



Mid Ulster

Position Paper – Strategic Settlement Evaluation

July 2015

Strategic Settlement Evaluation

Purpose: To provide members with a strategic evaluation of all existing settlements as identified in the Cookstown, Dungannon and South Tyrone and Magherafelt Area Plans, identify their role within a new settlement hierarchy for the Mid Ulster Local Development Plan (LDP) and to identify any new potential settlement candidates for consideration.

Content: This paper provides information on:

- (i) An evaluation of each settlement in the context of the Evaluation Framework Table and the Hierarchy of Settlements and Related Infrastructure Wheel of the Regional Development Strategy 2035.
- (ii) An assessment of likely constraints for each settlement, including any new settlement candidates, which may inform future land use decisions in relation to potential settlement expansion.
- (iii) An updated settlement hierarchy for Mid Ulster taking account of the settlement evaluation.

Recommendation: That the Council notes the contents of this paper and considers the position of settlements in the new hierarchy.

1.0 Introduction

1.1 The Settlement Evaluation forms part of the Countryside Assessment, which also comprises identification of Environmental Assets, a Landscape Assessment and a Development Pressure Analysis. The purpose of this paper is to evaluate the existing settlements and new settlement candidates within Mid Ulster and provide a new settlement hierarchy which identifies settlements and their role within the hierarchy in accordance with the RDS 2035 Spatial Framework Guidance and the SPPS.

1.2 Each existing settlement and new settlement candidates in the Mid Ulster District has been appraised in the context of the following six tests as identified in the Regional Development Strategy (RDS):

- 1. Resource Test-** an assessment of the existence of community assets and physical infrastructure such as water, waste and sewage, including spare capacity.
- 2. Environmental Capacity Test-** an assessment of the environmental assets of each settlement and their potential to accommodate future outward growth without significant environmental degradation, the potential of flooding from rivers or surface water run-off.

3. **Transport Test-** consideration of existing infrastructure and the potential for integrating land use and public transport and walking and cycling routes to help reduce reliance on the car.
4. **Economic Development Test-** consideration of the potential to facilitate an appropriate housing and jobs balance. Identify and detail possible major strategic development opportunities.
5. **Urban / Rural Character Test-** an assessment of potential to maintain a sense of place and to integrate new development in a way that does not detract from the character or identity of the settlement.
6. **Community Services Test-** Details of existing community service role and function of each settlement, and potential for such roles / functions to be reinforced.

1.3 The settlements have also been evaluated against the 'Hierarchy of Settlements and Related Infrastructure Wheel' which is attached in Appendix 1 of the paper. This included assessing the provision of health, environmental, social, justice, skills and commercial facilities and existing productive and networks assets. This evaluation has comprised of a mix of visual survey work and desk-top research.

1.4 For each settlement a short report has been produced incorporating the following:

- A brief overview of the settlement including population level and number of households,
- An evaluation framework (6 tests),
- A settlement appraisal map identifying existing assets and any likely constraints upon potential future development,
- An aerial photograph with the existing development limit transposed,
- A summary of the key findings and a conclusion recommending the settlement classification (i.e. town, village, small settlement) for the new settlement hierarchy,
- Results from the output of the 'Settlements and Dispersed Rural Communities Workshop'.

1.5 In the 'Settlement and Dispersed Rural Communities Workshop', held in April 2015, members and council officers discussed and suggested what classification each settlement should have in the new settlement hierarchy. The output from the workshop has been included within each individual settlement appraisal.

1.6 The workshop requested that Ballygawley be investigated as to whether or not it could be classified as a town together with Slate Quarry (northeast of Pomeroy), Curglassan (north of Stewartstown) and Tullywiggan (south of Cookstown) as new settlements. The workshop also suggested that a number of villages be reclassified as small settlements and that a number of small settlements be reclassified as villages. These are considered within the separate settlement appraisals in the next section of this paper.

1.7 Of the new settlement candidates suggested from the workshop only Tullywiggan has been evaluated within the next section as both Slate Quarry

and Curglassan are not considered to qualify as new settlements to the limited service provision and the scale and physical layout of the development. Consideration could be given to an alternative approach to designate both Slate Quarry and Curglassan as Dispersed Rural Communities. The issue of Dispersed Rural Communities will be reviewed at a later date in the preparation of this Local Development Plan as part of the Countryside Policy Review Paper which will be presented to members later in 2015. It is also worth noting that Aghamullan is an area that had been highlighted as a possible settlement candidate during the Dungannon and South Tyrone Area Plan process but withdrawn later in the process. It is considered that it does not qualify a settlement but could be assessed further when DRC's are being considered.

Sewage Infrastructure Consideration

- 1.8** In parallel with carrying out the settlement appraisals, liaison has taken place with NI Water to establish the adequacy of existing sewage works both in terms of serving existing properties and in accommodating development proposals already subject to planning applications. They have also advised where there is a reasonable capacity available to serve up to a further 30% increase in usage, and whether schemes for new or improved works are in their Capital Works Programme (Appendix 2). This information shows that in the main most settlements are provided for with sewage systems with reasonable capacity based on existing properties or planning proposals. However it should be noted that a number of villages and smaller settlements have no sewage infrastructure, rely on pumping sewage away from the settlement or are at or reaching capacity. The implications of this are discussed in the conclusion of this paper together with other findings from the settlement evaluations in the context of accommodating growth in the settlements.
- 1.9** It is important to note that the information provided in relation to those works that are “at or reaching capacity” has been calculated by NI Water taking account of all ‘committed’ development i.e. houses built and those that have been permitted but not yet built. NI Water use their planning consultations as part of the ‘committed development’ calculation and therefore it is important to note that there may be some double counting within this. The information in relation to those works in the context of “has reasonable capacity” has been calculated by NI Water using the ‘committed’ development position as a baseline and adding approximately 30% growth to this.

The following settlement evaluations have been laid out in order of size from the towns, to villages and small settlements.

SETTLEMENT APPRAISAL – BALLYGAWLEY

Ballygawley is located approximately 21 km southwest of Dungannon, The settlement is intersected by the A4 and the A5 and 2 roundabouts. The settlement consists of two clusters; the historic core of the settlement extends in a linear form along both Main Street and Church Street in the northern cluster. The southern cluster consists of St Ciaran's High School and housing. According to NISRA 2011 Census data Ballygawley has a population of 711 people and 271 households

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is an existing WWTW located within the existing development limit to the east of the playing fields and in an area outside the development limit between the Omagh Road and the southern cluster. In terms of resources, Ballygawley has access to most of the resources identified at level 1 (villages) of the Assets and Infrastructure Wheel. In addition, it also benefits from some resources which are found at level 2 (smaller towns) such as a restaurant and mix of retail uses.
ENVIRONMENTAL CAPACITY	A river (Ballygawley Water) runs through the northern cluster and immediately adjacent to (outside) the development limit of the southern cluster of the settlement. According to Strategic Flood Maps from DARD, there is an area of flood risk located along this watercourse. This floodplain area extends partially across the field between the river and the A4 Dungannon Road and this may restrict the direction of growth in that area. This field is currently designated as LLPA 1 and is outside the existing development limit as designated in DSTAP 2010. There is also surface water floodplain areas within this field. There is a large floodplain area outside the southern cluster development limit; to the north of St Ciaran's Playing fields and the river. This may restrict the future direction of growth to the north of this cluster. There is also a significant floodplain area between the Tullybryan and Annaghilla Roads to the south of the southern cluster. This may restrict the direction of growth. There are significant surface water floodplain areas in the northern cluster; in the fields running alongside the A5 Omagh Road (between the Omagh Road and to the rear of Fair Green Housing Development and between the Omagh road and the Playing Fields). These areas are within the existing development limit however they are undeveloped. There is a significant surface water floodplain area to the northwest of the southern cluster alongside the Omagh Road. This area is outside the existing development limit and any future development proposals here would be subject to detailed assessment. There are surface water floodplain areas either immediately either side of the Dungannon Road as you access / exit the original Ballygawley Roundabout. There is also a surface water floodplain area immediately adjacent to and east of the Tullyvar Road between the original and second Ballygawley Roundabouts. There are existing detached dwellings located within this area. Historical flooding has been recorded at the St. Ciaran's High School Site including its playing fields and between the School and the Annaghilla Road. There are a number of Listed Buildings and structures in Ballygawley: Ballygawley Presbyterian Church, Grade B Listed (HB13/09/0006), a pump and plaque-Main St near corner with Church St- Grade B1 Listed (HB13/09/017), Grangemount House & Gates & railing, Grade B2 Listed (HB/13/09/035 & HB13/09/036), house at 73 Church St, Grade B1 Listed (HB/13/09/041), house at 73-75 Main St, Grade B1 Listed (HB13/09/044), Ballygawley Church of Ireland, Grade B (HB13/09/005). There are 4 designated LLPA's which include LLPA 1- Milltown- associated with the Ballygawley Water River, LLPA 2- field adjacent to A4 Dungannon Road, to protect village setting, LLPA 3- Tree –lined Ballygawley Water, LLPA 4- Grange Road- landscaped

	grounds at entrance to settlement. Ballygawley has a designated ATC along Main Street and at the Corner with Church Street. There is an unscheduled site and monument beside No 6 Old Dungannon Road and a scheduled site and monument immediately east of No 13 Old Dungannon Road. There is an Area of Constraint on Mineral Developments designated at the western section of the northern cluster and an Area of Archaeological Potential at the eastern section between the old Dungannon Road and the Ballygawley Water
TRANSPORT	On street car- parking is available along Main Street and Church Street. Park and Ride facilities have recently been constructed and become operational at the new roundabout. Bus services are available to many larger urban areas including Enniskillen, Omagh. Derry, Belfast, Monaghan and Dublin. Local bus services are also available to Dungannon and Omagh. Ballygawley is located beside Key Transport Corridors and intersections. These roads are all Protected Routes.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Ballygawley. However its strategic location adjacent to the A4 / A5 roads and proximity to the M1 could provide economic development opportunities in the future.
URBAN/RURAL CHARACTER	There is a defined village centre on Main Street and Church Street where a mix of retail facilities and dwellings are located. Most buildings are either two or three storey. Many have retail use on the ground floor with residential space on upper floors.
COMMUNITY SERVICES	There are a number of community services including shops, newsagents, PO, butchers, hairdressers, barbers, chip shop, Chinese T/A, pubs, off licence, DIY / hardware store, beauticians. There are grass playing fields and a playground located within the existing development limit. There are two primary schools and a high school. There are 3 churches including Church of Ireland, RC Church and a Presbyterian Church. The Police Station is closed. There is a Doctors Surgery on Old Dungannon Road. There are ATM cash- machines available on Main Street.

1.0 Conclusion

1.1 Ballygawley is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Ballygawley has a population of 711 equating to 271 households.
- The settlement comprises two clusters. In the larger cluster development has concentrated at the junction of Main Street and Church Street and expanded along both sides of these streets. The Main Street Area and this junction is identifiable as the centre of the village and is designated as an ATC. The smaller cluster consists of a post primary school and housing.
- Ballygawley operates as a local service centre which meets the daily needs of residents and those living in the surrounding rural hinterland. Service provision / facilities include shops, post office, two primary schools, three churches, a post primary school and doctors surgery.
- In terms of expansion / future growth, an area of flood risk (strategic maps) and existing LLPA designation to the immediate south of the large cluster may constrain development growth in that direction. The existing A5 Omagh Road and A4 Dungannon Roads act as physical barriers which may constrain development to the southeast and west. Lands to the northwest and north of the settlement have no topographical constraints and are likely to be suitable for future development if required.
- Lands to the north of the small cluster are relatively flat and may be suitable for development up to the river, although development may be constrained around the existing WWTW's and surface water flooding. Potential expansion to the south of this cluster may be constrained by the A4 Dungannon to Enniskillen Road.
- However Strategic Road Improvements have taken place at Ballygawley including the completion of the A4 Dungannon to Ballygawley Dual Carriageway which has resulted in a second roundabout to the south of the smaller cluster of development. A Park and Ride / Share Scheme has also been completed between the second roundabout and the smaller cluster. This A4/A5 Park and Share Scheme has 73 car parking spaces. This developed area may be suitable area to be included within the development limit of Ballygawley.
- Lands between the existing A4 Dungannon Road and the new A4 Dual carriage way could be suitable for development if required, as the new A4 Dual carriageway could act as a physical boundary to the south of the settlement. The topography does undulate between these two roads which may place some constraint on development growth or on the types of development which could be located here. If developed, this would result in Ballygawley having three clusters / nodes.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Ballygawley. Figures from the 2014

housing monitor show that there is potential for 176 residential units to be completed within the settlement limit.

- 1.3** Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, Ballygawley would not warrant designation as a town. However, given its strategic location and therefore its ability to serve the southwest area of the Mid Ulster District Council, coupled with the opportunities it holds in terms of being a major road junction between the A4 and A5 (allowing easy accessibility and connectivity to Belfast, L'Derry, Enniskillen and the Republic of Ireland) and the available Park and Ride / Share Scheme, it is considered logical to designate Ballygawley as a growth node. Considering the utilisation of recent roads improvements, including the A4 Dungannon to Ballygawley upgrade to dual carriageway (completed), the A5 Tullyvar realignment scheme (completed) and the possible future A5 Western Corridor dual carriageway Strategic Road Improvement scheme, it is recognised that Ballygawley could be a good location for future industrial / business development. Therefore in order to exploit the opportunities presented, it is recommended that Ballygawley is re-classified as a **town** in the new settlement hierarchy wherein land can be zoned for industry or housing.
- 1.4** This classification takes into account the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance suggested that Ballygawley could be classified as a village but that given its strategic location and access to a good transport network, there was general agreement that this settlement should continue to grow and become designated as a **town**.

Ballygawley Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Countryside Policy Area
- Existing Recreation and Open Space
- Area of Townscape Character
- Area of Archaeological Potential
- Local Landscape Policy Area
- Area of Constraint on Mineral Developments
- Archaeological Site & Monument (Scheduled)
- Archaeological Site & Monument (Unscheduled)
- Sewage Treatment Works
- Protected Route
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraint on Development
- No Constraints on Development

Area of Constraint on Mineral Developments
May require detailed assessment in any
future development proposals

Ballygawley Water provides a natural
boundary
to development along the western boundary of

Development Constraints in this area include
Ballygawley Water and associated flooding,
Area of Constraint on Mineral development and
LLPA. This LLPA protects visual amenity and
character of the settlement

A4 Ballygawley to Enniskillen Road (Protected Route)

2nd Roundabout Complete

No Development Constraints

Development may be constrained by
Ballygawley water and its associated
flooding and LLPA. This LLPA has important
nature conservation, recreational, landscape
and historic interests.

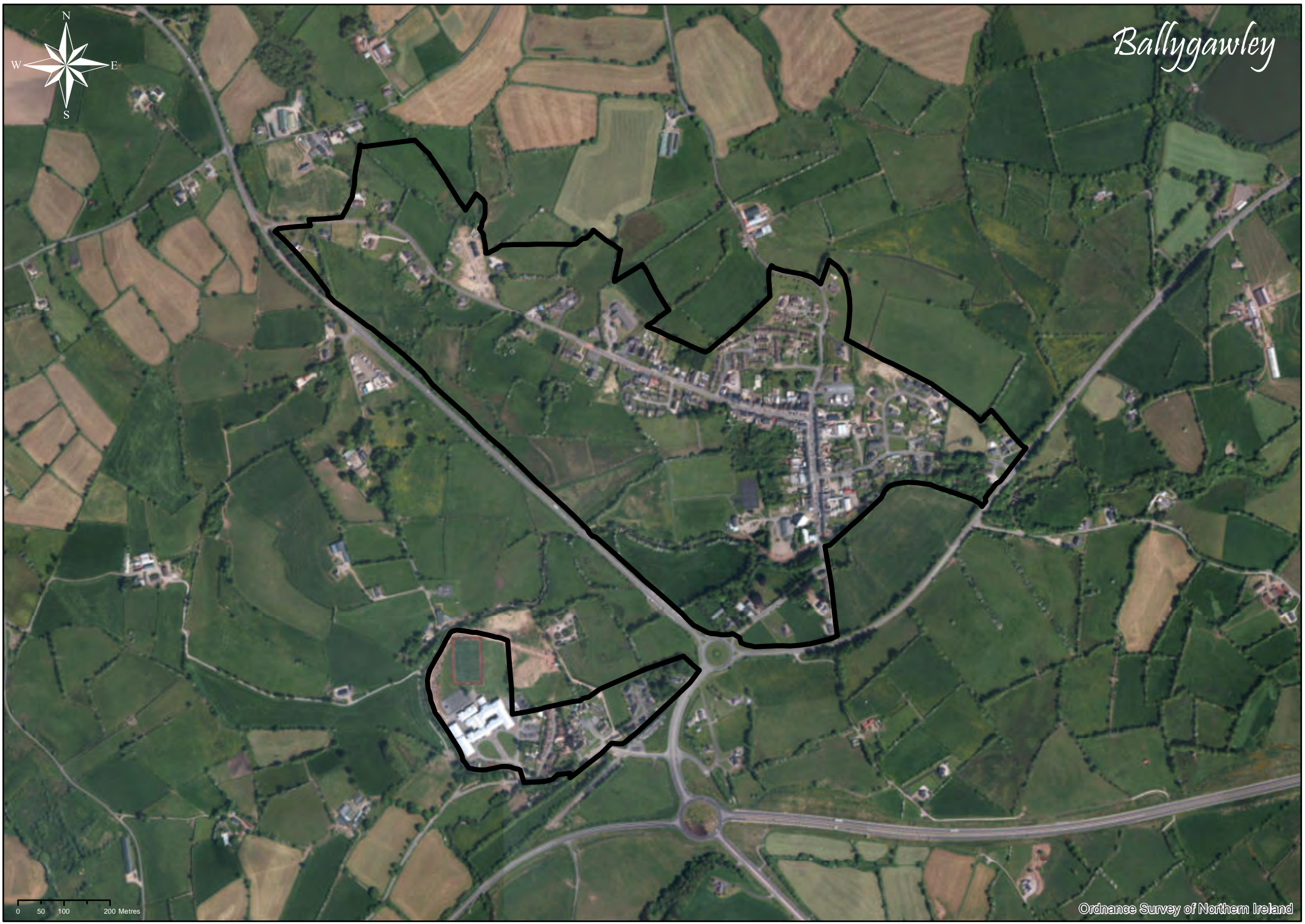
A4/A5 Ballygawley Park & Share
/Park & Ride Facility Complete

New Link Road between 2 roundabouts
(Protected Route) is a development constraint in this area

Pending Application for Service Station consisting of
Cafe, fuel, shop and tourist information
(Ref: M/2014/0512/O & M/2014/0479/Pre app)

A5 Omagh-Aughnacloy Road
(Protected Route) and Key
Transport Corridor

New A4 to Ballygawley Dual Carriageway Complete
(Protected Route) and Key Transport Corridor



Ballygawley

SETTLEMENT APPRAISAL – COALISLAND

Coalisland is located approximately 6km North East of Dungannon and approximately 17km South East of Cookstown. It has a convenient and compact Town Centre which provides a range of services. In recent years the physical environment of the town has been significantly regenerated, particularly the former Cornmill area. The town has also been subject to large scale residential growth. According to NISRA 2011 Census data, Coalisland has a population of 5700 people and 2055 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Coalisland has a fairly wide range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a sewage treatment works located just outside settlement limit along the Hackingblock Road. There are no non-domestic turbines or Anaerobic Digestors operating within the settlement. In terms of skills it does have a PS, a Post PS, a Nursery and a Library. It also has a range of productive, commercial, social and health services. Its networks include local roads, broadband and street lighting. Based on the resources available, Coalisland would fall within level 2 (Urban Centres/Smaller Towns) in the hierarchy of settlements and related infrastructure wheel.
ENVIRONMENTAL CAPACITY	The river Torrent flows along the SW boundary of the settlement. There is a small watercourse located at Crockawillin in the North of the settlement and another in the East of the settlement, flowing towards to Annaghmore. Large sections along the Torrent are designated LLPA's as is the watercourse at Crockawillin. According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there are areas susceptible to flooding along the Torrent River. These lands are not zoned. Regents Court may experience some flooding. The disused Coalisland Canal, a feature of industrial heritage is located in the East of the settlement and lands located along the canal may be susceptible to minor flooding. Lands located at Crockawillin may also experience some flooding. A large area of land just outside the Western boundary of the town is designated as a Mineral Reserve with quarrying taking place. Quarrying/extraction in this general area may restrict growth to the West of the settlement. There is a zoned community woodland at Gortgonis. The Town Centre is recognised as an ATC. There are no SLNCI's within the settlement boundary but there are 6 just outside. These may constrain any future expansion of the settlement in those particular areas. There is one unscheduled archaeological site/monument located in Shanoch Housing Development. There are 7 Listed Buildings within the settlement limits of Coalisland. Only one of these, Derryvale House may restrict expansion/development in that particular area. There is also a TPO associated with Derryvale House.
TRANSPORT	There are many local roads within the settlement connecting Coalisland to Dungannon, Newmills, Cookstown, Stewartstown, Annaghmore and the M1. There is no bus depot or sub depot but there are local Ulsterbus services connecting the town to Dungannon and smaller surrounding settlements. Tamnamore Park and Ride is approximately 6km outside the development limit. There are no designated cycle routes or pedestrian crossings but there are traffic lights and roundabouts within the settlement.
ECONOMIC DEVELOPMENT	There are 5 sites identified as existing industry and business land within the town – a concrete works at Gortgonis, lands between Annagher Road and Washingbay Road, Coalisland Enterprise Centre and Derryvale Industrial Estate. There are also 2 large sites (19 hectares) that have been zoned for industry and business. A site at Farlough Rd, Derryvale, which has been partially developed and a site along the Gortgonis Road,

	<p>which has been partially developed. There is also other small scale industry within the settlement along the Gortgonis Road. Proximity to the M1 should provide strategic economic development opportunities in the future.</p>
URBAN/RURAL CHARACTER	<p>Coalisland is currently designated as a Town in the DSTAP 2010. It is geographically very close to Dungannon. Its topography is quite undulating with the town centre and SE area of the town being relatively flat. There is little in terms of mature vegetation within the settlement. A large section of the Town Centre is designated as an ATC. The eastern entrance to the town from the Annagher Road is dominated by undeveloped zoned housing land, residential developments and a GAA pitch and pavilion. The approach from the Washingbay Road is dominated by residential developments. The approach from the Gortgonis Road is dominated by a mix of residential developments and industry. The approach from the Bush Rd/Creenagh Bridge Rd is more rural in character with mainly single dwellings and undeveloped zoned housing land. The approach from both the Brackaville Rd and Stewartstown Rd are dominated by residential development. The majority of zoned housing and within the settlement has not been developed.</p>
COMMUNITY SERVICES	<p>Coalisland offers a fairly wide range of services to benefit the daily needs of the local community and smaller surrounding settlements. The Town Centre has a variety of restaurants, cafes, bars, bookies, convenience shops, takeaways, pharmacies, a library, a health centre, clothes shops and estate agents. Outside the Town Centre there are also other services such as a Primary and Post Primary School, Nursing home, golf course, GAA grounds and 2 Churches. The only bank closed within the last year. There are play parks in several of the housing developments and there are 7 areas identified for recreation and open space. Coalisland's close proximity to Dungannon means that services not available in the town are easily accessible by bus/car in Dungannon (eg) hospital, government offices and leisure centre.</p>

1.0 Conclusion

1.1 Coalisland is currently designated as a town in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Coalisland has a population of 5700 and 2055 households.
- The settlement has a strong industrial heritage and the built form subsequently reflects much historical character. There are several Listed Buildings within the settlement and a designated Area of Townscape Character at its centre.
- Service provision within the settlement is well provided for in terms of everyday needs and facilities. There are also good links to larger settlements via local road networks and public transport facilities to obtain a wider range of goods and services. The M1 and Tamnamore Park and Ride are within 6 Km of the settlement.
- Economic and employment capacity within the settlement is provided mostly by the commercial and industrial sectors. There are five existing industrial and business sites within the settlement - a concrete works at Gortgonis, lands between Annagher Road and Washingbay Road, Coalisland Enterprise Centre and Derryvale Industrial Estate. There are also 2 large sites (19 hectares) that have been zoned for industry and business - A site at Farlough Rd, Derryvale, which has been partially developed and a site along the Gortgonis Road, which has also been partially developed.
- In terms of capacity to accommodate growth, development constraints include floodplain area on lands to the east of the settlement. There are also three separate Sites of Local Nature Conservation Importance (SLNCI) designations within the settlement, one to the south which progresses along the Torrent River and two others upon lands in-between the two nodes of the settlement. This may constrict development in these respective areas. In addition to this, there is a Mineral Reserves Policy Area also on lands juxtaposed the two nodes, which may constrict future development here. Coalisland also contains four LLPA designations, three of which recognise lands in and around the Torrent River and a fourth which is designated upon a watercourse to the north of the settlement. Again, this may also constrict development in these areas.
- Lands to the north and north east of the settlement are likely to be suitable for outward growth if required. However, at present it is noted that there is a large capacity of land already contained within the settlement limit zoned for the purposes of housing which continues to remain undeveloped.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Coalisland. Figures from the 2014 housing monitor show that there is the potential for 1240 residential units to be completed within the settlement limit. Therefore an expansion of the

existing development limit for the purpose of housing is unlikely to be required.

- 1.3** Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Coalisland continues to be classified as a **Town** in the new settlement hierarchy.
- 1.4** This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Coalisland should retain its classification as a **Town** in the new settlement hierarchy.

Coalsland Settlement Appraisal

- Legend*
- Development Limit
 - Development Opportunity Site
 - Existing Industry
 - Industry
 - Existing Recreation and Open Space
 - Housing (Phase 1)
 - Housing (Phase 2)
 - Area of Townscape Character
 - Local Landscape Policy Area
 - Minerals Reserve Policy Area
 - Site of Local Nature Conservation Importance
 - Community Woodland
 - Archaeological Site & Monument (Unscheduled)
 - Sewage Treatment Works
 - Q100 Flood Extent Detailed (Flood Plain)
 - Q100 Flood Extent Strategic (Flood Plain)
 - I200 Flood Extent (Surface Water)
 - Constraints on Development
 - No Constraints on Development

No Development Constraints
however some areas of surface water flooding
may require a detailed assessment in future
development proposals

Surface water flooding/floodplain may
constrain development and require a detailed
assessment in any future development

No Development Constraints

SLNC9, Minerals Policy Area & Flooding
may constrain development in this area.

SLNC9 Designation may constrain
future development in this area

SLNC9, Minerals Policy Area, LLPA and Flooding
may constrain development in this area

Area of flooding constraint
on development

No Constraints on Development

No Development Constraints

Disused Canal forms a natural boundary
to development at this eastern side of the settlement

River Torrent and LLPA provide
a natural physical barrier to the Settlement
and may constrain development in this area.
The LLPA protects an area regarded as having
high visual amenity, nature conservation interests
and secluded landscapes

No Development Constraints



Coalisland

SETTLEMENT APPRAISAL –COOKSTOWN

Cookstown is one of the three main hubs in the Mid Ulster District, the others being Magherafelt and Dungannon. It is located equidistant from the other two hubs, approximately 15km SW of Magherafelt and 15km north of Dungannon. The town has a linear grid like layout which signifies its status as a planned town. The land immediately surrounding the settlement is relatively flat and Slieve Gallion, a prominent part of the Sperrin Mountain range is approximately 9km to the NW and is a prominent feature in the surrounding landscape views. It has a population of 11,620 which equates to 4,519 households according to the 2011 census.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>A new WWTW facility was completed in 2008 and is an upgrade on the previous system at the same location in the SE of the Settlement Limit. The new works were built to provide additional capacity because the old works were operating beyond their capacity from the 1990's onwards. In terms of the Settlement Hierarchy and Related Infrastructure Wheel (Appendix 1), Cookstown benefits from a significant number of resources which are classed under level 3 (regional town) of the wheel. For example, in terms of Skills, there is a Further Education College in the town. With regard to social activities, there is a leisure centre (Cookstown Leisure Centre), a visitor centre (tourist information centre and the Burnavon) and an arts/culture centre (the Burnavon). Other resources which signify the status of the settlement as a regional town are a retail park, an industrial park a probation service and a major police station. There are no hospital facilities in Cookstown. However, Cookstown is in the unusual scenario where there are two other main hub towns within 15km in both directions. Both of these hubs have hospital facilities (although both have had A&E services removed in recent times). The lack of a hospital facility in Cookstown does not therefore reflect negatively upon its status as a regional town; it merely reflects the existence of two other hubs close by and the fact that certain resources are shared among the settlements. Cookstown is connected to a strong regional transport network. The main A29 runs through the settlement and connects it with two key transport corridors. The A31 is a trunk road which connects Cookstown with the west and in particular the towns of Omagh and Enniskillen.</p>
ENVIRONMENTAL CAPACITY	<p>There are certain areas of the settlement which are particularly prone to flooding. The following areas are prone to fluvial flooding;</p> <ul style="list-style-type: none"> • Land at the north of the settlement, roughly running eastwards from southern end of area of scrub opposite Lisccole, across Lissan Road to junction of Coolreaghs Road and Claggan Lane • Land at south of settlement, to the south of Holy Trinity School, immediately west of Chapel Street and East of Rathbeg • Land at south of settlement to the east of Chapel Street, south of Fountain Road and to the West of Loran Way • Land along the bank of the Ballinderry River to the south and west of the settlement. <p>In addition to these areas, there are also areas which have been identified as being areas which are at risk from surface water flooding. These areas are laid out in the maps attached. A significant proportion of the main commercial core of the town is designated as an Area of Townscape Character (ATC). This designation is in recognition of the quality and character of individual buildings but also in recognition of the historic street pattern. Any new development within this designation will have to respect the character, scale and design of the existing buildings but will also have to conform with the existing street pattern. The ATC is also home to a considerable amount of listed buildings. Indeed there are approximately 65 listed buildings within the settlement and all of these will obviously be subject to stringent planning controls in accordance with PPS 6 and Part</p>

	<p>4 of the Planning Act 2011. As well as the ATC, there are 5 Local Landscape Policy Areas (LLPA) and an Area of Archaeological Potential (AAP).</p> <p>The Department will normally operate a presumption against development in the LLPA areas unless it is for outdoor recreational use or is in conformity with the guidance for each LLPA. The LLPA areas in the settlement are</p> <ul style="list-style-type: none"> • LLPA 1 Ballinderry River. Presumption against development unless it is development for outdoor leisure and recreation. • LLPA 2 – Cookstown Cemetery. Development will be restricted to that which is ancillary to the graveyard of the enjoyment of open space. • LLPA 3 Loy Street – presumption against development except for small extensions to existing buildings which do not threaten the character of the area. • LLPA 4 – Coolnafranky. Presumption against new residential or commercial development. Favourable consideration will normally be given to minor extensions to existing buildings or to new ancillary development such as domestic garages. Favourable consideration may also be given to new educational or community buildings. • LLPA 5 – St Lurans Church. Development not permitted unless an extension to the church building. Careful consideration must be given to development in residential areas abutting this site. <p>Any development within the Derryloran Area of Archaeological Potential must be subject to an archaeological assessment.</p> <p>There is a considerable amount of phase 1 housing land still available for development. This includes but is not limited to H17, H03, H02, H01 and H07, none of which are developed at all as well as lands at H02, H09, H11 and H10 which are part developed.</p>
TRANSPORT	<p>Cookstown is connected to a strong regional transport network. The main A29 runs through the settlement and connects it with two key transport corridors. The A31 is a trunk road which connects Cookstown with the west and in particular the towns of Omagh and Enniskillen. Both major cities in Northern Ireland are accessible in approx. 1 hour driving time. In terms of public transport, there are 10 services each day to Magherafelt and 13 each day to Dungannon while there are 6 services each day to Belfast. There is also a daily town service which services all parts of the town 3 times a day on a thirty minute route.</p>
ECONOMIC DEVELOPMENT	<p>There are 6 sites zoned as industrial / business land within the Cookstown settlement. Of these 6, development has taken place on 2 parcels of land at I1 and I2. There are also some opportunity sites within the settlement which could allow for further business employment. For example, opportunity sites 05, 06 & 07 would allow for further business development within the settlement (OS1, OS 2, OS 3 and OS 4 have been developed with 03 & 04 being developed for housing). There is considerable industrial activity already existing in Cookstown. For example, there are a significant amount of industrial businesses operating at Derryloran Industrial Estate as well as Ballyreagh industrial Estate on the Sandholes Road. There is also the long established food processing factory on Molesworth Road.</p> <p>Given its linear and grid like shape, the town centre in Cookstown enjoys a thriving retail sector with many privately owned and franchised businesses operating in the town centre and the nearby retail park.</p> <p>Due to this strong retail sector, large amount of existing industry and the availability of industrial / business land, the availability of employment in Cookstown is considerable.</p>

URBAN / RURAL CHARACTER	<p>Cookstown is currently classed as a town in the CAP 2010. Cookstown is a major urban hub. The character of the town centre is very much that of an historical market town with a strong emphasis on retail. Indeed, a traditional street market still takes place on a weekly basis. The ATC designation recognises this and seeks to protect the linear pattern and the existing shop frontages and buildings which extend along the street. Any development within this area should not impact upon the existing character of the town centre. The amount of listed buildings stretching along the main spine of the settlement also pay testament to the urban character of the centre of the settlement and the need to protect the same.</p> <p>Outside of the town centre, the settlement is predominantly residential with a significant amount of housing. There is a considerable supply of housing land available in the northern half of the settlement to supplement the existing housing stock. The south and west of the settlement has a predominantly industrial character with a strong focus on industry and business at the two main industrial parks and further industrial development would be acceptable at this location.</p>
COMMUNITY RESOURCES	<p>An urban hub such as Cookstown, as expected, enjoys a significant amount of community resources in order to underpin a large residential population as well as those people who live in the environs of the settlement.</p> <p>For instance, community resources available are:</p> <ul style="list-style-type: none"> • Leisure Centre • Burnavon Arts Centre • Cinema • Outdoor sports pitches (including Astroturf, 3G and 4G) • Supermarkets • Pharmacists • Health Centre • Cemetery • 2 Primary Schools • 2 Secondary Schools • Further education facility • Post offices • Range of restaurants • Range of retail outlets • Ulsterbus Sub Depot

1.0 Conclusion

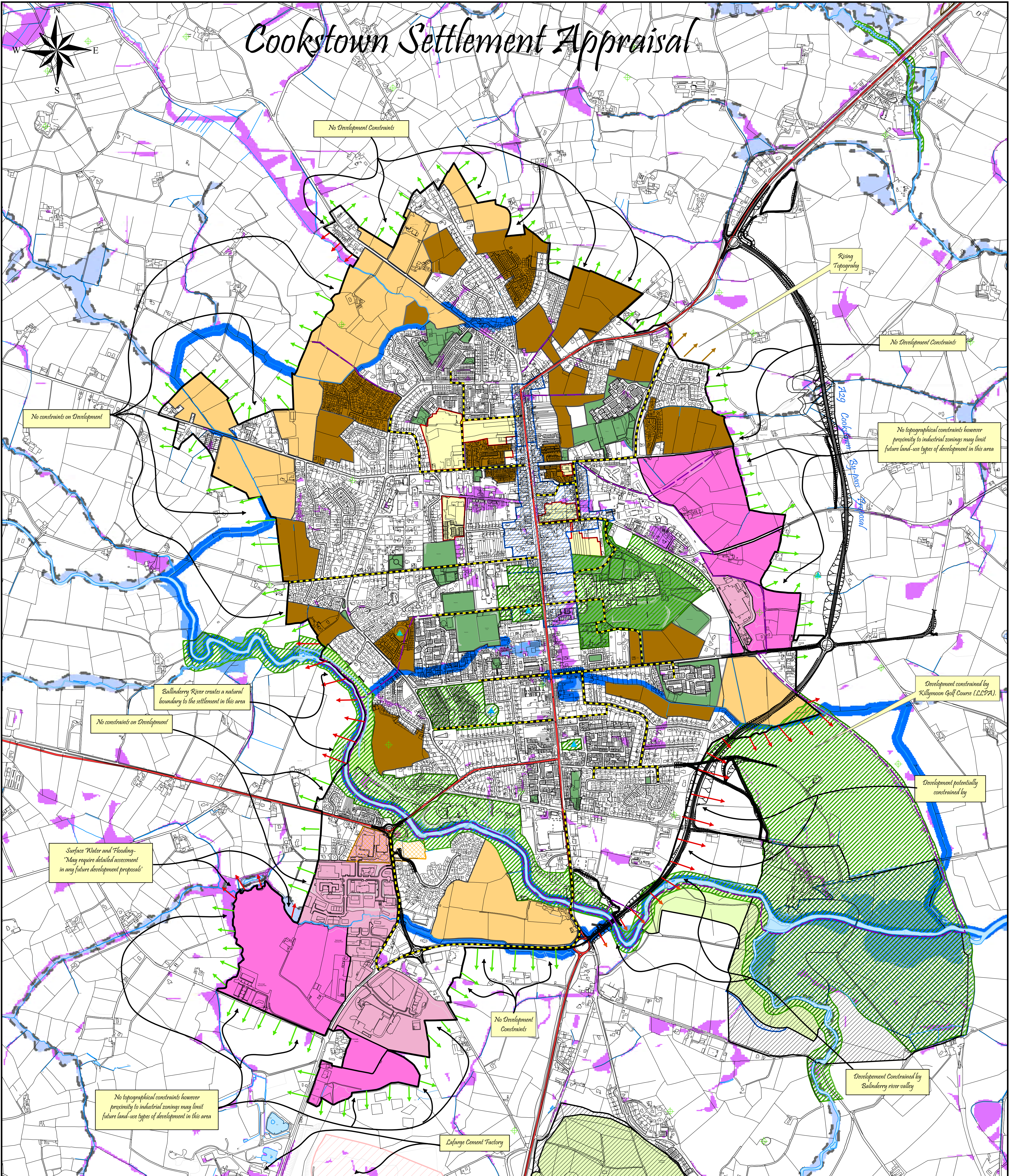
1.1 Cookstown is currently designated as a town in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Cookstown is the main service provider in the locality. All daily and weekly needs can be met in Cookstown. There are also leisure and cultural facilities available within the settlement.
- The settlement is linear and grid like in layout. Topography is flat.
- In terms of economic development, there is considerable level of industry ongoing within the settlement as well as a strong retail sector in the town centre. These two factors mean that there is significant job creation within the settlement.
- Cookstown is situated on the main A29 link corridor and its position in the centre of Northern Ireland mean that it is within easy travelling distance of Belfast and Derry.
- It has a considerable built heritage, particularly along the linear main street area which is designated as an ATC.
- There is a significant proportion of phase 1 housing land which is as yet undeveloped. No phase 2 housing land has been developed.
- There is also a large amount of industry / business use land which has not been developed, particularly at the east of the settlement.
- The availability of considerable housing and economic land would suggest that the expansion of the settlement is not necessary.
- Information contained within the housing allocation paper would suggest that there is no need for additional housing in Cookstown. As mentioned, there is a significant amount of housing land which is still undeveloped and this should be adequate to allow for the provision of the additional housing if required. Therefore an expansion of the existing development limit for the purpose of housing is unlikely. Figures from the 2014 housing monitor show that there is the potential for 1722 residential units with existing planning approval to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Cookstown continues to be classified as a **town** in the new settlement hierarchy.

Cookstown Settlement Appraisal



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District Council

Legend

	Development Limit		Development Opportunity Site		Minerals Reserve Policy Area		Archaeological Site & Monument (Scheduled)
	Existing Industry		Community Woodland		Safe Routes to School		Archaeological Site & Monument (State Care)
	Industry		Area of Archaeological Potential		Walkways		Archaeological Site & Monument (Unscheduled)
	Existing Recreation and Open Space		Area Of Townscape Character		Protected Route		Sewage Treatment Works
	Recreation and Openspace		Local Landscape Character Area		Q100 Flood Extent Detailed (Flood plain)		Local Landmark
	Housing		Historic Park, Garden and Demesne		Q100 Flood Extent Strategic (Floodplain)		Constraints on Development
	Housing Phase 2 (Not Developed)		Site of Local Nature Conservation Importance		I200 Flood Extent (Surface Water)		No Constraints on Development

Cookstown



0 500 1,000 2,000 Metres

SETTLEMENT APPRAISAL – DUNGANNON

Dungannon is one of the 3 main hubs within the Mid Ulster District. It lies within in a central location in Northern Ireland. It is located approximately 17km south of Cookstown and 33km south of Magherafelt. It lies 67km to the west of Belfast and 69km northeast of Enniskillen. The historic core of the settlement is located around Market Square. The Hill of the O'Neill, locally known as Castle Hill, is a highland rampart located immediately north of Market Square. Dungannon town centre is located on an elevated site and the topography falls quite steeply from Castle Hill to the south. The M1 and adjoining A4 dual carriageway to the south of the settlement provides an identifiable boundary. According to the 2011 census, Dungannon has a population of 14,332, which equates to 5386 households.

SETTLEMENT EVALUATION FRAMEWORK

RESOURCES	<p>Dungannon has a wide range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer.</p> <p>Dungannon has a (household) waste recycling centre located on the Coalisland Road. In terms of Skills, there is a Further education College and a Special Needs School. Dungannon benefits from numerous social facilities including a leisure centre and the Hill of the O'Neill and Ranfurly House arts and visitor centre. Dungannon has a courthouse and a police-station. In terms of health, South Tyrone Hospital is located in Dungannon and offers a variety of health services including a minor injuries unit and an outpatients department. Dungannon has industrial park areas including the Moy Park Factory on the Killyman Road and business parks including Dungannon Enterprise Centre and the Ballysaggart Business Park. Dungannon is strategically located along main roads. The A29 Cookstown to Newry Road runs through the settlement. The A45 connects Dungannon to Gravelly, a mainly industrial area 3km to the southwest. The M1 and adjoining A4 dual carriage-way lies immediately south of the settlement. Therefore Dungannon is connected to various other regional towns and cities such as Cookstown to the north, Belfast to the east and Enniskillen to the west via a good regional transport network. Given the existing resources available, Dungannon can be categorised as a Regional Town (Level 3) in the settlement hierarchy and related infrastructure wheel.</p>
ENVIRONMENTAL CAPACITY	<p>Given its elevated topography, Dungannon town centre is not prone to flooding problems. However according to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there is a floodplain area (Rivers-1% AEP) immediately north of the Foxborough Housing Development on the Mullaghmore Road. There is also a Rivers floodplain area at Oaks Park, the old greyhound track immediately east of the Oaks District Shopping centre. This may restrict future development at this site within the development limit. There is a rivers floodplain area on whiteland land within the development limit, immediately north and east of Campbells Doctors Surgery on Quarry Land. This may restrict development of this site. There is a large rivers floodplain area in Dungannon Park, which is identified as an existing recreation and open space areas within DSPAT 2010. There is also a large floodplain area to the immediate north of Dungannon Park. However this area is already designated as an LLPA (05). A watercourse runs to the north of the Killyman Road. There are floodplain areas along sections of this watercourse, in particular in an area just outside the development limit to the north of the industrial sites. This may restrict the direction of growth northwards along this section of the Killyman Road. There are numerous surface water floodplain areas which are identified on the corresponding map of Dungannon. Future development proposals at these areas will require detailed assessment. Some of these surface water floodplain areas have already been developed upon.</p> <p>Dungannon has 7 LLPA areas as identified in the DSTAP 2010. Two of these including LLPA 03- Ballysaggart Lough and LLPA 05- Miltown House / Moy Road are located outside but adjoining the existing</p>

	<p>development limit and may therefore constrain the direction of growth to the south of the settlement. There is a Minerals Reserve Policy Area to the north of the settlement along the A29 Road which may constrain the direction of growth in this area.</p> <p>Dungannon has an Area of Townscape Character and an Area of Archaeological Potential designation. Dungannon also has a Conservation Area, the majority of which is located in the town centre. Any new development within these designations will have to respect the existing character, scale and design of the existing buildings and conform with the existing street pattern.</p> <p>Dungannon has 115 Listed Buildings of various Grade Listings. These buildings are of various uses including Listed houses, schools shops, banks and churches.</p>
TRANSPORT	<p>The A29 runs through the settlement connecting Dungannon to Cookstown to the north and Armagh and Newry to the South. Proximity to the M1 connects Dungannon to many regional towns and cities to the east including Lisburn, Lurgan and Belfast. Belfast is approximately 45 mins driving time from Dungannon. The A4 dual carriageway provides good connections to Ballygawley and Enniskillen to the west. A bus depot is located within the development limit which provides frequent services to Belfast. Numerous daily bus services are also provided to other settlements including Derry, Omagh and Enniskillen. There are daily town services bus routes available and services are provided to smaller settlements located in the District including to Donaghmore, Castlecaulfield and Coalisland. The Park and Ride facility at Tamnamore is located 10km to the east of the settlement. The National Cycle Network runs through the southern and western section of the town.</p>
ECONOMIC DEVELOPMENT	<p>There are 4 sites zoned for industry / business within Dungannon and a further site zoned in Granville. The site at Coolhill is partially developed. The sites at Far Hill Road and Ballygawley Road are undeveloped. The site on the Coalisland road has partially been developed for housing. Dungannon benefits from large industrial factories including Moy Park food processing, Greiner packaging, and Tyrone Brick. There are numerous smaller scaled businesses providing employment at the Dungannon Enterprise centre and Ballysaggart Business Park. The large industrial estate at Granville is located 3km to the southwest. As identified in Position Paper 4: Town Centres and Opportunity Sites, retail provision in Dungannon is of mixed quality. There are a range of shops however uptake of the development opportunity sites has been limited. Out of a total of 8 sites, 6 remain undeveloped and only 2 are partially developed.</p>
URBAN/RURAL CHARACTER	<p>Dungannon is classed as a town in the DSTAP 2010. The Market Square defines the town centre. Market Square and the streets radiating from it are the main shopping areas. The town centre is located on a prominent site and the topography surrounding the square falls quite steeply particularly to the south along Scotch Street. The topography also falls steeply to the south east and southwest of the Square along Irish Street and Church Streets. There are some residential areas within the town centre including Living over the Shops, however most of the housing is located around the periphery designated town centre.</p>
COMMUNITY SERVICES	<p>Dungannon benefits from numerous community resources reinforcing its community service role and function to the residents of the town, surrounding villages and its surrounding rural hinterland. The town has a variety of supermarkets including Tesco's, Sainsburys, Lidl and Newell Stores. It has a mix of multiple retailers including Boots chemist and Argos and a variety of independent traders. The Linen Green in the southern section of the town provides a mix of shopping and restaurants / cafes. The town has a variety of banks, pharmacies, post offices, clothes</p>

	shops, fast food outlets, a library, petrol filling stations and several health centres. The town has a range of primary and post primary schools, nursery facilities, a Further Education College, numerous sports facilities and pitches including Dungannon Swifts Football Club, Thomas Clarkes GAA pitches and Dungannon Rugby Club. Dungannon Park provides an outdoor open space and recreation area within the town. There is a Bus Station within the development limit. Broadband / wifi is available in the town. A flower market operates each Thursday in the Market Square. A farmers market operates in the car park at Tesco's on the first and third Saturday of each month (local food / craft produce).
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1.0 Conclusion

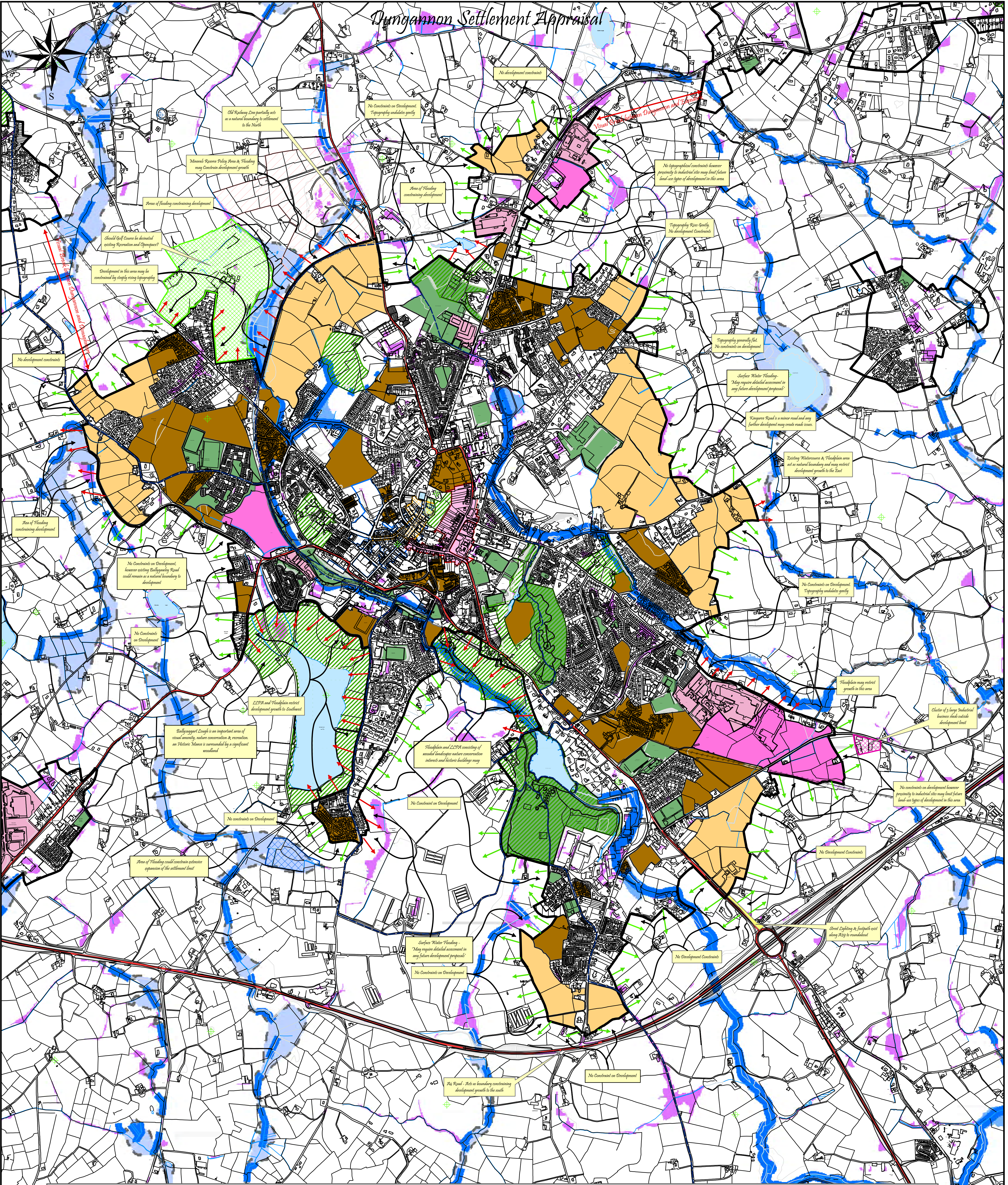
1.1 Dungannon is currently designated as a town in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Dungannon has a population of 14,332 people equating to 5386 households.
- The settlement is located on a hill-top location and the Market Square is identifiable as the town centre.
- Service provision in the settlement is wide ranging including health services, social services / facilities, commercial, justice, education services, and business services. The settlement has zoned industrial parks and good network services including a bus depot, frequent local town bus services and national cycle network areas.
- The settlement is centrally located within Northern Ireland. The settlement is located next to the M1 and the A4 Dual carriageway. Therefore the settlement is located beside Key Transport Corridors which enable good accessibility to Belfast in the east and Enniskillen in the west. The A29 protected route which passes through the town provides good linkage to urban areas in the north including Cookstown and Magherafelt and urban areas further south including Armagh and Newry.
- The existing Phase 2- Land Zoned for Housing in the DSTAP 2010 has not been developed. Some of the Land Zoned for Industry and Business, such as the Zoning DI 03 has not been developed.
- In terms of capacity to accommodate future growth there are existing LLPA designations to the immediate south of the settlement which may constrain future development in that direction. There is a floodplain area to the north of the existing development limit, between the existing development limit and Dungannon Golf Course which may constrain development in this area. A Minerals Reserve policy Area to the north alongside the A29 may constrain development to the northwest. The A4 dual carriage- way to the south of the settlement may act as a physical boundary to development growth. The settlement appraisal map identifies numerous areas which have no topographical constraints and may be suitable for future growth if required.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing stock in Dungannon and accordingly the settlement limit is unlikely to be extended. Figures from the 2014 housing monitor show that there is potential for 3166 units to be completed within the settlement limit.

1.3 Taking account of the spatial framework guidance in the RDS 2035, and the population, size and service provision, it is recommended that Dungannon is classified as a **town (regional town /cluster)** in the new settlement hierarchy.

Dungannon Settlement Appraisal



Legend

- | | | |
|-----------------------------------|--|--|
| Development Limit | Conservation Area | Archaeological Site & Monument (Scheduled) |
| Development Opportunity Site | Local Landscape Policy Area | Archaeological Site & Monument (State Care) |
| Housing | Minerals Reserve Policy Area | Archaeological Site & Monument (Unscheduled) |
| Housing Phase 2 | Site of Local Nature Conservation Importance | Q100 Flood Extent Detailed |
| Existing Industry | Railbed | Q100 Flood Extent Strategic |
| Industry | National Cycle Network | I200 Flood Extent |
| Existing Recreation and Openspace | Protected Route | No Constraints on Development |
| | Constraints on Development | |



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District Council



Dungannon



0 500 1,000 2,000 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – MAGHERA

Maghera is a settlement located within County L'Derry some 8 miles to the northwest of Magherafelt and 17 miles to the north of Cookstown. The settlement has developed in a radial formation with the town centre acting as a grouping point for the meeting of five road corridors into the town, namely the Coleraine Road, Tobermore Road, Glen Road, Tirkane Road and Carricknakielt Road (connected through Main Street). In the wider context, the Coleraine/Tobermore Road is also the A29 Coleraine to Cookstown Road and is recognised as a protected route. The central spine of the settlement along Main Street contains many buildings of varying scale and form. Uses vary and range from commercial to industrial to residential. Connecting minor roadways branch off to the north, south, east and west of the settlement, with clusters of collective residential development located offside the Tirkane, Glen Road and Station Roads. Lands directly south of the settlement are open and relatively flat in gradient with field boundaries marked by mature vegetation. The main Glenshane Road (a protected route) is a major feature within landscape to the south of the settlement. The gradient of the settlement appears to suggest the main core of the settlement occupies a slightly inclined position, with lands to the south of the town occupying a lower gradient. According to NISRA 2011 Census data, Maghera has a population of 4217 living in 1514 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a Waste Water Treatment Works located to the south of the settlement offside the Mullagh Road. There are no Wind Turbine or Anaerobic Digester developments nor applications for such developments within the realms of the Settlement Development Limit. In relation to the Settlement Hierarchy and Related Infrastructure Wheel (Appendix 1), Maghera possesses a lot of the resources and facilities which belong to level 2 (smaller towns). For example, it has a secondary school, a pharmacy, a health centre, a day care centre, a sports facility, supermarkets, a mix of retail facilities, restaurants, a police station and an enterprise centre. On the basis of the evidence available, it appears that Maghera is correctly designated as a town by the MAP 2015.
ENVIRONMENTAL CAPACITY	<p>There are three watercourses dissecting the settlement, flowing in a southern direction towards the River Moyola to the south. According to Flood Hazard Maps from DARD Rivers Agency (May 2014) there are certain lands which are at risk of flooding.</p> <p>Lands particularly susceptible to flooding are ;</p> <ul style="list-style-type: none"> a) Land in use as business park at Station Road b) Land at east of settlement at Mullagh Park / Lane c) Area to south of settlement limit at junction between Tobermore Road and Glenshane Road, consisting of area of existing industry and area of open space. d) Area to west of settlement, to the south of Glen Road consisting of existing industry. e) Area to northwest of settlement, to the south of junction between Tirkane Road and Crawfordsburn Drive. f) Significant flood risk at lands immediately south of settlement limit at Glenshane Road. <p>Future development at these areas will obviously be significantly constrained due to flooding. There are two Local Landscape Policy Area designations (LLPA) within the realms of the settlement, namely MA 12 and MA 13. LLPA MA 12 is a relatively modest zoning which recognises the significant landscape character of Craigadick Road. MA 13 is a much larger designation and is designated over large swathes of land to the south of the town, both within and outside the recognised SDL. MA 13 recognises the significant landscape character of the floodplains of this area. The LLPAs seek to recognise and assist in the protection of landscape features and attractive views that act as an attractive backdrop</p>

	<p>or introduction to the settlement. Expansion of the settlement to the south could potentially be constrained by an LLPA. Maghera also contains areas of built heritage which hold much significance, namely an ATC located offside the Glen Road to the west of the settlement. This contains several large dwellings within individual plots set well back from the roadside within mature garden settings. Any potential future development within this ATC will have to respect the building patterns and design of the existing buildings within the designations and this may impact on a small part of zoned housing land in that densities within the ATC may have to be reduced. There are a number of Grade B/B1 Listed Buildings within the realms of the settlement, including St Lurach's Church, the Presbyterian Church, the Ulster Bank and buildings between 16-24 Hall Street. Any development at or affecting these buildings will be subject to stringent planning controls in line with PPS 6 and Part 4 of the Planning Act 2011.</p>
TRANSPORT	<p>Maghera is located within close proximity to many protected routes and acts as a meeting point where a number of these junctions meet. The A29 progresses through the heart of the town and this is a link corridor as per the RDS 2035 and connects Armagh to Coleraine. The A6, another protected route, progresses just beyond the southern boundary of the settlement. This road connects Belfast to L'Derry via Antrim and Dungiven. Maghera is located approximately equidistance between the two cities. A large Park and Ride is located to the south of the settlement where the A6 and A29 cross. There is no bus depot or sub depot in the settlement but there are several bus routes which pass through the town;</p> <ul style="list-style-type: none"> - Magherafelt to Maghera. - Draperstown to Magherafelt (stops at Maghera on Saturdays only). - Coleraine to Maghera. - Belfast to L'Derry. - Limavady to Dungiven. - Portrush to Coleraine to Monaghan. - L'Derry to Dublin.
ECONOMIC DEVELOPMENT	<p>Maghera appears to have a healthy and viable town centre, with most of the units open and operational. The centre of the town has a zoned Primary Retail Core and in keeping with this zoning, units in this area tend to support a mix of shops and services which front directly onto the streetscape. Services include, but are not confined to, supermarkets, pharmacies, butchers, hairdressers, solicitors and agricultural supply merchants. The settlement also contains a number of businesses outside the retail core, including a large garden centre and building supply merchants. There are four areas in the MAP 2015 within the settlement which are zoned as "Major Area of Existing Industry" and two areas zoned for the purposes of further industrial development. The Areas of Existing Industrial Development are all still operating. Lands zoned for industry at MA 11 remain largely undeveloped. Zoning MA 10 remains unused but existing industrial usage in and around the zoning was still very much operational.</p>
URBAN / RURAL CHARACTER	<p>In terms of character, Maghera is strategically situated alongside protected routes which connects L'Derry to Belfast and much of Mid Ulster to the Northeast. Main Street is the centre area of the town and is where many shops /services are located. In terms of its landscape character, the southern aspect of the town is largely defined by open agricultural lands. There is much in the way of mature and well established vegetation along the southern banks of the settlement. Lands to the north of the settlement tend to incline upwards in line with the lowland landscape of the Garvagh farmlands. The highest point of the settlement is concentrated in and around the Hawthorne Road housing</p>

	<p>development. Much of the Town Centre has been designated an Area of Archaeological Potential. This is particularly focused in and around lands to the west of St. Lurach's Church a Grade B listed building. There is also an Area of Townscape Character to the west of the town alongside a small portion of Glen Road. This is a well-established portion of the streetscape which supports large detached homes in singular plots centred in gardens with mature vegetation.</p>
<p>COMMUNITY RESOURCES</p>	<p>Maghera is recognised a small town within the MAP 2015. As such, it is well supplied with resources to serve its residents and those living in the surrounding rural hinterland. The town has a Police Station, Fire Station, education facilities as Nursery, Primary and Secondary level schools, Health Care and Day Care Centres, Leisure Centres, Community Halls, Places of Worship, Cinema, Playing Fields, Industrial Centres and Business Centres. The centre of Town has a recognised Primary Retail Core which supports much in the way of shops and services. Magherafelt is a slightly larger town and may provide some services which Maghera does not have such as hospital services, tertiary & special education and civic services such as county court and local council functions.</p>

1.0 Conclusion

1.1 Maghera is currently designated as a town in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Maghera has a population of 4217 living in 1514 households.
- The settlement has developed in a clustered formation and serves as a meeting point for some several busy road corridors and junctions.
- The centre of the settlement has a designated Primary Retail Core. Lands to the edge of the town are mainly used for residential purposes; however there are industrial and civic land uses are also in operation.
- Economic opportunities exist in the form of the industrial, retail and service industries.
- Service provision within the settlement is very well provided for in terms of everyday needs and facilities for residents. There are also excellent links to larger settlements via road networks and public transport facilities to obtain a wider range of goods and services. Protected routes progress through the settlement and there are direct links to Magherafelt, Coleraine, L'Derry, Belfast and Dublin from the settlement.
- The topography is such that land rises to the north and east. There are areas of landscape quality to the south of the town in the form of low lying floodplains with mature tree planting.
- The settlement also has an Area of Townscape Character although this area may have been compromised due to developmental pressure in the area.
- The potential to expand the settlement to the south is constrained given the existence of a large floodplain area here coupled with an LLPA designation. There are possible opportunities to expand the settlement in various other directions as identified on the settlement appraisal map.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Maghera. Figures from the 2014 housing monitor show that there is the potential for 590 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purposes of housing is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and service provision, Maghera comfortably meets the criteria for Level 2 settlements (Urban Centre/Smaller Town). Based on this analysis, it is recommended that Maghera is classified as an **Urban Centre/Small Town** in the new settlement hierarchy.

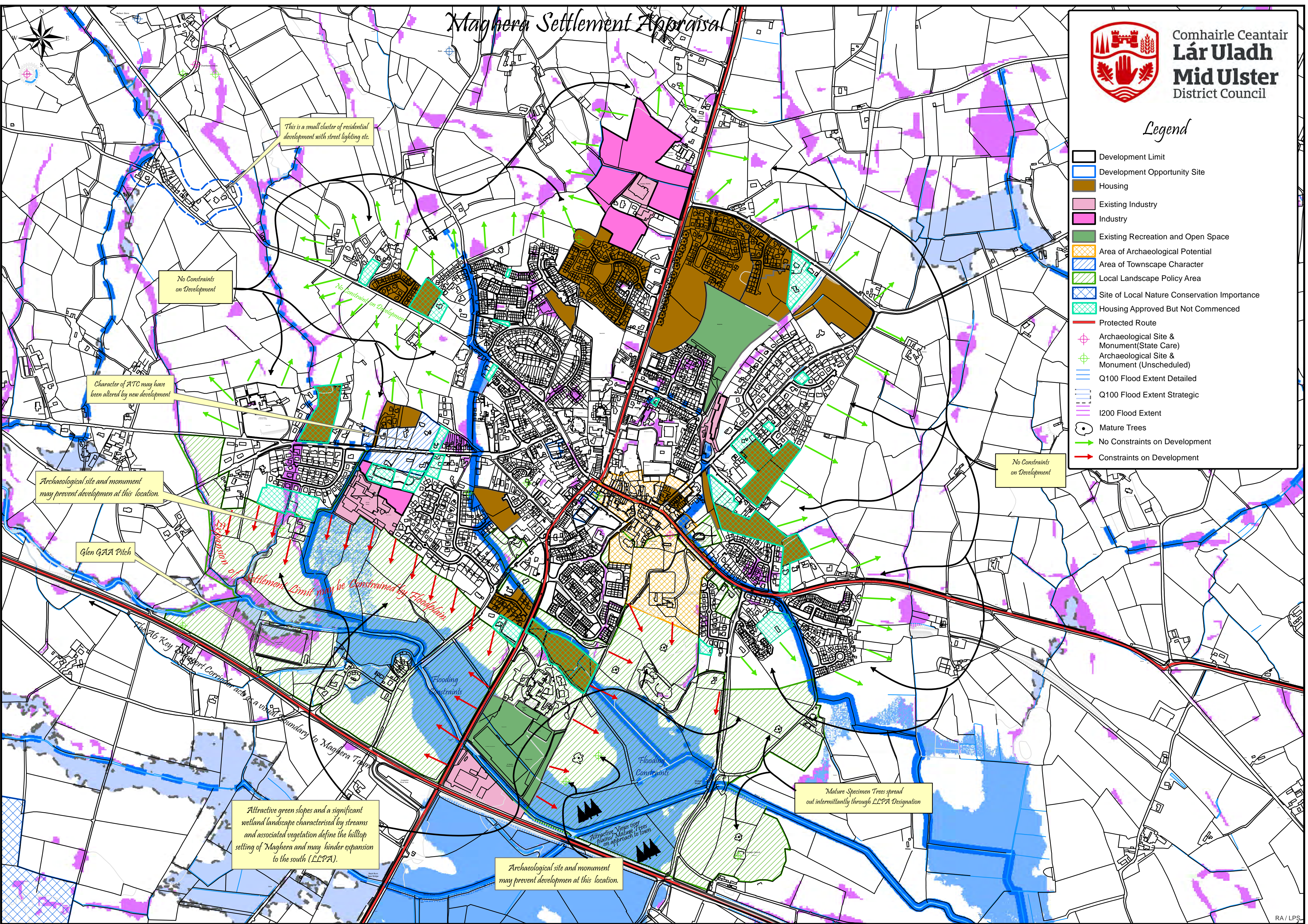
Maghera Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Development Opportunity Site
- Housing
- Existing Industry
- Industry
- Existing Recreation and Open Space
- Area of Archaeological Potential
- Area of Townscape Character
- Local Landscape Policy Area
- Site of Local Nature Conservation Importance
- Housing Approved But Not Commenced
- Protected Route
- Archaeological Site & Monument (State Care)
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed
- Q100 Flood Extent Strategic
- I200 Flood Extent
- Mature Trees
- No Constraints on Development
- Constraints on Development





Maghera

0 250 500 1,000 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL - MAGHERAFELT

Magherafelt is the northernmost of the 3 main hubs within the Mid Ulster District. It lies approximately 15km north of Cookstown and 30km north of Dungannon. The land surrounding the settlement is relatively flat with some small hills. A hill to the West (Mullaghboy Hill) of the settlement which provides an identifiable boundary on approach from the west. Slieve Gallion, a prominent part of the Sperrin Mountain range is approximately 8km to the west. According to the 2011 census, Magherafelt has a population of 8,819, which equates to 3,245 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>Magherafelt has a significant amount of resources as would be expected for a regional town of its size. It is dissected by the main A31 which is a link corridor as defined by the RDS 2035. It also has an industrial park, a recycling centre, a shopping centre, a leisure centre, numerous sports facilities including a golf course, multiple play parks, numerous places of worship and a range of educational facilities including nursery schools, primary, secondary and tertiary (further education).</p> <p>All houses have access to clean water and have a satisfactory means of sewage disposal either through mains sewage or a septic tank. NIWATER are currently conducting a headroom assessment of all WWTW treatment works across Northern Ireland and until this has been completed, a completely accurate account of the capacity of these facilities is not available.</p> <p>Magherafelt benefits from a significant number of resources which are classed under level 3 (regional town) of the wheel.</p> <p>For example, in terms of Skills, there is a Further Education College in the town as well as a special school. With regard to social activities, there is a leisure centre (Greenvale Leisure Centre), a tourism information centre (Bridewell). In terms of health facilities there is a hospital which has a minor injuries unit (A&E services withdrawn) as well as a children's home. Commerically, there is a wide range of restaurants, an industrial park and a shopping centre.</p> <p>Given the resources available, as outlined above, Magherafelt belongs to level three (regional towns) of the settlement hierarchy.</p>
ENVIRONMENTAL CAPACITY	<p>There is a considerable amount of land within the settlement limit which is subject to fluvial flood risk. These lands are listed below and obviously, any future development, particularly residential or industrial development, may be constrained because of flooding at these areas</p> <ol style="list-style-type: none"> Land at the north of the settlement at Station Road industrial site. Land immediately outside the settlement limit to the east of Station Road industrial site. Land at the north of the settlement at the Brambles housing development and at Deramore Park housing development. Land at north east of the settlement at site of Sperrin Integrated College. Land at the east of the settlement, immediately east of the Sandy Grove housing development adjacent to the existing watercourse. Land at south east of settlement adjacent to watercourse immediately east of existing industrial site (Acheson Glover) Land at south of settlement on both sides of Ballyronan Road between the council offices and Meadowbank playing fields. Also extending to existing housing development at Meadowbank Drive and Hazelbrook. Land at Princess Drive, Greenvale Leisure Centre and Magherafelt High School Land immediately west of Meadowbank Shopping Centre extending along Westland Road and Glenbank Park to Rained Street Land at Rainey Endowed School and associated playing fields.

	<p>There is a large area to the north and northeast of the settlement which is designated as a Local Landscape Policy Area (LLPA). The LLPA exists to protect a combination of things such as mature trees, specific buildings, wildlife, stream corridors and the biodiversity potential of areas of grassland, wetlands and hedgerows. This large LLPA may well be a constraint on future expansion of the settlement in this direction. There are three other LLPA's in and around the designated town centre which are in place to protect a range of features such as mature vegetation, historic buildings and landscape features such as small hills which provide important views. There is also LLPA at Mullaghboy Hill immediately west of the settlement.</p> <p>Within the town centre, there is also an Area of Archaeological Potential. This area is the historic nucleus of the town and as such any development in the area will be subject to an archaeological assessment to ensure that damage to historical artefacts or historical features of the town is not caused.</p> <p>The Tobermore Road area also contains an Area of Townscape Character (ATC). This designation is not in the usual location of an ATC in that it is located quite some distance from the town centre. It is designated to protect the setting and amenity value of the large detached mainly two storey dwellings which exhibit the design merits of different generations. Development in this area will only be permitted where it maintains or enhances the overall character of the area and respects the built form of the surroundings. Therefore, it is unlikely that high density housing will be permitted within the ATC area. An area of zoned land exists within the ATC but planning permission will be granted here for no more than 11 dwellings in an effort to keep the density of housing at a minimum.</p> <p>There are 30 listed buildings within the settlement. Development which affects these buildings or their setting will be subject to stringent planning controls in line with PPS 6 and Part 4 of the Planning Act 2011.</p> <p>Large swathes of housing land are undeveloped at present. Examples of these include but are not limited to MT05 (subject of current application for supermarket), MT14 (no planning history), MT10 (no planning history), MT18 (planning permission for 32 units refused), MT13, MT21 and MT17 (planning permission for 64 units approved).</p>
TRANSPORT	<p>The main A31 runs through Magherafelt and this is a link corridor as per the RDS 2035. Magherafelt acts as a gateway to the Key Transport Corridor between Derry and Belfast with access to the A6 Glenshane Pass and the M22/M2 being available from the town. Journey times to both main cities are approx. 45 mins. As a result, Magherafelt suffers from severe traffic congestion with around 17,500 vehicles a day passing through the town. A scheme is currently underway to alleviate this via a bypass which will run from the Moneymore Road to the Castledawson Roundabout.</p> <p>There is a major bus station in Magherafelt with services operating to Belfast and Derry frequently as well as services coming in from other centres such as Maghera, Cookstown, Moneymore.</p>
ECONOMIC DEVELOPMENT	<p>Magherafelt was hit the hardest in terms of unemployment by the economic downturn such was its reliance on the construction industry¹ and the employment prospects within the town continue to be linked to the construction industry.</p> <p>There are two main sites of industry within the settlement limit. The station road industrial park is home to a number of businesses including engineering and manufacturing. Henrys yard on the Moneymore Road continues to be a storage yard for a large construction firm. The industrial land at Ballyronan Road still operates as a concrete pre cast plant although to a much lesser extent than in the past due to the economic downturn.</p>

¹ Ulster Bank Unemployment Report for 2008-2009

	<p>Four sites have been zoned for future industrial development. Neither of these have been developed at present. Within the settlement limit there is a considerable amount of employment generated by both the retail and service industries. Retail in Magherafelt is not as strong as in nearby Cookstown although there is a strong service industry consisting of numerous bars and restaurants within the town.</p> <p>There are 6 opportunity sites identified within the town centre which are deemed as being suitable for development of retail / offices of other commercial uses. Each site has a recommended use or design requirements which the MAP bestows upon them.</p>
URBAN/RURAL CHARACTER	<p>Magherafelt enjoys a rural setting and this is maintained by the large fields, sloping land features and mature vegetation which form the boundaries of the town. Magherafelt was a plantation town and this is still evident through the wide Broad Street and Market square which is located at the top of Broad Street. The Market Square is used as a car parking area primarily but it still contributes to the character and heritage of the town centre. The town centre is dominated by a mix of retail outlets as well as catering businesses. Some of the retail outlets such as Cuddys and JC Stewarts are long established businesses and in themselves, add to the character of the town. Away from the town centre the land use is predominantly residential with a range of housing types and densities.</p>
COMMUNITY SERVICES	<p>There is a wide range of community services available within the settlement limit.</p> <p>For example;</p> <p>The primary retail core provides a range of retail services including clothing, pharmacy, grocery, butchery and fast food. The town centre is also home to a large amount of restaurants and bars which create a vibrant catering industry.</p> <p>In terms of recreation there is a modern state of the art leisure centre, a golf course and a sports facility including indoor / outdoor football pitches and a running track.</p> <p>There are numerous places of worship for many denominations including RC, C of I, Presbyterian, Methodist and Gospel Hall.</p> <p>The local hospital has recently had A&E capability removed but still provides a minor injuries unit and there is also a children home and a doctor's surgery in the town.</p> <p>Educationally, there are 5 secondary schools, 3 primary schools and a further education college.</p> <p>This high level of services means that Magherafelt is a regional service centre. Services of the level enjoyed in things like education and healthcare are what make Magherafelt the biggest service provider in the (former) Magherafelt district.</p>

1.0 Conclusion

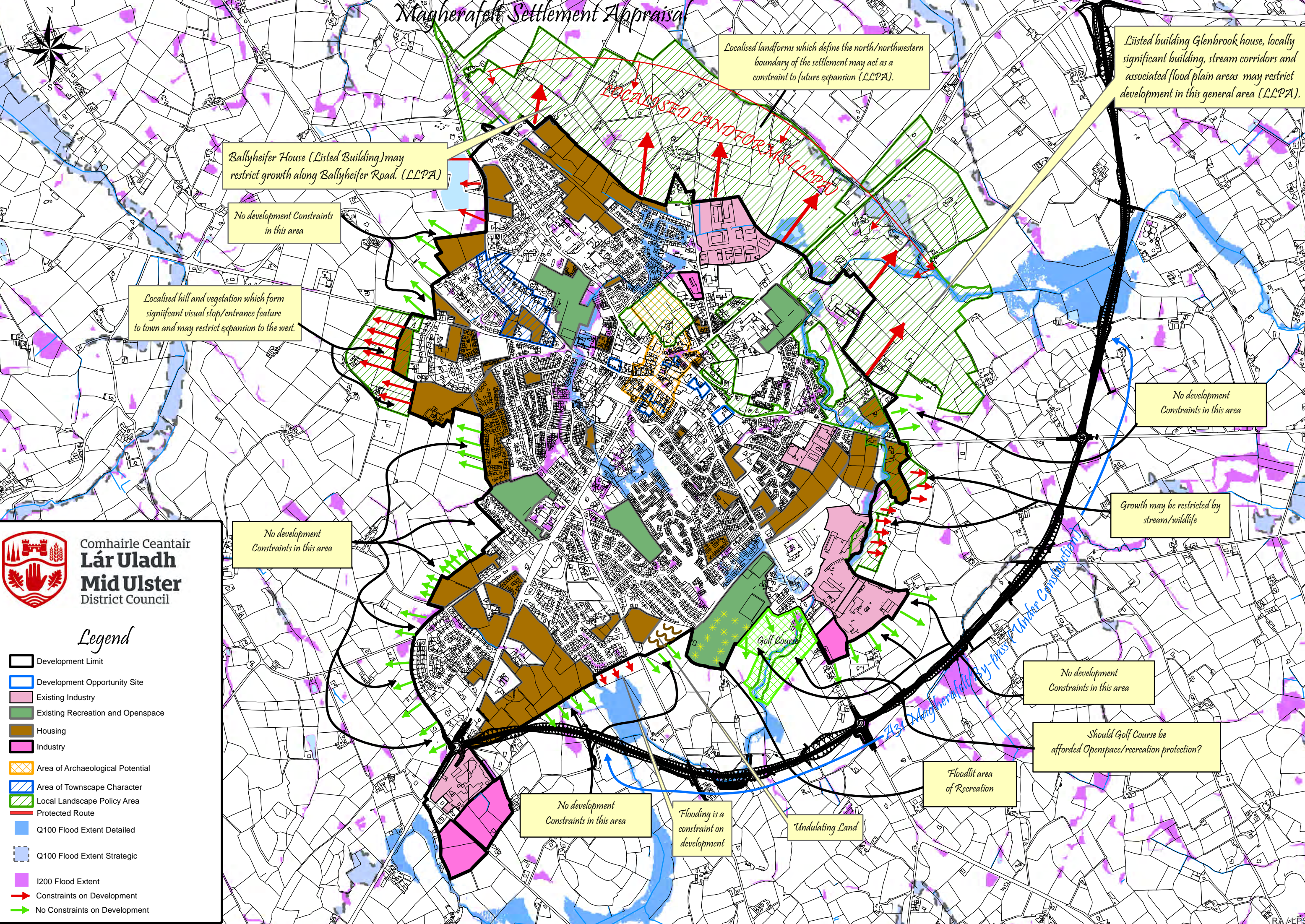
1.1 Magherafelt is currently designated as a town in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Magherafelt is the main service provider for the former Magherafelt LGD. The availability of services such as further education, special education, hospital facilities and a children's home mean that it enjoys a superior level of service provision to any other settlement in the locality. All daily and weekly services can be met in the settlement.
- The topography is such that land rises to the north and west. There are areas of landscape quality to the north and east of the town in the form of rolling hills and mature tree lined areas.
- Magherafelt is positioned along a route which is defined as a trunk road and has easy access to the key transport corridor which links Derry and Belfast. It also has direct public transport access to both cities.
- In terms of economic development, Magherafelt is recovering from the downturn in the construction industry. It has three existing zoned sites of business and industry and a considerable amount of zoned economic land which remains undeveloped. There is a strong service industry in and around the town centre.
- In terms of capacity to accommodate growth there are areas to the east, south and west, as identified on the settlement appraisal map, which may have little or no constraints on development. The area to the north may be constrained by the existing LLPA designation. There is a large amount of zoned housing land in the settlement which remains undeveloped.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing zonings in Magherafelt. Figures from the 2014 housing monitor show that there is the potential for 1987 residential units to be completed within the settlement limit. Large scale expansion for the purpose of housing development is therefore unlikely to be necessary.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Magherafelt continues to be classified as a **town** in the new settlement hierarchy.

