranny Bridge and Lover's Retreat.

30.3 In determining the provision of active open space the plan takes account of the National Playing Fields Association standards and the necessary distribution of facilities. 61.0. hectares of open space have been zoned in Omagh to provide for active recreational use.

30.4 The following considerations have been taken into account:

- ☐ Provision of a major open space in the south west of the town to serve the densely built-up Tamlaght-Dromore Road areas;
- ☐ the need for local recreational provision in the Brookmount-Derry Road areas to serve existing housing;
- ☐ the role of open space zonings in providing buffer zones between uses such as housing and industry;
- ☐ the desirability of extending the riverside walk along the Drumragh and Camowen Rivers;
- ☐ the desirability of linking areas of open space by pedestrian routes;
- ☐ the need for local recreational provision in Killyclogher;
- ☐ the constraints imposed by land suitability and the ability of the District Council to acquire and develop lands; and
- ☐ the barriers resulting from the presence of natural or manmade features such as rivers and main roads.

### 30.5 Recreation and Open Space Zonings

30.5.1 The most important recreational-amenity zoning is the **riverside walk and linear park**. The purpose is to provide a continuous belt of open space with pedestrian pathways **along the Camowen, Drumragh and Strule Rivers**. It will link the commercial district with upstream and downstream housing areas and integrate the river with commercial and housing development on either side.

30.5.2 The focus for the linear park will be a site of 9 hectares at Lisnamallard where adjoining the Leisure Centre, provision will be made for playing fields and parkland in a combination of active and passive open space.

30.5.3 The other major proposal for the provision of active and passive open space is a 22.6 hectare site at **Drumquin Road**. It is proposed to provide playing fields as well as parkland. These facilities would form part of a larger complex including a relocated showgrounds. (See paragraph 34.1).

30.5.4 A further 11 areas of active open space are to serve local housing areas. These are:

1. A 5.0 hectare site at **Strathroy**. Playing-fields at this location will also provide a buffer between existing housing, the proposed link to Derry Road and the adjacent industrial zoning.
2. A 9.6 hectare site at **Gortrush** on both sides of the throughpass, linked by a pedestrian underpass. This site is linked to a further 5 hectares of proposed amenity open space to the south-west.
3. At **Lammy** 2 sites of 1.6 hectares will provide a kickabout and play area.
4. A 2.6 hectare site on **Tamlaght Road** between Centenary Park and Summerfield Court. This area, which is capable of providing a mixed active and passive open space, also provides a buffer between the industrial site and housing as well as protecting a hilltop from development.
5. A 0.7 hectare site behind **Sperrin View**.
6. A 2.0 hectare site for playing fields at **Coolnagard**, combined with 6.7 hectares of amenity park land.
7. A 3.9 hectare site at **Edenfel**.
8. A 2.5 hectare site west of **Riverview Road**.
9. A 1.8 hectare site at **Mullaghmore-Cranny**.
10. A 3.7 hectare site at **Killyclogher**.
11. A 1.7 hectare site at **St Julian's Road** opposite Omagh Town Football Club.



*Campsie Swimming Pool*

30.5.5 In addition to the above, it is proposed that new play areas be developed throughout the Plan period in association with new residential development.

30.5.6 The Plan proposes 7 areas of passive open space. These should be easily accessible on foot and of high amenity value, their purpose being to relieve the built environment and to provide buffer zones between conflicting uses. They are:

1. A 1.2 hectare strip of land **adjoining Gortmore Gardens** will form a link along the river between Derry Road and the open space zoning at Gortrush.
2. A 5 hectare site **between Gortrush Drive and Brookmount Road** linked to proposed playing fields. This land forms a dominant ridge-line and has steep slopes and old hedgerows. It is proposed that a walk should extend southwards along the stream to Lammy.
3. A 6.7 hectare site at **Coolnagard** in association with a further 2.0 hectares of playing fields. This land is easily accessible from and central to housing at Dromore Road, Sunningdale, Cannon Hill and proposed housing at Collnagard. It has 2 prominent hill-tops overlooking the town, and has mature trees and hedges.



*Proposed Riverside Walk, Cranny*

# ROADS HIERARCHY

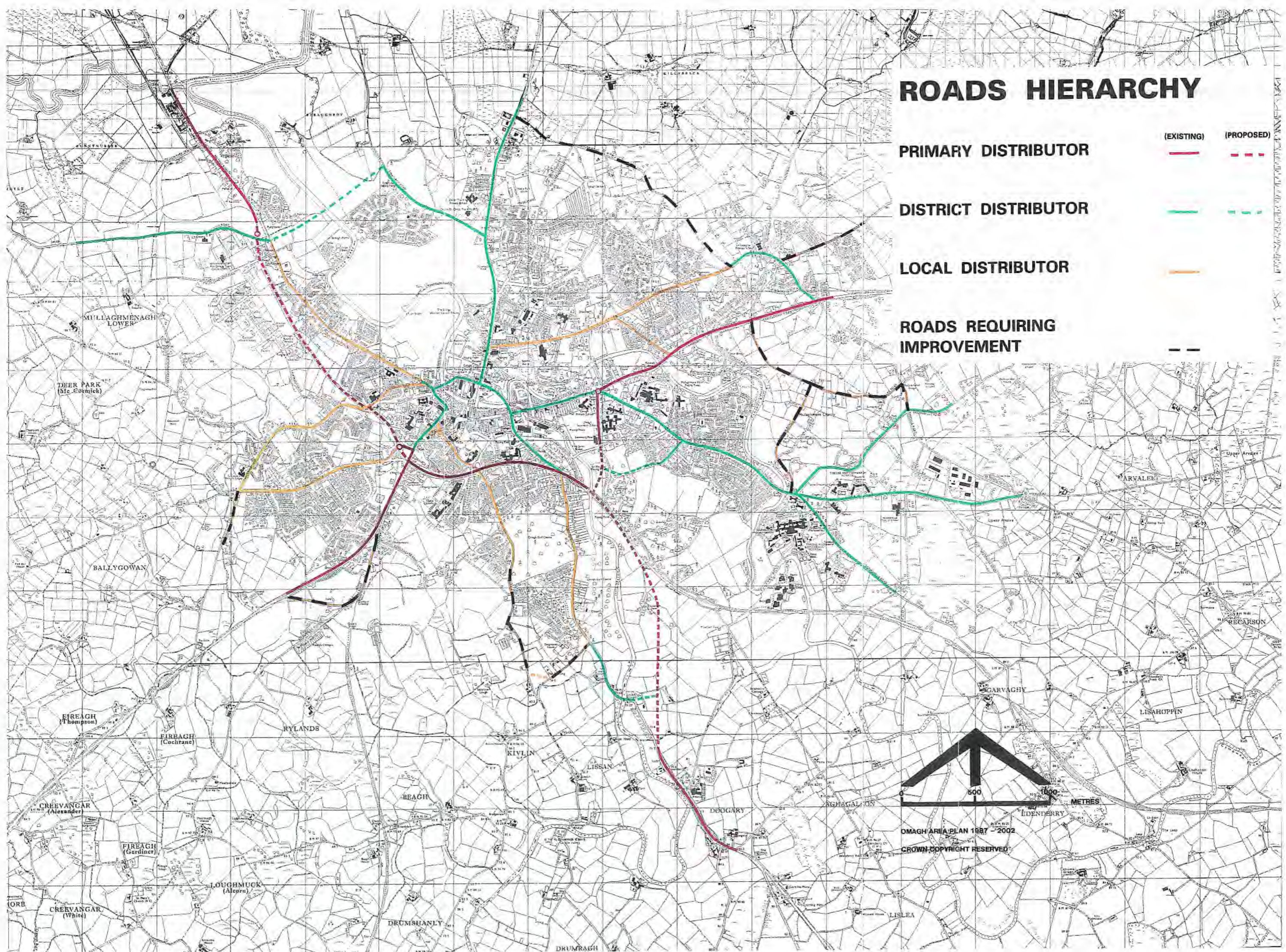
PRIMARY DISTRIBUTOR

(EXISTING) (PROPOSED)

DISTRICT DISTRIBUTOR

LOCAL DISTRIBUTOR

ROADS REQUIRING  
IMPROVEMENT





4. A 2.0 hectare site **adjoining Kevlin Gardens** west of Kevlin Road. Provision should also be made for pedestrian access to the proposed amenity parkland at Coolnagard.
5. A 11.5 hectare site at **Mullaghmore–Cranny**. Besides an amenity walkway, this area would include both sides of the wooded valley and the rath near Cranny. It would also form an extension to the linear park, linking Cranny Bridge to Ballinamullan Bridge and the St Mary's GFC grounds at Ballinamullan. It would also be easily accessible to large areas of proposed housing at Mullaghmore–Cranny.
6. A 4.3 hectare site along **Killyclogher Burn** and including an amenity walk.
7. A 1.5 hectare site to the **north of the Old Mountfield Road**.
7. A strip of 0.5 hectares along the **south-western bank of the Camowen River north-east of Tyrone County Hospital**. This wooded area is an attractive backdrop to the proposed riverside park on the opposite bank.
8. 18.0 hectares of land at **Farmhill**, a dominant feature in the local landscape.
9. 3 hectares of park land comprising the **grounds of Knock-na-moe Hotel**.
10. 2 hectares of land **west of St Mary's Road, Killyclogher**.
11. 0.7 hectares of land at **Edenfel Cottages to the rear of Georgian Villas**.



*Cranny Bridge Amenity Area*

30.5.7 The Plan proposes 11 Landscape Policy Areas. These are areas of high amenity, such as dominant ridges or hilltops, and areas of woodland or riverbanks which should be protected from unsuitable development. They are:

1. 22.0 hectares of land at **Coneywarren** comprising both banks of the Strule extending from the sewage works and Strathroy to Nestles Factory. On the western bank they include the level flood plain of the river and on the east, the steep side of the valley and the ridge backing onto the proposed industrial area.
2. 4.2 hectares of woodland on the **north-eastern side of Beltany Road**.
3. 28 hectares of land predominantly east of Drumragh River **between Crevenagh Road and Lissan Bridge**.
4. 7 hectares of land **west of Bankmore Road and east of the proposed Crevenagh–Lissan Link**.
5. 36.0 hectares of private residential park land surrounding the **large houses at Crevenagh, Edenfel and Strathlmond**.
6. A one hectare site at **Arvalee** forming a visual break between the Northern Ireland Electricity and Department of the Environment Depots, Heatherbank School, Hospital Property, and land zoned for industry.

## 31.0 Transportation

### 31.1 Objectives

- ☐ to provide alternative facilities for through and cross-town traffic and thereby improve conditions in the town centre and along its predominantly residential approaches
- ☐ to improve general accessibility and reduce vehicular and pedestrian conflict throughout the urban area.

31.2 The town of Omagh has developed around the main road, T3, from Londonderry to Dungannon, and its junctions with the Enniskillen Road (T10) and the Cookstown Road (A505). These 3 roads are of significant regional importance, distributing traffic throughout a very wide area. The T3 road is the single most important traffic route in the west of Northern Ireland acting as a vital link of communication for Londonderry, Strabane, Omagh and Dungannon and for County Donegal. Several other roads of significant local importance radiate from Omagh to Fintona, Drumquin, Gortin, Carrickmore, Beragh and beyond.



*Traffic Congestion in Campsie*



*New Road Bridge over Dromore Rd*

31.3 The roads within the town have evolved over time and many are unsuited for use by large volumes of traffic or certain classes of traffic such as large HGVs. Much 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.

31.4 **The principal roads proposal contained in the Plan is the throughpass road and the Crevenagh-Lissan Link Road which will carry the T3 trunk road through the urban area.** This road will stretch from Dublin Road at Doogary in the south, generally following the line of the old railway, to Derry Road at Coneywarren in the north. Connections will be provided to Dromore Road (T10) and via Crevenagh Road to Cookstown Road (A505). **It is also proposed that 2 district distributor roads shall be provided along Winters Lane to connect Hospital Road with the primary network and from Derry Road to Strathroy Road and thereby to Gortin Road.**

31.5 The primary, district and local distributor road network is shown on the Omagh Town—Roads Hierarchy. These roads are the first 3 types of road in the urban roads hierarchy adopted by the Department and described in the publication "Layout of Housing Roads Design Guide." New Connections to the primary and district distributor networks will be kept to the minimum consistent with providing a service to districts through which they pass. On the throughpass, connections will be provided at Crevenagh (to new housing), Crevenagh/Winters Lane, Dublin Road, Johnston Park (town centre), Dromore Road, Tamlaght Road, Brookmount Road, Gortrush Industrial Estate and at Drumquin Road/Derry Road/Strathroy link. These junctions will all be of

high standard with special facilities included for turning traffic. No other connections will be permitted and any proposed development will have to be accessed from the side road network.

31.6 It is proposed that the throughpass system and other major roadworks will be provided in a phased programme of works throughout the plan period. The precise timescale will depend on the availability of resources.

31.7 Phase 1 (Dublin Road to Dromore Road) has recently been completed. This section will provide a local by-pass of the town centre and with associated traffic management measures should lead to a very significant reduction in the volume of vehicular traffic in the main shopping area.

31.8 The detailed line of Phase 2 (Dromore Road to Derry Road) has already been fixed by a Direction Order made in 1989. This scheme will provide for through-traffic between north and south as well as many other cross-town movements. The reduction of traffic volumes on Derry Road, Sedan Avenue, Drumragh Avenue and the inner part of Dublin Road will be significant. As a consequence of this, greater priority will be able to be given to traffic to and from Campsie Road and Mountjoy Road thereby spreading the benefits to the north and east sectors of the town.

31.9 The link across the river to connect via Crevenagh Road to the Cookstown Road and via Winters Lane to Hospital Road will greatly alleviate traffic congestion in the Campsie Road area by providing access to the throughpass system for traffic from the east. The extension of this link southwards to the main Dungannon Road at Doogary will greatly increase the benefits of the whole system and will bring considerable relief to the Dublin Road area. At this stage development of the large housing area at Crevenagh/Bankmore Road will be able to proceed. Development of this area prior to provision of the throughpass will be impracticable because of the inadequacy of the existing Crevenagh Road as a traffic link to the town and the environmental damage which any improvement to acceptable standards would cause.

31.10 The new road from Derry Road to Strathroy Road will enable traffic from the northern sector of the town (around Gortin Road) to gain access to the primary roads system with consequential benefits to local traffic in the Mountjoy Road/Old Mountfield Road areas. This road link will also facilitate the industrial, housing and recreational developments proposed in the Strathroy area.

31.11 The Glencam Road will have an increased traffic function and will provide a strategic link between the Gortin and Old Mountfield Roads, particularly when the Strathroy link has been completed. It will therefore require improvements and direct access will be kept to a minimum.

31.12 Other Minor Roads Improvements Schemes and Traffic Management Works will be undertaken throughout the Plan period to address local problems, including road widening, footway provision and junction improvements.

### 31.13 *Summary of Proposals*

- ☐ A new road from Doogary in the south to Coneywarren in the north, with connections to Cookstown Road and Dromore Road, will be provided within the Plan period.
- ☐ District distributor roads will be provided at Winters Lane and between Derry Road and Strathroy Road to facilitate traffic distribution to districts in the east and north of the town.
- ☐ Minor roadworks to improve safety and capacity of existing roads and junctions will be undertaken as resources permit.



*Pedestrian Bridge over New Through-Pass*

## 32.0 Education, Health and Social Services

### 32.1 *Objective*

- ☐ to facilitate the provision of land as required for education, social, and community services.

32.2 One new school and extensions to existing schools in Omagh are proposed over the Plan period. A new primary school is to be built at Ballynahatty Road behind Dergmoney House. Extensions to the Omagh Academy and Christian Brothers Grammar School are also proposed.

32.3 Two other educational facilities proposed are the new Library-Teachers Centre and a Technology Centre.

32.4 An industrial therapy-horticulture unit is proposed to be relocated at Cranny by the Western Health and Social Services Board.

32.5 Should a need arise for additional educational or social facilities during the course of the Plan period, related zonings will allow for their provision in association with other neighbourhood uses.

### 33.0 *Summary of Policies and Proposals*

☐ A new primary school at Ballynahatty Road and extensions to the Omagh Academy and Christian Brothers Grammar schools.

☐ A new Library-Teachers Centre and a new Technology Centre.

☐ An industrial therapy unit at Cranny.



*New Market Site on Drumquin Rd*

## 34.0 Other Urban Uses

34.1 Omagh District Council is considering the relocation of the present livestock mart at Irishtown Road to free that site for town centre redevelopment purposes. The Council is examining the feasibility of lands at Drumquin Road for the accommodation of a new mart site together with a new showground and ancillary uses. It is also examining the feasibility of adjoining lands for recreational development purposes.

34.2 Flooding and drainage problems constitute a major constraint on the development of these lands. Development could not proceed until satisfactory means of resolving such problems were identified and implemented. Aside from the drainage constraint the land would be generally suitable for the industrial and recreational uses envisaged. The Plan zones the lands accordingly.

34.3 Omagh District Council proposes to complete the use of the landfill site at Mullaghmore to dispose of waste for the foreseeable future. During the Plan period, it will be necessary to identify a new site.

## 35.0 OMAGH TOWN CENTRE

### *Objectives*

35.1 To achieve the progressive development of a more efficient, convenient and attractive town centre, the Plan policies and proposals are governed by the following objectives:

☐ the improvement of conditions within the town centre to support a vibrant and competitive commercial core in a sound and attractive built fabric;

☐ the enhancement of opportunities for appropriate new developments which will secure the provision of a wide range of shopping and services to maximise choice for the consumer;

☐ the achievement of a satisfactory pattern of movement of vehicles and pedestrians to eliminate the present traffic congestion and reduce conflict between vehicular and pedestrian traffic;

☐ the provision of adequate car parking space within easy walking distance of the main shopping area;

☐ the promotion of residential development on suitable sites within the town centre, and the protection of existing residential areas from unsympathetic development; and

☐ the environmental improvement of the town centre to make it more attractive to its occupants and users.

☐ the enhancement of the riverside setting



*Town Centre*

# TOWN CENTRE PLAN

## KEY

OPPORTUNITY SITES

POLICY AREAS

AMENITY POLICY AREAS

MAJOR STREETSCAPE  
IMPROVEMENT

EXISTING CAR PARKS

PROPOSED CAR PARKS

PROPOSED ROADS

PROPOSED PATHS

PROPOSED FOOTBRIDGES

EXISTING HOUSING AREAS

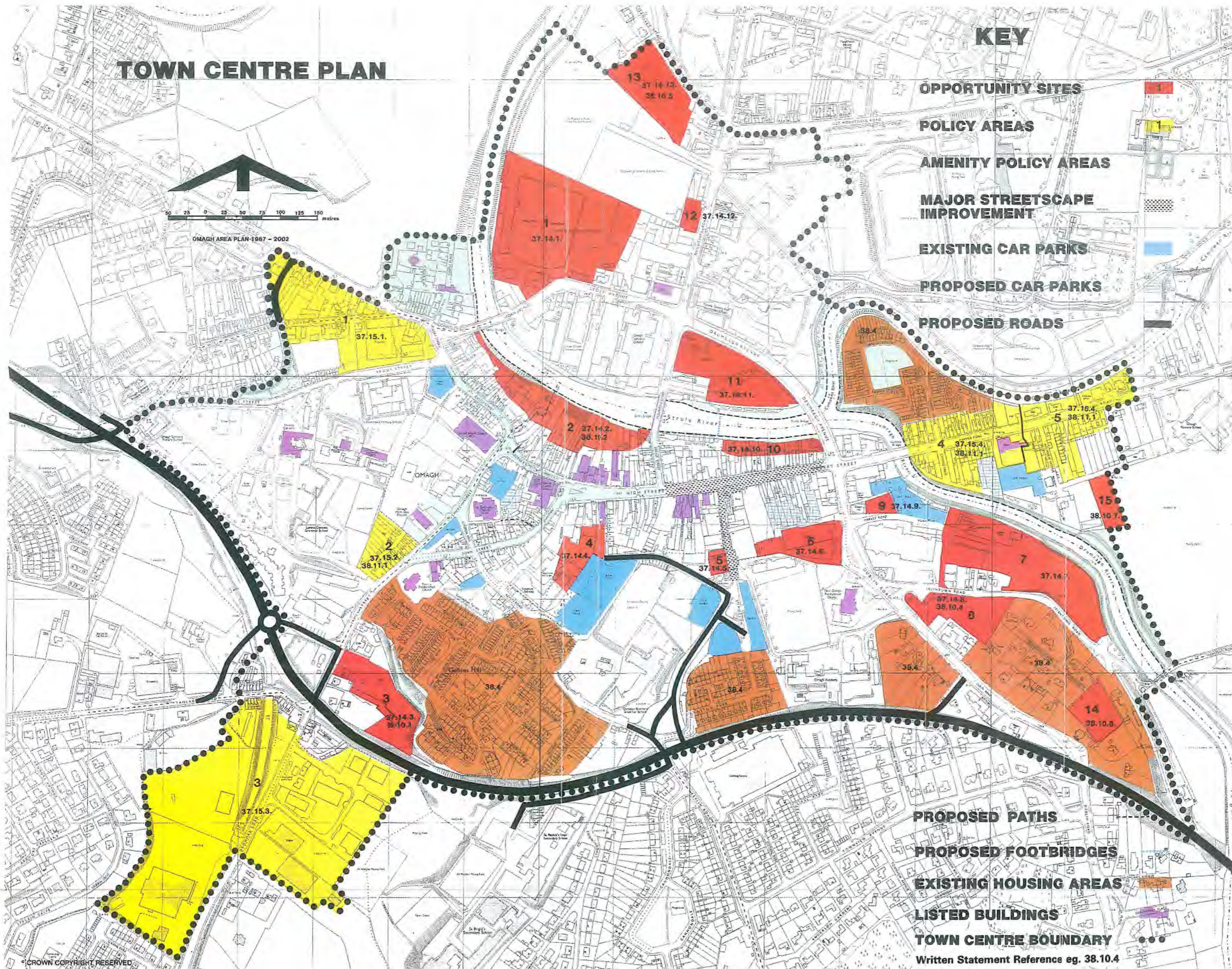
LISTED BUILDINGS

TOWN CENTRE BOUNDARY

Written Statement Reference eg. 38.10.4



OMAGH AREA PLAN 1987 - 2002





## 36.0 Map Interpretation

36.1 The plan for Omagh town centre consists of a written statement and map which explain and illustrate the policies and proposals, define a limit of town centre uses and identify broad land-use zonings, Opportunity Sites and Policy Areas.

36.2 The town centre limit defines the outer boundary of the area considered to be suitable for town centre uses consistent with the objective of retaining and consolidating a well defined central area. **Uses considered appropriate within the town centre include shops, offices, civic buildings, institutional buildings, places of entertainment, housing, amenity and some service/craft-type industries.**

36.3 Where Policy Areas have been defined the written statement draws attention to the predominant use to be encouraged or retained and a range of broadly acceptable compatible uses. It further highlights any special considerations such as restrictive arrangements for access.

36.4 In devising proposed land-use zonings, policies, proposals and Policy Areas and in defining the limit of town centre uses, the intention has been to balance the need for a degree of certainty with the ability to maintain flexibility in the light of pressures, opportunities and demands.



*Shops on Dublin Rd Corner*

## 37.0 Shopping and Commerce

### Existing Situation

37.1 Shopping is the single most important function of the town centre, attracting people and expenditure, providing jobs, ensuring the maintenance and renewal of the building fabric, and giving the centre its vitality.

37.2 Omagh has a relatively compact retail core with its main shopping frontage along High Street, Market Street, John Street, Bridge Street and Georges Street. However, the retail sector in recent years has continued to expand, to the east into the Campsie Area, and also to the south into previously neglected backlands in Scarffe's Entry, Foundry Lane, Prospect Court and the Royal Arms Mews. Further backland expansion into the Old Market Place and into more peripheral streets such as Sedan Avenue and Kevlin Road has also taken place.

37.3 The town has also seen the emergence of the larger supermarket operating beyond the traditional confines of a town centre situation, and with its own self-contained parking and servicing arrangements.



*Foundry Lane Shopping Mall*

37.4 In terms of facilities offered, and in the range of branches of national multiples, Omagh compares reasonably well with neighbouring District Towns. However, there are still significant gaps in the range and type of shopping on offer and some areas of the town centre have prospered more than others.

37.5 The town centre contains approximately 19,200 square metres of retail floorspace. The projected additional requirement over the plan period is calculated to lie within the range of 3,000 to 10,000 square metres.



*Old Market Place, New Commercial Development*

## General Policies

**37.6 It is a Plan objective to make Omagh town centre attractive and competitive. To achieve this the plan envisages a two pronged strategy. Firstly, to retain and build on the established form of the main shopping area and to this end most new retail development will be encouraged to locate within the central core. Secondly, the Plan recognises the need to accommodate new forms of commercial development on more extensive sites within the town centre boundary. It is however important that large scale development on these peripheral sites should not prejudice the vitality of the central core.**

**37.7 Major shopping developments outside the town centre are unlikely to be given favourable consideration. The further spread eastwards of the town centre along Campsie Road will be restricted.**

**37.8 Proposals for retail services including ground floor offices (eg Building Societies, Estate Agents etc), cafes, restaurants, and public houses, especially along the main shopping streets, will be considered on their particular locational merits. Regard will be paid to the effect such proposals would have on existing shopping patterns and the visual effect of loss of shop window displays. Other office developments will be generally acceptable within the town centre, subject to suitable siting.**

**37.9 New or renovated buildings, signs or other structures should be designed to enhance the attractiveness of the town centre and make it increasingly attractive to shoppers.**

## Proposals

**37.10 Within the town centre a number of Opportunity Sites and Policy Areas have been identified. Opportunity Sites are areas with obvious potential for development and provide choice for developers. They range in form from cleared vacant or derelict sites, to sites with potential for a range of more intensive uses. They also include areas of underused or derelict backland. Some of these sites would lend themselves to a comprehensive form of development, but others may be suitable for a piecemeal approach by more than one developer.**

**37.11 Two large Opportunity Sites, at Sedan Avenue and Market Yard, are each capable of accommodating a range of uses including substantial amounts of shopping floorspace. Planning applications for shopping development on these sites will be considered on their merits, taking into account the circumstances at the time and including the amount of new floorspace already approved or built on either site or elsewhere in the town centre. The Department will not consider itself obliged to approve shopping development to the capacity of either or both sites if it is judged at a particular time during the Plan period that sufficient new floorspace has already been provided. Shopping development will be monitored and estimated need kept under review.**

**37.12 The Policy Areas are not intended for any unified or comprehensive development. They are areas where guidance is required through the application of particular policies designed to achieve the most beneficial use.**

**37.13 The identification of Opportunity Sites and Policy Areas does not preclude the development or redevelopment of other town centre sites subject to the particular proposals for their development being considered on their locational merits and within the wider policy framework of the Plan.**



*Shopping Court to Rear of High St*



*Office Development in Sedan Ave*



*Old Market Place*

### Opportunity Sites

**37.14** The Opportunity Sites referred to below are identified on the Omagh Town Centre Proposals map.

**37.14.1 Opportunity Site 1.** The Showgrounds site at Sedan Avenue has potential for both commercial and residential development. Development for commercial use would attract more retail activity to the north of the river and to the north of the town centre, balancing the current drift to the east and south. The site would be suitable for a major shopping development or a mixed development of retail park, offices, warehousing, light industry, and recreation. The riverside part of the site could be used for high quality residential development. The extent of car parking to be provided would depend on the type and scale of the commercial development proposed. Development would entail the relocation of both the Showgrounds and weekly Variety Market. The site was subject to flood in October 1987.

**37.14.2 Opportunity Site 2.** Located behind High Street, Georges Street and Castle Street, it has potential for residential development, with its attractive riverside location. Provision of car parking within the site to facilitate the regeneration of the Georges Street and Castle Street area might also be included. Pedestrian and/or vehicular access should be obtained from Georges Street, Castle Street or Bridge Street. This may entail the demolition of one or more street frontage properties. Alternative means of access may be obtained with the redevelopment of the Town Hall site, with the possibility of further access from Bridge Street and McConnell Place via the riverside footpath. The Town Hall site presents the opportunity for a major community and cultural development incorporating a theatre with associated facilities and riverside open space. Because of the multiplicity of ownerships involved it may be necessary to use comprehensive development powers to ensure the area's redevelopment as a whole in a planned and proper manner.

**37.14.3 Opportunity Site 3.** This site located to the east of James Street, with its great depth and convenient location in relation to the throughpass, offers considerable opportunity for a variety of commercial or residential uses. Development for commercial use will entail the provision of on-site car parking. Residential development would have to take account of the proximity of the throughpass and associated traffic noise.

**37.14.4 Opportunity Site 4.** This site adjacent to Foundry Lane car park is suitable for development for either retail and/or office uses. Access would be from the Foundry Lane service road, and provision should be made within the site for accommodation of service vehicles. The existing British Telecom building would be suitable for office or certain types of light industrial use.

**37.14.5 Opportunity Site 5.** This site, to the west of Scarffe's Entry and with convenient access to the throughpass, offers the opportunity for development for retail and office uses. It could be extended to include the public toilets and Northern Ireland Electricity substation. Because of its prominent location on the main approach to the town centre from the throughpass, a high quality of design would be important.

**37.14.6 Opportunity Site 6.** Located to the west of Dublin Road, this site offers the possibility of conversion to a more intensive form of retail and/or office use. Provision should be made within the site for the accommodation of service vehicles. The site was subject to flooding in October 1987.



*Mixed Business Opportunity Sites on Dromore Rd*



*Showgrounds—Opportunity Site*

**37.14.7 Opportunity Site 7.** The site of the Livestock Mart at Irishtown Road would be suitable for major shopping development or a mixed development of a retail park, offices, warehousing, light industry, and recreation. Part of the site might also be suitable for a hotel/licensed restaurant development. The extent of car parking required would depend on the type and scale of commercial development proposed. The site could be combined with Opportunity Site 8, effectively providing one larger site and presenting opportunities for a more comprehensive development approach, including better access arrangement. The main access should be Irishtown Road which shall be improved as necessary with secondary customer-only access via Market Road. In order to integrate the site with existing public car parking and the Campsie area the development of the site will be subject to the provision of a footbridge across the river to link with the Holmview Avenue car park and the carrying out of an extensive landscaping and planting scheme. The Department will seek a high quality of development on this key site. In October 1987 the site was subject to flooding.

**37.14.8 Opportunity Site 8.** This site lying between Irishtown and Dublin Roads can be developed either on its own, or in conjunction with the development of site No 7. It would be suitable for a range of uses such as sheltered housing, a museum, a technology centre and car parking. Because of its previous gas works use, the Department must be satisfied that full ground decontamination has been carried out before approving any development. Access will be either to Irishtown or Dublin Roads.

**37.14.9 Opportunity Site 9.** This site at Market Road has a good location between the new Lower Market Street frontage and the large Opportunity Site number 7. It would be suitable for a more intensive form of retail and/or office use and extension of the site across the public parking areas to the east and north would be possible. Any parking spaces displaced should be replaced, together with the operational spaces generated by the development itself, perhaps in the form of a multi-storey car park on site. In October 1987 this site was subject to flooding.

**37.14.10 Opportunity Site 10.** This site, located behind Market Street offers an attractive riverside location. It can be accessed either through Market Street properties or from the Old Market Place and would be suitable for limited office/retail/leisure uses including extensions to existing properties. Because of the fragmented nature of land ownership, the Department may use its comprehensive development powers if it is found that land assembly is inhibiting development. High quality design will be essential because of the prominence of the site. Development should include the provision of a riverside walkway along the frontage. Direct access from Drumragh Avenue Car Park would be provided via a proposed pedestrian bridge.



*Mixed Business Opportunity Site on Dromore Rd*

**37.14.11 Opportunity Site 11.** This site at Drumragh Avenue offers the opportunity of providing a range of town centre uses in an attractive riverside location, and with easy access to Drumragh Avenue. The western part of the site is under construction in its present use as a bus depot leaving the remainder available to provide commercial, leisure and recreational facilities along with its continued use as a key town centre car park. Because of the absence of any alternative public parking facilities in the area, it will be a requirement that parking provided in conjunction with any development shall include full reinstatement of spaces lost together with any additional requirements generated by the development itself. The development of this site could take the form of an integrated multi-storey car park and commercial centre. A proposed footbridge to link with the Old Market Place and Opportunity Site 10 should provide an additional incentive to retail development along the river frontage. In October 1987 the site was subject to flooding.

**37.14.12 Opportunity Site 12.** This site at Mountjoy Road would be particularly suited to office development. Retail use would not be acceptable. In October 1987 the site was subject to flooding.

**37.14.13 Opportunity Site 13.** This site at Lisanelly Avenue would be particularly suited to open space use as an extension of Grange Park southwards to link with St Patricks Park. It would also be acceptable for sheltered housing accommodation or office use, subject to provision being made for a future pedestrian link between Grange Park and St Patricks Park and the riverside. The upgrading of Lisanelly Avenue, including the provision of improved pedestrian facilities, may be required in association with the development. Full provision shall be made for the parking on site of all traffic generated by the development and for the accommodation of all servicing vehicles. In October 1987 the site was subject to flooding.

## Policy Areas

**37.15** The Policy Areas referred to below are identified on the Town Centre Proposals Map.

**37.15.1 Policy Area 1.** The area at Derry Road/Brookmount Road is peripheral to the central shopping and is suitable for commercial uses, including repair workshops and garages, service industry, showrooms and similar activities.

**37.15.2 Policy Area 2.** This substantial terrace at James Street is an attractive feature of the town, and should be retained. Retail development would not be acceptable because it would change its appearance and because of its location on a busy approach road. The area has been designated as being suitable for office use, with conversion acceptable subject to the retention of the character of the street frontage. Car parking should be available to the rear of the properties. Continued residential use as flats would be encouraged.

**37.15.3 Policy Area 3.** Lying beyond the through-pass at Dromore Road, this area has been included within the town centre boundary to take account of existing development in the vicinity and to provide opportunities for the type of retail outlets which cannot readily or satisfactorily be accommodated within the centre. This would include the need for large floor areas for display purposes, large storage requirements or because of the frequency or type of traffic associated with the use. Other forms of retail development which could be more readily located on sites within the retail core of the town would not be acceptable.

**37.15.4 Policy Areas 4 and 5.** To preserve the existing character of this area at Campsie Road and to limit the further eastwards expansion of the retail sector of the town centre, retail uses will not be permitted to locate on Campsie Road beyond the Bank of Ireland, or in Campsie Avenue and Campsie Crescent. Campsie Road east of the Bank of Ireland is, however, considered to be suitable for office use. The conversion of unused or underused upper stories from storage or office use back to residential will also be encouraged. The provision of servicing and car parking in rear gardens and the associated upgrading of the rear access roads will be encouraged in association with the development or redevelopment of properties on the south side of Campsie Road in both areas 4 and 5. They were subject to flooding in October 1987.



*Bus Station Opportunity Site*

## 38.0 HOUSING

### Existing Situation

**38.1** Omagh, like most Ulster towns, has traditionally had housing as a major land-use in its town centre. As the towns have expanded so too have the needs and requirements of their commercial cores, reducing potential sites for family housing that would meet modern requirements. The role of housing in the town centre has gradually diminished in importance over the years.

**38.2** However, significant areas of housing remain within the town centre and four distinct areas are almost wholly residential in character. These are Campsie Crescent, Breezemount Park/Dublin Road, Johnston Park and Gallows Hill. The remaining dwellings in the central area are scattered widely and range from isolated dwellings within commercial areas to living accommodation above shops.

38.3 Maintaining a residential presence in the town centre is important, especially outside working hours. To assist in achieving this aim, the Plan proposes to improve and protect existing residential areas and identifies further sites for new housing.

### General Policies

38.4 The Department intends to continue to protect four main residential areas within the town centre from the undesirable effects of non-residential uses within them. **These areas are Campsie Crescent, Breezemount Park/Dublin Road, Johnston Park and Gallows Hill.**

38.5 Proposals contained in the Plan should improve the residential environment of these areas in two ways. Firstly, the proposed new roads will reduce the traffic load on residential roads such as Johnston Park, Townview Avenue, Kevlin Road and Brookmount Road. Secondly, the provision of additional off-street public car parking in Campsie will lead to a reduction in all-day parking and associated problems in the Campsie/Holmview area. Environmental improvements through public or local initiatives are to be encouraged. These may include improvement of street lighting and footways, the planting of trees, etc.

38.6 In areas of mixed use other than Policy Areas, changes in use from residential to non-residential will generally be allowed subject to normal planning considerations and other policy guidelines.

38.7 Throughout the town centre, planning permission for new residential accommodation will normally be granted provided the introduction of a residential use does not restrict the operation of existing commercial activity, and where a satisfactory residential environment is created.

38.8 To encourage the conversion of underused floorspace such as that found above shops and offices, planning permission will also normally be granted for a change of use to residential provided:

- a. It does not involve the loss of ground floor commercial floorspace within the main shopping frontage; and
- b. satisfactory standards of residential amenity can be achieved.

### Proposals

38.9 There are 7 Opportunity Sites and 3 Policy Areas throughout the town centre with potential for residential development. Some of these sites are considered to be suitable for residential use only, while others may be equally suitable for commercial or other uses.

### Opportunity Sites

38.10 The Opportunity Sites referred to below are identified in the Omagh Town Centre Proposals Map.

38.10.1 **Opportunity Site 1.** The Showgrounds site, while envisaged as a predominantly commercial Opportunity Site does offer the chance to develop a limited number of high quality residential units overlooking the River Strule. Development levels would have to be high enough to obviate the risk of flooding which occurred on this site in October 1987.

38.10.2 **Opportunity Site 2.** This site which lies behind High Street, Georges Street and Castle Street is most suitable for residential development. With its attractive riverside location and proximity to the central core of the town, it is particularly suitable for riverside apartments or sheltered housing accommodation.

38.10.3 **Opportunity Site 3.** While this site lying to the east of James Street is most suitable for commercial use, residential use would also be acceptable subject to a satisfactory design and layout which would take into account the potential disturbance likely to arise from traffic using the throughpass.

38.10.4 **Opportunity Site 8.** This site, located between Irishtown Road and Dublin Road, is suitable for a range of uses, including sheltered housing, a museum, technology centre and car parking. Because of its previous use, the Department must be satisfied that full ground decontamination has been carried out before approving any development. Access will be either to the Irishtown or Dublin Roads.

38.10.5 **Opportunity Site 13.** This site at Lisanelly Avenue would be suitable for sheltered housing, being located close to and level with the town centre shops, health centre and Grange Park. Any development of this site should include provision for a future pedestrian link between Grange Park, St Patrick's Park, and the riverside, and for the widening of Lisanelly Avenue as required to service the development. In October 1987 this site was subject to flooding.

38.10.6 **Opportunity Site 14.** This site would be accessed from Breezemount Park, and would be particularly suitable for sheltered housing. Pedestrian access to Dublin Road should be feasible.

38.10.7 **Opportunity Site 15.** Additional town centre or sheltered housing accommodation on this site off Holmview Avenue would help to retain the present mix of land-uses in Campsie Road, and contribute to the area's continuing vitality. Development would require the upgrading of Holmview Terrace for access. In October 1987 this site was subject to flooding.

### 38.11 Policy Areas

38.11.1 **Policy Areas 2, 4 and 5** offer opportunities for the extension of town centre residential accommodation. Large three-storey houses now facing conversion for office and retail uses provide scope for flat accommodation on upper floors. The Department will encourage such use in all three of the above Policy Areas. The development of mews-type housing within these areas on suitable sites would also be encouraged.

## 39.0 Movement

### Traffic Circulation

#### Existing Situation

39.1 Vehicular access to and around the town centre is restricted because of the inadequacies of the existing road system. A combination of circumstances including increasing traffic volumes and until recent years, the closure of central streets to through-traffic have resulted in serious traffic congestion, especially at peak periods on Campsie Road, Townview Avenue, Kevlin Road, Castle Street, Abbey Street, Derry Road, Sedan Avenue and Mountjoy Road. Heavy volumes of traffic have also been diverted along residential streets such as Townview Avenue and Johnston Park.

39.2 With the re-opening of the town centre to traffic, the situation in some of the peripheral streets has eased, but at the expense of the environmental amenity of the main shopping streets. It is environmentally unacceptable to have the main shopping street functioning as a principal through-route as noise and fumes detract from the amenity of the area. As one of the main access routes to the largest area of town centre car parks it also results in congestion and inconvenience for the residents. Congestion is omnipresent in Campsie, and can extend beyond the roundabout to the Hospital and Cookstown roads at peak periods.

#### Policies and Proposals

39.3 **In developing proposals for traffic circulation and movement, the objectives have been to remove through-traffic from the town centre and to provide convenient access to car parks, shopping and other town centre services.** Removing non-essential traffic from the main commercial street will increase pedestrian safety and convenience and improve the amenity.

39.4 **The principal road proposal affecting Omagh Town Centre is the construction of Phase 1 of the throughpass and its associated link roads. This phase along the old railway line south of the town centre will be complemented by Phase 2 running from the Dromore Road to the Drumquin Road/Derry Road junction and by the Crevenagh/Lissan link road.**

39.5 When completed the throughpass will allow most through-traffic to by-pass the town centre and will also facilitate many other short and medium-distance traffic movements. The net result will be a reduction in traffic flows on most of the existing network of town centre roads. Two exceptions are Mountjoy Road and Campsie Road where traffic volumes are unlikely to be affected by the throughpass. However, conditions on these roads should improve as a result of greater priority being given to them at the traffic signal junctions with Drumragh Avenue following the expected reduction in volumes of through-traffic.

39.6 With the completion of Phase I of the throughpass, the new system of link roads will by-pass Johnston Park, and feed town centre traffic directly from the throughpass into the car parking complex at Johnston Park/Foundry Lane. **Scarffe's Entry will become the main access point to the Market Street-High Street area.**

39.7 In addition the proposal outside the town centre for the construction of a new link road from Hospital Road to the Crevenagh/Lissan Link Road should result in a substantial reduction in traffic volume on Campsie Road. Similarly the new road between the Derry Road and the Strathroy Road should result in a substantial reduction in traffic volume on the Mountjoy Road.



*Realigned Access to Residential & School Area*

39.8 **Other road proposals in the town centre include a new link between the Brookmount and Derry Roads.** This will, by removing the disruptive right-turning movements from the existing poorly aligned Brookmount Road/Abbey Street junction, greatly facilitate the movement of traffic along the Derry Road and Abbey Street, and will also open up backlands for development.

39.9 Other minor road and junction improvements will be carried out as necessary throughout the Plan period.

39.10 One of the main obstacles to the improvement and enhancement of the town centre to make it more attractive to shoppers is the conflict between vehicular and pedestrian movement. In order to reduce this conflict to a minimum and to improve the amenity of the town centre for pedestrians and shoppers, it is proposed to carry out major streetscape improvements, including a widening of footpaths, provision of seating, planting and street furniture. These measures will be implemented in association with the provision of the new throughpass link roads, and by restrictions on non-essential on-street parking.

#### Car Parking

39.11 Car parking demand within the town centre falls into two categories. The first includes shoppers and visitors who normally require easily accessible spaces located close to the main shopping streets. Visits are generally of short duration, and availability of such space is enhanced by the pay and display system. This encourages the second category of parkers, those who work in the town centre and want to park for long periods to use the free parking provided in the more peripheral car parks.



*Johnston Car Park*

39.12 The main shopping core of the town—High Street/Market Street is comparatively well served with car parking. Most of this is concentrated in the predominantly pay and display parks at Johnston Park, Foundry Lane and Drumragh Avenue. **Additional car parking is currently being provided south of Market Street.** All these car parks will be easily accessible from the throughpass Dublin Road, or Drumragh Avenue and have convenient pedestrian access to the Main Street. The proposed footbridge across the Strule from Drumragh Avenue car park will increase its accessibility to the Old Market Place and the proposed redevelopment along the rear of Market Street.

39.13 In contrast to the easy accessibility of car parking space at Market Street and High Street, car parks in John Street, Castle Street, Church Street and Georges Street are generally small with poor pedestrian access to the shopping streets. **It is and to provide a pedestrian link to John Street.** Also in this area, it is proposed to investigate the provision of some additional parking space in conjunction with the development of Opportunity Site 2 at the rear of Castle Street/High Street.

39.14 At the eastern end of the town centre, car parking is available in the Market Yard and off Campsie Road. Car parking here is mostly long-stay, catering for the office and shop workers in the area. **It is proposed to extend the Campsie Road car park to provide an additional 30 spaces.**

39.15 In all, there are approximately 1437 public car parking spaces available or currently proposed in Omagh with additional spaces proposed at Church Street and possibly also in association with the development of Opportunity Site 2. Of these, 311 are legal on-street parking spaces, some of which will go with the environmental improvement proposed for Market Street.

39.16 Current estimates envisage a need for the year 2002 of between 1700 and 2000 spaces. This would indicate a shortfall in the range of approximately 300–600 spaces.

39.17 However, it is likely that much of the additional shopping floorspace, on which this estimate of additional car parking is based, will be provided in the form of one or more large free-standing units, located within the Opportunity Sites. It is a pre-requisite of the development of these sites that substantial on-site car parking space be provided. This privately provided (but in effect publicly available) car parking should provide much of the anticipated shortfall.

39.18 The demand for car parking spaces throughout the Plan period will be closely monitored. **Should additional spaces be required the provision of multi-level car parking will be considered.** This would most likely be provided by the private sector in conjunction with associated commercial development.



*Campsie Car Park*

### Pedestrian Circulation

39.19 Pedestrian movements associated with the town centre fall into three categories.

- (i) Movements within the town centre to and from car parks and along the main shopping streets;
- (ii) movements originating outside the road circulatory system and gravitating towards the main street; and
- (iii) amenity walkways.

### General Policies

39.20 It is the policy to improve the environment of the pedestrian by introducing measures designed to minimise pedestrian/vehicular conflict, and to provide easy accessibility between car parks, shops and other facilities.

### Proposals

39.21 Pedestrian circulation within the town centre area is compromised at present by the considerable traffic movement within the main shopping streets. Proposals associated with the opening of the throughpass and the virtual elimination of through-traffic from the town centre streets will greatly improve the situation. In association with the proposals to carry out major streetscape improvement work in the Market Street area (paragraph 39.10), this should make Market Street/High Street area a much more pleasant shopping area. The possibility of implementing a pedestrianisation scheme will be kept under consideration.

39.22 Elsewhere in the town centre, pedestrian links between backland developments and car parks and the main street will be encouraged and **it is proposed to link the Church Street extended car park to John Street via Church Lane.**

39.23 The Department will monitor the provision of crossing points etc on all the main streets within the town centre, and new ones will be provided at appropriate locations if considered necessary.

39.24 It is proposed that the riverside walkway along the Drumragh and Camowen rivers be extended along the riverbanks through the town centre. New footbridges should be provided at three locations to link these amenity footpaths with existing and proposed town centre facilities. Crossing points will be at Drumragh Avenue Car Park to link the car park and the riverside walk along the Camowen/Strule north bank with the existing pedestrianised area of the Old Market Place and its proposed extension along the rear of Market Street. A second bridge behind Campsie Crescent should link the Camowen footpath to that along the Drumragh and a third should be provided in association with the re-development of the Market Yard to link the Campsie Area, the car park and the riverside walk with the new development.

### Facilities for the Disabled

39.25 Parking facilities for disabled persons will continue to be provided at convenient locations throughout the town centre, and disabled drivers will also be permitted access to any future pedestrian priority schemes.

39.26 Throughout the town centre, facilities such as ramps and handrails will be provided if required where changes of level occur; and at selected street crossings, kerbs will be lowered and ramps provided to facilitate wheelchair users. A special textured finish will be incorporated in new paving schemes where practicable for the convenience of the visually handicapped.

39.27 New or renovated commercial buildings should comply with the guidelines set out in the Advice Note "Facilities for the Disabled".

### Public Transport

39.28 The Bus Depot on Drumragh Avenue is the centre from which local, long-distance and internal town services to housing estates operate. Congestion occurs at peak periods due to the operation of the depot as the main pick-up and set-down point for the schools in the town centre area. A new depot presently under construction will improve the amenity of the area, and congestion should be lessened when the construction of the throughpass removes much of the through-traffic from the town centre.

## 40.0 Townscape

### Existing Situation

40.1 Much of Omagh's main street remains substantially intact with buildings of traditional style and appearance predominating. With the exception of a few modern developments, there is a continuity of style and materials, and a concentration of listed buildings at the western end of High Street.



Church Lane—Environmental Improvement Area



Riverside Walkway

40.2 Beyond the main street, the streets at the western end of the town substantially retain their traditional appearance. However, in this area, the streetscape is more run-down. At the eastern end of the town centre, Campsie Road presents a more prosperous appearance, with Holmview Terrace being of special note.

40.3 To the rear of the main street, the overall impression is less satisfactory. New roads and recent backland development have opened up views of the rear of the main street properties where neglected rear elevations, yards and sheds detract from the town's appearance. It is particularly apparent along the river bank from Drumragh Bridge to Abbey Bridge.

## Policies and Proposals

40.4 **It is proposed to designate an Amenity Policy Area in the area of High Street, John Street, Bridge Street, Church Street, Castle Street and Georges Street.** Environmental improvement will include attention to streetscape features such as new and varied paving forms, street furniture, and will include planting and landscaping features. Special attention will be paid to the landscaping of public car parks in the area and to the improvement of **Church Lane**. Encouragement will be given to schemes by the Church authorities and private property owners to landscape and improve their properties.



*Commercial Frontage in John St*



*Commercial Frontage in John St*

40.5 In carrying out its development control functions, the Department will ensure that new or replacement buildings in the central area blend in with their surroundings. To achieve this aim, new buildings whether replacing one or more existing buildings should incorporate simple, rectangular proportions. The vertical emphasis of existing buildings should be maintained as should the dominance of walls over window areas above ground floor level. New buildings should maintain the existing building-lines and be 2–3 storeys in height with roofs pitched at an angle of between 30°–45°.

40.6 New shop fronts should relate to the width of the plot and not carried uniformly over the frontage of what were two or more buildings. Their style could be traditional or modern provided their complete front including display, entrance, surround and lighting is considered as one integrated composition related in form to the building above.

40.7 Advertising signs must be appropriate to their surroundings. They should relate closely to the front of the building to which they are attached, reflecting its width and scale and relating to horizontal details. Well-proportioned fascia boards with traditional hand-painted or good quality applied lettering are preferable to very long or deep plastic box-type signs.

40.8 Where buildings present facades onto two streets, signs will be permitted on both shopping frontages. In the case, however, of a building fronting one street only, the placing of advertising signs on the side or rear elevations will be strictly controlled. Signs will not be permitted where there is a danger that their proliferation will be detrimental to amenity or hazardous to traffic.

40.9 Special attention will be paid to all proposals for development affecting Listed Buildings within the town centre.

40.10 Where the backs of existing properties have been exposed by the development of new road schemes, the Department will, where appropriate, encourage through the use of new developments including walls, the screening of such exposed backlands, and the efficient use and development of backland sites. The designation of several backland areas as Opportunity Sites is intended to encourage and promote such redevelopment.

40.11 **During the Plan period the Department will consider the possibility of designating a Conservation Area within the town centre.**



*Commercial Frontage in Market St*

## 41.0 Recreation, Amenity and Open Space

41.1 The most important recreational/amenity zoning affecting the town centre is the Linear Park. Historically, the river has been a rear boundary rather than a frontage to properties along it. Little advantage has been taken of it as a major feature or as a unifying element in the structure of the town. Much of the river bank is untidy and overgrown especially that area between Abbey Bridge and Bells Bridge. That part of the linear park lying within the town centre is designated an Amenity Policy Area.

41.2 The identification of the Leisure Centre complex with the river, the interaction of the riverside walks with adjacent streets and places, and the provision of footbridges will all help to establish the river as a central feature.

41.3 In the interests of using the river itself for recreational activities, it would be desirable to control the level of the water in the river at times of low flow to ensure that the whole width of the river bed is covered with a reasonable depth of water at all times. Means of achieving this will be investigated. Proposals should not prejudice the water flow in times of flood.

41.4 Another Amenity Policy Area is the steep bank between the **Gallows Hill housing area and Opportunity Site 3**, where proposals would include landscaping and planting schemes. The historic **Castle Place** is also designated as an Amenity Policy Area. It contains some of Omagh's oldest and most interesting buildings and the renovation and repair of the old buildings will be encouraged. Open areas and public spaces would benefit from landscaping and planting. The area would be particularly suitable for the establishment of a town and district museum.

41.5 The open space in the centre of **Campsie Crescent** offers the opportunity to upgrade significantly the amenity of the housing area. Proposals in this Amenity Policy Area would include a comprehensive landscaping scheme with a children's play area and seating.

41.6 Finally, it will be a requirement of the development of any of the larger Opportunity Sites that high quality landscaping and planting schemes be incorporated.

41.7 Throughout the Plan period, attention will also be paid to upgrading the landscaping of public car parks and other publicly owned open spaces within the town centre.



*Campsie Pedestrian Bridge*

## 42.0 Education

42.1 There are several school properties lying within the town centre, the largest being the complex to the west of Church Street/Castle Street. It is envisaged that this complex will remain on its present site. The same applies to Omagh Academy and the Christian Brothers Grammar, where major extensions are under way or proposed.

42.2 The major third level educational facility is the Omagh College of Further Education on Mountjoy Road/Sedan Avenue. With its prominent siting, riverside location, and dual road frontage, the site has considerable potential for campus improvement and expansion. It is suggested that attention be paid to the use of the riverbank as an amenity feature for the College.

## 43.0 Industry

43.1 It will be policy to allow small-scale industrial and workshop units to locate within the town centre in areas suitable for commercial use, provided they do not detract from the amenity of surrounding properties. Such developments, however, would not normally be permitted to locate in prime retail frontages. Suitable sites may be found in areas behind the main shopping streets, or on some Opportunity Sites or Policy Areas considered suitable for commercial use. Some existing buildings outside the main shopping frontages may also be suitable and such a change of use will be permitted where the new use will not detract from the amenity of surrounding properties.

- ☐ 15 Opportunity sites have been zoned in the town centre to accommodate a range of future commercial, industrial, housing and public uses.
- ☐ 5 Policy areas have been designated to help ensure that redevelopment proposals do not prejudice the existing character of the town.
- ☐ 4 Main residential areas within the town centre, Campsie Crescent, Breezemount Park/Dublin Road, Johnston Park and Gallows Hill will be protected from the undesirable effects of non-residential use.
- ☐ 7 Opportunity sites and 3 policy areas have potential for residential development.
- ☐ Through traffic will be substantially removed from the town centre and convenient access provided to car parks, shopping and other town centre services.
- ☐ Phase 1 of the Through pass will be complemented by Phase 2 running from the Dromore Road to the Drumquin/Derry Road junction and by the Crevenagh/Lissan link road.
- ☐ Scarffe's Entry will become the main vehicular access point to the Market Street-High Street area.
- ☐ Additional car parking space is currently being provided south of Market Street.
- ☐ Church Street car park is to be extended and a pedestrian link provided via Church Lane to John Street.
- ☐ Campsie car park is to be extended.
- ☐ Multi-level car parking may be required.
- ☐ The riverside walkway along the Drumragh and Camowen Rivers is to be extended.
- ☐ 3 New footbridges are proposed at Drumragh Avenue car park, Campsie Crescent and Market Yard.
- ☐ Amenity policy areas are to be designated in the High Street, John Street, Bridge Street, Church Street, Castle Street and George's Street areas; the steep bank to the north of Gallows Hill, the open space in Campsie Crescent and the linear park within the town centre.
- ☐ The Department will consider the designation of a Conservation Area within the town centre.

Part Five  
Statement of Policies,  
Proposals and Maps -  
Local Towns



## 44.0 INTRODUCTION

44.1 In accordance with the settlement strategy, the Plan designates Local Towns to provide further scope for development. There are 3 local towns in Omagh District, Fintona, Dromore and Carrickmore.

44.2 Policies and proposals for these towns are governed by the following objectives:

- ☐ to provide adequate land for development in a range of defined locations to meet the expected needs of each town's population in terms of housing, industry, open space, community facilities and town centre uses;
- ☐ to improve the quality of the urban environment;
- ☐ to promote vibrant town centres and increase their attractiveness as places in which to live, work, use and invest by protecting and enhancing their physical environment and improving their accessibility and level of car parking provision;
- ☐ to make the local towns more attractive for private housing;
- ☐ to make effective use of existing and new infrastructure, and
- ☐ to define limits of development to prevent urban sprawl and ribbon development.

44.3 The plan for each local town consists of a written statement and a Proposals Map. The written statement explains the broad framework of land-uses envisaged in each and describes the policies and proposals. The Proposals Map illustrates the zonings, policy areas and proposals for roads and car parking within a limit of development.

## 45.0 Limits of Development and Zonings

45.1 The limit around each town defines the outer edge of its proposed area for development. Its purpose is to achieve a well-defined built-up area. Areas zoned for each main use within the limit are those with the best potential for development in terms of their physical and visual relationship to existing development. The limits are drawn with respect to topography and landscape, and to the availability of existing and planned infrastructure. The extent of zoning for each major use is influenced by potential demand together with additional land to provide choice and flexibility. The zonings identified on the Proposals Map represent the predominant land-uses envisaged. While the major land-use zonings have been precisely defined relative to site boundaries, minor adjustments to some of these boundaries may be required to ensure the proper development of zoned land. Outside the limits, the general presumption is that development will not be permitted during the Plan period other than in accordance with the rural policy.

## 46.0 White Land

46.1 The urban areas defined within the various development limits contained areas of unzoned or white land. Proposals for development within these areas or within areas of existing urban development will be considered on their particular locational merits in accordance with accepted planning guidelines or stated policies. Some of this white land though well located has limited development potential because of its topography or problems with access, flooding, drainage and/or servicing and the development of such land will depend on the resolution of these problems. Other areas of white land which could accommodate a range of possible development options have been left unzoned because the Department considers it inappropriate to indicate a preferred use in the interests of flexibility.

## 47.0 Housing Areas

47.1 With regard to the detailed development of new housing areas, the use of a varied and imaginative range of layouts, house-types, open areas, and densities will be encouraged. Estates should be well landscaped and with good pedestrian linkages to the main open space and amenity areas. Scale should be sympathetic to the size of the local town and development should take place in a variety of locations to avoid local concentration. The character of existing housing areas will be protected by preventing the intrusion of unacceptable and nonconforming uses. Apart from lands zoned for housing, there should also be scope for development of single sites in all 3 local towns.

47.2 It will be the policy to seek the the provision of manageable level grassed areas of incidental open space within the larger housing developments suitable for informal amenity and play areas. Such uses must be well-located, preferably overlooked by dwellings and public ways and be incorporated into design layout.

47.3 The Plan does not specify densities for particular housing areas. Proposals, nevertheless, should take account of the character and density of adjoining development. Regard should also be paid to the quality of the existing environment, including the protection of existing trees and hedges or other features.

47.4 Roads provided by the developer within housing layouts will require approval under the Private Streets (NI) Order 1980. They will be judged under the guidelines in "Layout of Housing Roads—Design Guide". Such roads will be adopted and subsequently maintained by the Department upon satisfactory completion.

## 48.0 Environmental Improvement and Design

48.1 To revitalise the local towns and upgrade their appearance, the Department will consider schemes of Environmental Improvement and, where appropriate, may use its Comprehensive Development powers. Implementation of such schemes will depend on the availability of resources.

48.2 As well as retaining and enhancing the traditional architecture of local towns, it is also important to ensure that new and refurbished buildings blend in with their surroundings. The use of simple rectangular proportions is recommended. For example, the vertical emphasis of existing buildings should be maintained. New buildings should maintain existing building lines and, depending on context be 2 or 3 storeys in height with roofs pitched at an angle of between 30°/45°. External front walls should be of smooth render rather than dashed.

48.3 New shop fronts should relate to the width of the plot and not be carried uniformly over the frontage of what were two or more buildings. Their style could be traditional or modern provided their complete front including display, entrance, surround and lighting is considered as one integrated composition related in form to the building above.

48.4 Advertising signs should reflect the width and scale of the building. Well-proportioned fascia boards with traditional hand-painted or good quality applied lettering are preferable to long and deep plastic boxes. Where buildings present frontages to two streets, signs will be allowed on both frontages. Where a building fronts one street only, the placing of signs on side or rear elevations will be strictly controlled. Signs will not be permitted where there is a danger that their proliferation will be detrimental to amenity or hazardous to traffic.

## FINTONA

### 49.0 Introduction

49.1 Fintona is the District's second largest town with an estimated population in 1987 of 1,650. There has been steady growth from the 1971 population of 1,190. **It is anticipated that this may grow to 2,050 by 2002.**

49.2 Standing above Ecclesville Demesne with its wooded parkland, Fintona is situated on the Quiggery Water. It is 8 miles south of Omagh on the B122 to Fivemiletown at the junctions with the B168 to Beragh, the B46 to Dromore, and the B80 to Tempo. As a local town it functions as a market and service centre for its hinterland, as a residential centre and dormitory town for people working elsewhere, and as a local social centre with recreational facilities. The town has a fairly tightly-nucleated core around its long, narrow and undulating Main Street.

### 50.0 Appraisal

50.1 Fintona contains a number of derelict buildings, gap sites and under-used backlands which reflect a low level of economic activity. This air of underdevelopment points to the need for measures to improve the town's vitality.

50.2 Fintona has experienced substantial growth in the last two decades. There is now a lack of land zoned for further housing development. Much of the housing stock is concentrated in the areas of Dromore Road and Craigavon Park.

50.3 Little industrial development has taken place over the period of the West Tyrone Area Plan. Lands zoned in that Plan have become less suited to industry because of the development of new housing nearby. It is necessary, therefore, to zone alternative land for industry.



*Main Street, Fintona*

50.4 Fintona's provision of open space is adequate but is concentrated, to the south of the town. It is necessary to identify a site for playing fields at Dromore Road where public and private housing have concentrated. The town park has little tree-cover and would benefit from landscaping. The Quiggery Water has no public access behind the Main Street and is strewn with rubbish. In contrast where it passes through the grounds of the golf club, it is an attractive feature. Fintona also possesses areas of woodland which are worthy of protection.

50.5 The existing car park and its environs need environmental uplift. New car parking is required at Main Street where on-street parking obstructs passing traffic. In addition a new junction is required at the Tattyreagh and Ecclesville Roads.

50.6 A number of factors constrain zoning and limits of development in Fintona. These include:-

- ☐ **Unsuitable topography. Castletown Hill to the north of the town and the higher reaches of Liskey Brae to the west are thus excluded;**
- ☐ **land liable to flood. This involves small areas near the Quiggery Water;**
- ☐ **areas of high amenity, such as the river valley and woodland;**
- ☐ **land in close proximity to the sewage disposal works;**
- ☐ **the area which can be served by the sewage disposal works;**

# FINTONA

HOUSING

INDUSTRY

RECREATION /  
OPEN SPACE

LANDSCAPE  
POLICY AREA

PROPOSED ROAD  
IMPROVEMENTS

ACCESS POINT

PEDESTRIAN PATH

LIMIT OF  
DEVELOPMENT

Written Statement Reference e.g. 51.3.5

ADOPTION STATEMENT MODIFICATION

Footpath Deleted

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Omagh Area Plan 1987-2002

200 100 0 100 200 300 400 METRES



☐ areas of significant historical or archaeological interest. For example, the Church ruins at Church Street, the rath at Killyliss Road and ancient earthworks at Ecclesville and near Carnalea Bridge need to be protected; and

☐ the retention as open space of the golf club, Ecclesville Park and forest restricts opportunities to the south of the town.

## 50.7 Policies and Proposals

The policies and proposals for the principal land-uses in Fintona are set out in the following paragraphs.

## 51.0 Housing

### 51.1 Objectives

- ☐ to identify sufficient land for new housing;
- ☐ to provide a choice of sites in convenient locations to support the provision of a wide range of house-types for the different housing needs.

51.2 Within Fintona, 18.7 hectares of land are zoned for housing to accommodate potential development over the plan period. 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, and the need to maximise the potential of existing and proposed infrastructure.

### 51.3 Housing Zonings

51.3.1 A 3.8 hectare site is located at the northern end of the town adjacent to **Carnalea Road**. Because adequate sight-lines cannot be provided along Carnalea Road, the site should be developed around a housing distributor road accessing at the location indicated by the Plan to Carnalea Road at the laneway to the south of the landscape policy area. This access would also serve the adjacent housing zoning. To connect to the public sewer pumping will be required. In keeping with the surrounding area, development should be of low density and mature trees along the northern boundary should be retained.

51.3.2 A 6.2 hectare site lies to the north of the town and east of **Loughmuck Road**. The site should be developed around a housing distributor road accessing to Carnalea Road at the location indicated by the Plan at the laneway to the south of the landscape policy area. The access would also serve the adjacent housing zoning. Secondary access may be gained to Loughmuck Road. To connect to the public sewer pumping will be required.



Private Housing—Dromore Rd

51.3.3 A 3.0 hectare site lies at the north-western side of the town. This site should be developed from a single access at the location indicated by the Plan to the **Dromore Road** alongside the lands zoned for industry. Significant development will require the provision of drainage infrastructure.

51.3.4 A 2.2 hectare site lies to the west of **Dromore Road and south of Killyliss Road**. Access should be at the location indicated by the Plan from an existing laneway which should be improved to Private Streets standards.

51.3.5 A 2.0 hectare site lies on the eastern side of **Craigavon Road**. It should be developed from a single access to Craigavon Road.

51.3.6 A 1.5 hectare site lies to the east of **Loughmuck Road** adjacent to the new Health Centre.

51.4 In general, to reflect the size of the town, housing layouts should be in scale with their setting. New estates should be well-distributed over the town to avoid excessive concentration in particular areas.

### 51.5 Summary of Policies and Proposals

- ☐ 18.7 hectares of housing land have been zoned to meet the projected housing need over the Plan period.
- ☐ Within all major housing areas, development in-depth will be a requirement.
- ☐ The Department will encourage the provision of a range of densities and house-types as well as a variety and high standard of layout to meet a range of housing needs.
- ☐ The scale and location of new housing will be in sympathy with its immediate context and with the size of Fintona.
- ☐ High standards of layout, design and landscaping will be sought for new housing development.
- ☐ Within new housing areas developers will be required where necessary to provide pedestrian linkages and an appropriate amount of suitably located open space.
- ☐ Within the limits, there is scope for development of single dwellings.



Proposed Housing Zoning—Dromore Rd

## 52.0 Industry

### 52.1 Objectives

- ☐ to allocate sufficient land to meet the needs of industry
- ☐ to encourage a high standard of environmental quality within industrial areas.

52.2 A 0.3 hectare triangular field beside the LEDU factory on the **Dromore Road** is zoned for industry. A single access onto the Dromore Road should be provided at the location indicated by the Plan. Access to zoned housing land to the rear may have to be provided alongside this site.

52.3 The long-term industrial reserve on Dromore Road designated in the West Tyrone Area Plan has not been rezoned because of new housing development. Instead, 2.5 hectares of land have been zoned at the **junction of Tattyreagh and Derrybard Roads**. This is a flat site, capable of expansion if necessary, not near existing or proposed housing, and on the periphery of the town with access at the location indicated by the Plan to the Derrybard Road which by-passes the town centre. A sewage pumping station will be required.

52.4 Existing and proposed industrial undertakings will be encouraged to raise the quality of the environment both internally and along the perimeter through suitable planting schemes.

52.5 Provided that housing and shopping are not adversely affected, there may also be scope for small-scale industrial development on other sites or for using existing buildings. Such a proposals will be assessed on their particular merits.

### 52.6 Summary of Policies and Proposals

- ☐ 2.8 hectares of land have been zoned to meet the likely industrial need over the Plan period.
- ☐ All proposals will be required to include a scheme of landscaping.
- ☐ Existing and proposed industrial undertakings will be encouraged to upgrade their immediate surroundings by landscaping.
- ☐ Small-scale industrial development in other locations will be assessed on its impact on adjoining development.

## 53.0 Recreation and Open Space

### 53.1 Objectives

- ☐ to identify sufficient land for both active and passive recreational activities
- ☐ to identify and protect from development areas of high amenity.