Magherafelt Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Development Opportunity Site
- Existing Industry
- Existing Recreation and Openspace
- Housing
- Industry
- Area of Archaeological Potential
- Area of Townscape Character
- Local Landscape Policy Area
- Protected Route
- Q100 Flood Extent Detailed
- Q100 Flood Extent Strategic
- I200 Flood Extent
- Constraints on Development
- No Constraints on Development



Magherafelt

SETTLEMENT APPRAISAL – AGHAGINDUFF/CABRAGH

Aghaginduff / Cabragh are located approximately 12km West of Dungannon, to the north of the A4 Dungannon to Enniskillen Road. The settlement comprises three clusters of development. According to NISRA 2011 Census data, Aghaginduff/Cabragh has a population of 374 people and 129 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Aghaginduff/Cabragh is limited in terms of its resources as identified on the Assets and Infrastructure wheel (Appendix 1). All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is an existing WWTW located immediately East (outside) of the existing development limit. There are no turbines or Anaerobic Digestors operating within the settlement. The settlement does have skills, and social resources by way of a PS and a Church. Its networks include local roads, broadband and street lighting. Based on the resources available, Aghaginduff/Cabragh would fall within level 1 (villages) in the hierarchy of settlements and related infrastructure wheel.
ENVIRONMENTAL CAPACITY	A small watercourse flows along the northern / northeast boundary of Cabragh Development Limit. According to DARD'S strategic flood maps, there is an area of flood risk located along this watercourse. There is no existing housing at this boundary section. Recent surface water flood maps also identify this area, and along Whites Road (across St. Marys PS frontage) and in an agricultural field adjacent to and east of Aghaginduff dev limit- between A'duff and Cabragh as being susceptible to surface water flooding. Future development in these area may be restricted. Aghaginduff & Cabragh bounded by A4 Road which restricts direction of growth southwards. There are no features of industrial or archaeological heritage or Listed Buildings within the settlement.
TRANSPORT	The settlement has developed mainly along the A4 (Protected Route), Whites Road, Fasglashagh Road and Cabragh Road. Park and Ride facilities are available at Ballygawley & Tamnamore, just short distances away. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Aghaginduff or Cabragh. Proximity to the M1 could provide strategic economic development opportunities in the future. There is a cluster of existing private businesses in Cabragh including Lamonts garden centre, Glenview nursing home, Hayes Caravan Sales Yard and a lawn-mover sales / repair business (village shop recently closed)
URBAN/RURAL CHARACTER	Aghaginduff- existing linear development pattern located along both sides of Whites Road, although mainly to the west side. Mainly residential consisting of detached roadside dwellings and residential developments but also includes PS and RC Church. Existing development along Fasglashagh Road mainly detached residential properties. Topography rises gently as you travel northwards along Whites Road. Cabragh- Topography falls quite steeply northwards from A4 to Cabragh Road. Existing development mainly located between A4 and Cabragh Roads. Neither clusters have a defined village centre.
COMMUNITY SERVICES	Community facilities include a primary school and RC Church. There is a Petrol filling station located immediately outside / adjacent to Cabragh Dev limit on opposite side of A4. This Filling Station includes an internal PO, ATM and attached diner, car wash and recycling area. There is a Community Centre & GAA pitch located just outside dev limit. The nearby town of Dungannon would provide most services to meet the daily/weekly needs of local residents.

1.0 Conclusion

1.1 Aghaginduff/Cabragh is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Aghaginduff / Cabragh has a population of 374 equating to 129 households.
- The settlement comprised three separate clusters in the DSTAP 2010, however given the residential development that has taken place on Whites Road, the visual break between two of the clusters is limited. The settlement is characterised by a linear, mainly residential development form along Whites Road, Fasglashagh Road and Cabragh Road.
- This settlement provides a good level of services and facilities to meet the daily needs of the residents and the surrounding rural area including a Primary School and a Church. Other facilities include a petrol filling station with Post Office and ATM and a community centre although these are both located outside the development limit. The nearby town of Dungannon would provide most services to meet the weekly needs of the residents. The settlement has a number of rural businesses operating.
- In terms of capacity to accommodate future growth there is a floodplain area to the northeast of the Cabragh cluster which may constrain development potential at that location. The existing Dungannon Road to the south may act as a boundary preventing further growth to the south.
- Information contained in the housing allocation paper would suggest that there is a need for additional housing in Aghaginduff/Cabragh. However given the amount of undeveloped land still within the development limit, the existing development limit may not need to be extended. Figures from the 2014 housing monitor show that there is potential for 16 residential units to be completed within the settlement limit.

1.3 Taking account of the spatial framework guidance in the RDS 2035, and the population, size and service provision, it is recommended that Aghaginduff/Cabragh continues to be classified as a **village** in the new settlement hierarchy.

1.4 This classification is at odds with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Aghaginduff / Cabragh should be classified as a small settlement in the new settlement hierarchy. However, following a structured settlement appraisal by the Development Plan team, it was felt that the settlement should be classified as a village.

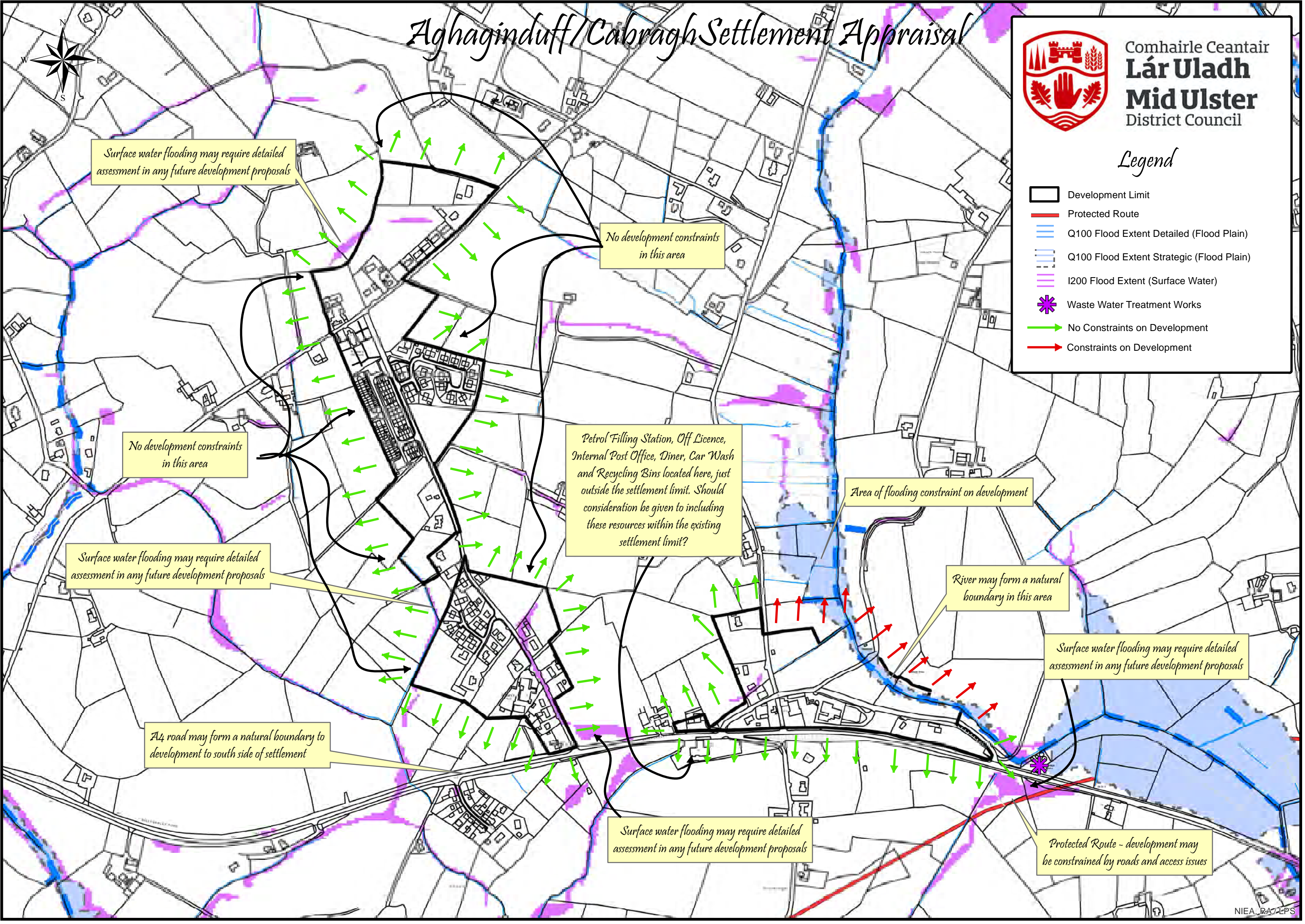
Aghaginduff/Cabragh Settlement Appraisal

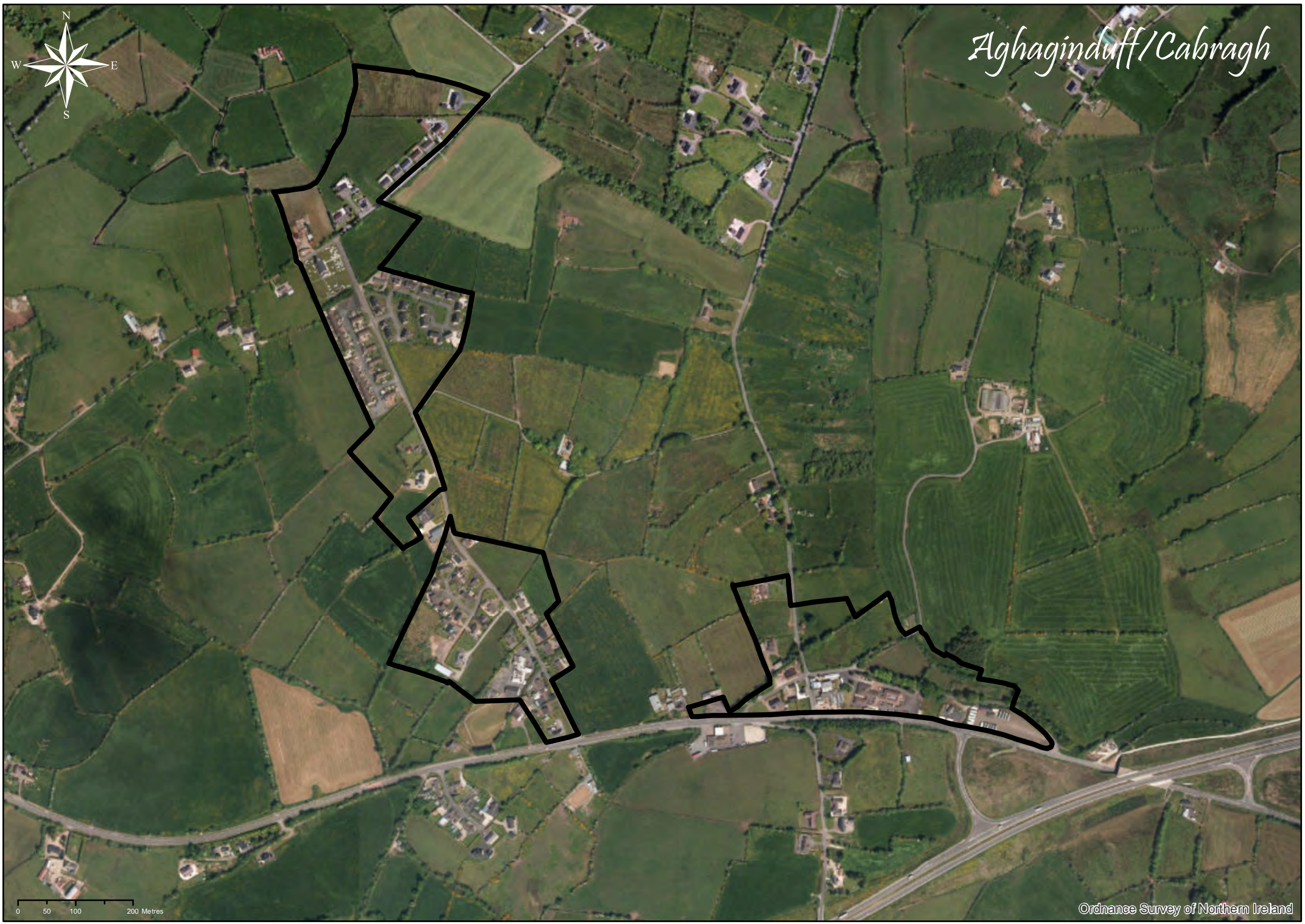


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Legend

- Development Limit
- Protected Route
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Waste Water Treatment Works
- No Constraints on Development
- Constraints on Development





Aghaginduff/Cabragh

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – ANNAGHMORE

Annaghmore is located approximately 2km East of Coalisland and approximately 10km North East of Dungannon. Historically the settlement developed at the crossroads of Washingbay Road and Moor Road. In more recent years it has been subject to large scale residential growth particularly along Washingbay Road, Annaghmore Road and Moor Road. According to NISRA 2011 Census data, Annaghmore has a population of 870 people and 279 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Annaghmore is generally limited in terms of its resources as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There are no treatments plants in the settlement. These facilities are likely to be available in the nearby town of Coalisland. There are no turbines or Anaerobic Digestors operating within the settlement. Along the Western boundary of the settlement are a line of electricity pylons. In terms of skills it does have a PS, a Gael Scoil and a Nursery. It also has a few commercial units such as a shop and takeaway and its networks include local roads, broadband and street lighting. Based on the resources available, Annaghmore would fall within level 1 (villages) in the hierarchy of settlements and related infrastructure wheel.
ENVIRONMENTAL CAPACITY	A small watercourse flows along the Northern boundary of the settlement and according to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) housing developments and undeveloped lands along this boundary may be susceptible to flooding, in particular, Moor Close, sections of Dernmore Close and Dernmore Drive. Future development along this boundary should be resisted. Recent Surface Water Flood Hazards Maps also identify areas East and West of Coney Park, East of Ashbrook Nursing Home, East of Clonoe Timber Ltd, SE of McCloskeys and SE of the Primary School as being susceptible to surface water flooding. The disused Coalisland Canal, a feature of industrial heritage, lies just outside the Western boundary of the settlement and there is a Listed Building (HB13/04/003) located just outside the NE boundary of the settlement. These features will not limit growth of the settlement but flooding will prevent future expansion in the North of the settlement.
TRANSPORT	The settlement has developed along 4 local Roads - Washingbay Road which connects it to the nearby town of Coalisland, Moor Road which connects it to both Cookstown and the M1 and the Annaghmore and Gortgonis Roads which are less travelled local roads. There is no bus depot or sub depot in the settlement but there is a local Ulsterbus service connecting Annaghmore to Coalisland and Dungannon. Tamnamore Park and Ride is approximately 3 miles outside the development limit. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Annaghmore however there is considerable industrial activity along the Moor Road including a sawmill, Clonoe Timber Ltd and 2 engineering firms, McCloskeys and Screenspares. There is also other small scale industry along the Annaghmore Road. Proximity to the M1 should provide strategic economic development opportunities in the future.
URBAN/RURAL CHARACTER	Annaghmore is located geographically very close to Coalisland. Future expansion West of the settlement could be resisted to ensure a physical separation from Coalisland. The topography of the landscape is relatively flat but rises gently towards to the South of the settlement. The majority of undeveloped land is flat low-lying grass land. There is an area of mature vegetation situated close to the junction of Washingbay Road and Annaghmore Road. It does not have a defined village centre as such, with

	<p>development scattered along 4 local roads. The Western entrance to the village is dominated by Clonoe Community Centre. The industrial buildings are prominent from the Southern entrance. The Northern and Eastern entrances are dominated by mature vegetation and residential properties. There are a total of 12 housing developments and 35 single dwellings within the settlement.</p>
COMMUNITY SERVICES	<p>Annaghmore offers limited community services, which can in part be attributed to its proximity to Coalisland. It has a community centre which incorporates a privately run gym and an outdoor all weather pitch, a GAA pitch, a Primary School, a Nursery, an Irish Speaking Primary School, 1 Shop and Filling Station "Nisa", a carwash, a Chinese takeaway and a Nursing Home. The only restaurant and bar is no longer open for business.</p>

1.0 Conclusion

1.1 Annaghmore is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Annaghmore has a population of 870 equating to 279 households
- Annaghmore has a limited level of service provision including two primary schools, a nursery, a nursing home and a few retail units. There is considerable industrial activity within the settlement, likely providing local employment.
- Annaghmore has reasonable transport links and is in close proximity to the larger towns of Coalisland and Dungannon. The M1 and Tamnamore Park and Ride are approximately 3 miles outside the development limit.
- The settlement has limited character both in terms of built heritage and surrounding landscapes of high quality.
- Annaghmore is constrained by flooding in the north. There are no other major constraints to future development. Any potential expansion to the west may result in Annaghmore consolidating/merging with the nearby settlement of Coalisland.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Annaghmore and accordingly, the settlement limit is unlikely to be extended for the purpose of housing. Figures from the 2014 housing monitor show that there is the potential for 103 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Annaghmore continues to be classed as a **village** in the new settlement hierarchy.

1.4 This classification is at odds with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Annaghmore should be classified as a **small settlement** in the new settlement hierarchy. However, following a structured settlement appraisal by the Development Plan team, it was felt that the settlement should be classified as **village**.

Annaghmore Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- No Constraints on Development
- Constraints on Development

Should expansion West be considered to join the settlements of Coalisland and Annaghmore, given the existing limited physical separation distance between them?

Area of flooding constraint on development

Surface water flooding may require detailed assessment in any future development proposals

No development constraints in this area

Disused Canal may form a natural boundary to development at west side of settlement

No development constraints in this area

Surface water flooding may require detailed assessment in any future development proposals

No development constraints in this area



SETTLEMENT APPRAISAL – ARDBOE

Ardboe is located approximately 12km East of Cookstown on the Western shores of Lough Neagh. Development is primarily concentrated along the Mullinahoe Rd and Kilmascally Rd. There is also additional development at the junction of Drumad Rd, Mullinahoe Rd, Drumeny Rd and Kinrush Rd. According to NISRA 2011 Census data, Ardboe has a population of 687 people and 215 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Ardboe has a fairly wide range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a sewage treatment works located outside the settlement limit along the Killycanavan Road. There are currently no non-domestic turbines or Anaerobic Digesters operating within the settlement. It has commercial, productive, skills and social resources but does not have any health or justice resources. Its networks include local roads, broadband, street lighting and local Ulsterbus services connecting it to the larger settlements of Cookstown, Magherafelt and Dungannon. Based on the resources available, Ardboe fits neatly into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	There is only one small watercourse flowing through the SW portion of settlement connecting it to a small local reservoir. According to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) there are no areas within the settlement limit of Ardboe which are susceptible to flooding. There are a few areas identified as being susceptible to surface water flooding, but not to an extent which would limit future expansion or growth. There is one area of existing recreation/open space which is zoned in the CAP 2010 (GAA Grounds). There are no features of industrial Heritage or Listed Buildings. There are however 2 Archaeological sites/monuments adjacent to the Catholic Church.
TRANSPORT	The settlement has developed along two local Roads, the Mullinahoe Road and the Kilmascally Road. The Mullinahoe Road provides a connection to both Cookstown and Coalisland whilst the Kilmascally Road is a minor rural road connecting Ardboe to Moortown. There is no bus depot or sub depot but there are local Ulsterbus services connecting the Ardboe to Dungannon, Cookstown and Magherafelt. Tamnamore Park and Ride is approximately 23km to the SW of Ardboe and Toome Park and Ride is approximately 23km to the North of Ardboe. There are no designated cycle routes, pedestrian crossings or traffic lights within the settlement.
ECONOMIC DEVELOPMENT	There is a large parcel of land zoned within the settlement limit for industry and business. It is located on the disused airfield. There is a small business/enterprise park containing a range of businesses located on this zoned land. These businesses include a beauticians, a barbers, a pizza shop, a Chinese takeaway, a crèche, an office, a cold store, a gym and a car wash/valet shop. The remainder of the disused airfield which is outside the settlement limit is also utilised by several businesses including Creagh Concrete, and Quinns Buildings Supplies.
URBAN/RURAL CHARACTER	Ardboe is currently designated as a village in the CAP 2010. Its topography is relatively flat and there is little in terms of mature vegetation within the settlement. It is predominantly characterised by single dwellings, farms and housing developments. There is no land zoned for housing however since the publication of the CAP 2010, 4 new residential developments have been completed. 2 others have commenced but haven't been completed. There has also been an additional GAA pitch constructed to the South of the existing zoned GAA ground. The Northern

	<p>approach into the settlement along the Drumeny Road is characterised by agricultural fields to the East and single dwellings and a car mechanics to the West. Further along this approach on the Mullinahoe Road is a gift shop and spar convenience store. The SW approach into the village is dominated by the Primary School, Chapel and Graveyard. The SE approach is more rural in character and is dominated by single dwellings and agricultural fields.</p>
COMMUNITY SERVICES	<p>Ardboe offers a fairly wide range of services to benefit the daily needs of the local community and smaller surrounding settlements. There are 2 shops (filling stations), 2 chip shops, 2 chinese takeaways, 1 pizza shop, a gift centre, a restaurant, a community centre, a credit union, a chapel, a primary school, a nursery school, a crèche, a nursing home, 2 beauticians, 1 barbers, 2 hairdressers, a gym, a carwash/valet a cold store and a sports facility. The nearby towns of Cookstown, Dungannon and Magherafelt would provide most services to meet the weekly and more specific needs of residents.</p>

1.0 Conclusion

1.1 Ardboe is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

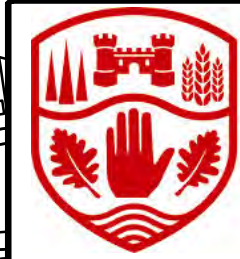
- Ardboe has a population of 687 people and 215 households
- Development concentrated along the Mullinahoe Rd and Kilmascally Rd with additional development at the junction of Drumad Rd, Mullinahoe Rd, Drumeny Rd and Kinrush Rd.
- It has a wide range of services incl. 2 Shops (filling stations), 2 Chippy's, 2 Chinese Takeaways, Pizzeria, Gift Centre, Restaurant, Community Centre, Credit Union, Chapel, Primary School, Nursery School, Crèche, Nursing Home, 2 Beauticians, Barbers, 2 Hairdressers, a Gym, a Carwash/Valet, Cold Store and a Sports Facility. The nearby towns of Cookstown, Dungannon and Magherafelt would provide most services to meet the weekly and more specific needs of residents.
- The transport network is rural, however the Mullinahoe Road connects Ardboe to Cookstown and Coalisland and the Kilmascally Road connects it to Moortown. Plus a daily bus service connects it to Cookstown, Dungannon and Magherafelt.
- Regarding economic potential there is a large a disused airfield in the village, partially zoned for industry and business. It contains a small business / enterprise park with the remainder of the airfield outside the village utilised by several businesses incl. Creagh Concrete, and Quinns Buildings Supplies.
- In terms of expansion / future growth there are a few areas are susceptible to surface water flooding, but not to an extent which would limit future expansion. An industrial zoning at the disused airfield to the north of the settlement and 2 archaeological sites/monuments located adjacent the Church to the south west of the settlement, may constrain development within their respective areas. A WWTW's is available, but capacity is a constraint. An additional GAA pitch has been constructed to the South of the existing grounds which could be considered for inclusion within the development limit.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Ardboe and accordingly, the settlement limit is unlikely to be extended for the purposes of housing. Figures from the 2014 housing monitor show that there is the potential for 210 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Ardboe remains classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby

members and council officials in attendance agreed that Ardboe should be classified as a **village** in the new settlement hierarchy.

Ardboe Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- DEVELOPMENT LIMIT
- Existing Recreation and Open Space
- Industry
- Countryside Policy Area
- Q100 Flood Extent Detailed (Floodplain)
- Q100 Flood Extent Strategic (Floodplain)
- I200 Flood Extent (Surface Water)
- Important View
- Archaeological Site & Monument (Unscheduled)
- Archaeological Site & Monument (Scheduled)
- Sewage Treatment Works
- Constraint on Development
- No Constraints on Development

CPA contributes to the rural character of the settlement. The Mullinahoe Road, which is a winding main Road acts as a physical boundary between the settlement and the rural remainder. It is undesirable to increase the number of new accesses onto this road in the interest of Road safety.

There is an old US Airfield with a number of businesses located here. Should opportunity be provided for further industrial and/or business development?

No existing development constraints in this area

Surface Water Flooding - 'May require detailed assessment in any future development proposal'

Housing Commenced

Housing Commenced

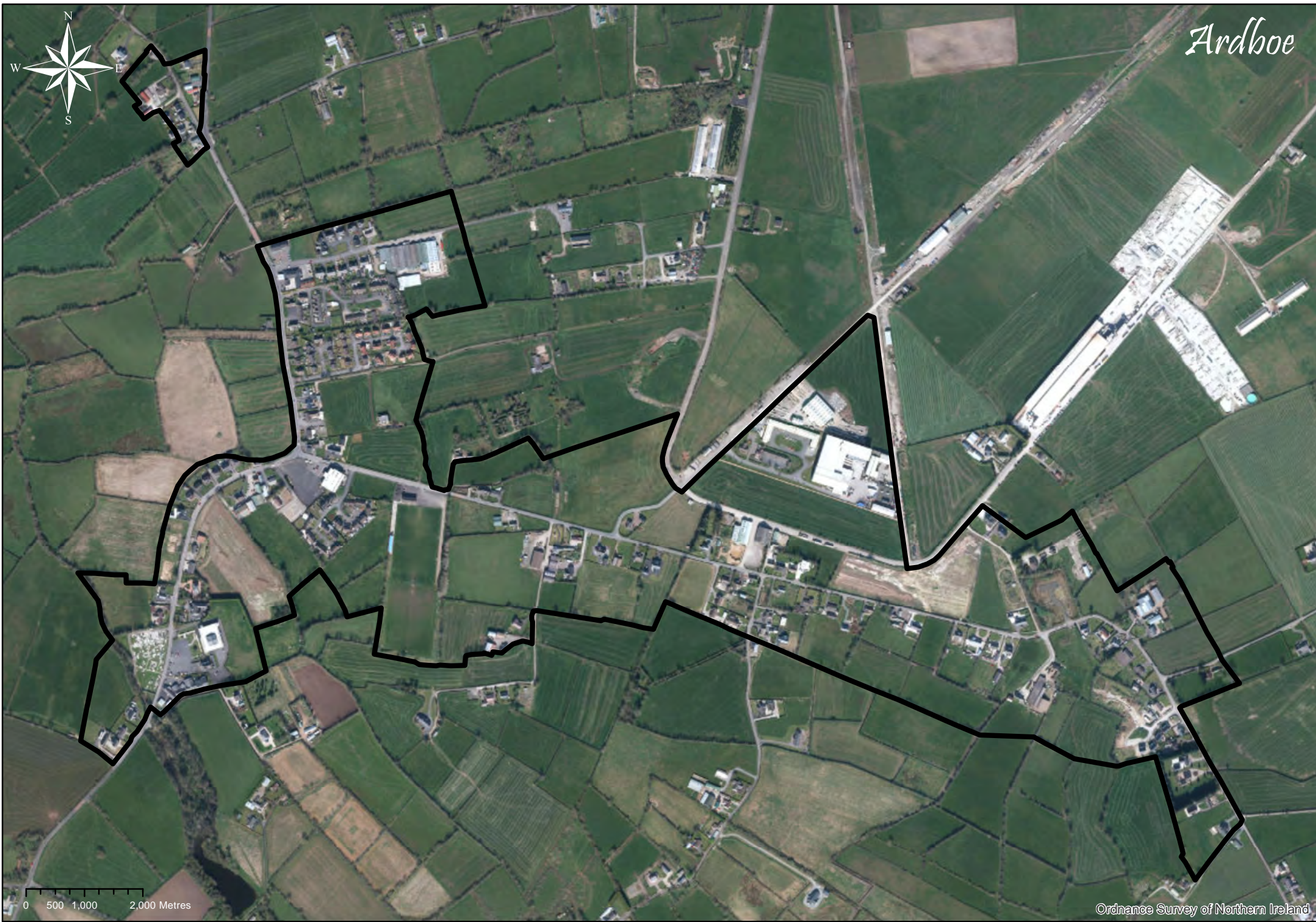
Housing Commenced

Does this Dam provide an opportunity for SUDS?

Archaeological Monuments are a possible constraint on expansion in this area

Would we wish to protect the extension to the existing GAA Pitch?

The capacity of the existing WWTW may be a possible constraint on future development



SETTLEMENT APPRAISAL – AUGHER

Augher is a settlement located some 28km to the SW of Dungannon and some 8km to the North of the border with the Republic of Ireland. The settlement has developed along the central core of Main Street which links the Knockmany Road to the NW to the Favour Royal Road in the SE of the settlement. Main Street also intersects the Crossowen Road and Annaghilla Road junction, which, in its wider context, forms part of the A4 Protected Route between Enniskillen and Dungannon. The point at which these road junctions meet in the middle of Main Street is marked by a roundabout. The central spine of the settlement along Main Street contains many two storey buildings, both of residential and commercial as well as civic uses. Collective formations of residential development tend to be located at the edge of the settlement. According to NISRA 2011 Census data, Augher has a population of 305 living in 132 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Augher has a range of resources as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a Waste Water Treatment Works located to the NE of the settlement just off the Favour Royal Road. There are no wind turbine or anaerobic digester developments nor applications for such developments within the realms of the Settlement Development Limit. Augher does have access to skills, social, commercial and productive resources, but it does not have any justice or health resources. Its networks include the A4 (Protected Route), Local Roads, Broadband Connection, Street Lights and Local Ulsterbus Services. Based on the resources available, Augher fits neatly within level 1 (villages) in the hierarchy of settlements and related infrastructure wheel.
ENVIRONMENTAL CAPACITY	The settlement boundary to the north is largely defined by the natural contours of the River Blackwater. Pound Burn, a small watercourse, progresses through the southern section of the settlement before connecting to the River Blackwater. According DARD's strategic flood maps, lands in and around these watercourses may be susceptible to flooding. This particularly impacts upon lands to the north of the settlement (in and around Augher Central Primary School) which have been included within the settlement limit but remain unzoned and undeveloped. This flooding may prevent any future expansion/development in these areas. There is one Site of Local Nature Conservation Importance (SLNCI) located adjacent to the settlement development limit recognising Augher Lough. The Lough is also recognised as being within the Spur Royal (Augher Castle) Historic Parkland, Garden and Demesne which incorporates the remains of a Plantation Bawn. Lands directly to the east of the Parkland have been designated as an Area of Archaeological Potential, as well as a separate area directly south of the River Blackwater offside Favour Royal Road. Two Unscheduled Monuments are located within the Parkland recognising an early Christian Cranog to the east of Augher Lough and also a Fortification near Augher Castle. The central core of the settlement has been designated as an Area of Townscape Character (ATC), recognising the historical character of the streetscape. There are a number of Grade B/B1 Listed Buildings within the realms of the settlement, including St Marks Church of Ireland (Grade B) and the Old Station House offside Crossowen Road (Grade B1). Augher Castle and its surrounds are recognised under Grade A Listed Status. There are two Local Landscape Policy Areas (LLPA's) located directly adjacent to the Settlement Development Limit. These recognise and assist in the protection of landscape features and attractive views that act as an attractive backdrop to the settlement, namely the River Blackwater/Pound Burn and its immediate environs and the landscape adjacent to Augher

	Castle which provides an attractive vista on approach to the settlement from the southeast.
TRANSPORT	<p>The settlement has developed along the central core of Main Street which links the Knockmany Road to the north west to the Favour Royal Road to the south east of the settlement. Main Street also intersects the Crossowen Road and Annaghilla Road junction, which, in its wider context, forms part of the A4 protected route between Enniskillen and Dungannon. The point at which these road junctions meet in the middle of Main Street is marked by a roundabout. There is no bus depot or sub depot in the settlement but there are three Ulsterbus routes which pass through the town;</p> <ul style="list-style-type: none"> - Omagh to Clogher. - Ballygawley Park and Ride to Enniskillen. - Belfast to Dungannon to Enniskillen Route. <p>There are no traffic lights, pedestrian crossings nor cycle routes evident within the settlement.</p>
ECONOMIC DEVELOPMENT	<p>In terms of industrial development, the Fane Valley Creamery site is located at the north eastern entrance. The Co/Op factory located to the south west of the settlement was closed and marked for sale at the time of inspection. No land has been zoned for industrial purposes within the SDL according to the DSTAP 2010. The settlement displays retail/market activity at its core however at the time of inspection there appeared to be a high vacancy rate amongst commercial premises. The main concentration of viable commercial premises appear to focus in and around the busy round-a-bout in the centre of the settlement, which has heavy through traffic and therefore passing trade on a daily basis.</p>
URBAN / RURAL CHARACTER	<p>Augher is strategically situated along a protected route which connects western towns to the east of the country. The main A4 protected route progresses directly through the heart of the settlement and therefore acts as a thoroughfare for much through traffic including public and private transport as well as HGVs. Commercial development is centred in and around Main Street with the extremities of the settlement mostly supporting residential development and civic uses. The eastern portion of the settlement displays some ribbon development progressing from beyond Pound Bridge to the edge of the settlement. A recent housing development has been implemented at the far eastern portion of the Settlement Development Limit and at the time of inspection lands directly south of this were also under construction. The character of the settlement to the North is heavily dominated by its historical connections with Augher Castle. Lands to the north are heavily planted with specimen trees and the roadside is banked by an old stone wall lending clues as to the character of the Parkland and Demesne contained therein. The entrance to the settlement via the Crossowen Road is dominated by the attractive vista Augher Lough and the backdrop of the parkland provides. The gradient of the landform is largely shaped by the natural features of the town with the main core of the settlement occupying a slight incline (rising from south east to north west). Given its position within the heartlands of the Clogher Valley, the landform generally undulates to a large degree in correlation with the natural contours of the drumlin landscape which dominates the locality.</p>
COMMUNITY RESOURCES	<p>There are examples of civic development within the settlement including Augher Central Primary School and St Brigid's Primary School, playing fields, community centre, various places of worship with associated halls, and a public playground to the south east of Pound Bridge. Augher does provide a range of services to meet the daily needs of local residents The nearby town of Dungannon would also provide services which would meet both the daily and weekly needs of residents.</p>

1.0 Conclusion

1.1 Augher is currently designated as a village in the DSTAP 2010.

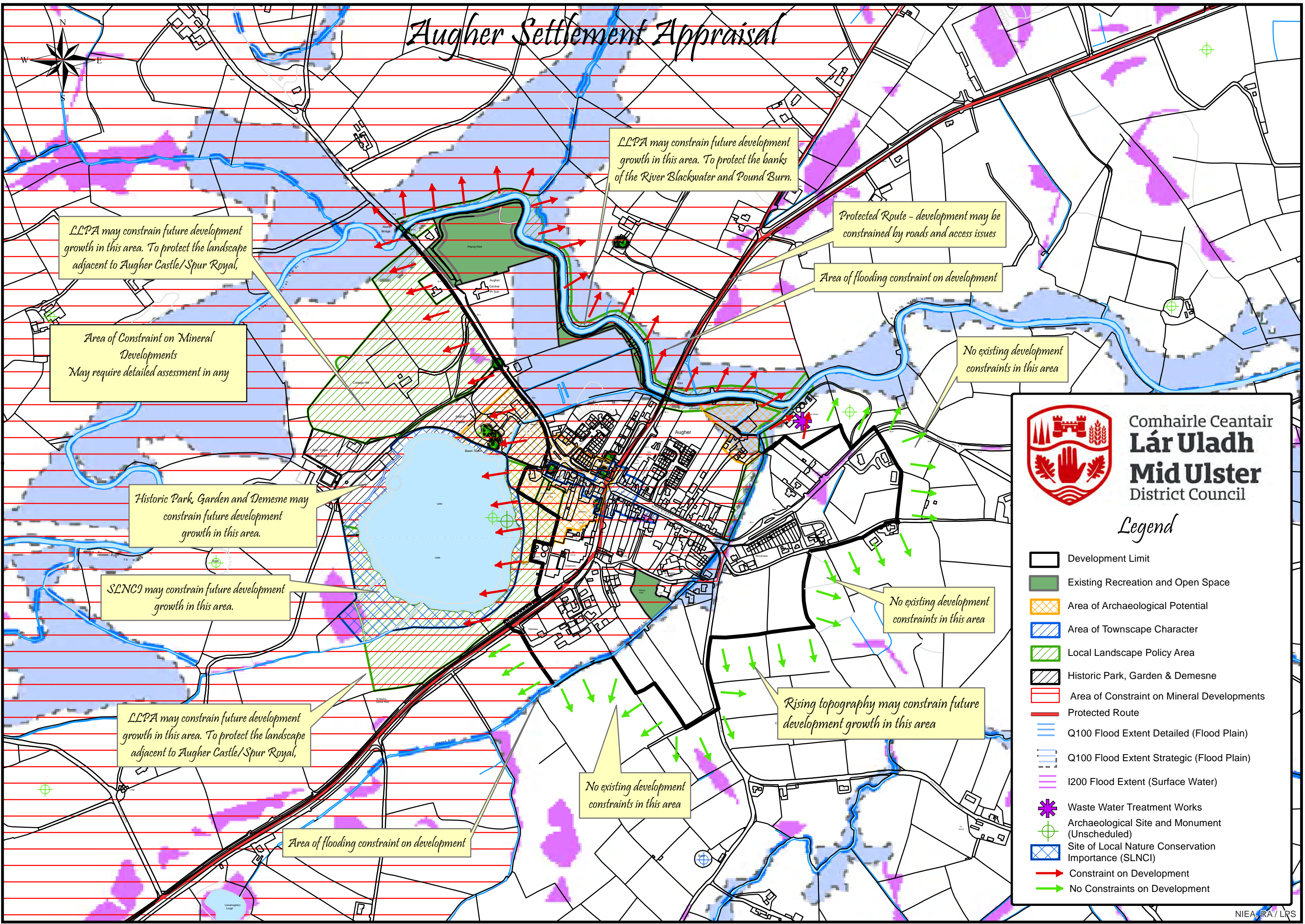
1.2 Following re – examination of the settlement, a summary of the key findings are;

- Augher has a population of 305 living in 132 households.
- The settlement has developed in and around the point where two roadways intersect, namely the A4 road corridor and the minor Favour Royal /Knockmany Road. Built form within the settlement tends to face directly onto the adjoining roadways.
- The settlement supports a mixture of development types including commercial, residential, and civic development uses.
- Service provision within the settlement is good in terms of everyday needs and facilities. There are good links to larger settlements via road networks and public transport facilities to also obtain a wider range of goods and services.
- Development upon lands to the north of the settlement is largely constrained by the extent of the floodplain in this area. An existing LLPA designation along the river corridor would make an expansion of the settlement beyond the river corridor undesirable. The river corridor acts as a natural conclusion to the settlement limit.
- Similarly, lands to the west are constrained by the existing Augher Castle Parkland and Demesne, which is largely contained within another LLPA designation (LLPA2). Development that would infringe on this area would be undesirable. Lands to the south of the A4 road corridor provide the greatest scope for any possible consideration of settlement expansion.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Augher Figures from the 2014 housing monitor show that there is the potential for 55 residential units to be completed within the settlement limit.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and service provision, Augher meets the criteria for Level 1 settlements (village). It is recommended that Augher continues to be classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Augher should be classified as a **village** in the new settlement hierarchy.

Augher Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Area of Archaeological Potential
- Area of Townscape Character
- Local Landscape Policy Area
- Historic Park, Garden & Demesne
- Area of Constraint on Mineral Developments
- Protected Route
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Waste Water Treatment Works
- Archaeological Site and Monument (Unscheduled)
- Site of Local Nature Conservation Importance (SLNCI)
- Constraint on Development
- No Constraints on Development



Aughur

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – AUGHNACLOY

Aughnacloy is located 6km to the SE of Ballygawley and some 15km to the SW of Dungannon. The River Blackwater meanders some 1.5km to the South of the settlement and also marks the border between County Tyrone and County Monaghan. Aughnacloy has been historically viewed as a busy Market Town given its strategic placement between the Dublin-Monaghan Road and the Northern Ireland/Rol border. In the early 19th Century the Derry to Dublin mail coach passed through the town and the Clogher Valley Tramway Company established its principal station there which assisted in the growth of the settlement and accounts for many of the Town Houses remaining in the centre of town today. The settlement has developed largely in a linear form along a natural ridge upon which Moore Street, the principle street in the town, is situated. The gradient of the landform within the settlement generally rises north towards higher landform (Ballygawley direction) and falls in a southern direction towards the River Blackwater. According to NISRA 2011 Census data, Aughnacloy has a population of 1041 living in 402 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Aughnacloy has a fairly significant range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a Waste Water Treatment Works located just outside the SW boundary of the settlement. There are currently no non-domestic turbines or Anaerobic Digestors operating within the settlement. Aughnacloy has access to a ranges of skills, social, health, justice, commercial and productive resources. Its networks include local roads, broadband connection, street lighting and local Ulsterbus services. Based on the resources available, Aughnacloy fits neatly into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	A small tributary of the River Blackwater progresses through the east of the settlement in a north to south direction, intersecting at the Dungannon Road, Caledon Road and Monaghan Road corridors. According to DARD'S strategic flood maps, lands in and around the watercourse may be susceptible to flooding, particularly lands north of Sydney Street and Dungannon Road. This may prevent future expansion of the settlement in these areas. The Ravella Site of Local Nature Conservation Importance is located just beyond the western boundary of the settlement. The same area is also largely recognised as The Thistle Historic Parkland, Garden and Demesne, the only formal style Demesne layout surviving in Northern Ireland. There are five Local Landscape Policy Areas (LLPA's) located directly adjacent to the Settlement Development Limit. These recognise and assist in the protection of landscape features and attractive views that act as an attractive backdrop to the settlement. Development is normally resisted in such areas. The central core of the settlement has been designated as an Area of Townscape Character (ATC), recognising the historical character and streetscape which reflects the formation of the town. The settlement also contains several Grade B/B1 Listed Buildings, including Jacksons Nursing Home, Old Market House and various places of worship. The majority of these are included within the ATC with the exception of an original Railway station and platform located offside Sydney Street to the east of the settlement (also grade B1). There are two unscheduled monuments just outside the reach of the settlement limit, namely Earthworks to the northwest of the settlement within LLPA 1 and a Rath to the east of the settlement just outside LLPA 4.
TRANSPORT	The settlement has developed largely in a linear formation along Moore Street, the principle street in the town, which connects the Tullyvar Road to Caledon Road, providing a linkage between Ballygawley and Caledon. In the wider context, this road network provides a direct linkage between Omagh/Ballygawley and Armagh and is a protected route. The Monaghan Road branches off to the south of the settlement and it is also a protected route,

	<p>which in the wider context provides a linkage between Derry/Omagh and Monaghan/Dublin.</p> <p>There is no bus depot or sub depot in the settlement but there are a number of bus routes which pass through the settlement;</p> <ul style="list-style-type: none"> - Route 73 Armagh-Caledon-Ballygawley. - Route 76 Dungannon-Aughnacloy-Ballygawley. - Route 76A Dungannon to Ballygawley. - Route 33 and 274 Derry to Dublin via Dublin Airport. <p>There is one set of traffic lights and associated pedestrian crossing within the midsection of the town where Moore Street and Sydney Street meet. There are no cycle routes evident.</p>
ECONOMIC DEVELOPMENT	<p>There is little in the way of industrial development within the settlement nor is there any land zoned for such a purpose in the current area plan; however the settlement displays strong retail/market activity. The main thoroughfare of Moore Street is wide and open with heavy through traffic and generous on-street parking. It is at this point where the concentration of shops and eateries are at their strongest within the settlement and includes elements such as a supermarket, pharmacy, regional car sales, interior furnishings shop, restaurant and public houses. Given the close proximity of the border with Rol the area also contains a number of Bureau De Changes.</p>
URBAN / RURAL CHARACTER	<p>Aughnacloy is strategically situated along a protected route which connects western towns to east and northern towns to south. It is only one mile from the border to the Rol and acts as a thoroughfare for much through traffic such as public transport and Transport/ HGVs. Moore Street is the central spine of the town which supports much in the way of retail at its centre, before branching off into residential development at the northern (Tullyvar Rd) and southern (Caledon Rd) aspects of the settlement. Sydney Street and Dungannon Road connects the eastern wing of the town to the central spine. The east of the town contains much in the way of civic development, namely secondary and primary schools, playing fields, a Police Station and Places of Worship. The gradient of the landform is largely shaped by the natural features of the town with land falling in a southern direction from higher lands to the north, down towards the flatter plains of the River Blackwater to the south. This results in the central part of the town (Moore Street) occupying a small hill or ridge. Lands to the west of the settlement are largely defined by the Thistle Historic Parkland. The wide open street displayed within the centre of town is a defining characteristic of the local streetscape and reinforces the settlements formation as a Market Place.</p>
COMMUNITY RESOURCES	<p>Aughnacloy supports many civic services including a secondary school, two primary schools and a playgroup, Police Station, Nursing Home, Health Centre, Sports Facilities and Community Halls. There are also a number of Places of Worship with associated halls.</p> <p>The town supports a healthy level of retail development, including a Car Sales, Pharmacy, Supermarkets and Restaurants.</p> <p>Given its location directly alongside a busy transport route, the town supports these facilities through a mixture of use from local residents and passing fare.</p>

1.0 Conclusion

1.1 Aughnacloy is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Aughnacloy has a population of 1041 living in 402 households.
- The settlement has developed largely in a linear form along Moore Street, the principle street in the town.
- The settlement includes a mixture of development types including commercial, residential and civic development uses.
- Service provision within the settlement is good in terms of everyday needs and facilities. There are a range of retail facilities. There are good links to larger settlements via road networks and public transport facilities to obtain a wider range of goods and services.
- Development constraints include areas susceptible to flooding particularly to the north, southeast and southwest. An LLPA, SLNCI and a Historic Park, Garden and Demesne designations may constrain outward growth to the east, south and west. There is a considerable amount of land within the existing development limit which remains undeveloped.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Aughnacloy. Figures from the 2014 housing monitor show that there is the potential for 223 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purpose of housing is unlikely to be required.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and service provision, it is recommended that Aughnacloy continues to be classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Aughnacloy should be classified as a **village** in the new settlement hierarchy. Its potential upgrade to a town was discussed however there was general consensus that the settlement was functioning well as a village and therefore any change in status would not be necessary.

Aughnacloy Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Area of Townscape Character
- Local Landscape Policy Area
- Historic Park, Garden and Demesne
- Protected Route
- Q100 Flood Extent Detailed
- Q100 Flood Extent Strategic
- I200 Flood Extent (Surface Water)
- Waste Water Treatment Works
- Site of Local Nature Conservation Importance (SLNCI)
- Archaeological Site and Monument (Unscheduled)
- Constraints on Development
- No Constraints on Development

No development constraints

old Rectory Hill affords an important visual amenity to this edge of the settlement (LLPA)

Topography rises and may be a constraint on development

No development constraints

A substantial, prominent and open hill may constrain development in this area (LLPA)

Area of flooding is a constraint on development

No development constraints

Flooding, LLPA, SLNCI, Historic Park, Garden and Demesne, Open Space and Archaeological Designations are constraints on future expansion of the settlement to the NW, West and South West.

A5 Protected Route (Southbound) may act as a physical constraint on future development

The hill to east of Monaghan Road is designated to protect attractive backdrop to village (LLPA)



SETTLEMENT APPRAISAL – BALLINDERRY

Ballinderry is located approximately 12km East of Cookstown and approximately 14km SE of Magherafelt. The settlement historically developed just to the SW of Ballinderry Bridge but in more recent years most of the development has concentrated on lands SE of the bridge at Derrychrin. According to NISRA 2011 Census Data Ballinderry has a settlement population of 345 and has 113 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Ballinderry has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). It does not have any health or Justice resources. All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a sewage treatment works located just outside the settlement limit, close to the Ballinderry River. There are no non-domestic turbines or Anaerobic Digestors operating within the settlement. It has skills, social, commercial and productive resources in terms of a Primary School, Play Area, Shop, Post Office, Butchers, Filling Station, several workshops, a chip shop and a car sales yard. Networks include local roads, broadband, street lighting and a local bus connection to both Magherafelt and Cookstown. Based on the resources available, Ballinderry would fall into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	The Ballinderry River flows just outside the settlement limit of Ballinderry, along the Northern boundary. According to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) lands adjacent to and at either side of the river are susceptible to flooding. They may also be subject to some surface water flooding. The River itself could act as a physical constraint preventing any northern expansion of the settlement. There is a secondary settlement node to the north of the River which will not be physically constrained by the River or flooding. A section of the settlement, just SW of the bridge, is designated as an ATC. The banks of the River are also zoned as an LLPA. The bridge itself is a listed structure (CHB09/09/011). There are no features of industrial or archaeological heritage within the settlement which would restrict future growth/expansion.
TRANSPORT	There are 4 local roads within the settlement. The Ballinderry Bridge Road provides a connection to both Cookstown and Magherafelt. The Drumeny Road connects Ballinderry to Ardboe. Both the Moss Road and Mullan Road are minor local Roads. There is no bus depot or sub depot. There are local Ulsterbus services connecting the settlement to Cookstown and Magherafelt. There are no designated cycle routes, pedestrian crossings or traffic lights in Ballinderry.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business but there are several businesses/workshop operating within Ballinderry; Bathe Plumbing Products, the Tile Shed, Kilbrea Furniture and BM Motors.
URBAN/RURAL CHARACTER	Ballinderry is currently designated as a village in the CAP 2010 and is quite rural in character. It is geographically quite close to both Cookstown and Magherafelt. Its topography is relatively flat. There is mature vegetation along the banks of the Ballinderry River (zoned as an LLPA). The settlement is predominantly characterised by residential developments and single houses. There is no land zoned for housing but since the publication of the CAP 2010, 2 new housing developments have been completed along the Drumeny Road. A 3 rd has been approved on the Mullan Road but work has not commenced on it yet. The southern approach into Ballinderry along the Drumeny Road is characterised by single dwellings and agricultural fields. The western approach from Coagh along the Ballinderry Bridge Road is dominated by agricultural fields, single dwellings and 2 commercial buildings in the ATC. The NE approach is dominated by the GAA ground which is zoned as

	recreation/open space. It has recently been extended to incorporate a new pitch.
COMMUNITY SERVICES	Ballinderry offers a limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. There is a GAA sports facility, a Post Office, 1 Public House, 1 pizza shop, a filling station, a Primary School, 1 shop, 1 butcher and 1 chip shop. The nearby towns of Cookstown and Magherafelt would provide most services to meet the daily and weekly needs of residents.

1.0 Conclusion

1.1 Ballinderry is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Ballinderry has a population of 345 and has 113 households.
- This rural settlement, comprising of two nodes is predominantly characterised by residential developments, single houses and agricultural fields. It historically developed just SW of the Ballinderry Bridge, now an ATC, with development in recent years concentrating on lands SE of the Bridge at Derrychrin. Topography is quite flat with mature vegetation lining the banks of the River.
- Service provision within the settlement is limited to a GAA Sports Facility, Post Office, Public House, Pizzeria, Filling Station, Primary School, Shop, Butcher and Chippy. The nearby towns of Cookstown and Magherafelt would provide most services to meet the daily and weekly needs of residents.
- The transport network in and around Ballinderry is rural. However the Ballinderry Bridge Road connects it to Cookstown and Magherafelt and the Drumeny Road to Ardboe, plus a daily bus service connects to Cookstown and Dungannon.
- It has several businesses/workshop operating i.e. Bathe Plumbing Products, The Tile Shed, Kilbrea Furniture and BM Motors.
- In terms of expansion / future growth the Ballinderry River and its banks, a designated LLPA, susceptible to flooding, runs partially along the northern boundary of the primary node. The river and its associated floodplain area as identified on the appraisal map prevents growth to the north of the primary/larger node. A section of the settlement, just SW of the bridge, is a designated ATC and the Bridge itself is Listed.
- Consideration could be given to extending the development limit of the secondary node to the north east to include the recently extended GAA grounds, an existing hall and area of social housing under construction.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Ballinderry and accordingly, the settlement limit is unlikely to be extended for the purposes of housing. Figures from the 2014 housing monitor show that there is the potential for 70 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Ballinderry continues to be classified as a **village** in the new settlement hierarchy.

- 1.4** This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Ballinderry should be classified as a **Village** in the new settlement hierarchy.

Ballinderry Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Area of Townscape Character
- Local Landscape Policy Area
- Loughshore Countryside Policy Area
- Housing Development (not started)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Sewage Treatment Works
- No Constraints on Development
- Constraints on Development

No existing development constraints in this area. Would we want to include the existing hall, social housing and GAA grounds within the development limit?

Existing Hall

Social Housing Development (Under Construction)

Would we wish to protect the extension to the GAA Pitch?

The riparian setting and tree cover of Ballinderry River (LLPA) and associated floodplain will hinder settlement expansion to the north.

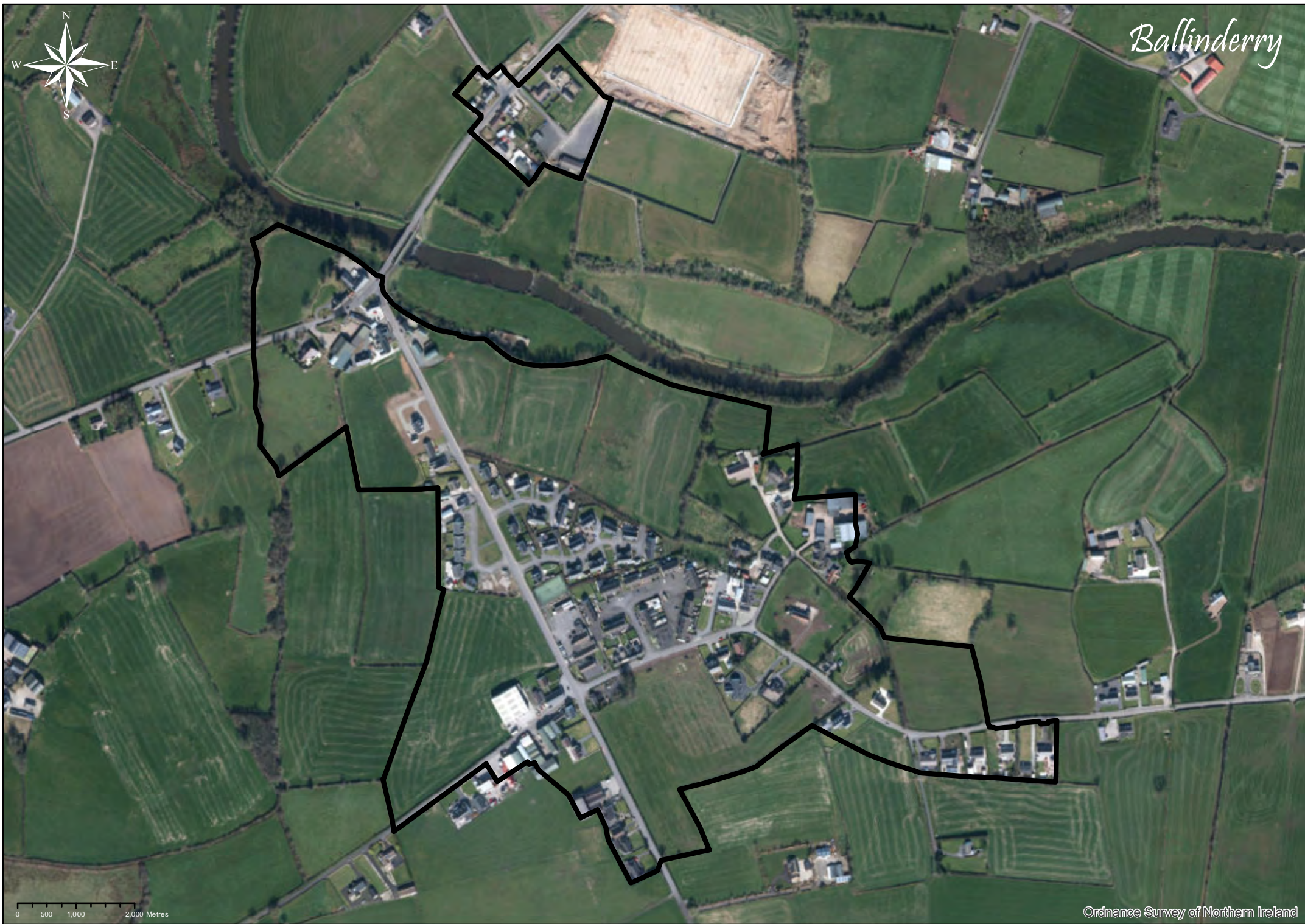
Ballinderry River and its Floodplain provide a natural boundary to development on the Northern edge of the main node of development

Area of flooding a constraint on development

No development constraints

No development constraints

Surface Water Flooding 'may require detailed assessment in any future development proposals



SETTLEMENT APPRAISAL – BALLYLIFFORD

Ballylifford is located approximately 13km East of Cookstown and approximately 13km SE of Magherafelt. The settlement has developed in linear form along the Ballinderry Bridge Road. According to NISRA 2011 Census Data Ballylifford has a settlement population of 135 and has 41 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Ballylifford has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). It does not have any Health, Justice or Production resources. All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. It does not have a WWTW's. There are no non-domestic turbines or Anaerobic Digesters operating within the settlement. It has skills, social and commercial resources in terms of a Primary School, Community Hall, 2 Churches, a Local Hall, 1 Shop/Filling Station, 1 Pub and a Credit Union. Networks include local roads, broadband and street lighting. Based on the resources available, Ballylifford would fall into level 1 (villages) in the hierarchy.
ENVIRONMENTAL CAPACITY	According to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) there is no threat of flooding or surface water flooding in the settlement that would restrict future growth/expansion. There are also no features of industrial or archaeological heritage within the settlement which would restrict future growth/expansion. St John's Church of Ireland in the north of settlement is a Listed Building and any plans for future development in this area would have to take it and its curtilage into consideration. In the south of the settlement is a zoned LLPA designated to protect the woodland setting, which in association with the landform, acts as a visual stop to the settlement.
TRANSPORT	The settlement has developed in linear form along the Ballinderry Bridge Road. It also takes in small sections of the Killymuck, Brookemount and Ballygillen Roads. These are minor rural roads whereas the Ballinderry Bridge Road connects Ballylifford to Magherafelt and to Ballinderry, Coagh and Cookstown. There is no bus depot or sub depot in Ballylifford. There are no designated cycle routes, pedestrian crossings or traffic lights in Ballylifford.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business nor are there any businesses/workshops operating within Ballylifford.
URBAN/RURAL CHARACTER	Ballylifford is currently designated as a village in the CAP 2010 and is rural in character. It is geographically quite close (13km) to both Cookstown and Magherafelt. Its topography rises in the north, is quite flat in the middle and rises again towards the south. There is mature vegetation towards the south of the settlement (zoned as an LLPA). The settlement is predominantly characterised by residential developments and single houses. There is no land zoned for housing but since the publication of the CAP 2010, 2 new housing developments have been completed along the Ballinderry Bridge Road. The Northern approach into the settlement is dominated by St John's Listed Church. The Southern approach into Ballylifford is dominated by single dwellings and mature vegetation. There is no land zoned for recreation or open space within the settlement.
COMMUNITY SERVICES	Ballylifford offers a limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. There are 2 Churches, 1 Church hall, 1 Pub, 1 PS, 1 Shop/Filling Station, 1 Community Hall, and a Credit Union. The nearby towns of Cookstown and Magherafelt would provide most services to meet the daily, weekly and more specific needs of residents.

1.0 Conclusion

1.1 Ballylifford is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Ballylifford has a population of 135 equating to 41 households.
- It's a rural settlement predominantly characterised by residential developments and single houses, developed in linear form along the Ballinderry Bridge Road. The Northern approach into the settlement is dominated by St John's Church, the Southern by single dwellings and mature vegetation (zoned LLPA) with the topography quite flat in the middle of the settlement, rising in the North and South.
- Service provision within the settlement is limited to 2 Churches, Church hall, Pub, PS, Shop/Filling Station, Community Hall, and a Credit Union. The nearby towns of Cookstown and Magherafelt would provide most services to meet the daily, weekly and more specific needs of residents.
- The transport network in and around Ballylifford is rural, however the Ballinderry Bridge Road connects it to Magherafelt and to Ballinderry, Coagh and Cookstown.
- In terms of expansion / future growth there are small areas of surface water flooding which may require detailed assessment in any future development proposals to the east, west and north east of the settlement. In the South of the settlement there is a zoned LLPA, designated to protect the woodland setting, which in association with the landform, acts as a visual edge to the settlement.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Ballylifford and accordingly, the settlement limit is unlikely to be extended for the purpose of housing. Figures from the 2014 housing monitor show that there is the potential for 32 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Ballylifford is classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Ballylifford should retain its classification as a **village** in the new settlement hierarchy.

Ballylifford Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Countryside Policy Area
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Archaeological Site & Monument (Unscheduled)
- Local Landmark
- Constraints on Development
- No Constraints on Development

No Development Constraints

Surface Water Flooding
'May require detailed assessment
in any future development proposals'

Surface Water Flooding
'May require detailed assessment
in any future development proposals'

No Development Constraints

No Development Constraints

Woodland setting and associated
landform acts as natural visual stop
to the settlement (LLPA). Development is restricted
in this area.



Ballylifford



0 500 1,000 2,000 Metres

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SETTLEMENT APPRAISAL – BALLYRONAN

Ballyronan is located approximately 7.5 km South East of Magherafelt and approximately 16.5km North East of Cookstown. In more recent years it has been subject to large scale residential growth particularly along Ballyneil Road and Shore Road. According to NISRA 2011 Census data, Ballyronan has a population of 568 people and 204 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Ballyronan has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). It does not have any Health, Justice or Production resources. All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is no WWTW within the settlement. There are no turbines or Anaerobic Digestors operating within the settlement. It has skills, social and commercial resources. Networks include local roads, broadband and street lighting. Based on the resources available, Ballyronan fits neatly into level 1 (villages) in the hierarchy of settlements
ENVIRONMENTAL CAPACITY	Ballyronan lies on the shores of Lough Neagh which is designated a SPA, RAMSAR and ASSI. It is also bounded to the East by the Lough Shore CPA. The Marina is designated an LLPA and the Main Street is designated an Area of Townscape Character. Ballyronan settlement limit also falls partly within Ballyronan Wood Local Nature Reserve. According to up-to-date DARD Rivers Agency data there is land immediately south of the Marina, and east of the junction of Ballyneill Road and Shore Road susceptible to flooding. This extends southwards along the banks of an existing watercourse. These are constraints which may prevent future expansion in these areas.
TRANSPORT	The settlement has developed along 3 local Roads - Shore Road continues through the settlement along the Loughshore to neighbouring settlements of Ballymaguigan and Ballinderry. The Ballyronan Road connects to Magherafelt Town, and the Ballyneil Road to The Loup. There is no bus depot or sub depot in the settlement but there is a local Ulsterbus service connecting Ballyronan to Magherafelt and Cookstown and other Loughshore settlements. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Ballyronan.
URBAN/RURAL CHARACTER	Ballyronan originates from a small harbour, which has developed as a modern marina. Geographically accessible to Magherafelt, its topography is relatively flat but rises gently from the Lough to the west of the settlement. It has a well-defined core, designated as an area of townscape character. With the remainder of the settlement, bar the Loughshore largely comprised of housing developments with the odd single dwelling along Ballyneill Road. There are a total of 7 housing developments within the village with one on the Ballyronan Road yet to be completed. There is still undeveloped land in the settlement, this is generally flat low-lying grass land.
COMMUNITY SERVICES	Ballyronan offers adequate community services, given its accessibility to Magherafelt town. It has a community centre with full time nursery, it caters for meetings, conferences, all types of classes, hosts shows and has a fully licensed function room and restaurant. The settlement also has 1 Shop and Filling Station, a carwash, 1 takeaway, 1 Off Licence, 3 Public Houses and a Nursing Home. There is also a Caravan Park and Marina with fully equipped Play Areas.

1.0 Conclusion

1.1 Ballyronan is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Ballyronan has a population of 568 equating to 204 households.
- Is characterised by its location adjacent the Loughshore and in more recent years been subject to large scale residential growth particularly along the Ballyneil and Shore Roads.
- It meets level 1 Service Provision for villages, it has a Community Centre, Shop and Filling Station, Carwash, Takeaway, Off Licence, 3 Public Houses, a Nursing Home and a caravan park and marina with fully equipped play areas.
- The transport network is rural, however the Shore Road connects the settlement to Ballymaguigan and Ballinderry, the Ballyronan Road to Magherafelt and the Ballyneil Road to The Loup. Plus a daily bus service connects the village to Cookstown, Magherafelt and other Loughshore settlements.
- In terms of expansion / future growth Lough Neagh, a designated a SPA, RAMSAR and ASSI and its shore a CPA bounds Ballyronan constraining development east. The Marina is also a designated LLPA and the Main Street is an Area of Townscape Character. Ballyronan settlement limit also falls partly within Ballyronan Wood Local Nature Reserve. Furthermore land immediately south of the Marina and east Ballyneill Road and Shore Road junction are susceptible to flooding as is a watercourse running along the south western edge of the settlement which may constrain future development / expansion in these areas. There are some areas of surface water flooding which may require detailed assessment in any future development proposals.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Ballyronan. Figures from the 2014 housing monitor show that there is the potential for 175 residential units to be completed within the settlement limit. Therefore an extension to the existing development limit for the purpose of housing is unlikely.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Ballyronan retains its classification as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Ballyronan should be classified as a **village** in the new settlement hierarchy.

Ballyronan Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Existing Recreation and Open Space
- Area of Townscape Character
- Important Views
- Archaeological Site & Monument (Scheduled)
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Local Nature Reserve
- Loughshore Countryside Policy Area
- Constraints on Development
- No Constraints on Development

Ballyronan Local Nature Reserve and Special Protection Area and may constrain future development growth in this area.

No existing development constraints in this area

Surface water flooding may require detailed assessment in any future development proposals

Area of flooding constraint on development

No existing development constraints in this area

Lough Neagh Shore (Special Protection Area) may constrain future development growth in this area.

Views of Lough Neagh which make a significant contribution to the amenity of the area should be protected. Development that would impact significantly on this view will not normally be permitted.

Ballyronan



0 500 1,000 2,000 Metres

SETTLEMENT APPRAISAL – BELLAGHY

Bellaghy is located some 5.5 miles to the north east of Magherafelt and some 7 miles to the south east of Maghera. The shores of Lough Beg are located some 2 miles to the east of the settlement. Bellaghy was established in the 17th century and still retains much of its historic character. The settlement has developed alongside two main thoroughfares, namely Old Town Road/Main Street/William Street and Mullaghboy Road/Castle Street/Deerpark Road. The point whereby both carriageways cross over is centrally located within the settlement. According to NISRA 2011 Census data, Bellaghy has a population of 1115 and 383 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>Households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a WWTW's located beyond the southern boundary of the settlement development limit, just offside Deerpark Road.</p> <p>There are no anaerobic digester developments nor applications for such developments within the settlement development limit; however there are currently two singular wind turbines within a 500m radius of the settlement development limit which are currently under consideration but not yet determined. In terms of the Hierarchy of Settlements and Related Infrastructure Wheel, Bellaghy has a range of resources and facilities which can be found at level 1 (villages), level 2 (smaller towns) and also at level 3 (regional towns). For instance in terms of level 1, there is a shop, petrol station, a pub, a post office, a play area, a primary school and a doctors surgery. In terms of level 2 there is a health centre, recycling facilities, a sports centre and a mix of retail facilities including a butcher, a gift shop, grocery and fast food. Level 3 resources include a visitor / cultural centre at Bellaghy Bawn and an industrial park (Deer Park Industrial Estate).</p>
ENVIRONMENTAL CAPACITY	<p>There is one main watercourse which progresses through the settlement, crossing by William Street. The watercourse is a tributary which flows into Lough Beg some 2 miles east. According to Flood Hazard Maps from DARD Rivers Agency (May 2014) lands in and around the watercourse may be susceptible to flooding which may particularly impact on lands to the west of Springfield Park. This land may therefore be restricted in terms of future development. There are two Local Landscape Policy Areas designated directly adjacent and also partially within the designated settlement development limit of Bellaghy. These recognise and assist in the protection of landscape features and attractive views that act as an attractive backdrop to the settlement. LLPA Policy Area, BY 11 recognises the areas in and around Bellaghy Bawn and Cavehill whilst LLPA Policy Area BY 12 recognises the attractive landscape in and around Ballynease Road. Any development in these areas which would have a negative impact on the features will not be permitted in accordance with Policy CON 2 of the MAP 2015. There are no ATC's within the settlement, however there are many built features of historical significance, particularly property in and around Bellaghy Bawn to the south of the settlement. The Bawn is of Grade B1 listed status and a large scale policy designation recognising the curtilage and surrounding area has been defined as an Area of Archaeological Potential. Any development within the Area of Archaeological Potential would be subject to an archaeological assessment.</p>
TRANSPORT	<p>Bellaghy has developed in a cross sectional formation with the two main routes into and out of the settlement meeting in the centre of the settlement.</p> <p>There is no bus depot or sub depot in the settlement but there are a number of bus routes which pass through the settlement, namely -</p>

	<ul style="list-style-type: none"> - Antrim to Cookstown to Magherafelt. - Ballymena to Magherafelt. <p>There are no pedestrian crossings, traffic lights or cycle routes within the settlement.</p>
ECONOMIC DEVELOPMENT	<p>The settlement does harbour a small industrial estate, the “Deerpark Industrial Estate,” located to the south of the settlement. This land is also zoned for industrial purposes within the MAP 2015. At the time of inspection there were industrial businesses opened and operational within the parameters of the site.</p>
URBAN / RURAL CHARACTER	<p>The settlement has developed at a junction between the A54 Road, the Mullaghboy Road and Castle Street.</p> <p>Buildings within the settlement range from one to two stories or at times three stories in height. Finishing and form vary but many buildings appear to be townhouses, with commercial property displayed at ground floor/street level. Vacancy rates appeared to be quite high in the area with a small number of premises displaying faux frontage (“shop jackets”).</p> <p>The northern entrance to the settlement is dominated by St Mary’s RC Church, a Grade B listed building. The setting of the Church is supported by mature tree planting and open pasture surrounding it.</p> <p>To the South of the settlement, the entrance includes the attractive Ballyscullion Church of Ireland (Grade B1 listed), which nestles into the undulating landscape with Bellaghy Bawn acting as a backdrop. Both Churches and the Bawn are located within LLPA designations. The settlement also displays various forms of civic development, including two primary schools, a medical centre, playing pitches and community halls. Many of the areas zoned for housing in the MAP 2010 remain undeveloped even though they have received planning approval for housing development</p> <p>The gradient of the landform is largely shaped by the natural features of the town with land falling in a southern direction and rising in a northern direction.</p>
COMMUNITY RESOURCES	<p>Bellaghy supports civic services including two primary schools, Health Centre, Sports Facilities and Community Halls. There are also a number of Places of Worship with associated halls. The former PSNI station site at 43 Main Street Bellaghy has recently obtained planning permission for redevelopment as a community resource facility with exhibition areas, library, arts studio, cafe area, amphitheatre & outdoor public space area. At the time of inspection, the building works had commenced and the site was under construction. Service provision includes a pharmacy, supermarket, hairdressers and butchery.</p>

1.0 Conclusion

1.1 Bellaghy is currently designated as a village in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Bellaghy has a population of 1115 and 383 households.
- The settlement has developed in a clustered formation around the junction of the A54 Road, Mullaghboy Road and Castle Street.
- The settlement has a range of commercial, residential, and civic development uses.
- There is a good range in terms of service provision to meet the needs of residents and those living in the rural hinterland. There are good links to larger settlements via road networks and public transport facilities to obtain a wider range of goods and services.
- A watercourse running north – south intersects through the eastern half of the settlement progressing under William Street. Lands in and around the watercourse are susceptible to flooding and may act as a constraint on development expansion to the north and south east of the settlement.
- Possible suitable areas in terms of the settlements expansion would be to the north east and south west of the settlement given the gentle topography and adjoining housing zonings here; however, there is already a large capacity of land within the settlement limit which continues to remain undeveloped.
- LLPA designations to the South East and North West of the settlement may constrain further expansion of these areas.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Bellaghy. Figures from the 2014 housing monitor show that there is the potential for 275 residential units to be completed within the settlement limit. Therefore an expansion of the existing settlement limit is unlikely to be required.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Bellaghy retains its classification as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Bellaghy should be classified as a **village** in the new settlement hierarchy.

Bellaghy Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Housing
- Existing Industry
- Industry
- Area of Archaeological Potential
- Local Landscape Policy Area
- Area of High Scenic Value
- Historic Parks, Gardens and Demesne
- Potential Open Space/Recreation
- Archaeological Site & Monument (State Care)
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Mature Vegetation
- Constraints on Development
- No Constraints on Development



Should the pitches and playground be brought into the settlement limit and afforded open space protection?

Area of flooding constraint on development

Seamus Heaney Burial Plot. Well marked and visited. Important Cultural Reference

RC Chapel (Listed Building), Rectory (Listed building) and associated visually significant landscape may constrain development growth in this area. (LLPA).

This small cluster of housing is not within settlement

No constraints on development growth in this area

No constraints on development growth in this area

Lands west of Gulladuff Road form part of Bellaghy Bawn Listed Building and State Care monument, potentially restricting development (LLPA).

This will be a Landmark feature on completion. A new cultural centre which is currently under construction

No constraints on development growth in this area

Surface water flooding may require detailed assessment in any future development proposals

Topography may constrain development growth in this area

Visually significant mature trees and hedges around Bellaghy Bawn contribute to the setting of the Bawn, Church and Village creating an attractive entrance from the south (LLPA).

Land rises on approach

View into village on approach

No topographical constraints however proximity to industrial area may limit future land use types of development in this area

Area of flooding constraint on development

Should the playing pitches at Bellaghy GAC be brought into the settlement limit and afforded open space protection?