*LEDU Factory—Dromore Rd*



*Golf Club, Fintona*



*Proposed Amenity Walk Along Quiggery Water*

53.2 The Department will seek to retain areas of existing public and private open space within the town. Where there is pressure to develop and change the use of open space, its retention will be ensured except where community need no longer exists and no particular amenity attaches to the land.

53.3 To the **north-west of Ashfield Gardens**, in which area there is a concentration of new housing, a 1.7 hectare site is zoned for playing fields. This will largely replace the West Tyrone Area Plan's designation of the lands as an industrial reserve and provide active recreational facilities for existing and proposed housing in an area removed from existing provision.

53.4 Two other areas are zoned for both active and passive recreational use. It is proposed to provide an 11.5 hectare **extension to Ecclesville Park**. This is a major amenity site with opportunities for an equestrian centre and other tourist facilities. The other site of 0.4 hectares is at **Church Street** and includes the grounds of the old Church and graveyard.

53.5 Additional play areas should be provided throughout the Plan period as required in association with new housing.

53.6 The Plan proposes the improvement of existing amenity open space. It is proposed that the Quiggery Water be opened to the public with the provision of a **riverside walkway running from New Bridge to Meadowbrook**. The Department would encourage extension of that walk to Carnalea Road with further links to the town centre and housing areas.

53.7 Several areas are designated as landscape policy areas. They include small wooded areas adjacent to the sewage disposal works, the woodland surroundings of the Manse, Dunamona House and the Rectory, as well as land north of Carnalea Road to provide a buffer between 2 large areas of housing.

#### 53.8 *Summary of Policies and Proposals*

- ☐ —Public and private open space within the town will be retained.
- ☐ —13.6 hectares of land has been zoned for recreation and open space.
- ☐ —The amenity potential of the river will be protected and enhanced.
- ☐ —The Plan will facilitate the protection of particular sites through the application of landscape policy areas.



*Ecclesville Park*

## 54.0 Town Centre

### 54.1 Objective

□ —to promote a more vibrant town centre and increase its attractiveness by encouraging its regeneration and the redevelopment of run-down areas, by protecting and enhancing the built environment, and by landscaping.

54.2 Retailing and general commercial activity are concentrated along Main Street. The Plan will endeavour to reinforce this pattern. Beyond this central area, retailing will only be acceptable where it serves a local need.

54.3 Fintona has some good traditional architecture which it is desirable to retain and improve. Its appearance would be improved by the renovation of derelict buildings and the redevelopment of gap sites. As stated earlier measures for the environmental improvement of the town will be considered, subject to the availability of the funding. Landscaping should be provided as part of the proposed Riverside Walk and to improve the appearance of the carpark, Fairgreen, and to screen the sewage works. The use of Comprehensive Development powers in respect of the under-used backlands on either side of the Main Street will also be considered.

### 54.4 Summary of Policies and Proposals

□ New shopping development will be concentrated in the central area except where small shops are required to serve local need;

□ The retention and enhancement of traditional architecture will be encouraged;

□ All new development and refurbishment will be expected to meet high standards of design particularly in respect to shop fronts and advertising; and

□ The implementation of town centre environmental improvement schemes will be encouraged.



Traditional Frontages on Main St

## 55.0 Transportation

### 55.1 Objectives

To improve the effectiveness of the Fairgreen Throughpass Road in reducing traffic congestion in the town centre; and

to improve general accessibility and reduce vehicular and pedestrian conflict throughout the town.

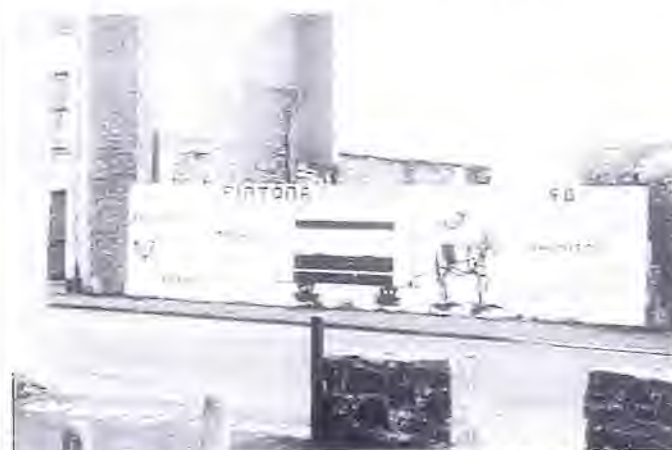
55.2 A considerable volume of traffic passes through Fintona which is located at the junction of 2 important cross-country routes, namely Omagh-Fintona/Fivemiletown and Dromore-Ballygawley. While the new route via Fairgreen is available to carry through-traffic clear of the main shopping area some traffic still uses the traditional Main Street route causing conflict and congestion and detracting from the amenity of the area. The Fairgreen route is affected by poor channelisation of traffic on the approaches, especially at Dromore Road and by a narrow and poorly aligned bridge over the river.

### Proposals

55.3 It is proposed through a programme of improvement works and associated measures of traffic management to direct through-traffic, particularly heavy goods vehicles, towards the Fairgreen Road and actively discourage it from travelling via Main Street. To encourage further use of this road it is proposed that the river bridge be reconstructed on a new alignment. The Plan also includes proposals for the realignment of the Omagh Road near its junction with Fivemiletown Road to remove a hazardous double bend.

55.4 Within the town centre it is proposed that improvements to footways, planting and other environmental works will be undertaken to enhance the attractiveness of the town. The development of a network of riverside and other amenity footpaths will be encouraged to exploit Fintona's fine natural setting.

55.5 Environmental improvement of the Tramway carpark is proposed and new off-street car parking provision is proposed at Main Street. Development of the proposed gap site carpark should facilitate a landscaped walkway to the river.



Gap Site on Main St. Frontage with Potential for Pedestrian Access to River



**DROMORE**

**HOUSING**

**INDUSTRY**

**RECREATION /  
OPEN SPACE**

**LANDSCAPE  
POLICY AREA**

**PROPOSED ROAD**

**PEDESTRIAN PATH**

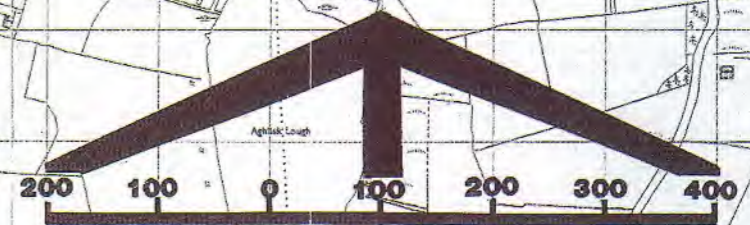
**ACCESS POINT**

**LIMIT OF  
DEVELOPMENT**

Written Statement Reference e.g.58.3.2

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Omagh Area Plan 1987 - 2002



METRES

## DROMORE

### 56.0 Introduction

56.1 Dromore is the District's second largest local town with an estimated population in 1987 of 1,000. There has been steady growth from a population in 1971 of 731. **It is anticipated that it may grow to 1,400 by 2002.**

56.2 It is situated 9 miles south-west of Omagh on the A32 to Enniskillen at the junctions with the B46 to Trillick, the B46 to Fintona, and the B84 to Drumquin. As a local town it functions as a market and service centre for its hinterland. In particular the building and building/agricultural suppliers trades exert an extensive influence. It also functions as a residential centre and dormitory town for people working elsewhere, and as a local service centre with recreational facilities. Dromore has a tightly nucleated core around its short and narrow Main Street which is also a part of the main traffic route from Omagh to Enniskillen.

### 57.0 Appraisal

57.1 Dromore contains a number of derelict buildings and extensive under-used back-land. This appearance of underdevelopment reflects the town's level of economic activity and illustrates the need for measures to improve its vitality.

57.2 Dromore's growth in the last two decades has been due largely to the development of Public Authority Housing. Much of the new housing has concentrated to the west of the town in large estates at Fairview Gardens.

57.3 The unavailability of land previously zoned at Trillick Road means that it is necessary to identify an alternative site for industrial development.

57.4 Dromore has a serious lack of recreational open space and has little amenity open space. Its total provision is 4 small play areas, no playing fields, and a tiny landscaped area at Fair Green.

57.5 Congestion occurs in the narrow central streets caused by conflict between through-traffic and local shoppers and servicing. Moreover, whereas a car park behind the old creamery has enabled rear servicing of 2 building-suppliers, its orderly use by the public is hampered by haphazard arrangements for servicing.



Main St., Dromore



Junction of Stoney Batter and Main St

57.6 A number of factors constrain zoning and limits of development in Dromore. These include:-

- ☐ **The steep hills to the west and south of the town;**
- ☐ **the gravity catchment of the sewage disposal works. Large-scale development outside the catchment area will require the provision of new infrastructure;**
- ☐ **land in close proximity to the sewage disposal works. Early in the Plan period, this restraint will be removed when the existing works are removed and a new one built outside the town.**
- ☐ **areas of significant historical or archaeological interest. The sites and vicinity of the historic Cross site at Church Brae and of the Church ruins at John Street will be protected; and**
- ☐ **the previous unavailability of lands owned by the Churches. In the past this has restricted development of lands zoned in the former Plan.**

#### 57.7 Policies and Proposals

The policies and proposals for the principal land-uses are set out in the following paragraphs.

### 58.0 Housing

#### 58.1 Objectives

- ☐ **to identify sufficient land for new housing**
- ☐ **to provide a choice of sites in convenient locations to support the provision of a wide range of house-types for different housing needs.**

58.2 Within Dromore 16.1 hectares of land are zoned for housing to accommodate potential 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, and the need to maximise the potential of existing and proposed infrastructure.

### 58.3 Housing Zonings

58.3.1 An 8.3 hectare site lies to the **north-east of the town**. While access is available to the **main road to Omagh**, such access will be limited to a maximum of 2 locations as indicated by the Plan and will have appropriate road markings. Ribbon development onto the main route will not be allowed. Development should be broken down into a number of small units in sympathy with the size of the town, incorporating a variety of house-types and layout together with landscaping. Significant landscaping strips should be provided. Development depends on the provision of a new sewerage system.

58.3.2 A 0.7 hectare site lies to the **north of the Church Brae**. It already accommodates 3 dwellings with room for approximately another 5.

58.3.3. A 1.6 hectare site lies at the southern end of the town. Access should be from **Stoneybatter** which should be improved as far as the junction with Shanmullagh Drive before development can proceed. A strip of landscaping should be provided along the western boundary and development kept below the skyline. Development should be of low density.

58.3.4 A 1.5 hectare site lies between **Stoneybatter and Irvinestown Road** immediately south of the proposed internal Distributor Road. Access should be via the **Shanmullagh** housing estate. No direct access will be allowed to the Link Road. The hedge along the western boundary should be retained, landscaping provided along the southern boundary and development kept below the skyline.

58.3.5 A 1 hectare site lies to the **east of Drumquin Road**. Development of this site has commenced.

58.3.6 A 3 hectare site lies to the north of **Crawfords Lane**. This is suitable for low density development and landscaping should be provided along the northern boundary and development kept below the skyline.

58.4 In general, to ensure a scale of development suited to a small town, housing layouts should be in scale with their setting. New estates should be well-distributed to avoid concentration in particular areas.

#### 58.5 Summary of Policies and Proposals

- ☐ **16.1 hectares of housing land have been zoned to meet the projected housing need over the plan period.**
- ☐ **Within all major housing areas, development in depth will be a requirement.**
- ☐ **The Department will encourage the provision of a range of densities and house-types as well as a variety and high standard of layout to meet a range of housing needs.**
- ☐ **The scale and location of new housing will be in sympathy with its immediate context and with the size of Dromore.**
- ☐ **High standards of layout and design and landscaping will be sought for new housing development.**



*Public Authority Housing, John St*



*Private Housing on Drumquin Rd*



*Private Housing, Stoney Batter*



*Proposed Housing Zone, Omagh Rd*

☐ Within new housing areas developers will be required where necessary to provide pedestrian linkages and an appropriate amount of suitably located open space.

☐ Within the limits there is scope for development of single dwellings.

## 59.0 Industry

### 59.1 Objectives

☐ to allocate sufficient land to meet the needs of industry

☐ to encourage a high standard of environmental quality within industrial areas

59.2 The long-term industrial reserve on the western side of the Trillick Road designated in the West Tyrone Area Plan is now white land. This is because of its apparent unavailability for development. Although unzoned, it still remains an option should the position change.

59.3 The Plan zones 2.3 hectares of land on the **eastern side of the Trillick Road**. This site is removed from existing and proposed housing areas and on the periphery of the town at the junction of the Trillick and Fintona Roads. Development depends on the provision of sewerage services.

59.4 Existing proposed industrial undertakings will be encouraged to raise the quality of the environment both within and around the boundary through suitable planting schemes.

59.5 Provided that shopping and housing are not affected, there may also be scope for small-scale industrial development on other sites or for using existing buildings. Such proposals will be assessed on their particular merits.

### 59.6 Summary of Policies and Proposals

☐ 2.3 hectares of land have been zoned to meet the projected industrial need over the plan period.

☐ All proposals will be required to include a scheme of landscaping.

☐ Existing industrial undertakings will be encouraged to upgrade their immediate surroundings by landscaping.

☐ Small-scale industrial development in other locations will be assessed on its impact on adjoining development.

## 60.0 Recreation and Open Space

### 60.1 Objectives

☐ to identify sufficient land for both active and passive recreational activities;

☐ to identify and protect areas of high amenity from development.

60.2 The Department will seek to protect areas of existing open space within the town. Where there is pressure to develop and change the use of open space, its retention will be ensured except where community need no longer exists and no particular amenity attaches to the land.

60.3 The play area at the junction of **Stoneybatter and Fintona Road** will be relocated behind **St George's Terrace** when the new internal relief road is provided. In the meantime, it will continue to serve local housing as a recreational open space. In addition, the Department will seek the provision of further play areas in association with new housing development.

60.4 To rectify the deficiency in playing fields, the Plan identifies a 4.5 hectare level site **north of the Presbyterian Church**. This site is near the main road to Omagh and should provide adequate space for playing fields, changing facilities and car parking. Should acceptable playing field facilities become available elsewhere, this site could be developed for industrial purposes, subject to the provision of suitable sewerage and drainage infrastructure and suitable access from the site onto the Omagh Road.

60.5 The old Church and graveyard between Cross Hill and the main road to Enniskillen is a 2.1 hectare site and is part of Dromore's historic core. Its wooded backdrop makes it the most attractive approach to the town and it owes much to the rocky wooded escarpment that defines the limits at this point. Its development should retain existing structures and trees and include the provision of seating and paths.



*Historic Entrance to Dromore from Irvinestown Rd*

60.6 Several sites are designated as landscape policy areas. They include land around St Dympna's house on Cross Hill where the mature wooded grounds provide an attractive backdrop to the newer development rising up Cross Hill. Another landscape policy area is situated between the sewage works and the Presbyterian Church to the north-east of the town. It slopes to a stream, and being too steep for development, offers the opportunity for landscaping. There is also the potential to include a pedestrian path to link the proposed playing field nearby to the Fair Green. Finally, there is the Church land east of Stoneybatter and its parkland setting.

#### 60.7 *Summary of Policies and Proposals*

- ☐ **Open space within the town will be retained.**
  
- ☐ **The play area at Stoneybatter will be relocated when the new internal relief road is provided.**
  
- ☐ **6.6 hectares of land has been zoned for recreation and open space to meet requirements to the end of the Plan period.**

- ☐ **The amenity of the old Church and grounds at Cross Hill will be improved to become part of a town park.**

- ☐ **The Plan will facilitate the protection of particular sites through the application of landscape policy areas.**

## 61.0 **Town Centre**

### 61.1 *Objective*

- ☐ **To promote a more vibrant town centre and increase its attractiveness by encouraging its regeneration and the redevelopment of run-down areas, by improving the flow of traffic, by protecting and enhancing the built environment and by landscaping.**

61.2 Retailing and general commercial activity are concentrated in the Main Street and Church Street areas. The Plan will endeavour to reinforce this pattern. Beyond the central area, retailing will only be acceptable where it serves a local need.



61.3 Traditional architecture should be retained and improved. Dromore's appearance would be substantially improved by the renovation of derelict buildings and redevelopment of gap sites. As stated earlier, measures for the environmental improvement of the town will be considered, subject to the availability of funding. The use of Comprehensive Development powers in respect of under-used lands behind Church Street and Main Street will be considered. This has a vehicular access to Fair Green and could have access for pedestrians to Main and Church Streets. The site has potential for accommodating a mix of commercial, light industrial and residential uses.

61.4 Elsewhere, there is scope to improve the centre with landscaping. For example, additional tree planting in the landscape policy area at Stoneybatter, at the Church Brae/John Street junction adjoining the Church Street landscape policy area, new planting at the junction to the north of Main Street, and in the possible comprehensive development area west of Main Street are recommended. Similarly, the public car park and its environs need environmental uplift.

#### 61.5 *Summary of Policies and Proposals*

- ☐ **New shopping development will be concentrated in the central area except where small shops are required to serve a local need.**
- ☐ **The Department will encourage the implementation of town centre environmental improvement schemes.**
- ☐ **The Department will consider use of its powers of Comprehensive Development for the backlands to the west of Main Street.**
- ☐ **All new development and refurbishment will be expected to meet high standards of design particularly in respect to shop fronts and advertising.**



*Proposed Comprehensive Development Area to Rear of Main St*

## 62.0 **Transportation and Infrastructure**

### 62.1 *Objectives*

- ☐ **to improve safety and reduce delay to users of the main traffic route A32 from Omagh to Enniskillen**
- ☐ **to improve conditions for residents and users of the town centre by the reduction of the volume of through traffic**
- ☐ **to replace the existing substandard sewage disposal works.**

62.2 The Omagh to Enniskillen main traffic route, an important strategic regional route passes through Dromore. The route on both approaches to the town is twisting with restricted standards of horizontal and vertical alignment. The street layout in the central area is not suited for the passage of through-traffic, much of which consists of heavy vehicles. The streets are narrow and much conflict arises between the various needs of users, namely through-traffic, servicing traffic to shops and commercial premises, public service vehicles picking up or setting down passengers, parked vehicles and pedestrians. As a result of this conflict, congestion frequently occurs and the amenity of the town centre and affected streets is seriously impaired.

62.3 It is proposed to construct an internal relief road to provide a new route for through-traffic between Omagh and Irvinestown Roads. Provision of this road will not only have the benefits for through-traffic but will result in a very significant improvement in the amenity of the centre. With through-traffic directed away from the town centre, opportunities will exist for considerable environmental improvement and this coupled with a more relaxed traffic regime should make it a much more pleasant place in which to live, shop or work. In association with the development of the new road, the opportunity will be taken to rationalise the car parking layout to ensure that servicing operations to adjacent commercial premises are kept separate from public parking areas. It is proposed that the road through the car park will be lined with trees.



*New Through-Pass Road Line Through Car Park*

### 62.4 *Summary of Policies and Proposals*

- ☐ **An internal relief road will connect the Dromore and Irvinestown Roads.**
- ☐ **The existing sewage works will be removed and a new one provided at Shannaragh outside the town.**

## CARRICKMORE

### 63.0 Introduction

63.1 Carrickmore is the smallest of the 3 local towns. Its population has grown from 398 in 1971 to 700 in 1987. It is anticipated that this may grow to 1,000 by 2002.

63.2 It is located 10 miles east of Omagh and 13 miles west of Dungannon on the B4 to Pomeroy. Its elevated situation commands a panoramic view over the surrounding countryside. As a local town it functions as a market and service centre for its hinterland, as a residential centre and dormitory town for people working elsewhere, and as a cultural and social centre with recreational facilities. Carrickmore's nucleus is centred around the triangle of Main Street, Termon Road and Creggan Road. Immediately to the south of the town, there is a rock quarry which is the main single source of local employment.

### 64.0 Appraisal

64.1 Carrickmore's growth in the last two decades has been due largely to the development of public authority housing. This new housing is concentrated at Aghagogan Park and McKeown Villas, away from the traditional core of Main Street–Creggan Road.

64.2 Industrial development has been inhibited by the lack of suitable premises to meet short-term needs and by the lack of a green field site as a longer-term reserve.

64.3 Carrickmore has good indoor and outdoor recreational facilities. Additional provision will be needed to meet the anticipated growth in population.

64.4 To improve the town's environment, retention and enhancement of traditional architecture is important and new building should be in sympathy with its neighbours. Wirescape is unduly prominent and should be placed underground. Carrickmore has a rich legacy of mature trees and these should be retained. As with the other local towns, the Department will consider measures for environmental improvement of Carrickmore.

64.5 A number of factors constrain zoning and limits of development in Carrickmore. These include:-

- ☐ **Topography and geology. Steep slopes and surface rock exclude localised areas of the town from development;**
- ☐ **the operation of a rock quarry restricts new development in its vicinity; and**
- ☐ **some land in close proximity to the sewage disposal works at Quarry Road.**

#### Policies and Proposals

64.6 The policies and proposals for the principal land-uses are set out in the following paragraphs.



*Carrickmore from Quarry Road*



*Main St, Carrickmore*

# CARRICKMORE

**HOUSING**

**INDUSTRY**

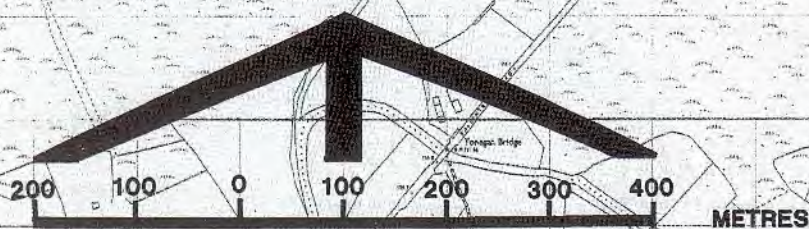
**RECREATION /  
OPEN SPACE**

**LANDSCAPE  
POLICY AREA**

**PEDESTRIAN PATH**

**LIMIT OF  
DEVELOPMENT**

Written Statement Reference e.g. 65.3.2.





## 65.0 Housing

### 65.1 Objectives

- ☐ to identify sufficient land for housing
- ☐ to provide a choice of sites in convenient locations to support the provision of a wide range of house-types for different housing needs

65.2 Within Carrickmore, 10.3 hectares of land are zoned for housing to accommodate potential 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, and the need to maximise the potential of existing and proposed infrastructure.

### 65.3 Housing Zonings

65.3.1 A site of 3.4 hectares comprising 4 pieces of ground is located to the north-west side of the town at **Mullanmore and Drumnakilly Roads**. Its development will create some continuity between development to the west and the town proper. Access could be to either public road. No ribbon development along Omagh Road will be allowed. Significant development of these areas will require the provision of drainage infrastructure.

65.3.2 A 1.0 hectare site lies in the centre of the town north of **McKeown Villas** and fronts onto **Hazelhill Road**, which will require improvement before development can proceed.

65.3.3 A 0.7 hectare site lies on the **eastern side of Hazelhill Road** beside the wooded grounds of Glenview House. The public road will require improvement before development can proceed.

65.3.4 A 1.5 hectare site lies at the southern end of the town to the **east of Termon Road** and should be developed from a single access to Termon Road. Ribbon development along the public road will not be allowed. Boundary trees should be retained, subject to requirements for access. Development should be low density.

65.3.5 A 0.9 hectare site lies to the **rear of Aghagogan Park**. Access should be to the public road via the existing estate road. Part of the site has been developed.

65.3.6 A 2.8 hectare site lies to the **west of Termon Road**. No ribbon development along the public road will be allowed. There should be one single access to Termon Road. A substantial scheme of landscaping shall be provided along the northern boundary with Aghagogan Park as well as on the lower ground along the south eastern boundary. Development should be of low density.

65.4 In general, to reflect the size of the town, housing layouts should be in scale with their setting. New estates should be well-distributed to avoid concentration in particular areas.



*Public Sector Housing, Termon Rd*



*Private Sector Housing, Drumnakilly Rd*

### 65.5 Summary of Policies and Proposals

- ☐ 10.3 hectares of land have been zoned to meet the projected housing need over the Plan period.
- ☐ Within all major housing areas, development in depth will be a requirement.
- ☐ The Department will encourage the provision of a range of densities and house types as well as a variety and high standard of layout to meet differing housing needs.
- ☐ The scale and location of new housing will be in sympathy with its immediate context and with the size of Carrickmore.
- ☐ High standards of layout, design and landscaping will be sought for new housing development.
- ☐ Within new housing area, developers will be required where necessary to provide pedestrian linkages and an appropriate amount of suitably located open space.
- ☐ Within the limits there is scope for development of single dwellings.

## 66.0 Industry

### 66.1 Objectives

- ☐ to allocate sufficient land to meet the needs of industry
- ☐ to encourage a high standard of environmental quality within industrial areas

66.2 The Plan zones a 5.7 hectare site to the south of the town on the **Quarry Road** for industrial development. Access should be at the location indicated by the Plan. Whereas this site is removed from the town, it is within reasonable distance, away from housing development, has access to a road used to by-pass the town, and is readily capable of expansion. The provision of a sewage pumping station will be required.

66.3 Existing and proposed industrial undertakings will be encouraged to raise the quality of the environment, both internally and along the perimeter through suitable planting schemes.

66.4 Provided that shopping and housing are not affected, there may also be scope for small-scale industrial development on other sites, or for using existing buildings. Such proposals will be assessed on their particular merits.

### 66.5 Summary of Policies and Proposals

- ☐ 5.7 hectares of land have been zoned to meet the projected industrial need over the plan period.
- ☐ All proposals will be required to include a scheme of landscaping.
- ☐ Existing industrial undertakings will be encouraged to upgrade their immediate surroundings by landscaping.
- ☐ Small-scale industry in other locations will be assessed on its impact on adjoining development.

## 67.0 Recreation and Open Space

### 67.1 Objectives

- ☐ to identify sufficient land for both active and passive recreational activities
- ☐ to identify and protect areas of high amenity from development

67.2 The Department will seek to protect areas of existing open space within the town. 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.

67.3 A 1.8 hectare site has been identified adjacent to the existing District Council facilities off **Termon Road** for the provision of a playing field.

67.4 Additional play areas should be provided throughout the plan period as required in association with new housing.

67.5 The Plan identifies a 2.0 hectare site for a town park to the south of **Creggan Road**. This land with its steep slopes, rocky outcrops, mature trees, and view of the countryside is suitable for walks, sitting/picnic areas and additional tree-planting. It should be linked by footpath to the proposed recreational open space.

67.6 A number of sites are designated as landscape policy areas. Carrickmore's wooded areas have a high amenity value. The most significant areas are around the Parochial House, Glenview House the police station and south of Dean Brian McGuire's Secondary School. Others are in the vicinity of historic sites.



St. Collumbkille's Church, Creggan Rd

### 67.7 Summary of Policies and Proposals

- ☐ Public and private open space within the town will be retained.
- ☐ 3.8 hectares of land have been zoned for recreation and open space to meet requirements to the end of the Plan period.
- ☐ Additional play areas should be provided as necessary in association with new housing.
- ☐ The Plan will facilitate the protection of wooded and historic sites by the application of landscape policy areas.

## 68.0 Town Centre

### 68.1 Objective

- ☐ to promote a more vibrant town centre and increase its attractiveness by encouraging its regeneration, improving accessibility for pedestrians, as well as protecting and enhancing the built environment and by landscaping.

68.2 Retailing and general commercial activity are concentrated in the areas of Main Street and Creggan Road. The Plan will endeavour to reinforce this pattern. Beyond the central area, retailing will be acceptable only where it serves a local need.

68.3 Measures for the environmental improvement of the town will be considered, subject to the availability of funding. There is scope to improve the town centre with landscaping, particularly the area in front of the Cattle Mart at Creggan Road. Its informal spaces between the angled frontage of the building are a unique feature of the town and should be retained and planted.

68.4 Conditions for pedestrians would be improved by the provision of a footpath along Hazelhill Road. This would link the primary school with the housing at Termon Road, and the proposed town park with the proposed recreational open space.

68.5 To overcome the problem of prominent wirescape, the Plan recommends its undergrounding. This would improve the visual amenity of the Main Street.

#### 68.6 *Summary of Policies and Proposals*

- ☐ New shopping development will be concentrated in the central area except where small shops are required to serve a local need.
- ☐ The Department will encourage the implementation of environmental improvement schemes.
- ☐ A footpath will be provided along Hazelhill Road.
- ☐ All new development and refurbishment will be expected to meet high standards of design, particularly in respect of shop-fronts and advertising.
- ☐ The Plan recommends the undergrounding of overhead wires.



*New Footpath Proposed for Hazelhill Rd*

## 69.0 Transportation

69.1 Low volumes of traffic pass through Carrickmore. The Pomeroy to Sixmilecross Road, which is the main road in the area passes close to the town on the southern side. The roads within the limits of development therefore are not subject to heavy traffic flows and the town is unusually free of conflict between local and nonlocal traffic.

69.2 No new roads are proposed within the town's limits, but there is considerable scope for the upgrading of existing roads system to improve pedestrian facilities, road safety and environmental or amenity conditions. The Department would intend to implement a program of minor improvement works to address such issues as necessary. A high priority within this programme would be afforded to the provision of a footway along Hazelhill Road.



*View over Houses on Creggan Rd*



*Environmental Improvement Opportunity on Creggan Rd*



Part Six  
Statement of Policies,  
Proposals and Maps -  
Villages



## 70.0 Introduction

70.1 Villages are the third level in the hierarchy of settlements providing opportunities for development. Nine villages are designated by the Plan. These are Beragh, Drumquin, Gortin, Greencastle, Loughmacrory, Mountfield, Seskinore, Sixmilecross and Trillick.

70.2 In the past, the villages served as local market and commercial centres for their hinterland. Factors such as increasing car ownership, changing shopping habits, and patterns of employment have changed this historic role. This has resulted in the gradual loss of their reason for being, which now depends on a disparate collection of functions, none of which is dominant.

70.3 Although the commercial market role of the villages has declined, they still support certain types of shopping facilities. Their small size makes them unattractive to incoming industrialists. With no substantial market or industrial base, they lack a self-sustaining force for growth. Consequently, many of the villages exhibit signs of decay and dereliction. They are not sharing in the commercial expansion of the District, nor are they providing a focus for the demand for private rural dwellings. New house building in recent years in the villages has been mostly by the Northern Ireland Housing Executive. This has been the main cause of growth.

70.4 The Plan recognises that regeneration of these villages depends on maintaining the remaining commercial functions and of building on the existing social and recreational facilities. Within the villages the plan encourages private housing by allowing for development of single dwellings as well as in-depth schemes. As regards industrial development, the Department will encourage and assist local enterprise to find suitable sites, and limits of development are drawn to maximise choice. The main role of the village however is likely to be as the social and recreational focus for its hinterland. The Plan therefore encourages the development of playing-fields and community facilities by identifying lands suitable for recreational and amenity use. Moreover to improve the appearance of the villages, schemes of environmental improvement may provide a further catalyst to regeneration.

70.5 Limits of development are drawn around the villages in a manner that allows choice of site for all the principal and-uses. Development within each village should be sympathetic to its setting in terms of design, scale and layout. While encouraging new development to locate within the limits, the Department will preserve the form of the villages by controlling rural sprawl immediately outside the limits.

## 71.0 Objectives

71.1 Policies and proposals for villages in Omagh District are drawn up to achieve the following objectives:

- 1. To ensure that each village has within its limit of development sufficient land to meet expected needs throughout the Plan period and to allow for a range of different forms of development.**
- 2. To ensure that the form and character of each village and its surrounding countryside are protected and to prevent urban sprawl, ribbon development and the coalescence of settlements.**
- 3. To promote vibrant village centres and increase their attractiveness as places in which to live, work, use and invest by protecting and enhancing their physical environment.**
- 4. To make effective use of existing and new infrastructure.**
- 5. To encourage and strengthen community identity and the role of the village as a social and recreational focus for its hinterland by identifying land suitable for recreational use and by encouraging the provision of other social and recreational facilities on suitable sites.**
- 6. To conserve and enhance the natural and man-made environment through the application of physical planning policies and the development of high quality new environments.**

71.2 Within most of the designated villages demand for development will be limited over the Plan period and in the main will be for housing. There will also be a need for recreational and open space, industrial, commercial, community and tourist facilities. Infra-structural improvements such as road or sewerage schemes may be required in some instances.

71.3 The village plans consist of a written statement and map. The statement explains the policies and proposals and may indicate particular sites for certain uses. Maps however zone no specific sites for particular uses. Rather they define a limit of development. Within the limit there may be a number of sites which equally satisfy that village's needs. Limits are drawn to ensure that proper integration of new development into the village, to maximise the use of existing infrastructure, to take account of existing constraints, and to preserve natural features. The development of some land within the limits may be difficult or unsuitable because of the unavailability of services. Limits are drawn widely to take account of this and to provide flexibility in choice of site for the developer.

## 72.0 BERAGH

### Existing Situation

72.1 Located 7 miles east of Omagh on the B158, beside the Cloughfin River, Beragh is one of the two largest villages in the District. Its population has grown to an estimated 560 in 1987. In form it is essentially a street village fronted by 2 and 3 storey buildings with long back gardens. There are a number of rundown buildings on Main Street and an absence of planting. The village has tended to ribbon along the roads to Omagh and Sixmilecross.

72.2 The only recent housing development is the Northern Ireland Housing Executive's Springwell Drive on Fintona Road. Private housing has been limited to a few single dwellings on the edge of the village. Shops are confined to the main street and include the normal range. The village has 2 primary schools, a new church, play area and a Gaelic Football Pitch. For much of the village sewage has to be pumped to the treatment works which has some spare capacity. Three ancient monuments are located in the vicinity. Because of difficult topography and problems of access much of the land behind and adjacent to the main street has not been developed. Even if access could be obtained, development would be constrained in providing sewerage facilities.

### Proposals

72.3 A wide limit of development is drawn for Beragh to provide a good choice of potential sites, and is based on topography and existing services. It includes land suitable for both in-depth housing, industry and single dwellings. The scale, layout, design and landscaping of new development should be in sympathy with the size and form of the village. Most of the land can connect to the existing public sewer. On land not served at present, a limited number of dwellings may require septic tanks, whereas substantial development would require the provision of a pumping station. **Expansion of the village along the Sixmilecross Road (B46) will be prevented by the designation of a Policy Area as far as Sixmilecross.**

72.4 Any new retail development should be accommodated within Main Street. Proposals for commercial or industrial development elsewhere in the village will be judged on their merits. A site on Fintona Road is well suited to industrial development. Additional land suitable for a kickabout pitch is located on the eastern end of Cloughfin River. The Department recommends a scheme of environmental improvement such as planting and enhancement of the appearance of Main Street.



Main St, Beragh

Traditional Frontages on Main St

# BERAGH

LOWER



LIMIT OF DEVELOPMENT ●●

0 100 200 METRES

## 73.0 DRUMQUIN

### Existing Situation

73.1 Located 10 miles west of Omagh on the B50, Drumquin is one of the 2 largest villages in the District. Its population has grown to an estimated 550 in 1987. In form it is essentially a street village tightly nucleated around Main Street at a crossing point of the Drumquin River. Newer development occupies higher ground to the east and west and ribbons southwards along the Omagh Road.

73.2 The only recent housing development is the Northern Ireland Housing Executive's Loughrey Terrace, Fairgreen Gardens and Langfield Crescent. Private housing has been limited to a few single dwellings on the edges of the village. Shops are confined to the Main Street and Manse Road, and include the normal range. The village has 2 primary schools, a church, a hall, playing fields and 2 play areas. Large areas of land near the village core are liable to flood. However, much of this land is used for playing facilities, making Drumquin one of the best provided settlements in the District.

### Proposals

73.3 Drumquin's limit of development which is constrained by difficult topography around the village, has been drawn to include a wide choice of locations for both housing developments and single dwellings. Some land on the edge of the village cannot readily be connected to the public sewer, and may be suitable for single dwellings utilising septic tanks. More substantial development of these lands would depend on the provision of a sewerage pumping station. The large area of land south of Willmount Road cannot connect to the public sewer by gravity, and its development should take place comprehensively in conjunction with the provision of a pumping station. Most of the other land within the limits can be readily serviced, and would be suitable for housing or, on suitable sites, for industrial development. The scale, layout, design, and landscaping of new development should be in sympathy with the size and scale of the village. Further ribboning along the roads to Castlederg and to Omagh will be resisted, as will additional development along the road to Dooish so as to preserve the identities of the 2 settlements. **The village's sewage works is to be replaced early in the Plan period with a new plant located some distance to the north. This will free for development some additional land located close to the existing works.**

73.4 Any new retail development can be accommodated in Main Street. Proposals for commercial or industrial development elsewhere in the village will be judged on their merits. Whereas no additional provision of playing fields is required over the Plan period the development of a riverside walk and landscaping is recommended. Moreover the Department recommends a scheme of environmental improvement to enhance the Main Street and amenity areas.

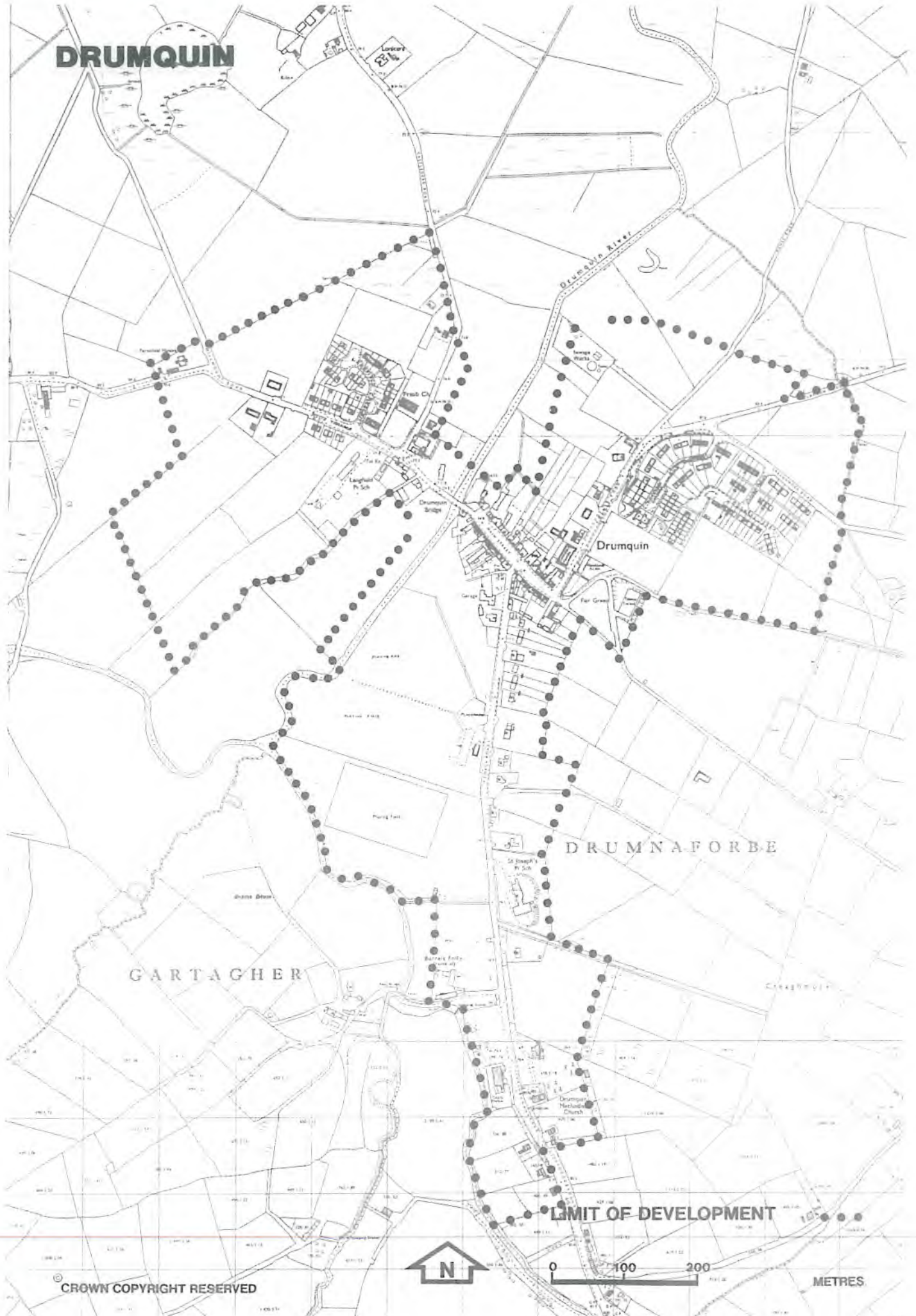


*Traditional Street Frontage, Drumquin*



*Bridge at End of Main St*

**DRUMQUIN**

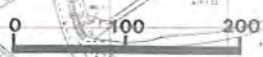


Drumquin

DRUMNAFORBE

GARTAGHER

**LIMIT OF DEVELOPMENT**



METRES

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## 74.0 GORTIN

### Existing Situation

74.1 Located 10 miles north of Omagh on the B48, Gortin is the third largest village in the District. Its population has grown to an estimated 430 in 1987. It has preserved its nucleated form, being constrained from extending southwards and westwards by steeply rising ground. In form it is essentially a street village. The Sperrin AONB with its wooded hills envelops the village to give it a most attractive setting. Some development has ribboned out on Crockanboy Road.

74.2 The only recent housing development is the Northern Ireland Housing Executive's Cairn Park and Beltrim Crescent. There has been little private housing. Its wide Main Street is flanked by a mixture of traditional, commercial and residential buildings with social and recreational facilities grouped at either end. School and church property dominate the eastern and western edges of the village. It has a playing field, 2 primary schools and 2 churches. Just outside the village are tourist attractions of major significance, the Gortin Glen Forest Park and the new Ulster History Park. Beside the latter Omagh District Council has opened an attractive caravan park.



*View of Gortin over Boorin Wood Nature Reserve*

### Proposals

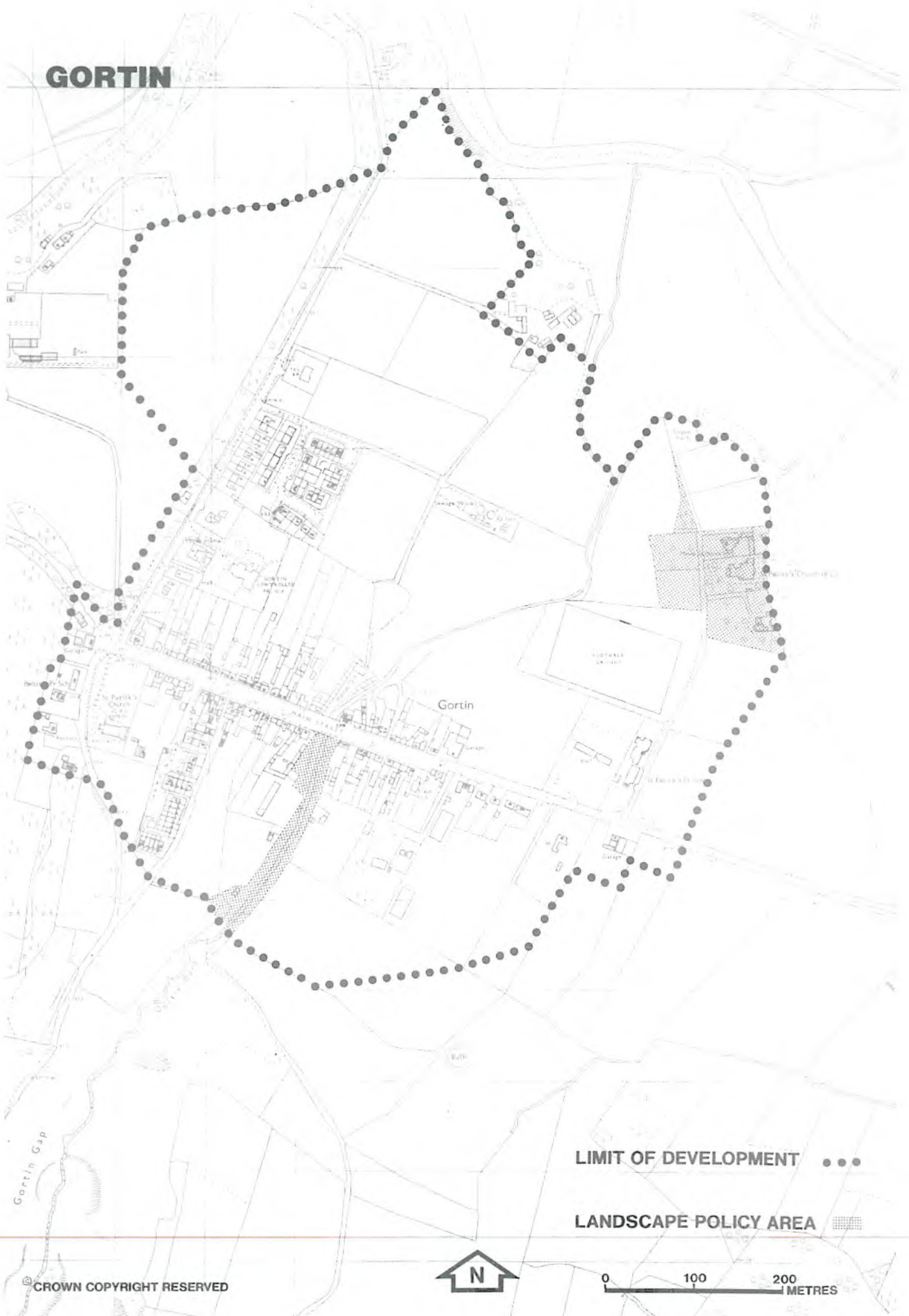
74.3 Gortin's limit of development is constrained by the rising ground to the south and west, and by a ridge which crosses the road at the eastern end of Main Street. It includes land suitable for development and capable of being serviced, lying between Main Street and the steeply rising ground to the south. As points of access to this land are limited, they will be protected from any frontage development which could sterilise the backland. The limit includes a large area of land east of Culvacullion Road suitable for housing or industry. Development of much of this land will depend on provision of a sewerage pumping station. Other land suitable for housing is located on Main Street and east of St Partick's Primary School. The scale, layout, design, and landscaping of new development should be in sympathy with the size and scale of the village. Further extension of development beyond the limits along Culvacullion, Glen Park and Crockanboy Roads will be resisted, and a Policy Area has been designated for some distance along the Greencastle Road.

74.4 Any new retail development could be accommodated in Main Street. Proposals for commercial or industrial development elsewhere in the village will be judged on their merits. Land close to the sewage disposal works may suit certain industrial uses subject to environmental safeguards. Land north of Main Street lying near the sewage works would be suitable for a village park. The Gortin Burn Walk is designated as a Landscape Policy Area. A further Landscape Policy Area around St Patrick's Church and its approach road is proposed. **Moreover to continue the environmental improvement scheme at Main Street the Plan recommends that extensive planting take place in Main Street, Gortin Burn and the District Council's proposed village park.**



*Main St, Gortin*

# GORTIN



LIMIT OF DEVELOPMENT ...

LANDSCAPE POLICY AREA [hatched pattern]



0 100 200 METRES

## 75.0 GREENCASTLE

### Existing Situation

75.1 Located 10 miles north-east of Omagh on a hillside around a crossroads, Greencastle's population has grown to an estimated 240 in 1987. Unlike most of the other villages it has no formal layout or Main Street. Most development has clustered around the crossroads where there is a livestock market and public house. A new primary school, post office, shop, pub, a small Northern Ireland Housing Executive estate at Maryville are near the crossroads. The church is a short distance along Glenhull Road. There is also a community centre and playing field, and a play area at Maryville. A new sewage works operates at half-capacity offering the opportunity for additional development.

### Proposals

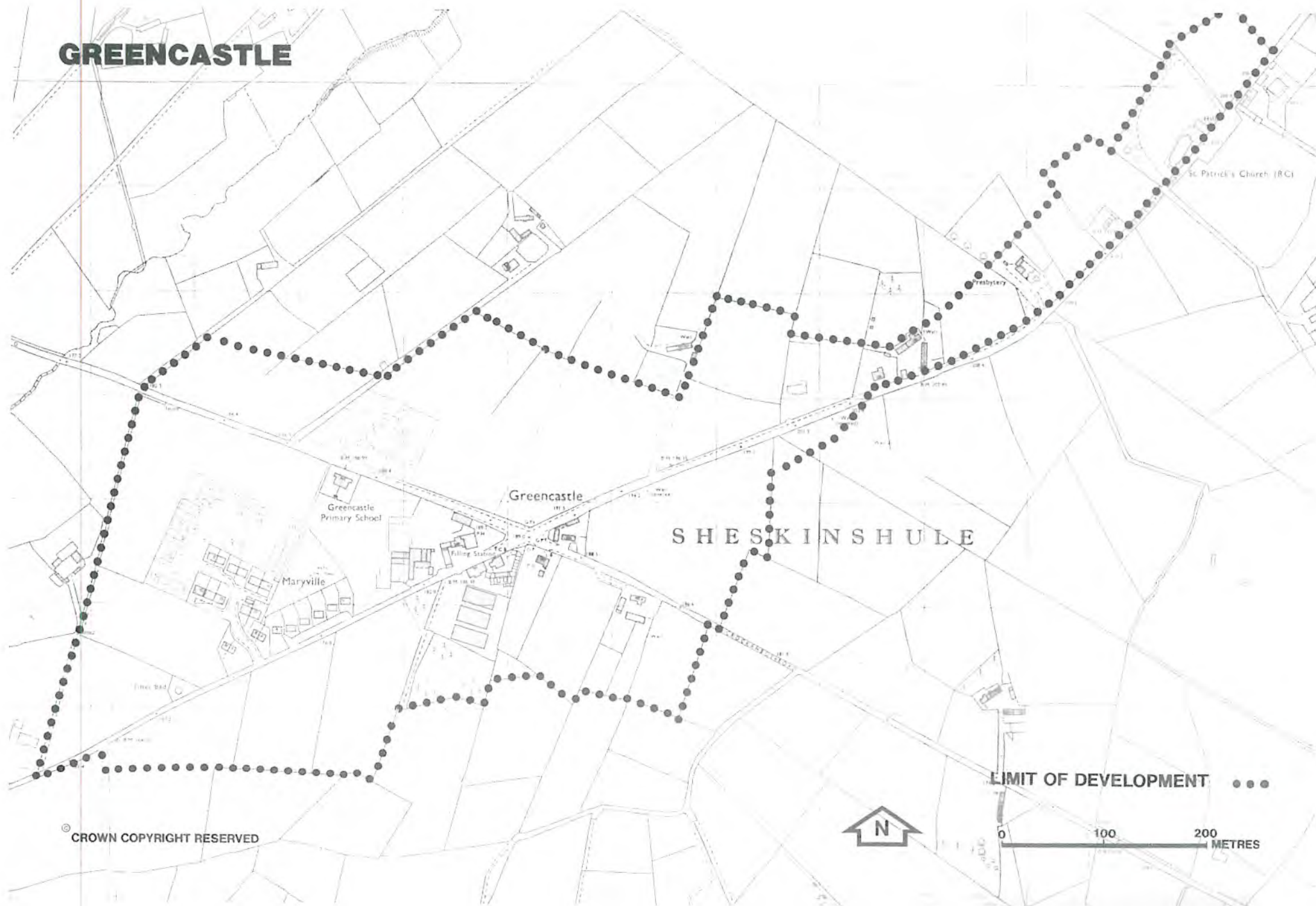
75.2 It is anticipated that most development will be single detached dwellings. The limit of development is drawn widely and extends to St Patrick's Church. Lands within the limit would suit housing or, subject to considerations of amenity, industrial uses. With the exception of a field north of the church all of these lands can connect to the public sewer. The limit on the northern part of Greencastle Road includes only land to the northwest of the road to protect the views over the countryside. Overall the scale of new development should reflect Greencastle's position in the hierarchy of settlements. Similarly layout, design and landscaping should be to a high standard. Ribbon development along all 4 roads into the village will be resisted.

75.3 Any proposal for commercial or retail development in the village will be judged on its merits. To meet recreational needs there is a suitable site beside the primary school. A scheme of environmental improvement consisting of improving footpaths and road verges and of tree planting is recommended.



Primary School, Greencastle

# GREENCASTLE



## 76.0 LOUGHMACRORY

### Existing Situation

76.1 Located 6 miles east of Omagh. Loughmacrory has grown to an estimated population of 260 in 1987. It has an attractive location on the shores of Loughmacrory. There is a scattering of private dwellings on the roads leading into the village, which also has one Northern Ireland Housing Executive estate, Loughmacrory Park. Around the crossroads are grouped a few shops, church and primary school. The village is well provided for with a playing field, play area and recreation hall. A small sewage disposal works with some spare capacity is located to the west of the village, and most land in the village can connect to the public system.

### Proposals

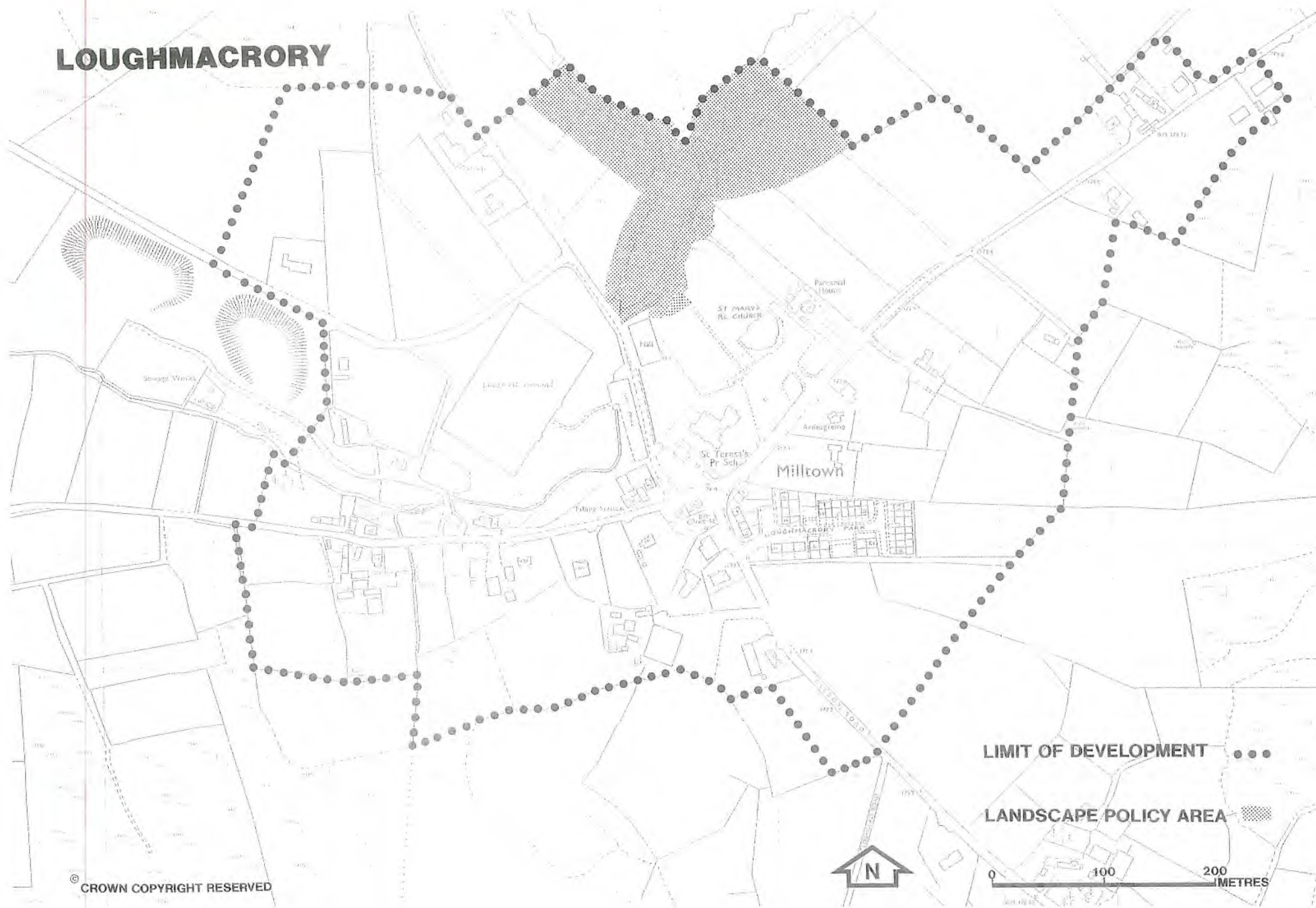
76.2 It is anticipated that future private development will be single dwellings. The limit of development has been drawn to include land suitable for these and for small housing developments. Development of road frontage sites will not be allowed to sterilise backland by land locking sites. Much land inside the limit would suit either housing or industry subject to environmental suitability. Overall the scale of new development should reflect Loughmacrory's position in the hierarchy of settlements. Similarly, layout, landscaping and design should be to a high standard. Ribbon development beyond the limits along the roads to Omagh and Carrickmore will be resisted.

76.3 Any proposals for commercial or industrial development will be judged on its merits. A site south of Loughmacrory Park is recommended as being suitable for industry. A Landscape Policy Area is designated to protect the amenity of the lake shore within the limits. By way of environmental improvement it is recommended that tree planting take place around the cross roads and recreation areas, and that attention be given to footpaths and road verges. Outside the village, measures to improve the appearance of disused gravel workings will be encouraged.



*St. Mary's Church, Lough Macrory*

# LOUGHMACRORY



## 77.0 MOUNTFIELD

### Existing Situation

77.1 Located 6 miles east of Omagh, Mountfield has grown in population to an estimated 260 in 1987. In form it has a short Main Street which has developed in an unplanned manner. Development straggles along the old Omagh–Cookstown Road and along other minor roads to a lesser extent. Its Main Street has a few shops and pubs. There are also 2 churches, a hall, a primary school, a private playing field and a playground and kickabout pitch, and a small Northern Ireland Housing Executive estate at Mullan Park. Unlike many settlements of its size, there is a new private housing estate. A small sewage works with limited spare capacity is located near the main road south of the village.



*New Private Housing at Barony Rd, Mountfield*



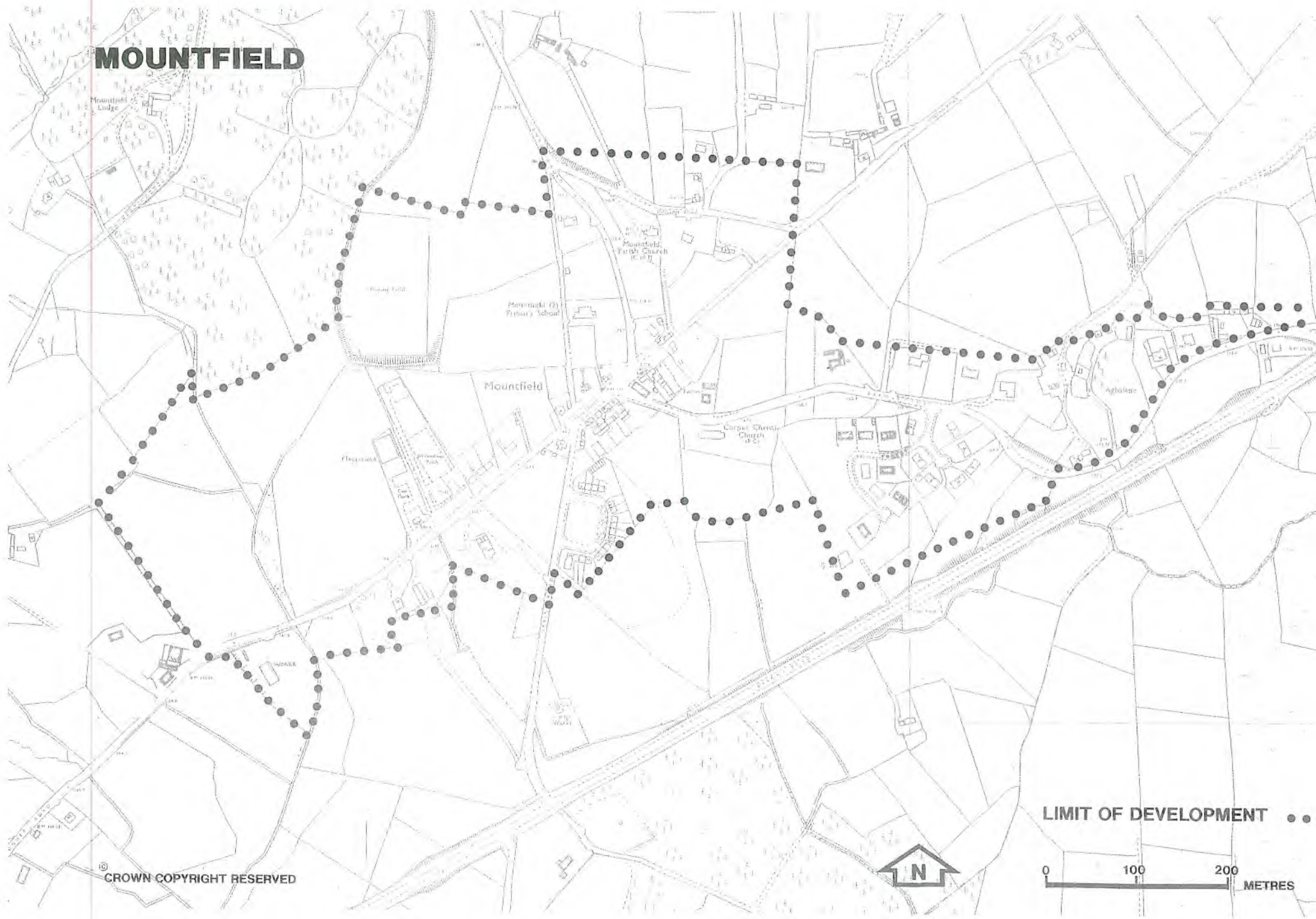
*Main St, Mountfield*

### Proposals

77.2 Mountfield's limit of development is influenced by 2 main factors, topography and the catchment area for the sewerage system. Elevated land to the north of the village and land to the south prominent from the main road are outside the limit. Other land south of Corpus Christi Church and Mullan Park are excluded because of difficulties in obtaining a satisfactory sewerage system. The limit to the east gives opportunities for some infill sites. To the west, a large area of land would be suitable for in-depth development of either housing or industry, and would require the provision of a sewerage pumping station. The scale of new development should reflect Mountfield's position in the hierarchy of settlements. Similarly, layout, landscaping, and design should be to a high standard. Ribbon development along the old Omagh Road beyond the limit will be resisted.

77.3 Any new retail development would be best located in Main Street. Applications for commercial or industrial development elsewhere within the limits, will be judged on their merits. A level site at the western end of the village is recommended as being particularly suited to industry, subject to the provision of a sewerage pumping station. To meet recreational needs a public playing field is required, and the existing private pitch would suit if acquired by the District Council. An environmental programme to upgrade footpaths and road-edges, and planting in Main Street and at recreation areas is recommended.

# MOUNTFIELD



## 78.0 SESKINORE

### Existing Situation

78.1 Located 4 miles south of Omagh, Seskinore is the District's smallest village. Its population has grown to an estimated 170 in 1987. In form it is well nucleated, centred around a Main Street but has little commercial or residential development. It has an attractive setting, adjacent to a Department of Agriculture forest.

78.2 The village's principal land-uses are 3 churches, 2 halls and a school, a small Northern Ireland Housing Executive estate, a small informal group of private houses between the 2 roads at the southern end of Main Street and a few single dwellings close to Main Street. The District Council has recently completed a new playing area opposite McDowell Terrace. Just outside the village is the Seskinore Game Farm. A new sewage works with limited spare capacity is situated on Carnalea Road near Seskinore Bridge and most land to the south and east of Main Street can be sewered by gravity.



*Main St, Seskinore*

### Proposals

78.3 Because of its proximity to Omagh, Seskinore has more potential for small private housing development than some other villages. There is also likely to be demand for single dwellings. The limit of development is drawn to allow scope for both types of development. Most land within the limits would suit either housing or, subject to environmental considerations, industry. Overall the scale of new development should reflect Seskinore's position in the hierarchy of settlements. Similarly layout, landscaping and design should be to a high standard.

78.4 Development on the land lying west of Main Street and Carnalea Road will require provision of a sewage pumping station. Development behind McDowell Terrace and on the steeply sloping site on the opposite side of the road may be constrained by drainage problems. Ribbon development along the Moylagh and Carnalea Roads will be resisted.

78.5 New retail development should be located at Main Street. Any proposals for commercial or industrial development elsewhere in the village will be treated on their merits. A site at Carnalea Road at the southern end of the village would suit industry. There are no existing playing fields and a suitable site for playing field/amenity purposes is situated on Seskinore Road opposite the Church of Ireland. A programme of environmental improvement for footpaths and road-edges as well as planting at Main Street, the Fintona-Clogher Road junction and around the recreational areas is recommended.



*Chapel of Ease, Seskinore*

**SESKINORE**

SESKINORE

Seskinore

St. Mary's  
R.C. Church

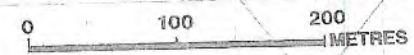
Seskinore  
Presb. Ch.

The McClintock  
Pr. Sch.

McDowell Terrace

Boaly

**LIMIT OF DEVELOPMENT** ...



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## 79.0 SIXMILECROSS

### Existing Situation

79.1 Located 8 miles south east of Omagh on the B46, Sixmilecross has grown to an estimated population of 370 in 1987, and has undergone significant improvement in recent years. Its tree-lined Main Street is enclosed at both ends.

79.2 Its principal land-uses include a good range of shops, 3 churches, halls, a primary school and a haulage depot. In common with the other villages private housing has been limited to a small number of single dwellings on the edges. Kerr Villas is an older Northern Ireland Housing Executive estate and a more recently completed one is at Meeting House Road. A rath, located within the village near the Church of Ireland Rectory is scheduled for protection under the Historic Monuments Act (NI) 1971. There is a small sewage works with limited spare capacity on Altamuskin Road near the core of the village.

### Proposals

79.3 It is anticipated that new private housing will continue to be mostly in the form of single dwellings. The limit of development includes areas suitable for both housing groups and for single dwellings. Overall the scale of new development should reflect Sixmilecross's position in the hierarchy of settlements. Layout, design and landscaping should be to a high standard.

79.4 Much land within the limit can connect to the public sewer. Land to the south of Beragh Road will require the provision of a sewage pumping station. Other lands are included on Tullyneill and Meetinghouse Roads which cannot connect to the public sewer but which might give opportunity for single dwellings using septic tanks. Drainage difficulties on Tullyneill Road will limit development to a number of single dwellings along the road frontage. The larger areas of land on the southern side of Beragh Road would be suitable for either housing or subject to environmental considerations, industry, and the land to the north of Beragh Road would be suitable for housing. The road between Sixmilecross and Beragh is designated as a Policy Area to preserve the separate identity of each village. Ribbon development on other roads out of the village, particularly along Altamuskin and Tiroony Roads will also be resisted.