Flat Open Pasture

Land rises from this point on



Bellaghy

SETTLEMENT APPRAISAL – BENBURB

Benburb is located approximately 16km South of Dungannon. The village has considerable character based on the attractive terraces of the northern side of the Main Street and the mature wooded setting of the River Blackwater and Servite Priory to the south. According to NISRA 2011 Census data, Benburb has a population of 409 and 144 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a WWTW available south east of the boundary of the settlement limit. There are recycling facilities on the Drumgoose Road. There are 3 wind turbines at Servite Priory, Main Street and there are no anaerobic digesters within the settlement. The settlement does not have any resources in terms of skills, health, justice or production. It does have a commercial element by way of a shop, post office within the shop, hairdressers, beauty salon, pub, farm machinery shop and a training business. Its networks include local roads, broadband and street lighting. Based on the resources available, Benburb would fall into level 1 (villages) in the Hierarchy of Settlements and Related Infrastructure Wheel.</p>
ENVIRONMENTAL CAPACITY	<p>The River Blackwater flows south of the southern boundary of the settlement limit and according to DARD Flood Hazard Maps (May 2014) there is no flood risk within the settlement. Recent DARD Surface Water Flood Hazard Maps also identify areas of Surface Water Flooding in a housing development, Rookery Drive, at the existing area of open space and recreation on the Drumgoose Road and at the western boundary on the Benburb Road. This may not constrain future expansion/development but future development proposals would require detailed assessment. A Local Landscape Policy Area (LLPA) is designated adjacent to the southern boundary of the settlement limit. Within the LLPA there is a Historic Park, Garden and Demesne called 'Benburb Historic Park, Garden and Demesne'. This site includes the Servite Priory, Benburb Castle, Benburb Eco-Trail and Benburb Valley Park. Development is normally resisted within LLPA's. There is an Area of Special Scientific Interest and Area of Constraint on Mineral Developments to the southwest of the settlement. This may be a constraint on future growth or expansion to the southwest direction. There is an Archaeological Site & Monument (State Care), an Archaeological Site & Monument (Scheduled) and an Archaeological Site and Monument (Unscheduled) within the LLPA. There is a Site of Local Nature Conservation Importance (SLNCI) at the boundary of the River Blackwater – Benburb/Milltown SLCNI. This is within the LLPA and this would restrict any development to the south of the settlement limit. The central core of the settlement has been designated as an Area of Townscape Character (ATC), recognising the historical character of the streetscape. It runs from 61 Main Street to the Rectory. The following are Listed Buildings within the settlement limit –</p> <p>241 Derryfubble Road – HB 13/11/010 51A – 51B Main Street – HB 13/11/008A 51C – 51D Main Street – HB 13/11/008B 53 Main Street – HB 13/11/009A 55 Main Street – HB 13/11/009B 57 Main Street – HB 13/11/ 009C 65 Main Street – HB 13/11/012A 67 Main Street – HB 13/11/012B 69 Main Street – HB 13/11/012C 71 Main Street – HB 13/11/012D Post Office – HB 13/11/014</p>

	Presbyterian Church – HB 13/11/005
TRANSPORT	<p>There are 2 local roads within the settlement. Main Street provides a connection to Blackwatertown/Moy and Aughnacloy/Caledon. Derryfubble Road connects to the A4 Dual Carriageway. There is no bus depot or sub depot in the settlement but there are local Ulsterbus services. There is a bus shelter on the Derryfubble Road. The following Ulsterbus services stop in Benburb –</p> <ul style="list-style-type: none"> • 72D – Armagh to Dungannon • 74 – Benburb to Armagh • 74B – Armagh to Benburb <p>Route 95 of the National Cycle Network travels through the settlement from Carrickaness Road in the south, through Main Street to Derryfubble Road.</p>
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Benburb and there are no business units or workshops.
URBAN/RURAL CHARACTER	<p>Main Street is the central spine of the town and supports much of the commercial element. The settlement is predominantly characterised by housing developments in the west and protected housing along the Main Street. The east of the settlement has mainly single dwellings. The entrance to the settlement from Caledon/Aughnacloy is dominated by the sloping land to the right which is the Local Landscape Policy Area and this runs all along to the exit. The entrance to the settlement from Blackwatertown/Moy is dominated by St Patrick's Church and Servite Priory on the left and a row of terraced dwellings on the right.</p> <p>Any future growth of the settlement is restricted by the LLPA on one side and an Area of Townscape Character protecting houses on the Main Street on the other side. The area north of the settlement is flat undeveloped land and is not affected by flooding.</p>
COMMUNITY SERVICES	<p>Benburb offers a range of services to benefit the daily needs of the local community and smaller surrounding settlements.</p> <p>Community Facilities include a</p> <ul style="list-style-type: none"> • 'Spar' shop • post office (within shop) • hairdressers • beauty salon • pub • Alexander Mills farm machinery shop • Plato Training • Website NI • Parish Hall • Orange Hall • Our Lady of Benburb religious retreat with conference facilities • Benburb Presbyterian Church and St Patrick's Church of Ireland • Benburb Castle • 1 Playground • 2 Playing Pitches (one on Drumgoose Road and one behind old Benburb Primary School) <p>The nearby town of Dungannon and Armagh City would provide most services to meet the weekly and more specific needs of residents.</p>

1.0 Conclusion

1.1 Benburb is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Benburb has a population of 409 and 144 households.
- The settlement is one of considerable character with attractive built form to the north of Main Street and the heavily wooded Servite Priory Estate to the south of Main Street forming much of the settlements core. Benburb has an Area of Townscape Character designation to the north of Main Street whereas a vast LLPA designation covers lands to the south of Main Street.
- Service provision within the settlement is modest in terms of everyday needs and facilities. There are good links to larger settlements via road networks and public transport facilities to obtain a wider range of goods and services.
- Development constraints include grounds in and around the Servite Priory which has been designated as an LLPA, SLNCI, historic park, garden and demesne and an ASSI. The grounds also contain archaeological sites and monuments as well as specimen tree planting. Lands to the south of the Priory adjoin the River Blackwater and may be susceptible to flooding, although the area of flood risk is a considerable distance away from the existing settlement limit and therefore may not constrain growth in this direction. Lands to the north are free from future development constraints.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Benburb and accordingly, the settlement limit is unlikely to be extended for the purposes of housing. Figures from the 2014 housing monitor show that there is the potential for 55 residential units to be completed within the settlement limit.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and service provision, it is recommended that Benburb continues to be classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Benburb should be classified as a **village** in the new settlement hierarchy.

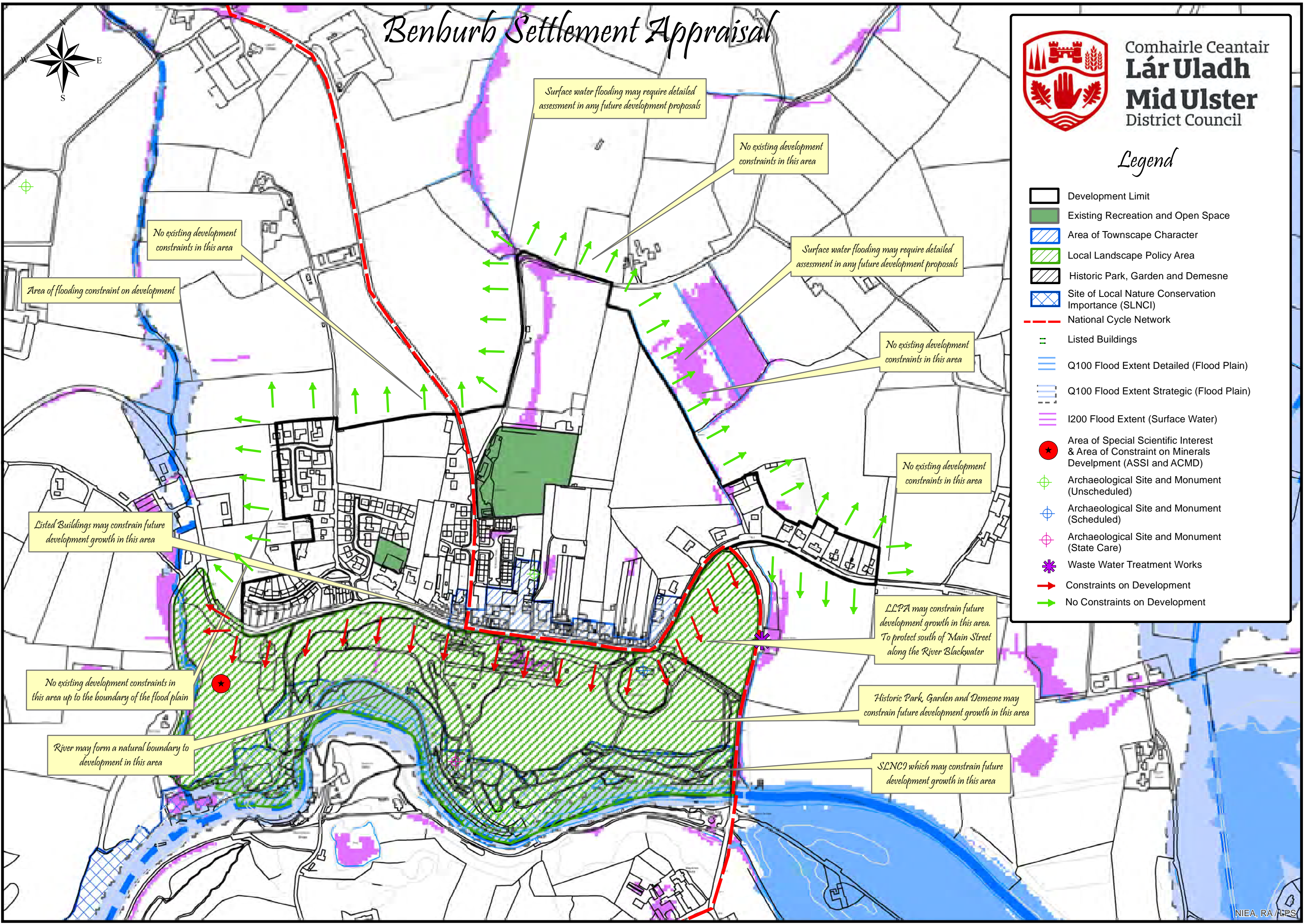
Benburb Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Area of Townscape Character
- Local Landscape Policy Area
- Historic Park, Garden and Demesne
- Site of Local Nature Conservation Importance (SLNCI)
- National Cycle Network
- Listed Buildings
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Area of Special Scientific Interest & Area of Constraint on Minerals Development (ASSI and ACMD)
- Archaeological Site and Monument (Unscheduled)
- Archaeological Site and Monument (Scheduled)
- Archaeological Site and Monument (State Care)
- Waste Water Treatment Works
- Constraints on Development
- No Constraints on Development





Benburk

SETTLEMENT APPRAISAL – BROCKAGH/MOUNTJOY

Brockagh/Mountjoy is located close to the Western shores of Lough Neagh, is approximately 7km East of Coalisland and approximately 18km SE of Cookstown. The settlement has developed along the Mountjoy Road and Ballybeg Road. According to NISRA 2011 Census data, Brockagh/Mountjoy has a population of 299 people and 92 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Brockagh / Mountjoy has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a sewage treatment works located just outside the SE boundary of the settlement accessed off the Ballybeg Road. There are no non-domestic turbines or Anaerobic Digestors operating within the settlement. The settlement does not have any resources in terms of health, Justice or production but it does have a skills element by way of a Primary School and Nursery, a social element in terms of a Church and local hall and a commercial element in terms of a shop, filling station and Post Office (within shop). Its networks include local roads, broadband, street lighting and a local ulsterbus service. There is also a section of the National Cycle Network through the settlement. Based on the resources available, Brockagh/Mountjoy would fall most appropriately into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	A small watercourse, the Duckingstool River flows along the Southern and Western boundaries of the settlement and according to Strategic Flood maps from DARD Rivers Agency (May 2014) there are areas along this watercourse which may be susceptible to flooding. There is also evidence of some surface water flooding within the settlement, in particular, in the new housing development off the Mountjoy Road and in and around the shop/filling station. The floodplains of the Duckingstool could possibly restrict future growth of the settlement to the South and NW of the settlement. There are no features of industrial heritage or Listed Buildings within the settlement however there are 3 features of archaeological heritage just outside the settlement limit. Mountjoy Castle which is in state care, a cross carved stone to the SW of Mountjoy Castle and a Mound further to the SE of the Castle. Both the stone and mound are unscheduled monuments. The Castle and the stone may restrict expansion of the settlement to the North.
TRANSPORT	There are 2 local roads within the settlement. The Mountjoy Road provides a connection to Ardboe and Coalisland. The Ballybeg Road is a more minor Road but does connect the settlement to the M1. There is no bus depot or sub depot but there are local Ulsterbus services connecting Brockagh to Coalisland and Dungannon. Tamnamore Park and Ride is approximately 11km outside the development limit. There are no pedestrian crossings or traffic lights within Brockagh however a portion of the National Cycle Network goes through the SW portion of the settlement.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business nor are there any workshops, business units or any other form of production within the settlement that would provide employment.
URBAN/RURAL CHARACTER	Brockagh/Mountjoy is currently designated as a village in the DSTAP 2010. It is geographically quite close to Killeen, Dernagh/Clonoe and Coalisland. The topography in the eastern portion of the settlement is relatively flat but rises towards to the West and SW. There is little in terms of mature vegetation within the settlement but there are a substantial amount of undeveloped fields within the development limit. The settlement is predominantly characterised by housing developments, single dwellings

	and farms. A large residential development has been completed in the NE of the settlement, just off the Mountjoy Rd. The NE approach into the settlement along the Mountjoy Road is dominated by this new residential development and the Western approach along this same road is characterised by single dwellings and agricultural fields. The Southern approach along the Ballybeg Road is also characterised by single dwellings. There is no land zoned for open space or recreation.
COMMUNITY SERVICES	Brockagh/Mountjoy offers a limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. There is 1 vivo shop and filling station and there is a Post Office in the shop. There is a Church, graveyard, Nursery and Primary School. The nearby towns of Coalisland and Dungannon would provide most services to meet the daily/weekly needs of local residents.

1.0 Conclusion

1.1 Brockagh/Mountjoy is currently designated as a Village in the DSTAP 2010.

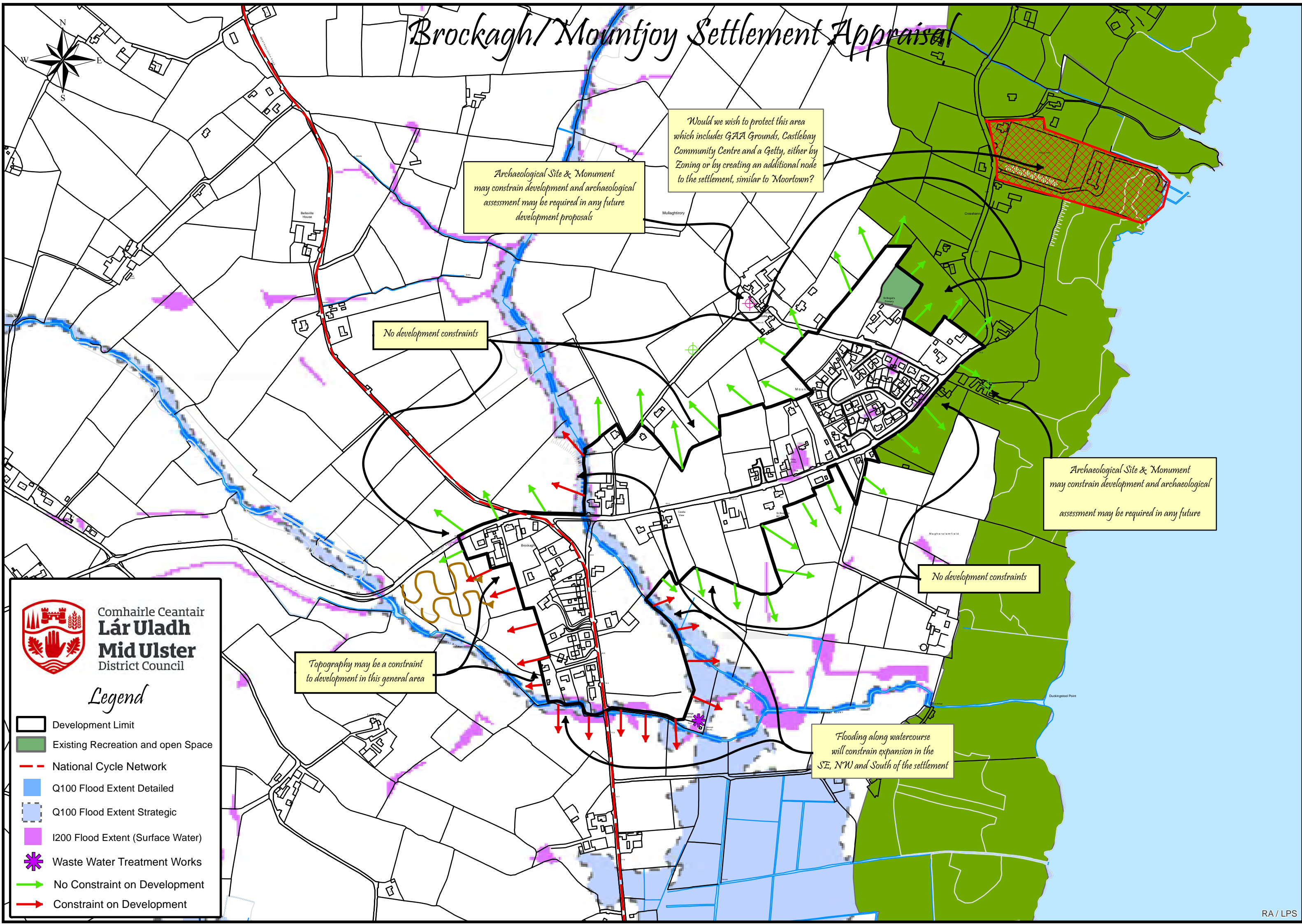
1.2 Following re – examination of the settlement, a summary of the key findings are;

- Brockagh/Mountjoy has a population of 299 people which equates to 92 households.
- Brockagh/Mountjoy has a limited level of service provision made up of 1 Primary School, 1 Nursery, a Chapel and 1 Shop/Filling Station. The daily needs may be met in the settlement but the weekly needs of residents are unlikely to be met.
- There is no industrial activity within the settlement.
- Brockagh/Mountjoy is accessed via rural roads. It is however in close proximity to the larger towns of Coalisland and Dungannon. The M1 and Tamnamore Park and Ride are approximately 7 miles outside the development limit.
- The settlement has limited character both in terms of built heritage and surrounding landscapes of high quality.
- Future expansion will be constrained by flooding in the South, South East and North West. Topography may also be a constraint to the West of the settlement.
- There is some undeveloped land within the settlement which may be best suited to housing or industry if required.
- Information contained in the housing allocation paper would suggest that there is need for an additional 31 houses in Brockagh/Mountjoy. It is considered that there is enough land within the settlement limit to accommodate this need. This housing need is in addition to figures from the 2014 housing monitor which show that there is the potential for 19 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Brockagh/Mountjoy should continue to be classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Brockagh/Mountjoy could fall into the classification category of either a small settlement or village. Following a structured settlement appraisal analysis of Brockagh/Mountjoy by the Mid Ulster Development Plan Team, it is subsequently agreed that Brockagh/Mountjoy should remain classified as a **village** in the new settlement hierarchy.

Brockagh/Mountjoy Settlement Appraisal





Brockagh/Mountjoy

SETTLEMENT APPRAISAL – CALEDON

Caledon is a settlement located some 19km to the South of Dungannon and approximately 4km to the NE of the border with RoI. The settlement has developed along the central core of Main Street/Killylea Road which also directly links to the Dyan Road to the northwest and Derrycourtney Road to the west. The Killylea Road and Derrycourtney Road corridors are both a part of the A28 protected route which ultimately connects the area to the Ballygawley Roundabout. The vast bulk of the village core has been designated a Conservation Area since 1984 and displays a nucleated streetscape form with much in the way of character and cohesion. The village bears a close historical relationship with the adjoining Caledon Estate which is located to the south west of the designated settlement development limit. According to NISRA 2011 Census data, Caledon has a population of 468 living in 192 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>Caledon has a fairly standard range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a WWTW located to the west of the settlement offside Mill Street. There are currently no non-domestic turbines or Anaerobic Digestors operating within the settlement. There are a range of skills, social and commercial resources in Caledon but there are no health, productive or justice resources. Its networks include local roads, broadband, street lighting and local Ulsterbus services. Based on the resources available, Caledon fits into Level 1 (villages) in the hierarchy of settlements.</p>
ENVIRONMENTAL CAPACITY	<p>The settlement of Caledon is located directly alongside the banks of the River Blackwater which marks the eastern limit of the settlement. This is also the point where Co Tyrone and Co Armagh meet. A large Historic Parkland, Garden and Demesne (Caledon Estate) defines lands to the south of the settlement. The Estate is not open to public access and is defined by a stone wall which marks its boundary. Fine specimen tree planting can be observed in and around the Estate Grounds from public vantage points. The historical connections to the estate have helped to define the streetscape character of the settlements core. The bulk of the village has been designated as a Conservation Area since 1984 and many of the buildings display a line of cohesion throughout by having similar form, rhythm and pattern and through the use of similar building materials.</p> <p>The main thoroughfares' into the centre of the village include Mill Street to the east, Derrycourtney Road to the west, Churchill Road to the north east and the Minterburn Road and Dyan Road corridors to the north. These all ultimately lead to Main Street, the central spine of the settlement. Lands to the east and south east of the settlement tend to fall in line with the adjoining floodplains of the River Blackwater whereas lands to the north east and west tend to rise upwards.</p> <p>Each street appears to have a particular form of development and character. Along Churchill Road there is a large linear form of development comprising solely of semi-detached single storey dwellings in a defined row to the north of the road. Mill Street displays some fine examples of mill buildings and associated mill worker dwellings. Offside Minterburn Road there are Post-War two storey semi-detached dwellings set in large, generous plot formations. Social Housing tends to be clustered offside Castle Lane but is not solely reserved for this portion of the settlement. Modern housing development was observed on lands to the west of Castle Lane and beyond this there are singular detached dwellings in singular plots before reaching open countryside.</p> <p>According to research undertaken, there are over 50 listed buildings and structures within the settlement. This includes St Johns Church of Ireland (a Grade A listed Building), Churchill Primary School (Grade B Listing)</p>

	<p>and the Presbyterian Church offside Castle Lane (Grade B listing). There are three unscheduled monuments as designated within the village and one scheduled monument. The scheduled monument relates to an early 19th century beam engine house offside Mill Street. The three unscheduled monuments relate to a Neolithic enclosure to the rear of St Johns Church; a medieval fortification (Kinard Castle) offside Cranogue House and an early Christian crannog to the south west of Cranogue House.</p> <p>According to Flood Hazard Maps from DARD Rivers Agency (May 2014) lands within the mid-section of the village along Main Street and Castle Lane may be susceptible to some surface water flooding, but lands affected by the floodplain tend to be outside the designated settlement limit and therefore should not impact greatly on future growth or expansion.</p> <p>There are two Local Landscape Policy Area designations within the village which recognise the landscape character and setting of attractive areas within the realms of the village. These include LLPA 1, which recognises the west bank of the River Blackwater to help protect the visual amenity, nature conservation interest and its potential riverside walk. LLPA 2 recognises Enagh Wood, a mature wooded area to the north of the village which provides an attractive entrance feature as well as backdrop setting against which the village can integrate. Development is normally resisted in LLPA's, and as such these zoning may restrict future development in these general areas.</p> <p>There is one Site of Local Nature Conservation Importance (SLNCI) designated upon the Caledon Estate Lough. This lies to the south of the village.</p> <p>An Area of Archaeological Potential is designated upon lands in and around the aforementioned Grade A listed St Johns Church.</p>
TRANSPORT	<p>The settlement has developed largely in a linear formation along Main Street, the principle street in the settlement, which connects the Dyan Road to the Killylea Road and Derrycourtney Road, providing a linkage, in the wider context, between Armagh to Ballygawley and beyond. The A28 route is protected.</p> <p>There is no bus depot or sub depot in the settlement but there are two bus routes which pass through the town;</p> <ul style="list-style-type: none"> - Armagh to Caledon to Ballygawley - Dungannon to Caledon. <p>There are no traffic lights, pedestrian crossings nor cycle routes evident within the settlement.</p>
ECONOMIC DEVELOPMENT	<p>Apart from a few small shops within Main Street, the settlement supports little in the way of industrial or commercial development. No land has been zoned from the purposes of industry within the DSTAP 2010. There is a small supermarket, butchers, café and a prominent furniture store.</p>
URBAN / RURAL CHARACTER	<p>Caledon is strategically situated along a protected route which connects western towns to the south east of the country. The main A28 which links Aughnacloy to Armagh to Newry, progresses directly through the heart of the settlement and therefore acts as a thoroughfare for much through traffic including public and private transport as well as HGVs.</p> <p>Main Street is the central spine of the settlement which supports minor retailing and services at its centre. The settlement branches off via minor roadways progressing to the north and east of the settlement, offside which mostly residential development is clustered alongside.</p> <p>Residential development within the settlement appears to have derived in clusters over time. For example, dwellings alongside Minterburn Road are all located to the west of the roadside and all bear a relationship in terms of form, scale design, materials, plot size and formation. Similarly dwellings alongside Churchill Road all bear a similarly derived</p>

	<p>relationship. Killgowney Heights follows this trend. Even modern development alongside the north west of Main Street and eastern side of Main Street all appear to have been built at a similar time as a collective. This all leads to Caledon having a strong sense of place. The main core of the settlement occupies a slight ridge or incline, with surrounding lands to the southeast of the settlement falling lower in gradient in relation to adjoining waterways.</p>
<p>COMMUNITY RESOURCES</p>	<p>Caledon offers a limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. There are examples of civic development within the realms of the settlement including two Primary Schools, three community halls and various Places of Worship. The site of the former Police Station currently lies vacant following its demolition. There are playing fields and public amenity spaces available to the south east of the settlement along the banks of the River Blackwater, just outside the Settlement Development Limit. A small number of areas within the settlement limit have been identified as Open Space for recreational purposes including lands in and around St Johns Church, a playground alongside which a playgroup is situated offside Derrycourtney Road, lands in and around St Joseph's School and the aforementioned playing fields to the south east of the settlement. The nearby town of Dungannon would provide most services to meet the daily, weekly and more specific needs of residents.</p>

1.0 Conclusion

1.1 Caledon is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Caledon has a population of 468 living in 192 households
- The settlement has developed to the north of Caledon Estate along the A28 protected route which ultimately connects the area to the Ballygawley Roundabout.
- The vast bulk of the village core has been designated a Conservation Area since 1984 and displays a nucleated streetscape form with much in the way of character and cohesion. The settlement supports a mixture of development types including commercial and civic development but the major land use is for residential purposes.
- Service provision within the settlement is well provided for in terms of everyday needs and facilities. There are good links to larger settlements via road networks and public transport facilities to obtain a wider range of goods and services.
- Development constraints include areas susceptible to flooding, (particularly to the south east of the settlement), as well as LLPA and HPGD designations.
- Development to the east and north east of the settlement may appear to be the most viable option for any consideration of an expansion to the settlement; however there is a large capacity of land already contained within the settlement limit which remains undeveloped.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Caledon. Figures from the 2014 housing monitor show that there is the potential for 91 residential units to be completed within the settlement limit.

1.3 Taking account of the spatial framework guidance in the RDS 2035, the population, size and service provision, Caledon meets the criteria for Level 1 settlements (village). Based on this analysis, it is recommended that Caledon continues to be classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Caledon should be classified as a **village** in the new settlement hierarchy.

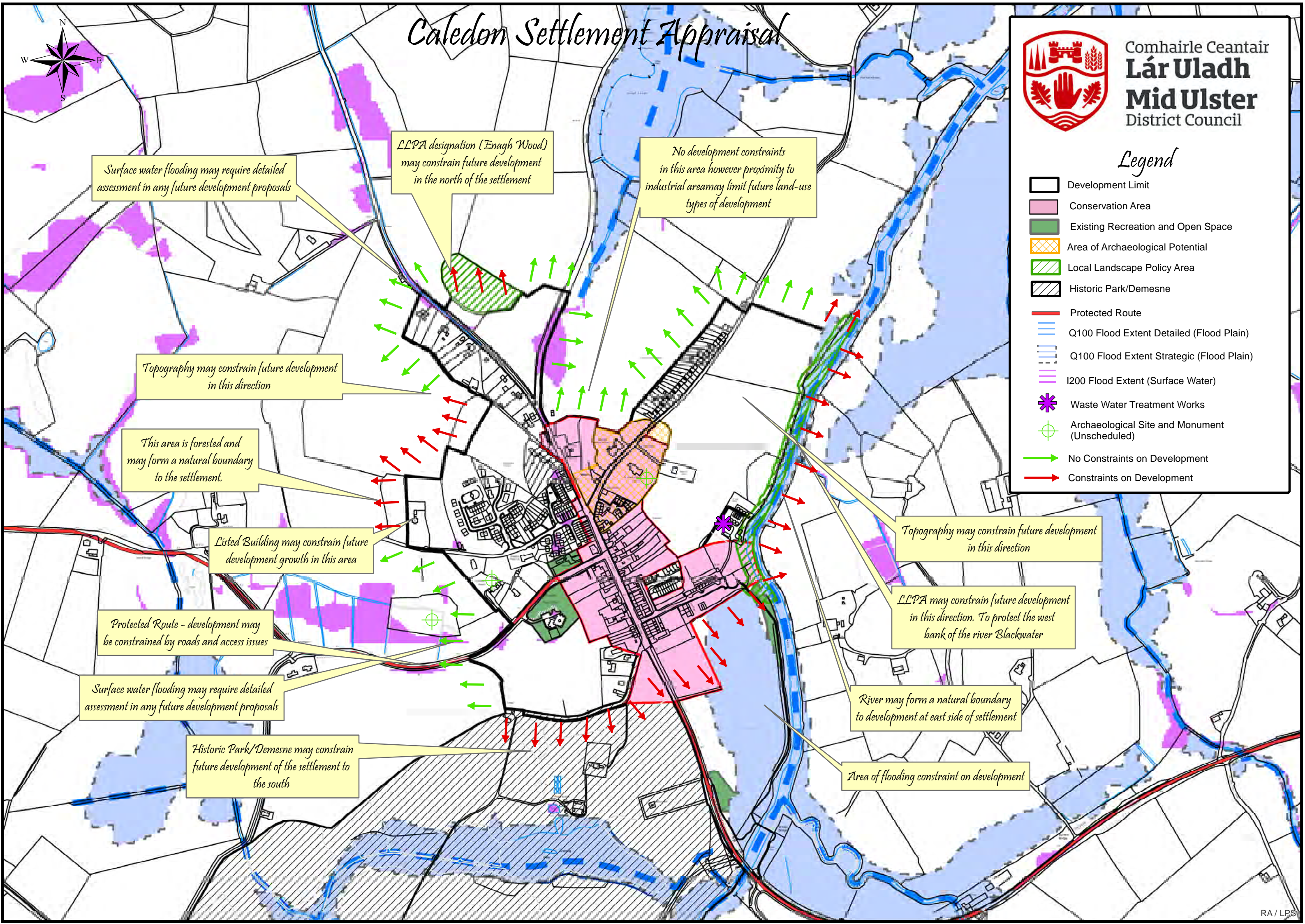
Caledon Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Conservation Area
- Existing Recreation and Open Space
- Area of Archaeological Potential
- Local Landscape Policy Area
- Historic Park/Demesne
- Protected Route
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Waste Water Treatment Works
- Archaeological Site and Monument (Unscheduled)
- No Constraints on Development
- Constraints on Development





SETTLEMENT APPRAISAL – CASTLECAULFIELD

Castlecaulfield is located approximately 3km west of Dungannon, The historic core of the settlement extends in a linear form along Main Street. According to NISRA 2011 Census data Castlecaulfield has a population of 659 people and 258 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Castlecaulfield has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is an existing WWTW located just outside the existing settlement limit, on the Old Caulfield Road. There are currently no non-domestic turbines or Anaerobic Digestors operating within the settlement. There are no health, justice or production resources available in the settlement but there are skills, social and commercial resources. Its networks include local roads, broadband, street lighting and local ulsterbus services connecting to the larger settlements of Cookstown and Dungannon. Based on the resources available, Castlecaulfield fits into level 1 (villages) in the hierarchy of settlement.
ENVIRONMENTAL CAPACITY	A watercourse (Torrent River) runs through the settlement to the east of Main Street. According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there is a floodplain area (Rivers-1% AEP) and a surface water floodplain (0.5AEP) area located along this watercourse. This rivers floodplain extends over a significant area of land to the south of this settlement which is located within the existing Development Limit. This may restrict the future direction of growth outward to the south, in particular between the Torrent River and Castle Road. There is also a significant river floodplain area to the east of the Playing fields, WWTWs and Drumreany gardens (east of Torrent river). This area is immediately adjacent / outside the existing development limit. This may restrict direction of growth to the east. There is also a large rivers floodplain area and surface water floodplain area to the north (extending between the Annaghmakeown and Killyharro Roads). This may restrict direction of growth northwards. There is a surface water floodplain area along Main Street beside the Acheson Memorial hall, however this area is already developed / built upon. There are a number of Listed Buildings and structures in Castlecaulfield including St Michael's Church (HB13/13/0001 A) and its entrance gates and railings (HB13/13/001 B) and Burial Vault (HB13/13/001 C) all Grade A Listed. No 62 Main Street (house) is Grade B Listed (HB13/13/010). Acheson Memorial Hall is Grade B2 Listed (HB13/13/017). Castlecaulfield House is Grade B1 Listed (HB13/13018) and its entrance gates and railings are Grade B Listed (HB13/13/019). There are 3 designated LLPA's which include the Castle Caulfield (ruins of), along the Torrent River and lands north of Castlecaulfield House. The Torrent River is designated as a Site of Local Nature Conservation Importance. The Caste (ruins) are an Archaeological Site and Monument (State Care). There are unscheduled sites and monuments at St. Michaels Church and at the Old Castlecaulfield PS Site. An ATC is designated along Main Street. These designations may constrain future growth/expansion of the settlement.
TRANSPORT	There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement. There are local bus services to Donaghmore and Dungannon. On street car- parking is available along Main Street. The settlement is in close proximity a Key Transport Corridor (A4), providing good connectivity with Belfast and Enniskillen.

ECONOMIC DEVELOPMENT	There is no zoned industrial land within Castlecaulfield. Proximity to the A4 and M1 could provide economic development opportunities in the future.
URBAN/RURAL CHARACTER	There is a defined village centre on Main Street where a mix of retail facilities and dwellings are located.
COMMUNITY SERVICES	Castlecaulfield offers a limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. These include a shop (with internal PO on a part-time basis), butchers, hairdressers, chip shop, pub, off licence and DIY / hardware store. There is also a Methodist Church and Church of Ireland. There are grass playing fields and a playground located within the existing development limit. The nearby town of Dungannon and village of Donaghmore would provide most services to meet the daily, weekly and more specific needs of residents.

1.0 Conclusion

1.1 Castlecaulfield is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Castlecaulfield has a population of 659 and 258 households.
- The settlement has developed in a linear form along Main Street where a mix of services and housing are located. The existing Main Street area has a relatively compact form and is identifiable as the centre of the settlement. Areas to the north and east of Main Street are predominately residential in terms of land use.
- The central core of the settlement is a designated Area of Townscape Character.
- Service provision within the settlement is well provided for. There are a range of facilities that meet the daily needs of residents and those living in the rural hinterland. This includes a shop (with internal post office operating on a part-time basis), a pub, two primary schools, two churches and a butchers. Other businesses include a DIY/ hardware shop, hairdressers and an accountants.
- There are good local road networks and public transportation facilities to larger settlements nearby such as Dungannon and Cookstown for local residents to obtain a wider range of goods and services on a daily to weekly basis.
- In terms of capacity to accommodate growth, development constraints include areas susceptible to flooding within a floodplain area on lands to the north and east of the settlement. The topography of the lands to the northwest, south and southwest may be suitable for any consideration of future development.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Castlecaulfield. Figures from the 2014 housing monitor show that there is the potential for 286 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purpose of housing is unlikely to be required.

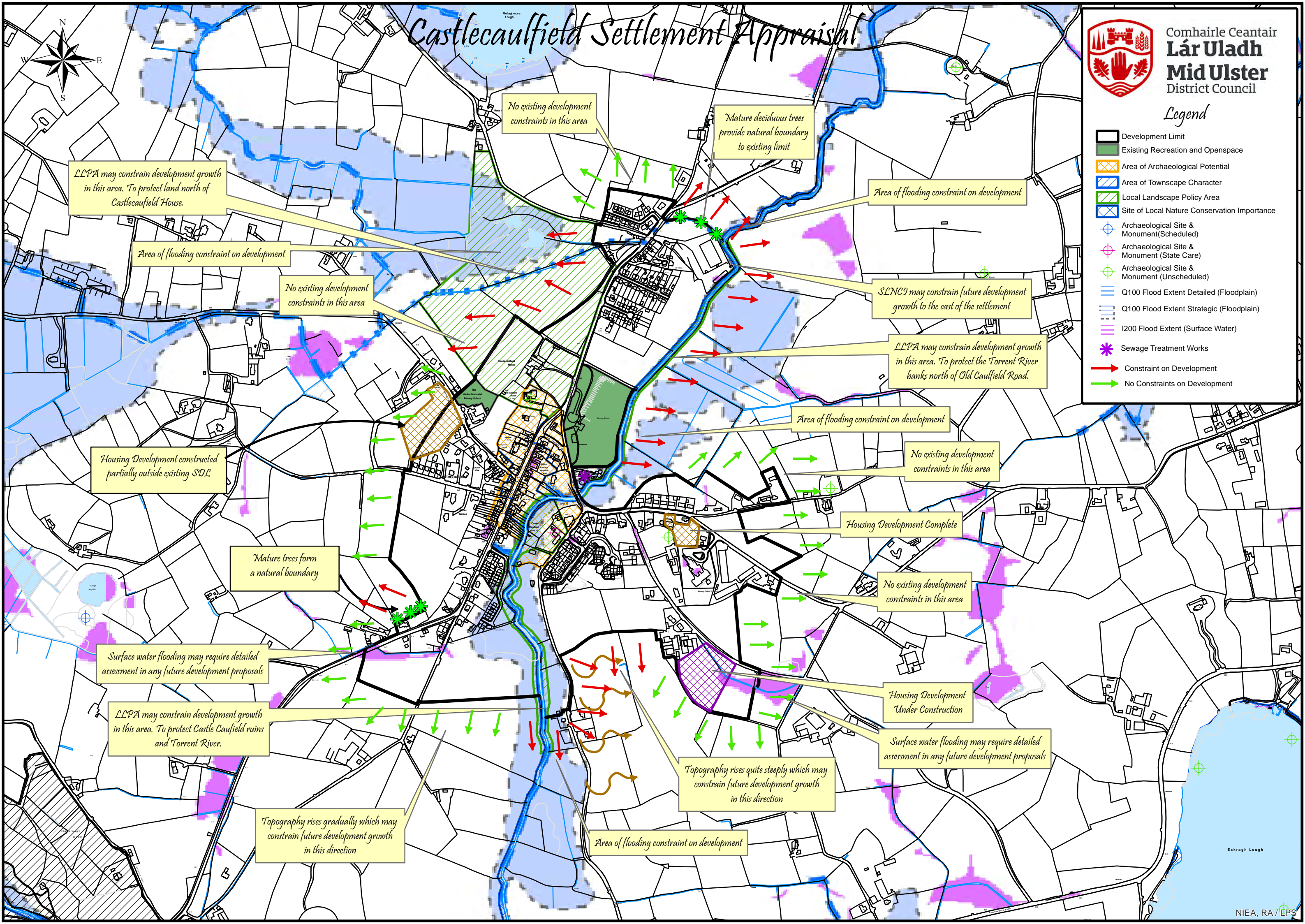
1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Castlecaulfield continues to be classified as a **Village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Castlecaulfield should retain its classification as a **Village** in the new settlement hierarchy.

Castlecaulfield Settlement Appraisal

Legend

- Development Limit
- Existing Recreation and Openspace
- Area of Archaeological Potential
- Area of Townscape Character
- Local Landscape Policy Area
- Site of Local Nature Conservation Importance
- Archaeological Site & Monument (Scheduled)
- Archaeological Site & Monument (State Care)
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Floodplain)
- Q100 Flood Extent Strategic (Floodplain)
- I200 Flood Extent (Surface Water)
- Sewage Treatment Works
- Constraint on Development
- No Constraints on Development





Castlecaulfield

0 50 100 200 Metres

SETTLEMENT APPRAISAL – CASTLEDAWSON

Castledawson is 5KM north east of Magherafelt. It is a small village as designated by the Magherafelt Area Plan 2015. As per the 2011 census the town had a population 2,292 which equates to 853 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>All houses within the settlement have access to clean water and have a satisfactory means of sewage disposal either by way of a septic tank or a mains sewer. NIWATER are currently conducting a headroom assessment of all WWTW across Northern Ireland and until this is complete it will not be possible to say for certain what the exact capacity of these facilities are. Castledawson enjoys most of the resources which are identified at level one (villages) of the Hierarchy of Settlements and related Infrastructure Wheel such as primary school, health centre, shop, pub, post office, play park. It also enjoys many of the resources identified at level 2 (small town) of the wheel as well. For example, it benefits from a mix of retail facilities (chemist, fruit shop, butchers, clothing, off license, bakery and two convenience stores.) It also has a sports facility and a restaurant.</p>
ENVIRONMENTAL CAPACITY	<p>The River Moyola runs along the edge of the settlement limit of Castledawson. As a consequence, there is flood risk identified as per the flood hazard map along the banks of the Moyola river right the way along its course around the edge of the settlement. Such lands are unsuitable for development because of flood risk.</p> <p>As well as fluvial flood risk, there is also quite an amount of surface water flood risk, most notably on areas zoned for housing under CN 03/4 and CN 03/6. The area immediately surrounding the settlement to the north and west is designated as a Local Landscape Policy Area (LLPA). This LLPA exists to protect a combination of features such as a rath, various treed areas in the grounds of Moyola estate and the grounds of the Presbyterian Church. Any outward development to the north and west could therefore be constrained. Immediately to the east, there is another LLPA which also exists to protect mature trees as well as the listed Moyola Lodge, the Moyola River Corridor and the wildlife it possesses as well as a number of large detached residences set in spacious mature sites.</p> <p>A further small LLPA exists within the town around the Methodist Church. No development will be permitted in an LLPA where that development would have a negative impact on the named features which constitute that LLPA, or the setting thereof. There are 15 Listed within the Settlement Limit and any development which affects directly or indirectly will obviously be subject to stringent planning controls in accordance with PPS 6 and Part 4 of the Planning Act 2011.</p> <p>Aside from conservation interests, the main A6 road runs adjacent to the southern boundary of the settlement limit. This is main arterial route and is earmarked to be upgraded to a dual carriageway. This may provide constraint upon any future expansion of the settlement limit to the south.</p>
TRANSPORT	<p>Castledawson has access to an excellent transport network. Castledawson is located in a prime location, almost equidistant between Derry and Belfast with almost instant access to the Key Transport Corridor which links the both cities. Journey times to both cities are less than one hour. In addition to this the main urban hub of Magherafelt is less than 5 minutes journey time away.</p>

	Regular bus services to Belfast and Derry depart from the nearby roundabout on a frequent basis every day. A service connecting the town to Magherafelt also calls on the main street on a frequent basis each day.
ECONOMIC DEVELOPMENT	There are three sites of zoned land in Castledawson. At Curran Road, the zoned industrial land is home to Moyola Precision Engineering. At Moyola Road, there is a long established timber factory & a window business and at Bells Hill Road there is a furniture manufacturers and a precast business. These three sites mean that despite the settlement primarily being a service centre which includes places of worship, halls, sports facilities and a mix of retail outlets, it also has a strong industrial base and this compliments the existing employment which is provided by the aforementioned services.
URBAN/RURAL CHARACTER	<p>Castledawson is a historical settlement with a strong industrial tradition. There are direct links to the past which are maintained through the Moyola estate and the mature woodlands and parkland which still contribute to the character of the settlement.</p> <p>The Main Street area also contributes to the character of the settlement with a proliferation of listed buildings, as well as the old pump which is a well-known feature of the town and a direct link with the town's heritage. Away from the centre of the settlement, there is a large amount of residential development of all types, large and small, detached and terraced. There is also a significant amount of development land still available in Housing Policy Areas which would allow adequate provision for future residential development in areas where the character of the settlement would not be eroded.</p>
COMMUNITY SERVICES	<p>Castledawson is a service centre with a wide range of services;</p> <ul style="list-style-type: none"> • Two churches (Methodist and Presbyterian) • Community hall • Range of shops • Pharmacy • Health centre • Football pitch • Golf course (located just outside settlement limit) • 2 x Primary school – Castledawson PS and New Row Primary <p>This nearby urban hub of Magherafelt can reinforce any lack of service provision.</p>

1.0 Conclusion

1.1 Castledawson is currently designated as the largest village in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Castledawson has a population of 2,292 which equates to 853 households.
- Castledawson enjoys most of the resources which are identified at level one (villages) of the Hierarchy of Settlements and related Infrastructure Wheel.
- Castledawson is a service centre with a good level of services including churches, 2 primary schools, a range of shops, a pharmacy, a health centre, a football pitch and a golf course. Most daily needs can be met within the settlement.
- There is a good employment base in Castledawson being provided by a strong industrial sector with 3 main sites of industry, as well as a range of retail services which will also provide employment.
- Castledawson has access to a first class transport network and is ideally placed, equidistant between the two main cities in the region and with instant access to a key transport corridor.
- The A6 road runs along the southern boundary of the settlement and will limit any expansion of the settlement to the south. Expansion to the north, east and west will potentially be constrained by the existence of Local Landscape Policy Areas adjacent to the settlement.
- If needed, the settlement can potentially expand in only one direction and this would be to the south west, immediately south of Shilgrove Place, where there are no constraints and where the topography is relatively flat.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Castledawson and accordingly, the settlement limit is unlikely to be extended. According to data collected from the 2014 Housing Monitor Statistics, Castledawson has approval for 308 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size, its relationship with Magherafelt and guidance within the RDS, it is recommended that Castledawson continues to be classified as a **village** in the new settlement hierarchy. Although Castledawson has a considerable population and level of services / facilities, it's proximity to Magherafelt infers that it would be unsustainable to re-classify this settlement as a town.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Castledawson should be classified as a **village** in the new settlement hierarchy.

Castledawson Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Housing
- Existing Industry
- Industry
- Existing Recreation and Open Space
- Area of Archaeological Potential
- Historic Park, Garden and Demesne
- Local Landscape Policy Area
- Protected Route
- Archaeological Site & Monument (Scheduled)
- Archaeological Site & Monument (State Care)
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Floodplain)
- Q100 Flood Extent Strategic (Floodplain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development

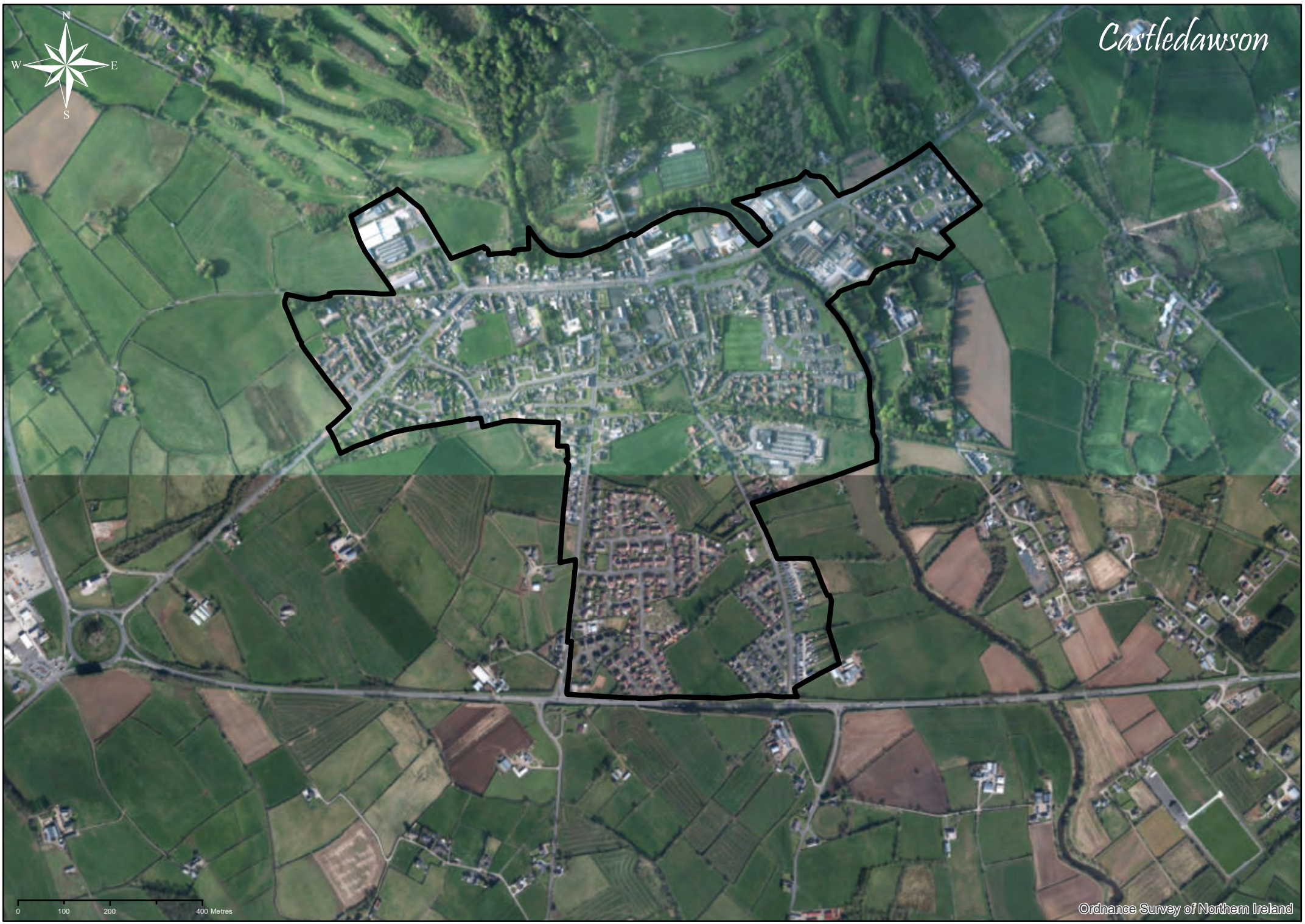
Expansion to the north/northwest may be constrained by Listed Buildings, archaeological sites, wildlife river corridor, Moyola Park Planned Landscape (HPGD, LLPA) and flood risk areas.

Listed Building Moyola Lodge and important wildlife corridor, may constrain future development in this area (LLPA)

Expansion constrained by flooding.

No Constraints on Development

The A6 Key Transport Corridor is a protected route and forms a physical boundary to the settlement. Any new access to Castledawson off this route may be limited.



Castledawson

0 100 200 400 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – CHURCHTOWN

Churchtown is located approximately 4km North of Cookstown and 5km East of Moneymore. The settlement is linear in nature with distinct clusters of development, each with their own school and Church. Views of Slieve Gallion are dominant in the surrounding landscape and there is an “Important View” designation to the north of the settlement. According to the 2011 census, the settlement has a population of 107 which equates to 42 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. A WWTW is located nearby, just outside the settlement limit. Churchtown benefits from a range of resources which are included in the Hierarchy of Settlements and Related Infrastructure Wheel (Appendix 1) at level 1 (Villages). For example, there is a shop, a pub, 2 primary schools, a nursery school, a local hall, urban street lighting and a business unit. There is also a sports facility in Churchtown and this is significant because a sports facility belongs in level 2 of the aforementioned infrastructure wheel. However, it would not be accurate to say that the range of resources available in Churchtown are sufficient to place it in the level 2 hierarchy.
ENVIRONMENTAL CAPACITY	<p>The settlement has limited potential for flooding from either rivers or from surface water. There were no areas identified as being at risk of flooding from DARD Rivers Agency's most recent Flood Hazard Maps (May 2014) or from the Strategic Flood Maps. A small area of surface water flooding has been identified on both sides of Claggan Road to the south of Lissan Primary School and to the North of Lissan Church (C of I). A small area of surface water flooding has also been identified immediately west of the junction of Muff Road, on land currently being used as storage.</p> <p>The Church building in the centre of the settlement is a listed building and is located within an ATC. Any development would need to ensure that the setting of this area is not impacted upon.</p> <p>The RC church building (St. Michaels) is also a listed building and contributes to the character and setting of the settlement.</p> <p>Any potential future outward growth to the north may impact upon the dominant views of Slieve Gallion. Outward growth to the south and east of the settlement would not cause any negative environmental impacts however, given the considerable amount of undeveloped land within the existing settlement limit, outward growth of the settlement limit may not be required.</p>
TRANSPORT	There are no main roads passing through Churchtown. The main A29 dual carriageway is only 3km away. Given this, whilst the immediate road network in Churchtown could be described as minor, its proximity to the main A29 makes it slightly more accessible. There is no obvious bus route which passes through Churchtown, although there is bus shelter located in the middle of the settlement. This appears to be for school buses only and there doesn't appear to be any Ulsterbus route which serves the settlement.
ECONOMIC DEVELOPMENT	There is no land zoned for industry within Churchtown. Businesses located within the settlement include the fuel yard (LCC) and the petrol filling station.
URBAN/RURAL CHARACTER	<p>Churchtown is classed as a village as per the CAP 2010. The settlement is quite dispersed in that it is formed primarily by two clusters of development with quite a bit of vacant land in between.</p> <p>The southern section of the settlement contains small housing developments, the fuel yard and filling station. This section has an urban character.</p>

	<p>Between the two groups of development, the historic centre of the settlement is provided by the old Lissan Church COI building. This building and its associated rectory provides traditional character to the centre of the settlement and are within a designated Area of Townscape Character (ATC). The majority of housing within the settlement is semi-detached or terraced housing, with a few larger detached dwellings. The settlement is dominated by extensive views of nearby Slieve Gallion and accordingly, an area at the north of the settlement has been designated as an “important view” because of its views over the mountain. There is a considerable amount of undeveloped land within the settlement.</p>
COMMUNITY SERVICES	<p>Community services available within the settlement include;</p> <ul style="list-style-type: none"> • Two primary schools • One play group • Two churches (C of I and RC) • A shop with petrol station • A local church hall • A GAA pitch • A pub which is located immediately on the edge of the settlement.

1.0 Conclusion

1.1 Churchtown is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Churchtown has a population of 107 and 42 households.
- The settlement is rural in character and has formed in a small number of cluster formations offside the Clagan Road. The topography of the land rises towards the north where Slieve Gallion is dominant focal point of the local landscape.
- Service provision within the settlement is likely to meet the daily/weekly needs of residents and includes a petrol filling station, two primary schools, two Churches and a Church Hall. There are good links to larger settlements nearby via local road networks in order to obtain a wider range of goods and services to meet daily to weekly needs. The settlement is not served by public transportation services.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Churchtown. Figures from the 2014 housing monitor show that there is the potential for 66 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purpose of housing is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Churchtown retains its classification as a **Village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance stipulated that Churchtown could fall into the classification category of either a small settlement or village. Following a structured settlement appraisal analysis of Churchtown by the Mid Ulster Development Plan team, it is subsequently agreed that Churchtown should retain its classification as a **Village** in the new settlement hierarchy.

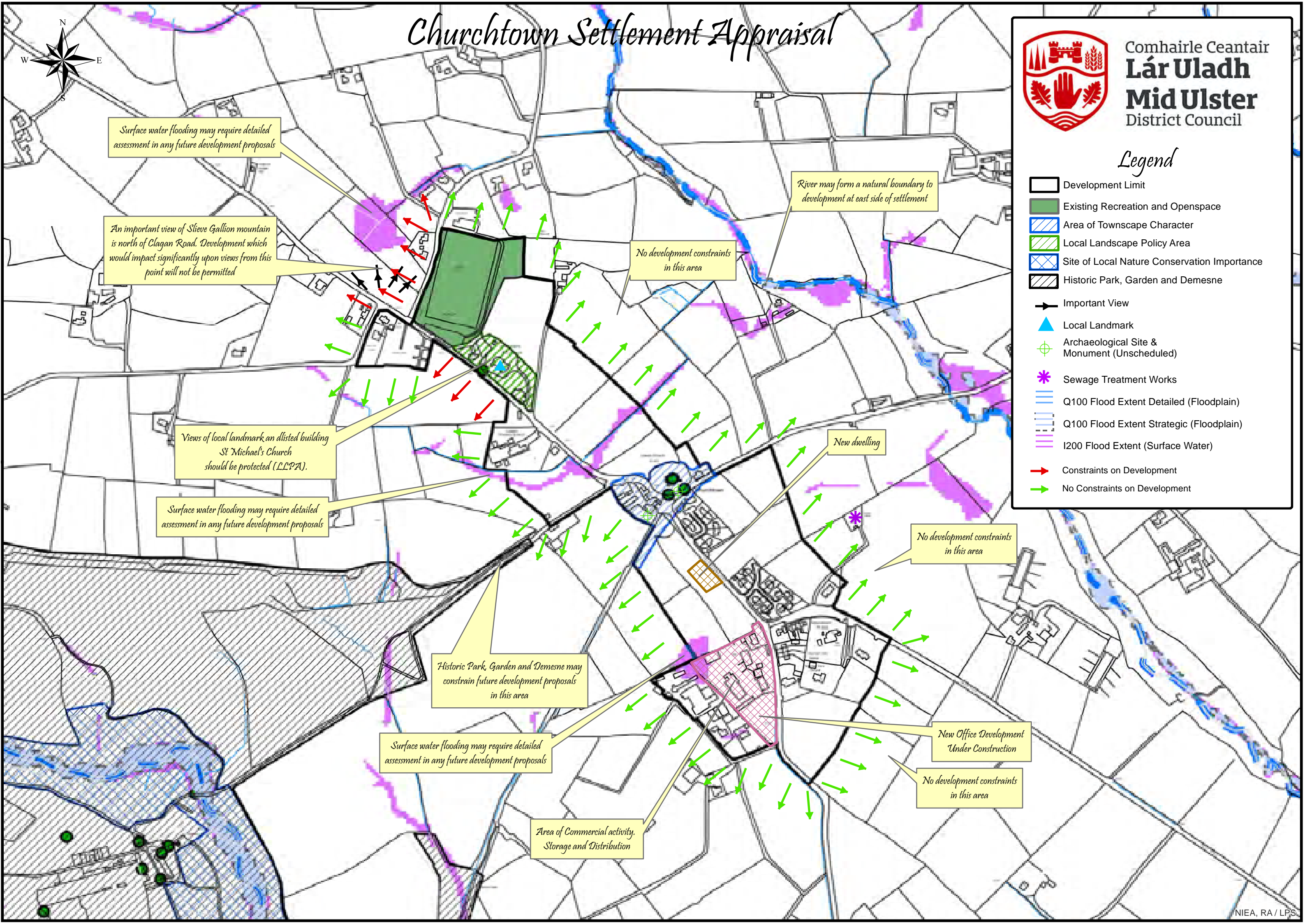
Churchtown Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Openspace
- Area of Townscape Character
- Local Landscape Policy Area
- Site of Local Nature Conservation Importance
- Historic Park, Garden and Demesne
- Important View
- Local Landmark
- Archaeological Site & Monument (Unscheduled)
- Sewage Treatment Works
- Q100 Flood Extent Detailed (Floodplain)
- Q100 Flood Extent Strategic (Floodplain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





Churchtown

0 500 1,000 2,000 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – CLADY

Clady is located approximately 16.5km North East of Magherafelt, just West of the River Bann and North of Lough Beg. Development is concentrated along the A42 which is a protected route and the Glenone Road. According to NISRA 2011 Census data Clady has a population of 567 and has 195 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Clady has a fairly wide range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). It does not have any resources in terms of health or Justice. All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. WWTW is available to allow for future development in plan period. There are no non-domestic turbines or Anaerobic Digestors in the settlement. Its networks include local roads, one of which is a protected route, local bus services, broadband and street lighting. It also has a range of commercial, skills, social and production resources.
ENVIRONMENTAL CAPACITY	A small watercourse, the Clady River, a tributary of the River Bann, flows along the Northern boundary of the settlement. There is also an LLPA zoned along this boundary. The River Bann flows to the East of the Settlement. According to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) there are areas along the Northern boundary which are susceptible to flooding. This, coupled with the LLPA zoning may constrain future expansion of the settlement to the northeast. There are no major issues with surface water flooding. There are no areas zoned for recreation/open space and there are no features of industrial, archaeological heritage or Listed Buildings within the settlement which will limit future growth. There is however a Listed Bridge, "Glenone Bridge" and a mill complex just outside the northern settlement limits of Clady which may also constrain development growth to the north.
TRANSPORT	The A42 connects Clady to Portglenone in the East and the A6 (Glenshane Road) in the West. The Glenone Road connects Clady to Bellaghy in the South and various small rural settlements to the North. There is no bus depot or sub depot in Clady but there are local Ulsterbus services connecting it to Magherafelt, Ballymena and smaller surrounding settlements. Castledawson Park and Ride is approximately 12km SW of Clady. There are no designated cycle routes, pedestrian crossings or traffic lights within the settlement.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business. There are however 3 local workshops within the settlement and a small business unit just outside the settlement limit, at the junction of the A42 and the Moneygran Road.
URBAN/RURAL CHARACTER	Clady is currently designated as a small settlement in the MAP 2015. It is geographically very close to Portglenone. Its topography is relatively flat. There are pockets of mature vegetation along the Southern approach into the settlement and to the North in the zoned LLPA. The settlement is characterised by a mix of housing developments, single dwellings, commercial and social buildings. There is no land zoned for housing however since the publication of the MAP 2015 there has been some new residential development. The Eastern entrance into the settlement from Portglenone is dominated by single houses and the business units. The Western entrance into Clady is dominated by Saint Mary's College, the GAA ground and residential developments. The Southern approach is dominated by single dwellings, residential developments and mature vegetation. The Northern approach is dominated by single dwellings.

COMMUNITY SERVICES	Clady offers a fairly wide range of services to benefit the daily needs of the local community and smaller surrounding settlements. There is a PS and GAA playing fields (both outside the development limit but associated with the settlement), a Secondary School, a Nursery, a Church, a community hall, a play park (within a housing development), a convenience store, a hairdressers, a hot food take away, a butchers and a car wash.
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1.0 Conclusion

1.1 Clady is currently designated as a small settlement in the MAP 2015.

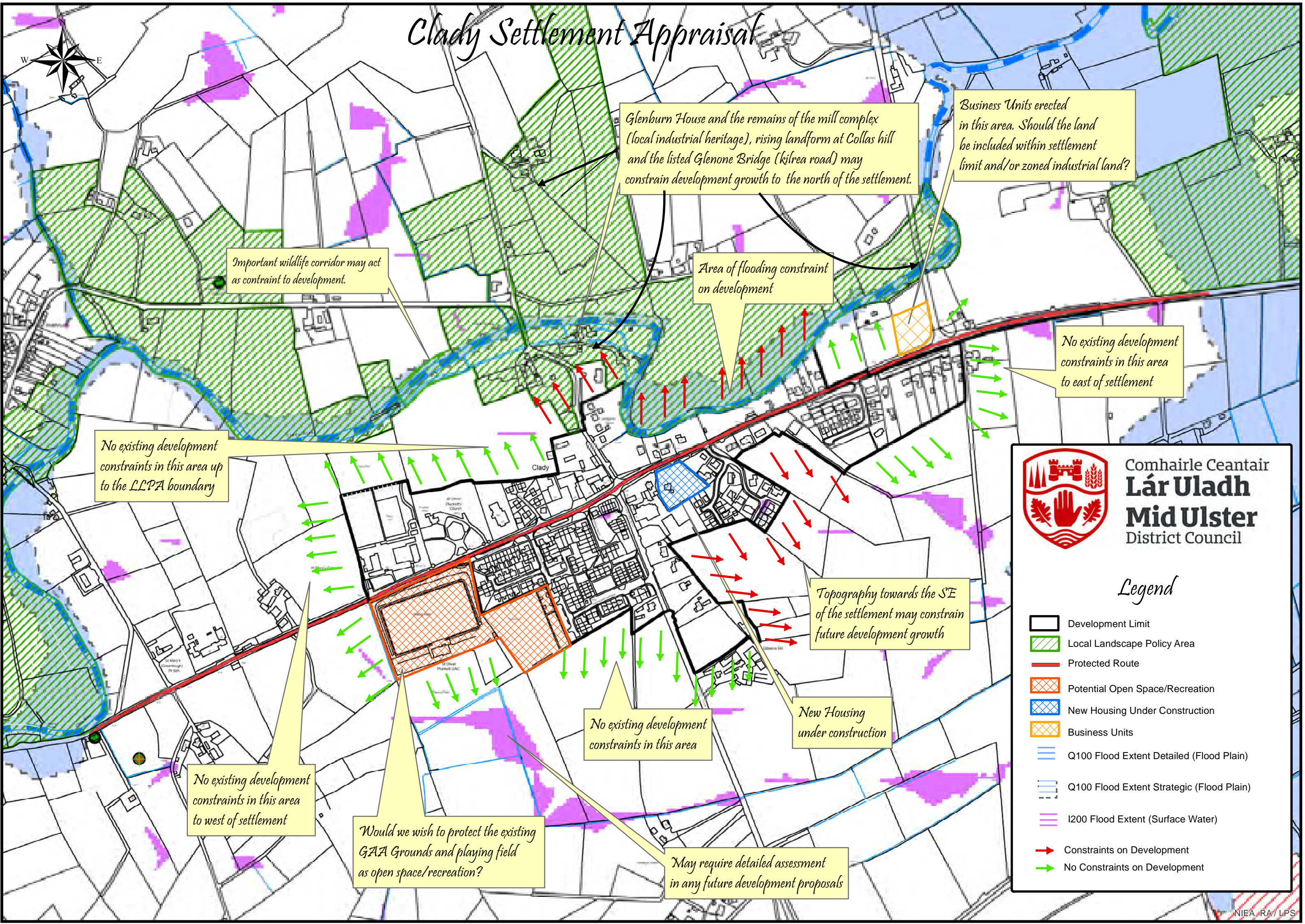
1.2 Following re – examination of the settlement, a summary of the key findings are;

- Clady has a population of 567 and has 195 households.
- The settlement has developed and expanded from a crossroads junction between the Glenone Road, the A42 Clady / Moyagall Protected Route and the Old Tyanee Road. Most of the development is located in a linear form along the A29 and the topography is relatively flat.
- There is a range of services and facilities within the settlement to benefit daily and weekly needs of residents and those living in the rural hinterland. This includes a Church, community hall, Primary School and GAA playing fields (both located outside development limit but associated with the settlement), a post primary school, a shop, nursery, hairdressers, hot food take away, butchers and car wash. There are also good links to nearby larger settlements via road networks and public transport facilities to obtain a wider range of goods and services.
- Development upon lands to the northeast of the settlement is constrained by the extent of the floodplain in this area. An LLPA designation along the Clady River to the north of the settlement may constrain development growth in this area, however there are lands available between the development limit and the LLPA to the north which have no constraints as identified on the appraisal map. There are no development constraints to the south of the settlement.
- In terms of capacity to accommodate growth, it is estimated that Clady requires an additional 31 residential units up until 2030 and that this may require a small expansion to the settlement limit. According to data collected from the 2014 Housing Monitor Statistics, Clady has approval for 39 residential units to be completed within the settlement limit.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and service provision, Clady meets the criteria for Level 1 settlements (village). It is recommended that Clady is re-classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Clady should be classified as a **village** in the new settlement hierarchy.

Clady Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Protected Route
- Potential Open Space/Recreation
- New Housing Under Construction
- Business Units
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development



Clady

SETTLEMENT APPRAISAL – CLOGHER

Clogher is a settlement located 25km to the SW of Dungannon. The settlement has developed along the central core of Main Street/Augher Road which links the Ballagh Road to the Crossowen Road. In the wider context, this route is also the A4 Enniskillen to Dungannon road corridor and is recognised as a protected route. The central spine of the settlement along Main Street contains many buildings, both of residential and commercial as well as civic uses. Connecting minor roadways branch off to the northwest and southeast of the settlement, with clusters of collective residential development located offside the Ballymagowen Road, Station Road and Old Augher Road. The gradient of the settlement appears to suggest the main core of the settlement occupies an incline or ridge position, with lands dropping sharply to the southeast of the settlement to the rear of Main Street. Lands surrounding the settlement gently incline downwards towards the River Blackwater to the north and River Fury to the east. According to NISRA 2011 Census data, Clogher has a population of 709 living in 272 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Clogher has a fairly wide range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a Waste Water Treatment Works located to the north of the settlement offside Station Road. There are currently no non-domestic turbines or Anaerobic Digestors operating within the settlement. It has a range of commercial, productive, skills, social, health and justice resources. Its networks include the main A4 Protected Route which runs through the settlement, local roads, broadband connection, street lighting and local ulsterbus services. Based on the resources available, Clogher fits neatly into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	<p>The settlement of Clogher is located at the point where the River Blackwater and River Fury meet, to the north east of the settlement. Built form tends to cluster in and around the central ridge which forms Main Street, with lands falling away sharply to the north of Main Street remaining as open agricultural lands. Again, lands to the south of the settlement, beyond the main thoroughfare, tend to remain undeveloped, particularly to the south of Augher Road, which is susceptible to flooding according to Flood Hazard Maps from DARD Rivers Agency (May 2014). There is one Site of Local Nature Conservation Importance (SLNCI) located within the settlement, that as designated upon the River Fury. In addition to this, a subsequent Local Landscape Policy Area designation also overlaps a part of the SLNCI designation (LLPA 4). There are a further three LLPAs within Clogher, one recognising the River Blackwater to the north, another recognising Summerhill and the adjacent woodland and a final LLPA recognising the entrance and attractive vista to the settlement towards the open slopes below Clogher Cathedral. To the southernmost portion of the settlement there is the Clogher Park Historic Parkland, Garden and Demesne. The walled demesne dates from the 18th Century. Further to this, there is an Archaeological Monument in state care within this Parkland, namely Clogher Hillfort, a large hillfort comprising of earthworks. There is also a rath in the interior of the site, and the site is believed to be royal. Directly north of this lies St Macartans Cathedral with associated buildings, which are located within the Settlement Development Limit and have a designation upon them recognising that this is an Area of Archaeological Potential.</p> <p>To the north of the settlement, directly adjacent to the Settlement Development Limit, another Historic Parkland and Demesne is recognised for Corrick House and its surrounding grounds.</p> <p>The central core of the settlement has been designated as an Area of Townscape Character (ATC), recognising the historical character of the</p>

	streetscape. There are several Grade B/B1 Listed Buildings within the settlement and one Grade A listed building (Clogher Cathedral).
TRANSPORT	<p>The settlement has developed largely in a linear formation along Main Street, the principle street in the town, which connects the Ballagh Road to the Augher and Crossowen Road, providing a linkage, in the wider context, between Enniskillen to Ballygawley and beyond to Belfast. The route is protected.</p> <p>There is no bus depot or sub depot in the settlement but there are three bus routes which pass through the town;</p> <ul style="list-style-type: none"> - Omagh to Clogher. - Ballygawley Park and Ride to Enniskillen. - Belfast to Dungannon to Enniskillen Goldline. <p>There are no traffic lights, pedestrian crossings nor cycle routes evident within the settlement.</p>
ECONOMIC DEVELOPMENT	<p>The settlement supports a number of forms of commercial development, including a window/uPVC supply factory located directly alongside the Carleton Road, a large scale agricultural mart to the north of Station Road and a Saw Mill to the south east of Ballymagowen Road. No land has been zoned for industrial purposes within the SDL according to the DSTAP 2010. The settlement displays strong retail/market activity. The main thoroughfare of Main Street has heavy through traffic on a daily basis. It is at this point where the concentration of shops and services are at their strongest within the settlement and include elements such as an auctioneers, supermarkets, bakery, hair salon and public houses. Less than 2km to the north of the settlement lies Corrick House and Spa, a popular hotel in the region which attracts many visitors to the area.</p>
URBAN / RURAL CHARACTER	<p>Clogher is strategically situated along a protected route which connects western towns to the east of the country. The main A4 protected route progresses directly through the heart of the settlement and therefore acts as a thoroughfare for much through traffic including public and private transport as well as HGVs.</p> <p>Main Street is the central spine of the town which supports much in the way of retail and services at its centre. The settlement branches off via minor roadways progressing to the north and south of the settlement, offside which mostly residential development is clustered alongside. There is a strong form of linear development to the mid-section of the settlement between St Patricks Church and a Hall at 52 Main Street. In-between these properties there is a strong line of singular dwellings within similarly sized plots, mostly consisting of single storey detached dwellings but at times deviating into one and a half to two storey detached. Newer, residential development tends to be concentrated to the north east of the settlement, including Primrose Hill, Richmond Drive and Crossowen Way. There are large expanses of open agricultural land to the south of Augher Road which remain undeveloped, despite being within the settlement limit. The gradient of the landform is largely shaped by the natural features of the town with the main core of the settlement occupying a ridge or incline, with surrounding lands to the north and southeast of the settlement falling lower in gradient in relation to adjoining waterways. The central focal point of the town appears to be the vista provided by Clogher Cathedral which occupies the highest point of the settlement.</p>
COMMUNITY RESOURCES	<p>Clogher offers a fairly wide range of services to benefit the daily needs of the local community and smaller surrounding settlements. There is a range of retail/commercial units and examples of civic development including two Nursing Homes, a Primary School, Health Centre, Day Care Centre, Doctors Surgery, Police Station and various Places of Worship with associated Halls. A Courthouse occupies a small site to the middle of the settlement but this has since been closed and is now privy to a</p>

	community centre. There is a GAA pitch to the south of the settlement, just outside the Settlement Development Limit. No areas within the settlement limit have been identified as Open Space for recreational purposes. The towns of Dungannon and Enniskillen would provide most services to meet the weekly and more specific needs of residents.
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1.0 Conclusion

1.1 Clogher is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Clogher has a population of 709 and 272 households.
- The settlement has developed along a ridge, with the bulk of the settlement having developed in a linear formation directly alongside the A4 road corridor. The River Blackwater acts as a natural boundary to the north of the settlement.
- Service provision within the settlement is well provided for. There are a range of facilities that meet the daily needs of residents and those living in the rural hinterland. There are also good links to larger settlements via local road networks and public transport facilities to obtain a wider range of goods and services.
- In terms of capacity to accommodate growth, development constraints include areas susceptible to flooding within a floodplain area on lands to the south east of the A4 road. There are also four separate LLPA designations within Clogher to the north, east and south west of the settlement which may constrict development in these respective areas. There are no likely constraints upon potential expansion to the south and a small area of land to the north east of the settlement. However, at present it is noted that there are large areas of land located within the existing settlement limit which remain undeveloped.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Clogher and accordingly, the settlement limit is unlikely to be extended for the purpose of housing. Figures from the 2014 housing monitor show that there is the potential for 151 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Clogher continues to be classified as a **Village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Clogher should retain its classification as a **Village** in the new settlement hierarchy.

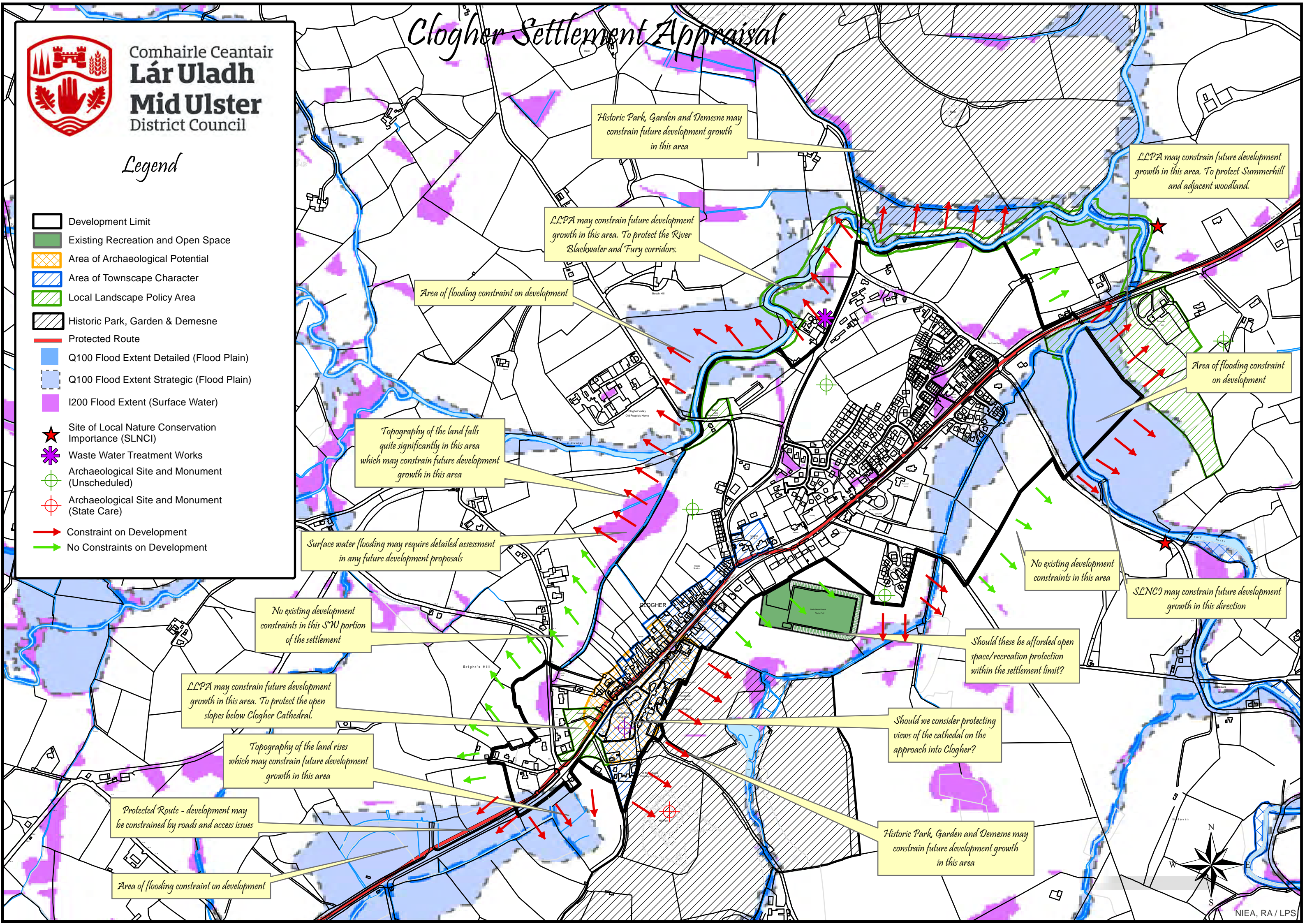


Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Area of Archaeological Potential
- Area of Townscape Character
- Local Landscape Policy Area
- Historic Park, Garden & Demesne
- Protected Route
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Site of Local Nature Conservation Importance (SLNCI)
- Waste Water Treatment Works
- Archaeological Site and Monument (Unscheduled)
- Archaeological Site and Monument (State Care)
- Constraint on Development
- No Constraints on Development

Clogher Settlement Appraisal



Historic Park, Garden and Demesne may constrain future development growth in this area

LLPA may constrain future development growth in this area. To protect the River Blackwater and Furry corridors.

LLPA may constrain future development growth in this area. To protect Summerhill and adjacent woodland.

Area of flooding constraint on development

Topography of the land falls quite significantly in this area which may constrain future development growth in this area

Surface water flooding may require detailed assessment in any future development proposals

No existing development constraints in this SW portion of the settlement

LLPA may constrain future development growth in this area. To protect the open slopes below Clogher Cathedral.

Topography of the land rises which may constrain future development growth in this area

Protected Route - development may be constrained by roads and access issues

Area of flooding constraint on development

No existing development constraints in this area

SLNCI may constrain future development growth in this direction

Should these be afforded open space/recreation protection within the settlement limit?

Should we consider protecting views of the cathedral on the approach into Clogher?

Historic Park, Garden and Demesne may constrain future development growth in this area



Clogher

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – COAGH

Coagh is located on the banks of the Ballinderry River, approximately 8km East of Cookstown. It has historically developed along Main Street, Hanover Square and Urbal Road. In recent years development has expanded further along Urbal Road and along the Ballinderry Bridge Road. According to NISRA 2011 Census data, Coagh has a population of 662 people and 262 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Coagh has a significant range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a sewage treatment works located in the extreme North of the settlement adjacent to the Ballinderry River. There are no non-domestic turbines or Anaerobic Digesters operating within the settlement. There are a good range of Health, Social, Commercial and Productive resources within Coagh. Its networks include local roads, broadband, street lighting and local bus services connecting Coagh to Cookstown and smaller rural settlements. Based on the resources available, Coagh would fit neatly into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	The Ballinderry River flows along the Western and Northern boundaries of the settlement and according to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) the banks along the river are susceptible to flooding. There is also a corresponding LLPA designation upon the river and its setting. The river and the areas susceptible to flooding may prevent any future expansion of the settlement to the West and to the North. There is an area of existing recreation/open space (Coagh United Soccer Pitch) which is zoned in the CAP 2010. There are no features of industrial heritage within the settlement but there are 6 Listed Buildings and 3 sites (scheduled and unscheduled) of archaeological importance. These may have to be considered in any future proposal to expand the settlement. The centre of Coagh is designated as an ATC and there are 3 other LLPA's within the settlement limit. These designations may also constrain development opportunity or settlement expansion.
TRANSPORT	There are 3 local roads within the settlement. The Ballinderry Bridge Road connects Coagh to Ballinderry and Magherafelt. Main Street/Hanover Square connects Coagh to both Ardboe and Cookstown. Urbal Road Connects Coagh to Stewartstown. There is no bus depot or sub depot but there are local Ulsterbus services connecting to larger settlements nearby such as Cookstown and Magherafelt. There are no designated cycle routes, pedestrian crossings or traffic lights within the settlement.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business. Most businesses within the settlement are commercial in nature.
URBAN/RURAL CHARACTER	Coagh is currently designated as a village in the CAP 2010. It is geographically close to Cookstown. Its topography rises in a SE direction from the Ballinderry River, along Main Street and the Ballinderry Bridge Road. Urbal Road is relatively flat. There is mature vegetation along the banks of the Ballinderry River which has been zoned as LLPA. The other LLPA's within the settlement also contain pockets of mature vegetation. Main Street and Hanover Square have considerable character. This is acknowledged by its zoning as an ATC in the CAP. The ATC is predominantly characterised by terraced dwellings, larger dwellings and commercial units. There are residential developments and single dwellings outside the ATC. There is no land zoned for housing within the

	<p>settlement; however since the publication of the CAP 2010 two residential developments has been completed (one on Urbal Road and one on the Ballinderry Bridge Road). The NW entrance to the settlement is dominated by the Ballinderry River and associated bridge. The approach from Urbal Road is dominated by low density dwellings and residential developments. The approach from Main Street is dominated by residential developments and terraced properties. The approach from the Ballinderry Bridge Road is characterised by agricultural fields and residential developments.</p>
COMMUNITY SERVICES	<p>Coagh offers a significant range of services to benefit the daily needs of the local community and smaller surrounding settlements. There is a PS, a nursery, 2 churches, 2 local halls, a Doctors surgery, a pharmacy, a variety of shops, a filling station, a restaurant, car sales and a soccer ground. Larger settlements nearby such as Cookstown would also provide a wider service and resource base to meet the daily to weekly needs of the local populous.</p>

1.0 Conclusion

1.1 Coagh is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;


- Coagh has a population of 662 and 262 households.
- The settlement has developed in a clustered formation where the Main Street, Hanover Square and Urban Road junctions meet, before expanding in a linear form outwardly along these corridors.
- The central core of the settlement is a designated Area of Townscape Character which reflects the quality of the settlements built form and streetscape.
- The topography of Coagh rises in a SE direction from the Ballinderry River, along Main Street and Ballinderry Bridge Road, with mature vegetation along the banks of the River.
- The river corridor and its setting is a designated LLPA and is susceptible to flooding. This may constrain future development opportunity or settlement expansion in this direction. A second LLPA designation is located to the east of the settlement recognising a Manse and its setting and a further two are located to the southern end of the settlement recognising Coagh Presbyterian Church and Ultimo House. Similarly this may constrain future development opportunity or settlement expansion at these conjectures.
- Service provision within the settlement is well provided for in terms of everyday needs and facilities and include a Primary School, Nursery, Churches, Local Halls, Doctors Surgery, pharmacy, variety of shops, filling station, restaurant, Car Sales and a soccer ground.
- There are good links to nearby larger settlements such as Cookstown via local road networks and public transport facilities to obtain a wider range of goods and services.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Coagh. Figures from the 2014 housing monitor show that there is the potential for 336 residential units to be completed within the settlement limit. Therefore an expansion to the existing development limit for the purpose of housing is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Coagh retains its classification as a **Village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Coagh should be classified as a **Village** in the new settlement hierarchy.

Coagh Settlement Appraisal





Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Area of Townscape Character
- Local Landscape Policy Area
- Proposed Open Space/Recreation
- Sewage Treatment Works
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development

Area of flooding constraint on development

No existing development constraints in this area

Archaeological Monument may prevent expansion at this location (LLPA).

Should the playing field be afforded recreation/open space protection?

The Manse and associated mature woodland may constrain future growth in this area (LLPA)

No existing development constraints in this area

No existing development constraints in this area

Ballindery River may form a natural boundary to development at west and north side of settlement (LLPA).

Area of flooding constraint on development



Coagh

0 500 1,000 2,000 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL - DESERTMARTIN

Desertmartin is located approximately 4.9km north west of Magherafelt. It lies at the foot of Slieve Gallion, on the easternmost limit of the Sperrin Mountains. The village has a linear shape and slopes from the north-west to the south east. Localised hills to the south and west of the settlement contribute to its character and setting. According to NISRA 2011 Census data, Desertmartin has a population of 273 people and 102 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Desertmartin has a range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There are no treatments plants in the settlement. These facilities are likely to be available in the nearby town of Magherafelt. There are no wind turbines, anaerobic digestors or solar panels operating within the settlement. It has commercial, skills and social resources, limited productive resources but does not have any health or justice resources. Its networks include local roads, broadband, street lighting and local Ulsterbus services connecting it to the larger settlements of Cookstown, Magherafelt and Maghera. Based on the resources available, Desertmartin fits neatly into level 1 (villages) in the hierarchy of settlements. For example, it has a local shop, a post office, a pub and a petrol station. The latter two are located just outside the settlement limit but are associated with the village. There is also a local hall, a business unit, a primary school and a bus stop.
ENVIRONMENTAL CAPACITY	According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there are no large watercourses within the settlement limits and surface water flooding is limited to the Tobermore Road junction with Main Street and around the local hall. However Grange Water, Keenaght Water and several stream corridors transverse the surrounding area providing an important local landscape feature, often with visually significant treed banks, and act as wildlife corridors. There is an area of archaeological potential to the southern end of the settlement, incorporating Longfield Road and Main Street and extending beyond the development limits to the south west. Remnants of the medieval church and graveyard remain and are a scheduled monument. Other historical landmark buildings include St. Mary's (RC) Church and adjacent parochial House. There is some industrial heritage value associated with the old mill and mill race on the Ballygowan Road and with the old corn mill, mill race and site of mill pond on the Longfield Road, these lie outside the settlement limit to the south east and south west. St. Comgall's Church (Church of Ireland) is a visually and historically significant building and a local landmark. It occupies the site of an older Medieval church and is a listed building, however it is outside the settlement limits to the north east of the village. The village is surrounded by a Local Landscape Policy Area DE 02. This LLPA is designated to protect features such as the local burn and weir and their environs, the local presbytery and the listed RC church building. Any development which impacts negatively on these features will not be permitted. This LLPA surrounds the settlement and is a constraint on development.
TRANSPORT	The settlement has developed along the A29, a protected route. There is a local Ulsterbus service called the Sperrin Rambler which operates Monday to Saturday which links Omagh to Magherafelt Bus Stations via Draperstown, Tobermore and Desertmartin. There is also a local rural route no. 112. There are no designated cycle routes or traffic lights within the settlement, however there is a pedestrian crossing located north of the bus stop along Main Street. Local roads are winding and very narrow, with abrupt turns to cross streams on stone bridges, contrasted by the

	A29 which is relatively straight, with long views across the vale and to the Sperrins.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Desertmartin however there is a small scale mechanics business.
URBAN/RURAL CHARACTER	Desertmartin is positioned between two larger settlements Draperstown and Magherafelt. The landscape reflects its position at the foot of Slieve Gallion, with long vistas of the mountain to the west. The general topography is that of a drumlin landscape with small individual hills regarded as important local landscape features up-standing from the farmland plateau. There is an area of open space at the junction of Longfield Road and Main Street which includes limited mature vegetation, two benches and information boards stating that Desertmartin is the 'Gateway to the Sperrins' and the entrance point to the Sperrin Heritage trail. It does not have a defined centre as such, however development is linear along A29 and is restricted to the west and east due to the topography of the landscape. The Southern entrance to the small village from Roshure Road allows for views of the sweeping nature of the A29 rising up towards the north west, with long vistas of Slieve Gallion to the West. The north western entrance along Tobermore Road are dominated by mature vegetation and views of Slieve Gallion to the west and detached residential properties positioned within large mature plots to the east. Along Knocknagin Road is a mixture of detached and semi-detached dwellings and a church hall. Cerryvale Avenue, off Dromore Road, is an elevated, linear residential development consisting of detached properties with mature garden areas. The landscape falls to the northeast of Cerryvale Avenue. There is a small, compact residential estate to the west namely, Station Road, consisting of two storey terrace and semi-detached dwellings. There has been a recent brownfield residential development of 10 units, along Longfield Road to the rear of the Station Road residential estate, Longfield Park.
COMMUNITY SERVICES	Desertmartin offers community services including a local vivo grocery shop incorporating a post office, a hair salon, a chip shop and a small vehicle repair business. There is a public house to the north outside the settlement limit with several pumps. There is a chapel, graveyard, hall and associated parochial house. There is also a primary school Knocknagin P.S. There is a small playground adjacent to the Station Road residential estate. There is a public phone box and public toilets. Any lack of service provision is reinforced by the proximity to the main urban hub in the area, i.e. Magherafelt.

1.0 Conclusion

1.1 Desertmartin is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Desertmartin has a population of 273 equating to 102 households.
- The settlement has developed in a clustered formation along Main Street and radiates outward in a linear form along the Knocknagin and Tobermore Road corridors. The settlement has developed along the A29 protected route.
- Desertmartin has a range of existing land uses including commercial, residential, and civic development uses. Service provision within the settlement is adequate in terms of meeting everyday needs and facilities; however, there are good links to larger settlements via local road networks and public transport facilities to obtain a wider range of goods and services.
- A watercourse progresses along the southern boundary of the settlement. Lands in and around the watercourse are susceptible to flooding which may act as a constraint upon settlement expansion in this area.
- A large-scale LLPA designation envelopes the settlement may also constrain expansion and constrict development opportunity upon lands outside the current settlement limit.
- Further potential constraints on settlement expansion include an area of archaeological potential to the south of the settlement and a number of archaeological sites and monument including St. Comgall's Church, a visually and historically significant listed building and a local landmark. Located outside the settlement limits to the north east of the village, it occupies the site of an older Medieval Church.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Desertmartin. Figures from the 2014 housing monitor show that there is the potential for 24 residential units to be completed within the settlement limit. Therefore expansion of the existing development for the purpose of housing is unlikely.

1.4 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Desertmartin is re-classified as a **village** in the new settlement hierarchy.

1.5 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Desertmartin should be classified as a **village** in the new settlement hierarchy.

Desertmartin Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Area of Archaeological Potential
- Local Landscape Policy Area
- Protected Route
- Listed Buildings
- Archaeological Site and Monument (Unscheduled)
- Archaeological Site and Monument (Scheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development

There are no existing development constraints in this area. Would we wish to include pub and petrol pumps within the existing settlement limit?

Protected Route so development may be constrained by roads and access issues in the north of the settlement

St Marys Church (landmark building), surrounding mature trees adjacent wetland area and several stream corridors are important built, landscape and wildlife features which may constrain potential growth to the east (LLPA).

Localised hills form part of wider setting of Desertmartin. These may constrain growth to the south and west (LLPA)

Listed Building which may constrain future development in this area

Area of Archaeological Potential which may constrain future development in this area.

Archaeological Monument which may constrain future development in this area

Surface Water Flooding which may require detailed assessment in any future development proposals

Area of flooding constraint on development

Protected Route so development may be constrained by roads and access issues in the south of the settlement



Desertmartin

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – DONAGHMORE

Donaghmore is located approximately 5km NW of Dungannon. The settlement comprises two clusters of development. The northern cluster is the larger of the two and contains the majority of the settlements community facilities and housing (main village cluster). The southern cluster is mainly residential. According to NISRA 2011 Census data, Donaghmore has a population of 1122 people and 403 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Donaghmore has a fairly wide range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is an existing WWTW located immediately northeast (outside) the existing development limit. There are recycling bins available (glass/clothing) at the petrol filling station at the Backford Bridge. Donaghmore is only 5km from Dungannon town which has a waste recycling centre located on the Coalisland Road. Donaghmore has a variety of commercial, productive, skills and social resources but does not have any health or justice resources. Its networks include local roads, broadband, street lighting and local Ulsterbus services connecting it to the larger settlements of Cookstown and Dungannon. Based on the resources available, Donaghmore fits into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	<p>The Torrent River runs through the main village cluster (close to the southern development limit boundary). According to Flood Hazard Maps from DARD Rivers Agency (May 2014) there is a floodplain area (1% AEP) located along this watercourse. This floodplain spreads across a field immediately northeast (outside) the existing development limit; adjacent to Donaghmore playing fields and Ivybank Park. This may restrict future growth in this direction. It also covers the fields next to the eastern boundary and may restrict the direction of future growth eastwards (where existing WWTWs & Donaghmore Bridge are located). This floodplain area extends either side of the Torrent River at the southern section of the main cluster, particularly between the Castlecaulfield Road and the Torrent River. This area is located within the existing development limit. There are several roadside dwellings located along this Road (some within floodplain) however the area between the Parochial house and these existing dwellings (within existing development limit) has not been developed but is within the floodplain. An area to the west of the Backford Bridge (& to the rear of the Torrent Business Complex) is also located within the floodplain. This area is located within the existing development limit and future growth here may be restricted. Recent Surface Water Flood Hazards Maps also identify the southern section of the main cluster along the Torrent river and the north eastern section beside the playing fields as being susceptible to surface water flooding (0.5% AEP). The Torrent River is designated as a Site of Local Nature Conservation Importance. There is an Area of Townscape Character located partially along Main Street in the centre of the settlement. There are 3 designated LLPA's within Donaghmore. LLPA 1 recognises a localised hill at Aghareany. LLPA 2 is designated over lands that include the banks of the Torrent River. LLPA 3 contains St Joseph's Convent Grammar School Grounds, St Patrick's Churches, cemetery and Parochial House.</p> <p>Areas of Archaeological Potential are designated in the village centre and west of the WWTWs. The Donaghmore Cross, located in the centre of the settlement, is an Archaeological Site and Monument within state care. There are unscheduled sites & monuments located in the Grave Yard on</p>

	<p>the Pomeroy Road and to the rear of No's 45-47 Main Street. St Patrick's Church (Main St) is a Listed Building, Grade B (HB13/15/009) and its Gate Screen is listed, Grade B (HB13/15/010). St Joseph's Convent Grammer School, Mullygruen, is B+ Listed (HB13/150001) and its Gate Lodge and Screen Walls are also listed, B2 (HB13 /15/016). Laurelvilla, No 4 Main St, is a Grade B1 Listed House (HB13/15/006). Ivybank House, Main Street is a Grade B Listed House (HB13/15007).</p>
TRANSPORT	<p>There is a local bus stop and bus shelter located on Main Street. There are frequent bus services available to both Dungannon and Cookstown. The National Cycle Network is identified as passing through both clusters in the DSPAP 2010. There is pedestrian crossing with associated traffic lights located on Main Street. There is on-street car parking along both sides of Main Street.</p>
ECONOMIC DEVELOPMENT	<p>There is no zoned industrial land within Donaghmore. However the Torrent Valley Business Park is located on the Gortnagola Road in the northwest section of the settlement. This business consists of 14 small business units the majority of which are occupied. There are also business units (3 no) attached to the Petrol Filling Station at Backford Bridge which are occupied. A Moy Park Hatchery is located on Main Street.</p>
URBAN/RURAL CHARACTER	<p>Donaghmore has a mix of retail facilities and housing along both sides of Main Street. Most buildings along Main Street are occupied and there is a vibrant streetscape character. The buildings are all two to three storey. Main Street is a main thoroughfare through to the Pomeroy / Galbally / Cookstown and Dungannon areas and therefore a large volume of traffic passes through the settlement on a daily basis. The southern cluster, Annabeg / Aghareany, is not a main thoroughfare and therefore does not have as much traffic passing through. The southern cluster lacks provision of any community facilities and is a predominately residential area.</p>
COMMUNITY SERVICES	<p>Donaghmore offers a fairly varied range of services to benefit the daily needs of the local community and smaller surrounding settlements. Community facilities include two primary schools, two Churches, a credit union and a petrol filling station. There is a mix of retail facilities including shops, butchers, chip shop, pharmacy, pubs and a restaurant along Main Street. There are more facilities including hairdressers, café and a gym at Torrent Business Park and beside the petrol station. There is also the Torrent Centre beside the playing fields which offer a variety of services including keep fit classes and has a theatre. The nearby towns of Cookstown and Dungannon would provide most services to meet the weekly and more specific needs of residents.</p>

1.0 Conclusion

1.1 Donaghmore is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Donaghmore has a population of 1122 and 403 households.
- The settlement has developed in two clusters at a road junction between Main Street, Pomeroy Road and Castlecaulfield Roads. The Main Street area, which is a designated Area of Townscape Character, is identifiable as the centre of the settlement and contains commercial activity. The second cluster, which is a predominately residential area, has developed either side of Aghareany Road.
- Service provision within the settlement is well provided for in terms of everyday needs and facilities. This includes shops (one with internal post office), a petrol filling station, a pub, two primary schools, a post primary school, two churches and a credit union.
- There are good links to larger settlements such as Dungannon and Cookstown via local road networks and public transportation facilities to obtain a wider range of goods and services. Donaghmore has two bus stops with regular services to Dungannon.
- The settlement has a number of businesses located within the development limit. Many of these are located at the Torrent Business Complex, although there are business units at the petrol filling station and a hatchery located on Main Street.
- In terms of capacity to accommodate growth, development restrictions include an existing floodplain upon lands to the south and east of the settlement which is associated with the Torrent River. A corresponding LLPA designation is also located on lands here which may further constrain development. A secondary LLPA designation is located on lands in-between the two clusters which may act as a constraint on future development in this centralised location.
- Areas likely to be suitable for future settlement expansion if required include lands to the north and northeast of the main cluster as well as upon lands to the south of the Aghareany cluster.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Donaghmore. Figures from the 2014 housing monitor show that there is the potential for 234 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purpose of housing is unlikely to be required.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that

Donaghmore continues to be classified as a **village** in the new settlement hierarchy.

- 1.4** This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Donaghmore should be classified as a **village** in the new settlement hierarchy.

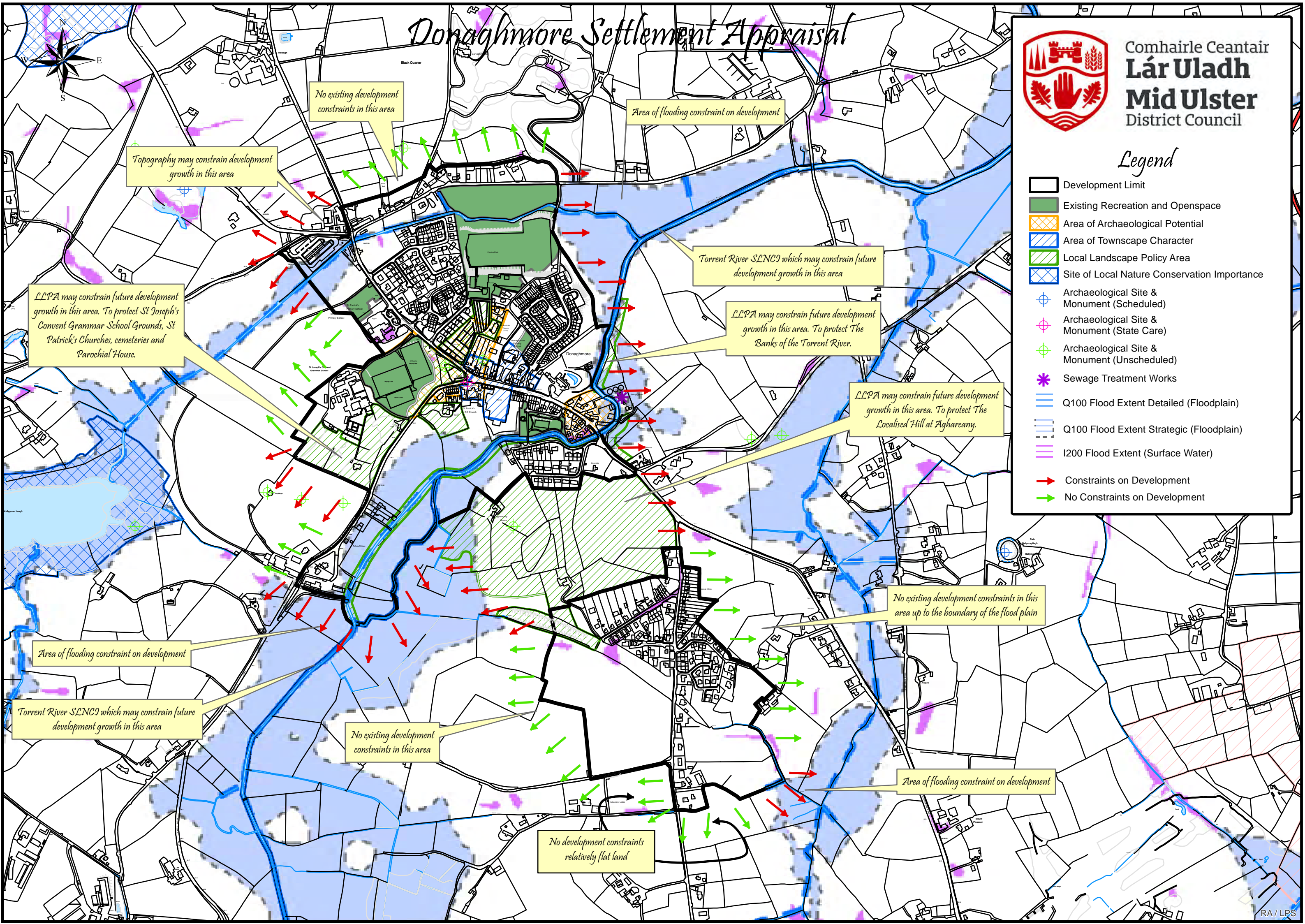
Donaghmore Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Openspace
- Area of Archaeological Potential
- Area of Townscape Character
- Local Landscape Policy Area
- Site of Local Nature Conservation Importance
- Archaeological Site & Monument (Scheduled)
- Archaeological Site & Monument (State Care)
- Archaeological Site & Monument (Unscheduled)
- Sewage Treatment Works
- Q100 Flood Extent Detailed (Floodplain)
- Q100 Flood Extent Strategic (Floodplain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





SETTLEMENT APPRAISAL - DRAPERSTOWN

Draperstown is located approximately 6km south west of Tobermore and 12km north-west of Magherafelt. The settlement is set within gently undulating landscape to the southern side of the upper Moyola River valley, at the foothills of the Sperrin Mountains. Its setting provides an impressive backdrop to the west. According to NISRA 2011 Census data, Draperstown has a population of 1772 people and 636 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>Draperstown has a good range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There are no water treatment plants near to the settlement, but there is a local reservoir nearby at Lough Fea WWTW that may allow for proposed development in the plan period. There are no wind turbines or anaerobic digesters operating within the settlement; however, there are solar panels associated with a local business evident at Sperrin Industrial Estate offside Magherafelt Road. The settlement has a good level of health, environmental, social, commercial, productive and network resources available. For example, there are several educational and care facilities including a pre-school nursery, after school and day care centre, primary schools and a post primary high school. In terms of health infrastructure there is a Doctor's surgery, health care centre, dentist and a sheltered housing retirement development at Ballinascreen Fold. Draperstown is also privy to leisure facilities in the form of Spinning Rooms and Step Classes. In addition to this, there is currently an existing planning application for a private fitness centre under consideration but as yet undetermined. Networks include local road infrastructure, broadband, street lighting and local Ulsterbus services and school bus services. There are no justice resources within the settlement.</p>
ENVIRONMENTAL CAPACITY	<p>According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there is a small watercourse which progresses through the settlement in a north to south direction which bypasses the Derrynoyd Road. The watercourse may be the source of some limited localised flooding. Further to this, there may be surface water flooding along Sixtowns Road, particularly to the rear of existing buildings alongside land zoned for residential purposes under Policy DN04 and DN 03/1 and upon lands in and around an existing livestock mart to the west of Derrynoyd Road. There is also potential for surface water flooding in industrial zoning policy area DN11 which is located to the north east of the settlement along Tobermore Road as well as lands in and around the Tirruadh Road residential estate and Scuthers lane social housing estate. Settlement expansion may be constrained in areas susceptible to flooding.</p> <p>There are two Local Landscape Policy Areas (LLPAs) which straddle the settlement limit to the north and to the south east of the settlement (policy Areas DN12 & DN13). LLPA DN12 consists of a stream corridor, associated public amenity parkland with recreational, landscape, vegetative and wildlife value. It provides an important linkage from the centre of the settlement into the countryside to the north. There are significant tree groups along the Derrynoyd Road which act as a significant entrance feature to the settlement, enhancing its setting. Further north, outside the settlement limit, the Moyola River provides an important wildlife corridor and landscape feature. Settlement expansion to the north of the settlement may be constrained by the existence of this LLPA designation. LLPA Policy Area DN13 recognises the landscape character provided by a listed Presbyterian Meeting house, its setting and</p>

	<p>views. The Church and its grounds are located juxtaposed the current settlement limit and adjoining Conservation Area and is indicative of the original relationship between the built form and countryside boundary of the original settlement footprint.</p> <p>Draperstown has a historically significant streetscape character and the bulk of its central core has been designated as a Conservation Area since 1979. It is also privy to an unscheduled archaeological site and monument and some 19 listed buildings within its limits, including the following examples;</p> <ul style="list-style-type: none"> • St. Columba's (C of I) Church and surrounding landscaped grounds; • 2-18 High Street, Courthouse; • Corn Store. <p>These contribute to the historic character and setting of the settlement. Further designations to consider include a Site of Local Nature Conservation Importance which lies beyond the eastern boundary of the settlement. These may act as collective constraints upon settlement development and expansion in their respective locations.</p>
TRANSPORT	<p>Draperstown is based around the junction known as the Old Cross. It has a good local road networks and local bus services to Omagh and Magherafelt and also the Sperrin Rambler and local school buses. There are numerous pedestrian crossings and a large roundabout within the settlement but no traffic lights were observed. There are currently no designated cycle lanes within the vicinity of the settlement; however the National Cycle Network does progress via local road networks through the settlement.</p>
ECONOMIC DEVELOPMENT	<p>There are three major areas of existing industrial land within Draperstown along Magherafelt Road, Tobermore Road and St. Patrick's Street/Cahore Road. Tobermore Road consists of a number of start-up business units run by Workspace which is one of 31 Local Enterprise Agencies in Northern Ireland. As a social enterprise Workspace's core aim is to benefit the local community by providing a range of services for individuals who are considering starting their own business and for businesses looking to grow and develop. They provide training, mentoring, advice on grant aid and developing business plans.</p> <p>The Sperrins Industrial Estate (Magherafelt Road) includes businesses such as Sperrin Galvanisers Ltd and Sperrin Switchgear, and a new agricultural machinery and livestock sales which holds weekly markets. Draperstown Metals, Yardmaster and H&A offices are located within the Cahore Road/St. Patrick's Street existing zoned industrial area. An agricultural and livestock sales yard is located offside the Derrynoyd Road but appears to be currently unused. There are however various other agricultural supplies and machinery businesses operational within the settlement. There is planning permission for a new business park at zoned industrial land DN10, but at the time of inspection development on site had not yet commenced. In addition to this, no development was observed on lands associated with industrial zoning Policy Area DN11.</p>
URBAN/RURAL CHARACTER	<p>Draperstown is one of the larger settlements within the District. The surrounding landscape reflects its position within the foothills of the Sperrin mountains. Several river and stream corridors cross the area. Trees and scrub along these watercourses solidify their position as wildlife corridors and together with some strong hedgerows, and a network of farm lanes, characterise a traditional rural landscape. The general topography of the immediate area surrounding the settlement is rural in character with an irregular patchwork of fields enclosed by hedgerows at the foot of the mountain slopes. The bulk of the central core of the settlement has been designated as a Conservation Area since 1979 and is an example of a 'green' village. Originally the buildings were laid out in a triangular village green, the Fair Hill and along three streets (a late Georgian planned settlement begun in 1818). Later the 'green'</p>

	<p>became The Shambles, and this, together with the open space of the Fair Hill, and the wide crossroads at the head of St. Patrick Street provides a distinctive townscape and historic settlement form. The characteristic form of development within the C.A. consists of terraces of houses finished in stone walls and dark slated roofs with gable ends. The buildings are mostly two-storey in height – a notable exception being Booth's Gothic Cottages located on the Magherafelt Road. Elevational treatment particularly with regard to fenestration is of classical proportions with some very fine examples of the Georgian period existing within the settlement. The attraction derives not so much from the individual buildings but more from the grouping of the buildings and their overall scale and proportion in relation to the long established street pattern. Developments outside the C.A. also reflect the Georgian period in terms of scale, proportions and design and the established building line has generally been retained. Any future developments should have regard to the Draperstown Conservation Area design guide. There are a number of housing policy areas zoned within the settlement limits DN03/3 and DN08 are currently under construction. Housing policy zonings DN03/1, DN03/2, DN04, DN05, DN06, DN07 and DN09 have not been developed.</p>
COMMUNITY SERVICES	<p>Draperstown offers a good variety of community services which would meet the daily to weekly needs of the settlement and surrounding rural community. It has various churches of different denominations, public houses, restaurants, take-away, cafes, grocery stores, super markets with a post office and an ATM within it, an Ulster Bank, various other ATMs, a funeral home, solicitors, accountants, florists, dentists, Doctors surgery, health care service centre, business centres, business units and a petrol station. The Cornstore Creative Hub for music, arts and the creative industries is a charity supporting community participation in the arts, music and classes. They organise the Glasgowbury festival, local events and various music and dance clubs for all ages from pre-school to pensioners. There is a library and numerous local societies and associations within the town including a historical society, sporting clubs and recreational activities. The Back Row Recreational centre is a multi-discipline indoor sports facility used by the local schools during the day and by the local community after 4pm. There are football fields, play park, open space and walking routes, with links to the Ulster Way and Walk NI routes.</p>

1.0 Conclusion

1.1 Draperstown is currently designated as a Village in the MAP 2015.

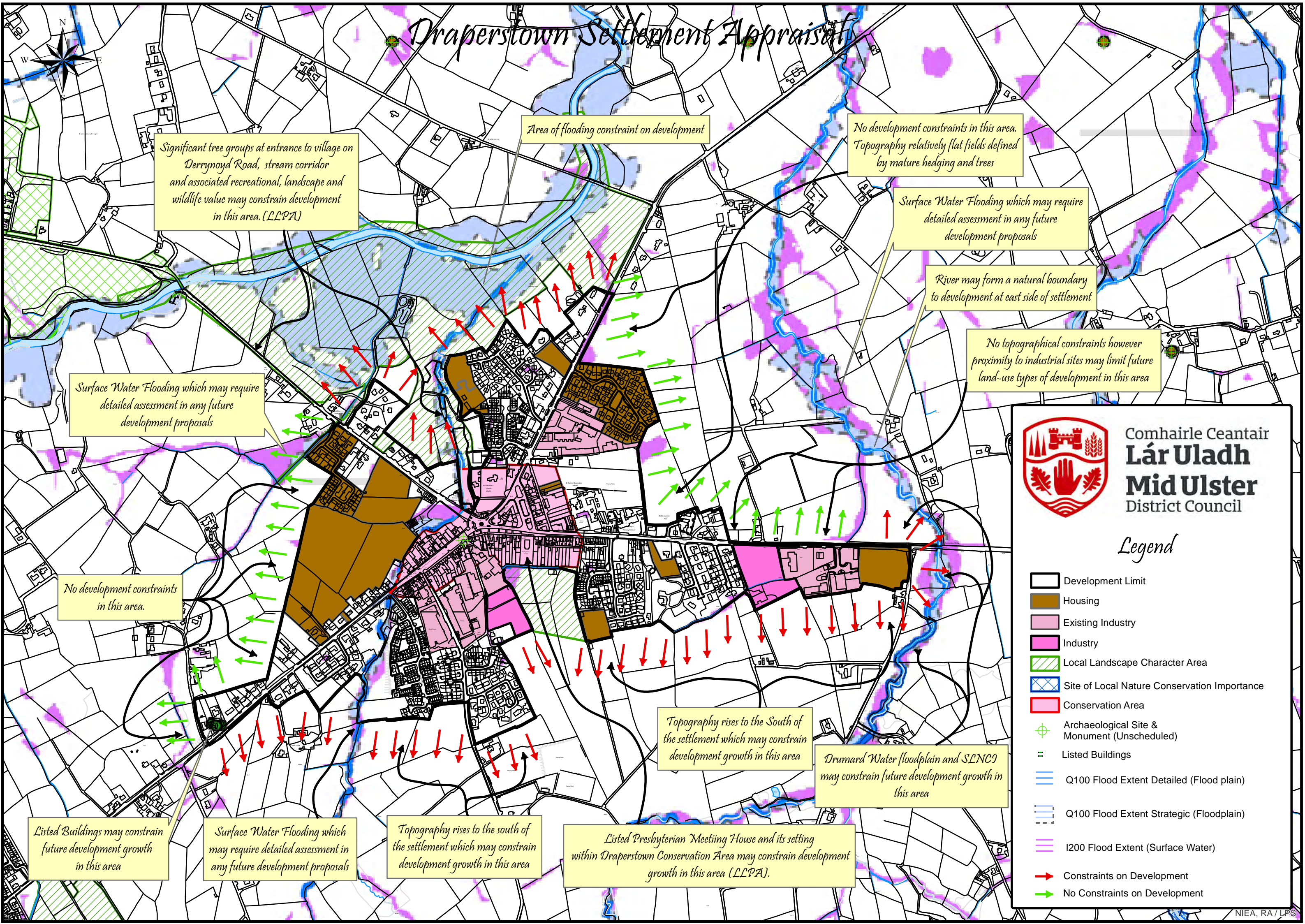
1.2 Following re – examination of the settlement, a summary of the key findings are;

- Draperstown has a population of 1772 people and 636 households.
- The settlement is an example of a green village, which is essentially a planned streetscape with the origins of the settlement centred on a triangular village green. The core of the settlement is subsequently located in and around lands associated with The Old Cross and The Square, the original green area. Today, the village radiates outward from here in a rather concentric manner along adjoining road corridors.
- The settlement has considerable character and the bulk of its central core has been designated a Conservation Area since 1979.
- Draperstown supports a mixture of development types including commercial, residential, and civic development uses.
- Service provision within the settlement is wide-ranging in terms of everyday needs and facilities. There are also good links to larger settlements via local road networks and public transport facilities to obtain a wider range of goods and services.
- A watercourse intersects the settlement in a north to south west direction, progressing under the Derrynoyd Road. Lands in and around the watercourse are susceptible to flooding, with particular susceptibility upon lands to the north east of Derrynoyd Road. This may act as a constraint upon settlement expansion.
- A corresponding LLPA designation progresses to the north of the village juxtaposed the Derrynoyd and Tobermore Road corridors. A second LLPA is designated to the south of the village beyond the Presbyterian Meeting House. This may constrain future development in these areas.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Draperstown. Figures from the 2014 housing monitor show that there is the potential for an additional 486 residential units to be completed within the settlement limit. Therefore expansion of the existing development limit for housing is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Draperstown retains its classification as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Draperstown should be classified as a **village** in the new settlement hierarchy.

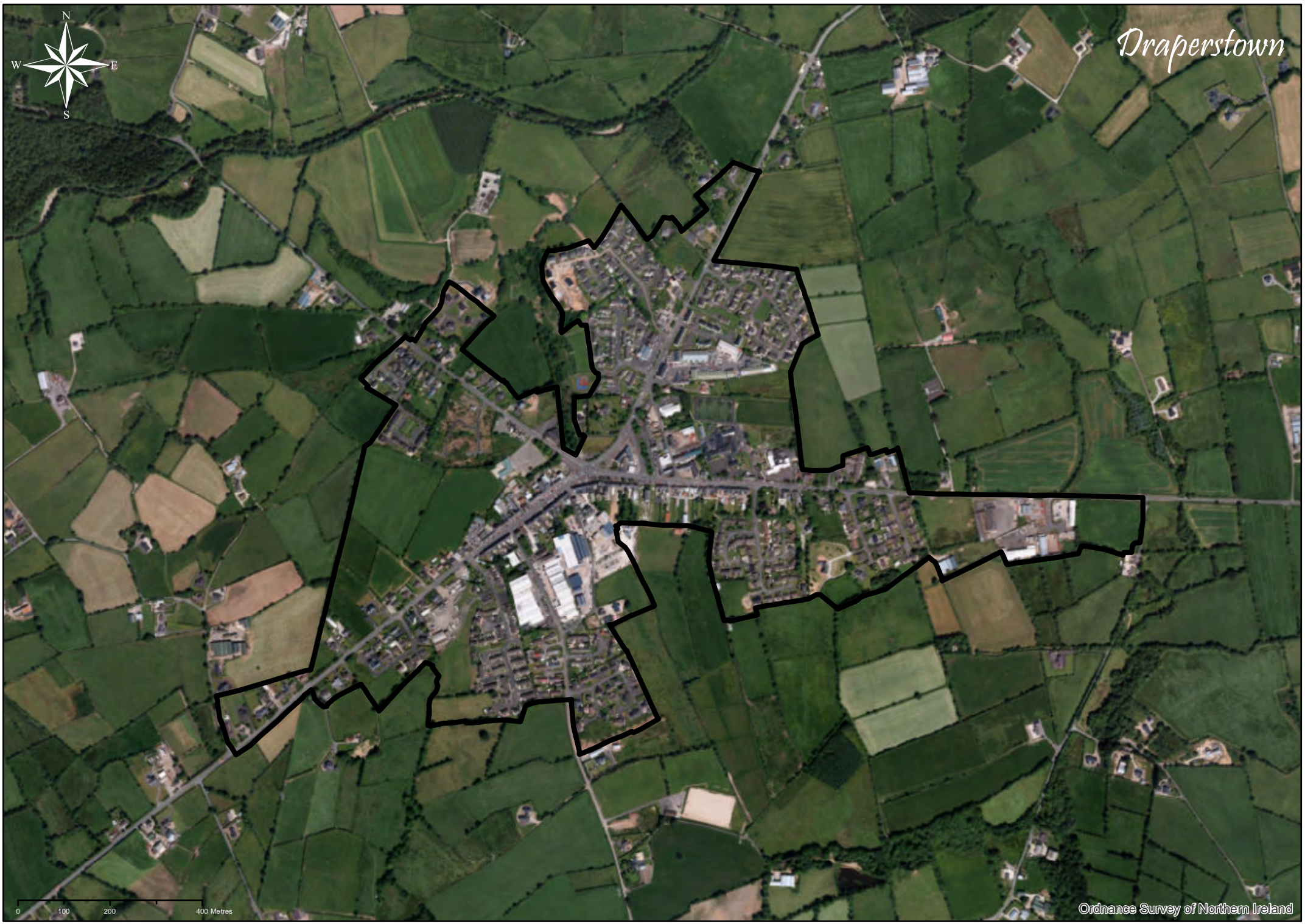
Draperstown Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Housing
- Existing Industry
- Industry
- Local Landscape Character Area
- Site of Local Nature Conservation Importance
- Conservation Area
- + Archaeological Site & Monument (Unscheduled)
- = Listed Buildings
- = Q100 Flood Extent Detailed (Flood plain)
- = Q100 Flood Extent Strategic (Floodplain)
- = I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development



Draperstown

0 100 200 400 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – DRUMMULLAN

Drummullan is located approximately 5km East of Cookstown and has developed in linear form along the Moneyhaw Road and at the junction of the Killybearn and Littlebridge Road. According to NISRA 2011 Census data, Drummullan has a population of 174 people and 63 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Drummullan has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a sewage treatment works located just outside settlement limit of Drummullan. It accessed off the Littlebridge Road. There are no non-domestic turbines or Anaerobic Digestors operating within the settlement. The settlement does not have any resources in terms of health, justice or Production. It does have a Skills, Commercial and Social element by way of a Primary School, Church, Local Hall, shop, Filling Station and a Pub. Its networks include local roads, broadband street lighting and local bus service. Based on the resources available, Drummullan would fit neatly into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	A small watercourse, the “Lissan Water” flows through the middle of the settlement and according to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) there are areas along this watercourse which are susceptible to flooding, particularly lands SE of Littlebridge House and lands adjacent to the sewage treatment works. This could prevent any future expansion of the settlement in these areas. There are no areas of existing recreation/open space zoned within the settlement and there are no features of industrial or archaeological heritage or Listed Buildings within the settlement which would impact on any future growth/expansion. An LLPA is zoned along the banks of the Lissan Water, which may constrain development in this area.
TRANSPORT	There are 3 local roads within the settlement. The Moneyhaw Road connects Drummullan to Moneymore and Magherafelt. The Littlebridge Road links Drummullan with Coagh and Stewartstown and the Killybearn Road connects Drummullan with Cookstown. There is no bus depot or sub depot in Drummullan but there is a local Ulsterbus service connecting Drummullan to Cookstown. There are no designated cycle routes, pedestrian crossings or traffic lights within the settlement.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business. Existing business within the settlement include a mechanics business connected to the filling station.
URBAN/RURAL CHARACTER	Drummullan is currently designated as a village in the CAP 2010 and is very rural in character. It is geographically very close to Cookstown. Its topography is relatively flat and there is little in terms of mature vegetation within the settlement. It is predominantly characterised by single dwellings, farms and housing developments. There is no land zoned for housing however since the publication of the CAP 2010 two residential developments have been completed along the Moneyhaw Road. The eastern approach into the settlement along the Littlebridge Road is characterised by agricultural fields and the filling station/car mechanics. The northern approach into Drummullan along the Moneyhaw Road is dominated by a housing development and a Church. Both the southern approach along the Littlebridge Road and the Western approach along the Killybearn Road are characterised by single dwellings and agricultural fields. The local GAA ground is just outside the settlement limit on the Killybearn Road.

COMMUNITY SERVICES	Drummullan offers a limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. There is 1 shop, 1 filling station/mechanics/car wash, 1 pub, 1 Church, 1 PS and 1 local Hall. The nearby town of Cookstown would provide most services to meet the daily/weekly needs of residents.
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1.0 Conclusion

1.1 Drummullan is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Drummullan has a population of 174 equating to 63 households.
- It has developed in linear form along the Moneyhaw Road and at the junction of the Killybearn and Littlebridge Road, is predominantly characterised by single dwellings, farms and housing developments and is rural in character.
- Service within the settlement is limited to a Primary School, Church, Local hall, shop, Pub and Filling Station with adjacent mechanics. The nearby town of Cookstown would provide most services to meet the daily and weekly needs of residents.
- The transport network in and around Drummullan comprises a number of rural roads. The Moneyhaw Road connects it to Moneymore and Magherafelt, the Littlebridge Road to Coagh and Stewartstown and the Killybearn Road to Cookstown. There is a local Ulsterbus service to Cookstown.
- In terms of expansion / future growth a floodplain area to the southeast, either side of the Lissan River would restrict further development in this area. A floodplain area further to the northwest of the settlement may also prevent further growth in this direction. Additionally protected views to the north and northwest of the settlement may restrict development in this direction. Consideration could be given to extending the development limit to the southwest of the settlement to include the GAA pitch.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Drummullan and accordingly, the settlement limit is unlikely to be extended for the purpose of housing. Figures from the 2014 housing monitor show that there is the potential for 65 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Drummullan continues to be classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Drummullan could be classified as either a **village** or a **small settlement** in the new settlement hierarchy.

Drummillan Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing GAA grounds (not zoned)
- Local Landscape Policy Area
- Important Views
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Waste Water Treatment Works
- Constraints on Development
- No Constraints on Development

Important views of open countryside to be protected.
Development that would impact significantly on this
view will not normally be permitted

No constraints on development
until the boundary of floodplain

Area of flooding constraint on development

Lissan Water, associated nature conservation
interests and recreational potential (LLPA)
may constrain future development
in this area.

No existing development
constraints in this area

Should the extension to the existing GAA grounds
be afforded open space/recreation protection?

No existing development
constraints in this area

Area of flooding constraint on development



Drumnullan

0 500 1,000 2,000 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL –EDENDORK

Edendork is located approximately 3km NE of Dungannon and less than 0.5 km west of Coalisland on the A45 Dungannon to Coalisland Road. The settlement consists of two nodes that straddle both sides of the A45. The eastern cluster comprises housing, with a mix of singular detached dwellings along road frontages and developments of multiple housing. A significant portion of the western cluster is occupied by Terex Corporation (formally Powerscreen) and also includes Edendork Primary School, St Malachy's Church and graveyard and several detached dwellings. According to NISRA 2011 Census data, Edendork has a population of 230 people and 85 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Edendork has a fairly limited range of resources available as identified on the Assets and Infrastructure Wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. Edendork also has productive, social and skills resources but does not have any health or justice resources. Its networks include local roads, broadband, street lighting and local Ulsterbus services connecting it to the larger settlements of Dungannon and Coalisland. Based on the resources available, Edendork fits into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	According to Flood Hazard Data from DARD Rivers Agency (May 2014) there are no areas within the settlement limits of Edendork which are located within a Flood Plain. There are a few developed areas identified as being susceptible to surface water flooding, but not to an extent that it would limit future expansion or growth. A steep drumlin enclosure (Archaeological Site and Monument) provides an important buffer between the two settlement nodes. The existing separation that exists between Edendork and Coalisland (to the north and east) provides an important visual break and should be retained to prevent coalescence. The only Listed Building within the settlement is surrounded by either existing or approved residential development.
TRANSPORT	The settlement has developed along the main Coalisland Road, connecting it to both Dungannon and Coalisland. There are two bus stops located within the settlement and Ulsterbus provides daily link services to Dungannon, Coalisland, Cookstown and Newmills. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	Terex Corporation (incorporating Powerscreen) occupies a significant chunk of the western settlement node. There are several other businesses which abut the Settlement Development Limit including Chieftain Trailers, Grade All International Ltd and Dungannon Farm Supplies. These businesses provide employment for people in Mid Ulster and further afield. There is no land zoned for industry within the settlement.
URBAN/RURAL CHARACTER	The small scale of the settlement, local rolling topography, informal layout of housing and mature roadside vegetation combine to form a strong sense of rurality throughout Edendork. A Community Hall building dominates views on approach to Edendork from Dungannon.
COMMUNITY SERVICES	Edendork offers a limited range of services to benefit the daily needs of the local community including Edendork Primary School and St Patricks Church (R.C.). The nearby towns Dungannon and Coalisland would provide most services to meet the daily, weekly and more specific needs of residents.

1.0 Conclusion

1.1 Edendork is currently designated as a village in the DSTAP 2010.

1.2 Following re-examination of the settlement, a summary of the key findings are;

- Edendork has a population of 230 people and 85 households.
- The settlement has developed in two nodes, which straddle both sides of the A45 Dungannon to Coalisland Road.
- The eastern node is dominated by housing, comprising mainly of single or semi-detached dwellings. A significant portion of the western node is occupied by Terex Corporation (formally Powerscreen) and also includes St Malachy's Church, the local primary school and detached housing.
- Service provision within the settlement is quite limited; however there are good links to larger settlements nearby such as Coalisland or Dungannon via local road networks and public transportation facilities whereby local residents can obtain a wider range of goods and services on a daily to weekly basis.
- In terms of capacity to accommodate growth, development constraints include a steep drumlin enclosure/archaeological site which provides an important buffer between the two nodes on the north side of the A45 and an important visual break between Edendork and Coalisland to the north and north east which should be retained to prevent coalescence between settlements.
- Information contained in the housing allocation paper would suggest that there is a small need for additional housing in Edendork. However given the amount of land within the settlement limit which remains undeveloped, an expansion to the limit for the purpose of housing is unlikely to be required.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Edendork continues to be classified as a **village** in the new settlement hierarchy.

1.4 This classification deviates with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Edendork should be classified as a **small settlement** in the new settlement hierarchy.

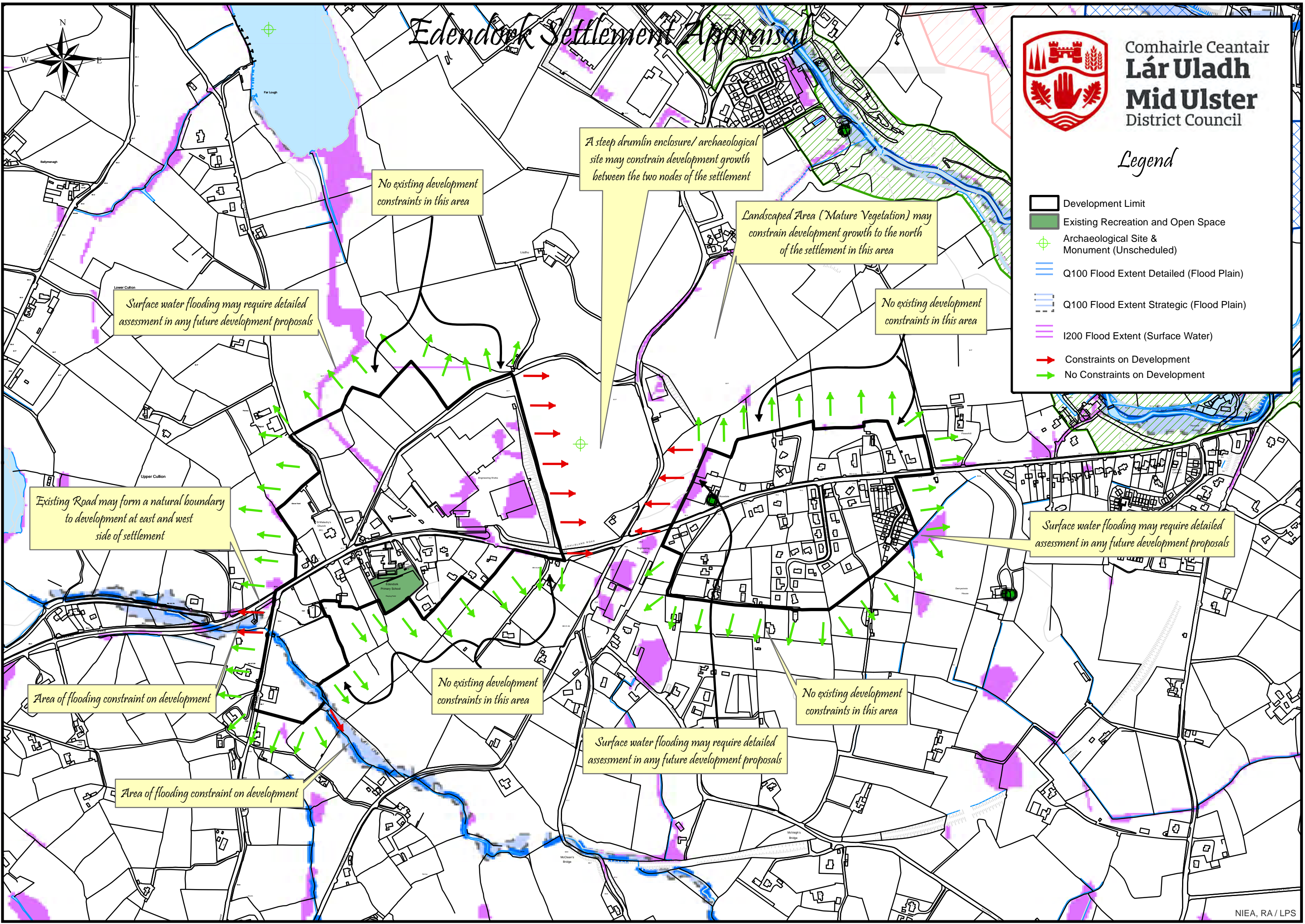
Edendork Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





SETTLEMENT APPRAISAL – EGLISH

Eglish is located approximately 6km SW of Dungannon. The settlement is located along Eglish Road and at the staggered junction of Killyliss and Stiloga Roads. The settlement consists of a mix of housing, industry and community facilities. According to NISRA 2011 Census data, Eglish has a population of 492 people and 143 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Eglish has a fairly limited range of resources available as identified on the Assets and Infrastructure Wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. A WWTWs is located beside the Oona Water river immediately south (outside) the existing development limit. Recycling bins (glass / clothing) are located on Killyliss Road. Eglish does not have any health or justice resources but it does have some commercial, productive, skills and social resources. Its networks include 3 local roads, broadband connection, street lighting and local Ulsterbus services. Based on the resources available, Eglish fits into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	A watercourse, the Oona water, runs alongside the western boundary of this settlement. DARD Flood Maps (May 2014) indicate a floodplain area (1% AEP) along this watercourse. There is also a floodplain area immediately to the south of the existing settlement beside the Oona water and Terryglassog Road. These floodplains may restrict growth to the south/ southwest of the settlement. There is also a rivers floodplain area immediately to the rear of No 141 Eglish Road. This area is within the existing development limit and future development of this area may be restricted. There is a minor watercourse within the development limit to the east of the Eglish Road. DARD Flood maps display surface water floodplain areas along this watercourse, such areas would be subject to detailed assessment if future development is proposed. There is also a significant surface water floodplain area (0.5% AEP) between (outside) the development limit and the Terryglassog Road. Future development at this areas will require detailed assessment. A LLPA is designated along part of the Oona Water. This LLPA is partially within the existing development limit. Development is normally resisted in LLPA's and this may constrain development potential here. St Patricks RC Church is designated as an unscheduled archaeological site and monument. There are no Listed Buildings in the settlement.
TRANSPORT	The settlement has developed along the Eglish road connecting it to both Dungannon and Caledon. It has also developed at the junction of Killyliss and Stiloga roads connecting the settlement to Moy, Carnteel and Aughnacloy. The settlement is in close proximity and is easily accessible to the M1. There are local bus services available to Dungannon. The Tamnamore Park and Ride facility is approximately 13km to the northeast of Eglish. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Eglish. There is a large concrete and sand works (Barretts) and timber supply yard (Dalys) located within the settlement. There are business units located just outside the existing development limit to the south along Eglish Road which are partially occupied. Consideration could be given to their inclusion within the settlement development limit of Eglish.
URBAN/RURAL CHARACTER	This settlement has a mix of housing, community facilities and industry. The existing roadside development along Eglish Road and surrounding the staggered junction provides a village character to this settlement.

COMMUNITY SERVICES	<p>Eglish has numerous community services available including two Primary Schools, a RC Church and a Presbyterian Church, Church Halls, GAA pitch and community hall, shop with internal post office and bus stops with shelters. There is an equipped children's play area on Killyliss Road. There is also a number of facilities available to the immediate south of the settlement (outside existing development limit) including a bakery (Eglish Baking Co) and a petrol filling station (Dalys). The nearby town of Dungannon would provide most services to meet the weekly and more specific needs of residents.</p>
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1.0 Conclusion

1.1 Eglish is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Eglish has a population of 492 people and 143 households.
- The settlement has developed along either side of Eglish Road and expands out from the staggered junction of Killyliss and Stiloga Roads. Residential development mainly comprises of small housing estates, groups of housing and individual dwellings. Businesses operating within the settlement includes a large concrete works / supplies and timber supplies yard.
- Service provision within the settlement is sufficient to meet the daily needs of residents. There are two primary schools, a small shop with internal post office, two churches, community hall and playing fields. There is also a petrol filling station and business centre to the south of the settlement on Eglish Road.
- There are also good links to larger settlements such as Dungannon via local road networks and public transportation facilities to obtain a wider range of goods and services.
- In terms of capacity to accommodate future growth there is a floodplain area and LLPA designation along the Oona watercourse to the west and south of the settlement which may constrain development potential in these directions.
- The most likely area to consider in terms of the settlements expansion would be upon lands to the north and east of the settlement; however, at present it is noted that here is a large capacity of land already contained within the settlement limit which continues to remain undeveloped.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Eglish. Figures from the 2014 housing monitor show that there is potential for 96 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purpose of housing is unlikely to be required.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Eglish continues to be classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Eglish should retain its classification as a **village** in the new settlement hierarchy.

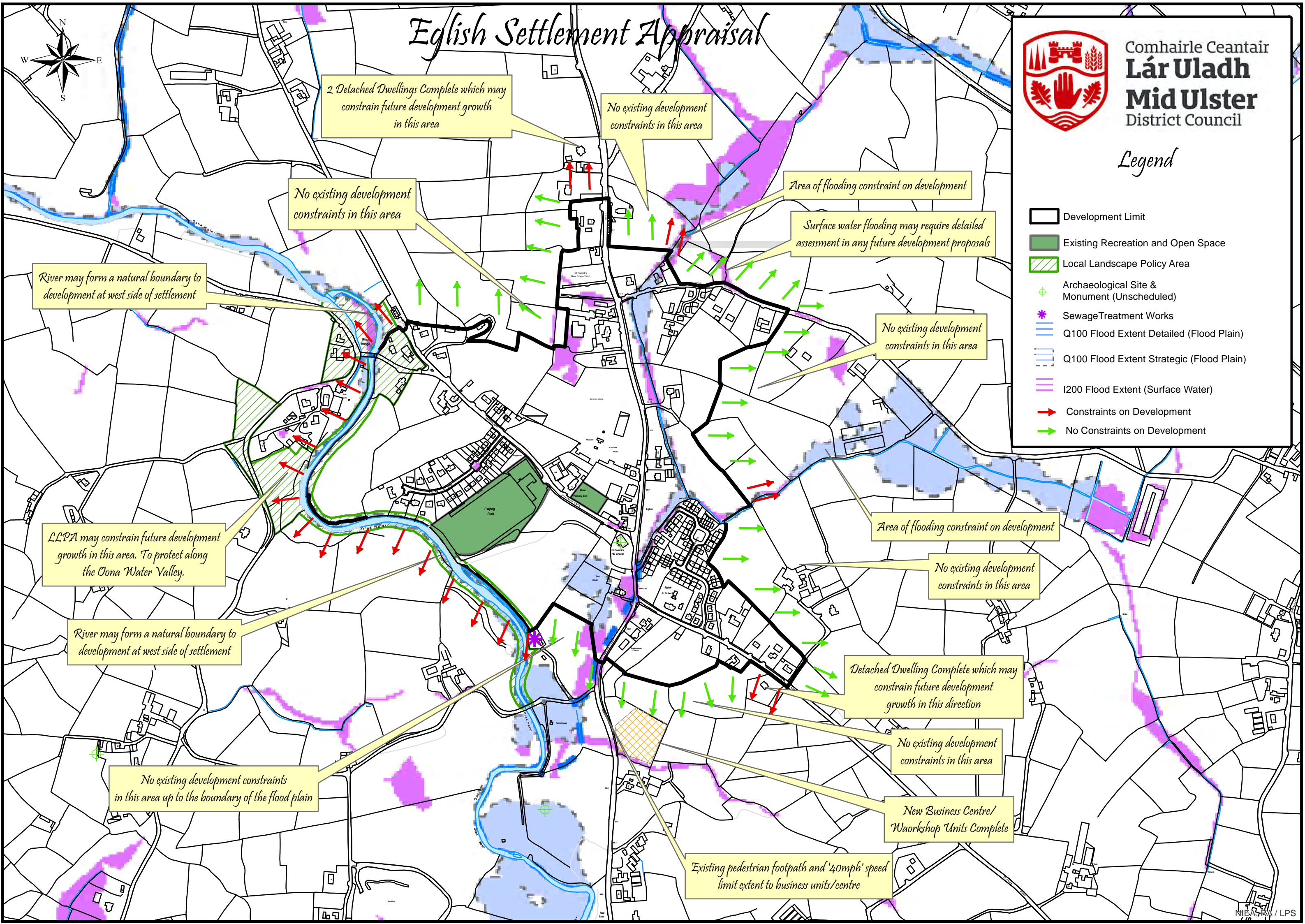
English Settlement Appraisal

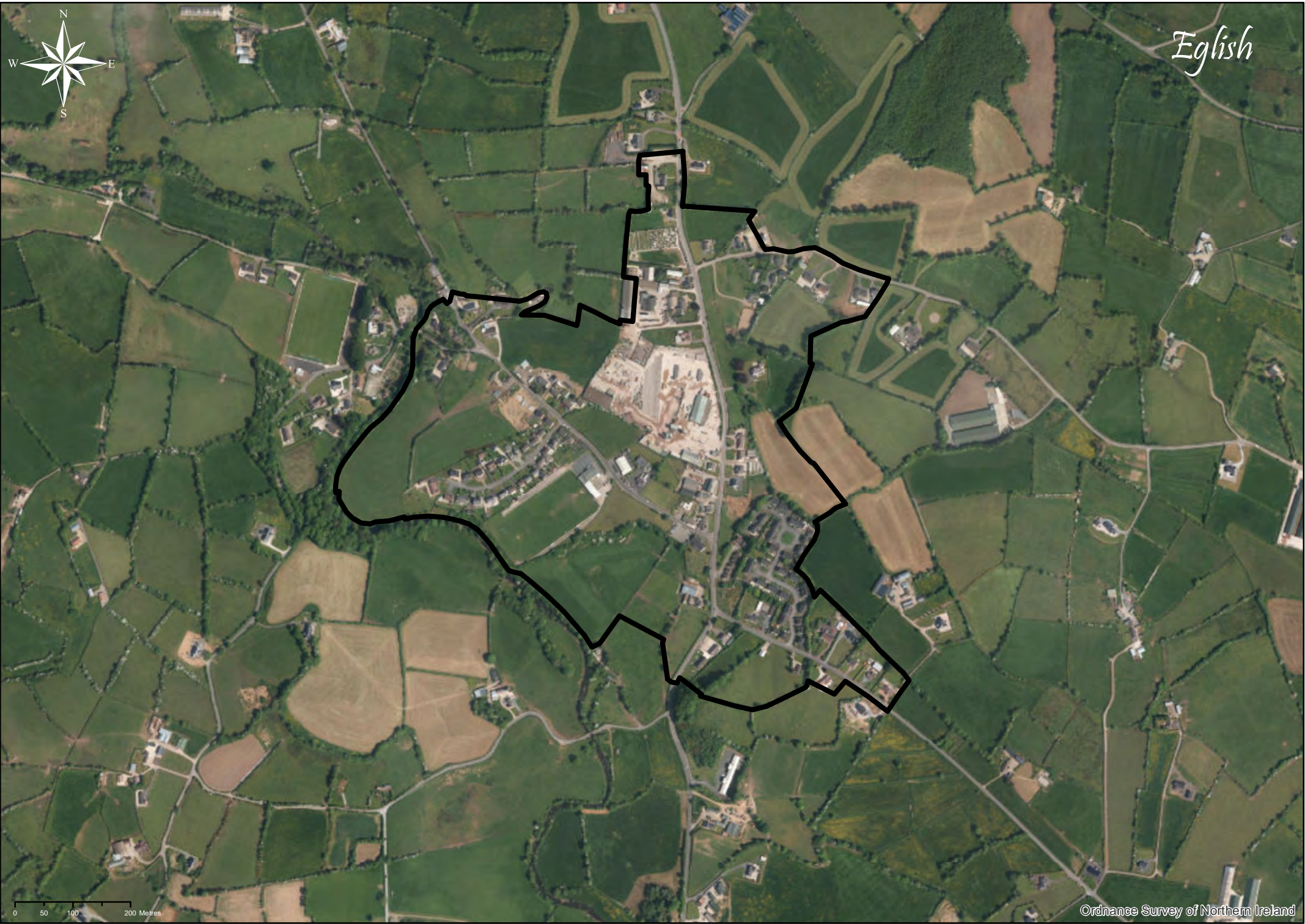


Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Local Landscape Policy Area
- Archaeological Site & Monument (Unscheduled)
- Sewage Treatment Works
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





English

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – FIVEMILETOWN

Fivemiletown is located close to the County Fermanagh border, 20km to the east of Enniskillen and 40km to the West of Dungannon. The settlement has developed along the central core of Main Street which links the Colebrook Road to Ballagh Road. In the wider context, this route is also the A4 Enniskillen to Dungannon road and is a protected route. The central spine of the settlement along Main Street contains many buildings, both of residential and commercial as well as civic uses. Connecting minor roadways branch off to the north and south of the settlement, with clusters of residential development located offside the Clabby Road, Cooneen Road and Broom Drive/Altaveedan Road. The gradient of the settlement appears to suggest the main core of the settlement occupies a slight incline or ridge position, with lands to the north and south of the town occupying a lower gradient before rising again to the north. According to NISRA 2011 Census data, Fivemiletown has a population of 1243 and 552 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Fivemiletown has a fairly wide range of resources available as identified on the Assets and Infrastructure Wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a Waste Water Treatment Works located to the south of the settlement offside Cooneen Road. There are currently no non-domestic turbines or Anaerobic Digesters operating within the settlement. It also has access to commercial, productive, justice, skills and social resources. Its networks include local roads, broadband, street lighting and local Ulsterbus services. Based on the resources available, Fivemiletown fits into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	A small watercourse progresses to the west of the settlement, however according to Flood Hazard Maps from DARD Rivers Agency (May 2014) lands in and around the watercourse and wider settlement should not be susceptible to flooding. There are two Sites of Local Nature Conservation Importance (SLNCI) located adjacent to the settlement development limit, one recognising Round Lough and the other recognising Lough Fadda, both to the north of the settlement. Round Lough is also recognised as one of nine areas of existing recreation and open space within the realms of the settlement whilst Lough Fadda is also contained within the wider Blessingbourne Historic Parkland, Garden and Demesne. The Blessingbourne Estate was first founded in the 17 th Century and formed the basis of the settlements formation. The central core of the settlement has been designated as an Area of Townscape Character (ATC), recognising the historical character of the streetscape. There are several Grade B/B1 Listed Buildings within the settlement, including the Northern Bank and various places of Worship (Methodist Church and St Marys Church). Wider afield, the Blessingbourne Estate contains a Grade B listed dwelling and stable block. There are three Local Landscape Policy Areas (LLPA) located directly adjacent to the Settlement Development Limit. These recognise and assist in the protection of landscape features and attractive views that act as an attractive backdrop to the settlement. Development is normally resisted in LLPA's and as such these designations may constrain future growth in these particular areas.
TRANSPORT	Fivemiletown has developed largely in a linear formation along Main Street, which is the central core of the settlement. Main Street connects the Colebrooke Road to Ballagh Road, providing a linkage, in the wider context, between Enniskillen to Ballygawley and beyond to Belfast. The route is protected and directly part of the A4. There is no bus depot or sub depot in the settlement but there are three bus routes which pass through the town; <ul style="list-style-type: none"> - Enniskillen to Fivemiletown.

	<ul style="list-style-type: none"> - Omagh to Clogher. - Ballygawley Park and Ride to Enniskillen. - Belfast to Dungannon to Enniskillen Goldline. <p>There are no traffic lights, pedestrian crossings nor cycle routes evident within the settlement.</p>
ECONOMIC DEVELOPMENT	<p>The settlement supports a number of forms of industrial development, including a Creamery and industrial sized bakery on Main Street and a clothing factory on the Cooneen Road. No land has been zoned for industrial purposes within the SDL according to DSTAP 2010.</p> <p>The settlement displays strong retail/market activity. The main thoroughfare of Main Street has heavy through traffic on a daily basis. It is at this point where the concentration of shops, eateries and commercial units are at their strongest within the settlement and include services such as hotels, accountants, travel agents, clothing shops, supermarkets, antique shops and bridal boutiques.</p>
URBAN / RURAL CHARACTER	<p>Fivemiletown is strategically situated along a protected route which connects western towns to the east of the country. The main A4 protected route progresses directly through the heart of the settlement and therefore acts as a thoroughfare for much through traffic including public and private transport as well as HGVs. Main Street is the central spine of the settlement which supports much in the way of retail and services at its centre. The settlement branches off via minor roadways progressing to the north and south, offside which mostly residential development is clustered alongside. There is a strong form of linear development to the west of the settlement, branching out from Fivemiletown Creamery along the southern part of the Colebrook Road right to the end of the settlement limit. At the edge of the settlement at this point, a large area of land has been semi-developed for housing purposes ("The Olde Fairways Estate") which breaks up the linear formation. Apart from this development, other areas of land to the south of established built form within the settlement largely remain as open agricultural lands, despite being included within the settlement limit.</p> <p>The eastern part of the settlement along the Ballagh Road, appears heavily entwined with mature vegetation, particularly to the north side of the road, which correlates with the location of the Blessingbourne Estate. Again, large areas of land within the settlement limit remain undeveloped to the south of the road. Residential development at this point tends to lend itself towards singular plots with generous detached homes upon them. The gradient of the landform is largely shaped by the natural features of the settlement with its main core occupying a ridge or small incline, with surrounding lands to the north and south falling lower in gradient.</p>
COMMUNITY RESOURCES	<p>As acknowledged, Fivemiletown offers a fairly wide range of economic services to benefit the daily and weekly needs of the local community. There are examples of civic development within the realms of the settlement including Fivemiletown High School which has been recently redeveloped and contains open space for recreational purposes and a swimming pool which is also open for public use. There are also two Primary Schools and a Nursery within the settlement, playing fields, health centre, library and various Places of Worship. The Police Station which once occupied a central site within the settlement has now closed. The nearby towns of Dungannon and Enniskillen would also provide a wider range of goods and services to meet the daily, weekly and more specific needs of residents.</p>

1.0 Conclusion

1.1 Fivemiletown is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Fivemiletown has a population of 1243 living in 552 households.
- The settlement has developed along the A4 Enniskillen to Dungannon road corridor. The gradient of the settlement appears to suggest the main core of the settlement occupies a slight incline or ridge position. Surrounding lands undulate in gradient. Much of the settlement is designated as an Area of Townscape Character.
- Service provision within the settlement is well provided for in terms of everyday needs and facilities. There is a range of retail facilities, primary schools and a post primary school. There are good links to larger settlements via local road networks and public transport facilities to obtain a wider range of goods and services if required.
- In terms of capacity to accommodate growth, development constraints include areas susceptible to flooding, particularly on lands surrounding Lough Fadda to the north of the settlement. Other constraints include LLPA, SLNCI and Historic Park and Demesne designations to the northwest and southeast of the settlement which may constrain development in these respective areas.
- The most likely area to consider in terms of the settlements expansion would be upon lands to the south; however, at present it is noted that there is a large capacity of land already contained within the settlement limit which continues to remain undeveloped.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Fivemiletown. Figures from the 2014 housing monitor show that there is the potential for 765 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purpose of housing is unlikely to be required.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Fivemiletown continues to be classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Fivemiletown should retain its classification as a **village** in the new settlement hierarchy. Its potential upgrade to a town was discussed however there was general consensus that its peripheral location was not a good area for locating potential future growth.

Fivemiletown Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Other Council Clusters
- Existing Recreation and Open Space
- Area of Townscape Character
- New Housing Developments
- Local Landscape Policy Area
- Historic Park, Garden & Demesne
- Area of Constraint on Mineral Developments
- Protected Route
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Site of Local Nature Conservation Importance (SLNCI)
- Ulster Wildlife Trust Nature Reserve
- Archaeological Site and Monument (Unscheduled)
- Waste Water Treatment Works
- Constraint on Development
- No Constraints on Development

This LLPA which consists of Round Lough and its adjacent landscape has high visual quality, the protection of which may constrain future development growth in this area.

Historic Park, Garden and Demesne which may constrain future development growth in this area north of the settlement limit

SLNCI which may constrain future development growth in this area north of the settlement limit

Area of flooding constraint on development

This LLPA which consists of wooded land associated with Blessingbourne Estate may constrain future expansion in this general area

Protected Route - development may be constrained by roads and access issues

No existing development constraints to the South, SE and SW of the settlement. (As far as the District Boundary). It should be noted that there are substantial lands undeveloped in the Southern portion of the settlement.

Area of Constraint on Mineral Developments
May require detailed assessment in any future development proposals

Should this area be afforded open space/recreation protection?

New Housing Development

Should this area be afforded open space/recreation protection?

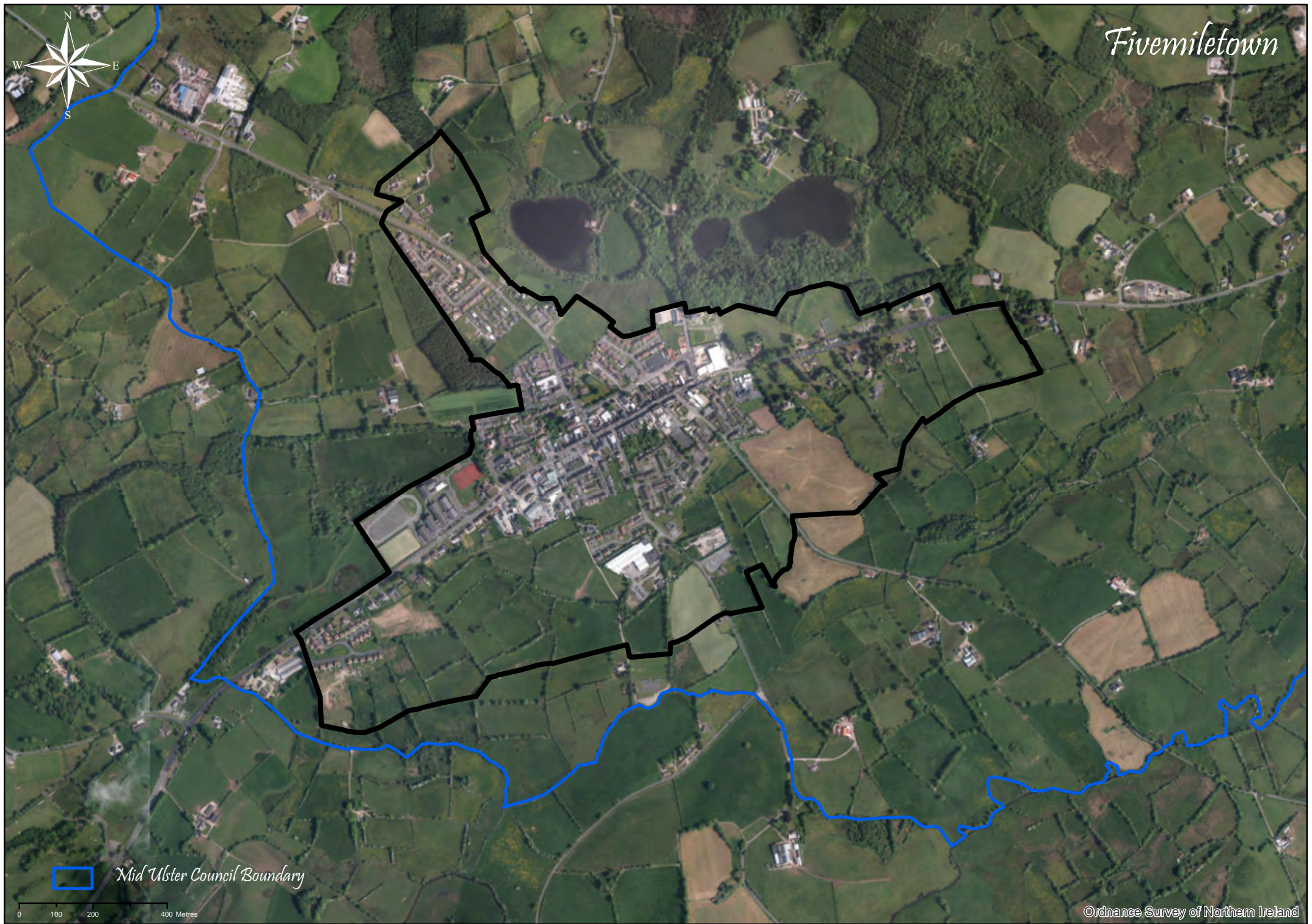
No existing development constraints in this area

Surface water flooding may require detailed assessment in any future development proposals

Should this area be afforded open space/recreation protection?

No existing development constraints in this area

Fermanagh
& Omagh



Fivemiletown

Mid Ulster Council Boundary

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – GALBALLY

Galbally is located approximately 10km northwest of Dungannon, The settlement comprises two clusters of development. The western cluster on the Lurgylea Road comprises a row of terraced dwellings, a residential development, a large community centre, a hall and GAA playing fields. The eastern cluster is located at a crossroads, junction of Lurgylea, Gortindarragh and Dernanaught Roads, and contains a residential development, detached dwellings, a Primary School and a small number of local facilities. According to NISRA 2011 Census data, Galbally has a population of 179 people and 71 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is an existing WWTW located outside the existing Dev Limit on Gortindarragh Road to the northeast. There are no turbines or Anaerobic Digestors operating within the settlement. Recycling bins (glass / clothing) are located within the grounds of the community centre.
ENVIRONMENTAL CAPACITY	A small watercourse runs to the northeast (close but outside both existing dev limits). According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there is a narrow floodplain area (1% AEP) land a surface water floodplain (0.5AEP) area located along this watercourse. This may restrict the future direction of growth outward to the northeast. There is an unscheduled archaeological site and monument located in the eastern cluster (below Parochial House).
TRANSPORT	The settlement has developed mainly along Lurgylea and Dernanaught Roads. There is a local bus stop and bus shelter located at Beechline housing development on the Lurgylea Road, providing a service to Dungannon (stopping at Donaghmore on route). This service operates Mon-Fri at schools times. The closet Park and Ride facilities are available at Ballygawley (17 km to the southwest or at Tamnamore -19 km to the southeast). There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement. .
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Galbally.
URBAN/RURAL CHARACTER	The existing settlement is split into two clusters with a linear pattern of roadside dwellings located between the two clusters mainly on the northern side of the Lurgylea road. There are limited undeveloped fields on the northern side of the Lurgylea Road between the two clusters providing visual breaks but several on the south side. Galbally does not have a defined village centre.
COMMUNITY SERVICES	Community facilities include a shop, pub, Chinese t/a, RC Church, PO, Primary School, petrol pumps and tyre shop, B&B, local bus service (eastern cluster). There is a large community centre and playing fields with surrounding walking track located in the western cluster. A Nursery / play group is located within community centre.