Commercial Premises, Main St., Sixmilecross



Main St, Sixmilecross

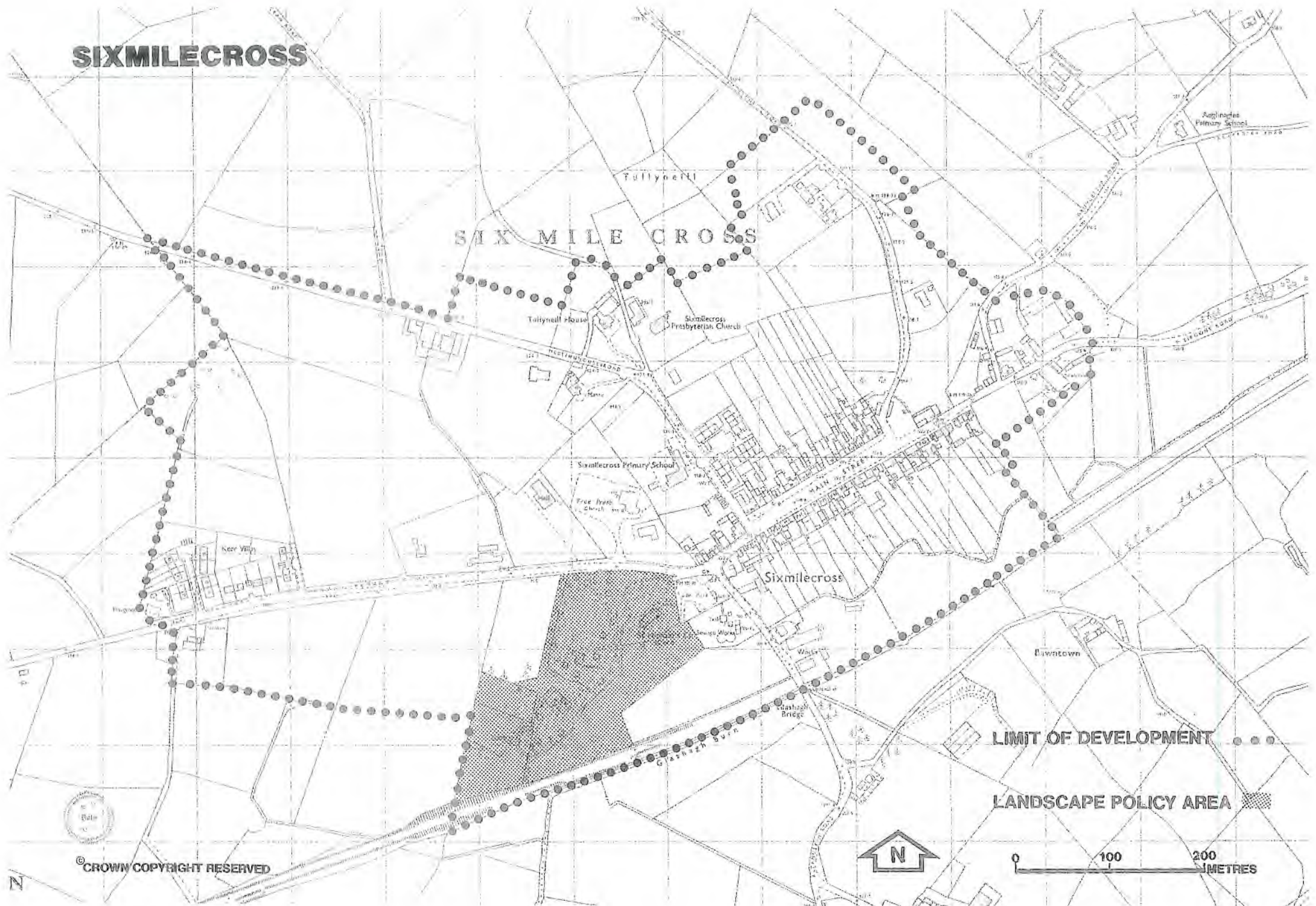
79.5 Any further retail development should be located in Main Street. Proposals for commercial and industrial development elsewhere in the village will be judged on their merits. To meet the lack of recreational facilities, land south of Meetinghouse Road is suitable for a village park. Environmental improvement works should include the improvement of the vacant site at the eastern end of Main Street, tree planting on the approaches to the village and around the proposed village park. The wood, slope, and rath around St Michael's Church and Rectory is designated a Landscape Policy Area.



Old Water Pump on Main St

# SIXMILECROSS

## SIX MILE CROSS



## 80.0 TRILLICK

### Existing Situation

80.1 Located 15 miles southwest of Omagh on the B46 at the foot of Brougher Mountain, Trillick is the District's fourth largest village. Its population has grown to an estimated 420 in 1987.

80.2 Apart from the normal range of shops it has 2 garages, 2 churches and 3 halls. There are 2 primary schools, one at either end of the village. As in other villages the modest amount of new private housing development has been limited to single dwellings. Northern Ireland Housing Executive have a new estate at Woodview Crescent and an older estate at Brunt Terrace. Recreational facilities include a play area/park and a Gaelic pitch. A sewage works lies near the core of the village. A new works is proposed outside the village to the south-west.

### Proposals

80.3 The limit of development incorporates substantial lands to allow for groups of houses and single dwellings. It takes account of the physical features such as the ridge to the north and east, and the woodland to the north-west. All the land inside the limits to the north-west can connect to the public sewer. To the south-east and east the limit includes land opposite and beyond St Scire's Primary School. These lands cannot connect to the public sewer and would require provision of a sewage pumping station. Some of these lands may however be able to connect to the new sewage works. Other lands east of Main Street will require provision of a sewage pumping station. As some of these lands may be subject to the flooding, levels of development will need particular attention. Overall, the scale of new development should reflect Trillick's position in the hierarchy of settlements. Similarly, layout, landscaping, and design should be to a high standard. Ribbon development out of the village, particularly on the roads to Enniskillen and Omagh will be resisted. Much of the land inside the limit would suit either residential or subject to environmental considerations industrial development.

80.4 Any new retail development could be accommodated in Main Street. Proposals for commercial or industrial development elsewhere in the village will be judged on their merits. A site north of the playing field on the minor road west of Main Street would suit industry but would require improvement to the junction with Main Street. The good recreational facilities could be extended into an area adjacent to the existing play area and pitch. The environment of Main Street should be improved by enhancing the appearance of footpaths and road edges as well as tree planting along Main Street, along minor roads, and around the proposed recreation area.



*Main St, Trillick*



Tampaghmore  
**TRILICK**  
Annull Hill

Annagh

C A V A N A M A R A

TRILICK

LIMIT OF DEVELOPMENT . . .



0 100 200 METRES

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Part Seven  
Statement of Policies,  
Proposals and Maps -  
Hamlets



## 81.0 Introduction

81.1 Hamlets are the fourth and bottom tier in the hierarchy of settlements. They are significant in their relationship both to the settlement strategy and to policies for the countryside. While they vary in location, form, size and function, they provide additional choice for residential location and help to retain and strengthen the District's rural communities. In this respect they have a positive contribution to make to the vitality and regeneration of the rural area.

81.2 A hamlet is the only location intended for the development of groups of houses below the tier of villages. They also provide a central location for new small shops selling convenience goods or farm supplies. Hamlets may also be a suitable location for provision of recreational facilities.

81.3 The Plan designates 24 hamlets. They include settlements of long-standing and settlements with a community identity. They are: **Altamuskin, Clanabogan, Creggan, Dooish, Drumduff, Drumnakilly, Dunmoyle, Dunmullan, Edenderry, Eskragh, Garvaghey, Gillygooly, Glenhull, Gortaclare/Moylagh, Gortnagarn, Kilskeery, Knockmoyle, Mountjoy, Newtownsaville, Roscavey, Rousky, Tattyreagh, Tircur and Tummary/Lisdoo.**

81.4 These hamlets have been designated on the basis of the following criteria:

- ☐ **The settlement should contain a number of locally significant occupied dwellings;**
- ☐ **It should contain social facilities and services which may include a sewage disposal works;**
- ☐ **It should contain commercial facilities serving it and the hinterland; and**
- ☐ **It should be the focus of an active community identity.**

To merit designation, a hamlet should meet at least 3 of these criteria. The form of existing development within the locality, its degree of nucleation or dispersal is also taken into account. In some cases where the settlement is dispersed, it has been necessary to identify separate clusters within the locality.

81.5 In the larger established hamlets, the development of small groups of houses will normally be acceptable. The number of new dwellings will depend on the provision of satisfactory arrangements for the disposal of effluent and on the size of the hamlet. Community facilities may be allowed and small shops selling convenience goods or farming supplies may also be acceptable. In general, new development should complement the existing nucleation. In the smaller hamlets, scope for development is limited to small infill sites. A number of hamlets are subject to flooding from watercourses.

81.6 Overall it is very important to try and preserve the rural character of the hamlets. Therefore, regular or formal urban layouts will be unacceptable, and informal layouts with variations in house-type and design will be encouraged. Ribbon development between clusters will be unacceptable. Individual buildings should be designed to a high standard and reflect local traditions where possible. Where small groups of buildings are proposed, landscaping should be an integral element.

81.7 Hamlet plans consist of a map and a written statement. Like the villages, detailed zonings are not defined but a limit of development is proposed for each hamlet. Its purpose is not to suggest that all land within it is suitable for development. Rather it is to indicate areas suitable for types of development not normally acceptable in rural areas such as small housing groups or community facilities. The limit will encompass a number of suitable locations for groups of houses. Equally, location within the limit does not presume automatic approval as control will be exercised to ensure a reasonable scale of development. The written statement describes the Department's policies and proposals for each hamlet and provide guidance on the type and scale of development appropriate to each hamlet. Thus adverse environmental impact can be minimised and the best use made of existing or proposed infrastructure. Beyond the limits of development, rural policy will apply and the Department will seek to protect the setting of the hamlets.

## 82.0 Objectives

82.1 The policies and proposals for hamlets are drawn up to achieve the following objectives:

- ☐ **To define limits of development which ensure an appropriate settlement form with minimal environmental impact, while allowing an adequate choice of site to permit a range of opportunities appropriate to the settlement.**
- ☐ **To protect and enhance the traditional scale and form of the hamlet and to improve its environment while preventing urban sprawl, ribbon development and the coalescence of settlements or settlement clusters.**
- ☐ **To support and make effective use of new and existing infrastructure and social facilities.**

## 83.0 ALTAMUSKIN

### Existing Situation

83.1 Located some 3 miles south east of Sixmilecross on a minor road in a remote, hilly area, Altamuskin has a strong community identity. It consists of a mile-long ribbon of development and contains 19 dwellings, a primary school, parochial hall and post office. The ends of the ribbon are defined by a bridge and valley at the south and by changes in level and road-bends to the north.

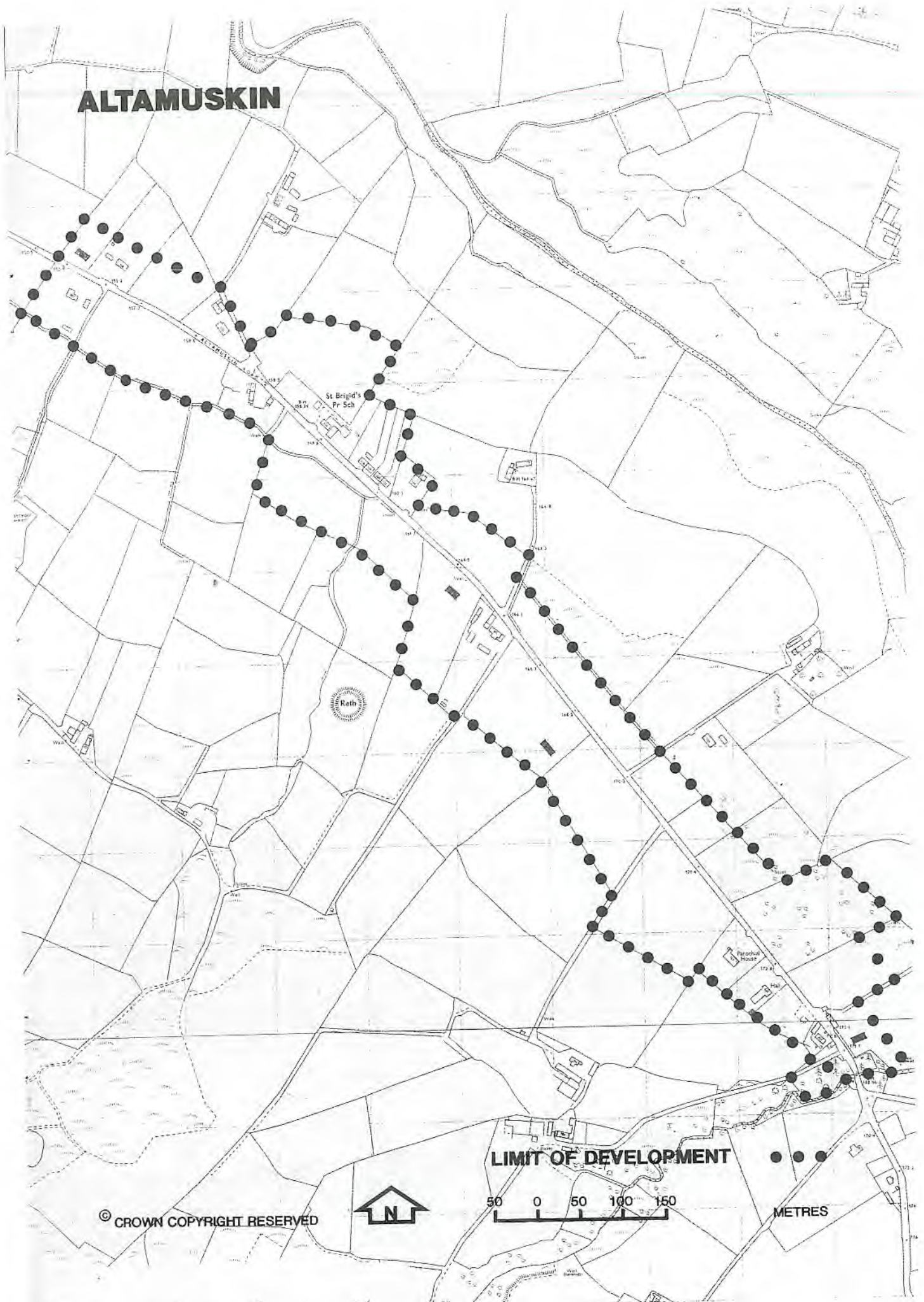
### Proposals

83.2 A limit of development has been drawn to enclose the ribbon and provide for some development of gap sites. This would be subject to satisfactory disposal of sewage effluent. The scale, layout and design of development should be in keeping with the small size and rural location of Altamuskin. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under rural policy. In particular, extension of ribbon development at either end of the hamlet will be unacceptable.



*Post Office, Altamuskin*

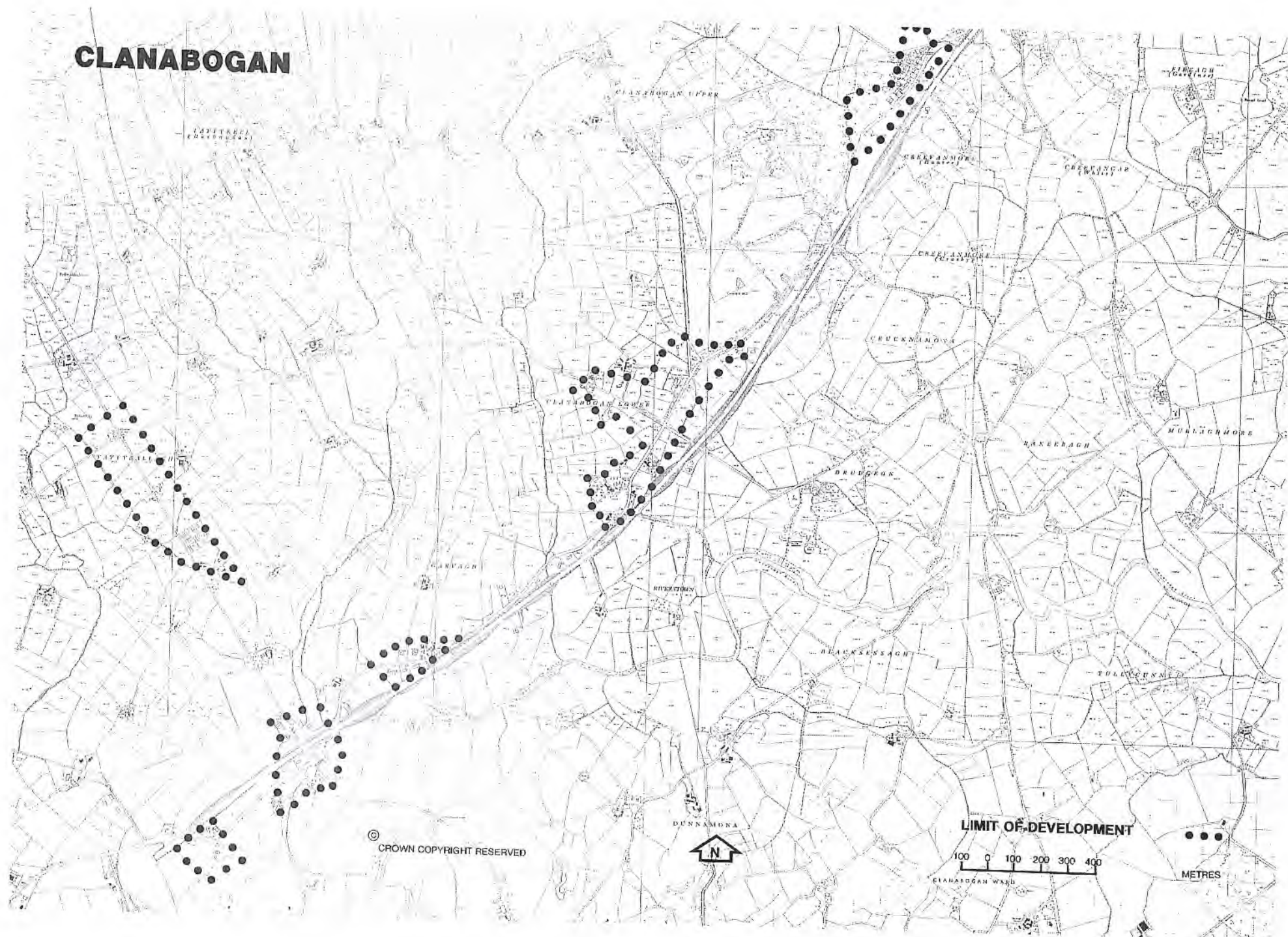
# ALTAMUSKIN



**LIMIT OF DEVELOPMENT**

**METRES**

# CLANABOGAN



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LIMIT OF DEVELOPMENT

100 0 100 200 300 400

CLANABOGAN WARD

METRES

## 84.0 CLANABOGAN

### Existing Situation

84.1 Originally nucleated around Cavanacaw Primary School 3 miles west of Omagh, Clanabogan has expanded to embrace Tattysallagh and covers a 2-mile stretch of the former main traffic route and minor roads. Between the clusters there are extensive areas of countryside. In the Clanabogan/Tattysallagh area there are 119 houses, 2 primary schools, a church, 2 shops, 2 post offices, 2 halls, a garage, a tractor sales outlet and 2 sewage disposal works.

### Proposals

84.2 A limit of development has been drawn around 6 significant clusters in the locality. Within the limit there is scope for additional development, mainly of single dwellings. New housing groups are unlikely to be acceptable because of the extent of existing development and the incapacity of sewage disposal facilities. Moreover, space for additional development in some nodes is very limited. More scope lies at Tattysallagh and Clanabogan Lower. This is subject to the satisfactory disposal of sewage effluent. The scale, layout and design of development should be in keeping with the size and rural location of Clanabogan. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy. In particular ribbon development between the nodes will be unacceptable, as also will be development onto the main traffic route and at either end of the settlement.



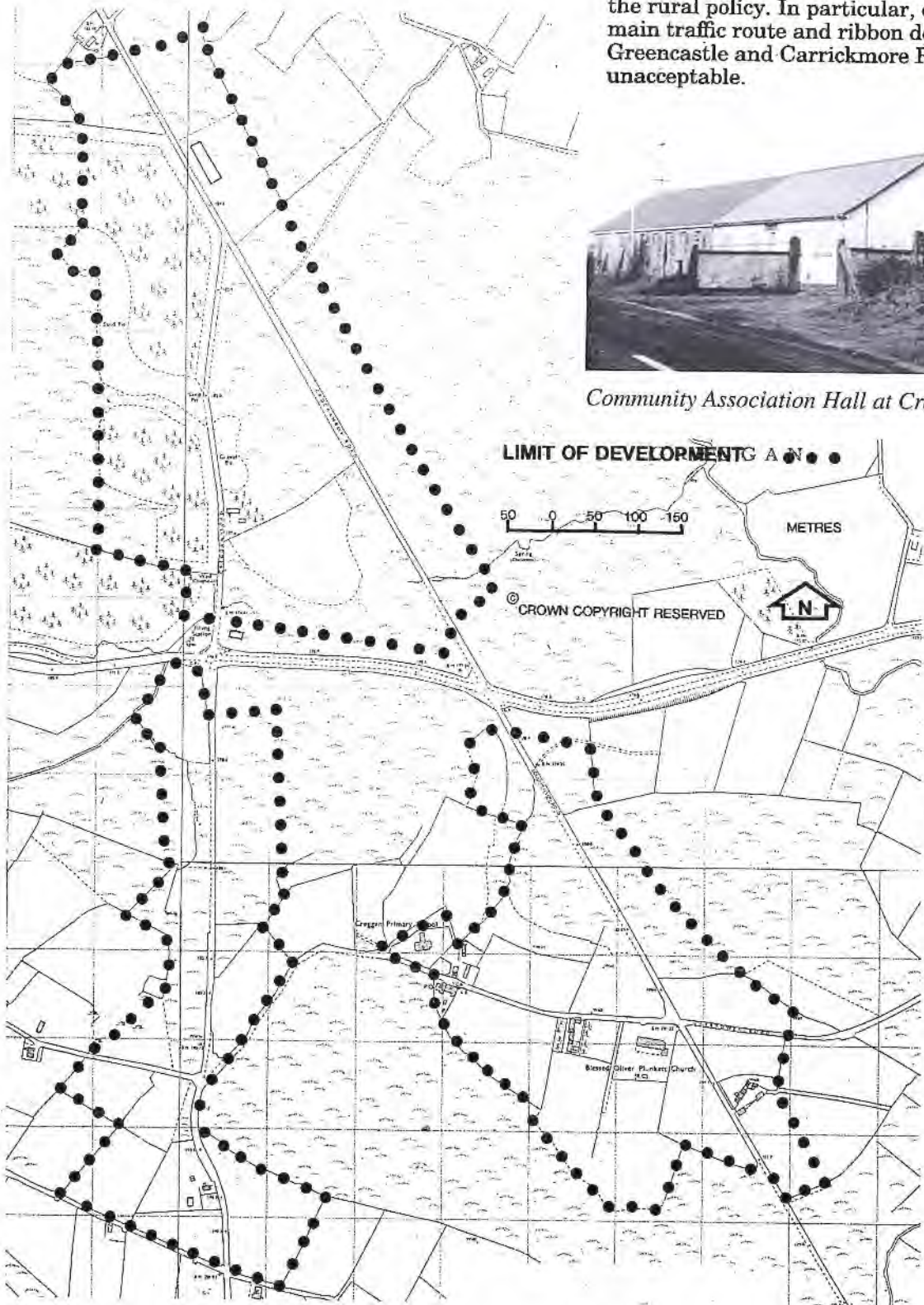
*Price's Shop, Clanabogan*

## 85.0 CREGGAN

### Existing Situation

85.1 Located 12 miles east of Omagh within Sperrin Area of Outstanding Natural Beauty on the A505 Omagh–Cookstown Road, Creggan is focused around a Church and School at a crossroads. It has a strong community identity. The settlement has 14 houses, a community centre and playing field, a church, primary school, post office, shop and petrol pumps.

### CREGGAN



### Proposals

85.2 A limit of development has been drawn to enclose 3 separate areas wide enough to allow adequate choice of site because of poor ground conditions for foundations. Development should be mostly single dwellings. Small groups of 3–4 houses may also be accommodated subject to the satisfactory disposal of sewage effluent. The ridgeline beside the primary school will be protected from development. The scale, layout and design of development should reflect the size and rural location of Creggan. Proposals for other development within the limits will be considered on their merits. Proposals for development outside the limits will be assessed under the rural policy. In particular, development onto the main traffic route and ribbon development along the Greencastle and Carrickmore Roads will be unacceptable.



*Community Association Hall at Creggan*

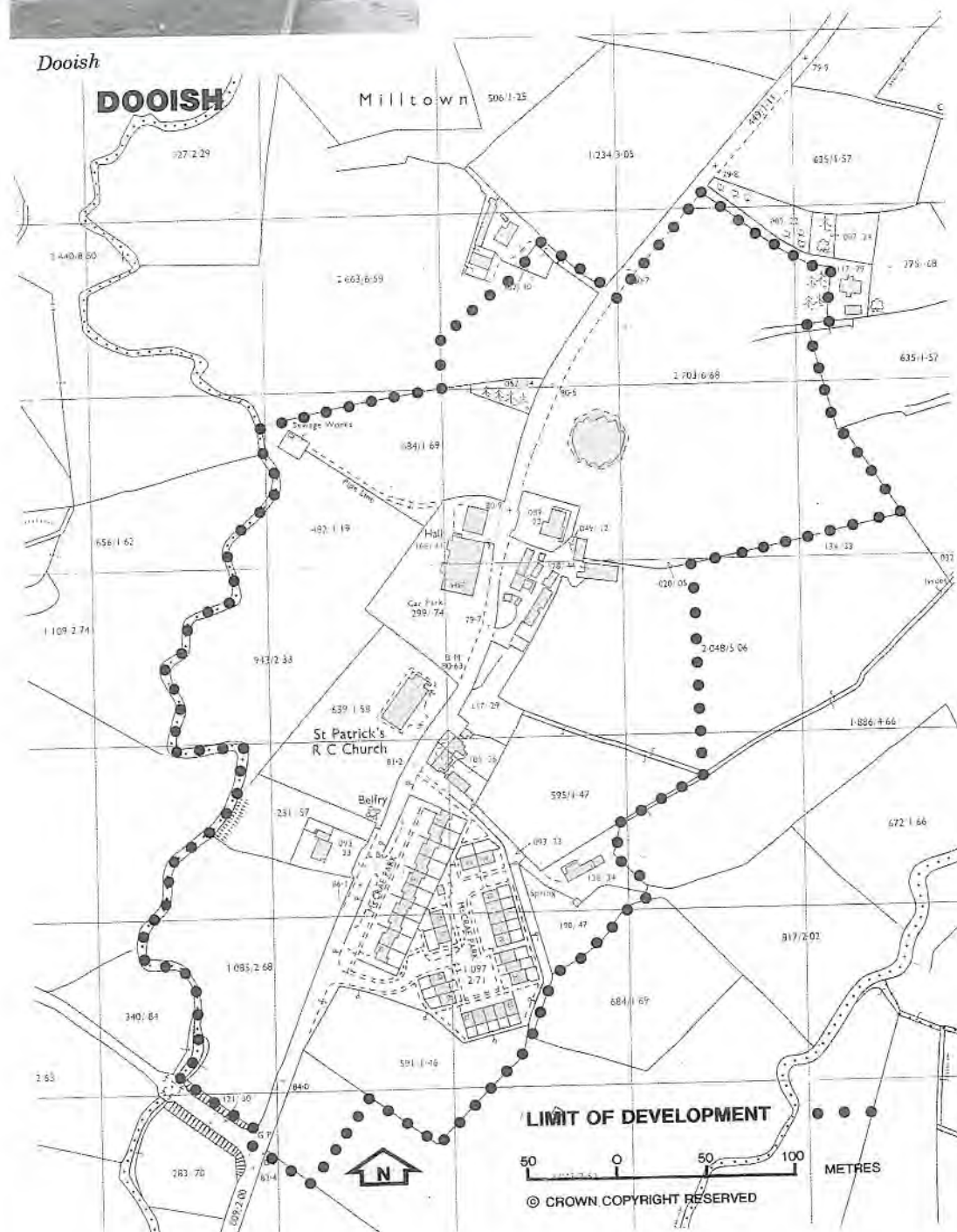
## 86.0 DOOISH

### Existing Situation

86.1 Located 2 miles south of Drumquin on the B84 to Dromore, Dooish is a well nucleated hamlet. It has 30 Northern Ireland Housing executive and 6 private dwellings, a new church, hall and shop. Its sewage disposal works has some spare capacity.



Dooish



### Proposals

86.2 A limit of development has been drawn to allow both the filling in of gap sites and the building of small groups of houses, subject to satisfactory disposal of sewage effluent. To encourage a reasonable mix of house-types, development of private dwellings will be welcomed. The scale, layout and design of development should reflect the size and rural location of Dooish. Proposals for other development within the limit will be treated on their merits. Proposals for development outside the limits will be assessed under the rural policy. In particular development will not be allowed to ribbon along the road to the south beyond the junction of Lough Bradan road nor the north beyond the church. Moreover, the separate identity of Dooish and Drumquin will be retained by not allowing them to coalesce.

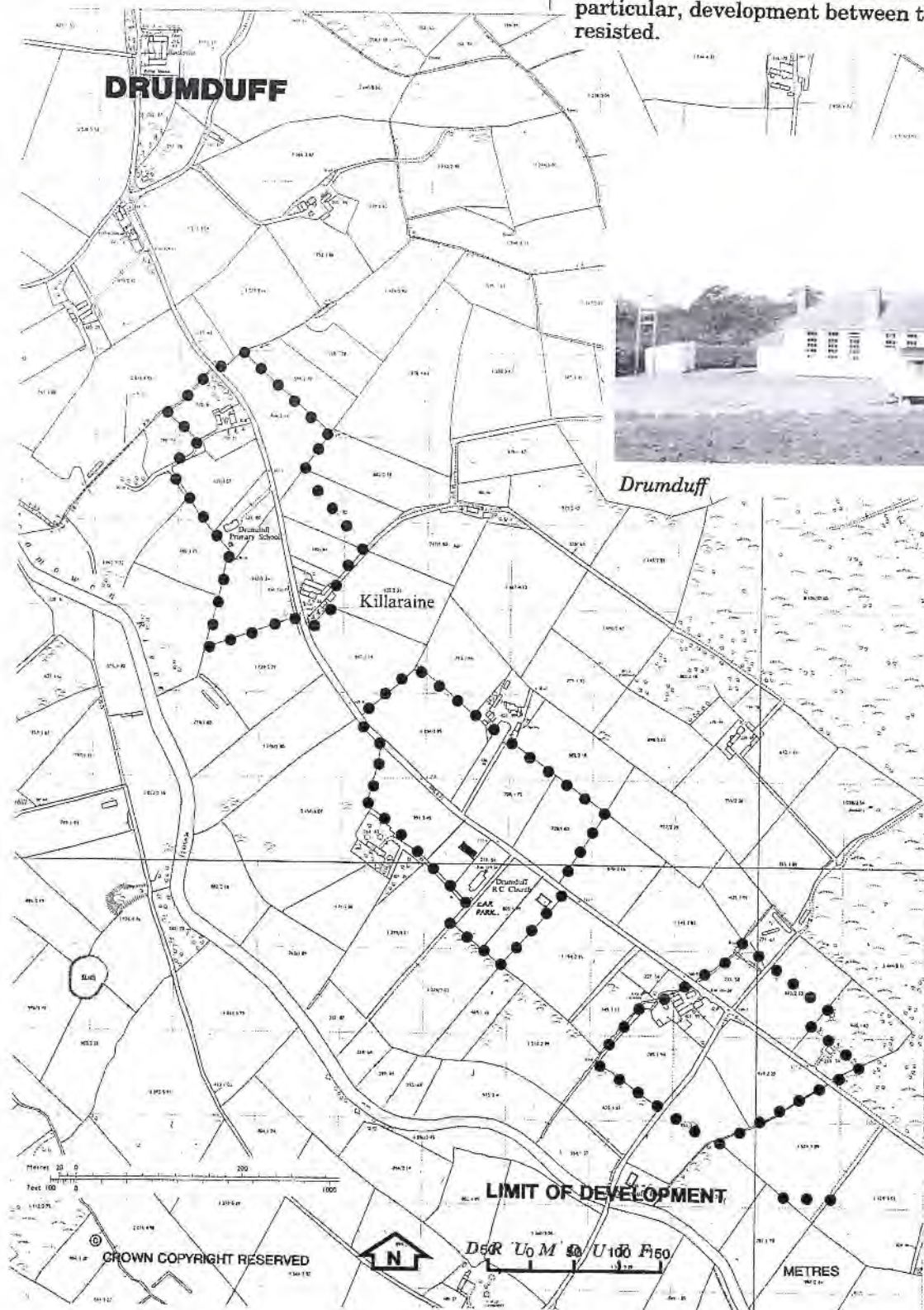
## 87.0 DRUMDUFF

### Existing Situation

87.1 Located some 2½ miles north of Sixmilecross, Drumduff is a scattered ribbon of development stretching along the road to Drumnakilly. It has a concentration of social facilities at the Drumnakilly end. There is a strong community identity, centred around the church and primary school. It contains 13 dwellings with more along the Sixmilecross road.

### Proposals

87.2 A limit of development has been drawn around 3 separate nodes centred around the church, school and Beragh Road junction. Because of the small scale of the hamlet and the lack of services, development will be limited to filling of gap sites within the limits. This should be single dwellings, subject to satisfactory disposal of sewage effluent. The scale, layout and design of new development should reflect the size and rural location of Drumduff. Proposals for other development within the limits will be considered on their merits. Proposals for development outside the limits will be assessed under the rural policy. In particular, development between the nodes will be resisted.



## 88.0 DRUMNAKILLY

### Existing Situation

88.1 Located 6 miles east of Omagh on the B4 to Carrickmore, Drumnakilly has 2 distinct nuclei. One cluster is around Drumnakilly Church and the other around Fox Park. There are also dwellings and a post office further east at Drumnakilly Old Town. Between the 2 main clusters around the Church, there are 10 dwellings, an engineering works and petrol pumps, while in the western cluster there are 32 NIHE and 5 other dwellings, a snooker club and a shop, and a playground. A small sewage disposal works is operating at maximum capacity.