1.0 Conclusion

1.1 Galbally is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Galbally has a population of 179 equating to 71 households.
- It is a rural settlement characterised by two development clusters. One cluster is located at and expands from a cross roads. The other is located along Lurglylea Road. A visual break has prevented coalescence of the clusters. Existing residential development comprises of housing estates, small housing groups and individual houses.
- The settlement provides services and facilities to meet the daily needs of the residents and the surrounding rural area. This includes a shop, pub, post office, Church, Primary School and Community Centre. The nearby settlements of Donaghmore and Dungannon town would provide weekly needs for residents.
- In terms of capacity to accommodate future growth there is a floodplain area alongside a watercourse to the northeast of the settlement which may constrain development potential in this direction. Otherwise there are no topographical constraints which would limit development around either cluster. Locations which may be desirable for development are identified on the settlement appraisal map. The GAA pitches located immediately outside the development limit may be considered for inclusion within.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing stock in Galbally and accordingly the settlement limit is unlikely to be extended for the purpose of housing. Figures from the 2014 housing monitor show that there is potential for 35 residential units to be completed within the settlement limit.

1.3 Taking account of the spatial framework guidance in the RDS 2035, and the population, size and service provision, it is recommended that Galbally is classified as a **village** in the new settlement hierarchy.

1.4 This classification deviates from the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance suggested that Galbally may be more suitably designated as a **Dispersed Rural Community** rather than a village or small settlement.

1.5 The current area plan has designated two nodes of development at Galbally. It is recommended that Galbally remains as a **village** and that the existing nodes be extended to include a cluster of development which is centrally located between the two nodes. Consideration has been given to an alternative approach to designate both nodes and declare a Dispersed Rural Community however this is not the preferred option given that housing

development has occurred in the western node and development in the main node tends to be clustered together.

Galbally Settlement Appraisal

Legend

- Development Limit
- Existing Recreation and Openspace
- Site of Local Nature Conservation Importance
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plan)
- I200 Flood Extent (Surface Water)
- Sewage Treatment Works
- No Constraints on Development
- Constraints on Development

Additional playing field developed
abutting the existing SDL

Rivers & Surface water may require detailed
assessment in future development proposals

Childrens Play Area
identified for safeguarding

No development constraints

No development constraints in
this area.
Topography relatively flat

No development constraints

Visual Break
Between
Existing Clusters



Galbally

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – GRANVILLE

Granville is located approximately 3km south west of Dungannon, close to the A4 Dual Carriageway between Dungannon and Ballygawley. It acts as a principal location for industrial land within Mid Ulster. The settlement is made up of three main portions; an existing Industrial Estate and industrial zoning; a public sector housing development to the south of Granville Road; and an area of single dwelling units along the northern side of the Granville Road with a minor road to the northwest. According to NISRA 2011 Census data, Granville has a population of 300 and 115 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a WWTW available in the settlement. There are no turbines operating within the settlement. There is 1 Anaerobic Digester operating at Linergy which converts animal waste into energy that can be sold to electricity producers. Granville is limited in terms of resources identifiable at level one 'villages' on the Hierarchy of Settlements and Related Infrastructure Wheel (See Appendix 1). For instance, there is one shop, no pub, no primary school, no post office and 1 play area and a playing pitch. The settlement does not have any resources in terms of health, skills and justice. Its networks include local roads, broadband and street lighting.
ENVIRONMENTAL CAPACITY	The DARD Strategic Flood Maps (May 2014) indicates that lands to the south and western boundary (to the rear of the Livestock Mart) may be susceptible to flooding. This may restrict development expansion in these areas. There is also the potential for surface water flooding at various sites at Granville Industrial Estate and south of the Livestock Mart. There is also the potential for surface water flooding at the playing field along the eastern boundary at Killybracken Road. This may constrict any future expansion or development in these areas. There is a Site of Local Nature Conservation Importance (SLNCI), Black Lough, just outside the western boundary of the settlement limit. There is a large area zoned for Industry and Business – Policy Area DI0. There is also an Area of Existing Open Space and Recreation to the east of the settlement in the DSTAP 2010. Subsequently, future development may be constricted in these areas.
TRANSPORT	The settlement has developed along the the A45 Granville Road which connects it to the nearby town of Dungannon . This road also connects to the A4 Dual Carriageway which may act as a considerable constraint on outward growth in a southern direction. The A45 Granville Road and the A4 Dual Carriageway are Protected Routes. Therefore this settlement benefits from good linkages / connectivity to key transport corridors. There is no bus depot or sub depot in the settlement but there are local Ulsterbus services 76/76A/78/78A connecting Dungannon to Augher, Clogher and Aughnacloy. There are no designated cycle routes through the settlement.
ECONOMIC DEVELOPMENT	There is 1 area of land zoned for Industry and Business – DI 01 and much of this land remains undeveloped except for BMI Group and Linenergy. The remainder of Granville Industrial Estate has a variety of manufacturing businesses ranging from animal feed production, food production, haulage and transportation, peat production and storage. These industries are a major source of employment in the Mid Ulster area and further afield.
URBAN/RURAL CHARACTER	Granville has limited community facilities. It is geographically very close to Dungannon. The topography of the landscape is relatively flat and the majority of undeveloped land is zoned industrial land to the west which is currently characterised by flat low-lying grass land. The south eastern entrance to the village from the A4 Dual Carriageway is dominated by Granville Industrial Estate and Granville Livestock Mart. These have developed in response to its location beside the A4 Dual Carriageway. The

	<p>south east of the settlement is dominated by housing development. The east of the settlement from the Granville Road entrance is dominated by single dwellings.</p>
<p>COMMUNITY SERVICES</p>	<p>Granville offers little services to benefit the daily needs of the community. There is 1 shop, a “Vivo” and an empty retail unit attached to it. There is 1 play area and a playing pitch, both located within residential areas. There are no other services such as a community centre. The nearby town of Dungannon would provide most services to meet the daily, weekly and more specific needs of residents.</p>

1.0 Conclusion

1.1 Granville is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Granville has a population of 300 and 115 households.
- The settlement has developed in three main land use portions; an industrial estate, land zoned for industrial purposes and a social housing development to the south of Granville Road.
- Notable features include the main Ballygawley Road, a protected route, which progresses to the south of the settlement.
- Service provision within the settlement is limited; however, given the proximity of nearby Dungannon, along with good links to other larger settlements via road networks and public transport facilities, residents are able to obtain a wider range of goods and services on a daily to weekly basis.
- In terms of capacity to accommodate growth, development constraints include a floodplain area to the south east of the settlement, which is susceptible to flooding and may restrict development expansion in this direction. The location of two protected routes to the south and south east of the settlement (the A4 and A45 road corridors) may also act as a constraint on development in these areas. There are no likely development constraints to the north of the settlement
- Information contained in the housing allocation paper would suggest that there is a small need for additional housing in Granville. Therefore a small extension to the existing development limit may be required.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Granville continues to be classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance stipulated that Granville could fall into the classification category of either a small settlement or village. Following a structured settlement appraisal analysis of Granville by the Mid Ulster Development Plan team, it is subsequently agreed that Granville should retain its classification as a **village** in the new settlement hierarchy.

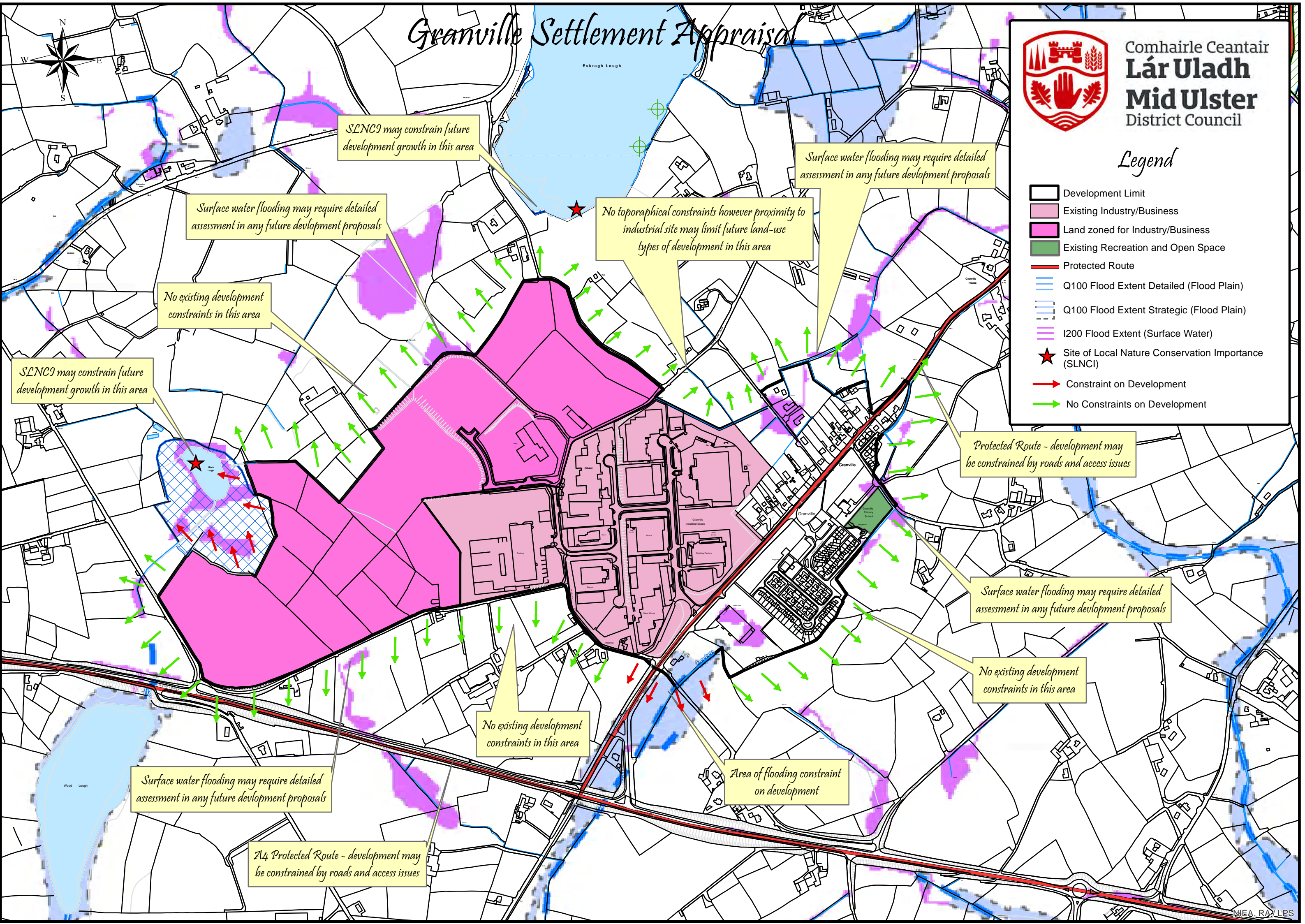
Granville Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Industry/Business
- Land zoned for Industry/Business
- Existing Recreation and Open Space
- Protected Route
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Site of Local Nature Conservation Importance (SLNCI)
- Constraint on Development
- No Constraints on Development





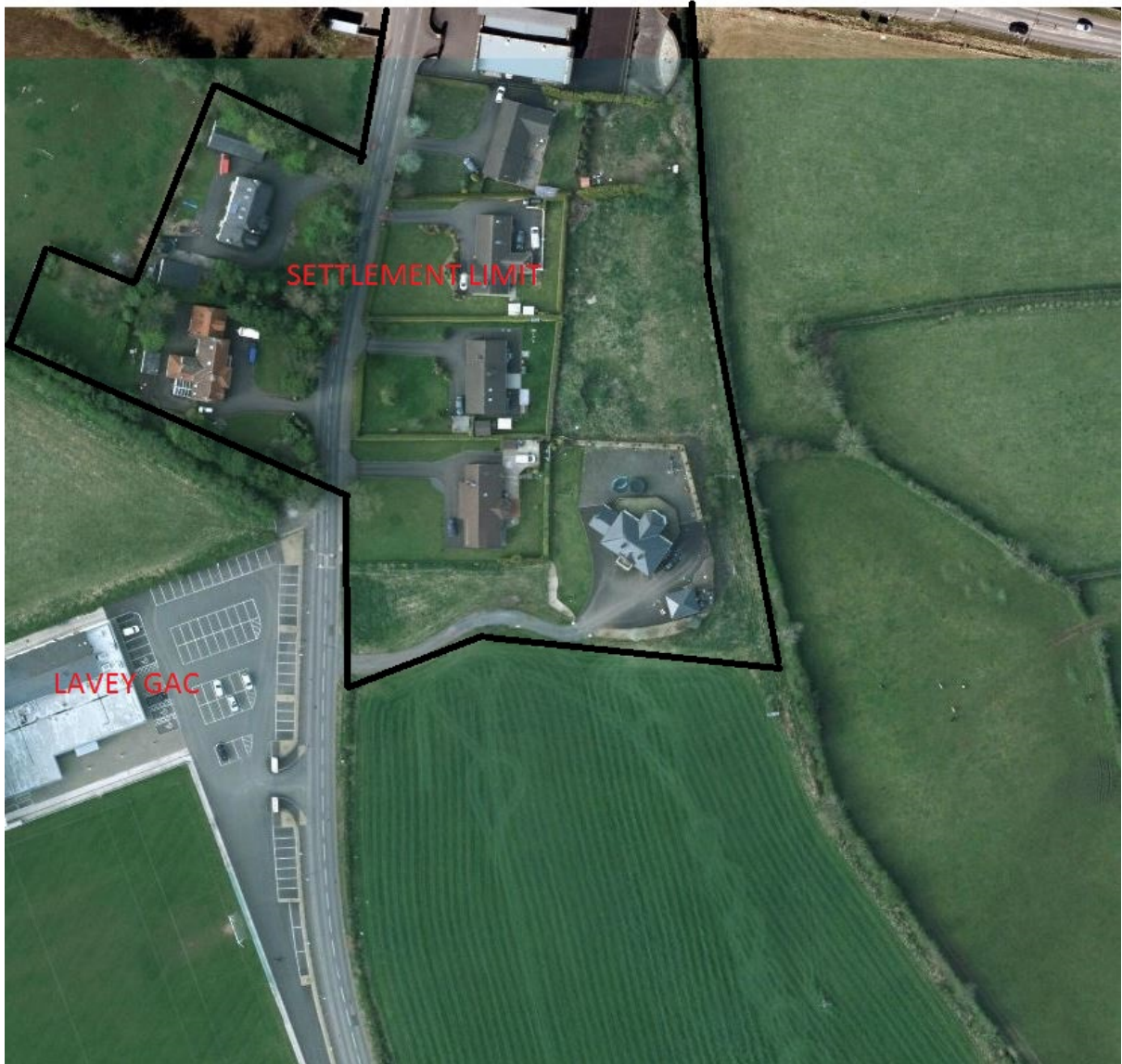
Granville

SETTLEMENT APPRAISAL – GULLADUFF

Gulladuff is located approx. 9km north of Magherafelt and 5km east of Maghera. The settlement is formed around the Mayogall Road and the Gulladuff Road, both of which form the main A42 which is a protected route. It has a population of 593 which equates to 194 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. NI Water are currently conducting a headroom assessment of all WWTW's in Northern Ireland. Until this assessment has been carried out it is not possible to say what the exact capacity of these facilities are. Gulladuff has quite a range of resources which are featured on level 1 (villages) of the Hierarchy of Settlements and Related Infrastructure Wheel. For instance, there is a primary school, a nursery, a local hall, a play area, a shop, a pub and a post office. There is also a community centre and a sports facility (both located at Lavey GAC), both of which are resources which are placed in level 2 (smaller towns) of the Hierarchy of Settlements and Related Infrastructure Wheel.</p>
ENVIRONMENTAL CAPACITY	<p>Within the settlement limit, there are no areas of flooding on either the strategic or hazard fluvial flood maps. There are some areas of surface water flooding identified :</p> <ul style="list-style-type: none"> • Linear line of surface flooding to the south of roundabout junction of Mayogall Rd and Gulladuff Rd. Immediately outside the settlement limit. • Surface water flooding adjacent to no.s 1&2 Lavey Park. Land is not developed and is inside the settlement limit • Land within the settlement limit on both sides of the Mayogall Rd at 50 Mayogall RD. <p>Land which is subject to such surface water flooding may require detailed assessment in any future development proposals. St Mary's RC church on the Mayogall Road is a Grade B Listed building and as such any development involving this building will be subject to strict planning controls in line with PPS 6 and Part 4 of the Planning Act 2011. However, given the fact that most of the land surrounding the building are already developed, predominantly as single dwellings, further development in this area is unlikely. There are 4 Areas of Archaeological Potential within the settlement limit. Development in these area will be subject to PPS 6 and will normally require an archaeological assessment. Similarly there are 4 designated monuments (scheduled and unscheduled) close to the settlement limit and these will potentially impact on the ability of the settlement to expand.</p>
TRANSPORT	<p>Despite its rural location, Gulladuff is relatively well connected to the main transport network and also to some of the smaller towns in the district as well as others outside the district. The Mayogall Road which runs through Gulladuff is a protected route. It is an A class road which links Gulladuff to Maghera (5 mins journey time) and also to Ballymena. The Glenshane Road which is a key transport corridor is approximately 5-10 mins away. The Gulladuff Road links Gulladuff to Castledawson, which is approx. 10mins journey time away. Ulsterbus services connect Gulladuff to Magherafelt 7 times a day</p>
ECONOMIC DEVELOPMENT	<p>There is no land zoned for industry within Gulladuff. Employment opportunities within the settlement include the local shop, pub or post office, however quantity of employment generated by these would be limited. Significant local employment could be generated by the nearby FP MCCANN quarry site between Knockloughrim and Gulladuff.</p>

URBAN/RURAL CHARACTER	<p>Gulladuff is defined as a small settlement as per the MAP 2015. The northern half of the settlement is linear in nature and extends along the Mayogall Road as a continuous frontage. The southern half of the settlement is where the majority of the residential development is focused. This part of the settlement has grown up around the T-junction and is less linear in nature with more of an urban / residential character. The linear nature of the rest of the settlement has a more rural character. Frontage extending along the main road lends itself more to a built up area of the countryside rather than a settlement.</p> <p>Relatively new GAA / community facilities have been completed outside the settlement limit to the south. Visually these appear as belonging to the settlement and therefore it is suggested that the development limit may be extended to include such facilities. The grounds of the new facilities with associated car parks, buildings and palisade fencing give this area a more urban character than their location outside the settlement limit would suggest.</p>
COMMUNITY SERVICES	<p>Community services available within the settlement:</p> <ul style="list-style-type: none"> • primary school • nursery • A local hall • A pub • A shop • Post office • Play areas • Community centre. • Sports facility <p>The shop, pub and post office in Gulladuff, while existing are small in nature. Gulladuff is located equidistant between Bellaghy and Maghera. Residents may travel to these settlements to avail of further services.</p>



Lavey GAC – Outside Settlement Limit

1.0 Conclusion

1.1 Gulladuff is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Gulladuff has a population of 593 equating to 194 households.
- Gulladuff consists of a cluster of housing at the western portion of the settlement and the remainder of the settlement is spread out in a linear form along the Mayogall Road which is a protected route.
- In terms of geographical size, the settlement limit extends over a relatively large area compared to other small settlements in the same area.
- There is a good level of service provision. This includes a shop, a pub, a post office, play areas, primary school, community centre, local hall and a sports facility.
- There are no industrial sites within the settlement to provide employment.
- There are a few areas of flooding within the settlement and these may constrain expansion in certain areas. Various monuments, scheduled and unscheduled, lie outside the settlement and these also may constrain expansion in future.
- If needed, the settlement can be expanded to the north, adjacent to the existing housing development, Clarkes Square. This land is flat and can be accessed via the existing development. There are no constraints on development to the east or west of the settlement.
- The settlement is dominated, on approach from the south, by the Lavey GAC grounds and facilities which are quite urban in appearance and which sit outside the settlement limit. Consideration may be given to extending the settlement to include these grounds / facilities.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Gulladuff. Figures from the 2014 housing monitor show that there is the potential for 132 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purposes of housing is unlikely.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Gulladuff is re-classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Gulladuff should be classified as a **village** in the new settlement hierarchy.

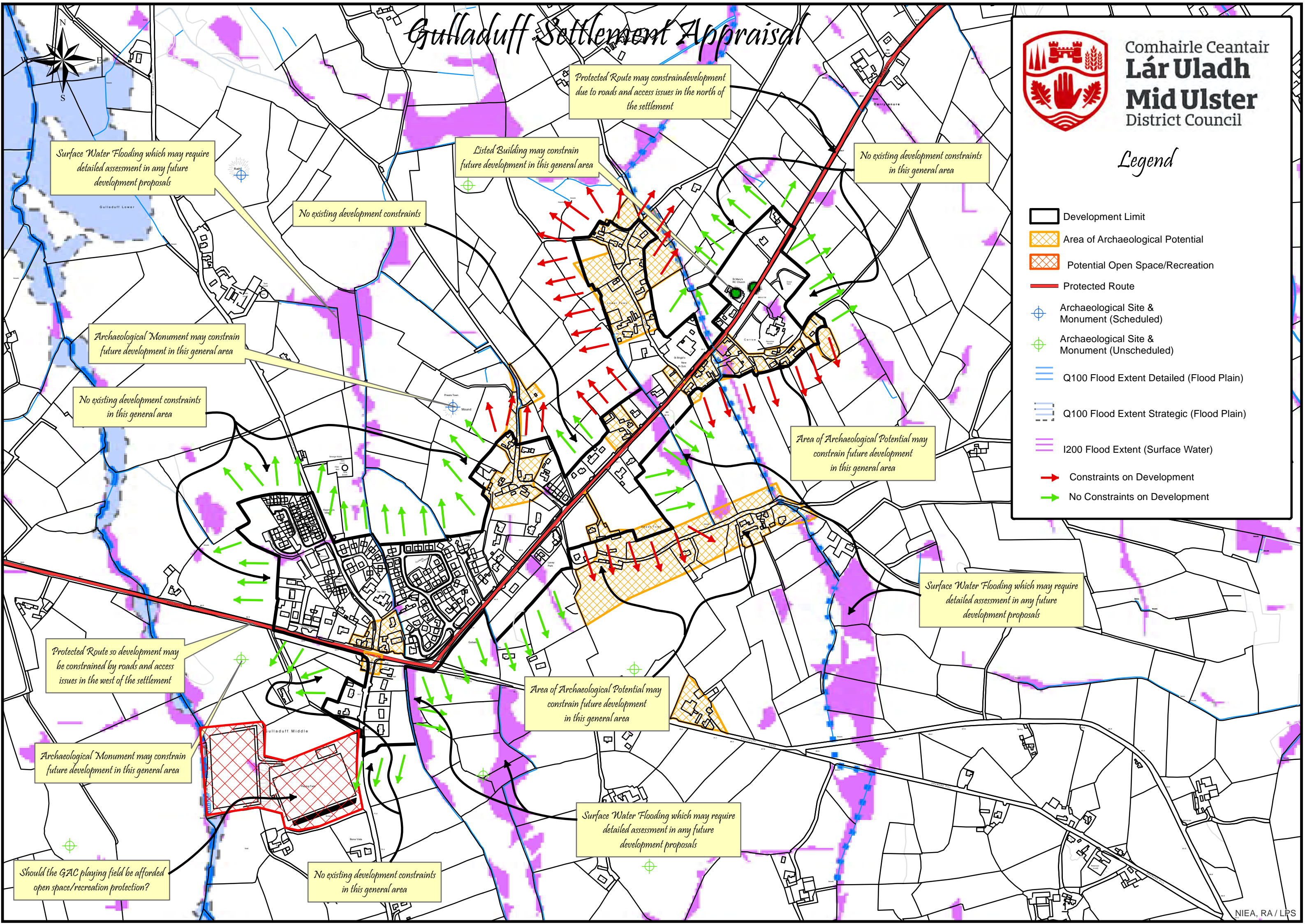
Gulladuff Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Area of Archaeological Potential
- Potential Open Space/Recreation
- Protected Route
- Archaeological Site & Monument (Scheduled)
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





SETTLEMENT APPRAISAL – KILLYMAN

Killyman is located approximately 4km south east of Dungannon immediately south of the M1 Motorway. The settlement has developed around a crossroads. In recent years it has become increasingly dominated by residential development comprising single and semi-detached housing and associated access roads. According to NISRA 2011 Census data, it has a population of 687 people and 257 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Killyman has a limited range of resources available as identified on the Assets and Infrastructure Wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is one sewage treatment plant located approximately 50 metres southwest of the settlement. Killyman has limited skills, commercial, justice and social resources but does not have any health or productive resources. Its networks include local roads, broadband, street lighting and local Ulsterbus services connecting it to the larger settlement of Dungannon. Based on the resources available, Killyman fits into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	The settlement lies on a generally flat and open part of the landscape. It is bounded to the north by the M1 Motorway, restricting potential growth in this direction. There is area of land to the west of the settlement which is susceptible to flooding. This may restrict future growth in this area. A designated Local Landscape Policy Area (LLPA) includes the former rectory (Listed Building), St Andrews Church (Listed Building) an archaeological monument and mature vegetation as its main features. This provides a visually attractive background when approaching Killyman from the south. Laghey Methodist Church, located near the crossroads, is also listed but is not within the LLPA. Development may be constrained to the south of the settlement due to the location of the LLPA designation at this location.
TRANSPORT	There is a local bus stop at Laghey Corner and a daily service to both Dungannon and Portadown. Although the settlement abuts the M1, commuters will be required to travel approximately 3 km to either Tamnamore or Stangmore roundabout before accessing the Motorway. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	There are no existing industrial uses or land zoned for industry within Killyman. Employment opportunities are more likely to be found in larger settlements nearby.
URBAN/RURAL CHARACTER	Recently constructed housing developments, for example at Tamnamore Road and at Killycavan Manor/Court, have generally been without detriment to the overall rural character of Killyman. Opportunity remains for further development, particularly to the west of the settlement. Although the older, higher density, red brick housing at Cavan and Tamnamore Road provide a more urban feel, this is somewhat softened by undeveloped lands nearby.
COMMUNITY SERVICES	Killyman offers a limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. The local community is served by Killyman Primary School, Laghey Primary School, St Patricks R.C. Church and graveyard, St Andrews C.o.I. Church and graveyard, Laghey Methodist Church, Killyman Memorial Parochial Hall and Killyman community playgroup. There is also a small sub post office located near the crossroads. The nearby town of Dungannon would provide a wider range of goods and services to meet the daily to weekly needs of residents.

1.0 Conclusion

1.1 Killyman is currently designated as a village in the DSTAP 2010.

1.2 Following re-examination of the settlement, a summary of the key findings are;

- Killyman has a population of 687 people and 257 households.
- The settlement has developed around the point where several minor rural roads meet and is primarily residential in terms of its land use; however the settlement does benefit from a range of community services including Killyman Primary School, Laghey Primary School, St Patricks R.C. Church and Graveyard, St Andrews Church.of.Ireland, a parochial hall and a community playgroup.
- There are good links to larger settlements such as Dungannon and Portadown via local road networks and public transportation facilities to obtain a wider range of goods and services to meet the daily to weekly needs of local residents.
- In terms of capacity to accommodate growth, the M1 Motorway progresses directly to the north of the settlement development limit, which will restrict growth in this direction. There is also a floodplain area to the west which may also restrict development in this direction. Lands to the south of the settlement are designated as a LLPA therefore this may act as a constraint on development in this direction.
- The most likely area to consider in terms of the settlements expansion would be upon lands to the east of the settlement; however, at present it is noted that here is a large capacity of land already contained within the settlement limit which continues to remain undeveloped.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Killyman. Figures from the 2014 housing monitor show that there is potential for 226 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purpose of housing is unlikely to be required.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Killyman retains its classification status as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Killyman should be classified as a **village** in the new settlement hierarchy.

Killyman Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Local Landscape Policy Area
- Archaeological Site & Monument (Unscheduled)
- Sewage Treatment Works
- Protected Route
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraint on Development
- No Constraints on Development

Surface water flooding may require detailed assessment in any future development proposals

Mt Protected Route - development may be constrained by roads and access issues

No existing development constraints in this area

Surface water flooding may require detailed assessment in any future development proposals

Area of flooding constraint on development

No existing development constraints in this area

Listed Building may constrain future development growth in this area

No existing development constraints in this area

LLPA may constrain future development growth in this area. To protect around the former Rectory and St Andrew's Church to help protect the mature landscape



SETTLEMENT APPRAISAL – MONEYMORE

Money more is an example of a plantation village being originally built by the Drapers Company in the 17th century. The centre of the settlement is designated as a Conservation Area as per the Cookstown Area Plan 2010. It lies at the foot of Slieve Gallion, a mountain which forms part of the Sperrins. It is equidistant from Cookstown and Magherafelt and is dissected by the main A29 road corridor. According to the 2011 census it has a population of 1897 which equates to 730 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. A WWTW is located near Springhill Forest, just outside the settlement limit. Money more benefits from a range of resources which are included in the Hierarchy of Settlements and Related Infrastructure Wheel at level 2 (Urban Centres and Small Towns). For example, in terms of Networks, there are trunk roads and link corridors. Commercially, there are supermarkets, restaurants and a mix of retail facilities (clothing, food, gifts, and beauty). It has no justice resources.</p> <p>Other level 2 resources include a recycling centre, health centre, pharmacy and a community centre.</p>
ENVIRONMENTAL CAPACITY	<p>There are a considerable number of environmental considerations and designations within the realms of the settlement which may act as a constraint on future development opportunities or settlement expansion in Money more. The Ballymully River, which is a tributary of the Ballinderry River, flows through the southern half of the settlement. Undeveloped land at Turnaface Road, adjacent to this watercourse, is designated as a flood risk on DARD Rivers Agency Flood Hazard Maps (May 2014). Other areas of designated flood risk along this watercourse have been developed as outdoor recreation and open space use. A flood alleviation scheme has been completed along the Ballymully River where it runs through the existing housing developments of Riverbrook and Springvale. Other areas of undeveloped land which are subject to flooding are:</p> <ul style="list-style-type: none"> • To the rear of no 7 Cookstown Road • Land between Hammond Street and Riverbrook • Land zoned as open space to the rear of Riverbrook housing development. <p>There is also a significant area of surface water flooding identified upon the Flood Hazard Maps although the vast majority of it is on land which has already been developed.</p> <p>There are an extensive number of listed buildings within the settlement limit (approximately 40) which reflect the quality of the built heritage and streetscape character within the settlement.</p> <p>There are three Local Landscape Policy Areas (LLPAs) within the settlement. LLPA 1 and 4 exist to protect the riparian area adjacent to the Ballymully River watercourse. LLPA 2 is to protect no 2 Station Road (listed building) and the mature vegetation in the area. LLPA 3 exists to protect the area of open space currently located along Ministers Walk. No development will normally be permitted within these areas except minor works or extensions to existing buildings – subsequently the existence of the LLPAs may act as a constraint upon growth in their respective areas.</p> <p>High Street and the surrounding area is also an Area of Archaeological Potential, given the historical importance of the settlement as a plantation village. Accordingly, any development under consideration in this area may be subject to an archaeological assessment.</p> <p>Money more is located in a valley with the Sperrin Mountains forming a significant backdrop to the NW. Upland areas to the NE also form a significant backdrop and give the settlement of sense of character. The</p>

	<p>views to the NW of the Settlement (Slieve Gallion) are designated as an Area of High Scenic Value (AoHSV) in the Magherafelt Area Plan 2015. Due to the sensitive nature of its environment, any future outward growth of the settlement may have the potential to impact upon these surroundings.</p> <p>There is still significant amounts of development land within the settlement limit. For example, land to the rear of the existing housing development known as Fairlea Heights is notably suited to housing development, some of which is already committed under I/2006/0855/F. Likewise land at the northern edge of the settlement has potential for housing development (current application I/2015/0034/O) given the fact that immediate surrounding land use is residential. This land was zoned as an area unsuitable for development due to the existing quarry activity at the time when CAP 2010 was being drafted. However, the quarry is no longer operational and similar adjacent land has since been approved and developed for housing.</p> <p>The flooding potential of Moneymore when taken in conjunction with the built heritage (listed buildings and conservation areas), the surrounding topography and the environmental designations mean that overall further development/outward growth in Moneymore may be considerably constrained.</p>
TRANSPORT	<p>The A29 road corridor progresses through Moneymore. The A29 is a link corridor and connects with two Key Transport Corridors within Northern Ireland. As well as the A29, the A31 which connects Moneymore to Magherafelt and eventually to the main Belfast to Derry Corridor is a trunk road as per the RDS. Moneymore is therefore well connected in terms of key transport routes. The main cities in Northern Ireland (Belfast and Derry) are accessible in less than 1 hour travel time. There are no rail services in Moneymore; however, bus services to the two main urban centres of Cookstown and Magherafelt leave regularly (10 times a day to Magherafelt and 14 times a day to Cookstown). An express service to Belfast leaves Magherafelt.</p>
ECONOMIC DEVELOPMENT	<p>There is no zoned industrial land within Moneymore. There is very little in terms of industry within the settlement apart from a car repair business operating within the settlement limit. Therefore, there is limited employment potential in the industrial sector within Moneymore. This is perhaps because there are major areas of industry in nearby Cookstown and to a lesser extent, Magherafelt. The majority of employment opportunities in Moneymore are via the service industry, mostly through retail.</p>
URBAN/RURAL CHARACTER	<p>Moneymore is currently classed as a village as per the CAP 2010. Moneymore is a settlement which has a great deal of character as illustrated by the exceptionally high level of listed buildings contained within the settlement and in particular, in the High Street area. The centre of the settlement is designated as a Conservation Area given the historic value of the buildings, particularly on High Street. High Street and the surrounding area is also an Area of Archaeological Potential, given the historical importance of the settlement as a plantation village. The surrounding rural area also has a great deal of landscape value. Immediately North of the settlement, land on both sides of the A29 is designated as a Site of Local Nature and Conservation Importance (SLNCI). As mentioned before, the views to the NW of the Settlement (Slieve Gallion) are designated as an Area of High Scenic Value (AoHSV). The settlement is nestled in a valley between the Sperrins to the NW and higher ground to the NE and this also adds to the character and sense of place which Moneymore enjoys.</p>
COMMUNITY SERVICES	<p>Given its proximity to two Urban Hubs of Cookstown and Magherafelt, Moneymore still benefits from a considerable amount of local services and community facilities as laid out below;</p> <ul style="list-style-type: none"> • Supermarket (with petrol station)

	<ul style="list-style-type: none"> • Convenience Store • Post Office • Pharmacy • Doctors Surgery • Bakery • 6 churches (2 Pres., 1 COI, 1 RC, 1 Gospel Hall and 1 Congregational) • Two Pubs • Four Fast Food outlets • Restaurant & Tea Rooms • Community recreation / sport centre • Two primary schools and associated nurseries • Two play parks & one area of parkland • GAA Pitch (just outside settlement limit) • Soccer Pitch • Beauty Salon • 3 x Hair Dressers • Gents Barbers
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1.0 Conclusion

1.1 Moneymore is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Moneymore has a population of 1897 and 730 households.
- The settlement has a well-established character reflected in its quality built heritage and surrounding high quality landscapes.
- The central core of the settlement is a recognised Conservation Area. The settlement also contains an Area of Townscape Character and Area of Archaeological potential. A Historic Parkland Garden and Demesne is located to the SE of the settlement. These collective designations are indicative of the settlements built heritage and character.
- Service provision within the settlement is considerable with a wide range of retail facilities, health facilities, places of worship and community facilities available. All daily needs can be met within the settlement. There are good links to larger settlements nearby via local road networks such as the A29 and public transport facilities for local residents to obtain a wider range of goods and services when required.
- There is one industrial business in operation within the settlement. The majority of economic opportunities are derived from the retail sector.
- Future development opportunities and settlement expansion may be constrained by a variety of factors including flooding and surrounding LLPA designations.
- Potential housing land is available at Ministers Walk, to the east of Fairlea Heights and at Magherafelt Road (currently under consideration via a pending planning application).
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Moneymore. Figures from the 2014 housing monitor show that there is the potential for 348 residential units to be completed within the settlement limit. Therefore an expansion to the existing development limit for the purpose of housing is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Moneymore continues to be classified as a **Village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Moneymore should be classified as a **Village** in the new settlement hierarchy.

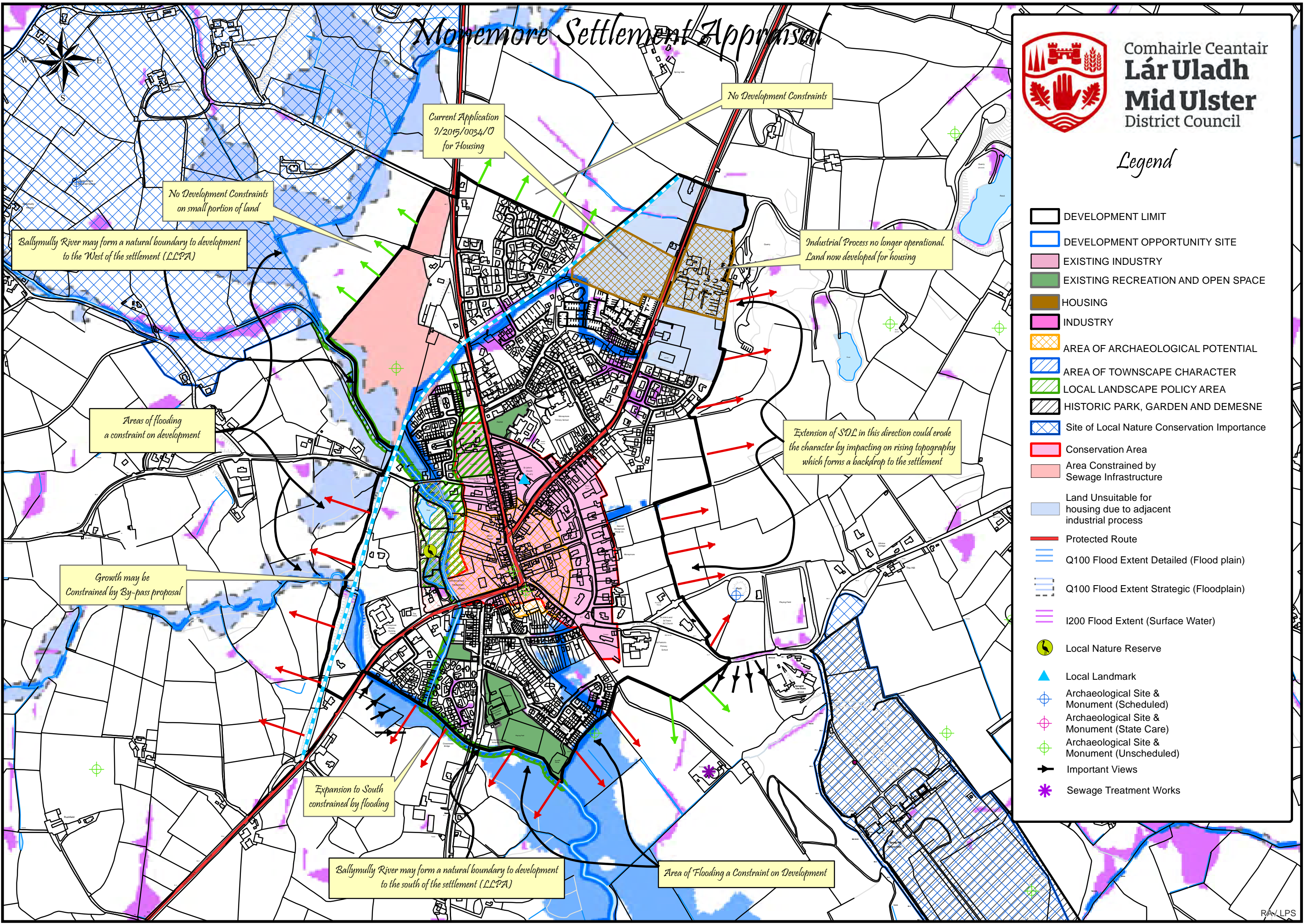
Monemore Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- DEVELOPMENT LIMIT
- DEVELOPMENT OPPORTUNITY SITE
- EXISTING INDUSTRY
- EXISTING RECREATION AND OPEN SPACE
- HOUSING
- INDUSTRY
- AREA OF ARCHAEOLOGICAL POTENTIAL
- AREA OF TOWNSCAPE CHARACTER
- LOCAL LANDSCAPE POLICY AREA
- HISTORIC PARK, GARDEN AND DEMESNE
- Site of Local Nature Conservation Importance
- Conservation Area
- Area Constrained by Sewage Infrastructure
- Land Unsuitable for housing due to adjacent industrial process
- Protected Route
- Q100 Flood Extent Detailed (Flood plain)
- Q100 Flood Extent Strategic (Floodplain)
- I200 Flood Extent (Surface Water)
- Local Nature Reserve
- Local Landmark
- Archaeological Site & Monument (Scheduled)
- Archaeological Site & Monument (State Care)
- Archaeological Site & Monument (Unscheduled)
- Important Views
- Sewage Treatment Works



Money more



0 100 200 400 Metres

Land and Property Services, Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – MOORTOWN

Moortown is located on the Western shores of Lough Neagh and is approximately 14km East of Cookstown. It is defined into two separate nodes. The primary node has developed in linear form along the Ardboe Road and the Battery Road. The secondary node has developed at the Battery Harbour. According to NISRA 2011 Census data, Moortown has a population of 521 people and 172 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Moortown has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a sewage treatment works located just outside the settlement limit to the East of Moortown Primary School. There are no non-domestic turbines or Anaerobic Digesters operating within the settlement. The settlement does not have any health or Justice resources. It does however have commercial, social and productive elements. Its networks include local roads, a local bus service, broadband and street lighting. Based on the resources available, Moortown fits neatly into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	Up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) show that Lough Neagh to the east of the settlement not only is a physical constraint but is also susceptible to flooding and may constrain development to the west and north of the settlement. There are also a few small areas of surface water flooding located within / close proximity to the settlement which may require detailed assessment in any future development proposals. Important views of the Lough, which make a significant contribution to the amenity of the area should be protected. There are no features of industrial or archaeological heritage or any Listed Buildings within the settlement.
TRANSPORT	There are 2 local roads within the settlement. The Battery Road connects Moortown to Coagh and Cookstown and the Ardboe Road provides a connection to Ardboe. There is no bus depot or sub depot but there are local Ulsterbus services connecting Moortown to Cookstown and Magherafelt. There are no designated cycle routes, pedestrian crossings or traffic lights within the settlement.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business. There is a fish processing plant close to the Battery Harbour. Ardboe Business Park is located approx. 5km away.
URBAN/RURAL CHARACTER	Moortown is currently designated as a village in the CAP 2010 and it is relatively rural in character given its tendency towards singular dwellings and the level of agricultural lands in and around the settlement. It is approximately 14km away from Cookstown. Its topography is very flat and there is little in terms of mature vegetation within the settlement. It is predominantly characterised by single dwellings, farms and housing developments. There is no land zoned for housing however since the publication of the CAP 2010 one new housing development has been completed close to the junction of the Ardboe and Battery Roads. Both approaches into the settlement along the Battery Road and Ardboe Road are dominated by agricultural fields and single dwellings. There are three areas of existing recreation/open space within the settlement. The secondary node at the Battery is dominated by the harbour and a public house. There is also a children's play park in this area.
COMMUNITY SERVICES	Moortown offers a fairly limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. There are 2 shops, 1 filling station, 2 bars, 2 hot food takeaways, a Primary School, a nursery and 1 Church. A new GAA sport facility is being

	constructed just outside the settlement limit. Nearby larger settlements such as Cookstown may provide a wider range of goods and services to meet the daily to weekly needs of the local populous.
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1.0 Conclusion

1.1 Moortown is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

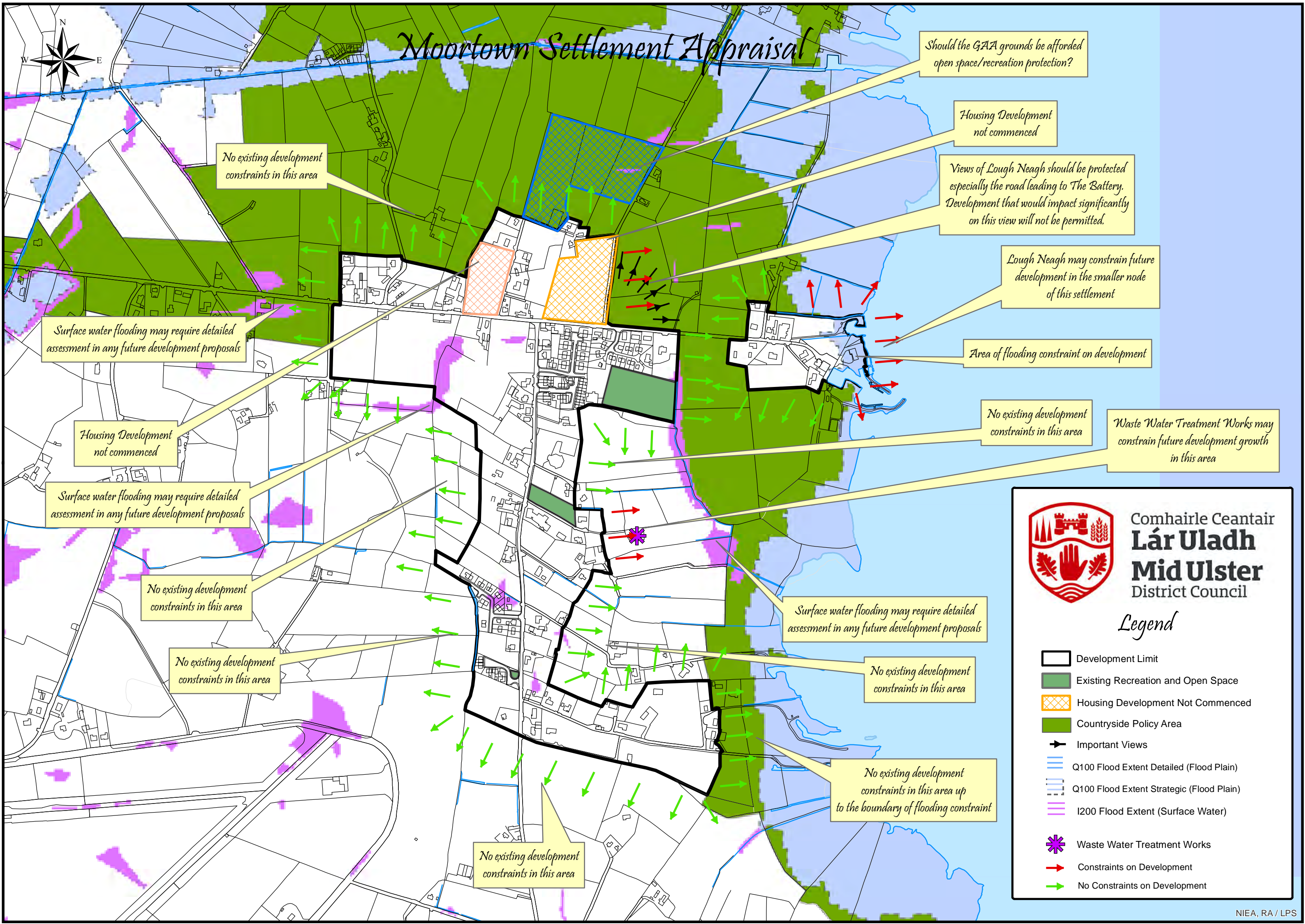
- Moortown has a population of 521 and 172 households.
- The settlement has developed in two separate nodes. The primary node has developed in linear form along the Ardboe Road and Battery Road. The secondary node has developed in a clustered formation at Battery Harbour.
- The topography of the area is very flat with little mature vegetation. It is relatively rural in nature given that it is predominantly characterised by single dwellings interspersed with agricultural lands.
- There is no land zoned for housing however since the publication of the CAP 2010 one new housing development has been completed close to the junction of the Ardboe and Battery Roads.
- Service provision within the settlement is fairly limited. It includes, 2 shops, Filling Station, 2 Bars, Hot Food Takeaways, Primary School, Nursery, Church and a new GAA Sport Facility which is currently being constructed just outside the settlement limit.
- There are good links to larger settlements such as Cookstown via local road networks and public transport facilities to obtain a wider range of goods and services on a daily to weekly basis.
- In terms of capacity to accommodate growth there are small areas of surface water flooding to the east and west of the settlement which may require detailed assessment when considering any future development proposals in these immediate areas. Views of Lough Neagh which make a significant contribution to the amenity of the area should be protected. An important viewpoint of the Lough is identified along the road leading to The Battery where there are significant tourism opportunities. Development that would impact significantly on this view will not normally be permitted.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Moortown. Figures from the 2014 housing monitor show that there is the potential for 125 residential units to be completed within the settlement limit. Therefore an extension to the existing development limit for the purpose of housing is unlikely to be required.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Moortown continues to be classified as a **Village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby

members and council officials in attendance agreed that Moortown should be classified as a **Village** in the new settlement hierarchy.

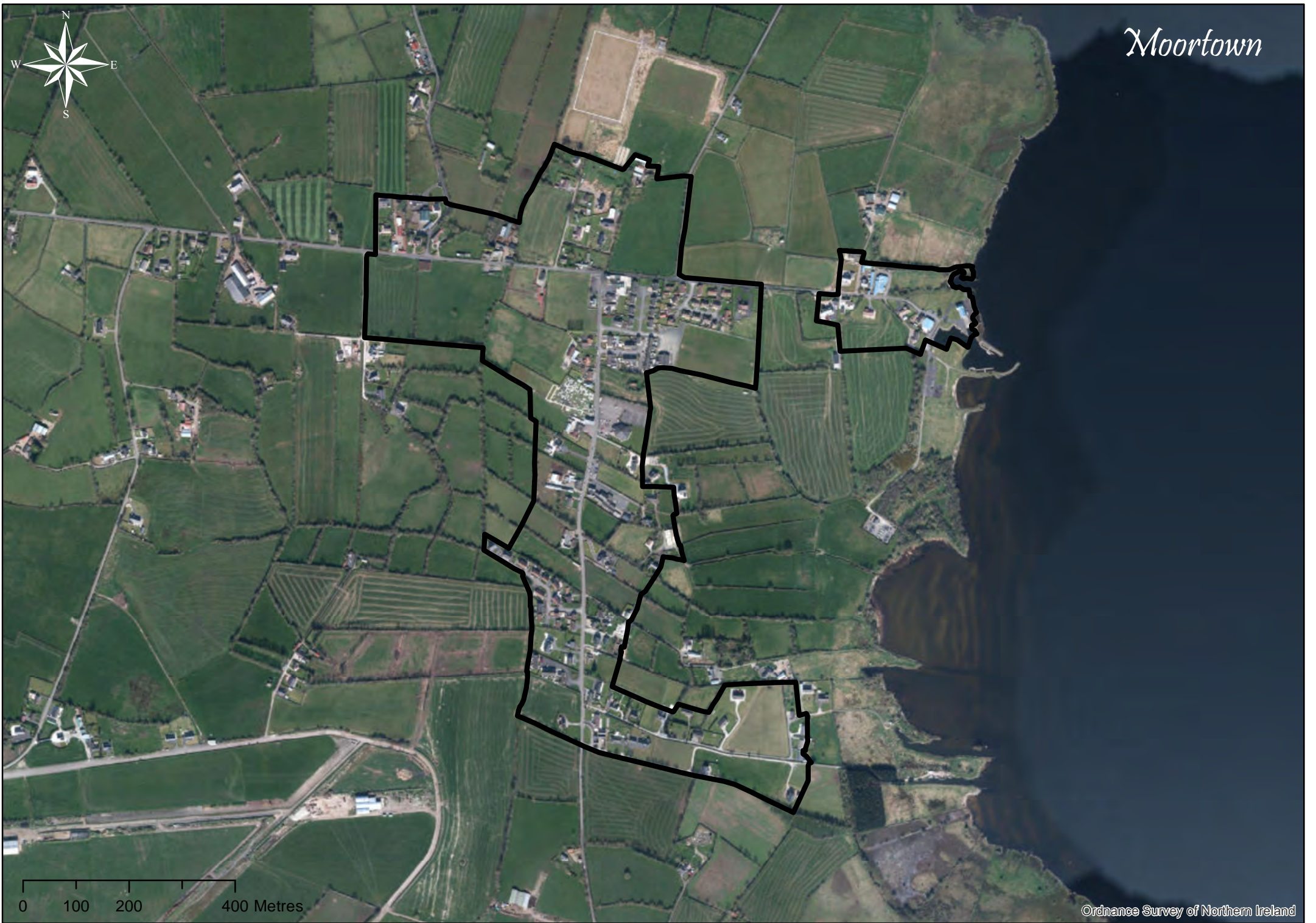
Moortown Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Housing Development Not Commenced
- Countryside Policy Area
- Important Views
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Waste Water Treatment Works
- Constraints on Development
- No Constraints on Development



Moortown

0 100 200 400 Metres

© Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – MOY

Moy is located approximately 8km SE of Dungannon on the main A29 Dungannon to Armagh Road, which is a Protected Route. The River Blackwater progresses along the south east of the settlement and forms part of the boundary between Mid Ulster District and Armagh, Banbridge and Craigavon District Councils. According to NISRA 2011 Census data, Moy has a population of 1603 and 591 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Moy has a very wide range of resources available as identified on the Assets and Infrastructure Wheel (Appendix 1). In terms of environmental resources, all households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. A WWTW is available and is located to the south east of the settlement. Moy also has a range of Skills, Health, Social, Justice, Commercial and Productive resources. Its networks include the A29 a Protected Route which progresses through the centre of the settlement, and 3 local Roads, Killyman St, Benburb Rd and Gorestown Rd. Broadband connection and street lighting are also available. Based on the resources available, Moy fits neatly into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	The River Blackwater flows along the south eastern boundary of the settlement. According to Flood Hazard Data from DARD Rivers Agency (May 2014) this River gives rise to flooding along its Southern, South Eastern and Eastern banks. More specifically, flooding is evident in an area of land to the south of the settlement adjacent to the Benburb Road, close to and including an existing area of recreation and open space. Land to the eastern edge of settlement immediately NE of Charlemont Street and on land south of the WWTW is also susceptible to flooding. This may restrict any future expansion of the settlement in these particular areas. The River is also privy to a corresponding LLPA designation which may further constrain development. There are no features of industrial heritage but there are 2 unscheduled archaeological monuments and 1 state care archaeological monument within the settlement. A second area at Currans Brea has been identified for recreation and open space. These zonings will normally prevent development in these areas. A section of the settlement, around the historic Diamond, has been designated as a Conservation Area and a small area to the NW of the Conservation Area has been designated as an Area of Townscape Character.
TRANSPORT	The A29 protected route progresses right through the centre of Moy. In addition to this, 3 Local Roads are also located within the realms of the settlement. The A29 Protected Route connects Moy with both Dungannon and Armagh City. The Killyman Road links Moy to Tamnamore (Park and Ride) and the M1. The Benburb Road connects Moy to Benburb and the Gorestown Road is a minor rural Road. Subsequently, Moy is well connected to many larger settlements via these linkages. There is no bus depot or sub depot in Moy but there are local Ulsterbus services connecting Moy to Portadown, Dungannon and Armagh. There are no designated cycle routes or pedestrian crossings in the village. There are however traffic lights at the Benburb Rd/A29 junction.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business. There are no workshops or Business Units in the settlement but there is Laboratory "Anser" which tests for TB in cattle.
URBAN/RURAL CHARACTER	Moy is currently designated as a village in the DSTAP 2010. It is geographically close to both Dungannon and Armagh. Its topography is generally flat but undulates the further you move away from the centre of

	<p>the settlement. Moy is predominantly characterised by commercial and residential units. Its core has exceptional architectural character hence its designation as a Conservation Area and an ATC. The eastern approach into the settlement from Armagh is defined by the bridge crossing the River Blackwater, some mature vegetation along the banks of the River and the Quays housing development. The north western approach from Dungannon is characterised by single dwellings. The northern approach along the Killyman Road is defined by single dwellings, traditional terraced dwellings and agricultural buildings. The southern approach along the Benburb Road is defined by single dwellings, residential developments and Moy GAA grounds (identified recreation/open space). There are 61 Listed Buildings in Moy which further illustrates the quality of its built form and streetscape character.</p>
COMMUNITY SERVICES	<p>Moy offers a very wide range of services to benefit the daily and possibly the weekly needs of the local community and smaller surrounding settlements. There is 1 Nursery, 2 Primary Schools, 2 Pharmacies, 1 Nursing Home, 1 Dentist, 1 Orthodontist, a Day Centre for the visually impaired, 4 Church Halls, a GAA Club, 1 Play Area, 1 Recycling Depot, 3 Furniture Shops, 1 Optician, 1 Credit Union, 1 Polish Supermarket, 1 Hardware Shop, 1 Gift Shop, 1 Insurance Paper, 2 Supermarkets, 2 Butchers, 2 Filling Stations, 4 Clothes Shops, 1 Gardening Shop, 1 Antique Shop, 2 Cafes, 5 Pubs, 1 Hotel/Restaurant, 2 Car Washes, 1 B&B, 6 Takeaways, 1 Bookies, 7 Hairdressers 3 Beauticians, 1 Car Sales, 1 Off Licence, 1 Mechanics, 1 Dog Groomer, 1 Lighting Shop and 1 Office Supply Shop. The nearby settlements of Dungannon and Armagh City would also provide a wider range of goods and services to meet the daily/weekly needs of local residents.</p>

1.0 Conclusion

1.1 Moy is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Moy has a population of 1603 and living in 591 households.
- The settlement has developed along the A29 Armagh to Dungannon road corridor with the core of the settlement located in and around the planned streetscape known as The Diamond. The village has considerable character with the bulk of the streetscape to the east designated as a Conservation Area and built form to the west of this also designated as an Area of Townscape Character.
- The gradient of the settlement appears to suggest the main core of the settlement occupies a slight incline or ridge position. Surrounding lands undulate in gradient and fall downward towards the River Blackwater to the east.
- Service provision within the settlement is well provided for in terms of everyday needs and facilities. There are good links to larger settlements such as Dungannon and Armagh via road networks and public transport facilities to obtain a wider range of goods and services.
- In terms of capacity to accommodate growth, development constraints include areas susceptible to flooding within a floodplain area on lands to the east of the settlement in and around the River Blackwater which may restrict development potential in this direction. Other constraints include a corresponding LLPA designation which progresses along the river corridor which may further constrict development.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Moy and accordingly, the settlement limit is unlikely to be extended for the purpose of housing. Figures from the 2014 housing monitor show that there is the potential for 229 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Moy retains its classification status as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Moy should be classified as a **village** in the new settlement hierarchy.

Moy Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Conservation Area
- Existing Recreation and Open Space
- Housing under constructon
- Area of Townscape Character
- Local Landscape Policy Area
- Protected Route
- Q100 Flood Extent Detailed
- Q100 Flood Extent Strategic
- I200 Flood Extent (Surface Water)
- Waste Water Treatment Works
- Archaeological Site and Monument (Unscheduled)
- Archaeological Site and Monument (State Care)
- Constraints on Development
- No Constraints on Development

No existing development constraints in this Northern portion of the settlement. Surface water flooding may require a detailed assessment in any future development proposals

No development constraints

Unscheduled Archaeological Monument may be preventing development in this area

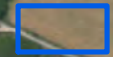
Would we wish to protect the extension to the GAA grounds?

No development constraints

Flooding, LLPA designation, the River Blackwater and the District boundary with ABC prevents any expansion to the South, SE and East of the Settlement



Moy



Mid Ulster Council Boundary

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – NEWMILLS

Newmills is located approximately 8km NE of Dungannon. The settlement extends in a relatively dispersed form along Newmills Road, Roughan Road, Brackaville Road, Farlough Road and Annaginny Road although there are housing developments in the centre, to the north and east. According to the 2011 census, Newmills has a population of 556 and 223 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Newmills has a fairly limited range of resources available as identified on the Assets and Infrastructure Wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. A WWTW is located along Farlough Road, beside a disused aqua duct located just outside the settlement limit to the southeast. There are currently no non-domestic turbines or Anaerobic Digesters operating within the settlement. Newmills does have limited skills, social, commercial and productive resources but it does not have any health or justice resources. Its networks include local roads, broadband, street lighting, local Ulsterbus services and a part of the National Cycle Network. Based on the resources available, Newmills fits most appropriately into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	The Torrent River, which has a corresponding SLNCI designation, progresses through Newmills. Flood Hazard Maps from DARD Rivers Agency (May 2014) highlight areas susceptible to flooding along the Torrent River area, in middle of settlement. This may have implications for future growth on land along its banks within the village. There are also 2 Local Landscape Policy Areas (LLPA's) in and adjacent to the settlement limit. LLPA 1 recognises the Torrent River valley and is designated to help protect its visual amenity, nature conservation interest and public access/recreation potential. LLPA 2 is designated upon land north of Quintinmanus Road immediately adjacent to the southern boundary of Newmills development limit. It is designated to help protect the visual amenity afforded by the topography and buffer of woodland along this edge of the settlement. Development may be constrained in these respective areas. There is an Area of Archaeological Potential in the centre of Newmills, extending towards Quintinmanus Road which contains one Unscheduled Archaeological Site & Monument (TYR 046:025). There are two areas identified for recreation and open space – One is comprised of a grass playing field and ancillary pavilion, children's play park and nursery school. The other comprises the Primary School grounds.
TRANSPORT	<p>There are no major roads passing through Newmills however there are a number of minor roads leading in and out of the settlement connecting Newmills to Tullyhogue, Stewartstown, Coalisland, Edendork and the main A29 Link Corridor between Cookstown and Dungannon which is only 2km away. There is no bus depot or sub depot but there are local Ulsterbus services connecting Newmills to Dungannon and smaller surrounding settlements. The following Ulsterbus services stop in Newmills:</p> <p>80A Dungannon - Newmills - Coalisland 80B Dungannon - Newmills - Coalisland 80H Dungannon - Newmills - Coalisland</p> <p>There is a designated cycle route in Newmills, the National Cycle Network (NCN) which runs through the northern portion of the settlement along part of both the Newmills Road and Roughan Road. There are no designated Cycle Lanes, rather the road infrastructure is privy to the network. There are no traffic lights or pedestrian crossings within the settlement.</p>

	The closest available Park and Ride is located approx. 9km away at the Tamnamore Roundabout.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business. Business's within the settlement include Wrights Tyre Garage and the Mace shop.
URBAN/RURAL CHARACTER	<p>Newmills derived from a corn mill and kilns that formerly stood in the area and extends in a relatively dispersed form along Newmills Road, Roughan Road, Brackaville Road, Farlough Road and Annaginny Road. There are housing developments to the centre, north and east of the settlement. Much of Newmills's character is derived from the Torrent River which dissects the settlement through its centre. It flows into Newmills from the east, progressing outward alongside the Farlough Road. Newmills Bridge, which passes over the Torrent River, is located in the centre of the settlement, as is a war memorial to the west of the Bridge. This provides a central focus to the settlement whereby all the local roads into and outwards from the settlement converge.</p> <p>Most of the resources within Newmills are located in and around the centre of the settlement, for example, Mace shop, Primary School, Churches, Community Halls. A few other resources are located slightly further out of the centre for example Wrights Car Garage and Newmills Nursery with adjacent Playing Pitch, Pavilion and Childrens Play Park, however given small scale nature of the settlement all are within easy walking distance. Newmills is further defined by the number of Churches and halls within it. The Holy Trinity Church of Ireland is located just south of Newmills Bridge and is a Listed Building, which offers an additional architectural quality to the area alongside Ducats Canal (which is also Listed). A small pedestrian bridge of relative visual significance has been recently constructed over the Torrent River providing a pedestrian link from one side of the village to the other.</p>
COMMUNITY SERVICES	Newmills benefits from a range of resources which are included in the Hierarchy of Settlements and Related Infrastructure Wheel at level 1 (Villages). For example: One primary school, One play group, Two Churches (Church of Ireland and Presbyterian), a shop (Mace), tyre garage (Wright's Tyre Garage), Church Halls and Orange Hall and children's play park. There is also a sports facility in Newmills comprising a grass playing pitch with ancillary pavilion.

1.0 Conclusion:

1.1 Newmills is currently designated as a village in the DSTAP 2010.

1.2 Following re-examination of the settlement a summary of the key findings are:

- Newmills has a population of 556 which equates to 223 households.
- The settlement has developed in a relatively dispersed form along the Newmills, Roughan, Brackaville, Farlough and Annaginny Roads with housing developments located in the centre, north and east of the settlement.
- Service provision within the settlement is limited to a Primary School, play group, Churches and associated halls, local shop, tyre garage, children's play park and grass playing pitch with ancillary pavilion. There are good links to larger settlements such as Dungannon and Coalisand via road networks and public transportation facilities to obtain a wider range of goods and services.
- In terms of capacity to accommodate growth, development constraints include the Torrent River which dissects the settlement and is susceptible to flooding. The river corridor is also privy to a SLNCI designation and LLPA designation. Subsequently, lands in and around the river may be restricted in terms of their development potential. There is a secondary LLPA designation upon land north of Quintinmanus Road adjacent the southern boundary of Newmills, designated to help protect the visual amenity afforded by the topography and buffer of woodland along this edge of the village. Again, development and settlement expansion may be constricted in this area.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Newmills and accordingly, the settlement limit is unlikely to be extended for the purpose of housing. Figures from the 2014 housing monitor show that there is the potential for 69 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Newmills retains its classification status as a **Village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Newmills should be classified as a **village** in the new settlement hierarchy.

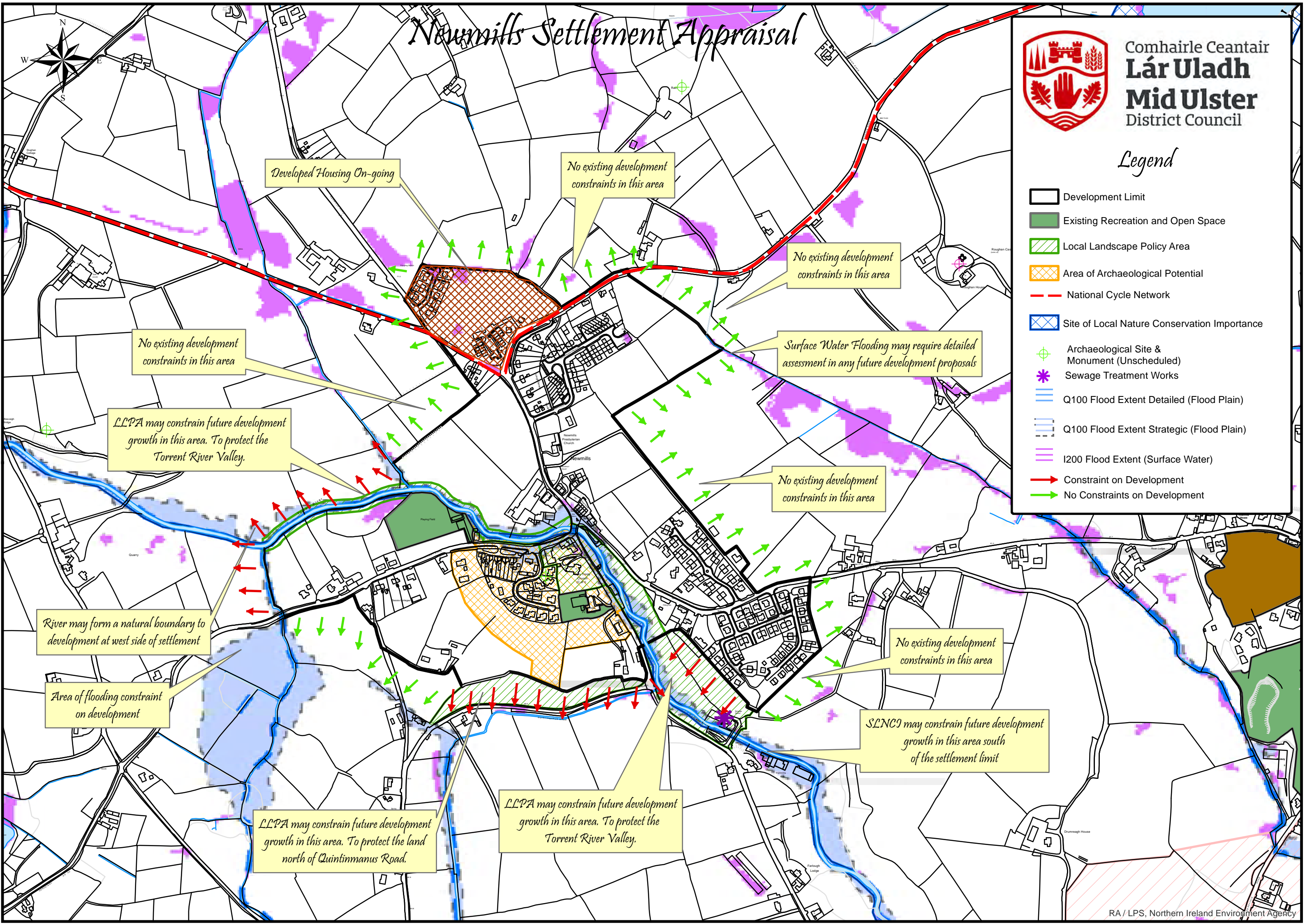
Newmills Settlement Appraisal

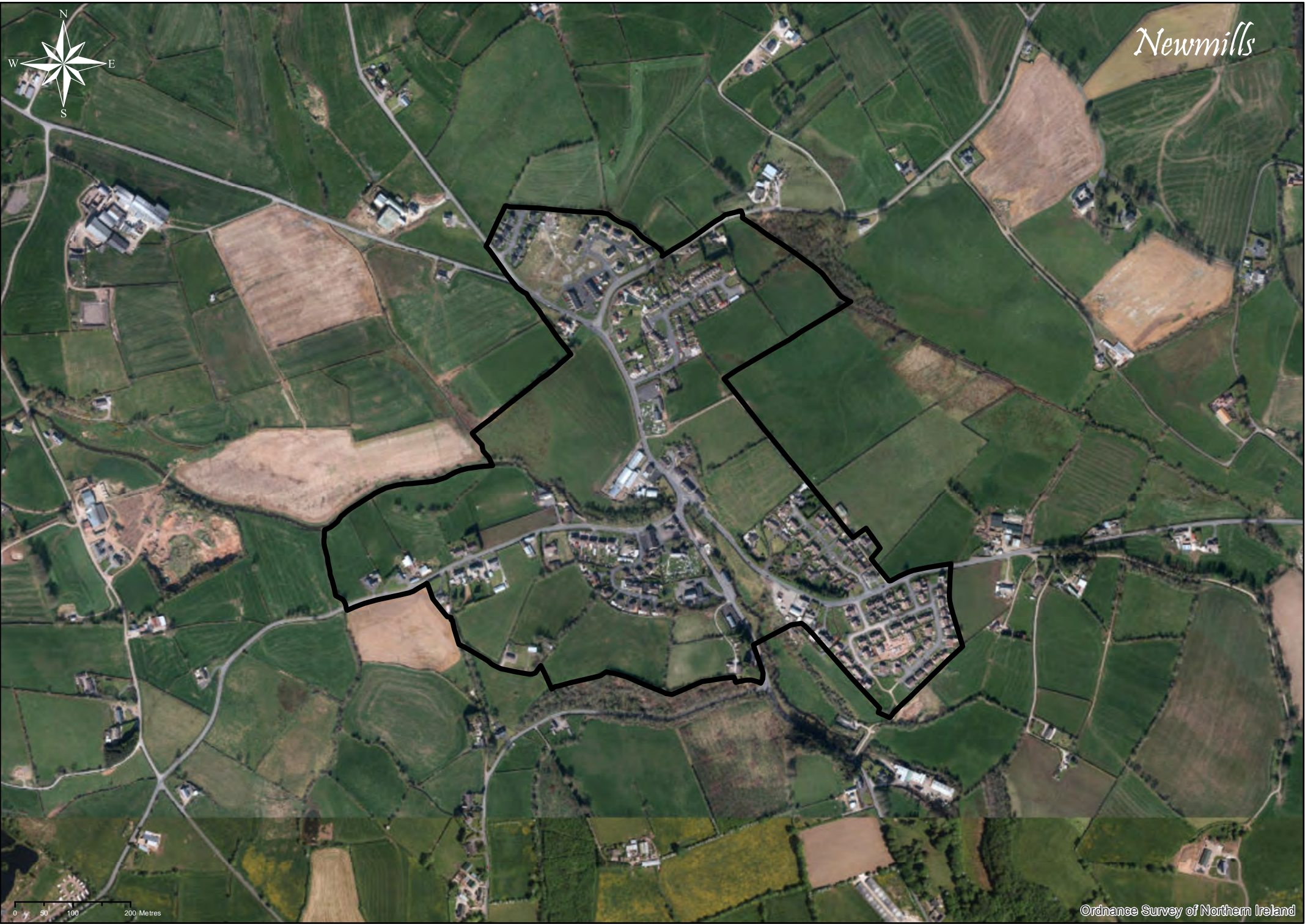


Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Local Landscape Policy Area
- Area of Archaeological Potential
- National Cycle Network
- Site of Local Nature Conservation Importance
- Archaeological Site & Monument (Unscheduled)
- Sewage Treatment Works
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraint on Development
- No Constraints on Development





Newmills

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – ORRITOR

Orritor is located approximately 3km west of Cookstown. The settlement is clustered around a cross roads where there is a post office and a pub and then extends in a linear form along the Orritor Road. According to the 2011 census, the settlement has a population of 147 which equates to 54 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. Orritor has the basic level of resources which are laid out at level 1 (villages) of the Settlement Hierarchy and Related Infrastructure wheel (Appendix 1). For instance, there is a pub, post office, shop, nursery school and a primary school. There are also certain resources which are found in the settlement which belong to level 2 (smaller towns) of the wheel such as restaurants and recycling centre. However, these two things alone are insufficient to suggest that Orritor should be classified as a small town.
ENVIRONMENTAL CAPACITY	There are no areas of potential flood risk identified on the DARD Rivers Agency Flood Hazard Map or the Strategic Flood Map (May 2014). There is an area of surface water flooding identified at the eastern boundary of the settlement, close to and including the rock quarry. This flooding along with the rock quarry may limit the potential expansion of the settlement in this direction. The settlement is located on relatively high ground and has commanding views over the surrounding countryside, particularly to the south towards Kildress and Cookstown. An "Important view" designation exists from ground opposite the primary school and as such this may act as a constraint upon the expansion of the settlement in this direction. The aforementioned rock quarry may also act as a constraint upon the expansion of the settlement to the west. There is considerable amount of undeveloped land within the realms of the settlement. Some of this land has relevant planning history while some does not. Land immediately east of the Braeside complex for example, is the subject of a current application to renew a lapsed application for 17 houses. Land opposite Orritor House has an approval for 20 units which has lapsed. Land at Drumearn Road has approval for 35 units which has also lapsed.
TRANSPORT	Orritor is located 3km from Cookstown and is connected to the Settlement by a B class road. Travel time to Cookstown is approximately 3-4 minutes. A bus service which operates once a day, on school days only, connects Orritor to Cookstown. Apart from its easy access to Cookstown, Orritor is not easily accessible to any other major urban centre whether by way of public transport or by road network. The National Cycle Network passes through the edge of the settlement limit by way of the local rad infrastructure. No cycle lanes, traffic lights or pedestrian crossings are located within the settlement.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Orritor, however a significant amount of industrial employment is provided in nearby Cookstown. Local employment within Orritor is likely to be provided by the local pub / restaurant, shop or the nearby quarry and fish hatchery just to the NE of the settlement limit.
URBAN/RURAL CHARACTER	Orritor is currently classed as a village in the CAP 2010. Despite having some resources which would suggest it should be classified as a village, these resources are primarily centred around just two buildings at either end of the settlement limit i.e. the school site and the Braeside pub/shop/post office. Apart from these two sites, the rest of the settlement is predominantly rural in character. A new housing development has recently been constructed beside the Primary School. This development

	<p>integrates well with the settlements surroundings. It has been constructed in the part of the settlement which is more linear in nature and not as clustered as the main centre of the settlement at the crossroads. Similar, relatively smaller pieces of development land are available closer to the centre of the settlement but these are mostly “backland” sites, which if developed would possibly contribute to a more “built up” appearance and erode the rural character of the settlement.</p>
COMMUNITY SERVICES	<p>Orritor offers limited community services, which can in part be attributed to its proximity to Cookstown, where provision of services is readily available.</p> <p>Services available within Orritor are;</p> <ul style="list-style-type: none"> • Church • Pub / Restaurant • Post Office / Shop • Primary School • Nursery.

1.0 Conclusion

1.1 Orritor is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Orritor has a population of 147 and 54 households.
- The settlement has developed along the main road and is mostly characterised by singular dwellings and small groups of housing. It is quite rural in character with expanses of agricultural fields within the settlement separating areas of built form.
- It is located in what could be described as an upland area although land within the settlement limit is relatively flat.
- There is a quarry area to the north east of the settlement which may limit expansion in this direction.
- There is a recently completed housing development (Churchside Manor) located between the primary school and a local church.
- Service provision within the settlement is relatively limited. The Braeside complex provides a range of services including a shop, post office and pub and there is also a local primary school.
- There are good links to larger settlements via local road networks and public transport facilities to obtain a wider range of goods and services to meet the daily to weekly needs of the local populous. The settlement is within a close proximity to Cookstown.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Orritor. Figures from the 2014 housing monitor show that there is the potential for 105 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purpose of housing is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Orritor continues to be classified as a **Village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance stipulated that Orritor could fall into the classification category of either a small settlement or village. Following a structured settlement appraisal analysis of Orritor by the Mid Ulster Development Plan team, it is subsequently agreed that Orritor should retain its classification as a **Village** in the new settlement hierarchy.

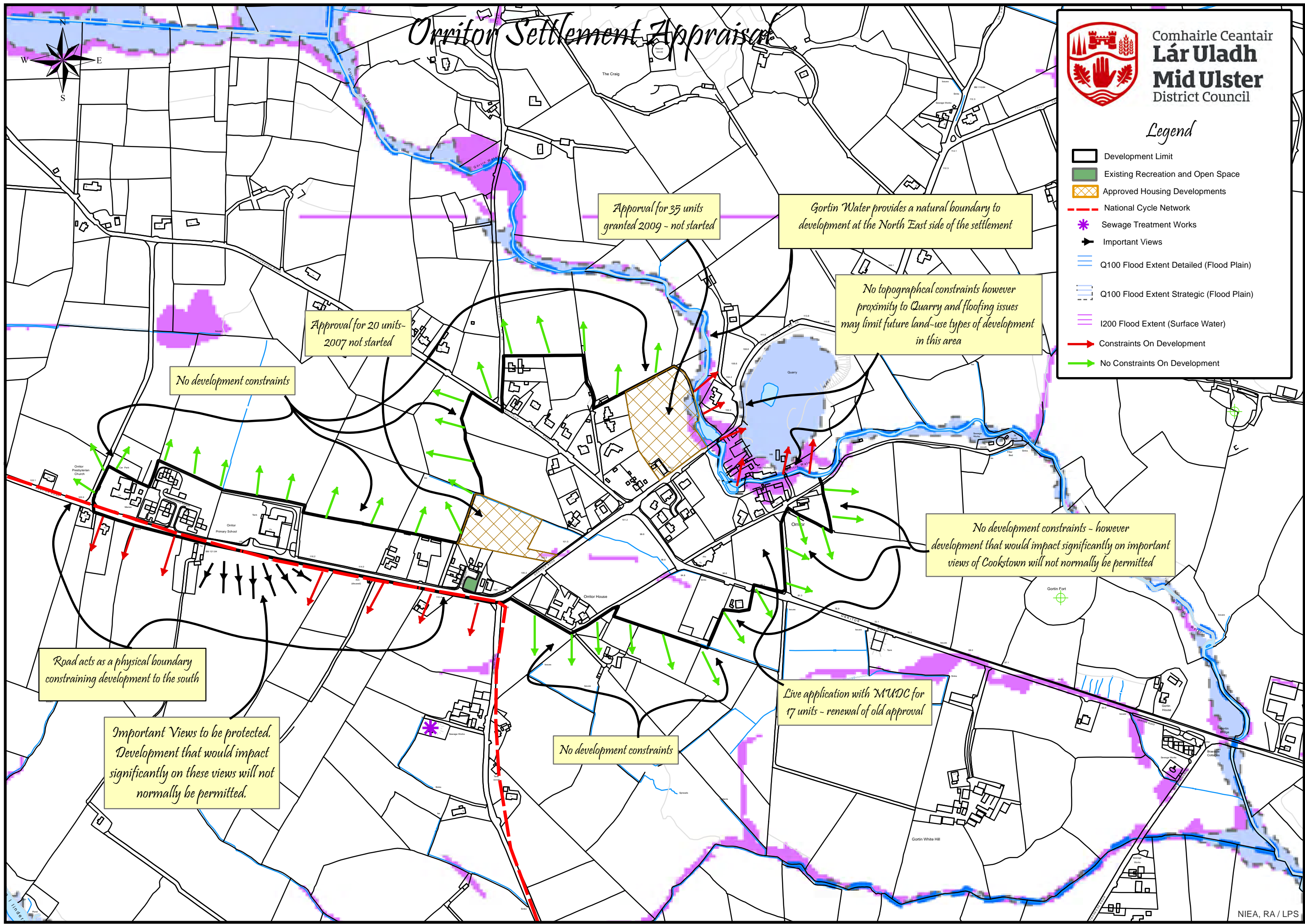
Orritor Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Approved Housing Developments
- National Cycle Network
- Sewage Treatment Works
- Important Views
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints On Development
- No Constraints On Development



Approval for 35 units
granted 2009 - not started

Gortin Water provides a natural boundary to
development at the North East side of the settlement

No topographical constraints however
proximity to Quarry and flooding issues
may limit future land-use types of development
in this area

Approval for 20 units-
2007 not started

No development constraints

No development constraints - however
development that would impact significantly on important
views of Cookstown will not normally be permitted

Road acts as a physical boundary
constraining development to the south

Important Views to be protected.
Development that would impact
significantly on these views will not
normally be permitted.

No development constraints

Live application with MUDC for
17 units - renewal of old approval



Orritor

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – POMEROY

Pomeroy is located approximately 12km SW of Cookstown. The settlement is located on a prominent ridge and focuses around a square known as The Diamond and along Main Street. The Church of Ireland is located in the centre of this square. The settlement consists of a mix of housing, shops and community facilities. According to NISRA 2011 Census data, Pomeroy has a population of 789 people and 306 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Pomeroy has a fairly wide range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is an existing WWTW located south (outside) of the existing development limit. There are recycling bins located (clothing / glass) at St Marys Primary School, Fair Green. The settlement also has a range of Social, Commercial and Productive resources. Its networks include local roads, broadband, street lighting and local bus services connecting it to Cookstown and smaller rural settlements. Based on the resources available, Pomeroy fits neatly into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	Recent Surface Water Flood Hazards Maps identify an area immediately to the rear of the Presbyterian Hall on Edendoit Road as being susceptible to surface water flooding (0.5% AEP). Pomeroy has a designated ATC and 4 designated LLPA's, 3 of which are located within the existing development limit and one immediately adjacent to it. LLPA 1- Cavankeeran Road, Mature treescape in the grounds of St. Marys Church. LLPA 2- Lucy St, old church ruins and graveyard. LLPA 3- The Railway Line and LLPA 4- Tandragee Road- mature tree surroundings f a dwelling of local character. St Marys RC Church is B+ Listed (HB09/02/003). The Church of Ireland in the square is a local landmark and is Grade B1 Listed (HB09/02/0001). The Old Courthouse, 62 Main St is Grade B2 Listed (HB09/02/015).
TRANSPORT	On Street car parking is available on Main Street and around the Diamond. There is a local bus stop in the Square. Local bus services are available including to Donaghmore, Dungannon, Cookstown, Carrickmore and Omagh. There are no traffic lights, pedestrian crossing or cycle paths located in the settlement.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Pomeroy. The Rowan Tree Business Centre is located on the Tandragee Road outside the existing development limit and offers small scale industrial units.
URBAN/RURAL CHARACTER	Pomeroy has a village character, with a mix of retail facilities and housing along both sides of the Main Street and around the Diamond. The Diamond represents the focal point of the village and is therefore the village centre.
COMMUNITY SERVICES	Pomeroy has a range of community facilities to meet the daily needs of local residents. These include two primary schools, two Churches, and a petrol filling station. There is a mix of retail facilities including shops, a butcher, chip shop, pharmacy, a bookmakers, a vets, beauticians, pubs and a restaurant. There is a weekly evening cattle / livestock mart located on Fair Green Road. There is a GAA pitch located within the development limit and an equipped children's play area located at Parkview. The Police Station is closed. The nearby towns of Dungannon and Cookstown would provide additional services to meet the weekly needs of residents.

1.0 Conclusion

1.1 Pomeroy is currently designated as a village in the DSTAP 2010.

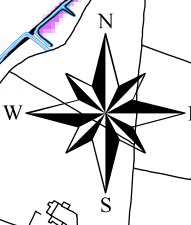
1.2 Following re – examination of the settlement, a summary of the key findings are;

- Pomeroy has a population of 789 equating to 306 households.
- Pomeroy has a relatively compact built form which is located around a square, known as the Diamond and along either side of Main Street. There is a Church in the centre of the square. The Diamond is identifiable as the centre of the village and the centre area is designated as an ATC. Pomeroy is located on a prominent hill-top location.
- Service provision is adequate to meet the daily needs of residents and those living in the surrounding rural hinterland. Services within the settlement would also meet weekly needs however the nearby towns of Cookstown, Omagh or Dungannon would also provide for such needs.
- Service provision and existing facilities include two primary schools, three churches, shops, pubs, petrol filling station and a doctors.
- There are a variety of businesses operating in the settlement including hairdressers, clothes shops and butchers. There is a business centre located immediately outside the existing settlement limit.
- In terms of expansion / future growth, an existing LLPA Designation and the steeply declining topography to the south of the settlement may constrain growth in that direction. There is an existing forest area to the west of the settlement which acts as a natural boundary to the settlement. In terms of future growth lands to the east and north of the settlement may be more suitable for development.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Pomeroy and accordingly the settlement limit is unlikely to be expanded for the purposes of housing. Figures from the 2014 housing monitor show that there is potential for 175 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Pomeroy be classified as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Pomeroy should be classified as a **Village** in the new settlement hierarchy.

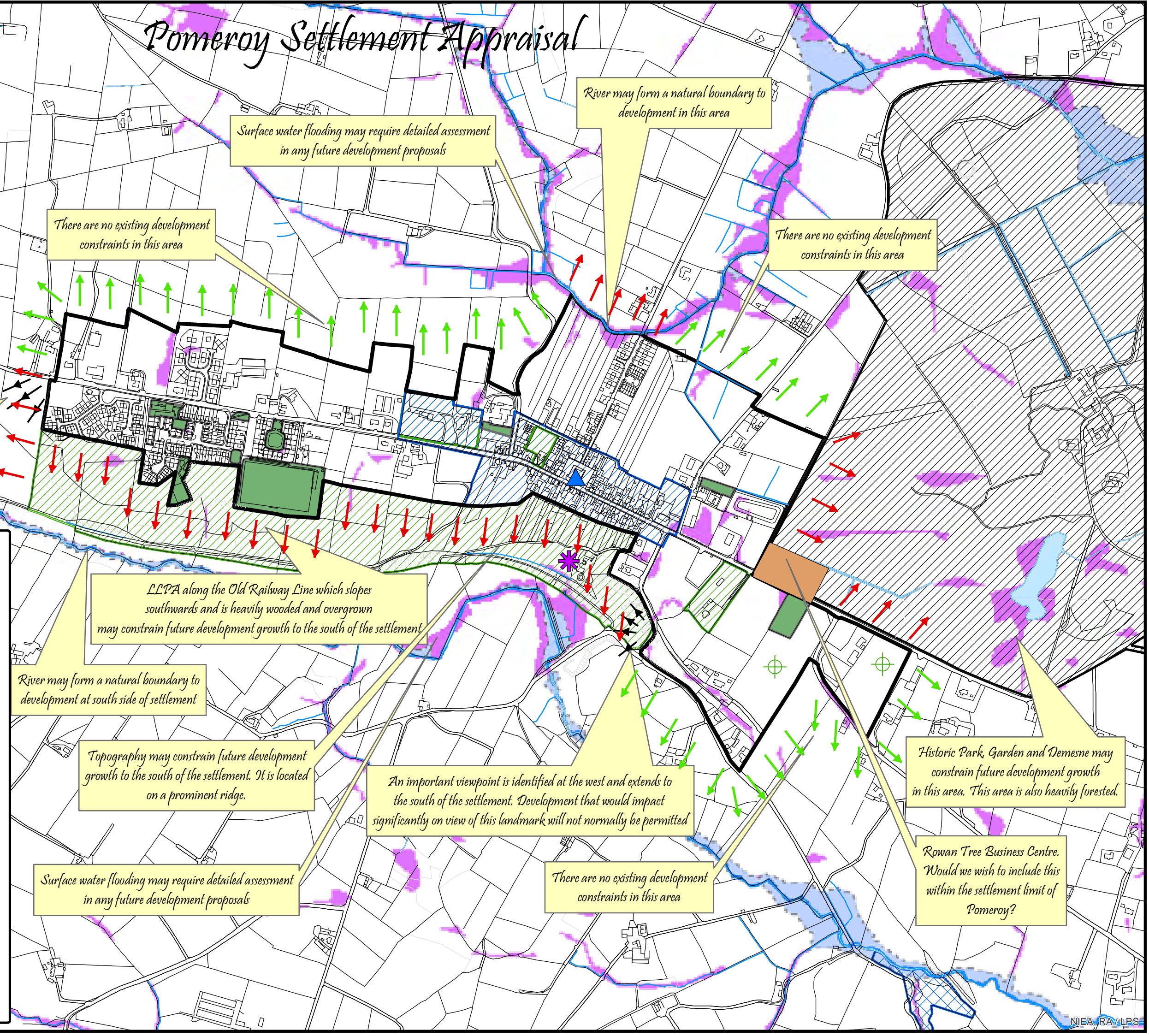
Pomeroy Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Area of Townscape Character
- Local Landscape Policy Area
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Local Landmark
- Waste Water Treatment Works
- Archaeological Site and Monument (Unscheduled)
- Constraints on Development
- No Constraints on Development





Pomeroy

0 100 200 400 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – SANDHOLES

Sandholes is located alongside a meeting point of a number of small minor roadways, located some 4 miles to the south of Cookstown and 7 miles to the north of Dungannon. The core of the settlement can be described as being the point whereby the Tullylagan, Killyneedan, Rockdale and Kiltyclogher Road corridors all meet. At this point, there is a small concentration of built form comprising of both residential and commercial property. According to NISRA 2011 Census data, Sandholes has a population of 126 living in 50 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Sandholes has a fairly standard range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. A Sewage Works is located to the south east of the settlement, beyond the established boundary, offside the Tullylagan Road. There are currently no non-domestic turbines or Anaerobic Digesters operating within the settlement. It has limited commercial, productive and social resources but does not have any health or justice or skills resources. Its networks include local roads, broadband, street lighting and local Ulsterbus services connecting it to the larger settlement of Cookstown. Based on the resources available, Sandholes fits into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	<p>The settlement of Sandholes is located within close proximity to Cookstown, supported largely by the surrounding rural area. The settlement has developed along the point where several roads meet and contains a small collection of built development directly alongside the road corridors, interspersed with open expanses of agricultural lands, flat in gradient to the south east of the settlement before rising in a north eastern and westerly direction. The natural undulation of the landscape largely defines the gradient and ultimately the shape of the landform and subsequently has shaped the development of the settlement. The settlement is located only 0.5miles to the west of Tullylagan Manor Historic Parkland Garden and Demesne which largely defines the landscape character to the east.</p> <p>There is one listed building within the realms of the settlement, namely Sandholes Presbyterian Church which is a Grade B1 listed building. The settlement is also privy to two unscheduled monuments, namely a rath to the north of the Tullyard Road and a set of Circular Cropmarks located to the north of the Tullylagan Road. According to Flood Hazard Maps from DARD Rivers Agency (May 2014) lands alongside the Kiltyclogher Road may be susceptible to some surface water flooding in the immediate vicinity. This may constrain future development/expansion in this general area. The nearest watercourse is some 0.5miles to the east (within Tullylagan Historic Parkland Garden and Demesne) so the settlement should remain unaffected by Flooding along the banks of this river given the distance between them. There are no site specific environmental zonings that have been designated on lands within the realms of the settlement limit.</p>
TRANSPORT	As stated, the settlement has developed along the point where several minor roadways meet. None of the roadways in question are protected or are trunk roads. The settlement is small in stature and through traffic is relatively light, so the settlement is not serviced by facilities such as traffic calming measures, traffic lights or pedestrian crossings. It is however in close proximity to the A29 providing good links to the larger surrounding settlements such as Cookstown and Dungannon. One Bus Route which facilities the settlement, namely the number 9 Ulsterbus route, Cookstown

	<p>to Pomeroy which operates Mondays to Fridays only and is used mostly by school children.</p> <p>The settlement is not located along the National Cycle Network.</p>
ECONOMIC DEVELOPMENT	<p>The settlement supports little in the way of commercial development. At the time of inspection a petrol station and associated small supermarket and an animal feeds supply store were evident. The major source of industrial/economic capacity appeared to derive from Turkingtons Building Supply Works which occupied a large well developed site adjacent the Tullylagan Road. Despite this, no land has been zoned for the purposes of industry in the CAP 2010.</p>
URBAN / RURAL CHARACTER	<p>Sandholes is a small, rural based community. The settlement is essentially a collection of one to two storey residential off-street properties that has developed alongside the adjoining road structures in a clustered formation. There is much in the way of open green agricultural land in and around the settlement, separating the settlement at some conjectures. There is a small pocket of social housing development that has developed in two nodes to the north of the settlement, namely Crossglebe and Hillside. The properties read with each other and are similar in scale, form, and materials used, ranging from single to two storey in stature. The dominant structures in the settlement is that of Turkingtons Engineering and W J Blacks Animal Feed Supply sites.</p>
COMMUNITY RESOURCES	<p>As previously acknowledged, Sandholes offers a fairly limited services to benefit the daily needs of the local community and smaller surrounding settlements. There are examples of civic development within the realms of the settlement including Sandholes Presbyterian Church, JB Early Memorial Hall, an Orange Hall and Tullylagan Gospel Hall. A Bus Stop was observed directly outside W J Black Animal Feed Supply Co. which is located in the heart of the settlement. The nearby towns of Cookstown and Dungannon would provide most services to meet the daily, weekly and more specific needs of residents.</p>

1.0 Conclusion

1.1 Sandholes is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Sandholes has a population of 126 equating to 50 households.
- It has developed in a clustered formation at the point where several rural roadways meet. It has a distinctly rural character and a principally residential landuse.
- Service provision within the settlement is limited. There is a small filling station/shop, animal feeds supply store and a number of churches and community halls. Cookstown or Dungannon would provide most services to meet the daily, weekly and more specific needs of residents.
- Its transport network is rural, however it is in close proximity to the main Cookstown - Dungannon road, the A29 a link corridor and there is a bus route Cookstown - Pomeroy which operates Mondays - Fridays.
- Commercial activity/employment provision is supported through some industrial activity within the settlement.
- Surface water floodplain areas are located to the north and south of the settlement. These areas would require detailed assessment in any future development proposals and may constrain development growth in these areas.
- There is a large capacity of land contained within the settlement limit which remains undeveloped.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Sandholes. Figures from the 2014 housing monitor show that there is the potential for 30 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purpose of housing is unlikely to be required.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Sandholes retains its classification as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance stipulated that Sandholes could fall into the classification category of either a small settlement or village. It is subsequently agreed that Sandholes should retain its classification as a **Village** in the new settlement hierarchy.

Sandholes Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Waste Water Treatment Works
- Archaeological Site and Monument (Unscheduled)
- Constraints on Development
- No Constraints on Development

There are no existing development constraints to the North and NE of the settlement.

Surface water flooding may require detailed assessment in any future development proposals

There are no existing development constraints to the west of the settlement.

There are no existing development constraints to the east of the settlement.

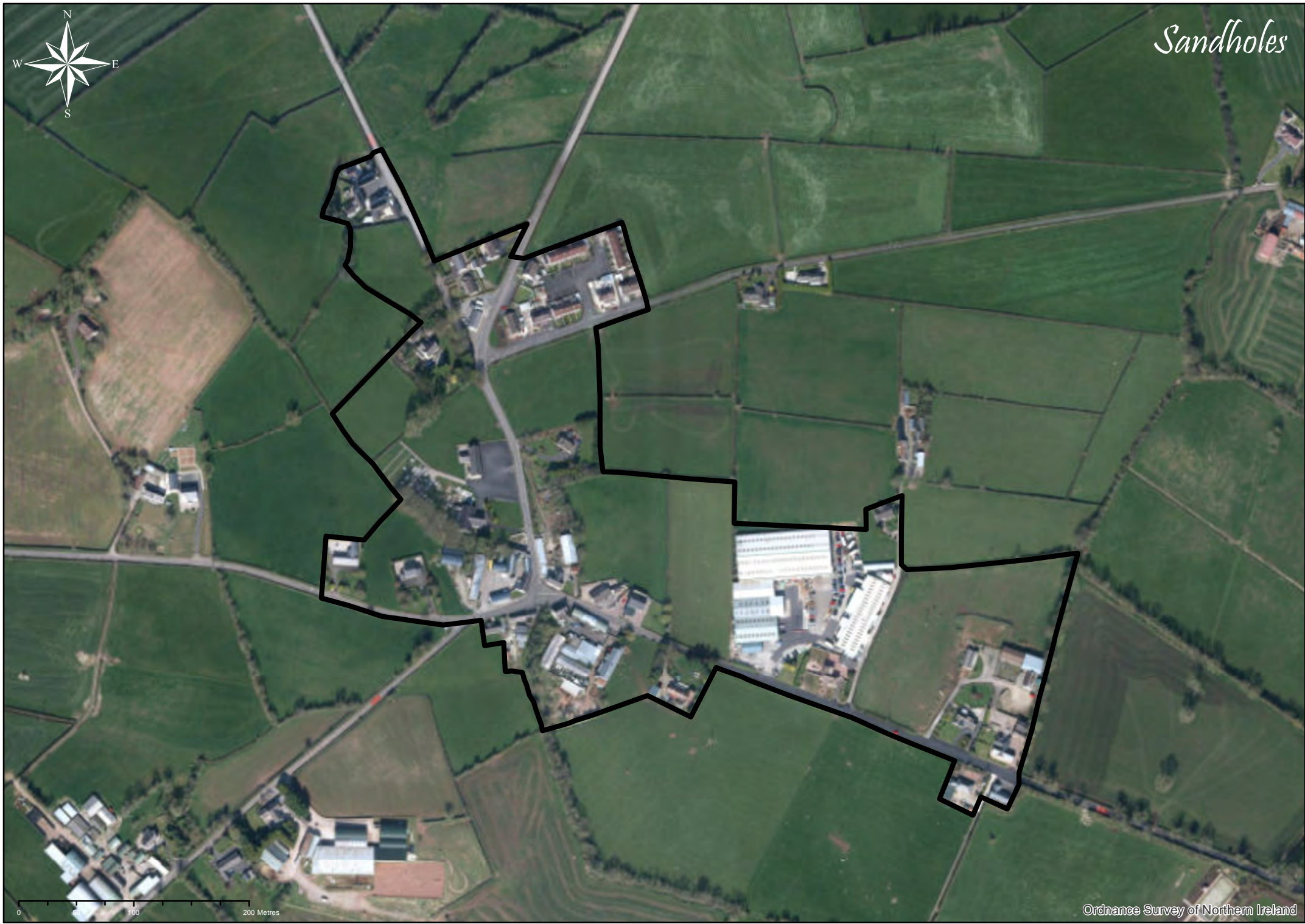
There are no existing development constraints to the SW and South of the settlement.

Surface water flooding may require detailed assessment in any future development proposals

Capacity of existing Waste Water Treatment Works may constrain future development in this direction

There are no existing development constraints in this area

Area of flooding constraint on development



Sandholes

SETTLEMENT APPRAISAL – STEWARTSTOWN

Stewartstown is a settlement located approximately 10km to the SE of Cookstown and some 11km to the NE of Dungannon. The shores of Lough Neagh is located some 8km to the East of the settlement. Stewartstown was established in the 17th century during the Plantation of Ulster and still retains much of its historic character. The main thoroughfare through the settlement is Hillhead leading to North Street. West Street forms a secondary main route and progresses directly offside the point where North Street and Hillhead meet, forming a busy T-Junction at the centre of the settlement. The streetscape of the settlement is varied, with its centre occupying a wide and open planned street structure. Development patterns to the north (North Street) tend to manifest in a more closely knit pattern, with small two storey properties directly adjoining each other and facing onto the roadway. The street is winding and narrow. Lands to the south (Hillhead) displays a more modern form of development and development pattern, with civic development (Schools and Churches), linear development evident at the most southern end of town (suburban late 20th century housing in singular plots), commercial development and a modern housing development. According to NISRA 2011 Census data, Stewartstown has a population of 650 living in 271 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Stewartstown has a fairly wide range of resources available as identified on the Assets and Infrastructure Wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a Waste Water Treatment Works located beyond the eastern boundary of the settlement development limit, just offside Castle Farm. No Wind Turbine or Anaerobic Digester developments are located within the realms of the Settlement Development Limit. The nearest turbine to obtain permission is sited some 700m to the north of West Street. Stewartstown also has a range of commercial, skills, health and social resources but does not have any justice resources. Its networks include local roads, broadband, street lighting and local Ulsterbus services connecting it to the larger settlements of Cookstown, and Dungannon. Based on the resources available, Stewartstown fits neatly into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	There are no watercourses through the main body of the settlement however Stewartstown Lough and an associated small tributary is located to the east of the settlement. According to Flood Hazard Maps from DARD Rivers Agency (May 2014) lands in and around the Lough and tributary may be susceptible to flooding. This may prevent future expansion of the settlement in this area. There are three Local Landscape Policy Areas designated directly adjacent to the settlement development limit of Stewartstown. These recognise and assist in the protection of landscape features and attractive views that act as an attractive backdrop to the settlement. LLPA 1 is located directly to the north of the settlement and recognises Crew Hill and its natural and built heritage features of interest. LLPA 2 is located directly east and recognises Stewartstown Lough and LLPA 3 recognises the former Railway Line to the west of the settlement. This area has a particularly strong band of mature tree planting. Development is normally resisted in LLPA's and therefore these zonings may constrain any future expansion of the settlement in these areas. The central core of the settlement in and around the aforementioned T Junction has been designated as an Area of Townscape Character (ATC), recognising the historical character and streetscape which reflects Stewartstown's formation. The ATC also contains St Patricks Church of Ireland, a significant Grade B1 listed building. There are other buildings with listed status within the realms of the settlement, albeit outside the ATC - namely St Marys RC Church (B1) the First Presbyterian Church (B2) and

	<p>a grade B1 listed Pump at Castle Farm. LLPA 2 also contains two Scheduled Monuments and an Unscheduled Monument, namely Castle Farm and associated enclosure to the south and Crannog within the midst of Stewartstown Lough. A further three unscheduled monuments are located within the realms of LLPA including an early Christian Rath and Greystone.</p> <p>There are two important views within the realms of the settlement, that facing north from Lisaclare Road over the eastern aspect of the settlement (Castle Farm) and that facing north from West Street over the Outlands of Gavally.</p>
TRANSPORT	<p>The settlement has developed around the central core where North Street meets West Street. There is an open square at this part of the settlement which acts as a focal/meeting point and is the position where local bus routes stop.</p> <p>There is no bus depot or sub depot in the settlement but there are a number of bus routes which pass through the settlement;</p> <ul style="list-style-type: none"> - Dungannon to Coalisland to Cookstown Ulsterbus Route. - Belfast to Cookstown Goldliner Route. <p>There is one set of traffic lights within the settlement. The settlement is privy to a National Cycle Route although this is based on existing road infrastructure with no designated cycle lanes evident within the settlement.</p>
ECONOMIC DEVELOPMENT	<p>There is little in the way of industrial development within the settlement nor is any land zoned for such a purpose in the CAP 2010; however the settlement displays retail/market activity within its core. Given the historical basis of the settlement there appears to be a distinct amount of specialised commercial venues such as antique shops and architectural salvage yards.</p>
URBAN / RURAL CHARACTER	<p>Stewartstown is located along minor roadways to the east of the major A29 route between Dungannon and Cookstown.</p> <p>North Street/Hillhead is the central spine of the settlement which supports mixed use development at its centre, before branching off into mostly residential development at the northern (North Street) and southern (Hillhead) aspects of the settlement. West Street connects the western wing of the settlement to the central spine. The west of the settlement contains much in the way of civic development including Churches, Halls, Playing Fields, Graveyard and Primary School. Large swathes of land included within the SDL in the CAP 2010, but left unzoned, remain undeveloped even though much of the land has since gained permission for development.</p> <p>The gradient of the landform is largely shaped by the natural features of the town with land falling in a southern direction and northern direction from a peak in the centre of the settlement. Lands to the east of the settlement are largely defined by Castle Farm and Stewartstown Lough. The wide open street displayed within the centre of the village is a defining characteristic of the local streetscape.</p>
COMMUNITY RESOURCES	<p>Stewartstown supports civic services including two primary schools, Health Centre, Sports Facilities and Community Halls. There are also a number of Places of Worship with associated halls. Lands to the south of St Mary's Primary School have been partially recognised as an Area of Existing Open Space/ Recreation and are currently in use as community playing fields. Whilst Stewartstown offers adequate services to meet the daily needs of residents, the nearby towns of Cookstown, and Dungannon would provide most services to meet the daily to weekly more specific needs of residents.</p>

1.0 Conclusion

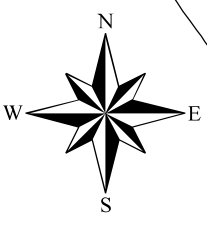
1.1 Stewartstown is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Stewartstown has a population of 650 and 271 households.
- The settlement has developed in around a square, with the oldest part occupying the central core and more modern development radiating towards the outskirts of the settlement.
- The central core of the settlement is a designated Area of Townscape Character.
- Service provision within the settlement is well provided for in terms of everyday needs and facilities. There are good links to larger settlements via local road networks and public transport facilities to obtain a wider range of goods and services.
- In terms of capacity to accommodate growth, development constraints include large scale LLPA designations to the north, east and west of the settlement.
- Important viewpoints have been identified to the west of the settlement in the CAP 2010. This may constrain outward growth in this direction.
- Information contained in the housing allocation paper would suggest that there is a small need for 12 additional houses in Stewartstown. However, given the availability of land within the settlement limit, it is unlikely that the settlement will need to expand in order to accommodate this need.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and service provision, Stewartstown meets the criteria for a Level 1 settlement (village). It is recommended that Stewartstown retains its classification as a **Village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Stewartstown should be classified as a **Village** in the new settlement hierarchy.



Stewartstown Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Area of Townscape Character
- Local Landscape Policy Area
- Housing not commenced
- Important Views
- National Cycle Network
- Archaeological Site & Monument (Scheduled)
- Archaeological Site & Monument (Unscheduled)
- Local Landmark
- Sewage Treatment Works
- Q100 Flood Extent Detailed (Floodplain)
- Q100 Flood Extent Strategic (Floodplain)
- I200 Flood Extent (Surface Water)
- No Constraints on Development
- Constraints on Development

Crew Hill LLPA consisting of trees, archaeological and nature conservation interests may constrain future development growth in this area.

An important viewpoint is identified taking in the valley and hills to the north and east. The landform sweeping up towards Crew Hill is particularly significant. Development that would impact significantly on these views will not be permitted.

No development constraints in this area

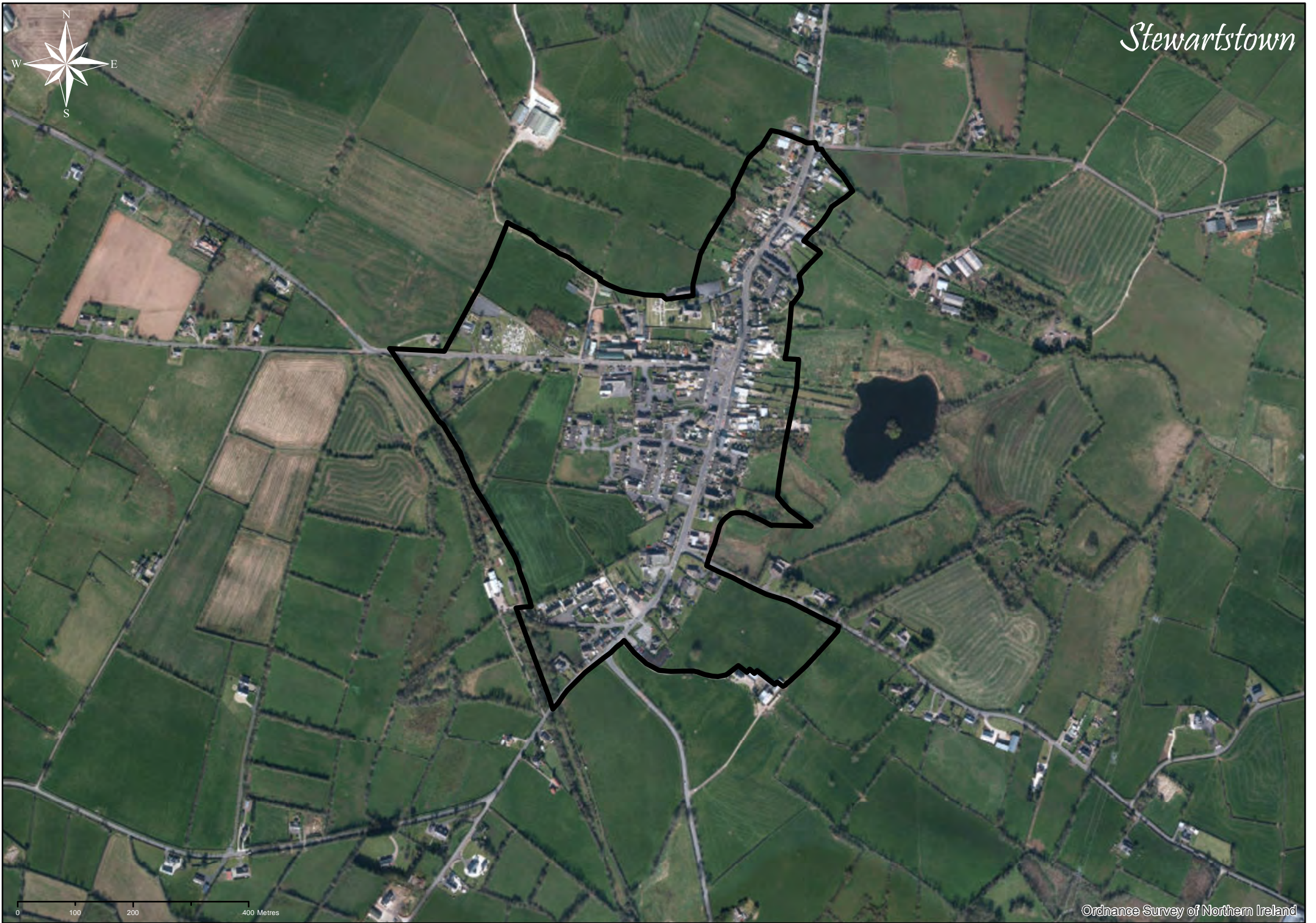
Stewartstown Lough LLPA which includes mature tree cover, archaeological and nature conservation interests may constrain future development growth in this area.

LLPA consisting of an Old Railway Line, mature trees, nature conservation interests may constrain future development growth in this area. It also has recreational potential.

Housing Approved but not commenced

No development constraints in this area

An important viewpoint of the lake is identified along Lisaclore Road. Development that would impact significantly on these views will not be permitted.



Stewartstown

SETTLEMENT APPRAISAL – SWATRAGH

Swatragh is located approx. 7km north of Maghera and 9km south of Garvagh. It is dissected by the main A29 link corridor. The settlement limit includes the historic Killelagh Church and its environs. According to the 2011 census, the population of Swatragh is 438 which equates to 145 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. NI Water are currently conducting a headroom assessment of all WWTW's in Northern Ireland. Until this assessment has been carried out it is not possible to say what the exact capacity of these facilities are. Swatragh has a considerable range of resources which are included on level 1 (villages) of the Hierarchy of Settlements and Related Infrastructure Wheel. For instance, there is a primary school, play area, local hall, shop, pub, post office, petrol station(s), workshop, business unit(s) and urban street lighting. There are also a few resources in Swatragh which are considered to be available in level 2 of the wheel i.e. smaller towns. For example, there is a link corridor, an enterprise centre and a restaurant.
ENVIRONMENTAL CAPACITY	There is a floodplain area immediately to the northwest of the existing development limit which will restrict development growth in this immediate area. Two Local Landscape Policy Areas (LLPA's) exist to the west and the east of the settlement meaning that outward growth of the settlement in these directions may be constrained. The existing Church of Ireland building is a listed building. Given its location on the western edge of the settlement limit, any expansion outwards at this location will have to meet the policy requirements of PPS 6. A new housing development has been constructed outside the settlement limit (approved as social housing under CTY 5 of PPS21). The settlement limit may potentially need to be extended to include this development.
TRANSPORT	The A29 road which is classed as link corridor runs through the middle of the settlement. This means that Swatragh is quite accessible and is passed through by a considerable volume of traffic on a daily basis. Journey times to the main regional towns of Magherafelt and Coleraine are under 30 minutes. Ulsterbus services operate 3 times a day to Maghera and 2 times a day to Coleraine.
ECONOMIC DEVELOPMENT	There are no areas of zoned industrial land within the settlement. There is a considerable sized business park on the northern edge of the settlement which is home to three established businesses which alongside the retail / restaurant businesses are the main sources of employment being generated in the settlement.
URBAN/RURAL CHARACTER	Swatragh is currently classed as a small settlement as per the MAP 2015. The main road passing through the settlement, together with the commercial park at the northern end of the settlement and the large recreation / open space facility in the middle of the town mean that this settlement does not have the same degree of rural character as other small settlements in the district and the immediate locality such as Upperlands or Culnady. The Main Street reflects the original built form of the settlement in that it is liner in nature with a built frontage of houses with significant and long back garden areas. Environmentally sensitive areas exist around the listed church building and the mature trees in this area together with the existing watercourse mean that the historical setting and character of the settlement is maintained.
COMMUNITY SERVICES	There are a significant amount of community services available in Swatragh. In terms of recreational facilities, there is a large area of communal open space and associated play park in the middle of the town

	and a GAA pitch just outside the settlement limit. In terms of retail there are two shops, a post office, a pub, a restaurant, a café, a pharmacist and a number of petrol stations. There is also a local primary school although there is no nursery available at the site.
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1.0 Conclusion

1.1 Swatragh is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Swatragh has a population of 438 equating to 145 households
- It has developed along the A29, a protected route and main link corridor. As such it has a lot of through traffic and is quite accessible.
- Perhaps due to its accessible location, Swatragh has a wide range of services including a primary school, two shops, post office, pub, restaurant, café, a pharmacist, number of petrol stations and two places of worship. There is also a large play park in its centre and a GAA Pitch just outside its limits. Daily needs could be met in the settlement although nearby Maghera would provide most services to meet the weekly and more specific needs of residents.
- Within the settlement limit, there is an un-zoned, area of existing industry / business use, undoubtedly located here due to instant access to the A29. This area of business together with the service provision provides a small but reliable employment base for the settlement.
- Future expansion of the settlement may be constrained to the east and northwest due to LLPA Designations. There is a floodplain area to the northwest immediately adjacent to the existing development limit which will constrain further growth in that area. There are two archaeological and monuments sites located to the northeast of the development limit which may constrain growth in this area. Lands to the west of the development limit may be suitable for development if required.
- A new housing development, Church Way, has been built just outside the eastern edge of the settlement limit. Extension of the development limit may be considered to include this development.
- Information contained in the housing allocation paper would suggest that there is a need for additional housing in Swatragh, which is likely to justify a small expansion to the Swatragh settlement limit.

1.3 Swatragh has a wide range of services, even possessing some resources found on level 2 (small towns) of the Hierarchy of Settlements and Related Infrastructure Wheel.

1.4 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Swatragh is re-classified as a **village** in the new settlement hierarchy.

1.5 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby

members and council officials in attendance agreed that Swatragh should be classified as a **village** in the new settlement hierarchy.

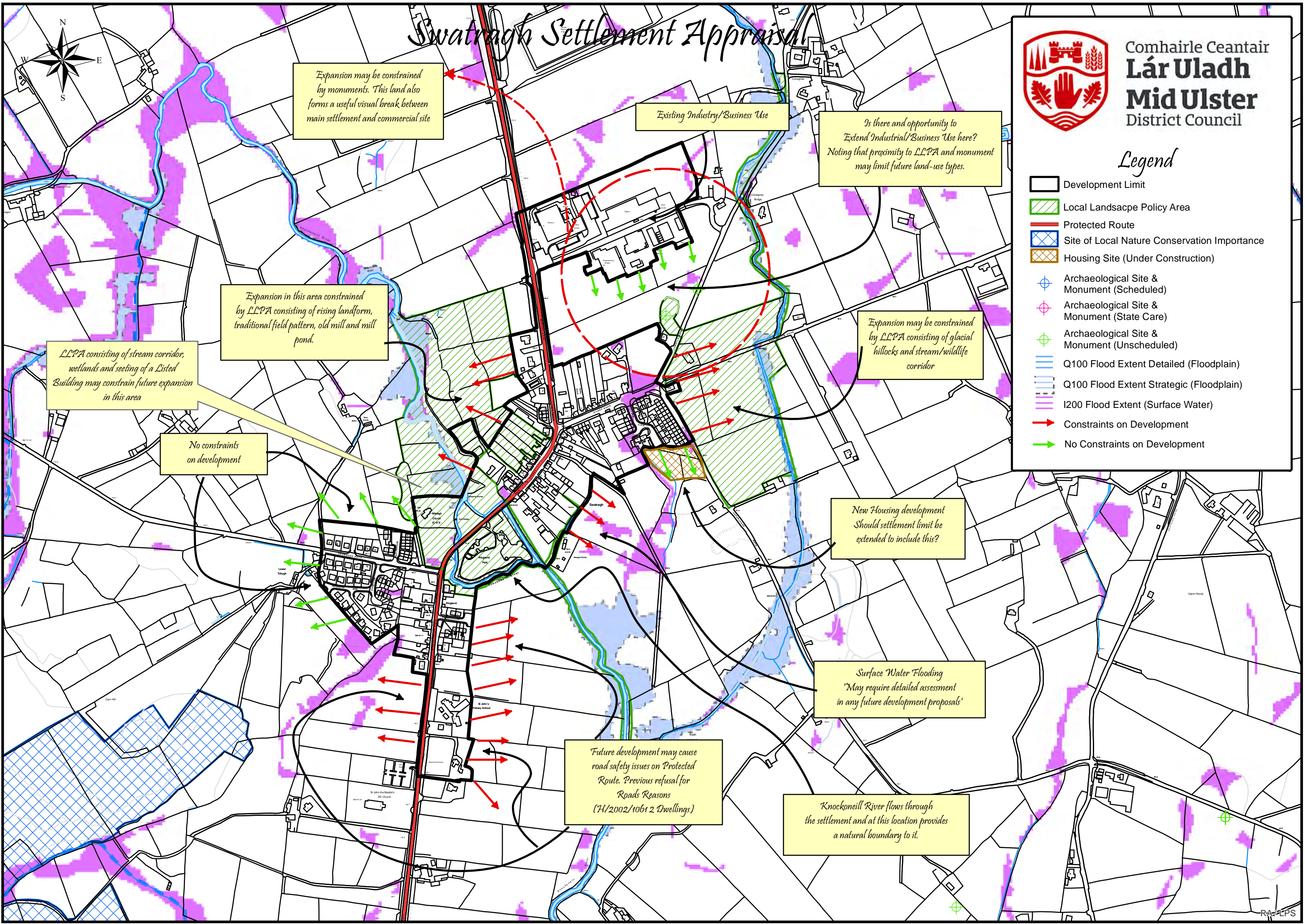
Swatragh Settlement Appraisal



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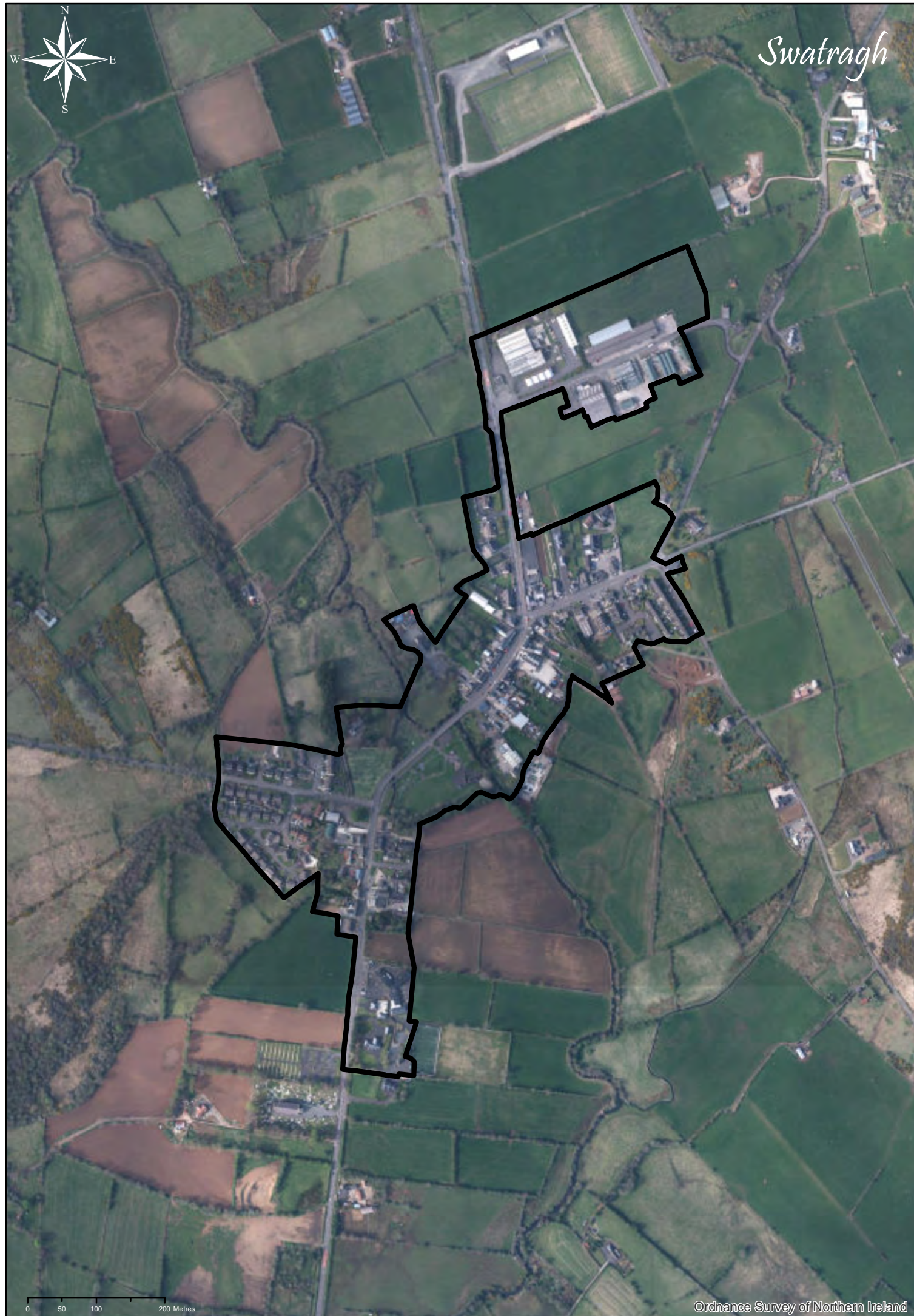
Legend

- Development Limit
- Local Landscape Policy Area
- Protected Route
- Site of Local Nature Conservation Importance
- Housing Site (Under Construction)
- Archaeological Site & Monument (Scheduled)
- Archaeological Site & Monument (State Care)
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Floodplain)
- Q100 Flood Extent Strategic (Floodplain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





Swatragh



0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – TAMNAMORE

Tamnamore is located approximately 8km East of Dungannon immediately south of the M1 Motorway. The settlement, as designated in the Dungannon and South Tyrone Area Plan (DSTAP), is now split between Mid Ulster District Council and Armagh City, Banbridge and Craigavon Council areas with the majority residing to the west of the River Blackwater/Ulster Canal thereby placing it largely within Mid Ulster Council area. The settlement extends in a linear form along Tamnamore Road and comprises a mix of housing and commercial operations. According to NISRA 2011 Census data, the whole of Tamnamore settlement i.e. that which falls within two districts, has a population of 269 people and 109 households. It is estimated that 65 households comprising 188 people reside within the Mid Ulster District.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Tamnamore has a fairly limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is one treatment plant located south and adjacent to the settlement. Tamnamore has both skills and commercial resources but does not have any social, health, productive or justice resources. Its networks include local roads, close proximity to a Key Transport Corridor, broadband, street lighting and Ulsterbus services connecting it to larger settlements. Based on the resources available, Tamnamore fits neatly into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	The settlement straddles two council areas and is split by the River Blackwater which forms part of the Ulster Canal Historic Waterway. According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) an area to the south and east of the settlement may be susceptible to flooding. This may restrict future growth/expansion in these directions. The settlement is bounded to the north by the M1 Motorway, which is a protected route. This may restrict potential future growth in this direction. Environmental designations including the Lough Neagh RAMSAR, SPA and ASSI is located beyond the M1 further north.
TRANSPORT	The settlement is strategically located next to the M1 Motorway with easy access via Tamnamore roundabout and associated slip roads which abut the settlement boundary. Tamnamore Park and Ride is located on the opposite side of the M1, just outside the settlement boundary. A traffic light system operates along the bridge which links the two parts of settlement separated by the Blackwater. There are no designated cycle routes or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	Due to its prime location beside the motorway network, Tamnamore has attracted a number of commercial operations including Salt Marine Motors, Capper Fuels and CP Plant. As a direct result of this, an area of land has been designated for housing in the DSTAP 2010 to help maintain a balance between residential and commercial land uses. The local petrol station is located within the settlement but outside Mid Ulster Council District. Cohannon Inn, Shop, Post Office, Petrol Station, Restaurant and Motel are located in close proximity to the settlement, approximately 1 km to the north.
URBAN/RURAL CHARACTER	Commercial and industrial forms of development dominate views of Tamnamore, particularly when approached from the M1 motorway. Lands to the south of Tamnamore Road retain a more typically semi-rural character and includes a mixture of single dwellings and small housing developments, all within close proximity to the local primary school. The combination of commercial and residential land-uses defines the overall character of the settlement. Housing zoning TAM 1 (as per the DSTAP 2010) is seen as a way of ensuring that the correct balance of land uses

	is maintained. This mix of uses extends across the council boundaries into Armagh City Banbridge and Craigavon.
COMMUNITY SERVICES	Tamnamore offers a limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. The only local service provided within part of Tamnamore which falls within the Mid Ulster Council area is the local primary school. The local petrol station now finds itself within neighbouring council area Armagh City Banbridge and Craigavon and the pub is now closed. The local community is also served by Cohannon Inn, Shop, Post Office, Petrol Station and Restaurant which are located approximately 1 km north of Tamnamore, outside of any designated settlement. The nearby town Dungannon would provide most services to meet the daily, weekly and more specific needs of residents.

1.0 Conclusion

1.1 Tamnamore is currently designated as a village in the DSTAP 2010.

1.2 Following re-examination of the settlement, a summary of the key findings are;

- Tamnamore has a population of 188 and 65 households.
- The settlement is fragmented in that it is separated by the River Blackwater which forms part of the Ulster Canal Historic Waterway and also subsequently split between the Mid Ulster Council and Armagh City, Banbridge and Craigavon Council.
- The settlement has developed largely in a linear form along Tamnamore Road and comprises a mixture of housing and commercial uses. Due to its prime location beside the Motorway network, it has attracted a significant number of commercial and industrial operations which dominate the local landscape.
- DSTAP 2010 includes Reserved Housing Zoning Policy TAM 1 to ensure a balance is maintained between employment and residential uses. It is recommended that this zoning is retained in the forthcoming plan.
- Service provision within the settlement is fairly limited; however Tamnamore is within close proximity to the M1, good local road networks and public transportation facilities. Subsequently there are good links to larger settlements nearby, such as Dungannon, for local residents to obtain a wider range of goods and services on a daily to weekly basis.
- In terms of capacity to accommodate growth, development constraints include the M1 motorway, a protected route, which progresses directly alongside the settlement development limit to the north. This restricts expansion in this direction. The River Blackwater dissects the settlement and is susceptible to flooding which may restrict development opportunity in and around the watercourse, particularly on lands to the north and south east of the settlement.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Tamnamore and accordingly, the settlement limit is unlikely to be extended for the purpose of housing. Figures from the 2014 housing monitor show that there is the potential for 54 residential units to be completed within the settlement limit, 38 of which would be within the Mid Ulster District.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Tamnamore retains its classification status as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance stipulated that Tamnamore could

fall into the classification category of either a small settlement or village. Following a structured settlement appraisal analysis of Tamnamore by the Mid Ulster Development Plan team, it is subsequently agreed that Tamnamore should retain its classification as a **village** in the new settlement hierarchy.

Tammamore Settlement Appraisal



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Legend

- Development Limit
- Existing Recreation and Open Space
- Housing
- Protected Route
- Archaeological Site & Monument (Unscheduled)
- Sewage Treatment Works
- Q100 Flood Extent Detailed (Floodplain)
- Q100 Flood Extent Strategic (Floodplain)
- I200 Flood Extent (Surface Water)
- No Constraints on Development
- Constraints on Development

Protected Route - development may be constrained by roads and access issues

Area of flooding constraint on development

No development constraints in this area

Surface water flooding may require detailed assessment in any future development proposals

Topography may constrain future development growth in this direction

Area of flooding constraint on development

Localised Hill

Armagh, Banbridge and Craigavon Council Area will constrain development in this direction

Armagh, Banbridge & Craigavon Council Area



SETTLEMENT APPRAISAL – THE BUSH

The Bush is located approximately 3km NE of Dungannon and approximately 4km SW of Coalisland. It is centred on a crossroad junction where the Bush Road is intersected by the Cavan/Mullaghteige Roads. It comprises a mixture of housing developments, predominantly on its western side, single dwellings, several businesses and a local Primary School. According to NISRA 2011 Census data, the Bush has a population of 484 people and 181 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	The Bush has a fairly limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is one WWTW located approximately 100 metres south of the settlement. The Bush has a range of skills, commercial and productive resources but does not have any social, health or justice resources. Its networks include local roads, broadband, street lighting and local Ulsterbus services connecting it to larger settlements. Based on the resources available, The Bush fits neatly into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	The settlement is located within an undulating landscape. Although constraints on the future expansion of the settlement are limited, substantial capacity already remains within its boundaries to accommodate some future development. There is a floodplain area to the east / southeast of the existing development limit which may restrict outward growth in this immediate area.
TRANSPORT	There is a local bus stop at Bush crossroads and a daily service to Dungannon and Coalisland. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	Established commercial businesses within the settlement include Mercedes Benz Truck and Van Sales, Bush Nurseries and Trevor Faloon Motors. Industrial units located at Cavan Road are currently occupied by McGeary Engineering Ltd. and MULMUF engineering. Existing vacant units could facilitate future economic development without detriment to the character of the settlement.
URBAN/RURAL CHARACTER	Residential development over recent years has helped further define The Bush settlement as a separate entity within the local landscape, particularly when viewed on approach from Dungannon in the southwest. Its eastern side has so far managed to retain its original informal rural character. Overall, there is a healthy balance of economic and residential uses within the settlement which can be maintained without significant detriment to the identity and character of the village.
COMMUNITY SERVICES	The local community is served by Bush Primary School located at the northern side of the settlement. Although service provision within the settlement is limited, nearby larger settlements such as Dungannon and Coalisland are within a comfortable proximity to enable local residents to obtain a wider range of goods and services to meet daily to weekly needs.

1.0 Conclusion

1.1 The Bush is currently designated as a village in the DSTAP 2010.

1.2 Following re-examination of the settlement, a summary of the key findings are;

- The Bush has a population of 484 people and 181 households.
- The settlement has developed in a clustered formation around a crossroads where the Bush Road is intersected by the Cavan/Mullaghteige roads.
- The settlement has experienced significant residential development in recent years, particularly along Bush Road. The eastern side of the settlement has however retained an informal rural character.
- Service provision within the settlement is fairly limited; however there are good local road networks and public transportation facilities to larger settlements nearby such as Dungannon or Coalisland for local residents to obtain a wider range of goods and services on a daily to weekly basis.
- In terms of capacity to accommodate growth, development constraints may include the rising topography of the landform to the west and south west of the settlement; however the remainder of the settlement appears to be constraint free.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in The Bush and accordingly, the settlement limit is unlikely to be extended for the purpose of housing. Figures from the 2014 housing monitor show that there is the potential for 164 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that The Bush retains its classification status as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that The Bush should be classified as a **village** in the new settlement hierarchy.

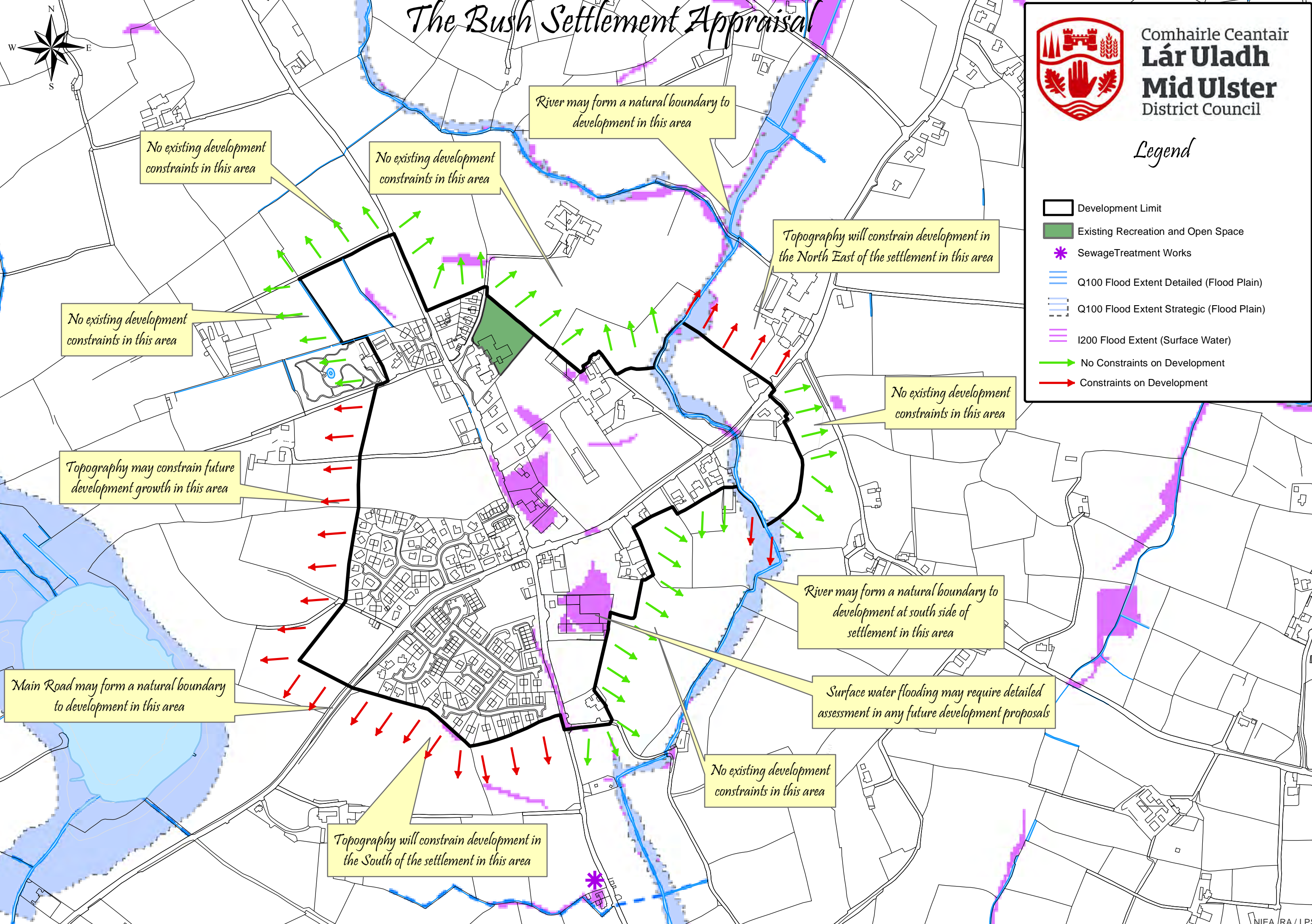
The Bush Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Sewage Treatment Works
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- No Constraints on Development
- Constraints on Development





The Bush

SETTLEMENT APPRAISAL – THE LOUP

The Loup is located approximately 7km South of Magherafelt. Development is concentrated in the village core and along some of the roads coming out the village centre. According to NISRA 2011 Census data, The Loup has a population of 220 people and 68 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	The Loup has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a sewage treatment works to the South East just outside the Settlement Limit. There are no turbines or Anaerobic Digesters operating within the settlement. There is a large electricity pylon on land to the West of the settlement, off The Loup Road. There are some commercial, skills and social resources within the settlement but it does not have any health, justice or productive resources. Its networks include local roads, broadband and street lighting. Based on the resources available, The Loup fits neatly into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	A small watercourse flows to the SE of the settlement and recent DARD Rivers Agency data indicates that this general area may be susceptible to some minor flooding. This may prevent future expansion of the settlement in this area. There is an unscheduled monument to the SW of the settlement and the sewage treatment works lies to the SE.
TRANSPORT	The settlement has developed along 5 local Roads – Ballymulligan Road which connects it to the nearby town of Magherafelt, Dunronan Road which connects to the A31 Moneymore Road and the Loup, Ballyneil and Rusky Roads which connect it to the villages of Moneymore, Ballyronan and Coagh respectively. There is no longer a bus service to the settlement. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within The Loup settlement, however there are stand-alone rural industrial units within proximity of the settlement.
URBAN/RURAL CHARACTER	The Loup is geographically accessible to Magherafelt and Cookstown. The topography of the landscape rises gently from the East to the West to the South of the settlement. The majority of undeveloped land is flat low-lying grass land. The settlement has a defined core which has been designated an Area of Townscape Character and is centred around a Church, Public House, Local Shop/petrol station, Parish Hall and Nursery School. The Settlement contains 3 housing developments and the remaining development being single dwellings.
COMMUNITY SERVICES	The Loup offers limited community services, which can in part be attributed to its proximity to Magherafelt, Ballyronan Marina and Moneymore. The GAA pitch is outside the settlement limit and has recently been expanded to accommodate two playing pitches, and a gym. The facilities within the settlement include a Primary School, a Nursery, 1 Shop/post office and Filling Station, a public house, two churches and respective halls. The nearby towns of Cookstown and Magherafelt would provide most services to meet the weekly and daily needs of residents.

1.0 Conclusion

1.1 The Loup is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- The Loup has a population of 220 people and 68 households.
- The settlement has developed in a clustered formation along The Loup Road and Ruskey Road. A characteristic of the area is that development tends to be broken up and separated by areas of open agricultural lands. The area is subsequently quite rural in character.
- The main core of the village has considerable character with much of the streetscape along The Loup Road designated as an Area of Townscape Character.
- The gradient of the settlement is flat with little undulation.
- Service provision within the settlement is relatively limited. There is a shop, pub, two churches and a local hall. The primary land use is residential. There are good links to larger settlements via road networks and public transport facilities to obtain a wider range of goods and services.
- Development constraints include areas susceptible to surface water flooding, particularly on lands to the north of The Loup Road and lands in and around a small watercourse to the rear of Eglis Close.
- Information contained in the housing allocation paper would suggest that there no need for additional housing in The Loup. Figures from the 2014 housing monitor show that there is the potential for 79 residential units to be completed within the settlement limit. Therefore an expansion to the existing development limit for the purpose of housing is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that The Loup is re-classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance stipulated that The Loup should be reclassified as a **small settlement** in the new settlement hierarchy.

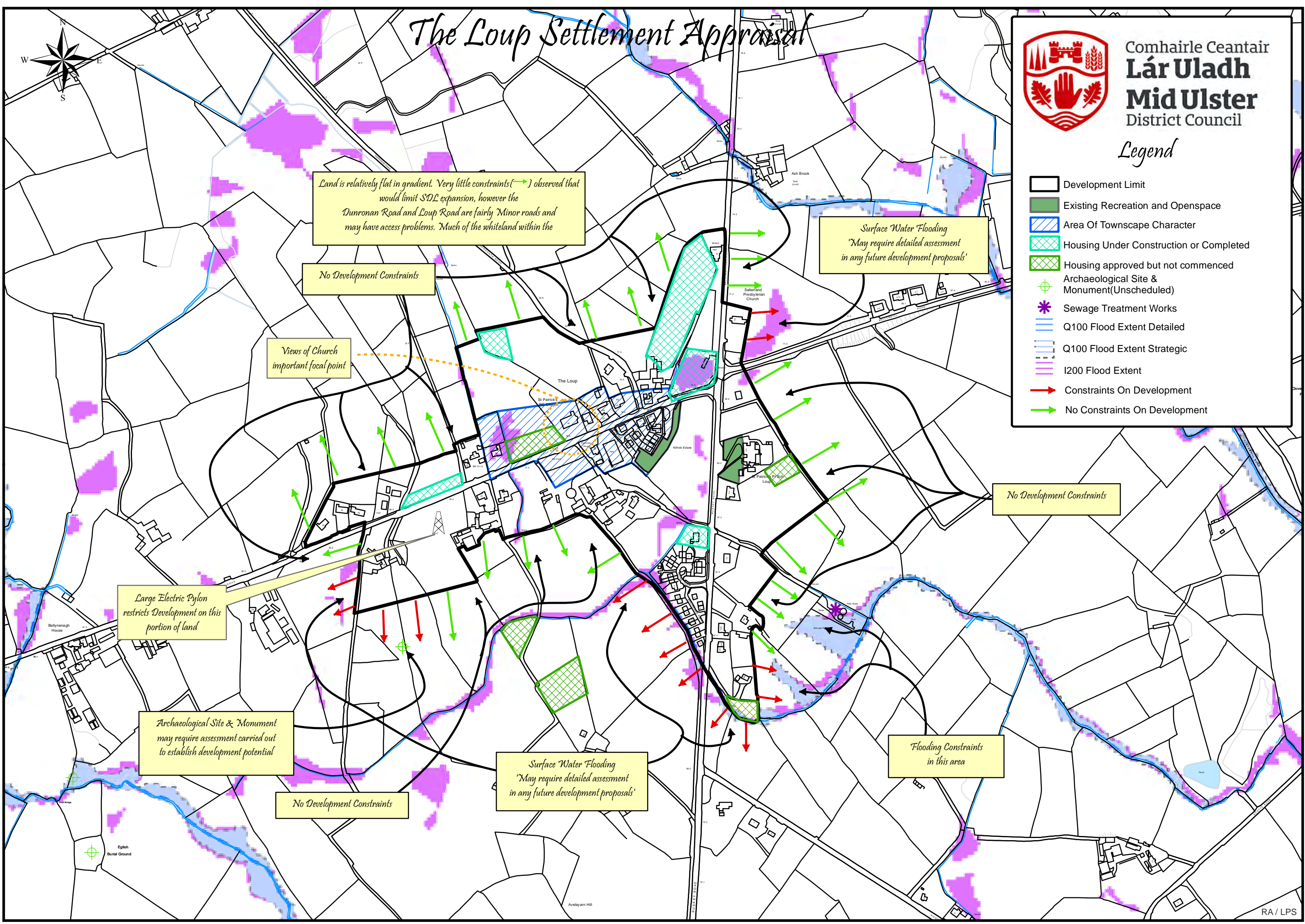
The Loup Settlement Appraisal



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Legend

- Development Limit
- Existing Recreation and Openspace
- Area Of Townscape Character
- Housing Under Construction or Completed
- Housing approved but not commenced
- Archaeological Site & Monument(Unscheduled)
- Sewage Treatment Works
- Q100 Flood Extent Detailed
- Q100 Flood Extent Strategic
- I200 Flood Extent
- Constraints On Development
- No Constraints On Development





The Loup

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – THE ROCK

The Rock is a rural settlement located at a Crossroads approximately 7km SW of Cookstown. Development is quite dispersed along the Tullydonnell, Rockdale and Oughterard Roads. According to NISRA 2011 Census data The Rock has a population of 114 and has 43 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	The Rock has a very limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). In terms of environmental resources, all households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. A WWTW is available and is located just off the Oughterard Road, outside the SW boundary of the settlement. There are no anaerobic digestors or non-domestic turbines located within the settlement. The Rock does have access to limited Social, Commercial and Skills resources by way of a Primary School, a Play Park, a Local Hall and a shop. There are no Health, Production or Justice Resources available. Its networks include 4 Local Roads, the Tullydonnell Road, the Rockdale Road, the Oughterard Road and the Sessiagh Scott Road, broadband connection, street lighting and a local Ulsterbus service. Based on the resources available, The Rock fits into level 1 (villages) in the hierarchy of settlements.
ENVIRONMENTAL CAPACITY	According to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) there is potential flooding along an existing watercourse at the north of the Settlement, which runs between Sacred Heart RC Church and the Rock Primary and along the southern boundary of the GAA Grounds which may prevent development/expansion in this general area. There is an LLPA zoned along a section of the Rockdale Road which may constrain development. There are 2 areas of zoned recreation/open space in which development will be resisted. There is an area within the settlement designated as an ATC. There are also 2 listed structures within the settlement – The Church and a Pump, which must be given due consideration in any future plans for development/expansion.
TRANSPORT	As stated above there are 4 local roads within the settlement. The Rockdale Road connects the settlement to the A29 Cookstown – Dungannon Road, which is a Protected Route. The remaining roads are minor rural roads. There is no bus depot or sub depot in the Rock but there is local Ulsterbus services connecting The Rock to Cookstown and Dungannon. There are also no designated cycle routes, pedestrian crossings or Traffic Lights in the settlement.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business nor are there any existing businesses or workshops in the settlement that provide employment opportunities.
URBAN/RURAL CHARACTER	The Rock is currently designated as a village in CAP 2010 geographically quite close to Cookstown. The southern section of the settlement is identifiable as the village centre. This area contains linear development along the Sessiagh Scott Road and the Rockdale Road. The Tullydonnell Road and the Drumballyhugh Road also meet here to form a staggered cross-roads junction. Development then stretches northwards along the Tullydonnell Road in a loose pattern, consisting mainly of detached dwellings and one housing development. The Primary School, RC Church and GAA grounds are all located at the northern edge of the settlement. This section of the settlement does visually appear more rural in character. Topography is flat and there are pockets of mature vegetation scattered throughout the settlement. There is no land zoned for housing. All approaches into the settlement are dominated by agricultural fields.

COMMUNITY SERVICES	<p>The Rock offers a limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. The nearby towns of Cookstown and Dungannon would provide most services to meet the daily/weekly needs of local residents.</p>
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1.0 Conclusion

1.1 The Rock is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- The Rock has a population of 114 equating to 43 households.
- It's a small rural settlement located at a crossroads and although development is quite dispersed along the Tullydonnell, Rockdale and Oughterard Roads leading out of settlement, the centre retains considerable character.
- Service provision within the settlement is limited to a Church, Local Hall, Primary School, GAA Grounds, Play Park, Shop, Public House and Couple of Petrol Pumps. The nearby towns of Cookstown and Dungannon would provide most services to meet the daily/weekly needs of local residents.
- The transport network is rural. However the settlement is in close proximity to the A29, the Main Cookstown – Dungannon Road, a Protected Route. Plus a bus service connects the village to Cookstown and Dungannon.
- Regarding economic potential there is no land zoned within the settlement limit for industry or business.
- There is potential flooding along an existing watercourse at the north of the settlement, between Sacred Heart Church and the Rock Primary and along the southern boundary of the GAA Grounds which may prevent development in these immediate areas to the east and west.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in the Rock. Figures from the 2014 housing monitor show that there is the potential for 24 residential units to be completed within the settlement limit. Therefore an expansion to the existing development limit for the purpose of housing is unlikely to be required.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that The Rock retains its classification as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that The Rock should be classified as a **village** in the new settlement hierarchy.