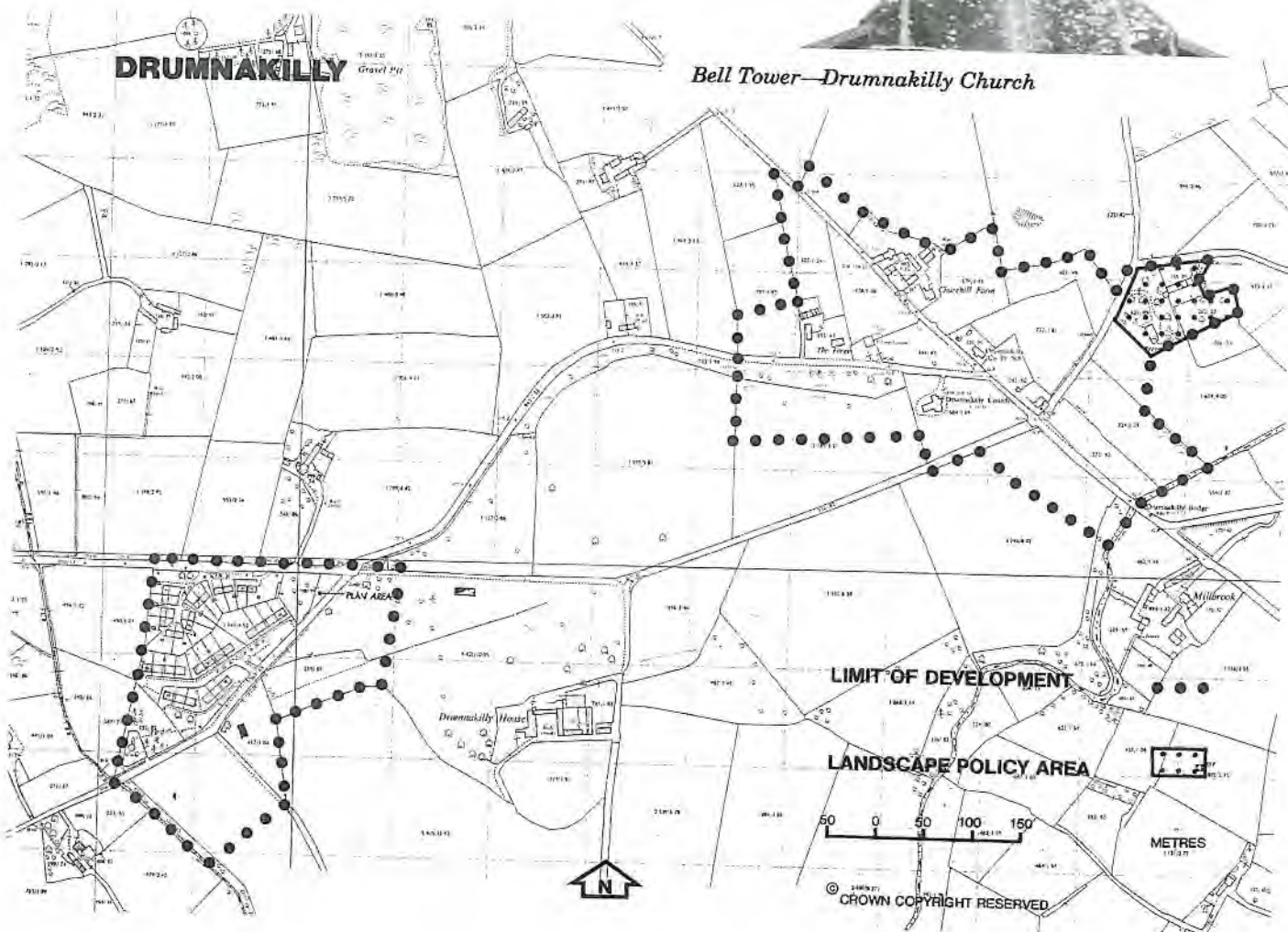
*Fox Park—Drumnakilly*

### Proposals

88.2 A limit of development has been drawn to allow for limited filling in of gap sites. New development should be single dwellings, although small groups may be acceptable subject to satisfactory disposal of sewage effluent. The scale, layout and design of development should reflect the size and rural location of Drumnakilly. It is unlikely that more than 4 or 5 dwellings in any one group would be acceptable. A Landscape Policy Area is designated around the old rectory, where mature trees provide a backdrop to the hamlet. Development which would destroy these trees would be unacceptable. Proposals for other development within the hamlet will be considered on their merits. Proposals for development outside the limits will be assessed under the rural policy. In particular, development on the B4 between the 2 clusters will be resisted. Moreover extension of ribbon development beyond the limit in the direction of Omagh and Carrickmore will also be resisted.



*Bell Tower—Drumnakilly Church*



## 89.0 DUNMOYLE

### Existing Situation

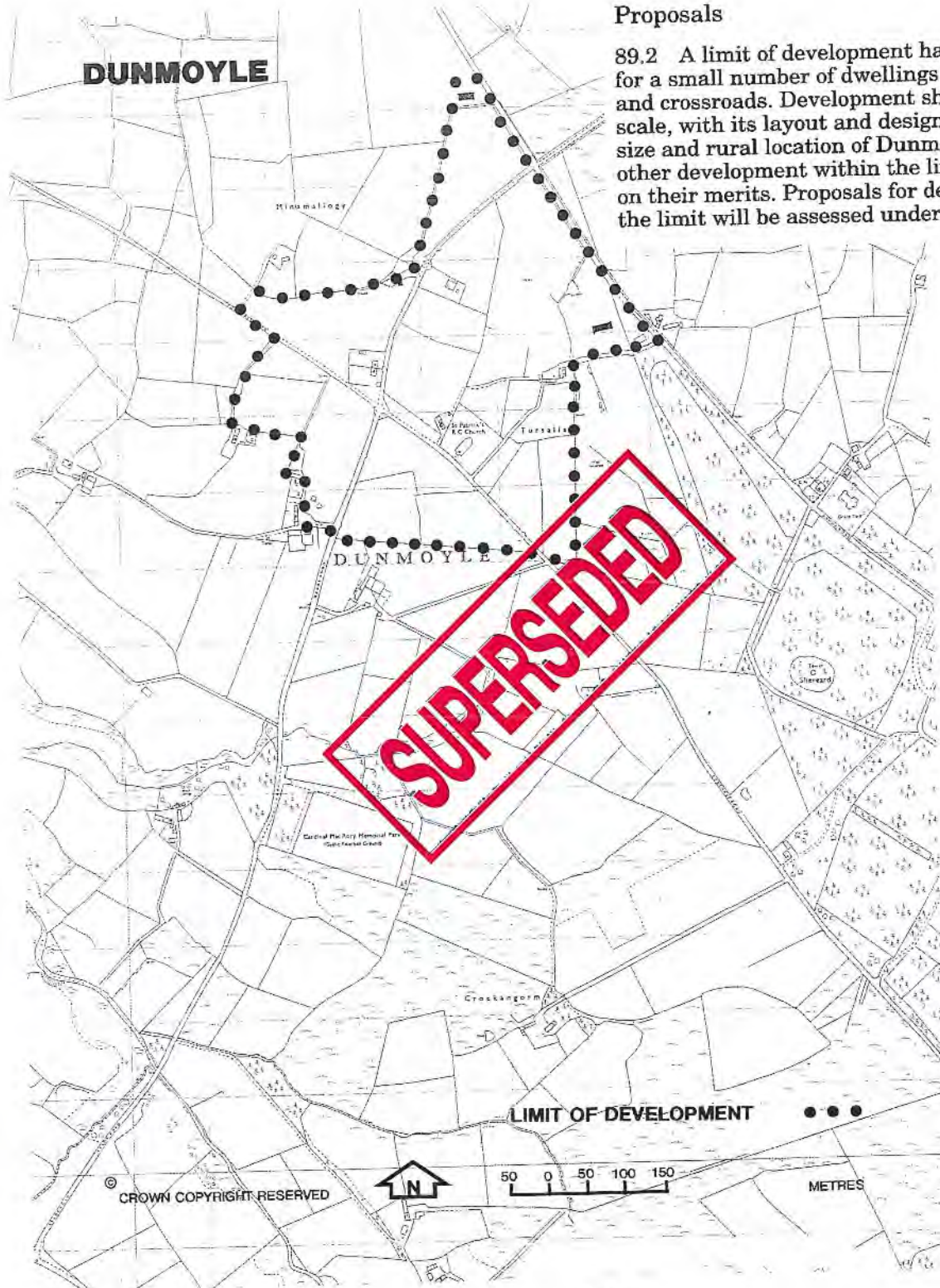
89.1 Located 3 miles south east of Sixmilecross, Dunmoyle is a small nucleus around St Patrick's Church and forms part of a wider community based at Altamuskin. The hall, primary school and post office are situated in nearby Altamuskin. Dunmoyle has 12 houses and a playing field.



*Dunmoyle*

### Proposals

89.2 A limit of development has been drawn to allow for a small number of dwellings around the Church and crossroads. Development should be limited in scale, with its layout and design reflecting the small size and rural location of Dunmoyle. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy.



## 90.0 DUNMULLAN

### Existing Situation

90.1 Located 5 miles north of Omagh in Sperrin Area of Outstanding Natural Beauty at a crossroads, Dunmullan has 13 houses, a primary school, church and hall. There has been some ribboning of development along the minor roads in the vicinity. It is one of 5 hamlets designated in this area to absorb such pressure.

### Proposals

90.2 A limit of development has been drawn to allow for additional development around the crossroads. This could be either single houses or one or more small groups. However, the small scale of the existing settlement and its location in the AONB means that groups should not exceed 3-4 houses. A new small sewage disposal works is proposed. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy. In particular, ribbon development out of the hamlet will be resisted and the most vulnerable road to the south has been designated a Policy Area.



## 91.0. EDENDERRY

### Existing Situation

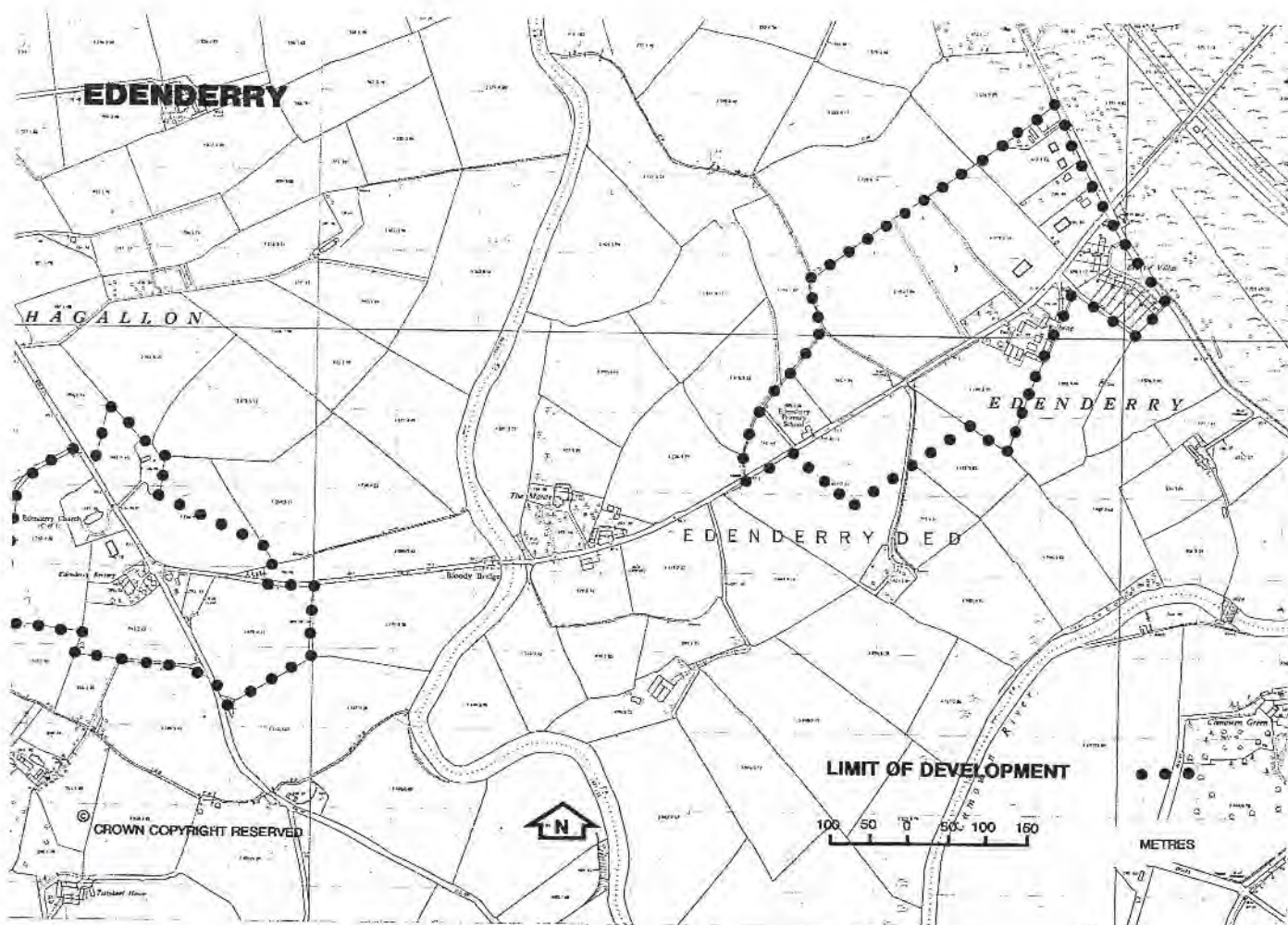
91.1 Located 3 miles east of Omagh off the B158 to Beragh, Edenderry has 2 nodes. The eastern node is larger, located around Edenderry crossroads, but with all existing development lying to the west of the B158. Poor ground conditions to the east have constrained development. At the Crevenagh Road junction there is a smaller cluster around the Church of Ireland. The hamlet has 24 houses, a primary school, church and hall. There are other dwellings in the vicinity and a church 1/2 mile to the north. A small sewage disposal works serves a Northern Ireland Housing Executive estate (12 dwellings).

### Proposals

91.2 A limit of development has been drawn to allow for filling of gap sites. The scale, layout and design should reflect the size and rural location of the hamlet. Development will also be limited by the satisfactory disposal of sewage effluent. Proposals for other development within the hamlet will be considered on their merits. Proposals for development outside the limits will be assessed under the rural policy. In particular, ribbon development along the main roads from Omagh to Beragh and along the minor road between the 2 clusters will not be allowed.



Edenderry



## 92.0 ESKRAGH

### Existing Situation

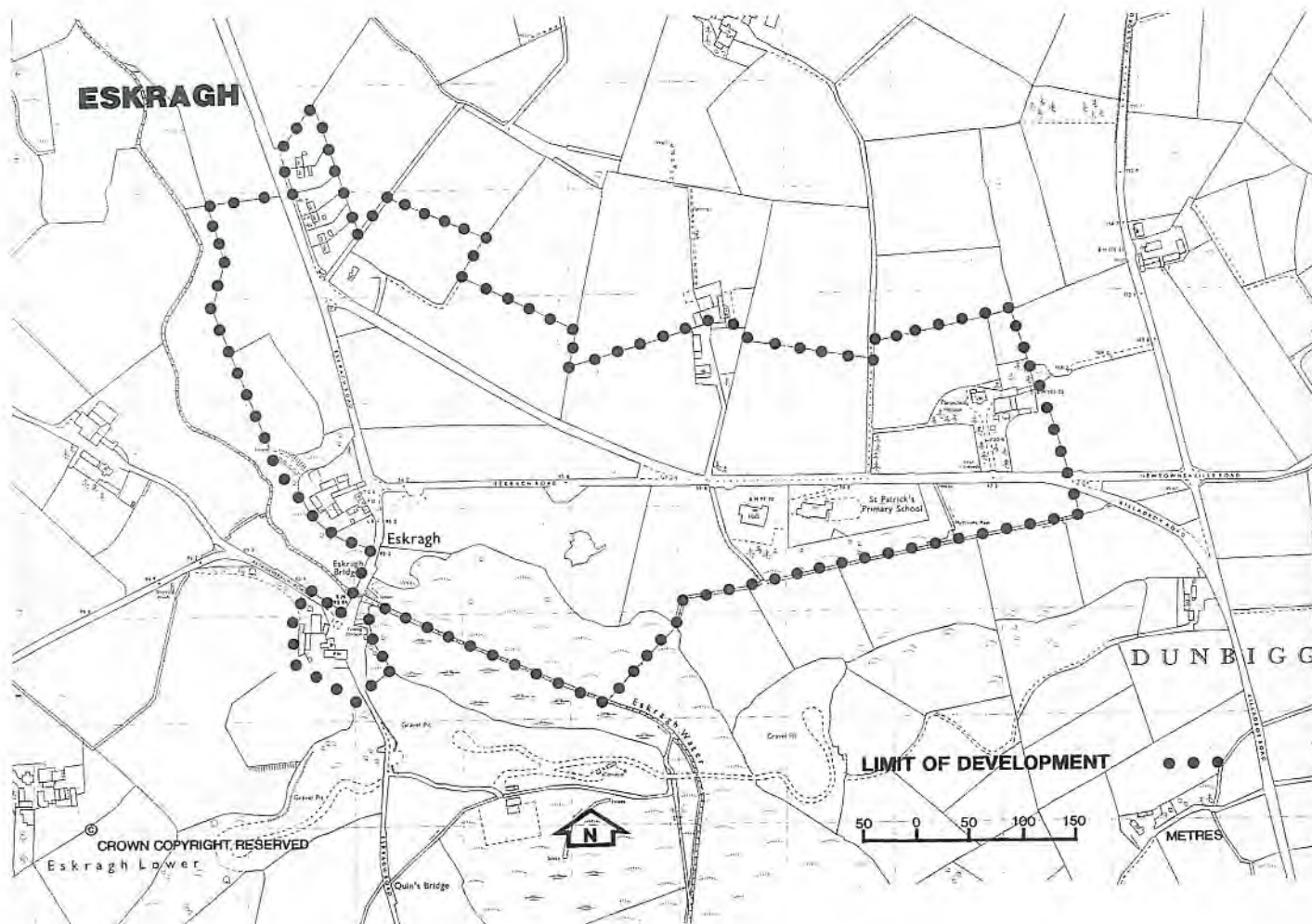
92.1 Located 10 miles south-east of Omagh around several road junctions, Eskragh has 12 houses, a church, hall, primary school, 2 shops, petrol pumps, a post office, public house, playing fields and clubhouse. At present there is no sewage disposal works.



*St. Patrick's Church, Eskragh*

### Proposals

92.2 A limit of development has been drawn to allow for building of single and small groups of houses. Although there is no plan to provide a sewage disposal works, future development may necessitate one. The extent and timing of development will depend on the satisfactory disposal of sewage effluent. Overall, the scale, layout and design of new development should reflect the size and rural location of Eskragh. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy.



## 93.0 GARVAGHEY

### Existing Situation

93.1 Located 4 miles west of Ballygawley on the main traffic route A4 to Omagh, Garvaghey has 23 dwellings, an engineering works, a pub/restaurant, shop, post office, primary school and church. It also has a small sewage disposal works which operates at half capacity. Most of the development has clustered to the south of the crossroads. Recent development has tended to ribbon along the minor roads to the north of the main road.

### Proposals

93.2 A limit of development has been drawn to accommodate building around the community facilities south of the main road. This is also to minimise traffic crossing that road. Part of this area can drain by gravity to the sewage works and may suit a small group of houses. The scale, layout and design of such development should reflect the size and rural location of Garvaghey. The remainder of the land could accommodate a few single dwellings, subject to the satisfactory disposal of sewage effluent. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy. In particular, ribbon development to the north of the crossroads and additional development onto the main traffic route will be unacceptable.



*Kellys Inn, Garvaghey*



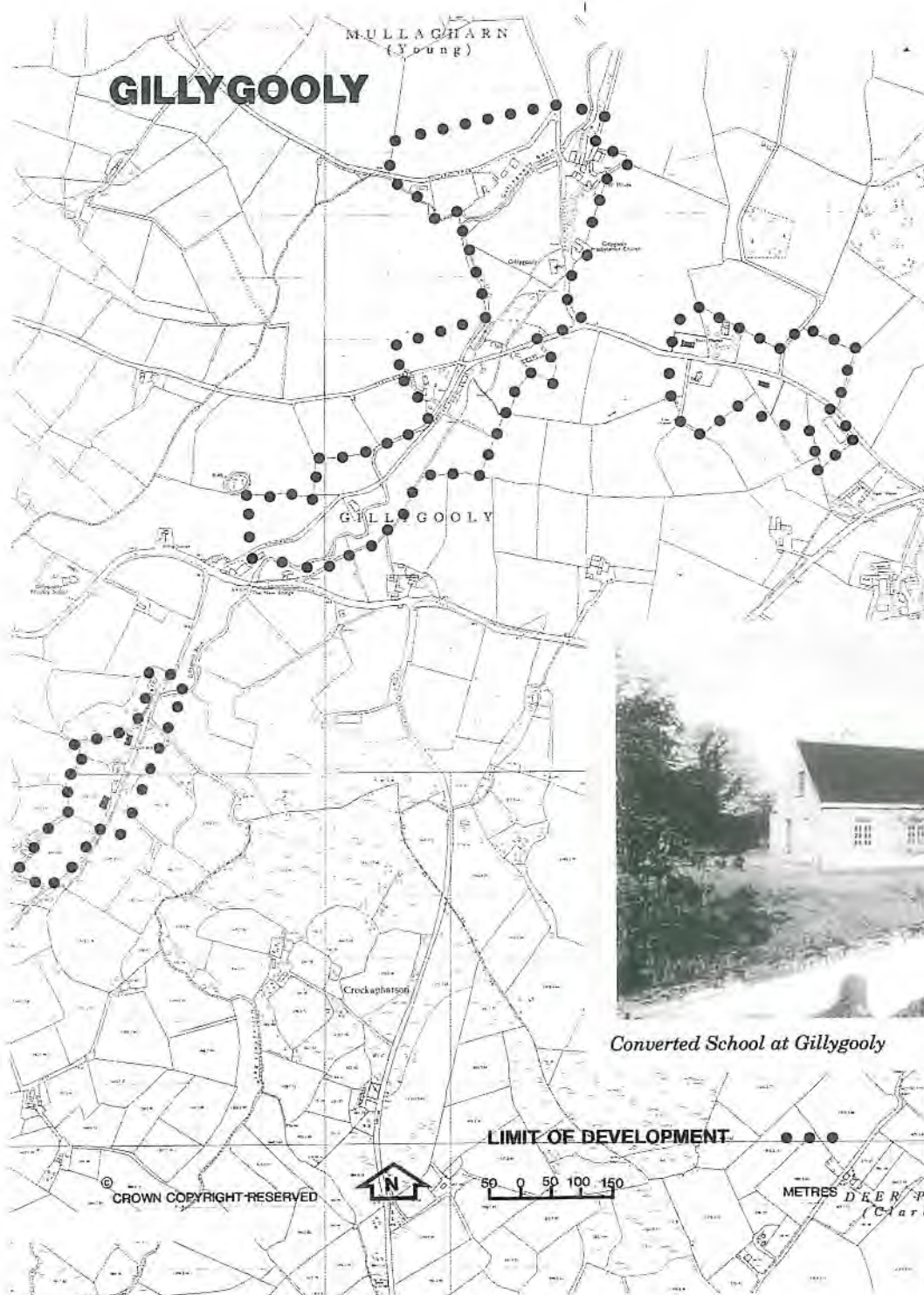
## 94.0 GILLYGOOLY

### Existing Situation

94.1 Located 2 miles west of Omagh around minor roads off the B50 to Drumquin, Gillygooly is a dispersed scatter of dwellings and community facilities. It contains a church, orange hall and 15 houses. Nearby there is a primary school and other dwellings. The hamlet has a strong community identity centred on the school, church and youth club activities. It has no sewage disposal works.

### Proposals

94.2 Limits of development have been drawn enclosing 3 separate nodes. Two are north of the B50 and separated by a prominent ridge, and the other is south of the road. Further development should be limited to a small number of single sites. The scale, layout and design should be in keeping with the size and rural location of Gillygooly. Development would be subject to satisfactory disposal of sewage effluent. Proposals for other development within the limits will be considered on their merits. Proposals for development outside the limits will be assessed under the rural policy. In particular, development along the Omagh–Drumquin Road in this vicinity will be resisted to avoid ribboning, and development between the nodes will also be unacceptable.



*Converted School at Gillygooly*

## 95.0 GLENHULL

### Existing Situation

95.1 Located 3 miles north of Greencastle in the valley of the Owenkillev and within Sperrin Area of Outstanding Natural Beauty. Glenhull is a long established yet small and remote hamlet with a strong community identity. It has 9 dwellings, a pub and a vacant shop. There is no sewage disposal works.

### Proposals

95.2 A limit of development has been drawn to allow for development of a small number of single dwellings on septic tanks. Any small housing group would depend on the satisfactory disposal of sewage effluent. The scale, layout and design of new development should respect the size and rural location of Glenhull within the AONB. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy.



## 96.0 GORTACLARE/MOYLAGH

### Existing Situation

96.1 Located 6 miles south east of Omagh on either side of the main traffic route A5 to Ballygawley, Gortaclare/Moylagh has a strong community identity focused on its church and school. The largest of its 4 clusters lies north of the main road around Clogherney Presbyterian Church and hall. Nearby to the south lies Dervaghroy Primary School and a post office/shop is located at Gortaclare crossroads. The 2 clusters north of the main road have 13 dwellings. The other 2 clusters around Moylagh crossroads and at Clements Bungalows have a further 14 houses. There is no sewage disposal works.

### Proposals

96.2 Limits of development have been drawn to allow for development of single sites. The scale of development will depend on the satisfactory disposal of sewage effluent. Housing groups are therefore unlikely. The scale, layout and design should reflect the size and rural location of Gortaclare/Moylagh. Proposals for other development within the limits will be considered on their merits. Proposals for development outside the limits will be assessed under the rural policy. In particular, additional development onto the A4 will be unacceptable, and development between the clusters will be resisted.



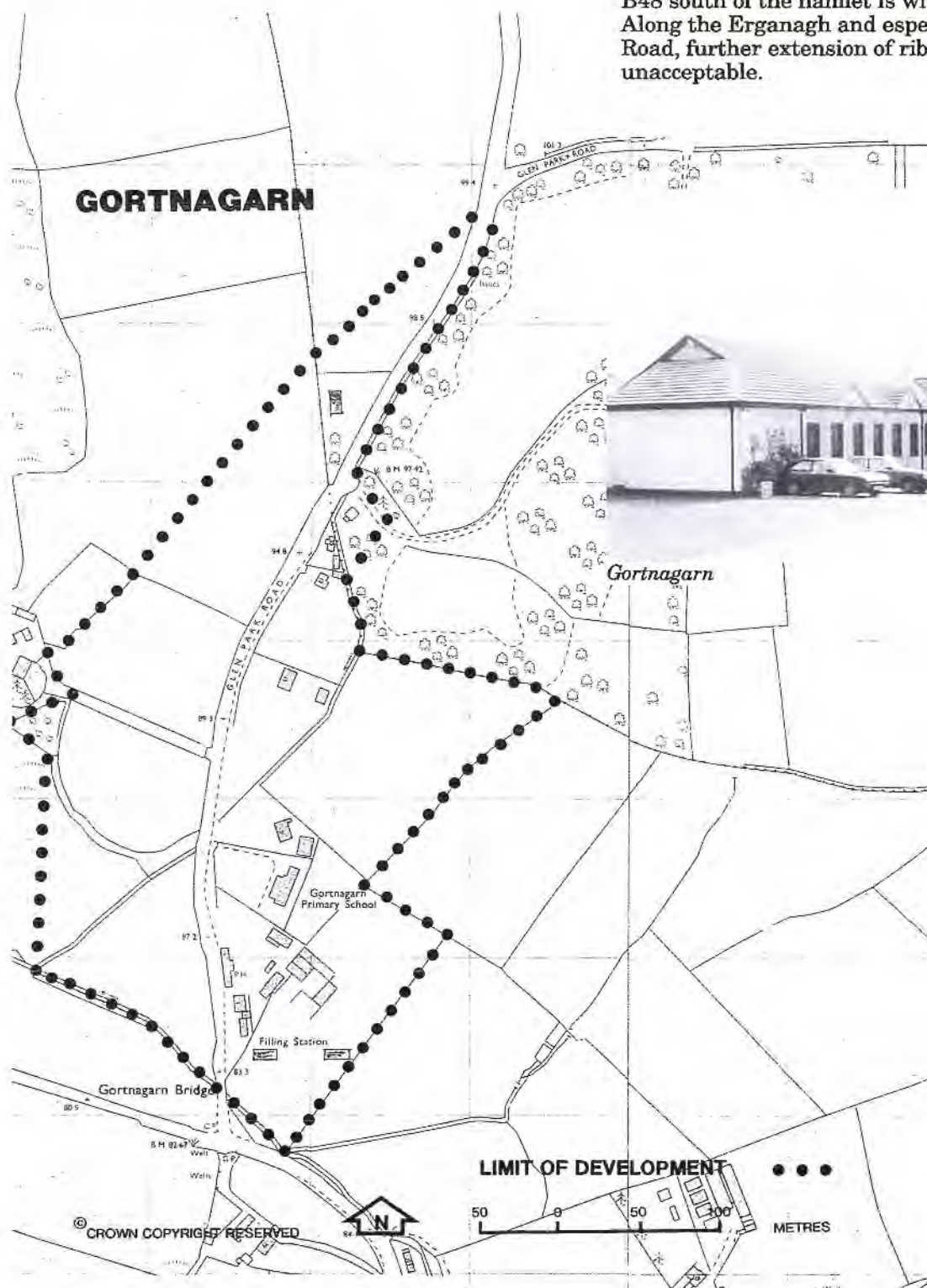
## 97.0 GORTNAGARN

### Existing Situation

97.1 Located 2 miles north of Omagh on the B48 to Gortin, Gortnagarn lies on the edge of Sperrin Area of Outstanding Natural Beauty and just outside the Green Belt. The hamlet has 24 houses, a primary school, pub/restaurant, shop and petrol pumps, and vehicle repair workshop. The area has experienced pressure for development with housing ribboning along the Carnony and Erganagh Roads to the north and east. It is one of 5 hamlets in this area designated to absorb this pressure.

### Proposals

97.2 A limit of development has been drawn around the most nucleated cluster of the hamlet to allow for additional building. Such development would be subject to the satisfactory disposal of sewage effluent. The scale, layout and design of development should reflect Gortnagarn's small size and rural location. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy. In particular, to the north ribbon development will be prevented along the main road which, because of its tourist importance, is designated as a Policy Area. A Policy Area also protects the Gortnagarn Road running west to Stone Bridge. The B48 south of the hamlet is within the Green Belt. Along the Erganagh and especially along the Carnony Road, further extension of ribbon development will be unacceptable.



## 98.0 KILSKEERY

### Existing Situation

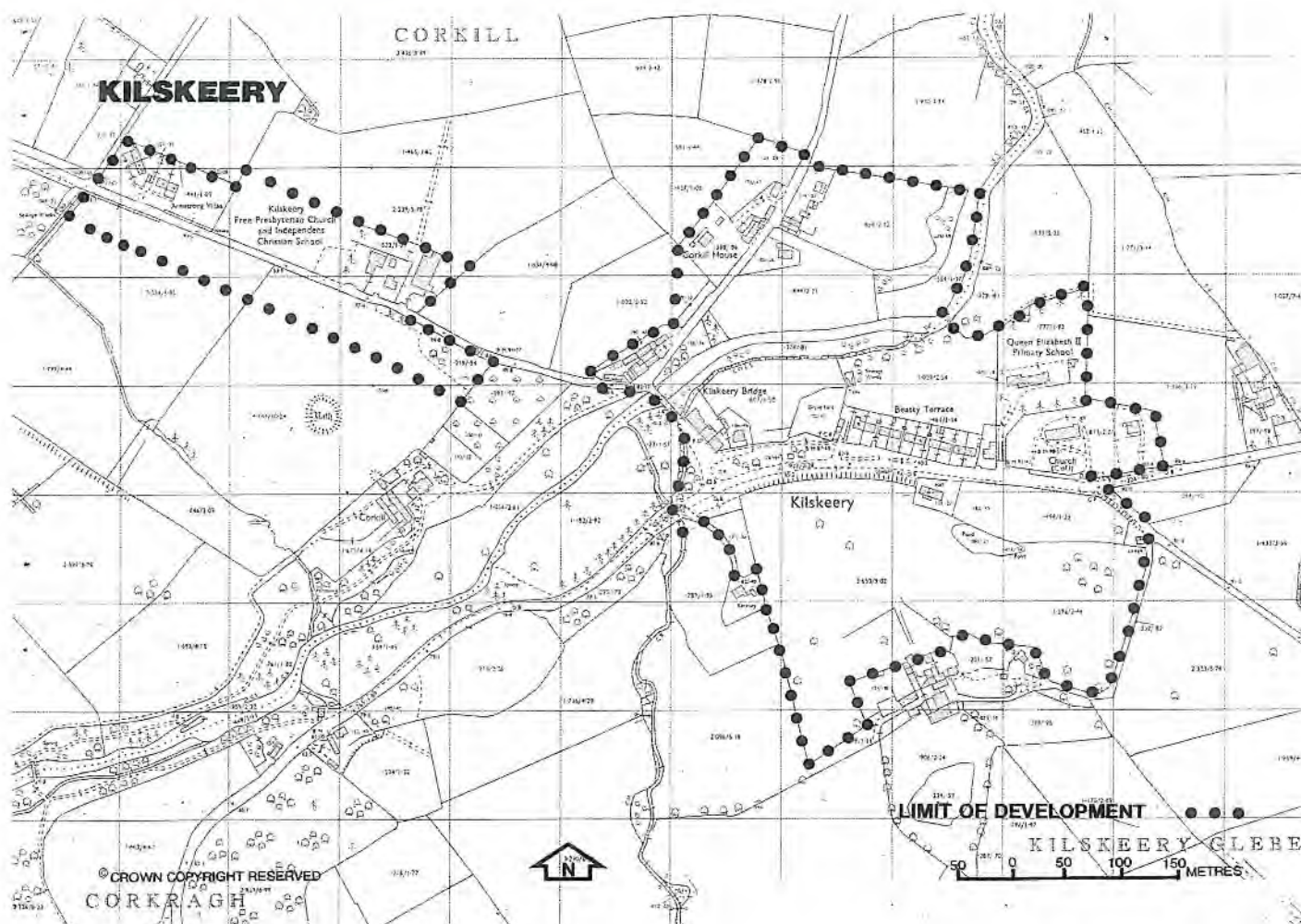
98.1 Located 2½ miles east of Trillick on the B46 Kilskeery is a long-established hamlet that developed around a church and a bridge. It has 25 dwellings, 2 churches, a hall, 2 schools, a post office and shop. Most development is to the north of the main road. Some ribboning has occurred along the minor road to the north. There is a small sewage disposal works with no spare capacity.