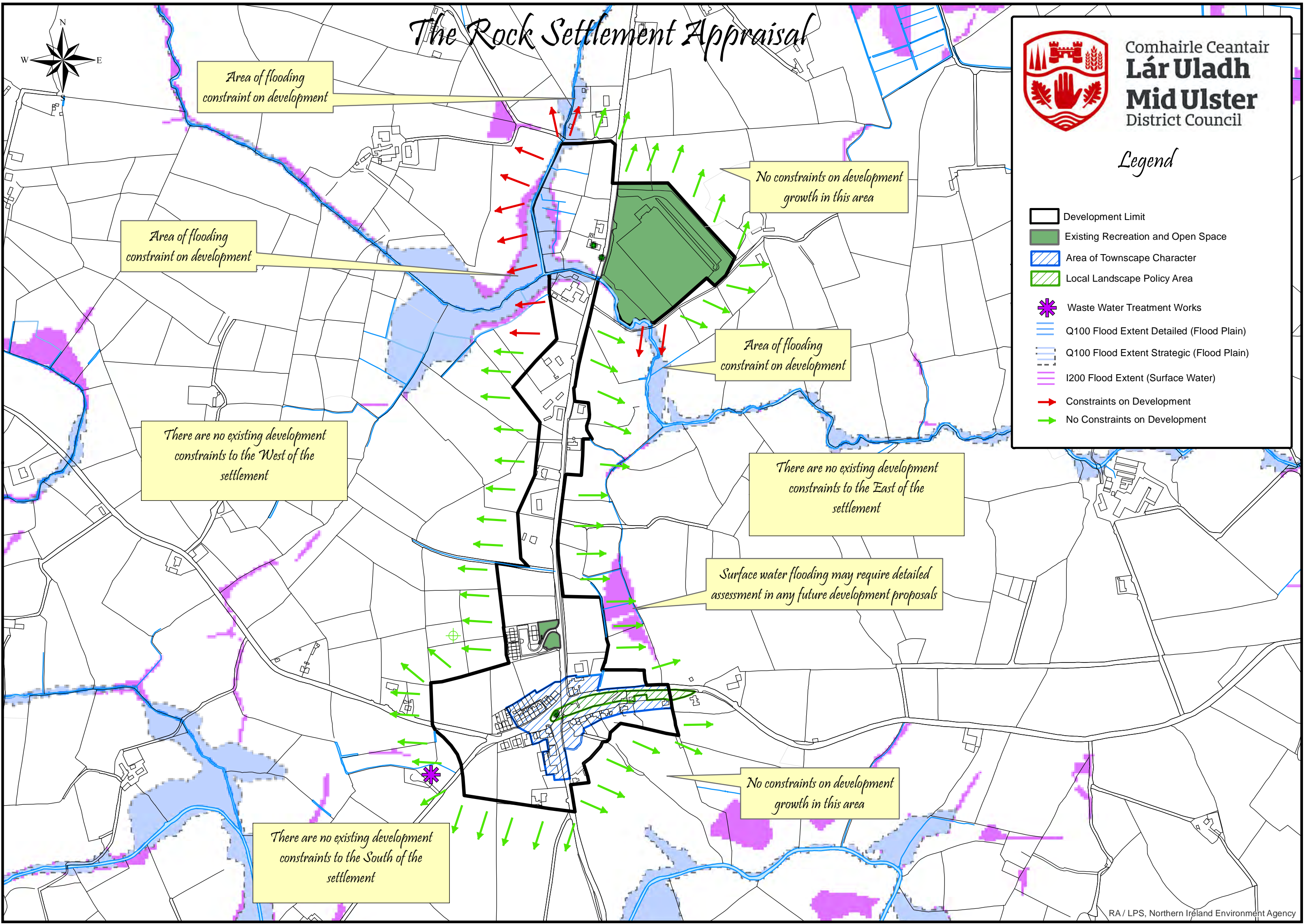
The Rock Settlement Appraisal



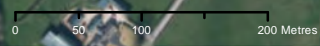
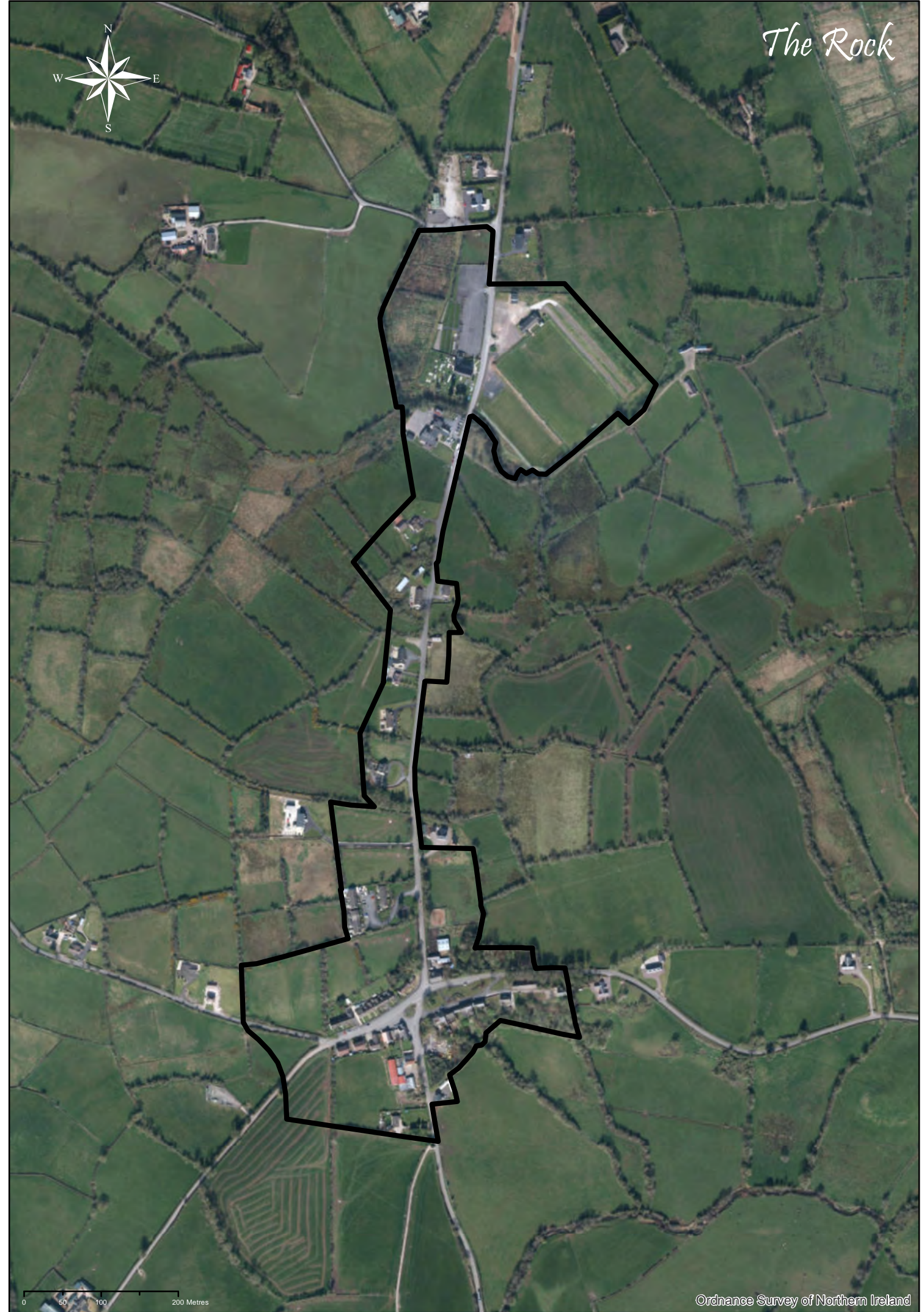
Comhairle Ceantair
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Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Area of Townscape Character
- Local Landscape Policy Area
- Waste Water Treatment Works
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development



The Rock



SETTLEMENT APPRAISAL - TOBERMORE

Tobermore is located on the main A29 Coleraine to Cookstown Road, 10km north-west of Magherafelt town. It is set in a natural hollow, along the base of a slope (Calmore Hill & Castle Hill) just above the flood plain of the Moyola River. According to NISRA 2011 Census data, Tobermore has a population of 823 people and 313 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Tobermore has a good range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is no water treatments plant near to the settlement, but there is a local reservoir nearby at Lough Fea. There is a WWTW located just outside the settlement. NI Water are currently conducting a headroom assessment of all sewage facilities across Northern Ireland and until this is complete, an exact idea of the capacity of these facilities is unclear. There are no solar panels or anaerobic digesters operating within the settlement however there is a wind turbine associated with a local business, Tobermore Concrete Products Ltd. on Lisnamuck Road. It has skills, environmental, social, commercial, productive and networks resources available. Tobermore has a pre-school nursery, Tober Tinys Community play group, after schools and day care centre and primary school. Its networks include local roads, a protected route, broadband, street lighting and local Ulsterbus services. There are no health or justice resources however, there are health care amenities and centres in nearby towns of Maghera and Magherafelt. Based on the resources available, Tobermore as currently designated best fits into level 1 (villages).
ENVIRONMENTAL CAPACITY	According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there is an existing watercourse running through the town to the south from east to west, there is some localised flooding along this water corridor and here is a likelihood of surface water flooding. The area around the river corridor is designated as existing open space and contains a number of public amenities such as a play park, picnic areas, tennis courts and football fields. There are also a number of mature trees and vegetation within this planned landscaped open area. There is an area of archaeological potential within the centre of the settlement running on either side of Main Street from the junction of Desertmartin Road to Carson Memorial Baptist Church. Within the settlement limits are two listed pumps. There are two local landscape policy areas (LLPA) which lie outside the settlement limit one to the north east, TE09 and one to the west, TE08. These LLPAs have been designated to protect the views and setting of a number of Listed Buildings, structures, archaeological sites, monuments and historic landmark features. Any development affecting the listed buildings will be subject to strict planning controls in line with PPS and Part 4 of the Planning Act 2011. The LLPAs also protect significant mature tree groups all of which contribute to the landscape setting and history of the village. Such designations and protected historic features may constrain the potential to extend the settlement limits in these directions.
TRANSPORT	Tobermore is located on a protected route along the A29 which links Maghera to Cookstown. It is a linear settlement that grew up along a country road that became Main Street, originally between the Lisnamuck, Maghera, Magherafelt and Desertmartin road junctions. As the settlement grew, it extended westwards towards Kilcronaghan Parish Church, and then along main roads to the north and south. There are a number of local bus routes linking the small town to Omagh, Maghera

	and Magherafelt and also the Sperrin Rambler. There a number of pedestrian crossings, roundabouts but no traffic lights. There are currently no designated cycle routes.
ECONOMIC DEVELOPMENT	There is one major area of existing industrial land within Tobermore along Lisnamuck Road and Main Street namely Tobermore Concrete Products Ltd. and Tobermore paving and walling centre. There is a small petrol station and vehicle repair business on Lisnamuck Road, Stokeman and Sons. This land is currently designated as industrial land TE07 There is a small Business Development Centre on Desertmartin Road which consist of a number of small business units including the Tober Tiny Community Playgroup, Tobermore Community Projects, Tobermore Business Development Ltd., a second hand goods shop, a Boat hire and repairs business. There is also a large vacant lot along Desertmartin Road to the north which was previously an agricultural sales and repairs business which is currently for sale. Further along Desertmartin Road outside the settlement limits is a petrol station and JB Tyres business.
URBAN/RURAL CHARACTER	Tobermore is one of the larger urban centres within the District, serving a wider rural hinterland. It is located north west of Magherafelt and south west of Maghera. The settlement is positioned within a natural hollow, along the base of a slope (Calmore Hill & Castle Hill) just above the flood plain of the Moyola River. The general topography of the immediate surrounds is rural with an irregular patchwork of fields enclosed by hedgerows at the foot of the mountain slopes. The local roads are generally straight and narrow. Tobermore's centre is an Area of Archaeological Potential. Main street is in part characterised by the variety and lay-out of its built form and associated irregular spaces, with consequent informality to the street frontage. This is emphasised by the lack of a strong building line. Several small housing estates either punctuate or nestle behind the Main Street. Kilcronaghan Parish Church provides a focus at the western end of the steeply rising Main Street. The approach from Draperstown is dominated by a natural avenue of mature trees. Fortwilliam, a substantial house in a designed setting, which includes a tree-planted Rath, occupies a local hill and is a particularly distinctive feature outside the settlement limit, seen by travellers approaching and leaving Tobermore by the Maghera Road. There are a number of designated housing zones most of which have been developed partially or completely. However there is no development at designations TE03/2, TE03/3, TE04, TE05, TE06 and part of TE02/3.
COMMUNITY SERVICES	Tobermore offers a good variety of community services which would meet the daily and weekly needs of the settlement and surrounding rural community. Tobermore is a local service centre, and includes several places of worship, community halls, two supermarkets one with a post office and ATM, and a Primary School and Nursery School. There are also public houses, take-aways, cafes, hair salons, a funeral home, insurance brokers, business centre and start-up opportunities. There is a local Tobermore community projects group which promotes local heritage and culture within the town. There is an area of landscaped and planned open space which includes a play park, picnic areas, tennis courts and football fields. Outside the settlement limits along Lisnamuck Road is the Tobermore Football Club and playing fields and Tobermore Golf Centre. The nearby town of Magherafelt is only 5 miles away and will reinforce any lack of service provision.

1.0 Conclusion

1.1 Tobermore is currently designated as a Village in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

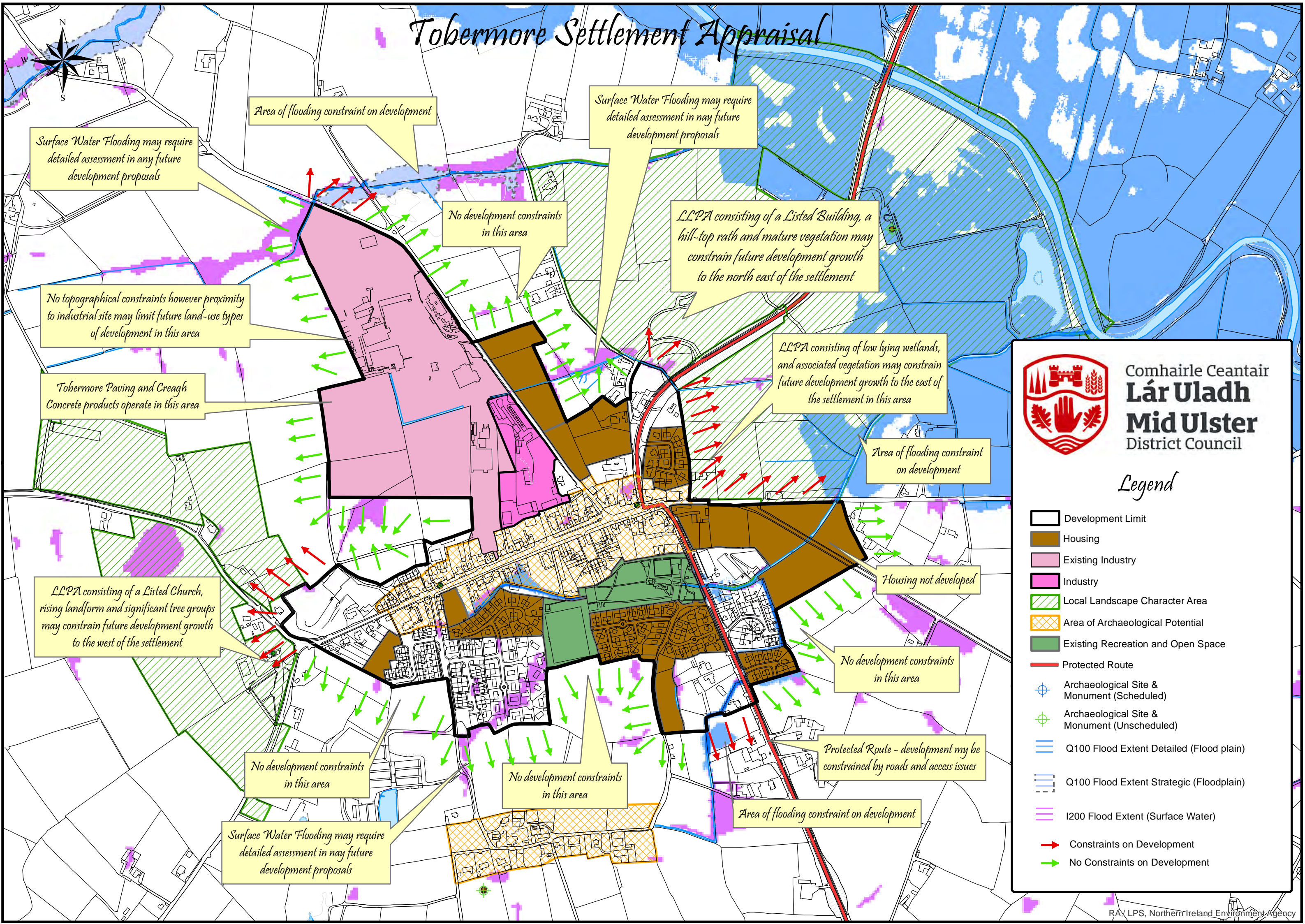
- Tobermore has a population of 823 people equating to 313 households.
- The settlement has developed in a linear formation along Main Street, which is recognised as its core. Development also radiates out towards the north and south of the settlement along connecting road corridors.
- It supports a mixture of development including residential, commercial, civic and industrial uses.
- Service provision is well provided for in terms of everyday needs and facilities.
- There are also good links to larger settlements via local road networks and public transport facilities to obtain a wider range of goods and services.
- A watercourse intersects the settlement, south of Main Street in an east to west direction, progressing under the Desertmartin, Magherafelt and Clooney Road corridors. Lands in and around this watercourse are susceptible to flooding, lands to the north of Clooney Road, particularly susceptible. This may restrict settlement expansion in this area.
- Other constraints on settlement expansion may include a large-scale LLPA designated to the north east of the settlement, a second LLPA designated to the west of the settlement. an area of archaeological potential within the centre of the settlement running either side of Main Street and two listed pumps. Such designations and protected historic features may limit the potential to extend the settlement limits in these directions.
- The most likely area to consider in terms of the settlements expansion would be upon lands to the north and south of the settlement given the adjoining housing zonings here; however, at present it is noted that there is a large capacity of land within the settlement limit which continues to remain undeveloped.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Tobermore. Figures from the 2014 housing monitor show that there is the potential for 242 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purposes of housing is unlikely.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Tobermore retains its classification as a **village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby

members and council officials in attendance agreed that Tobermore should be classified as a **village** in the new settlement hierarchy.

Tobermore Settlement Appraisal





Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Housing
- Existing Industry
- Industry
- Local Landscape Character Area
- Area of Archaeological Potential
- Existing Recreation and Open Space
- Protected Route
- Archaeological Site & Monument (Scheduled)
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood plain)
- Q100 Flood Extent Strategic (Floodplain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development



Tobermore

SETTLEMENT APPRAISAL – UPPERLANDS

Upperlands is located approximately 4km NE of Maghera. The settlement grew up historically around the linen industry and links to the industrial heritage are still evident. According to the 2011 census, the population of Upperlands is 561 which equates to 221 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. NI Water are currently conducting a headroom assessment of all WWTW's in Northern Ireland. Until this assessment has been carried out it is not possible to say what the exact capacity of these facilities are. Upperlands possesses a few resources which are identified at level 1 (villages) of the Hierarchy of Settlements. For example, there is a play area, a shop, a pub and a post office.
ENVIRONMENTAL CAPACITY	<p>The Knockoneil River progresses through the settlement, passing under the Kilrea Road. Consequently, there is an area of strategic flood risk located along the banks of this river and which also extends into some undeveloped land to the south of the settlement. There are also a number of small areas which are prone to surface water flooding located throughout the settlement. This potential for flooding from the watercourse may act as a constraint upon future development potential or expansion within the settlement in these locations.</p> <p>In terms of the built environment, a collection of significant dwellings at Boyne Row in the centre of the settlement have listed status and are also included in an ATC and an LLPA. The ATC has been designated to protect these dwellings as well as buildings within the vicinity and their settings. Boyne Row was originally workers cottages for employees of the nearby linen mill and as such provide a direct link to the past and to the industrial heritage of Upperlands. New development within the vicinity of this area should be sympathetic to the buildings and closely in keeping with the built form and design of the existing streetscape.</p> <p>There is a large Local Landscape Policy Area (LLPA) to the north and south of the settlement, extending well beyond the settlement limit. This seeks to recognise and protect the important landscape character and setting provided by the vegetative environment around the Knockoneil River and other streams as well as the historic mill, dams and races of the mill. This designation may act as a constraint upon development in this location.</p>
TRANSPORT	Upperlands is located within a close proximity to the main A29 road which is also designated as a Link Corridor as per the RDS 2035. The B class road running through Upperlands connects directly to the nearby town of Kilrea and this route is often used by passing traffic traveling to Ballymoney. Upperlands is therefore quite accessible and experiences a reasonably high amount of through traffic. There is an Ulsterbus service running from Upperlands to Maghera 7 times a day and from Maghera, buses are available to Magherafelt, Coleraine and Castledawson.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Upperlands. There is however, a business centre which is home to a few small units / workshops, a pub and a small shop / post office and there is also a café nearby. This small business centre may provide a form of employment and economic opportunity for some of the local populous.
URBAN/RURAL CHARACTER	Upperlands is a settlement which is rural in character and has maintained a lot of its historic heritage. The industrial heritage of the settlement is maintained by the old mill building which has recently been refurbished and reopened as a café. The aforementioned old workers houses at

	<p>Boyne Row are still in existence and are protected by an ATC and listed status. The mature vegetation and trees which line the main road through the settlement also add to the sense of character and place enjoyed by Upperlands. These features are vital to maintaining the character and the links to the past within the settlement and future development should respect the setting and importance of these features.</p>
<p>COMMUNITY SERVICES</p>	<p>There are a few community services in Upperlands such as a play park, a post office a local pub and a local shop. Ampertaine Primary School is located just outside the settlement but is within easy travelling distance for all children from the settlement. The lack of a local hall or community hall is noticeable. The majority of service requirements will be met by nearby larger settlements such as Maghera which is located 4km away.</p>

1.0 Conclusion

1.1 Upperlands is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Upperlands has a population of 561 and 221 households.
- The settlement possesses a great deal of character, derived from its well established nature. Mature vegetation and attractive built form reflect the mature heritage of the area.
- Upperlands extends to the north and south of the Kilrea Road in a clustered form. The topography of the area is generally.
- Service provision within the settlement is limited. There is a small shop, post office and a pub. There is a local Primary School which is located a short distance outside the settlement limit.
- There are good links to larger settlements such as Maghera via local road networks and public transport facilities. This may assist in the provision of a wider range of goods and services on a daily to weekly basis for the local populous.
- There is a business centre within the realms of the settlement which may provide a form of employment and economic opportunity.
- A watercourse progresses through the centre of the settlement crossing under the Kilrea Road. Lands directly alongside the watercourse are susceptible to flooding, particularly to the southeast of the settlement, which may restrict settlement expansion in this area.
- There are 2 LLPA designations within the settlement. These are located to the north and south of the Kilrea Road and progress both directly alongside the settlement limit and partially within it. The LLPA designations may constrain development opportunity and settlement expansion, particularly to the northwest and southeast of the settlement.
- Information contained in the housing allocation paper would suggest that there is a small housing need in Upperlands. Figures from the 2014 housing monitor show that there is the potential for 61 units to be completed within the settlement limit. Therefore a small expansion to the existing development limit for the purpose of housing may be required.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Upperlands is classified as a **Village** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Upperlands should be classified as a **Village** in the new settlement hierarchy.

Upperlands Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Area of Townscape Character
- Historic Park, Garden and Demesne
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development

Surface Water Flooding may require detailed assessment in any future development proposals

LLPA consisting of extensive Industrial Complex "Clark's Mill" and Listed Buildings may constrain development growth in this area

LLPA consisting of Listed Buildings, designed landscape settings and mature woodland may constrain development growth in this area

No existing development constraints in this area

LLPA consisting of stream, mature trees and scrub may constrain development growth in this area,

No existing development constraints in this area

Area of flooding constraint on development

No existing development constraints in this area

LLPA consisting of mature vegetation may constrain development growth in this area

No existing development constraints in this area

Surface Water Flooding may require detailed assessment in any future development proposals

River may form a natural boundary to development in the north and east of settlement

No existing development constraints in this area



Upperlands

SETTLEMENT APPRAISAL – ARDTREA

Ardtree is located approximately 4km East of Cookstown. The settlement is small in scale and development is concentrated along the Ardree and Knockanroe Roads. According to NISRA 2011 Census data Ardree has a population of 50 or less and has 20 or less households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Ardree has a very limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is no sewage treatment works, non-domestic turbines or Anaerobic Digesters in the settlement. It does not have any resources in terms of skills, health, Justice, commercial or production. Its networks include local roads, broadband and limited street lighting. It also has a Church and a Local Hall. Based on its extremely limited resources Ardree, designated as a village in the CAP 2010 would be better suited to a small settlement designation.
ENVIRONMENTAL CAPACITY	There are no watercourses in the settlement and according to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) there are no issues with flooding which would prevent any future expansion of the settlement although there are a few small areas of surface water flooding located within and in close proximity to the settlement which may require detailed assessment. There are no features of industrial heritage within the settlement but there are 3 Listed Buildings and a feature of archaeological heritage (unscheduled). These may be constraints on the future development of Ardree to the north and south of the settlement. An existing LLPA located within the settlement may constrain development growth to the south.
TRANSPORT	Ardree has developed along 3 local Roads. The Ardree road and Knockanroe roads are minor rural roads and the Tullyveagh road, also a minor road, connects Ardree to Cookstown. There is no bus depot, sub depot or local Ulsterbus services. There are also no designated cycle routes, pedestrian crossings or traffic lights within the settlement.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business and there are no existing businesses/workshops in the settlement.
URBAN/RURAL CHARACTER	Ardree is currently designated as a village in the CAP 2010. It is geographically very close to Cookstown. It is rural in character with fairly undulating topography. There is mature vegetation along the Ardree Road, in and around the Listed Church. This area is zoned as an LLPA in the CAP 2010.
COMMUNITY SERVICES	Ardree offers a very limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. There is 1 Church and a Local Hall. The nearby town of Cookstown would provide most services to meet these daily/weekly needs.

1.0 Conclusion

1.1 Ardtrea is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Ardtrea has a population of 50 or less equating to 20 or less households.
- It is small in scale with development concentrated along the Ardtrea and Knockanroe Roads. It's rural, predominantly characterised by single dwellings and farms with undulating topography and mature vegetation focused along the Ardtrea Road and around St Andrew's Church, a local landmark and Listed Building located within a LLPA.
- Service provision within the settlement is limited, to the aforementioned Church and a Local Hall. Cookstown would provide most services to meet the daily, weekly and more specific needs of residents.
- The transport network is characterised by minor rural roads. Ardtrea has developed along 3 roads, the Ardtrea Road, Knockanroe Road and the Tullyveagh Road connecting it to Cookstown. There is no public transport.
- In terms of economic potential there is no industry or commercial activity taking place in the settlement limit.
- Expansion / future growth to the north and south of this settlement may be constrained by St Andrew's Church and grounds. Located in the eastern half of the settlement it is a Listed Building and Local Landmark, important views of which are to be protected. A LLPA has been designated to protect the Church, its immediate surroundings and associated archaeological remains. With elevated land and mature vegetation also possibly constraining growth along Ardtrea's eastern boundary, expansion to the west between the Tullyveagh and Knockanroe Road and to the south along the Knockanroe Road may offer the most potential for future growth. There are some small areas of surface water flooding which may require detailed assessment in any future development proposals.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Ardtrea. Figures from the 2014 housing monitor show that there is the potential for 8 residential units to be completed within the settlement limit. Therefore an expansion of the existing settlement limit for the purpose of housing is unlikely.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Ardtrea is re-classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby

members and council officials in attendance agreed that Ardtrea should be classified as a **small settlement** in the new settlement hierarchy.

Ardtree Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Important Views
- Local Landmark
- Listed Buildings
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development

Protecting important views and setting of Listed Building/local landmark Ardtrea Church may constrain development to the north.

Listed Building may constrain future development growth in this direction

Surface water flooding may require detailed assessment in any future development proposals

No development constraints in this area

Protecting important views and setting of listed building/local landmark Ardtrea Church may constrain development to the south.

Topography and mature vegetation may constrain future development of the settlement along this eastern boundary. Individual dwellings are grouped with Ardtrea Church, a listed building, in an imposing hilltop location



Ardtree



0 500 1,000 2,000 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – BALLYNAKILLY

Ballynakilly is located approximately 3km South of Coalisland on the western side of the A45 Ballynakilly Road. The rural character of the settlement is punctuated by a bathroom / tile showroom and two public sector housing developments on its western side and a private housing development to the south east. There are three halls (one vacant) and a car repair workshop within the settlement. According to NISRA 2011 Census data, Ballynakilly has a population of 243 people and 91 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Ballynakilly has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is one WWTW located within the settlement and one located approximately 100 metres North of the settlement across the Ballynakilly Road (A45). There are currently no non-domestic turbines or Anaerobic Digestors operating within the settlement. Mid Ulster Council is currently dealing with an application for an Anaerobic Digester on a site which straddles the development limit boundaries. Ballynakilly does not have any skills, health, justice or commercial resources but it does have social and productive resources by way of an Orange Hall, a Mission Hall and Neathercotes Plumbing Supply Business. Its networks include local roads, broadband connection, street lighting and local ulsterbus services connecting it to larger settlements. Based on the resources available. Ballynakilly only possesses a few of the resources as identified at level 1 (villages) of the Assets and infrastructure Wheel. Therefore, it should potentially be assigned to the category of small settlement in the new settlement hierarchy.
ENVIRONMENTAL CAPACITY	The settlement is bounded to the NW by the Ballynakilly Road A45, restricting potential future growth in this direction. Elsewhere, the surrounding landscape is generally unrestrictive apart from a small lake which abuts part of the SW boundary. According to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) there are no areas within the settlement limit which are susceptible to flooding. There are a few areas identified as being susceptible to surface water flooding, but not to an extent which would limit future expansion or growth. There are no areas of existing recreation/open space within the settlement identified in the DSTAP 2010 nor are there are any features of Industrial Heritage, Listed Buildings or Archaeological sites/monuments which would impact on future growth or expansion.
TRANSPORT	The settlement extends in westerly direction from Ballynakilly road along Coash Road. The Ballynakilly Road connects the settlement to Coalisland, the M1 and Tamnamore Park and Ride. There is a local bus stop and a daily service to Dungannon and Coalisland. There are no designated cycle routes, pedestrian crossings or traffic lights within the settlement.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement for industry. Established businesses within the settlement include a bathroom and tile showroom and a vehicle repair workshop. There are several other businesses in close proximity to Ballynakilly that lie outside of any designated settlement, including construction company McAvoy Group and McKeever Car Breakers.
URBAN/RURAL CHARACTER	A small cluster of residential, community and commercial development provide a clear distinction between urban and rural when arriving at Ballynakilly from the A45 Ballynakilly Road. Beyond this a more rural settlement pattern emerges. A series of single dwellings extend in a linear form along Coash Road, interrupted only by one small, private housing development.

COMMUNITY SERVICES	Ballynakilly offers a fairly limited range of services to benefit the daily needs of the local community and those living in the rural hinterland. Services are provided in the form of the local Orange Hall and the local Mission Hall. The local working men's club now lies vacant. The nearby towns of Coalisland and Dungannon would provide most services to meet the daily, weekly and more specific needs of residents.
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1.0 Conclusion

1.1 Ballynakilly is currently designated as a village in the DSTAP 2010.

1.2 Following re-examination of the settlement, a summary of the key findings are;

- Ballynakilly has a population of 243 people and 91 households.
- A build-up of residential, community and commercial development at its north-eastern end contrasts with the broadly rural character of the settlement.
- There is further capacity within the limits to accommodate growth in the form of individual houses, housing developments and small scale employment uses.
- The A45 provides a strong defensible limit boundary to the north east restricting potential future growth in this direction. Elsewhere, the surrounding landscape is generally unrestrictive apart from small lake which abuts the south western boundary.
- Ballynakilly's function is predominantly residential but also includes employment and community uses
- Service provision within the settlement is limited. Residents would have to travel to nearby towns of Coalisland or Dungannon for their daily/weekly needs.
- Information contained in the housing allocation paper would suggest that there is need for approximately 15 additional houses in Ballynakilly. It is envisaged that there will be enough land available within the settlement limit to accommodate this need. These 15 houses should be provided in addition to the 17 potential residential units which can be completed, as identified from 2014 housing monitor figures. There is sufficient land within the settlement to allow for this development.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and service provision, it is recommended that Ballynakilly is re-classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is at odds with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Ballynakilly should be classified as a village in the new settlement hierarchy. However, following a structured settlement appraisal by the Development Plan team, it was felt that the settlement should be classified as a **small settlement**.

Ballynakilly Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Sewage Treatment Works
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- No Constraints on Development
- Constraints on Development

Area of flooding constraint on development

A45 road provides a natural boundary to development in the north east side of the settlement

Surface water flooding may require detailed assessment in any future development proposals

Surface water flooding may require detailed assessment in any future development proposals

No existing development constraints in this area

Lake may form a natural boundary to development in this area

No existing development constraints in this area



Ballynakilly

SETTLEMENT APPRAISAL – BALLYMAGUIGAN

Ballymaguigan is located approximately 7km East of Magherafelt. Its Settlement Limit is designated around three existing clusters of development. According to NISRA 2011 Census data, Ballymaguigan has a population of 228 people and 69 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There are no treatments plants in the settlement. There are no turbines or Anaerobic Digesters operating within the settlement. Ballymaguigan has limited resources and facilities identifiable at level 1 (villages) on the Hierarchy of Settlements and Related Infrastructure Wheel. For example, there is no shop, post office, pub, or play park; however there is a GAA pitch and an associated local hall.
ENVIRONMENTAL CAPACITY	According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) lands beyond the northern boundary of the settlement are generally susceptible to flooding. Development in this general direction may therefore be constrained by this. Surface Water Flooding is also identified throughout the settlement. Lough Neagh is located to the East of the settlement and a corresponding Area of High Scenic Value (AOHSV) designation here may act as a further constraint upon future development or settlement expansion in this direction. Development within an AOHSV is restricted by virtue of the fact that any development within an AOHSV should not adversely affect the quality and character of the landscape in accordance with policy CON 1 of the MAP 2015.
TRANSPORT	The settlement has developed along the Shore Road, Waterfoot Road and Moss Road. The Shore Road leads connects to the Aughrim Road, which provides links to Magherafelt and A6 Belfast to Derry Transport Corridor. There is no bus depot or sub depot in the settlement nor is there a local Ulsterbus Service. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Ballymaguigan. There are three local businesses within the settlement, the Oakleaf Furniture Showroom, the Moss tile and bathroom showroom and a fuel Cash and Carry. These are all located offside the Moss Road and may provide a form of employment to the local populous.
URBAN/RURAL CHARACTER	Ballymaguigan has developed within three identifiable nodes of development which are fairly spread out. It is within easy access to Magherafelt. The topography of the landscape is relatively flat. The majority of undeveloped land is flat low-lying grass land. It does not have a defined centre, rather development is spread along the three local roads. There is 1 housing development and approx. 39 single dwellings within the settlement.
COMMUNITY SERVICES	Ballymaguigan offers limited community services. It has a GAA pitch with an associated Hall and a Primary School. Magherafelt is within short distance from the settlement so it is likely that the populous avail of the main services and provisions provided here.

1.0 Conclusion

1.1 Ballymaguigan is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Ballymaguigan has a population of 228 people and 69 households.
- Ballymaguigan consists of three clusters of development and the topography of the area is flat. The settlement has a distinctly rural character.
- There are three viable businesses within the settlement limit and these may provide a modest level of employment within the settlement.
- Service provision is poor however there are good links to larger settlements nearby via local road networks which would assist in the provision of the daily to weekly needs of the local populous. There are currently no public transport facilities serving the settlement.
- There are some potential constraints to expansion of the settlement limit in the form of an area of flooding to the north and an AOHSV to the east.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Ballymaguigan. Figures from the 2014 housing monitor show that there is the potential for 33 residential units to be completed within the settlement limit. Therefore an expansion of the existing settlement limit is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Ballymaguigan retains its classification as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Ballymaguigan should be classified as a **small settlement** in the new settlement hierarchy.

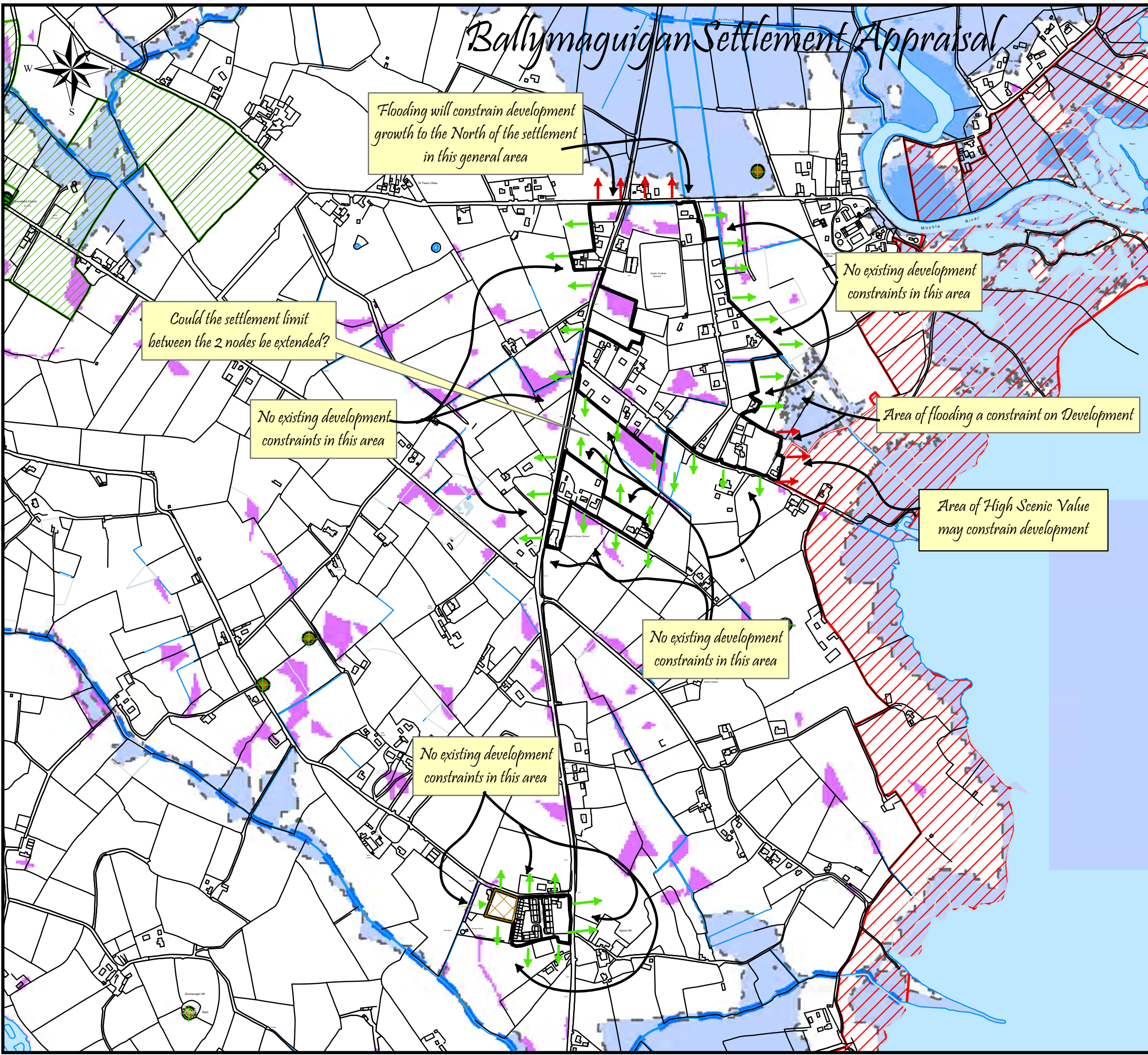
Ballymaguigan Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Area of High Scenic Value
- Housing Approval (Not Started)
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





Ballymaguigan



0 100 200 400 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – BALLYNAKILLY

Ballynakilly is located approximately 3km South of Coalisland on the western side of the A45 Ballynakilly Road. The rural character of the settlement is punctuated by a bathroom / tile showroom and two public sector housing developments on its western side and a private housing development to the south east. There are three halls (one vacant) and a car repair workshop within the settlement. According to NISRA 2011 Census data, Ballynakilly has a population of 243 people and 91 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Ballynakilly has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is one WWTW located within the settlement and one located approximately 100 metres North of the settlement across the Ballynakilly Road (A45). There are currently no non-domestic turbines or Anaerobic Digestors operating within the settlement. Mid Ulster Council is currently dealing with an application for an Anaerobic Digester on a site which straddles the development limit boundaries. Ballynakilly does not have any skills, health, justice or commercial resources but it does have social and productive resources by way of an Orange Hall, a Mission Hall and Neathercotes Plumbing Supply Business. Its networks include local roads, broadband connection, street lighting and local ulsterbus services connecting it to larger settlements. Based on the resources available. Ballynakilly only possesses a few of the resources as identified at level 1 (villages) of the Assets and infrastructure Wheel. Therefore, it should potentially be assigned to the category of small settlement in the new settlement hierarchy.
ENVIRONMENTAL CAPACITY	The settlement is bounded to the NW by the Ballynakilly Road A45, restricting potential future growth in this direction. Elsewhere, the surrounding landscape is generally unrestrictive apart from a small lake which abuts part of the SW boundary. According to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) there are no areas within the settlement limit which are susceptible to flooding. There are a few areas identified as being susceptible to surface water flooding, but not to an extent which would limit future expansion or growth. There are no areas of existing recreation/open space within the settlement identified in the DSTAP 2010 nor are there are any features of Industrial Heritage, Listed Buildings or Archaeological sites/monuments which would impact on future growth or expansion.
TRANSPORT	The settlement extends in westerly direction from Ballynakilly road along Coash Road. The Ballynakilly Road connects the settlement to Coalisland, the M1 and Tamnamore Park and Ride. There is a local bus stop and a daily service to Dungannon and Coalisland. There are no designated cycle routes, pedestrian crossings or traffic lights within the settlement.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement for industry. Established businesses within the settlement include a bathroom and tile showroom and a vehicle repair workshop. There are several other businesses in close proximity to Ballynakilly that lie outside of any designated settlement, including construction company McAvoy Group and McKeever Car Breakers.
URBAN/RURAL CHARACTER	A small cluster of residential, community and commercial development provide a clear distinction between urban and rural when arriving at Ballynakilly from the A45 Ballynakilly Road. Beyond this a more rural settlement pattern emerges. A series of single dwellings extend in a linear form along Coash Road, interrupted only by one small, private housing development.

COMMUNITY SERVICES	Ballynakilly offers a fairly limited range of services to benefit the daily needs of the local community and those living in the rural hinterland. Services are provided in the form of the local Orange Hall and the local Mission Hall. The local working men's club now lies vacant. The nearby towns of Coalisland and Dungannon would provide most services to meet the daily, weekly and more specific needs of residents.
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1.0 Conclusion

1.1 Ballynakilly is currently designated as a village in the DSTAP 2010.

1.2 Following re-examination of the settlement, a summary of the key findings are;

- Ballynakilly has a population of 243 people and 91 households.
- A build-up of residential, community and commercial development at its north-eastern end contrasts with the broadly rural character of the settlement.
- There is further capacity within the limits to accommodate growth in the form of individual houses, housing developments and small scale employment uses.
- The A45 provides a strong defensible limit boundary to the north east restricting potential future growth in this direction. Elsewhere, the surrounding landscape is generally unrestrictive apart from small lake which abuts the south western boundary.
- Ballynakilly's function is predominantly residential but also includes employment and community uses
- Service provision within the settlement is limited. Residents would have to travel to nearby towns of Coalisland or Dungannon for their daily/weekly needs.
- Information contained in the housing allocation paper would suggest that there is need for approximately 15 additional houses in Ballynakilly. It is envisaged that there will be enough land available within the settlement limit to accommodate this need. These 15 houses should be provided in addition to the 17 potential residential units which can be completed, as identified from 2014 housing monitor figures. There is sufficient land within the settlement to allow for this development.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and service provision, it is recommended that Ballynakilly is re-classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is at odds with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Ballynakilly should be classified as a village in the new settlement hierarchy. However, following a structured settlement appraisal by the Development Plan team, it was felt that the settlement should be classified as a **small settlement**.



Ballynakilly

Ballynakilly Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Sewage Treatment Works
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- No Constraints on Development
- Constraints on Development

Area of flooding constraint on development

A45 road provides a natural boundary to development in the north east side of the settlement

Surface water flooding may require detailed assessment in any future development proposals

Surface water flooding may require detailed assessment in any future development proposals

Lake may form a natural boundary to development in this area

No existing development constraints in this area

No existing development constraints in this area

SETTLEMENT APPRAISAL – BALLYNEASE

Ballynease is located approximately 14km NE of Magherafelt and just west of the River Bann. The settlement is small in scale and development is concentrated in three separate nodes. According to NISRA 2011 Census data Ballynease has a population of 50 or less and has 20 or less households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Ballynease has a very limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is no sewage treatment works, non-domestic turbines or Anaerobic Digesters in the settlement. It does not have any Health, Justice, Commercial or Production resources. Its networks include local roads, broadband and limited street lighting. It also has a Primary School and a Local Hall.
ENVIRONMENTAL CAPACITY	The River Bann flows to the East of Ballynease, and according to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) it may give rise to some minor flooding and surface water flooding to the West of the 3 settlement nodes. This may prevent any future expansion of the settlement to the West. There is no zoned recreation/open space. There are no features of industrial, archaeological heritage or Listed Buildings within the settlement.
TRANSPORT	There are 2 local roads within the settlement. The Ballynease Road and the Culbane Road. The Ballynease Road connects the settlement to Clady in the North and Bellaghy in the South. The Culbane Road is minor rural Road. There is no bus depot or sub depot and the closest bus services connecting to larger settlements are in Bellaghy and Clady. There are no designated cycle routes, pedestrian crossings or traffic lights within the settlement. Broadband connection is available.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business and there are no existing businesses or workshops.
URBAN/RURAL CHARACTER	Ballynease is currently designated as a small settlement in the MAP 2015. It is rural in character and dispersed in form. It is geographically very close to Clady and Bellaghy. Its topography is quite undulating and there is little in terms of mature vegetation within the settlement. It is predominantly characterised by single dwellings and farms. There is no land zoned for housing and there are no housing developments within the settlement. All approaches into the settlement are characterised by single dwellings and agricultural fields. The main focal point is centred around the Primary School and Local Hall on the Culbane Road.
COMMUNITY SERVICES	Ballynease offers a very limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. There is 1 Primary School and 1 Local Hall. The nearby villages of Clady and Bellaghy are likely used by the local populous to obtain services and provisions that meet their daily to weekly needs.

1.0 Conclusion

1.1 Ballynease is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Ballynease has a population of 50 or less and has 20 or less households.
- The settlement is characterised as a collection of three nodes of development consisting mostly of singular residential dwellings in groupings. It is located offside minor roadways and is rural in character. The topography of the area is undulating
- Service provision within the settlement is limited in terms of everyday needs and facilities. There is one primary school and local hall. There are links to nearby larger settlements via local road networks to obtain a wider range of goods and services. The settlement is not served by public transport.
- Development upon lands in-between the northern and southern nodes of the settlement may be constrained by the extent of the floodplain in this area. There are no environmental designations (for example, LLPAs) within the settlement.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Ballynease. Figures from the 2014 housing monitor show that there is the potential for 15 residential units to be completed within the settlement limit. Therefore an expansion of the existing settlement limit is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Ballynease retains its classification as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Ballynease should be classified as a **small settlement** in the new settlement hierarchy.

Ballynease Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Area of High Scenic Value
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Floodplain)
- I200 Flood Extent (Surface Water)
- Archaeological Site and Monument (Unscheduled)
- Constraints on Development
- No Constraints on Development

No Constraints on development

Flooding to the West and SW
of two of the settlement nodes
is the only existing constraint

No Constraints on development



Ballynease

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – CAPPAGH

Cappagh is located approximately 15km NW of Dungannon, The settlement has developed in a linear form along Cappagh Road and consists of a mix of terraced properties, semi-detached and detached dwellings. According to NISRA 2011 Census data, Cappagh has a population of 53 people and 25 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Cappagh has a fairly limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is an existing WWTW located within the existing development limit to the northwest. There are no turbines or Anaerobic Digestors operating within the settlement. Cappagh does have limited commercial resources by way of a shop and a pub but it does not have any social, health or justice resources. Its networks include local roads, limited broadband, street lighting and local ulsterbus services.
ENVIRONMENTAL CAPACITY	The Altnore River runs partially alongside the existing development limit (northern boundary). According to Strategic Flood Maps from DARD Rivers Agency there is a narrow floodplain area located along this watercourse. There is no existing housing at this boundary section. The river and associated floodplain will prevent future expansion/development in this general area. Recent Surface Water Flood Hazards Maps also identify this area along Altnore River and an area immediately adjacent to/ south of the engineering works as being susceptible to surface water flooding .A surface water floodplain area is also located in a field immediately northwest (outside and adjacent to the existing dev limit) beside Cappagh Bridge. This may constrain future expansion in these areas but would be subject to detailed assessment. A Site of Local Nature Conservation Importance is designated along the Altnore River. This may be a constraint on development in this area. There are no features of Industrial or archaeological heritage in Cappagh and no Listed Buildings.
TRANSPORT	The settlement has developed mainly along Cappagh Road. There is a local bus stop, providing a service to Dungannon (stopping at Donaghmore on route). This service operates Mon-Fri at schools times. The closest Park and Ride facilities are available at Ballygawley (12km to the southwest). There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Cappagh. There is a large engineering works located within the Development Limit. There is also an operational quarry (Barrack Hill) located outside the Development limit to the northwest of Cappagh.
URBAN/RURAL CHARACTER	There is an existing linear development pattern located along both sides of Cappagh Road. There are only two detached residential properties along Lurgylea Road and a large engineering works. There is a pub and shop located on Cappagh Road. Although services are limited these are located on the Cappagh Road along with housing and the area maintains a sense of place. The topography falls to the northwest and away from Cappagh Road. There are existing village signs announcing the settlement name as you enter from both sides of the Cappagh Road.
COMMUNITY SERVICES	Cappagh offers a fairly limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. Facilities include a shop, pub and local bus service. Galbally Community Centre, Galbally PS and a St John's RC Church are located 3km to the northeast of Cappagh and provide additional facilities for those residing in

	Cappagh. The nearby town Dungannon would provide most services to meet the weekly and more specific needs of residents.
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1.0 Conclusion

1.1 Cappagh is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Cappagh has a population of 53 people equating to 25 households.
- The settlement has developed along either side of Cappagh Road. The built form has an identifiable centre as buildings are set-back with car parking areas to the front which has created an informal square. Travelling further northwards along Cappagh Road the topography falls and the settlement is characterised by staggered housing.
- Service provision is extremely limited, there is a small shop, pub and a local bus service to Donaghmore / Dungannon with infrequent services. Residents and those living in the surrounding rural hinterland would have to travel to the nearby settlements such as Galbally, Donaghmore or Dungannon for daily and weekly needs.
- In terms of capacity to accommodate future growth there is a floodplain area along the Altmore River to the north of the settlement which may restrict growth in that direction. This river is a Site of Local Nature Importance and this may also act as a development constraint. There is a surface water floodplain area to the North of the settlement. Any future development proposals in this area may require detailed assessment. There are no constraints on development to the south east of the settlement as identified on the appraisal map. The topography here undulates very gently. Lands to the west of the settlement rise very steeply and the roads radiating to the west are very minor and steep. This may constrain development growth to the west.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Cappagh and accordingly, the settlement limit is unlikely to be extended. There is a large area of land within the existing settlement limit which remains undeveloped. Figures from the 2014 housing monitor show that there is potential for 22 residential units to be completed within the settlement limit.

1.3 Taking account of the spatial framework guidance in the RDS 2035, and the population, size and service provision, it is recommended that Cappagh is re-classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Cappagh could fall into the classification category of either a small settlement or village. Following a structured settlement appraisal analysis of Cappagh by the Mid Ulster Development Plan team, it is subsequently agreed that Cappagh should be re-classified as a **small settlement** in the new settlement hierarchy.

Cappagh Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Site of Local Nature Conservation Importance
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Sewage Treatment Works
- No Constraints on Development
- Constraints on Development

Surface water flooding may require detailed assessment in any future development proposals

River may form a natural boundary to development in this area

Torrent Altnore River is a SLNCS which may constrain future development growth in this area

Topography may constrain development in the South of the settlement in this area

No existing development constraints in this area



Cappagh

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – CARLAND

Carland is located approximately 5km North of Dungannon, adjacent to the A29 Dungannon to Cookstown Road. The settlement has developed in loose linear form along Lisnagowan Road. According to the 2011 census, Carland is one of 14 settlements across Mid Ulster that has 50 or less people and 20 or less households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Carland has a very limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is no WWTW available in Carland and there are currently no non-domestic turbines or Anaerobic It does not have any commercial, productive, health, justice, skills or social resources. Its networks include local roads, broadband, street lighting and local ulsterbus services connecting it to the larger settlements of Cookstown and Dungannon. Based on the resources available, Carland has very few of the resources identified at level 1 of the assets and infrastructure wheel and it is therefore felt that it is not possible to class it as a village.
ENVIRONMENTAL CAPACITY	The Torrent River flows along the SE boundary of the settlement. Strategic Flood Maps from DARD Rivers Agency highlight areas along this section of the River that are susceptible to flooding. These areas and the A29 Road have implications for future growth and expansion of the settlement in this general area. The Torrent River is also designated as a Site of Local Nature Conservation Importance (SLNCI) which may also restrict any future growth/expansion in this area. There is one area of identified recreation and open space within the settlement limit of Carland and there are no Listed Buildings, features of Industrial or Archaeological heritage.
TRANSPORT	There are no major roads passing through Carland, however the A29 link road between Cookstown and Dungannon had previously ran over Carland Bridge before running along the southeastern boundary of the village. In recent years the road was realigned and now bypasses what had been a very sharp bend in road at the point of the bridge. Access into the village is provided directly off the original A29 with only one narrow local road the Lisnagowan Road running through the settlement. There is no bus depot or sub depot in the settlement but there are local Ulsterbus services connecting Carland to Dungannon and smaller surrounding settlements. There is no designated cycle route, traffic lights or pedestrian crossings within the settlement. There are no park and ride/share facilities located within Carland however it is noted the despite the recent realignment the village has almost direct access onto the main Cookstown to Dungannon link road.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business and there are no existing workshops or businesses which provide employment.
URBAN/RURAL CHARACTER	Carland has developed in loose linear form along the Lisnagowan Road. It comprises mainly of single dwellings and farm complexes. The Lisnagowan Road rises quite steeply with the topography of the area from Carland Bridge up through the settlement and out into the countryside to the north. Although not located within the settlement limit, 'The Gables Bar and Restaurant' is strongly associated with the settlement due to its proximity to the A29 and the fact that it reads with the settlement.
COMMUNITY SERVICES	Carland offers a very limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. Local facilities are limited to a primary school, St Mary's located along the Lisnagowan Road. The nearby towns of Cookstown and Dungannon

	would provide most services to meet the daily, weekly and more specific needs of residents.
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1.0 Conclusion:

1.1 Carland is currently designated as a village in the DSTAP 2010.

1.2 Following re-examination of the settlement a summary of the key findings are:

- Carland has a population of 50 or less and has 20 or less households.
- It comprises mainly of single dwellings and farm complexes which have developed in loose linear form along the Lisnagowan Road.
- Service provision is extremely limited. Residents would have to travel to nearby villages such as Donaghmore or the nearby towns of Cookstown or Dungannon, which would provide most services to meet their daily, weekly and more specific needs.
- In terms of capacity to accommodate growth, consolidation of the built form does provide opportunity for individual dwellings and/or small groups of houses and small rural businesses.
- Constraints include the Torrent River, a section of which flows along the SE boundary of the settlement. It is a designated SLNCI and is susceptible to flooding. Alongside the Torrent River is the A29. This road may have implications for future growth and expansion in this general area.
- Carland's role/function is limited to a mainly residential and agricultural one.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Carland. Figures from the 2014 housing monitor show that there is the potential for 13 residential units to be completed within the settlement limit.

1.3 Taking account of the spatial framework guidance in the RDS 2035, and the population, size and service provision, it is recommended that Carland is re-classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Carland should be classified as a **small settlement** in the new settlement hierarchy.

Carland Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Protected Route
- A29 Road Alignment
- Site of Local Nature Conservation Importance (SLNCI)
- Archaeological Site and Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- No Constraints on Development
- Constraints on Development

No existing development constraints to the north side of the settlement

Surface water flooding may require detailed assessment in any future development proposals

No existing development constraints to the west side of the settlement

Area of flooding constraint on development

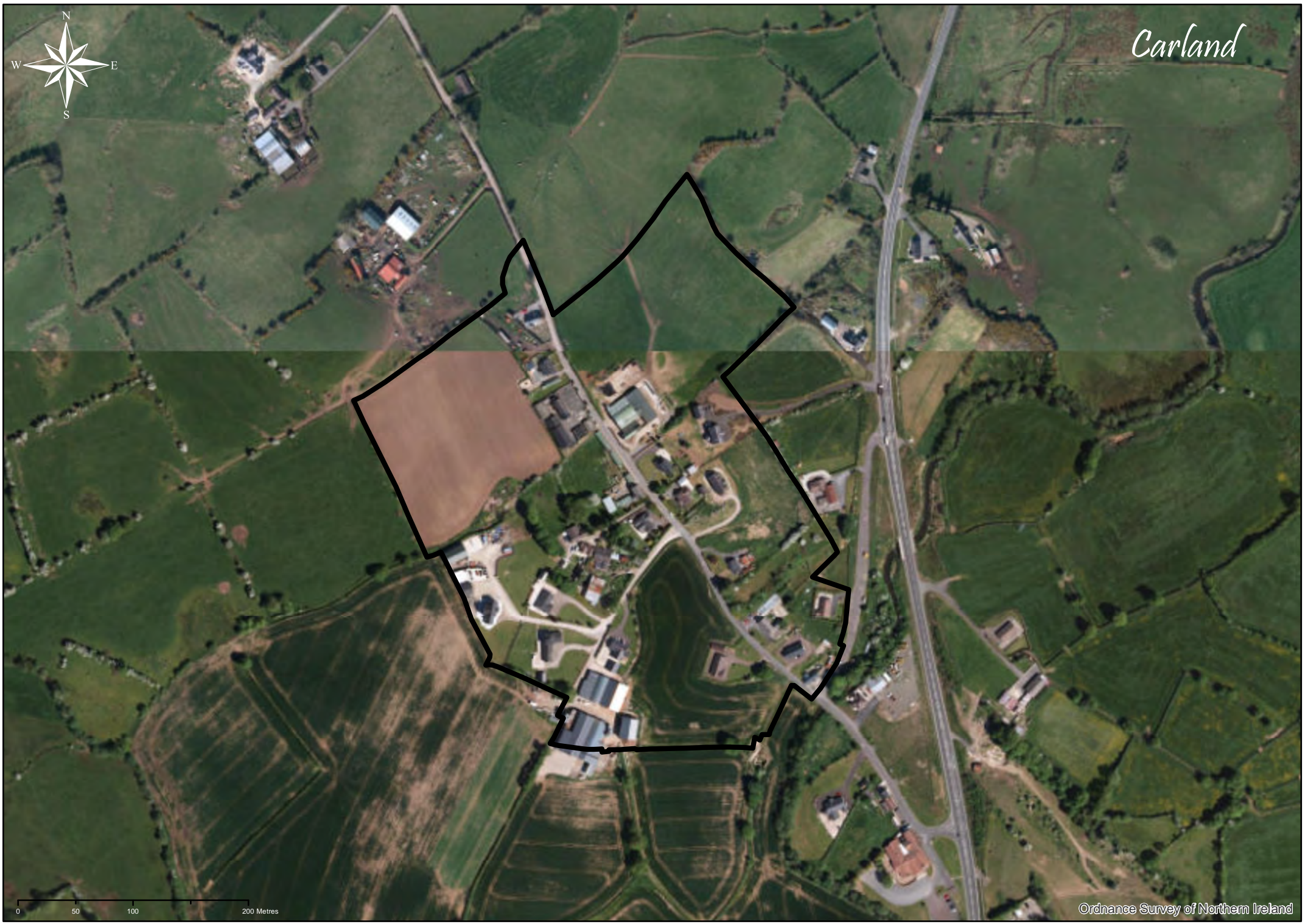
Protected Route - development may be constrained by roads and access issues

SLNCI may constrain future development growth in this area

Torrent River may form a natural boundary to development at east side of settlement

A29 Road Alignment Complete - Carland Bridge

Industrial Crane, dating from 1830 and associated with Carland has been recently restored and located to the front of the gables restaurant. Should this be afforded protection? Should this area be included within the settlement imits of Carland?



Carland

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – CARNTEEL

Carnteel is located approximately 14km SW of Dungannon. The settlement is located on a hilltop location and development is concentrated in linear form along Main Street and Lisconduff Road, at a staggered cross roads junction. Existing development comprises mainly of housing. According to NISRA 2011 Census data, Carnteel has a population of 50 or less people and 20 or less households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>Carnteel has a very limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There are currently no non-domestic turbines or Anaerobic Digestors operating within the settlement.</p> <p>Its networks include local roads, broadband, street lighting and a post box.</p> <p>Based on the resources available, Carnteel has very few of the resources available at level 1 (villages) in the hierarchy of settlements. Accordingly, it would fit more neatly into a small settlement designation.</p>
ENVIRONMENTAL CAPACITY	<p>According to Flood Maps from DARD Rivers Agency there are no areas within the settlement limit of Carnteel which are susceptible to flooding or surface water flooding. There are no features of Industrial Heritage or Listed Buildings within the settlement. There are however 2 Archaeological sites/monuments, located at the junction of Main Street and Lisconduff Road. An LLPA is designated immediately adjacent to (west of) the existing development limit to protect the hilltop setting when viewed from the west. Development is normally resisted within an LLPA and as such this zoning may constrain future expansion of the settlement to the SW.</p>
TRANSPORT	<p>There are 2 local Roads within the settlement. There are no pedestrian footpaths, pedestrian crossings or traffic lights. There is street lighting on Main Street.</p>
ECONOMIC DEVELOPMENT	<p>There is no zoned industrial land within Carnteel.</p>
URBAN/RURAL CHARACTER	<p>Carnteel is very rural in character. The staggered cross roads junction provides a focal point / settlement centre. The settlement is very limited in size and is mainly residential.</p>
COMMUNITY SERVICES	<p>Carnteel offers no range of services to benefit the daily needs of the local community and smaller surrounding settlements other than an agricultural equipment supplies shop. The nearby town of Dungannon and the village of Aughnacloy would provide most services to meet the daily, weekly and more specific needs of residents.</p>

1.0 Conclusion

1.1 Carnteel is currently designated as a village in the DSTAP 2010.

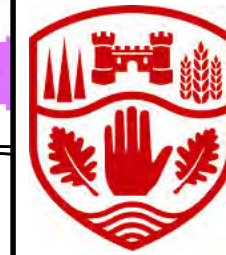
1.2 Following re – examination of the settlement, a summary of the key findings are;

- Carnteel has a population of 50 or less and has 20 or less households.
- Carnteel takes the form of a rural cluster developed around a cross roads. The settlement has a relatively compact built form comprising mainly of housing. Carnteel is located on a hilltop location.
- Service provision is extremely limited, Carnteel only has an agricultural supplies shop. Residents and those living in the surrounding rural hinterland area would have to travel to nearby settlements such as Aughnacloy and Dungannon for daily or weekly needs.
- Carnteel's role / function is therefore limited to being a mainly residential area.
- In terms of expansion / future growth, an existing LLPA Designation to the west of the settlement may constrain growth in that direction. The existing topography to the east declines steeply away from the settlement and may constrain development growth in that area. Given the relatively flat topography to the northeast, this area would be suitable for expansion if required. The Carnteel Road to the north of the settlement acts as a natural boundary to the settlement.
- Information contained in the housing allocation paper would suggest that there is a small need for 3 additional houses in Carnteel and there is sufficient land within the settlement to allow for this required development.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Carnteel be re-classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Carnteel should be classified as a **small settlement** in the new settlement hierarchy.

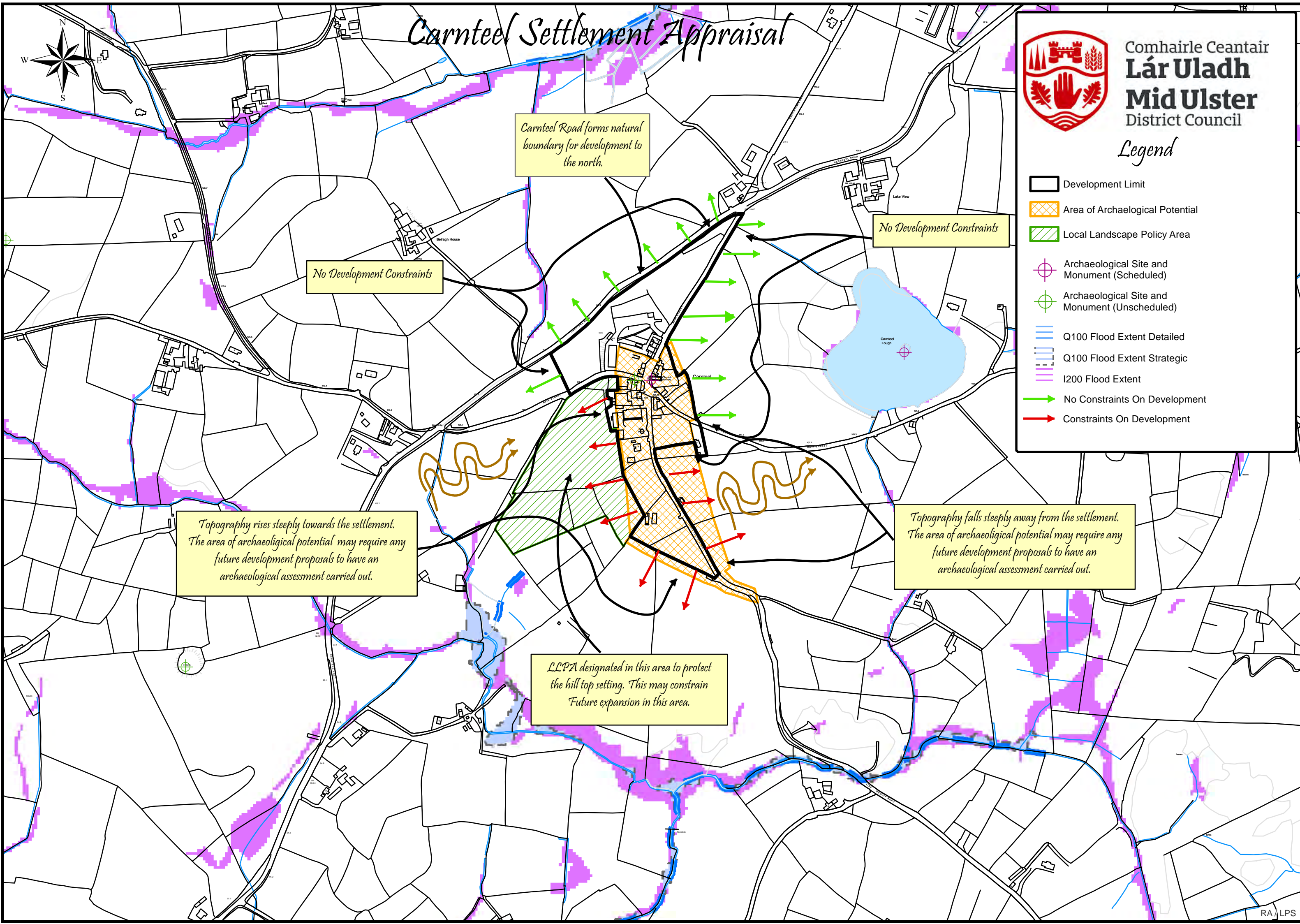
Carnteel Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Area of Archaeological Potential
- Local Landscape Policy Area
- Archaeological Site and Monument (Scheduled)
- Archaeological Site and Monument (Unscheduled)
- Q100 Flood Extent Detailed
- Q100 Flood Extent Strategic
- I200 Flood Extent
- No Constraints On Development
- Constraints On Development





Carnteel

SETTLEMENT APPRAISAL – CREAGH

Creagh is located approximately 8km North East of Magherafelt. It has developed in a linear form along the Blackpark Road. Its Settlement Limit has been created to provide development opportunities in line with the scale, character, and role of the linear settlement, whilst preventing ribboning and urban sprawl into the countryside. According to NISRA 2011 Census data, Creagh has a population of 308 people and 90 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There are no treatments plants in the settlement, however there is a sewage works to the west of the settlement. There are no turbines or Anaerobic Digestors operating within the settlement.</p> <p>In terms of the Settlement Hierarchy and Related Infrastructure Wheel, Creagh has few of the resources which are designated at level 1 (villages). For instance there is a small shop and a local GAA pitch and hall although there is no pub, post office, primary school, doctors surgery, or play park. Based on the resources available Creagh is correctly designated as a small settlement by the MAP 2015.</p>
ENVIRONMENTAL CAPACITY	<p>The Moyola River runs outside the settlement limit to the west and according to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) housing developments and undeveloped lands along this boundary may be susceptible to flooding, Recent Surface Water Flood Hazards Maps also identify various areas throughout the settlement as being susceptible to surface water flooding. Any undeveloped land which is liable to flooding will therefore be unsuitable for future housing or industrial development.</p> <p>LLPA CH 02 runs along the western boundary of the settlement also. This LLPA is designed to protect the river and its wildlife interests as well as the listed bridge over Aughrim Road and the mature vegetation. Any development in this area should not impact negatively on these features. The LLPA in conjunction with the area of flood risk mean that development to the south and west is constrained.</p> <p>Development to the north and east will also be restricted, this time by virtue of the existing A6 road which links Derry and Belfast. To the south and east, there is a large industrial site as well as proposals for a new road which will form the new Magherafelt by pass. Future land use development types to the east may be constrained by the proximity of the industrial site.</p>
TRANSPORT	<p>The settlement has developed along Blackpark Road which connects it to the A6 Derry to Belfast transport Corridor.</p> <p>There is no bus depot or sub depot in the settlement. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.</p> <p>Creagh is therefore connected to a major road network, with the A6 running immediately adjacent to its northern edge.</p>
ECONOMIC DEVELOPMENT	<p>There is no zoned industrial land within Creagh however there is considerable industrial activity bounding the Settlement, including Creagh Concrete and John H Place Steel. Creagh Business Park lies east of the settlement, South Derry Coachworks is situated to the North of the settlement. Proximity to the A6 key transport corridor should provide strategic economic development opportunities in the future.</p>
URBAN/RURAL CHARACTER	<p>Creagh is located geographically close to Magherafelt. The topography of the landscape is relatively flat. The majority of undeveloped land is flat low-lying grass land. It does not have a defined centre as such, with development spread along the Blackpark Road.</p> <p>There are a total of 5 housing developments and approx. 25 single dwellings within the settlement.</p>

	The area to the east of the settlement, just outside the settlement limit is dominated by industrial use.
COMMUNITY SERVICES	<p>Creagh offers limited community services, It has a GAA pitch and hall, a shop/petrol station, Car sales. Just outside the settlement limit is the Elk bar restaurant and nightclub and McNallys bar and restaurant.</p> <p>The nearby settlement of Castledawson is a service centre likely to provide the majority of daily / weekly services (such as pharmacy, doctor, groceries, butchers etc) for people living in Creagh.</p>

1.0 Conclusion

1.1 Creagh is currently designated as a small settlement in the MAP 2015.

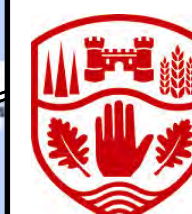
1.2 Following re – examination of the settlement, a summary of the key findings are;

- Creagh has a population of 308 equating to 90 households.
- Creagh is relatively flat and low lying. It has developed mainly in a linear pattern along Blackpark Road.
- Service provision is limited to a Shop / Petrol Station, Car Sales, GAA Pitch and Hall. Just outside the settlement is the elk bar restaurant and nightclub and McNallys bar and restaurant. Some daily needs could be met in the settlement but the majority of weekly / daily needs are likely to be met in Castledawson or Magherafelt.
- Creagh has access to a good transport network, being immediately beside the A6 key transport corridor.
- Creagh Concrete is a large scale industrial business located immediately to the south east of the settlement.
- There are a range of constraints which may potentially limit the future expansion of the settlement. The Moyola River susceptible to flooding runs outside the settlement limit to the west, its floodplain may constrain expansion to the south west of the settlement. Surface water flooding on the north western edge of the settlement may require detailed assessment in any future development proposals. A LLPA which runs along the western boundary of the settlement is designated to protect the river and its wildlife interests, the listed bridge over the Aughrim Road and the mature vegetation and may constrain any further development growth in this direction. Development to the north and east may be restricted, by the A6 which links Derry and Belfast.
- Information contained in the housing allocation paper would suggest that there is a small need for additional housing stock in Creagh. Further development land for the purpose of housing development may be required.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Creagh retains its classification as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Creagh should be classified as a **small settlement** in the new settlement hierarchy.

Creagh Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Creagh Business Park
- Industry
- Large Area of Industry
- Protected Route
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development

Surface Water Flooding may require detailed assessment in any future development proposals

Protected Route may form a natural boundary to development growth in the north and east of the settlement

No existing development constraints in this area

Entertainment Complex

Visually significant tree belt at junction of Creagh and Blackpark road (LLPA). Area also liable to flooding.

Industrial Lands

No existing development constraints in this area

No topographical constraints however proximity to industrial site, Creagh Concrete, may limit future land-use types of development in this area

Moyola River important landscape feature and wildlife corridor. Listed bridge over Moyola River (LLPA).

Large industrial Area Should this be identified in Plan?

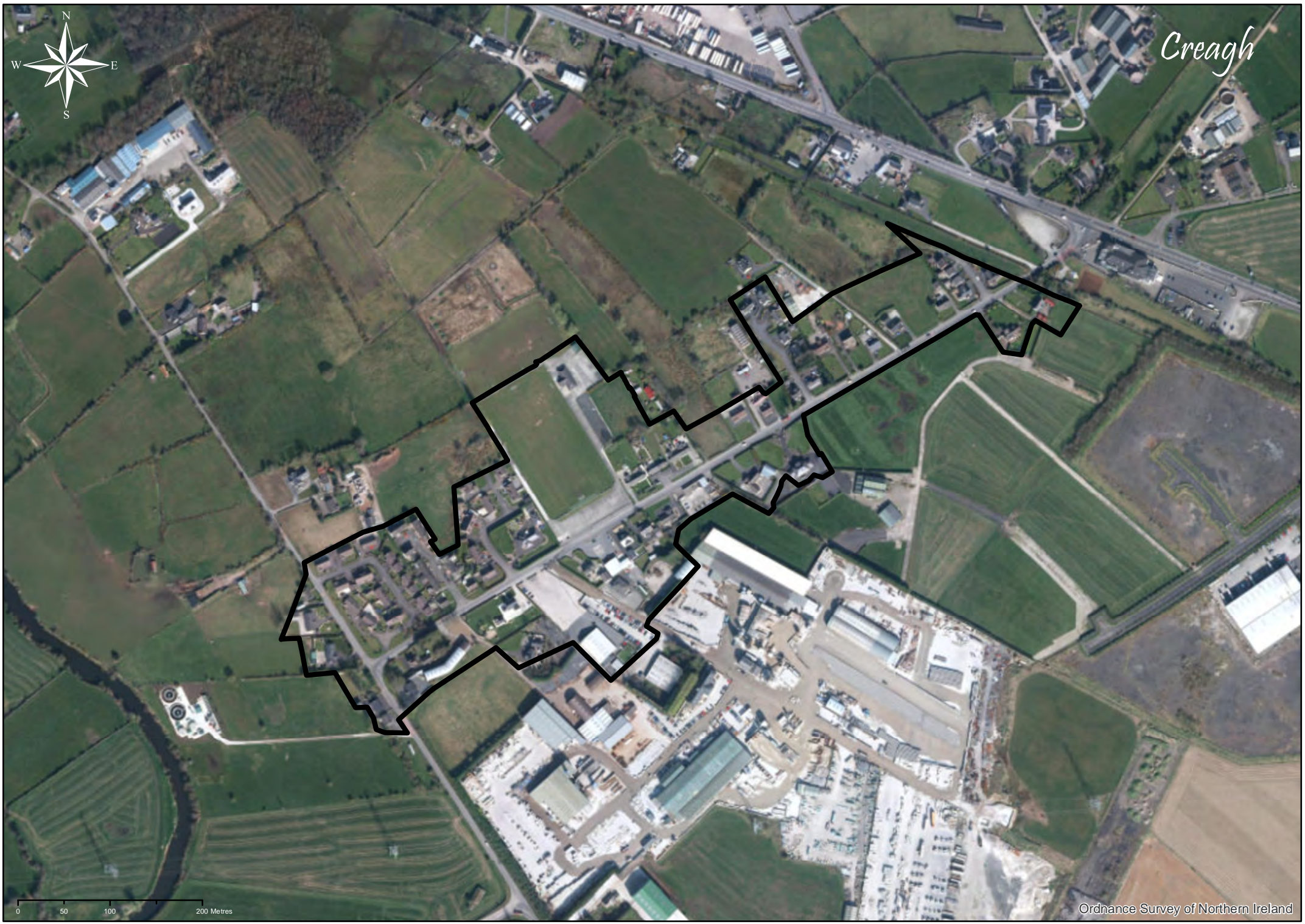
Acheson
Glover

Glasdon
Recycling

North Stone

Concrete

Lough Neagh



Creagh

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – CULNADY

Culnady is located approximately 4km NE of Maghera. The settlement has developed around a crossroads. According to the 2011 census, it has a population of 162 people which equates to 60 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. NI Water are currently conducting a headroom assessment of all WWTW's in Northern Ireland. Until this assessment has been carried out it is not possible to say what the exact capacity of these facilities are. Culnady has a small amount of resources which are featured on level 1 (villages) of the Hierarchy of Settlements and Related Infrastructure Wheel. For instance, there is a primary school, a shop, a play area and urban street lighting.
ENVIRONMENTAL CAPACITY	<p>Grillagh River, a small watercourse progresses in a north to south direction through the eastern part of the settlement. According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there is an area of flood risk identifiable along the banks of this river. This includes an area of undeveloped land to the west of the small bridge. This may constrain future development potential in this area. The eastern half of the settlement is also designated as an Area of Archaeological Potential and accordingly, any development considerations in this part of the settlement will require an archaeological assessment.</p> <p>There are also two Local Landscape Policy Areas (LLPA'S) within Culnady. One LLPA is designated around the old Presbyterian meeting house and visually important tree group near the Primary School. Another LLPA exists along the Grillagh River and seeks to protect the treed banks and the old mill building and mill stream. These designated areas may act as constraints against future settlement expansion or development. Settlement expansion opportunities may exist to the east of the settlement at land opposite the Primary School on the road leading to Maghera (Crewe Drive) and also to the north of the settlement at land opposite the northern most dwelling within the settlement limit on the Culnady Road.</p>
TRANSPORT	Culnady does not have access to a good transport network. Culnady is built around a crossroads of three roads. The Culnady road is dissected by Ballymacilcurr Road and the Drumblog Road / Main Street. All these roads are minor rural roads with no direct linkage to a major town. The A29 link corridor is approximately 5-10 minutes journey time away and connects directly with Maghera and Coleraine. There does not appear to be a bus service which passes through Culnady. (Bus timetables / Services checked)
ECONOMIC DEVELOPMENT	There is no land zoned for industry within Culnady. The only employment opportunities within the settlement include the local shop and school.
URBAN/RURAL CHARACTER	Culnady is designated as a small settlement within the MAP 2015. The settlement has a rural character. The centre of the settlement is dominated by the Presbyterian Church buildings and the local school. The Main Street consists primarily of a row of terraced dwellings (Oakland Terrace). The Drumblog Road area of the settlement is characterised by old traditional style rural dwellings and farmyard / farm shed type development, hence the rural character of this area. The Settlement limit follows quite closely to the built footprint of the settlement with little excess land available within the settlement limit. Land within the settlement limit slopes slightly from north to south.

COMMUNITY SERVICES	<p>There are relatively few community services available within the settlement.</p> <ul style="list-style-type: none">• Primary School• Church• A small shop• A small play area <p>The nearby town of Maghera (4km) is likely to be used by residents to provide additional services to meet daily / weekly needs.</p>
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1.0 Conclusion

1.1 Culnady is currently designated as a small settlement in the MAP 2015.

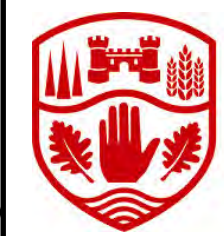
1.2 Following re – examination of the settlement, a summary of the key findings are;

- Culnady has a population of 162 people and 60 households.
- The settlement has developed in a clustered formation around a cross roads with the topography of the landform rising to the north.
- Service provision within the settlement is limited. The main land use notable within the settlement is residential; however, there is a Primary School, Church as well as a small shop.
- There are links to larger settlements via local minor road networks, but no public transport facility services the settlement. It is anticipated that the daily to weekly needs of residents are met by the wider range of provisions offered in nearby larger settlements such as Maghera.
- The economic potential for employment within Culnady is subsequently limited given the lack of services / businesses.
- The character of the settlement is distinctly rural, with a proliferation of farm type buildings and holdings within the settlement limit.
- There is an area of flood risk to the west of the settlement which may act as a constraint on future development. There are also two Local Landscape Policy Areas, one located to the west of the settlement dissecting the Drumbolg Road which may act as a constraint upon development to the northwest and southeast. And another located to the south west of the settlement, which may constrain development in that direction.
- Information contained in the housing allocation paper suggests that there is a need for 8 additional houses in Culnady up to 2030. It is envisaged that there is adequate land provision within the settlement to accommodate this need.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Culnady retains its classification as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Culnady should be classified as a **small settlement** in the new settlement hierarchy.