Kilskeery

### Proposals

98.2 A limit of development has been drawn to allow for a small amount of building on single sites. A small housing group or groups may be considered subject to satisfactory provision for disposal of sewage effluent. The scale, layout and design of new development should reflect the small size and rural location of Kilskeery. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy. In particular, ribbon development along the B46 or along the minor road to the north-west will be unacceptable.



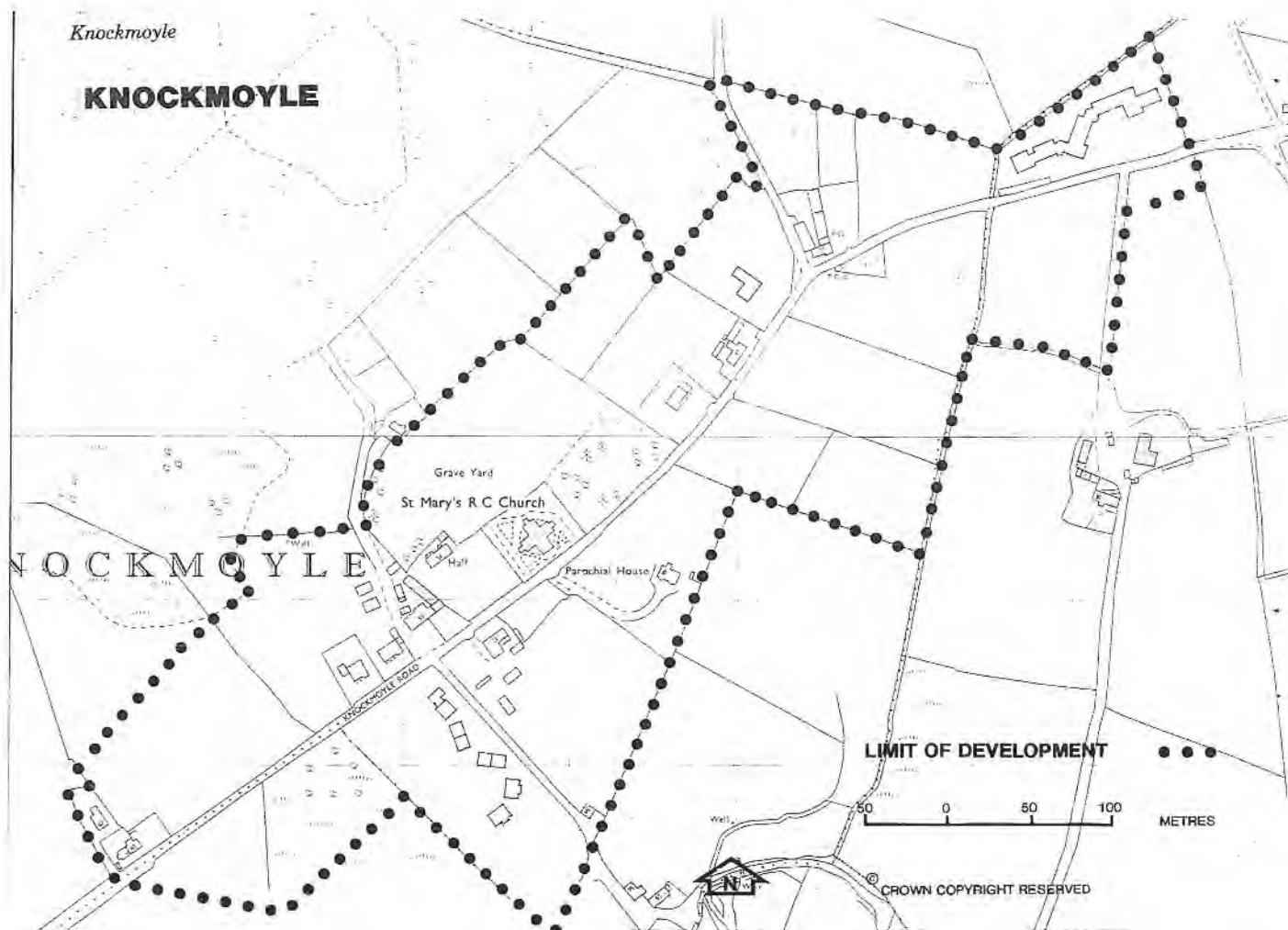
## 99.0 KNOCKMOYLE

### Existing Situation

99.1 Located 4 miles north of Omagh between the River Strule and the B48 to Gortin and lying within Sperrin Area of Outstanding Natural Beauty, Knockmoyle is a well established and nucleated hamlet. It has 13 houses, a pub, church, post office, garden centre and nursing home. A new Northern Ireland Housing Executive estate is under construction. The area has experienced pressure, with ribbon development and incremental groupings in evidence. It is one of 5 hamlets in the area designated to absorb this pressure.

### Proposals

99.2 A limit of development has been drawn to allow for building of single dwellings and small housing groups. The scale, layout and design of new development should reflect Knockmoyle's small size and rural location. Housing groups should not exceed 4-5. A reasonable balance between public and private housing will be encouraged. Proposals for other development within the limit will be considered on their merits. It is proposed to construct a new sewage disposal works. Proposals for development outside the limit will be assessed under the rural policy. In particular, ribbon development will be resisted by the designation of Policy Areas. Much of the rural area outside the limit to the west and south lies within the Strule Valley Policy Area, and policy areas also protect some of the most vulnerable minor roads linking Knockmoyle to the neighbouring hamlets of Dunmullan and Gortnagarn.



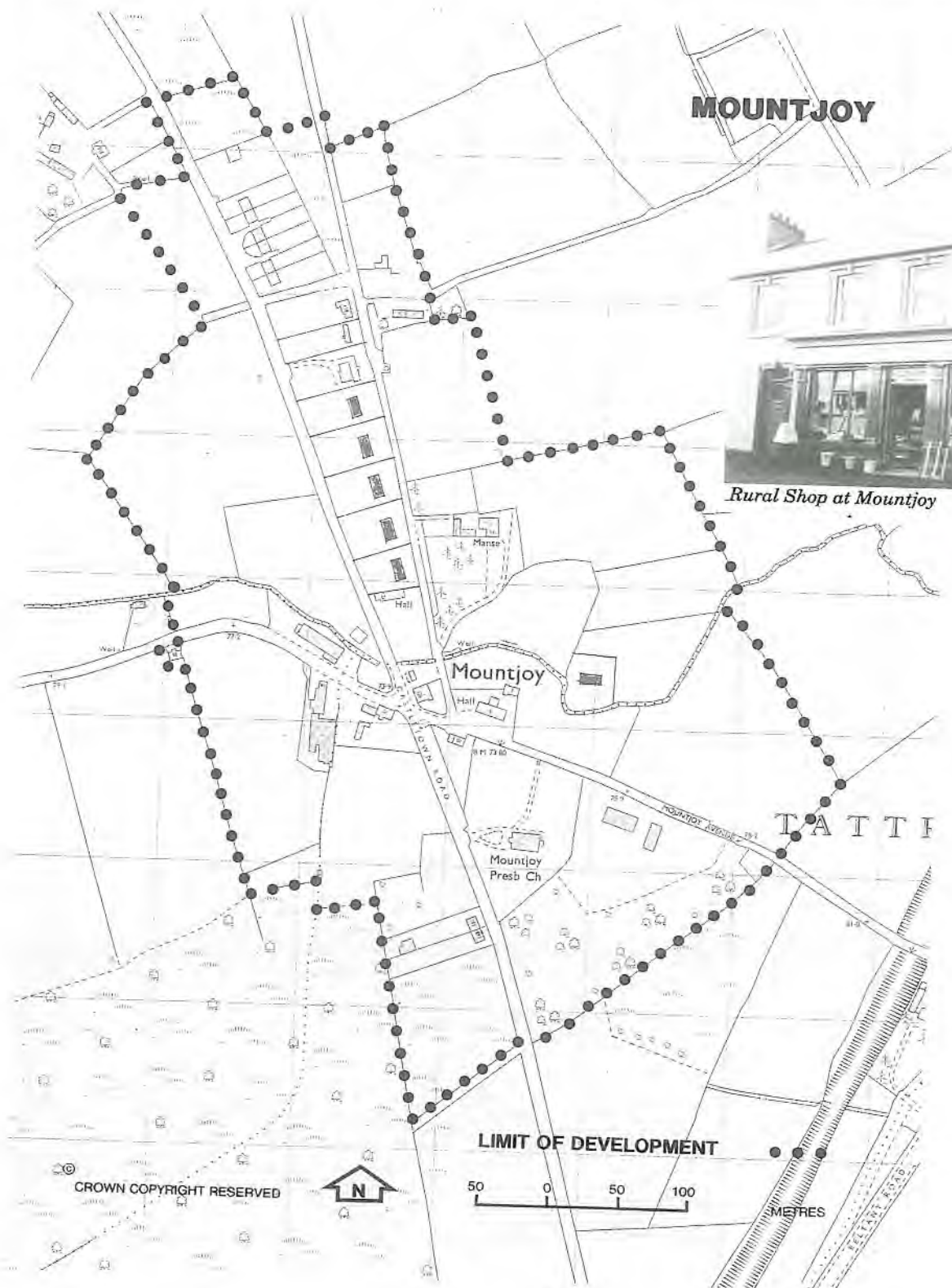
## 100.0 MOUNTJOY

### Existing Situation

100.1 Located 4 miles north of Omagh, off the A5 to Strabane, Mountjoy is a well-nucleated and long-established hamlet. It has 24 houses, a post office, 2 shops, petrol pumps, agricultural supplies store, a church, church hall, orange hall, and about 1 mile to the north a primary school. There is a new sewage disposal works with spare capacity for up to 20 houses. The hamlet is one of 5 in the area designated to absorb some of the pressure evident to the north of Omagh.

### Proposals

100.2 A limit of development has been drawn to allow for single dwellings and housing groups. The scale, siting and design should reflect the small size and rural location of Mountjoy. No housing group should exceed 5 or 6 dwellings. Development of single sites should not sterilise access to backland. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy. In particular, much of the land to the east and north is within the Omagh Green Belt or Strule Valley Policy Area where need must be demonstrated.



## 101.0 NEWTOWNSAVILLE

### Existing Situation

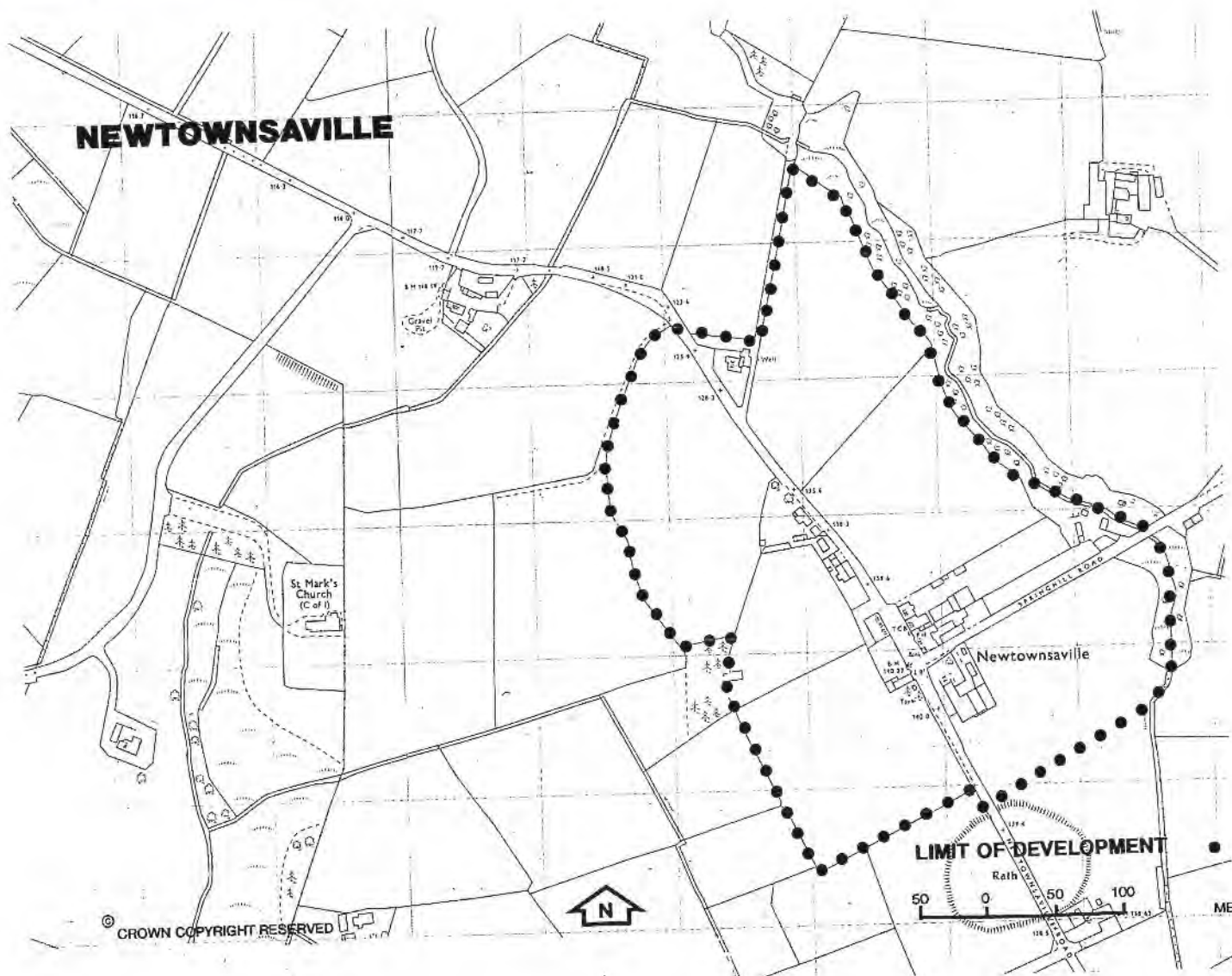
101.1 Located 9 miles south of Omagh and 2 miles south of the A5 main traffic route from Omagh to Ballygawley, Newtownsaville is a long-established hamlet. It comprises a terrace of buildings in street village form and has 8 houses, a pub, post office, shop, farm supplies store and to the west, a church. There is no sewage disposal works.



*Housing Terrace at Newtownsaville*

### Proposals

101.2 A limit of development has been drawn around the existing nucleus to accommodate some new development, subject to satisfactory disposal of sewage effluent. The scale, layout and design should reflect Newtownsaville's small size and rural location. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy.



## 102.0 ROSCAVEY

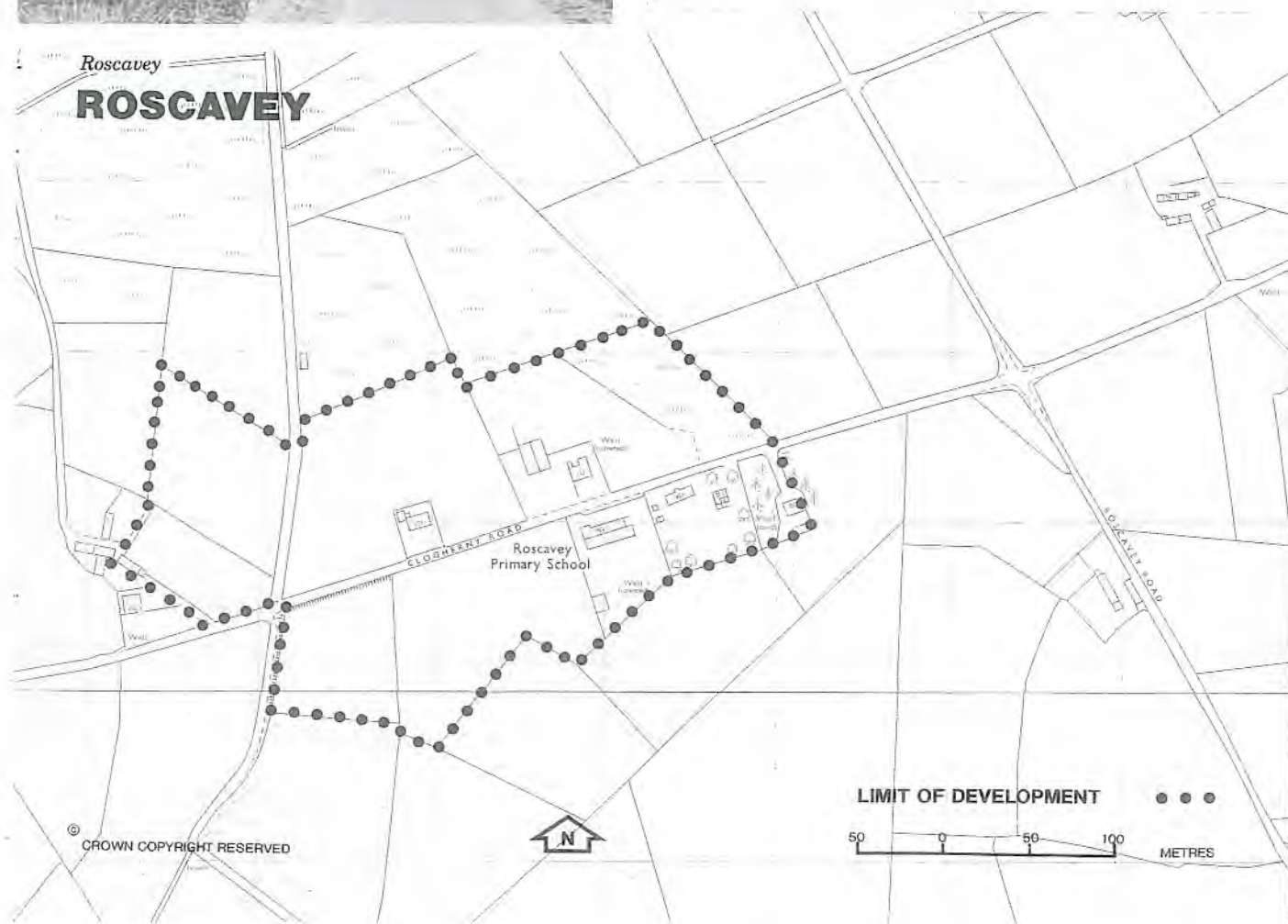
### Existing Situation

102.1 Located some 10 miles south-east of Omagh along and adjacent to the A4 main traffic route from Omagh to Ballygawley, Roscavey is a community-based hamlet scattered along the main road and to the north along a minor road. Most development has occurred on either side of the main road with much commercial and industrial activity. The other development is to the north around the primary school and post office. Roscavey has 19 houses, a farm-supply store, tractor sales, scrap yard, joinery works, pub, shop and petrol pumps, primary school and post office. There is no sewage disposal works.



### Proposals

102.2 A limit of development has been drawn in the vicinity of the post office and primary school to absorb some additional development. This will allow for some small-scale development which should reflect the size and rural location of Roscavey in scale, layout and design. The amount of development will be subject to satisfactory disposal of sewage effluent. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy. In particular additional development on to the main traffic route will be unacceptable.



## 103.0 ROUSKY

### Existing Situation

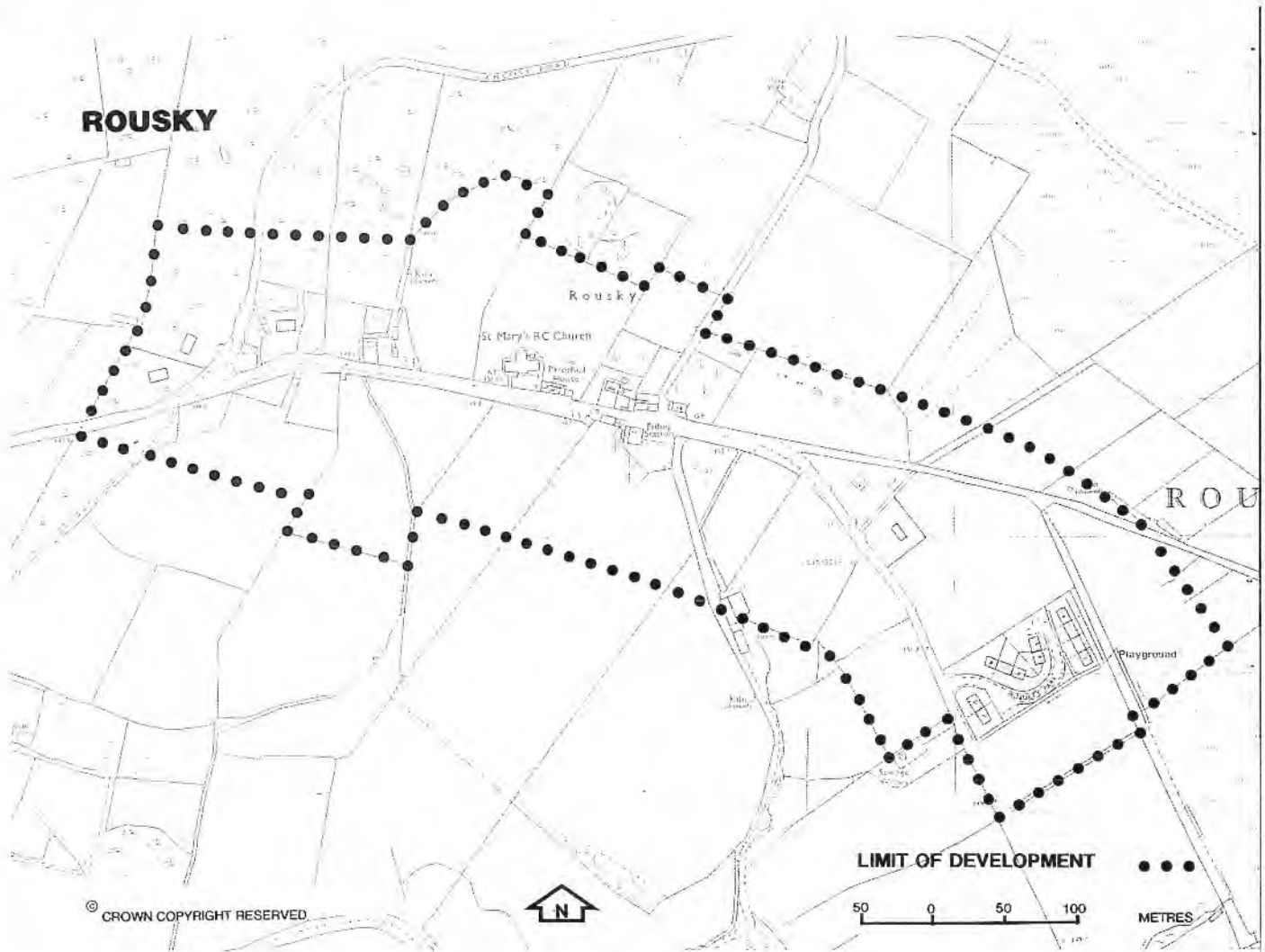
103.1 Located 4 miles east of Gortin on the road to Greencastle and within Sperrin Area of Outstanding Natural Beauty, Rousky is an established hamlet linear in form. It comprises a straggling group of dwellings lying mainly north of the road. It has 20 dwellings, 11 of which were built by the public sector, a church, a shop, and a small sewage disposal works with some spare capacity.



Rousky

### Proposals

103.2 A limit of development has been drawn to allow for some building on both sides of the road. Only the land to the north can connect by gravity to the sewage works. This area may suit development of a housing group, which should not exceed 5 or 6 dwellings. A small number of single dwellings may be acceptable to the south of the road, subject to satisfactory disposal of sewage effluent. The scale, layout and design should reflect Rousky's small size and rural location within the AONB. Proposals for other development within the hamlet will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy. In particular, extension of ribbon development to Gortin or Greencastle will be resisted.



## 104.0 TATTYREAGH

### Existing Situation

104.1 Located 5 miles south of Omagh on the B122 to Fintona, Tattyreagh consists of a mile long scatter of development on both sides of the road. It has 22 houses, a coal yard, a scrap yard, a primary school, a shop, petrol pumps and pub. Development has also spread along Letfern Road to the east and west of the B122. There is no sewage disposal works.

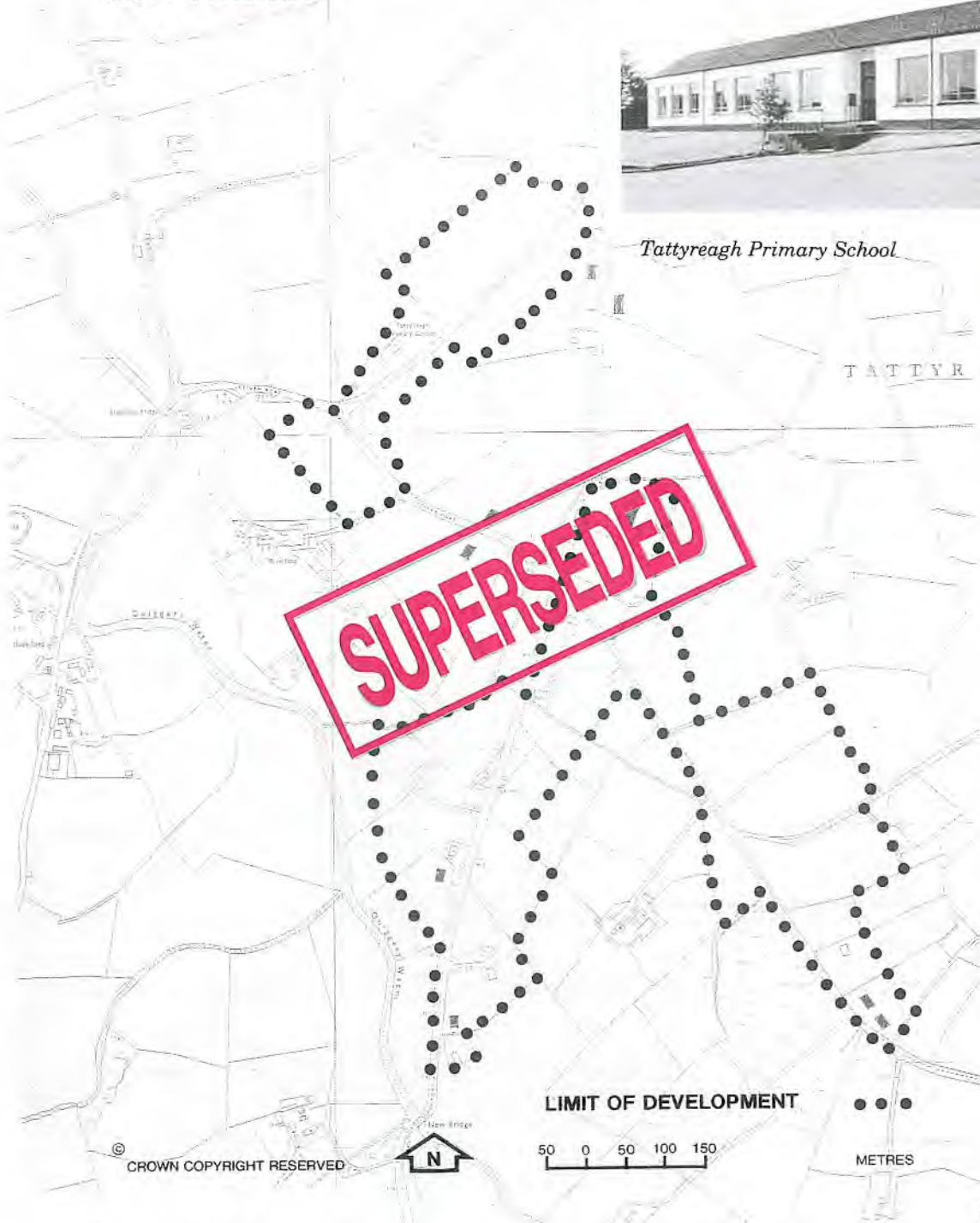
### Proposals

104.2 A limit of development has been drawn to allow for additional building mainly along the minor roads to the east and west of the B122. There may also be scope for some single dwellings along the B122, subject to provision of satisfactory access. The scale of development will also be subject to the satisfactory disposal of sewage effluent. Overall, the scale, layout and design of development should reflect Tattyreagh's small size and rural location. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy. In particular, a Policy Area along the B122 towards Omagh will prevent extension of ribbon development.

### TATTYREAGH



*Tattyreagh Primary School*



## 105.0 TIRCUR

### Existing Situation

105.1 Located 5 miles north of Omagh within the Sperrin Area of Outstanding Natural Beauty near Gortin Glen Forest and History Parks, just off the B48, Tircur has 7 dwellings, a primary school and a vacant shop. There is no sewage disposal works. It is one of 5 hamlets designated to absorb some of the pressure evident to the north of Omagh.

### Proposals

105.2 A limit of development has been drawn to allow scope for a limited number of single dwellings subject to satisfactory disposal of sewage effluent. The scale, layout and design should reflect Tircur's small size and rural location in the AONB. Proposals for other development within the limit will be considered on their merits. Proposals for development outside the limit will be assessed under the rural policy.



*Small Housing Nucleus at Tircur*

**TIRCUR**

**GORTIN WARD**

Pagh Burn

Well

Foot Stick

Sos

Sinks

Filling Station

Weir

Well

St Eugene's  
Primary School

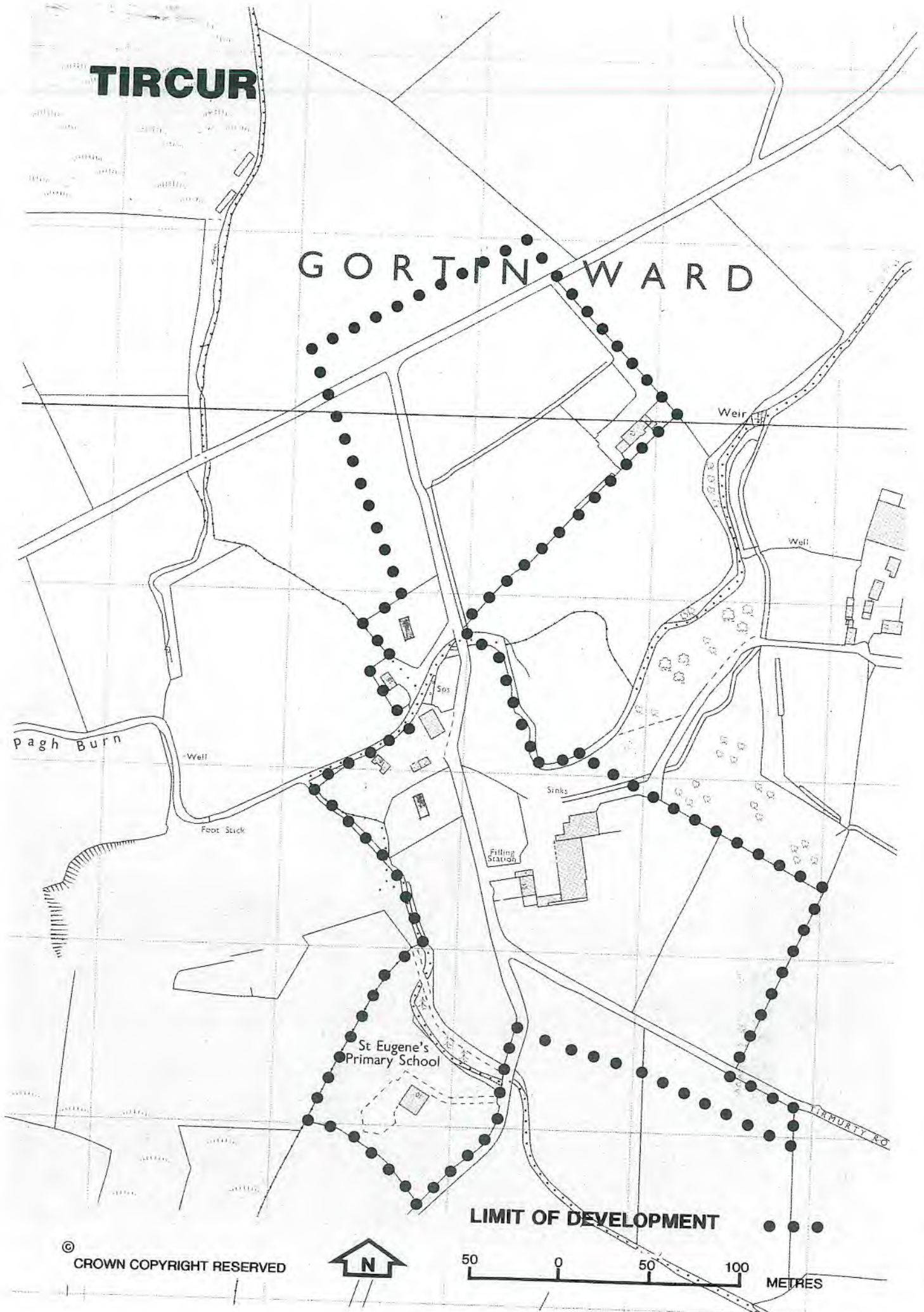
TIMMURTY RD

**LIMIT OF DEVELOPMENT**

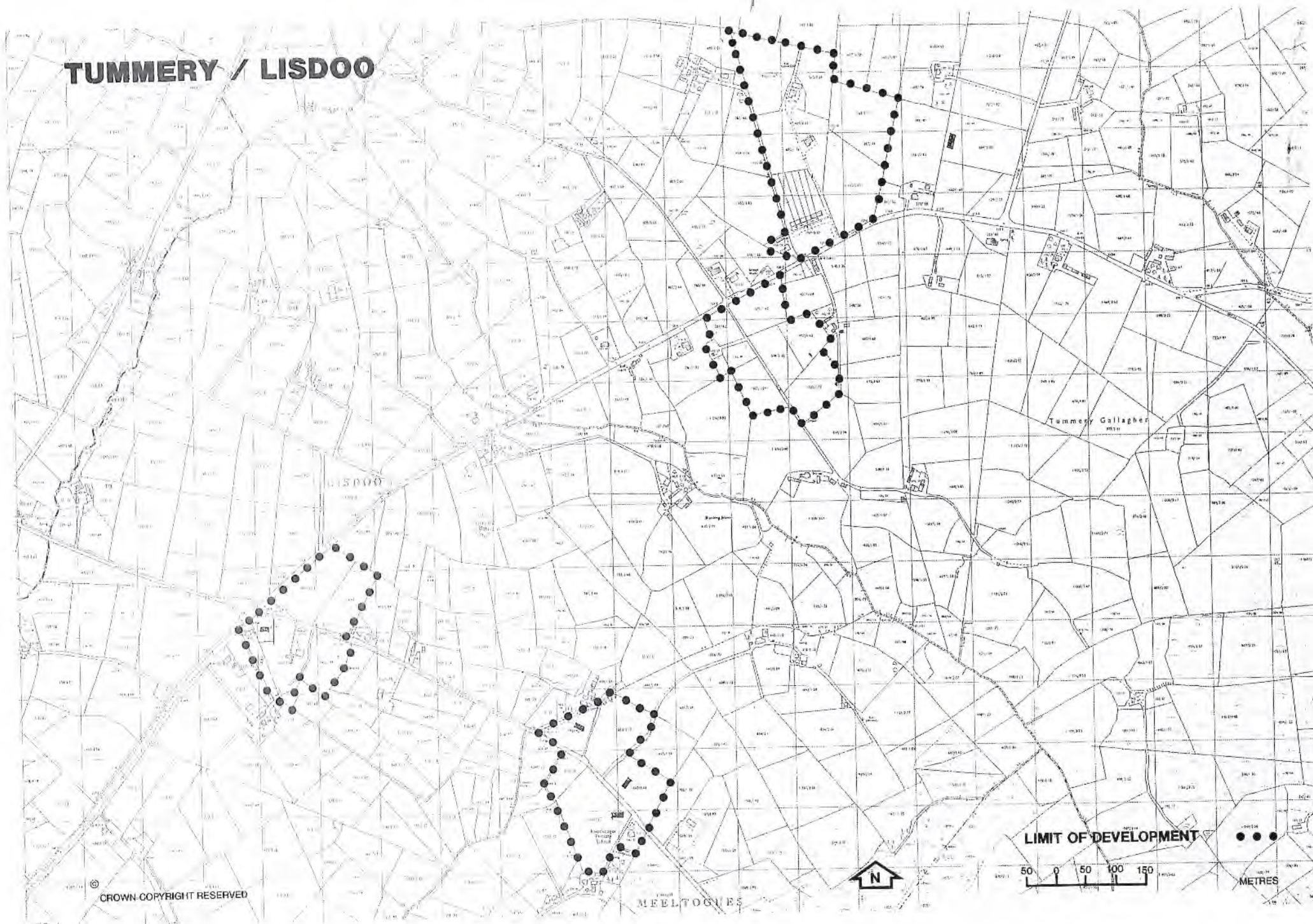
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# TUMMERY / LISDOO



## 106.0 TUMMERY/LISDOO

### Existing Situation

106.1 Located equidistantly between Dromore and Irvinestown astride the main traffic route A32, Tummery/Lisdoo has a strong community identity. In the vicinity are 26 houses, 2 shops, a post office, a garage/filling station, and a primary school. Nearby to the north is another primary school. The hamlet has developed along the A32 leading almost to coalescence of Tummery and Lisdoo. Further development has taken place around Lisdoo cross-roads and along the minor road to the south.

### Proposals

106.2 Limits of development have been drawn around 4 nodes to allow for additional building. Development within the 2 nodes at Lisdoo and within that lying north of the A32 at Tummery will be limited to a few single dwellings. Development onto the A32 will be unacceptable. Within the node to the south of the A32 at Tummery there is scope for development of a small group or groups. Development in the latter node will require construction of a satisfactory access road, or the improvement of an unadopted road to Private Streets standards. In addition a satisfactory junction with the main road must be provided. The scale, layout, and design of new development should reflect the hamlet's small size and rural setting. In each node, proposals for other development will be considered on their merits. Proposals for development outside the limits will be assessed under the rural policy. In particular the main traffic route will be protected.



*Rural Housing Terrace and Shop at Tummery/Lisdoo*



Part Eight  
Policy Statement and  
Map - Rural Area



## 107.0 Introduction

107.1 This section considers the strategy and policies for the countryside. Bearing in mind the interdependency of the small settlements and the countryside, the rural strategy can not be considered in isolation from the settlement strategy, particularly with reference to the policies and proposals for the small towns, villages and hamlets. The level of growth and development within the settlements is related to that of their rural hinterland. Moreover, the location and scale of rural development has a direct influence on the development, or otherwise, of the settlements. Small towns, villages and hamlets are central to the process of rural regeneration.

107.2 While there are limitations to what it is possible for a land use plan to achieve in relation to the general issue of rural regeneration and the socio-economic problems experienced by the rural population, it is possible to define a strategy which facilitates rather than inhibits change. The strategy seeks to ensure that no undue impediments are placed on those living or wishing to live in the countryside. Outside the Green Belt and Policy Areas the assumption is in favour of granting approval for single dwellings subject to technical requirements and location, siting and design criteria.

107.3 The rural strategy has been drawn up within the context of the Department's **"Regional Physical Development Strategy"** and its **"Policy for the Control of Development in Rural Areas"**. Guidelines concerning **"Location, Siting and Design in Rural Areas"** form an integral part of the latter rural policy. It is emphasised that the main determinant of all planning applications for development in the open countryside is the rural policy. However, the Omagh Area Plan presents the opportunity to tailor the application of this policy to the particular needs of the District. It, therefore, incorporates the rural policy into the statutory framework for development throughout the whole District.



*Traditional Farm Group near Drumquin*

## 108.0 Issues and Opportunities

108.1 The Plan addresses the issue of how to encourage rural regeneration and at the same time protect, in the wider public interest, the vulnerable areas of the countryside. It is necessary to protect the countryside from inappropriate development, to protect areas of high scenic quality and features of scientific and historic interest. It is also important to strengthen rural communities by retaining population and by encouraging economic potential. The rural strategy for Omagh District seeks to achieve the proper balance between economic and social demands and environmental protection.



*Potato Harvesting in the Strule Valley*

108.2 It has been a feature of Omagh District's rural area for many years that the number of people living outside the towns and villages has been declining. Moreover the number of people per square kilometre, or density of population, has also been falling. Within the countryside however the trend has been uneven. Some areas, particularly those near Omagh have grown, while more remote wards which generally have the lowest densities, have suffered the greatest loss of population. Between 1971 and 1987, however, the rate of drift from the countryside has slowed down significantly. To encourage stabilisation in the level of the rural population, the priority is to build on the strategies for the villages and hamlets in order to strengthen the District's rural communities.

108.3 The change in population is reflected in the pattern of new development which has occurred since the rural policy was introduced in November 1978. Concentrations of new dwellings have built up creating areas of pressure which broadly coincide with those rural areas experiencing growth of population. Such concentrations threaten to alter the character of particular localities. The main areas in question are between the Strule Valley and Sperrin Area of Outstanding Natural Beauty, Clanabogan and Tattyreagh. Smaller concentrations have also built up in limited areas close to the planned boundaries of the 3 local towns and to a few villages. It is important, therefore, to protect those areas where pressure of development threatens their rural character.

108.4 The Department's policy from 1978 distinguished between Areas of Special Control and the remainder of the countryside. In the latter less strict control could be exercised. Areas of Special Control were defined close to towns where it was necessary to prevent ribbon development and urban sprawl and also within areas of high landscape value where a level of amenity was considered worthy of protection. Elsewhere in the rural area, planning permission was normally granted providing planning criteria could be met. Urban Areas of Special Control were based on a standardised one or two mile radius beyond the statutory limits of the towns concerned. The rural policy can now be applied to take account of the particular circumstances of the Omagh District.

108.5 A substantial proportion of the housing stock in the rural area is unfit. Despite considerable improvement over a number of years, it is apparent that unfitness is still largely a rural problem with over 85% of the District's unfit dwellings being located in the countryside. It is essential, therefore, to continue the policy of encouraging the renovation, improvement, and the replacement of existing rural dwellings.

108.6 Agriculture is a particularly important economic activity and land-use in Omagh District and exerts a profound influence on the appearance of the countryside. For example, farm diversification and the growth of alternative sources of employment resulting in development will require careful consideration, particularly in areas where a more protective planning policy is being pursued. To encourage regeneration of the countryside, however, it is important to take account of the move towards diversification in the rural economy.

108.7 It will be the Department's policy to employ public and other resources in order to assist revitalisation and regeneration. There are a number of initiatives presently available to the Department which stimulate rural regeneration. These relate to the small towns and villages and extend varying degrees of financial support to suitable projects.



*Rural Diversification in Clanabogan*

## 109.0 Aims and Objectives

109.1 The aim of the rural strategy for Omagh District is to maintain an economically and socially vital and environmentally attractive countryside through the following objectives:

- ☐ To facilitate rural, economic and social regeneration;
- ☐ To achieve the proper balance between economic and social demands and environmental protection;
- ☐ To raise the profile of small towns, villages and hamlets;
- ☐ To maintain a clear distinction between the countryside and the limits of development of the settlements;
- ☐ To protect the countryside from incongruous forms of development; and
- ☐ To protect and where possible, enhance natural landscapes, wildlife sites and buildings or sites of archaeological, architectural or historical interest.



*Deer Farming near Mountjoy*



*Lisnahoppin Open Farm*

109.2 When determining planning applications for rural development, the Department will seek to achieve these objectives by having regard to the following criteria:

- ☐ **The particular needs and circumstances of the local community.**
- ☐ **The changing nature of the rural economy.**
- ☐ **The amenity of the countryside.**
- ☐ **The need to protect the wildlife interest and key physical features.**
- ☐ **The need to safeguard features of the historic landscape.**
- ☐ **The effect of ribbon development, urban sprawl and urban housing forms.**
- ☐ **The traffic hazards caused by development and additional accesses onto public roads.**
- ☐ **The possible danger to public health caused by the pollution of watercourses.**
- ☐ **The need to safeguard restricted zones such as water catchment areas.**
- ☐ **The convenience of social facilities.**

## 110.0 Rural Strategy

110.1 Taking account of the foregoing, the Plan proposes a rural strategy with the following components:

- ☐ **A Green Belt around Omagh town.**
- ☐ **Policy Areas where pressures for development have had environmental implications.**
- ☐ **An Area of Outstanding Natural Beauty associated with the Sperrin mountains.**
- ☐ **Protection of main traffic routes through the District.**
- ☐ **The protection and enhancement of features of the natural and man-made heritage.**
- ☐ **A policy for mineral extraction.**
- ☐ **A policy for the rest of the open countryside.**

## 111.0 The Green Belt

111.1 The Green Belt around Omagh town replaces the former Area of Special Control. It reflects more closely the needs, circumstances and pressures of local development and is related to the physical setting of the town.

111.2 The essential functions of the Green Belt are:

- ☐ **To preserve a clear break between town and country.**
- ☐ **To protect from ribboning and urban sprawl the lands adjoining the limits of development.**
- ☐ **To maximise the use of existing urban infrastructure and encourage urban regeneration.**
- ☐ **To preserve the character of the urban area and protect nearby areas of high amenity.**

111.3 The Green Belt provides, therefore, a minimal band around the town and includes those areas physically and visually related to it. In form it is essentially concentric with elongated spurs along the main traffic routes. The Department will monitor rural development and it will review the extent of the Green Belt if the countryside beyond its limits becomes subject to excessive pressures for development.

### 111.4 Policy within the Green Belt

#### Residential Development

111.4.1 Following the policy for control of development in rural areas of November 1978, permission for groups of dwellings will not normally be granted within the Green Belt. Permission for a single dwelling will normally be granted only when the Department is satisfied that an applicant needs to live at a specific site because of circumstances of employment or exceptional personal reasons.

111.4.2 Permission will normally be granted for a dwelling for a farmer engaged in full-time agricultural operations where the nature of the farm enterprise is such that a dwelling is required on the holding. Sympathetic consideration may be given to part-time farmers and farm workers where the nature and extent of their agricultural operations warrants the erection of a dwelling on the farm. Additionally applications by retiring bona fide farmers or their widows or widowers to erect a dwelling for their own occupation on the land which they have farmed over the years will receive sympathetic consideration where the ownership of a viable farm enterprise including the existing farmhouse is being transferred. This is provided that no suitable alternative site exists outside the Green Belt or within the limit of development of a settlement.

111.4.3 Permission may be granted for a dwelling for occupation by a person engaged in the whole-time management of an established commercial or industrial undertaking, provided that it can be shown to be necessary for the person to live in the rural area at the site.

111.4.4 Further, the Department may give sympathetic consideration to applicants who because of exceptional, personal or domestic circumstances need to live at a particular location in the Green Belt. It will be necessary for the Department to be satisfied that the circumstances are specific to the site and that severe hardship would be caused if planning permission were refused.

111.4.5 Where permission is granted for reasons of employment or exceptional, personal circumstances a condition restricting the occupancy of the proposed dwelling will be attached.

111.4.6 Permission to build a dwelling in the Green Belt may be given on a suitable infill site where a substantial and closely built-up frontage of development already exists, and where the dwelling is satisfactory in all other respects.

111.4.7 Permission may also be given to renovate, rebuild or replace an existing dwelling provided that such a building is substantially complete and structurally sound. Generally, the form, dimensions and materials of the new dwelling should respect its status as a replacement, and it should be located on the site or close to the building being replaced. The Department will not impose restrictions on the size and design of a replacement dwelling which would result in failure to satisfy modern requirements, but it is unlikely that a house significantly larger than the one it is replacing will be considered appropriate.

111.4.8 In all cases planning permission will only be forthcoming where location, siting and design are considered acceptable to the Department.

#### Non-Residential Development

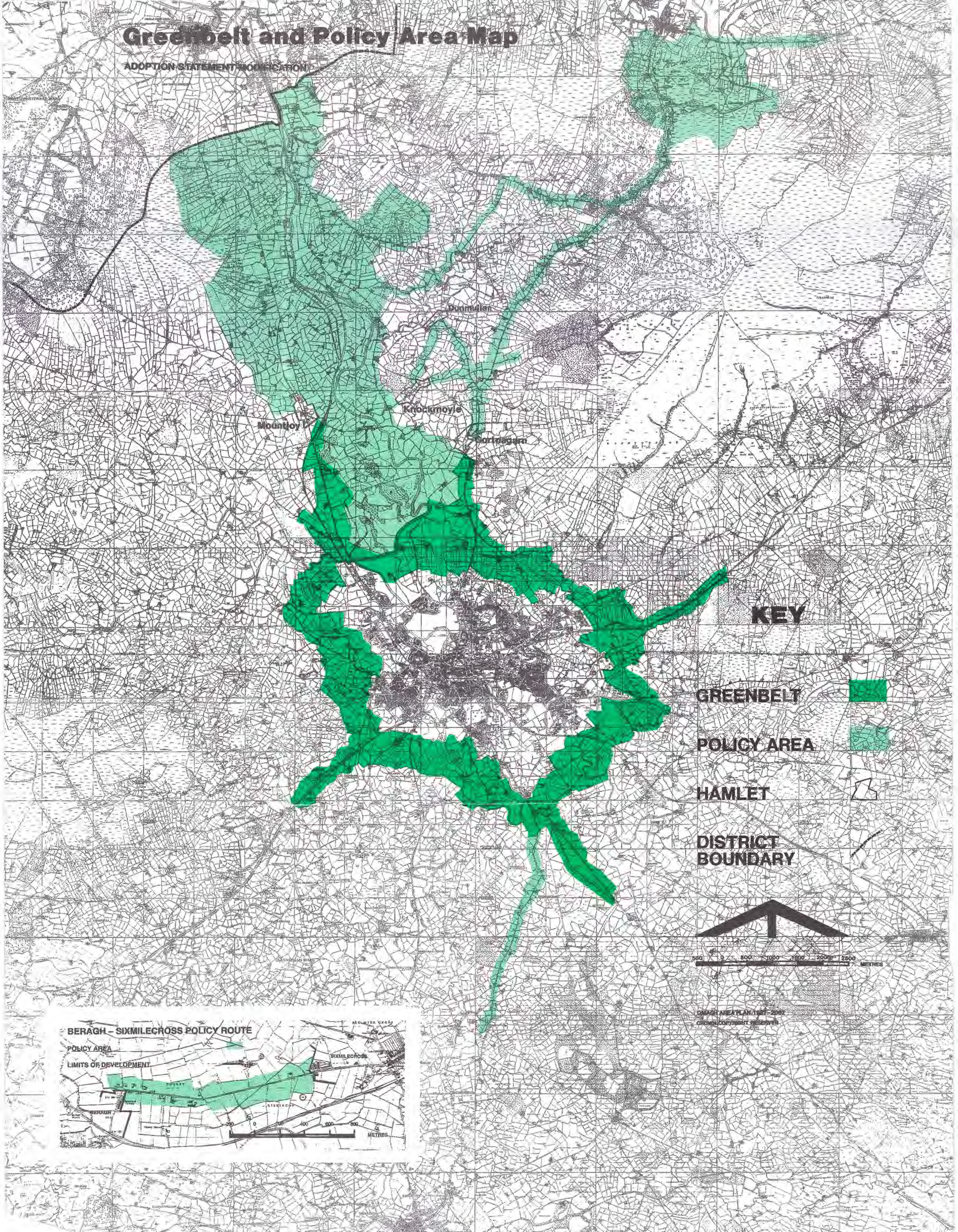
111.4.9 Planning permission for non-residential development within the Green Belt will be considered on the basis of the needs of the local community, the proximity of alternative urban locations and the circumstances of each case. As a general rule, only development which clearly needs to be located in the Green Belt will be considered appropriate. Vacant or semi-derelict buildings will be preferred locations for such development.



*Strule Valley Policy Area*

# Greenbelt and Policy Area Map

ADOPTION STATEMENT MODIFICATION



## KEY

GREENBELT



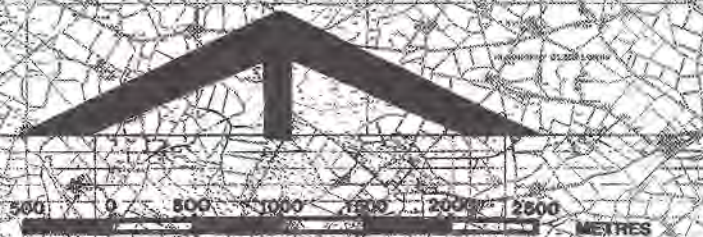
POLICY AREA



HAMLET



DISTRICT  
BOUNDARY

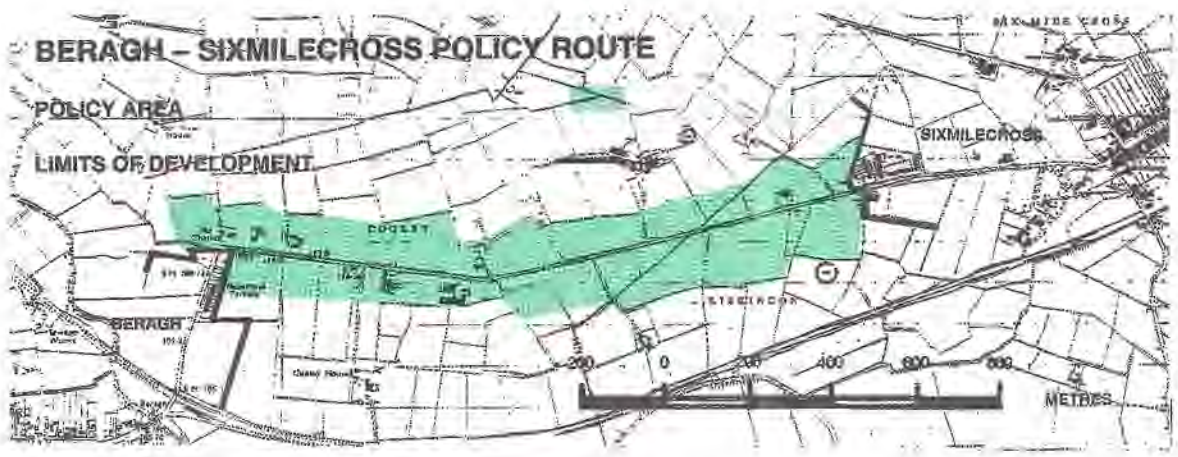


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## BERAGH - SIXMILECROSS POLICY ROUTE

POLICY AREA

LIMITS OF DEVELOPMENT





111.4.10 Industry will be encouraged to locate principally within urban areas. Sympathetic consideration will only be given to agriculturally-related industry where circumstances dictate its location on the site proposed within the Green Belt.

111.4.11 Retailing and commercial activity will be strongly resisted in the Green Belt as these uses are better located within existing built-up areas, both to serve the local community and to avoid spoiling the landscape.

111.4.12 Those agricultural buildings requiring planning permission will be subject to the same planning criteria applied to other development within the Green Belt.

111.4.13 Proposals to cater for outdoor recreational activities such as playing fields or golf courses will receive sympathetic consideration where there would be no adverse environmental impact.

111.4.14 Other community uses should normally be provided in existing settlements. Only in exceptional cases would the Department accept the need for such within the Green Belt.



*Sperrin Area of Outstanding Natural Beauty near Tircur*

## 112.0 Policy Areas

112.1 A number of policy areas have been defined to ensure stronger protection than that afforded beyond the Green Belt and main traffic routes. The criteria for designation are:-

- ☐ **The protection of rural amenity by restricting development in areas of strong pressure and high landscape value.**
- ☐ **The restriction of unnecessary development along important scenic roads.**
- ☐ **The retention of the separate identity of settlements in close proximity.**

112.2 Policy Areas aimed at protecting areas of pressure are located at **Dunmullan and Fintona-Tattyreagh**. The **Strule Valley** and the area south of **Gortin** are areas of high landscape value and merit additional protection. To protect important scenic routes there are policy areas along the **Omagh-Gortin Road**, a section of the **Gortin-**

**Greencastle Road** and the road which **links the Ulster-American Folk Park with the Gortin Heritage Centre**. To retain the separate identity of **Beragh** and **Sixmilecross** there is a policy area between these two villages.

### 112.3 Policy within Policy Areas

112.3.1 The Plan proposes in these areas to apply the same policy as that outlined for Green Belts.

## 113.0 Area of Outstanding Natural Beauty

113.1 The Sperrin AONB designated under the Amenity Lands Act (NI) 1965 extends over much of the north-eastern part of the District. It then extends northwards into adjoining Districts.

113.2 Under the Nature Conservation and Amenity Lands (NI) Order 1985, it is proposed to review the AONB. Detailed policies and guidelines for its conservation and management will be drawn up by the Department's Countryside and Wildlife Branch. This will be done in consultation with the District Council and the public generally.

### 113.3 Policy within the AONB

113.3.1 In the AONB and outside the above mentioned Policy Areas applicants seeking planning permission for single dwellings will not have to demonstrate a need to live in the countryside.

113.3.2 However, each planning application will be closely examined against the criteria of location, siting and design. New buildings within the AONB will be required to respect and reflect the traditional architectural style and settlement pattern of the locality and should be carefully located to minimise their visual impact.

113.3.3 In recognition of the tourist potential of the AONB and the role of tourism in rural regeneration, sympathetic consideration will be given to tourist-related proposals. Development associated with such proposals will be expected however to contribute to the rural policy's objectives by conserving and enhancing the quality of the natural landscape.



*Sperrin Area of Outstanding Natural Beauty, Gortin Lakes*

## 114.0 Main Traffic Routes

114.1 The rural strategy incorporates the policy for protecting the network of main traffic routes outside the urban areas. In Omagh District, these are the **A5 from Londonderry to Dungannon, the A505 from Omagh to Cookstown, and the A32 from Omagh to Enniskillen.**

### 114.2 Policy along main traffic routes

114.2.1 New accesses and intensification of use of existing accesses onto the main traffic routes will not normally be permitted. However, unless use of the access would cause an unacceptable traffic hazard, approval may be given in the following circumstances:

- ☐ Where a house is required for the working of a farm and access to it can be obtained only from a main traffic route.
- ☐ Where a house is required for the working of an existing commercial undertaking and access can only be obtained from a main route.
- ☐ Where a dwelling to be replaced has been in regular use in recent years. A condition requiring the improvement of the access may be imposed.
- ☐ There may occasionally be other cases which justify exceptional consideration but these should be rare and will be assessed on their merits.

114.2.2 Applications to construct new accesses onto all other roads will be treated on their merits. Standards of sight-lines, radii and gradients will vary according to the configuration of the road and its classification. The number of accesses on a given stretch of road will be relevant as will their proximity to junctions. Sight-line requirements will be applied but the Department will seek to retain hedgerows and trees as far as possible. Where hedges and trees have to be removed, they should be replaced behind the sight lines.

## 115.0 Conservation Features

115.1 The countryside is rich in natural and man-made features. These influence planning policy by providing constraints on development. In Omagh District they include National Nature Reserves, Areas of Special Scientific Interest, Archaeological Sites and Monuments and Listed Buildings.

**115.2 Black Bog Area of Special Scientific Interest** some 14 miles east of Omagh, is the largest known area of intact lowland raised bog in Northern Ireland. It is of special interest because of the quality of its vegetation. Recently another Area of Special Scientific Interest has been declared at **Fairy Water** bogs to the west of Omagh. This area is an extensive complex of lowland raised bogs. A couple of miles east of Mountfield there is the **National Nature Reserve of the Murrins**. Its scientific interest is its well developed glacial and esker formations and dry heath vegetation. Just south of Gortin is **Boorin National Nature Reserve**. Its scientific interest is well-developed glacial moraine and kettle holes, oak and birch woodland. The other National Nature Reserve is **Meenadoan** at the western edge of the District. It is one of the very few examples of blanket bog rich in plant species and with well developed surface features.

**115.3 Developments will not normally be given permission where they would be likely to damage the scientific interest or prejudice the essential character of areas within the District, which have been declared by the Department on the basis of their scientific value as Areas of Special Scientific Interest or National Nature Reserves.**



*Black Bog near Creggan, Area of Special Scientific Interest*

115.4 The District contains some 600 archaeological sites and monuments. The Department's Historic Monuments and Buildings Branch is responsible for the identification, recording and protection of all known sites and monuments under the Historic Monuments Act (NI) 1971, including the taking of monuments into state care and their scheduling for protection. The work of scheduling is ongoing. The fact that a site has not yet received statutory protection does not diminish its archaeological importance or its significance as an element in the historic landscape.

115.5 Many buildings of architectural or historic interest are located in the rural area throughout the District. These have been listed by the Department under Article 31 of the Planning (NI) Order 1972 to protect their character. Such buildings and their surroundings contribute to the variety and visual amenity of the countryside.

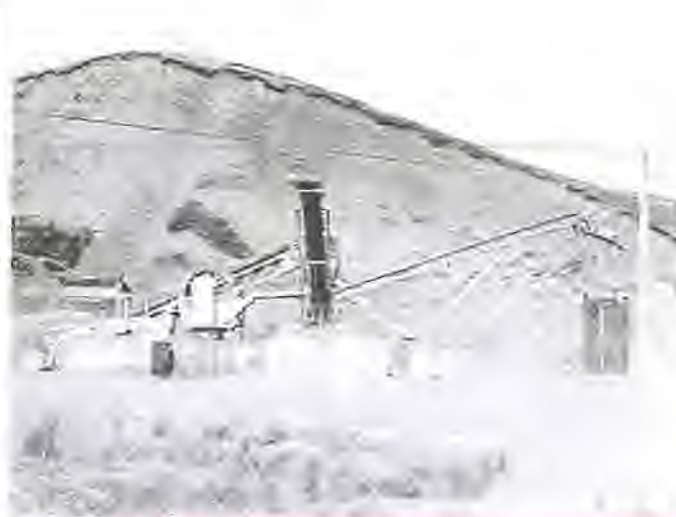
115.6 Again, development will not normally be given permission where it would be likely to damage the scientific interest or prejudice the essential character of areas within the District which contain historic monuments or buildings or architectural or historic interest.

## 116.0 Mineral Extraction

116.1 Mineral developments play an important role in the physical development and economic well-being of the local area and of Northern Ireland in general. Minerals, the raw materials of construction, are widely used for other purposes and their exploitation provides employment which is of particular value in rural areas where employment opportunities are limited. Yet mineral development can cause considerable loss of amenity. It is destructive, disruptive and a relatively long-lasting form of development. The Department, therefore, considers it necessary to consider very carefully all proposals for mineral development.

116.2 Wherever mineral developments are proposed the Department will seek to protect landscape quality. Permission where granted, will carry conditions designed to avoid or mitigate visual disturbance. Planning permission will not normally be granted for new excavations which will cause a breach in a prominent skyline. The Department will also resist any extension of an existing breach of such a skyline unless it will produce a more pleasing aspect. Where possible structures and stockpiles within workings should be positioned so as to remain below the skyline.

116.3 Planning permission for all new mineral developments will be conditional upon the ultimate rehabilitation of sites to a safe and tidy condition. Where possible developers will also be required to restore sites to a condition which is suitable for the establishment of alternative uses.



*Sand and Gravel Extraction near Mountfield*

116.4 The Department will protect the landscape of the **Sperrin Area of Outstanding Natural Beauty** with a degree of constraint greater than it would consider to be reasonable in areas of lesser scenic value. Permission is less likely to be granted to a proposed mineral development where it will have a substantial impact on the landscape. The specific location of the site proposed, the scale and expected duration of the development and satisfactory restoration proposals will be important considerations in determining a planning application. Where permission is granted the stringency of control exercised over operations and site restoration to protect the landscape will be greater than will be the case of mineral developments outside the AONB.

116.5 Mineral developments will not normally be given permission where they would be likely to damage the scientific interest or prejudice the essential character of areas within the District which have been declared by the Department on the basis of their scientific value as **Areas of Special Scientific Interest** or **National Nature Reserves** or contain features identified by the Department as **Historic Monuments**. Conservation of natural resources will also be considered in determining planning applications for mineral developments.

116.6 In order to facilitate the fullest use of resources and to relieve pressure for development elsewhere the Department will, subject to normal planning considerations, favour extensions of existing developments. In determining applications which involve sand washing, the Department will take account of measures proposed to prevent pollution of watercourses.

116.7 Sand and gravel extraction occurs on a significant scale within the AONB in the vicinity of Mountfield and Greencastle. The visual implications of any further proposals to extend these sites and the implications for conservation interests including river water quality will be carefully assessed before further permissions are given.

116.8 The continuous and disruptive nature of mineral operations make them "bad neighbours" particularly of housing. Proposals which contain effective measures to avoid or alleviate environmental disturbance will be given more favourable consideration. Where possible, the Department will reduce the potential for conflict by requiring a degree of separation to be kept between mineral workings and other developments, particularly where mineral operations involve blasting.

116.9 Mineral resources often occur where the public road network is unsuitable for the volume of heavy traffic which development could generate. Where increased traffic from a proposed mineral development would prejudice the safety and convenience of road users the Department will normally refuse planning permission unless the road can be satisfactorily improved.

116.10 **Where extraction of a mineral would be of particular benefit to the economy, or where a mineral is of limited occurrence and has some uncommon and valuable property, such as gold deposits, the Department will consider applications to exploit such resources on the merits of the proposals, balancing the potential economic benefits of development against the environmental consequences.** Where reserves of a mineral which is considered to be of particular economic value have been proven to standards acceptable to the Department, it will seek to ensure that surface development does not sterilise the reserves so prejudicing their future exploitation.

116.11 The commercial extraction of peat requires planning permission. When considering applications for the extraction of peat the Department will take into account the visual and wider implications for conservation as well as the archaeological potential of the boglands of each. Favourable consideration to proposals for extraction will be given insofar as it is consistent with the protection of boglands valuable to conservation and archaeological interests and with the protection of amenity in the Sperrin Area of Outstanding Natural Beauty.

## 117.0 The Open Countryside

117.1 Besides those parts affected by designation as Green Belts, Policy Areas, Areas of Outstanding Natural Beauty, main traffic routes and features of scientific and historic interest, the greater part of the countryside will be unaffected by special policies. It varies in character and in quality of landscape but is nonetheless generally attractive in its own right.

### 117.2 Policy within the Open Countryside

117.2.1 A planning policy which is less restrictive than that for Green Belts and Policy Areas will be applied throughout this area. Proposals to improve the agricultural sector or to create alternative economic opportunities in keeping with amenity will normally receive sympathetic consideration.

117.2.2 Applicants seeking planning permission for single dwellings will not have to demonstrate a need to live in the countryside. Consideration of proposals for development will be based on recognised planning principles, including the effect on the character of the area and suitability of location, siting, and design. New development should blend into the landscape and proposals which would give rise to traffic hazards or public health nuisance will be resisted. Likewise proposals which would create ribbon or skyline development will not normally be permitted.



Stone Quarry near Mountfield

## 118.0 Location, Siting and Design

118.1 The Department's guidelines "Location, Siting and Design in Rural Areas" emphasise the importance of the amenity of the countryside. This publication is a statement on the standards to be applied to new development in the countryside, including the Green Belt and AONB and will be used by the Department in guiding the appearance of proposed development. Great importance is attached to the detailed consideration of location, siting and design of buildings in the countryside and also to the ancillary works or treatment to their immediate surroundings. This principle will apply generally throughout the rural areas to both residential and non-residential development including agricultural buildings where appropriate.

118.2 The degree to which individual buildings can be satisfactorily located in any particular rural setting will depend on the nature of the existing landscape and the amount of existing development. Broad expanses of open countryside with few trees or large hedges can absorb fewer buildings than undulating countryside where the landscape is interspersed with many trees and hedges. The circumstances for planning consideration in any particular location may change following approval of one or more developments in that locality. In particular the Department will take account of excessive pressure which would threaten the character of a rural area.

118.3 Developers should aim to integrate new buildings into their setting. Development will be expected to avoid siting on hilltops, ridges or the skyline. It should be positioned close to existing trees or hedges where possible. The Department will take into account the size, shape, orientation and height of any proposed building relative to its surrounding, when determining planning applications.

118.4 The Department will expect proposed development to minimise the destruction of existing trees and substantial hedges. Suburban-type access roads, gate-pillars and boundary walls or fences will not be considered appropriate in the countryside. Roadside and field boundary hedges should be retained and where necessary development work requires their removal, new planting should be provided.



*Discrete siting of new development at Clanabogan*



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