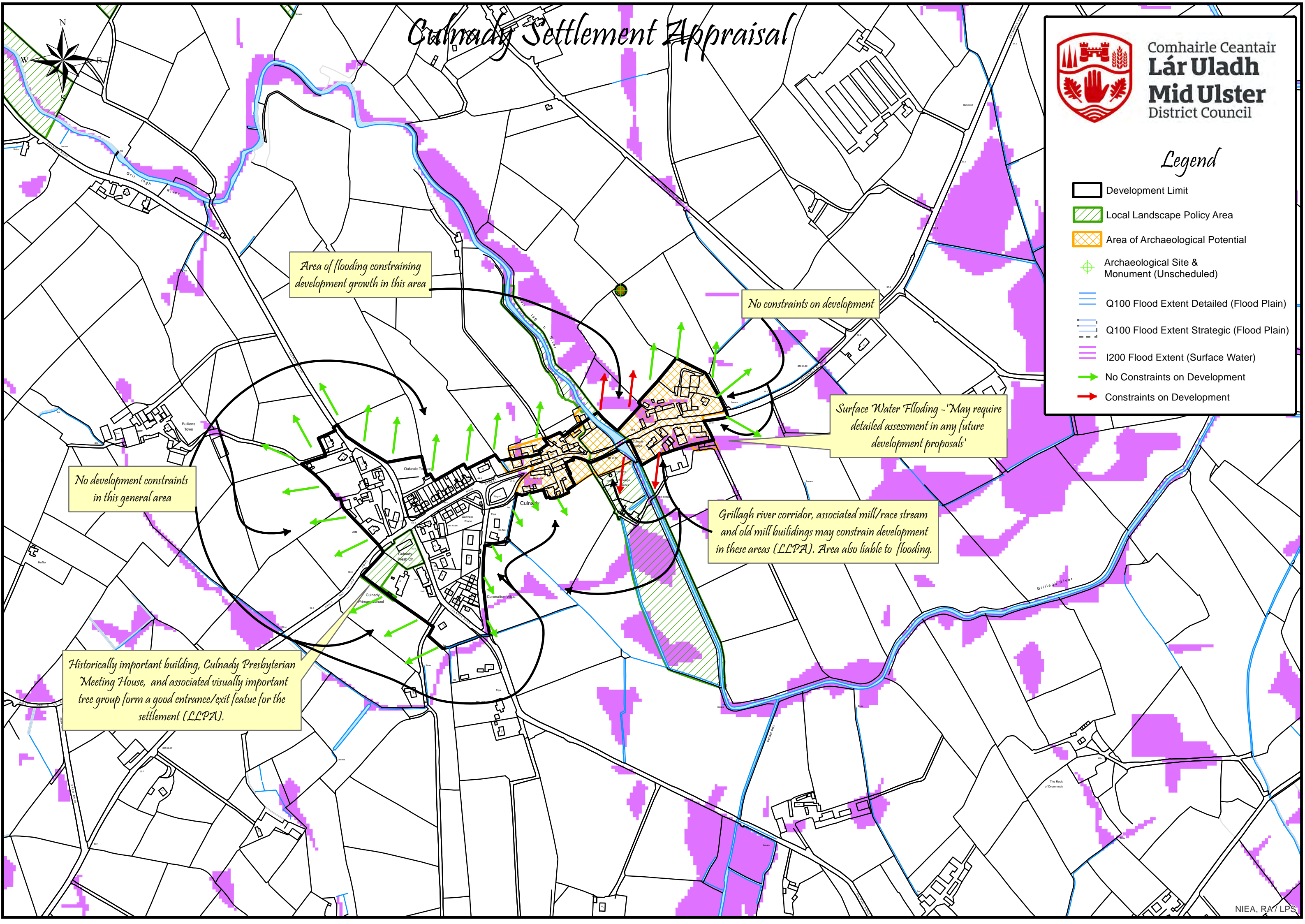
Culnady Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Area of Archaeological Potential
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- No Constraints on Development
- Constraints on Development





Culnady

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – CURRAN

Curran is located 4.5km north of Magherafelt, 4km North West of Castledawson and 7 km south east of Maghera. According to the 2011 census, Curran has a population of 125 which equates to 45 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. NI Water are currently conducting a headroom assessment of all WWTW's in Northern Ireland. Until this assessment has been carried out it is not possible to say what the exact capacity of these facilities are. Curran possesses relatively few of the resources which are identified on level 1 (villages) of the Hierarchy of Settlement and Related Infrastructure Wheel. For example, there is no shop, pub, post office, primary school or play area. Curran does have a local hall and small amount of urban street lighting. The lack of resources identified at level 1 (villages) of the Hierarchy of Settlement and Related Infrastructure Wheel mean that Curran may be viewed as a small settlement rather than a village.
ENVIRONMENTAL CAPACITY	According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there is potential for an area of flooding to the west of the settlement, including a small area inside the settlement limit. As well as this area of fluvial flood risk, there is also an area of surface water flood risk at undeveloped land, adjacent to no 15 Toberhead Road as well as at land south of 42 Lurganagoose Road. These areas which are susceptible to flooding may act as a constraint on future development or settlement expansion to the west, north and further to the north east. Curran is also surrounded by a Local Landscape Policy Area (LLPA) which seeks to protect a combination of features such as rivers and streams, a listed bridge, undulating hills and an old mill pond. This designation may act as a constraint on future development. There is also an Area of Archaeological Potential within the settlement limit of Curran and any development in this part of the settlement will be subject to an archaeological assessment. An unscheduled historic monument also exists to the east of the settlement. Any future expansion to the east may therefore require detailed assessment.
TRANSPORT	Curran is built around a crossroads, where the Lurganagoose Road and the Toberhead Road meet. These are minor roads which do not lead directly to towns. There is no bus service running through Curran. Curran is located approximately 2km south of the main Glenshane Road which is a Key Transport Corridor between Belfast and Derry. Despite this, the lack of a high quality road network and a public bus service mean that the settlement appears to have a low level of through traffic.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Curran and there does not appear to be any industrial development located within the settlement.
URBAN/RURAL CHARACTER	Curran is a small settlement. The poor transport network means that there is very little passing traffic. The lack of employment opportunities or retail facilities within the settlement further contribute to the remote rural character. The undulating hills, particularly to the south also add to the rural character of the area. The settlement is characterised exclusively by residential development, with a mixture of terraced housing on the southern and eastern approaches with larger detached dwellings to the north of the settlement.

COMMUNITY SERVICES	<p>There are very few community services in Curran. There is a local hall in the middle of the settlement, however, apart from this, there are no other community service facilities. Magherafelt is located 2 miles away and likely provides the local populous with required services and other provisions.</p>
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1.0 Conclusion

1.1 Curran is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Curran has a population of 125 and 45 households.
- The settlement has developed in a clustered formation around a cross roads with the topography of the landform undulating to the south.
- Service provision within the settlement is nil. The sole land use is for residential purposes.
- There are links to larger settlements via local minor road networks and the nearby A6 road corridor, but no public transport facility serves the settlement. It is anticipated that the daily to weekly needs of residents are met by the wider range of provisions offered in nearby larger settlements such as Magherafelt.
- The economic potential for employment within Curran is limited with no industry or commercial activity taking place within the realms of the settlement limit.
- The character of the settlement is distinctly rural.
- Expansion of the settlement may be constrained by an LLPA designation which surrounds the settlement and areas susceptible to flooding to the north and west.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Curran. Figures from the 2014 housing monitor show that there is the potential for 25 residential units to be completed within the settlement limit. Therefore expansion of the existing development limit for housing is unlikely to be required
-

1.3 Taking into account the spatial framework guidance in the RDS 2035 level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Curran continues to be classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Curran should be classified as a **small settlement** in the new settlement hierarchy.

Curran Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Area of Archaeological Potential
- Archaeological Site & Monument (Unscheduled)
- Protected Route
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraint on Development

River and stream corridors, associated flood plain and listed bridge over moyola river (LLPA) may restrict development to the north.

A6 Key Transport Corridor

River and stream corridors, associated flood plain and flood embankments (LLPA) will restrict development on lands to west, northwest and south west of the settlement.

Hills rising to the north-east and south serve to contain the settlement. Archaeological Monument may also constrain development to the east.

Area of Archaeological Potential and rising topography (LLPA) may constrain development growth on land South of the settlement limit in this area.



Curran

SETTLEMENT APPRAISAL – DERNAGH/CLONOE

Dernagh/Clonoe is located approximately 3km East of Coalisland and 13.5km SE of Cookstown. It has developed around the junction where the Mountjoy, Annagher and Moor Roads converge. According to NISRA 2011 Census data, Dernagh/Clonoe has a population of 308 people and 109 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Dernagh/Clonoe has a very limited range of resources available as identified on the Assets and Infrastructure Wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a sewage treatment works located just outside the settlement limit along the Mountjoy Road. There are no non-domestic turbines or Anaerobic Digesters operating within the settlement. The settlement does not have any resources in terms of skills, health, justice or production. It does have a commercial element by way of a filling station, shop and car sales. Its networks include local roads, broadband and street lighting.
ENVIRONMENTAL CAPACITY	A small watercourse flows along the north eastern boundary of the settlement and according to Flood Hazard Maps from DARD Rivers Agency (May 2014) there are areas along this north eastern boundary which are susceptible to flooding. This would prevent any future expansion of the settlement to the north east. There is a large area of existing recreation/open space which is identified in the DSTAP 2010. There are no features of industrial, archaeological heritage or Listed Buildings within the settlement which would limit future growth.
TRANSPORT	There are four local roads within the settlement. Moor Road provides a connection to both Cookstown and the M1. Mountjoy Rd provides a connection to Brockagh and other smaller settlements, Annagher Rd connects Dernagh/Clonoe to Coalisland and Dungannon and the Cloghog Rd is a minor local road. There is no bus depot or sub depot but there are local Ulsterbus services connecting the village to Dungannon and smaller surrounding settlements. Tamnamore Park and Ride is approximately 7.5km outside the development limit. There are no designated cycle routes, pedestrian crossings or traffic lights within the settlement.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business. The only business within the settlement is a car sales business connected to the shop and filling station.
URBAN/RURAL CHARACTER	Dernagh/Clonoe is currently designated as a village in the DSTAP 2010. It is geographically very close to Coalisland. Its topography is flat and there is little in terms of mature vegetation within the settlement. It is predominantly characterised by housing developments. There is no land zoned for housing however since the publication of the DSTAP 2010 a large residential development has been completed between the Moor Rd and Mountjoy Rd. The eastern entrance to the settlement from the Mountjoy Road is dominated by this new residential development and a Catholic Church and graveyard. The approach from the Annagher Road is dominated by the car sales yard and undeveloped lands. The northern approach along Moor Road is dominated by housing developments and the southern approach along the Moor Road is dominated by single dwellings and Hughes filling station and shop. There is a large area of identified recreation/open space within the settlement.
COMMUNITY SERVICES	Dernagh/Clonoe offers a very limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. There is 1 shop, filling station, car sales and a Church. The nearby towns of Coalisland and Dungannon would provide most services to meet these daily/weekly needs.

1.0 Conclusion

1.1 Dernagh / Clonoe is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Dernagh/Clonoe has a population of 308 and 109 households.
- The settlement has developed around the junction of the Mountjoy, Annagher and Moor Roads. The topography of the settlement is flat and there is little in terms of mature vegetation within the settlement. The predominant land use is residential.
- Service provision within the settlement is limited and consists of a shop, filling station, car sales and a Church. There are good links to larger settlements nearby such as Coalisland and Dungannon via local road networks and public transport facilities. These areas would provide most services to meet the daily to weekly needs of local residents.
- In terms of capacity to accommodate growth, development constraints include a small watercourse susceptible to flooding which flows along the north eastern boundary of the settlement which may restrict development in this direction.
- Information contained in the housing allocation paper would suggest that there is a need for an additional 35 houses in Dernagh/Clonoe. Therefore a small expansion of the existing development limit for the purpose of housing may be required.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Dernagh/Clonoe is reclassified as a **small settlement** in the new settlement hierarchy.

1.4 This classification deviates from the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Dernagh/Clonoe should retain its classification as a Village in the new settlement hierarchy. However, following a structured settlement appraisal analysis of Dernagh/Clonoe by the Mid Ulster Development Plan team, it is subsequently agreed that, on balance, Dernagh/Clonoe should be reclassified as a **small settlement** in the new settlement hierarchy.

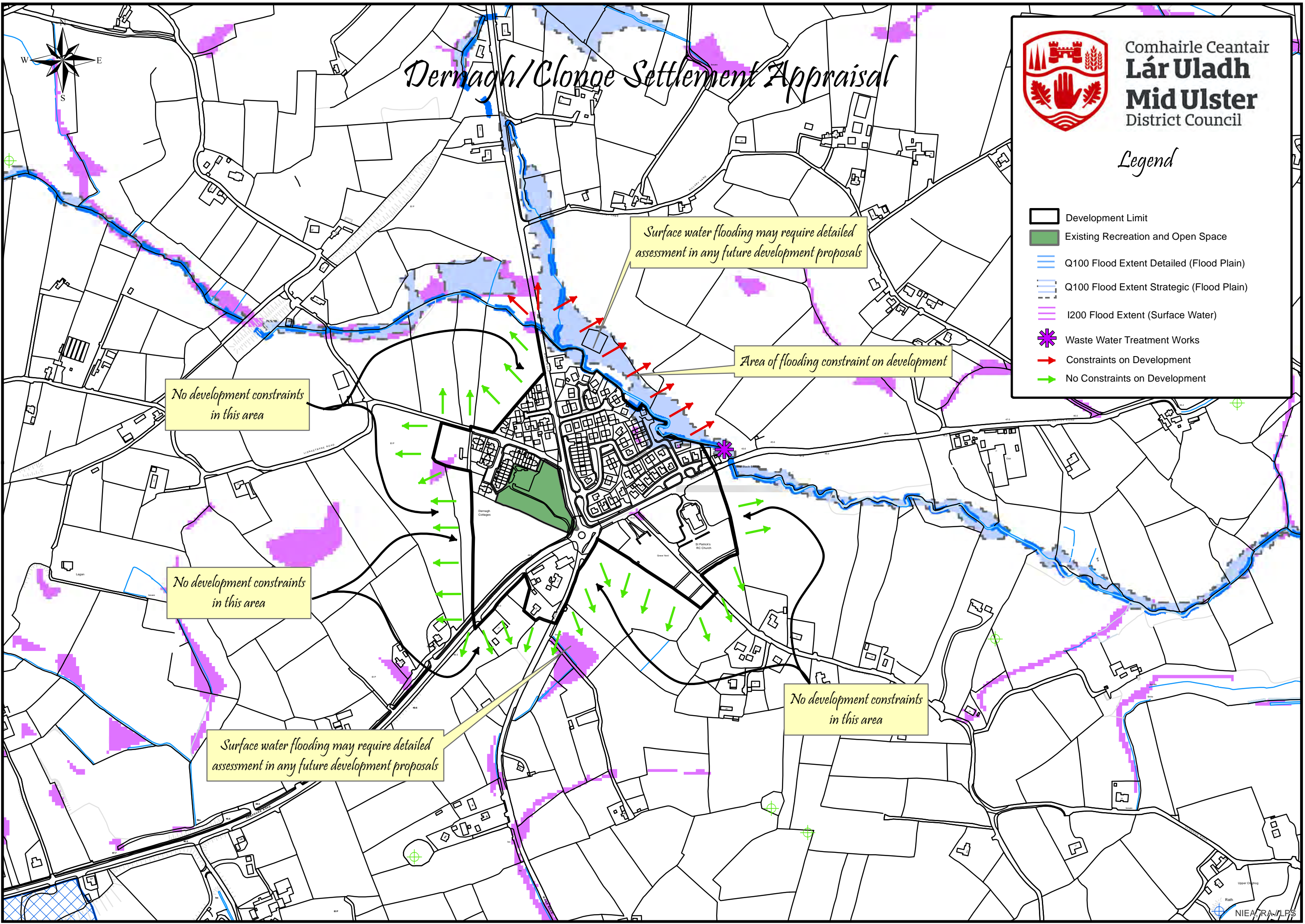
Dernagh/Clonoe Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Waste Water Treatment Works
- Constraints on Development
- No Constraints on Development





Derragh/Clonoe

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – DESERTCREAT

Desertcreat is located approximately 3km South of Cookstown on the banks of the Ballinderry River. According to the 2011 census, Desertcreat is one of 14 settlements across Mid Ulster that have 50 or less people and 20 or less households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Desertcreat has a very limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). It does not have any resources in terms of Skills, Health, Commercial, Justice or Production. All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There are no turbines or anaerobic digesters operating within the settlement. There is however a pending application under ref: I/2014/0404/F, for a hydro-electric scheme (55kw) comprising replacement weir and intake screen and underground pipeline. The weir is not located in the settlement but approx. 300 metres south west of Desertcreat Church. Desertcreats networks include local roads, broadband connection and street lighting.
ENVIRONMENTAL CAPACITY	The Ballinderry River runs through the middle of the settlement and up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) highlight that land on the eastern bank of the Killymoon river to the north and west of the settlement is susceptible to flooding. This will restrict future growth of the settlement in this general area. A Local Landscape Policy Area (LLPA) is designated along the banks of the Killymoon River and in the grounds of Drumraw House in order to protect archaeological and nature conservation interests and the wooded surroundings of Desertcreat Church, the Church Hall and Drumraw House. Development in this area will normally be restricted to the appropriate extension of existing buildings and minor works. An unscheduled Archaeological Site & Monument is designated by NIEA within the grounds of Desertcreat Church. Desertcreat Church, a couple of small buildings within its grounds occupying the western portion of the settlement and Lindsayville Terraces to the south are all Listed Buildings. As is the Orange Hall located to the north of the settlement. Additionally Lindsayville terraces are also located within an area of townscape character. The CAP 2010 has highlighted important views to the north of the settlement which may require consideration in any future development proposals in this area. Finally, a very small area of existing recreation and open space has been zoned on lands immediately opposite. Note: Desertcreat Community Woodland located few hundred metres south west of the settlement.
TRANSPORT	There are no major roads passing through Desertcreat. Lyndsayville road, a local road runs through the middle of the village connecting it to Tullyhogue approx. 1 km to its north/northeast. Additionally another local road, the Desertcreat Road, the junction of which is located to the north of the village connects Desertcreat to the A29 the Cookstown – Dungannon Link Road. There is no bus depot or sub depot nor does there appear to be any local Ulsterbus services. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement nor or there any park and ride / share facilities.

ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business. Nor are there any businesses within the settlement.
URBAN/RURAL CHARACTER	The character of Desertcreat is based around two rows of 19 th Century dwellings, Lindesayville Terraces, Desertcreat Church and associated vegetation, all of which are listed. Additionally the listed Orange Hall and Rock Lodge located within and just to the north of the settlement respectively contribute to the character and setting of the village.
COMMUNITY SERVICES	Desertcreat offers a very limited range of services to benefit the daily needs of the local community and smaller surrounding settlements, namely, Desertcreat Church, ancillary Hall and Orange Hall. The nearby villages of Tullyhogue and Steawrtstown or the town of Cookstown, which would provide most services to meet the daily and weekly needs of residents.

1.0 Conclusion:

1.1 Desertcreat is currently designated as a village in the CAP 2010.

1.2 Following re-examination of the settlement a summary of the key findings are:

- Desertcreat has a population of 50 or less equating to 20 or less households.
- Its character is based around its natural and built heritage primarily two rows of 19th Century listed dwellings, 'Lindesayville Terraces'. This is a small settlement relatively enclosed by the topography of the area and thick vegetation running along the banks of Killymoon River.
- Service provision is limited to a Church and a number of Halls. The nearby town of Cookstown, would provide most services to meet their daily, weekly and more specific needs.
- Desertcreat's role / function is therefore limited to a mainly residential.
- In terms of capacity to accommodate growth, land on the eastern bank of Killymoon River to the north and west of the settlement is susceptible to flooding. Topography may be a constraint on development as land east of Lindsayville road rises quite steeply to a tree ring rath, an archaeological site and monument located just outside the village. Expansion may be further constrained by the protection of a no. of listed buildings at this side of the road (Orange Hall and Lindsayville terraces). Lindsayville Terraces and their curtilage is also a designated ATC. Development to the west of Lindsayville Road may be constrained by a relatively large LLPA. This LLPA is designated along the banks of the River and in the grounds of Drumraw House in order to protect archaeological and nature conservation interests and the wooded surroundings of Desertcreat Church, the Church Hall and Drumraw House all of which are listed and alongside their curtilage protected. Development in this area is restricted to appropriate extensions of existing buildings and minor works.
- The CAP 2010 highlighted important views to the north of the settlement which may require consideration and may impact any future growth of the settlement to the north alongside the The Rock Lodge a listed building and its curtilage.
- Information contained in the housing allocation paper would suggest that there is a small need for 3 additional residential units in Desertcreat up until 2030. However, given the amount of land within the existing development limit which remains undeveloped, an expansion of the development limit for housing is unlikely to be required.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Desertcreat is classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby

members and council officials in attendance agreed that Desertcreat should be classified as a **small settlement** in the new settlement hierarchy.

Desertcreat Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Local Landscape Policy Area
- Area of Townscape Character
- Local Nature Reserve
- Community Woodland
- Important Views
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- No Constraints on Development
- Constraints on Development

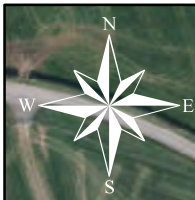
Protection of Important Views may constrain development growth in the North of the settlement in this general area

Listed Building may constrain development growth in the North East of the settlement

Topography may constrain development growth in the East of the settlement.

Flooding and an LLPA Designation consisting of archaeological and nature conservation interests along with woodland will constrain development growth in the West of the settlement in this general area.

Archaeological Monument may constrain development growth in the East of the settlement in this general area



SETTLEMENT APPRAISAL – DONAGHEY

Donaghey is located approximately 5km South of Cookstown. Development is concentrated along a small section of the Killygarven Road. According to NISRA 2011 Census data Donaghey has a population of less than 50 and has less than 20 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Donaghey has a very limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). In terms of environmental resources, all households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. A WWTW is available and is located just outside the eastern boundary of the settlement. There are no anaerobic digestors or non-domestic turbines located within the settlement. In terms of Skills and Social Resources there is a PS, a Church and a Community Hall. There are no commercial, health, production or justice resources available. Its networks include 1 Main Road, the Killygarven Road. Broadband connection and street lighting are also available. Based on its extremely limited resources Donaghey, designated as a village in the CAP 2010 would be better suited to a small settlement designation.
ENVIRONMENTAL CAPACITY	According to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) there is no evidence of flooding within the settlement. There is some minor surface water flooding on developed lands within and in close proximity to the settlement which may require detailed assessment in any future development proposals There are no zoned LLPA's, features of industrial heritage, archaeological monuments or Listed Buildings that would constrain development/future expansion.
TRANSPORT	There is 1 Road, the Killygarven Road which runs through the settlement. It connects Donaghey to the A29 Main Cookstown – Dungannon Road, which is a Protected Route. There is no bus depot, sub depot or local Ulsterbus services in Donaghey. There are also no designated cycle routes or pedestrian crossings.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business nor are there any existing businesses or workshops in the settlement that provide employment opportunities.
URBAN/RURAL CHARACTER	It is geographically very close to Cookstown and is very rural in character, with the exception of 8 terraced dwellings located along the Killygarven Road. Its topography is flat and there is limited mature vegetation. It is predominantly characterised by dwellings, a Church and a Primary School. There is no land zoned for housing or open space. Both approaches into the settlement are dominated by agricultural fields.
COMMUNITY SERVICES	Donaghey offers a very limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. There is a Church, Community Hall and a Primary School. The nearby village or town of Stewartstown of Cookstown respectively, would provide most services to meet the daily, weekly and more specific needs of the Donaghey residents.

1.0 Conclusion

1.1 Donaghey is currently designated as a village in the CAP 2010.

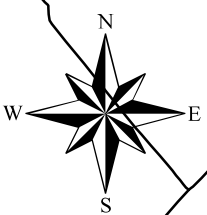
1.2 Following re – examination of the settlement, a summary of the key findings are;

- Donaghey has a population of 50 equating to 20 or less households.
- Development is concentrated along a small section of the Killygarven Road. Both approaches into the settlement are dominated by agricultural fields, giving it distinctly rural feel, but for the exception of 8 terraced dwellings located along the Killygarvan Road.
- Service provision within the settlement is extremely limited, containing simply a Church, Community Hall and Primary School. Residents have to travel to the nearby villages or towns, such as, Stewarstown or Cookstown, which would provide most services to meet their daily, weekly and more specific needs.
- The transport network is characterised by minor rural roads. Although there is no public transport, the Killygarvan Road, which runs through the settlement does connect Donaghey to the A29, the main Cookstown – Dungannon Road.
- There is no industry or commercial activity located in the settlement limit.
- In terms of expansion / future growth there are two large undeveloped fields within the settlement. There is no evidence of flooding within settlement, although there is some minor surface water flooding on developed lands within and in close proximity to the settlement that may require detailed assessment in any future development proposals.
- Information contained in the housing allocation paper would suggest that there is a small need for additional housing in Donaghey. However given the large areas of land within the existing development limit which remain undeveloped, an expansion to the development limit for the purpose of housing is unlikely.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Donaghey is re-classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that the Donaghey should be classified as a **small settlement** in the new settlement hierarchy.

Donaghey Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Sewage Treatment Works
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development

No existing development constraints in this area

Surface Water Flooding may require detailed assessment in any future development proposals

Surface Water Flooding may require detailed assessment in any future development proposals

No existing development constraints in this area

No existing development constraints in this area

Donaghey



0 500 1,000 2,000 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – DRAPERSFIELD

Drapersfield is located approximately 2.5km east of Cookstown. The settlement is perhaps best known for its football pitch which used to be the home of Cookstown United FC, the factory adjacent to the football pitch as well as the long established nursing home beside the factory. According to the 2011 census, there are 98 residents in Drapersfield and this equates to 27 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. Drapersfield possesses very few of the resources which are identified at level 1 (villages) of the Hierarchy of Settlements and Related Infrastructure Wheel. For example, it has no primary school, play area, local shop, pub or post office. It does have a minor rural road running through it and urban street lighting. There is an existing area of open space which was formerly a football pitch and is now used intermittently as a rugby pitch. In the vicinity of the area of open space there is a residential home which is housed in a listed building as well as a fully functioning factory. Drapersfield based on its available resources would fit more neatly into a small settlement classification.
ENVIRONMENTAL CAPACITY	The Ballinderry River runs along the southern boundary of the settlement. This is a significant watercourse and flood hazard maps identify a substantial area of flooding along its boundaries. The majority of this flooding is on land associated with the industrial premises or land which is outside the settlement limit. This may prevent expansion of the settlement in these general areas. There is also a Local Landscape Policy Area (LLPA) designated along this watercourse and including Drapersfield House. The LLPA is designated to protect the riparian environment along the river as well as the mature treescape which contributes to the setting of Drapersfield House which is a listed building. Development which impacts negatively on these things will not normally be permitted, in this area. An Area of Townscape Character (ATC) has been designated around Sandy Row, a row of terraced houses along the Drapersfield Road.
TRANSPORT	Drapersfield is not linked to a good transport network. The Drapersfield Road which runs through the settlement is a minor single track road which leads to a dead end. Consequently, there are extremely low levels of through traffic in the settlement. There is no public transport available in the settlement. The main hub of Cookstown is located approximately 2.5km to the west and from here, there is access to an extensive transport network across Northern Ireland, both in terms of public transport and road network.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Drapersfield. There is though, as has been mentioned, an existing large factory. BRC McMahon is Ireland's largest manufacturer of reinforcing mesh. This factory, along with the nursing home are significant employers. It is possible that these two enterprises employ more people than there are people of working age actually living within the Drapersfield settlement limit.
URBAN/RURAL CHARACTER	Drapersfield is a small rural settlement with a significant amount of character. Character derived from the buildings at Boyne Row as well as the significantly treed river banks along the Ballinderry river which surround the Listed Drapersfield House. All development would need to respect these features which contribute to the settlements character and indeed all these features have been protected by various designations ranging from LLPA, ATC, and Listed status. The settlement is home to a low level of housing and consists mainly of terraced dwellings, semi-detached dwellings and some single dwellings.

COMMUNITY SERVICES	<p>There are very few community services in Drapersfield. There are no shops, pharmacies, medical centres, churches, play areas, local halls etc. There is an area of open space in the form of the nearby rugby pitch and there is also a nursing home, both of which would appear to be predominantly used by those from further afield. The nearby town of Cookstown would provide most service to meet the daily and weekly needs of residents.</p>
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1.0 Conclusion

1.1 Drapersfield is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Drapersfield has a population of 98 equating to 27 households.
- It is primarily residential and rural in character.
- Service provision within the settlement is limited to a football pitch and nursing home. The nearby town of Cookstown would provide most services to meet the daily and weekly needs of residents.
- The transport network to and from the settlement is poor, the Drapersfield Road which runs through the settlement is a minor single track road leading to a dead end. Consequently, there are extremely low levels of through traffic and no public transport available in the settlement. That said, Cookstown, a main hub, is located approximately 2.5km to the west and from here, there is access to an extensive transport network across Northern Ireland.
- In terms of expansion the Ballinderry River, susceptible to flooding runs along the south of the settlement and may constrain development to the south and west. Additional constraints may include a LLPA designated along the banks of the river, incorporating Drapersfield House which is a Listed Building. An ATC designated around Sandy Row terraced housing to the north of the village.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing stock in Drapersfield. Figures from the 2014 housing monitor show that there is the potential for 12 residential units to be completed within the settlement limit. Therefore an expansion to the existing development limit for the purpose of housing is unlikely.

1.4 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Drapersfield is re-classified as a **small settlement** in the new settlement hierarchy.

1.5 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Drapersfield should be classified as a **small settlement** in the new settlement hierarchy.

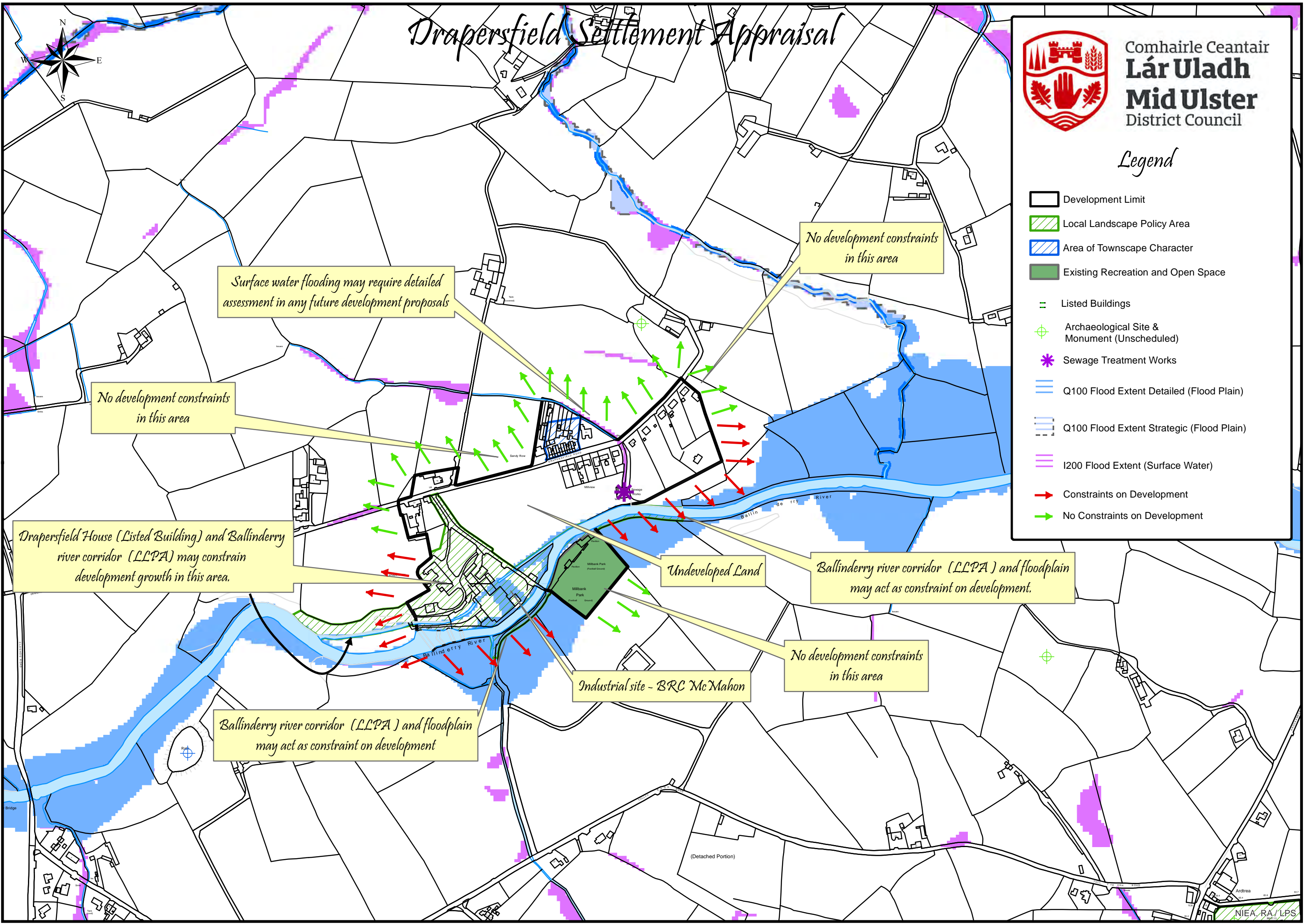
Drapersfield Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Area of Townscape Character
- Existing Recreation and Open Space
- Listed Buildings
- Archaeological Site & Monument (Unscheduled)
- Sewage Treatment Works
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





Drapersfield



0 500 1,000 2,000 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – DUNNAMORE

Dunnamore is located approximately 10km west of Cookstown and lies within The Sperrin AONB. It is a dispersed settlement which consists of two clusters. According to the 2011 census it has a population of 119 which equates to 35 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. Dunnamore benefits from only a small amount of resources which are included in the Hierarchy of Settlements and Related Infrastructure Wheel at level 1 (Villages). For example, there is a shop (with a petrol pump), a pub, a primary school, a nursery school and a local hall.
ENVIRONMENTAL CAPACITY	<p>A small watercourse runs north – south through the western part of the settlement. DARDs Strategic Flood- maps have identified a floodplain area along this watercourse which could restrict growth to the immediate north and south of the western node. There is also a surface water floodplain area to the immediate north of the western node and any future development proposals in this area will be subject to a detailed assessment. The settlement lies within the Sperrin AONB and is also part zoned as an area of constraint on mineral development. An LLPA has been designated along the small watercourse to protect the associated archaeological and nature conservation interests. Development will not normally be permitted in this area.</p> <p>The local church (St Marys RC) is a listed building and accordingly any development which affects its setting will obviously be subject to stringent planning controls in accordance with PPS 6 and Part 4 of the Planning Act 2011.</p> <p>There is a considerable amount of land available for development within the settlement (relative to the size of the settlement). Most of this land has no planning permission attached.</p>
TRANSPORT	There are no main roads passing through Dunnamore but it is located approximately 1-2km north of the main A505 which is a protected route and which is also a trunk road as per the RDS 2035. Cookstown is approx. 15min journey time away with Omagh being approx. 30 mins journey time away. There is a bus shelter within the settlement limit but from examination of Ulsterbus timetables, it would seem that there is no bus route which passes through the settlement. Nearby bus services are available at Teebane and Heaney's Corner but these seem to be only operational during school term time.
ECONOMIC DEVELOPMENT	There is no land zoned for industry within Dunnamore. Employment opportunities within the settlement include the local shop, pub or the local care home.
URBAN/RURAL CHARACTER	Dunnamore is currently classed as a village in the CAP 2010. The settlement is quite dispersed in that it is formed primarily by two clusters of development with quite a bit of vacant land in between. Consequently, the settlement has quite a rural character. There is a recently completed housing development in the eastern cluster but despite this, the rural character is maintained. The local church (St Marys RC) is a listed building and accordingly any development which affects its setting will obviously be subject to stringent planning controls. The building is also designated as a local landmark given the extensive views which can be enjoyed of it from the A505. The topography within the settlement is uneven with the eastern portion of the settlement sitting above the level of the western portion. Land rises upwards to the North.

COMMUNITY SERVICES	<p>There are a few community services available within the settlement</p> <ul style="list-style-type: none">• primary school• nursery• church• A shop with petrol station• A local hall• A pub

1.0 Conclusion

1.1 Dunnamore is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Dunnamore has a population of 119 equating to 35 households.
- It has a modest level of service provision in the form of a small convenience store, a pub, a primary school, a retirement home and a Church. While some daily needs can be met in the settlement, it is still anticipated that the majority of weekly / daily needs will be met in Cookstown.
- Dunnamore is located in an upland area and comprises two nodes of development. The settlement has a rural character with the land rising to the north and west.
- Transport network in Dunnamore is poor, being a minor rural road although there is access to a good transport network within short distance of the settlement.
- There are no major sites of industry or business within the settlement
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Dunnamore and accordingly, the settlement limit is unlikely to be extended for the purpose of housing. Figures from the 2014 housing monitor show that there is the potential for 20 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Dunnamore is re classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Dunnamore could be classified as either a **village** or a **small settlement** in the new settlement hierarchy.

Dunnamore Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Area of Constraint on Mineral Developments
- Undeveloped White Land
- Protected Route
- Archaeological Site & Monument (Scheduled)
- Local Landmark
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on development
- No Constraints on development

Surface Water Flooding in this area.
May require detailed assessment in
any future development proposals

THE ENTIRE AREA OF THIS MAP LIES WITHIN
THE SPERRIN AREA OF OUTSTANDING NATURAL BEAUTY

Topography may constrain development
growth to the North of the settlement
in this general area

Topography may constrain
development
growth to the West of the settlement

No constraints on development
growth in this area

Flooding will constrain development
growth in this area

LLPA consisting of a small stream, archaeological
and nature conservation interests may constrain
future expansion in this area

Important views of St Marys Church, a listed Building in a prominent
location from the West and South along the A505. Development
impacting on views of the church will not normally be permitted



Dunnamore

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL –DUNMAN

Dunman is located immediately adjacent to the main A29 Dual Carriageway between Cookstown and Moneyreagh. It is home to a large dairy factory / food processing plant, a car sales showroom and a tyre centre. There is also some housing, the majority of which is terraced or semi – detached. According to the 2011 census, the settlement had a population of 53 which equate to 20 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is no WWTW in the settlement. These facilities are likely to be available in the nearby town of Cookstown. In terms of resources Dunman has very few resources which are identified at level 1 on the Hierarchy of Settlements and Related Infrastructure Wheel. For instance, there is no shop, pub or post office within the settlement limit, no nursery or primary school or no local play halls or play areas.
ENVIRONMENTAL CAPACITY	The Strategic Flood Maps indicate the potential flooding along the small watercourse, to the rear of the tyre centre and the dairy factory. There is the potential for surface water flooding at the field between Lismoney Road and the existing watercourse, immediately east of the tyre centre. There is also the potential for a small degree of surface water flooding in the grounds of the dairy factory. A Local Landscape Policy Area (LLPA) is designated along the Lissan Water watercourse and is intended to protect the riparian environment near the river. Development may be constrained within this area. The main A29 dual carriageway which runs immediately past the NW boundary of the settlement provides a physical boundary to outward growth.
TRANSPORT	The main A29 dual carriageway passes directly along the NW boundary of the settlement limit. The A29 is a link corridor which connects to two key transport corridors in Northern Ireland. Dunman sits beside a major transport network and is very accessible as a result. There is a bus shelter located in Dunman but this appears to be for school bus purposes only as there is no bus route which stops in Dunman.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Dunman. Having said this, the settlement is characterised by the large amount of industry which is carried on within it, primarily at the dairy factory but also at the tyre repair and fitting business and an interior / furniture manufacturing factory, both of which operate within the settlement limit. The dairy factory will be the main employment provider within the settlement.
URBAN/RURAL CHARACTER	Dunman is currently classed as a village in the CAP 2010. Dunman's location beside the main dual carriageway and the existence of four substantial businesses within the small settlement limit give it a very urban and commercial character. The settlement is not characterised by residential development but rather industrial and commercial enterprises. Further development (either housing or commercial / industrial) is unlikely to detract from the character of the settlement.
COMMUNITY SERVICES	There are very few services in the settlement, something which reflects the relative lack of residential development in the settlement. A small shop and associated filling station exists on the opposite side of the main dual carriageway, just outside the settlement limit. The nearby town of Cookstown is likely to provide services that meet the daily and weekly needs of residents.

1.0 Conclusion

1.1 Dunman is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Dunman has a population of 53 equating to 20 households.
- There is a poor level of service provision within the settlement limit. A small shop and filling station is located just outside the settlement limit. Within the settlement limit the predominant use is industry / business, this includes Dale Farm, Short's Tyre Garage, Croft Interiors and Clive Hamilton Motors. The majority of daily / weekly needs for residents of Dunman will be met in Cookstown.
- The settlement has an urban character, derived from the main transport corridor running close by and the industrial nature of the settlement. Topography is flat.
- Dunman has access to a good transport network, being adjacent to the main A29 dual carriageway. This dual carriageway is a physical boundary restricting development growth to the northwest.
- This road running along the NW boundary is a significant constraint on future expansion.
- There is considerable potential for employment within the settlement given the strong industrial / business base.
- Information contained in the housing allocation paper would suggest that there is a small need for additional housing in Dunman. However given the amount of land within the existing development limit which remains undeveloped, an extension to the development limit for the purpose of housing is unlikely.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Dunman is re classified as a **small settlement** in the new settlement hierarchy. The extremely low population and the low level of service provision mean that this settlement cannot be classed as a village.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Dunman should be classified as a **small settlement** in the new settlement hierarchy.

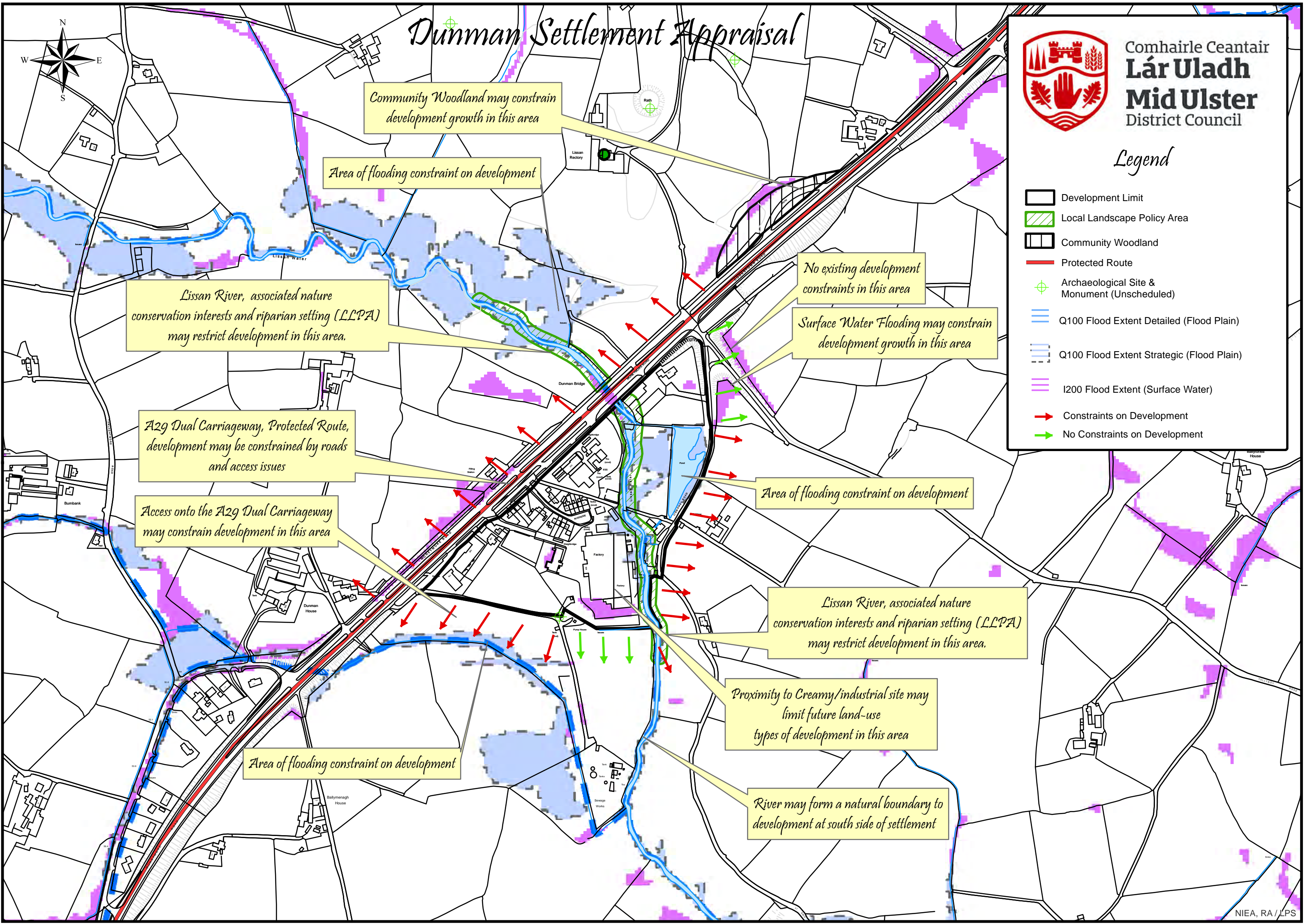
Dunman Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Community Woodland
- Protected Route
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





Dunman

0 500 1,000 2,000 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – DUNNAMORE

Dunnamore is located approximately 10km west of Cookstown and lies within The Sperrin AONB. It is a dispersed settlement which consists of two clusters. According to the 2011 census it has a population of 119 which equates to 35 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. Dunnamore benefits from only a small amount of resources which are included in the Hierarchy of Settlements and Related Infrastructure Wheel at level 1 (Villages). For example, there is a shop (with a petrol pump), a pub, a primary school, a nursery school and a local hall.
ENVIRONMENTAL CAPACITY	<p>A small watercourse runs north – south through the western part of the settlement. DARDs Strategic Flood- maps have identified a floodplain area along this watercourse which could restrict growth to the immediate north and south of the western node. There is also a surface water floodplain area to the immediate north of the western node and any future development proposals in this area will be subject to a detailed assessment. The settlement lies within the Sperrin AONB and is also part zoned as an area of constraint on mineral development. An LLPA has been designated along the small watercourse to protect the associated archaeological and nature conservation interests. Development will not normally be permitted in this area.</p> <p>The local church (St Marys RC) is a listed building and accordingly any development which affects its setting will obviously be subject to stringent planning controls in accordance with PPS 6 and Part 4 of the Planning Act 2011.</p> <p>There is a considerable amount of land available for development within the settlement (relative to the size of the settlement). Most of this land has no planning permission attached.</p>
TRANSPORT	There are no main roads passing through Dunnamore but it is located approximately 1-2km north of the main A505 which is a protected route and which is also a trunk road as per the RDS 2035. Cookstown is approx. 15min journey time away with Omagh being approx. 30 mins journey time away. There is a bus shelter within the settlement limit but from examination of Ulsterbus timetables, it would seem that there is no bus route which passes through the settlement. Nearby bus services are available at Teebane and Heaney's Corner but these seem to be only operational during school term time.
ECONOMIC DEVELOPMENT	There is no land zoned for industry within Dunnamore. Employment opportunities within the settlement include the local shop, pub or the local care home.
URBAN/RURAL CHARACTER	Dunnamore is currently classed as a village in the CAP 2010. The settlement is quite dispersed in that it is formed primarily by two clusters of development with quite a bit of vacant land in between. Consequently, the settlement has quite a rural character. There is a recently completed housing development in the eastern cluster but despite this, the rural character is maintained. The local church (St Marys RC) is a listed building and accordingly any development which affects its setting will obviously be subject to stringent planning controls. The building is also designated as a local landmark given the extensive views which can be enjoyed of it from the A505. The topography within the settlement is uneven with the eastern portion of the settlement sitting above the level of the western portion. Land rises upwards to the North.

COMMUNITY SERVICES	<p>There are a few community services available within the settlement</p> <ul style="list-style-type: none">• primary school• nursery• church• A shop with petrol station• A local hall• A pub

1.0 Conclusion

1.1 Dunnamore is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Dunnamore has a population of 119 equating to 35 households.
- It has a modest level of service provision in the form of a small convenience store, a pub, a primary school, a retirement home and a Church. While some daily needs can be met in the settlement, it is still anticipated that the majority of weekly / daily needs will be met in Cookstown.
- Dunnamore is located in an upland area and comprises two nodes of development. The settlement has a rural character with the land rising to the north and west.
- Transport network in Dunnamore is poor, being a minor rural road although there is access to a good transport network within short distance of the settlement.
- There are no major sites of industry or business within the settlement
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Dunnamore and accordingly, the settlement limit is unlikely to be extended for the purpose of housing. Figures from the 2014 housing monitor show that there is the potential for 20 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Dunnamore is re classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Dunnamore could be classified as either a **village** or a **small settlement** in the new settlement hierarchy.

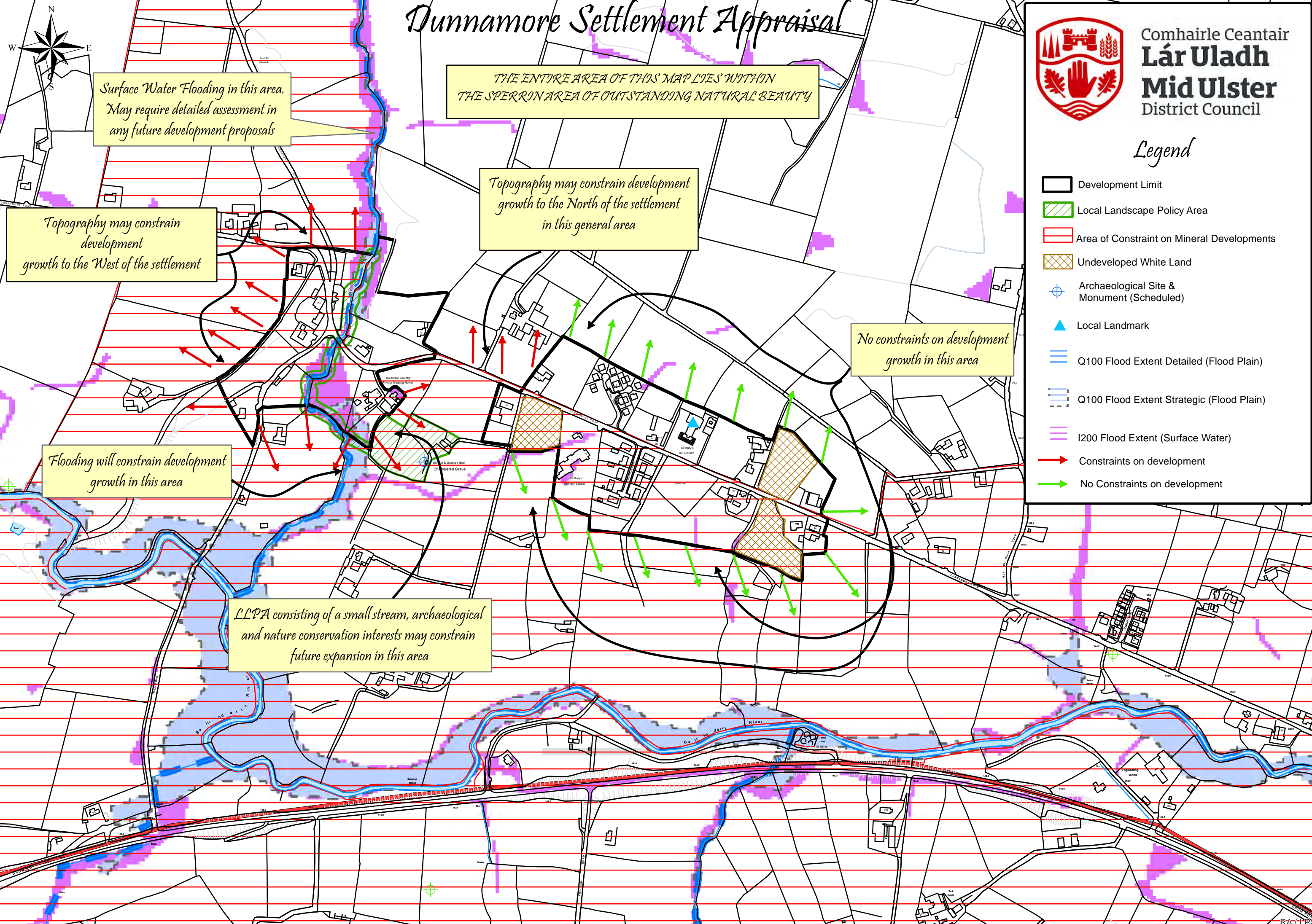
Dunnamore Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Area of Constraint on Mineral Developments
- Undeveloped White Land
- Archaeological Site & Monument (Scheduled)
- Local Landmark
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on development
- No Constraints on development





Dunnamore

SETTLEMENT APPRAISAL – DYAN

Dyan is located approximately 14km south of Dungannon. The settlement mainly consists of housing, located in a linear form along the B45 Dungannon to Caledon Road. The settlement includes a mill complex and fuel distribution plant. According to NISRA 2011 Census data, Dyan has a population of 50 or less people and 20 or less households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Dyan has a very limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. A WWTWs is located along the watercourse to the southeast of the settlement (outside the existing development limit). Dyan does have social and productive resources by way of a fuel depot and an Orange Hall but it does not have any health, commercial, skills or justice resources. Its networks include 1 local road, street lighting and local Ulsterbus services.
ENVIRONMENTAL CAPACITY	A watercourse runs through the southern section of the existing settlement. DARD Flood Maps (May 2014) indicate that there is a 1% AEP floodplain area designated along this watercourse which may restrict development in this direction. DARD Flood Maps also show that there are surface water floodplain areas partially along the western boundary of the development limit to the rear of Kedew Place and within the western section of the settlement. Future development in this area would be subject to detailed assessment. The corn mill complex, its kilns, stores and workers houses are Grade B+ Listed (HB13/10/075).
TRANSPORT	There are no pedestrian footpaths, pedestrian crossings or traffic lights in Dyan. The settlement is located alongside the B45 Dungannon to Caledon Road. There is roadside parking available to the front of the dwellings at Kedew Place. The settlement is not served by public transportation.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Dyan. There is a fuel distribution plant located within the settlement.
URBAN/RURAL CHARACTER	This settlement is very small in scale and mainly consists of housing. This settlement is rural in character and is surrounded by undulating countryside.
COMMUNITY SERVICES	Dyan offers a very limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. The nearby town of Dungannon would provide most services to meet the daily, weekly and more specific needs of residents.

1.0 Conclusion

1.1 Dyan is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Dyan has a population of 50 or less and has 20 or less households.
- The settlement has developed in a clustered formation along the B45 Dungannon to Caledon Road and the junction with Mullyneill Road. The built form is rural in character and consists mainly of small housing groups and individual dwellings interspersed within open agricultural lands.
- Service provision is extremely limited and is unlikely to meet the daily needs of residents and those living in the surrounding rural hinterland. Facilities comprise of an Orange Hall, bus stop and post box.
- There are good links to larger settlements via local road networks, however no public transportation facilities are available.
- In terms of capacity to accommodate growth, a floodplain area on lands to the west of the settlement may place a constraint on development in this direction. There are also surface water flooding areas immediately west and south of the settlement which may constrict growth in these directions. Lands to the north, northeast and east of the settlement have no topographical constraints and are likely to be suitable for any consideration of expansion.
- Information contained in the housing allocation paper would suggest that there is a small need for additional housing in Dyan. However given the amount of land within the existing settlement limit which remains undeveloped, an expansion of settlement limit for the purpose of housing is unlikely to be required.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Dyan is re-classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Dyan should be re-classified as a **small settlement** in the new settlement hierarchy.

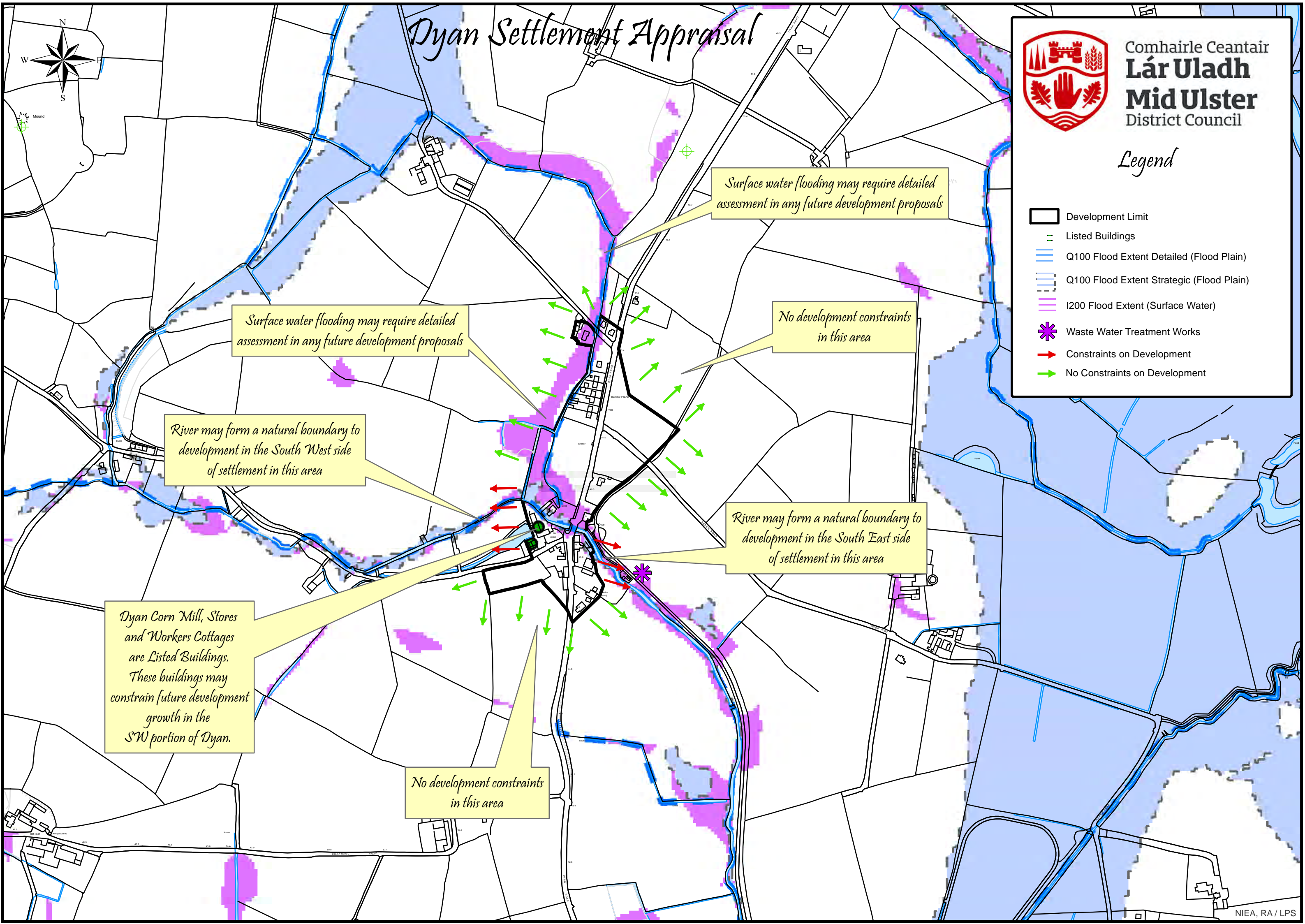
Dyan Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Listed Buildings
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Waste Water Treatment Works
- Constraints on Development
- No Constraints on Development





Dyan

SETTLEMENT APPRAISAL – GLEN

Glen is located approximately 2km West of Maghera. According to NISRA 2011 Census data, Glen has a population of 132 people and 47 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There are no treatments plants in the settlement.</p> <p>In relation to the Hierarchy of Settlements and Related Infrastructure Wheel, Glen possesses very few of the resources which are designated at level 1 (villages). There is a small primary school within the settlement and a car sales business. There is no shop, post office, petrol station or doctor's surgery for example. Based on the resources available Glen is correctly designated as a small settlement by the MAP 2015.</p>
ENVIRONMENTAL CAPACITY	<p>A small watercourse flows to the North of the settlement and according to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) land between the water course and the settlement boundary may be susceptible to flooding. Expansion of the settlement is therefore limited in this direction. Glen RC church is within the settlement and is listed. Any development which involves this building will be subject to strict planning controls in line with PPS 6 and Part 4 of the Planning Act 2011.</p> <p>To the north of the settlement, there is a Local Landscape Policy Area (LLPA) which is designated to protect the local church and presbytery as well as the environs of Milltown Burn and the associated weir. Any development which harms these features of the LLPA will not be permitted and this is a constraint on growth to the North.</p>
TRANSPORT	<p>Glen has access to a good transport network. In terms of access to major cities, the settlement runs adjacent to the A6 key transport Corridor between Belfast and Londonderry. A Park and ride facility is located approx. 2km from the settlement and buses go from here to Derry, The Castledawson Roundabout is also close by and there is a park and ride facility to Belfast operating from here.</p> <p>There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.</p>
ECONOMIC DEVELOPMENT	<p>There is no zoned industrial land within Glen however there is a small business site just outside the settlement to the west. On the opposite side of the A6 there is the Oakleaf restaurant and filling station.</p>
URBAN/RURAL CHARACTER	<p>Glen is a small settlement with a collection of houses mainly detached dwellings, it has a church, parochial house and car sales providing a focal point to the settlement. It is close in proximity to a the GAC pitch, business site, restaurant and filling station</p>
COMMUNITY SERVICES	<p>Glen offers limited community services, which can in part be attributed to its proximity to Maghera. It has a RC church a Car Sales, a natural well-being clinic and a Presbytery with Pastoral Centre within its limits. Maghera is close by and is likely to be the main service provider for the area.</p>

1.0 Conclusion

1.1 Glen is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Glen has a population of 132 equating to 47 households.
- Glen is a small settlement located immediately north of the A6 a protected route and key transport corridor between Belfast and Londonderry.
- There is a poor level of service provision within this primarily residential settlement. It does however include 2 Churches, a Primary School, a Car Sales Business and a Natural Well-Being Clinic. The Oakleaf Restaurant and Shop are located just outside the settlement at the other side of the A6. Maghera or Magherafelt would provide most services to meet the daily, weekly and more specific needs of residents.
- Located immediately adjacent the A6, Glen has access to a good transport network. A park and ride facility to Derry is located approx. 2km from the settlement. The Castledawson Roundabout is also close by, providing a park and ride facility to Belfast.
- A small watercourse to the North of the settlement susceptible to flooding may constrain future expansion to the north alongside a Local Landscape Policy Area (LLPA) designated to protect the local church and presbytery as well as the environs of Milltown Burn and the associated weir. The A6, a protected route and key transport corridor forms a physical barrier to the south
- Information contained in the housing allocation paper would suggest that there is a small need for additional housing in Glen up to 2030. However, given the availability of land within the settlement limit, it is unlikely that the settlement limit will need to be expanded to accommodate this need.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Glen retains its classification as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Glen should be classified as a **small settlement** in the new settlement hierarchy.

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Glen Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Protected Route
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Housing approval (H/2009/0090/F)
- Constraints on Development
- No Constraints on Development

Miltown Burn and Weir (wildlife corridor and environs) provide important local landscape features that may constrain development. (LLPA).

Flooding will restrict development growth north of the settlement

No existing development constraints in this area

Surface Water Flooding- 'may require detailed assessment in any future development proposals'

No existing development constraints in this area

Locally significant buildings St Patrick RC Church (Listed Building) and graveyard and the Presbytery on Glen Road contribute to the character of the settlement (LLPA).

No existing development constraints in this area

Falagloon Burn flows through the settlement

A6 Protected Route provides a boundary to development growth in the South of the settlement limit.



Glen



0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – GLENONE

Glenone is closely associated with the larger village of Portglenone, from which it is physically separated by the River Bann. Glenone is located approximately 17km North East of Magherafelt and 14.5km North East of Maghera. The settlement of Glenone is small in scale and development is concentrated along the A42, which is a Protected Route and the Ballymacombs Road. According to NISRA 2011 Census data Glenone has a population of 403 and has 153 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Glenone has a very limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. A WWTW is available. There are no non-domestic turbines or Anaerobic Digestors in the settlement. Glenone does not have any of skills, health, social or Justice resources but does have commercial and production resources by way of a supervalue shop, topaz filling station, Chinese takeaway and a carpentry workshop. Its networks include local roads (including a protected route), broadband and street lighting. Based on the resources available Glenone is correctly designated as a small settlement by the MAP 2015.
ENVIRONMENTAL CAPACITY	The River Bann flows along the eastern and partially along the northern boundary of the settlement and the Clady River flows to the North of the settlement. According to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) both of these water courses give rise to flooding in the North of the settlement, on the SW banks of River Bann taking in Orchard Close / Orchard Way and a significant area of immediately East of the settlement limit on the western banks of the River Bann. This flooding would very likely prevent any future expansion of the settlement in these particular areas. There is no zoned recreation/open space and there are no features of industrial or archaeological heritage within the settlement limit. There are however 3 archaeological sites located just outside the NW boundary. The bridge crossing the River Bann is Listed and there are 2 zoned LLPA'S abutting the settlement limit.
TRANSPORT	There are 2 local roads within the settlement. The A42 Protected Route connects Glenone with Portglenone and Clady and the Ballymacombs Road connects Glenone with Bellaghy. There is no bus depot or sub depot but there are local Ulsterbus services in adjacent Portglenone connecting to larger settlements. There are no designated cycle routes, pedestrian crossings or traffic lights within Glenone.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business. There is a carpentry workshop located just before the Bridge.
URBAN/RURAL CHARACTER	Glenone is currently designated as a small settlement in the MAP 2015. It is geographically very close to Portglenone. Its topography is flat and there are pockets of mature vegetation along the Ballymacombs Road. It is predominantly characterised by single dwellings and housing developments. There is no land zoned for housing or open space. The eastern approach into the settlement from Portglenone is defined by the River Bann, the Listed Bridge and an LLPA. The western approach is dominated by agricultural land and the spar shop/filling station. The southern approach along the Ballymacombs Road is characterised by agricultural fields and single dwellings. Glenone visually reads with the larger village of Portglenone which erodes its rural character.
COMMUNITY SERVICES	Glenone offers a very limited range of services to benefit the daily needs of the local community and surrounding areas. There is 1 shop, a filling station, an off sales, a Chinese takeaway and a carpentry shop. The nearby village of Portglenone would provide most services to meet the daily/weekly needs of the Glenone residents.

1.0 Conclusion

1.1 Glenone is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Glenone has a population of 403 people and 153 households
- The settlement has developed directly to the west of the larger settlement of Portglenone, both of which are separated by the River Bann which marks the council boundary. Portglenone is located within Mid and East Antrim Borough Council. The settlement has developed in two parts, a cluster to the north and to the south of the A42 protected route.
- Service provision within the settlement is limited. There are a small number of businesses including a filling station, off-sales, hot food takeaway and carpentry business.
- The River Bann flows along the eastern and partially northern boundary of the settlement and the Clady River flowing further to its north are both physical restraints which give rise to flooding. As expansion of the settlement may be restricted by a large-scale floodplain surrounding the settlement. Further potential constraints on future development include 3 archaeological sites just outside the NW boundary of the settlement, a Listed Bridge crossing the River Bann and 2 zoned LLPA'S abutting the settlement limit which may constrain development to the northwest and southeast.
- Much of the land within the existing development limit as designated within the MAP 2015 remains undeveloped.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Glenone and therefore expansion of the development limit is unlikely. Figures from the 2014 housing monitor show that there is the potential for 102 residential units to be completed within the settlement limit.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Glenone retains its classification as a **small settlement** in the new settlement hierarchy.

1.4 This classification deviates from the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Glenone should be classified as a **Village** in the new settlement hierarchy. However due to the flood risk surrounding the settlement it does not have the environmental capacity to accommodate significant growth. Therefore it should remain as a **small settlement** and expansion of the settlement limit should be discouraged.

Glenone Settlement Appraisal


River Bann and Clady river corridors, knockanhead localised landform, mature trees and archaeological interest between Knockanhead and the river Bann combine to form LLPA designation (GE 02) which may constrain future development in this general area.

Protected Route so development may be constrained by roads and access issues in the west of the settlement

River Bann delineates council boundary. Expansion in this direction is therefore restricted.

River Bann (important landscape feature and wildlife corridor), views and setting of listed bridge and visually important stands of mature trees may constrain future development in this general area (LLPA).

Area of flooding constraint on development around the whole of the settlement



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Protected Route
- Archaeological Site and Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development



Glenone

SETTLEMENT APPRAISAL – GORTACLADDY

Gortacladdy is located 12km west of Cookstown and 5km north of Pomeroy. It is situated below a staggered cross roads and consists mainly of small dwellings and a GAA pitch. According to the 2011 census, the settlement has a population of less than 50.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is no WWTW in the settlement. In terms of resources Gortacladdy has very few resources which are identified at level 1 on the Hierarchy of Settlements and Related Infrastructure Wheel. For instance, there is no shop, pub or post office within the settlement limit, no nursery or primary school or no local play halls or play areas. Based on its extremely limited resources Gortacladdy, designated as a village in the CAP 2010 would be better suited to a small settlement designation.
ENVIRONMENTAL CAPACITY	<p>A small watercourse runs along the northern boundary of the settlement and a second along its south eastern edge. According to flood hazard maps they may be susceptible to minor flooding along their banks also creating some surface water flooding, as such development in their direction may be constrained.</p> <p>A recently completed housing development occupies land to the south of the settlement. This means that a significant portion of the land available for development in Gortacladdy has been used. However, there are still two large portions of land available. One portion to the west of the settlement and another portion to the north of the settlement though flooding may be issue heading towards the northern boundary.</p>
TRANSPORT	The settlement limit is connected to a relatively poor transport network. The Loughdoo Road which runs through Gortacladdy is a minor rural road. The main A505 is located approx.4km to the north and this is a protected route and a trunk road, as per the RDS 2035. There is no bus service which runs through Gortacladdy.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Gortacladdy. There are no visable existing businesses operating within the development limit.
URBAN/RURAL CHARACTER	Gortacladdy is currently classed as a village in the CAP 2010. It is defined by a small row of cottages, a new housing development and a GAA pitch and associated facilities. The settlement has a very rural character given the rural road which runs through it and the dispersed nature of the development within it. The lack of any of the resources mentioned above, give the settlement a sense of remoteness, contributing to its rural character
COMMUNITY SERVICES	The local GAA pitch and associated changing rooms are the only community resources in the settlement. There is nothing in the way of shops, post offices, pubs, schools, hairdressers etc. All daily/weekly services required for those living in Gortacladdy will be met in Pomeroy or Cookstown.

1.0 Conclusion

1.1 Gortacladdy is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Gortacladdy has a population of 50 or less equating to 20 or less households.
- It is situated below a staggered cross roads and consists mainly of small dwellings and a GAA pitch. The topography is relatively flat and low lying with land rising upwards to the west.
- Service provision in Gortacladdy is extremely limited. It has GAA Grounds, however with no other available facilities the majority of daily, weekly and more specific needs of residents will be met in Cookstown or Pomeroy.
- Its transport network is poor and there are no bus services, however it is in close proximity to the A505, located approx.4km to the north, this is a protected route, a trunk and main road between Cookstown and Omagh.
- In terms of expansion / future growth a recent development of 9 dwellings in the south of the settlement has almost doubled the previous number of houses within the settlement. There is however still two parcels of undeveloped land within the settlement. Two small watercourses run along the north and south eastern edge of the settlement which are susceptible to minor flooding and associated surface water flooding. This may restrict development in these directions.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Gortacladdy. Therefore an expansion to the existing development limit for the purpose of housing is unlikely.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Gortacladdy is re-classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Gortacladdy should be classified as a **small settlement** in the new settlement hierarchy.

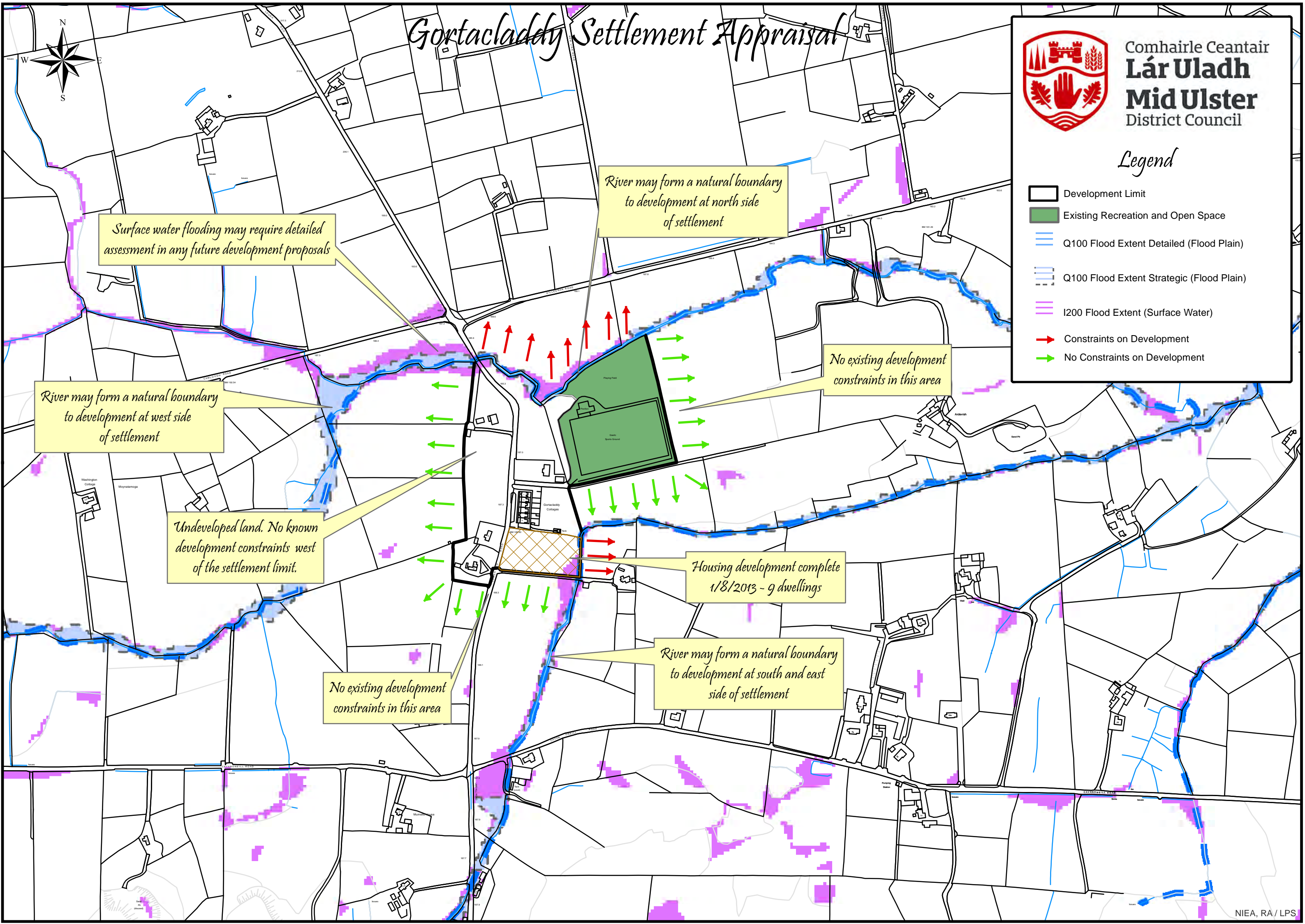
Gortacladdy Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Recreation and Open Space
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





Gortacladdy

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – GRACEFIELD

Gracefield is located approximately 5km East of Magherafelt. The Settlement was established to provide development opportunities in line with the scale, character and role of the settlement, while preventing ribboning and urban sprawl into the countryside. According to NISRA 2011 Census data, Gracefield has a population of less than 50 and fewer than 20 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>All households have access to clean water as well as having proper waste/sewage disposal, by way of septic tanks. It is currently not served by a public sewage system. There are no treatments plants in the settlement. There are no turbines or Anaerobic Digesters.</p> <p>Gracefield has relatively few resources or facilities in relation to level 1 (villages) on the Hierarchy of Settlements and Related Infrastructure Wheel. For instance, there is no primary school, shop, post office, play park, hall or doctors surgery. Gracefield could not therefore be designated as a village, based on the level of resources and facilities available. It would seem that it is correctly designated as a small settlement within the MAP 2015.</p>
ENVIRONMENTAL CAPACITY	<p>There may be constraints upon development on all sides of this settlement. A small watercourse flows along the north western boundary of the settlement, identified by recent Flood Hazards Maps as being susceptible to flooding. Outward development in this direction is potentially limited. All other sides of the settlement are surrounded by an LLPA designated to protect Gracefield C of I Church, a former Moravian Church, the treed environment and several stream corridors and their wildlife. Any development which may be detrimental to these features, within the LLPA will not be permitted.</p> <p>Gracefield C of I Church is a Landmark listed building and lies at the eastern edge of the settlement limit. Any development at or affecting this site will obviously be subject to stringent planning controls in line with PPS 6 and Part 4 of the Planning Act 2011.</p>
TRANSPORT	<p>The settlement has developed along the Gracefield Road and the Ballymaguigan Road.</p> <p>There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement. There is no public transport passing through the settlement.</p>
ECONOMIC DEVELOPMENT	<p>There is no zoned industrial land or local businesses within Gracefield.</p>
URBAN/RURAL CHARACTER	<p>Gracefield is geographically very close to Magherafelt. The topography of the landscape is relatively flat. The majority of undeveloped land is flat low-lying grass land. It does not have a defined centre. Development consists of single dwellings of which there are approximately 19.</p>
COMMUNITY SERVICES	<p>Gracefield offers limited community services, In terms of services provided, it only has 1 church. The main centre of service provision will be Magherafelt which is located 4km away. Ballyronan is also located approximately 4km away and can also reinforce service provision.</p>

1.0 Conclusion

1.1 Gracefield is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Gracefield has a population of 50 or less equating to 20 or less households.
- The character of the settlement is distinctly rural, development is clustered around a cross roads with the topography generally flat and low lying.
- Service provision within the settlement is extremely limited. The local church offers the only service available and the primary land use is residential. Large settlements nearby, such as Magherafelt, would provide most services to meet the daily, weekly and more specific needs of residents.
- The transport network to and from the settlement is poor, characterised by minor rural roads and no public transport.
- There is no industry or commercial activity taking place in the settlement limit.
- Expansion of the settlement may be constrained by a small watercourse susceptible to flooding which flows along the North Western boundary of the settlement potentially limiting outward development in this direction. An LLPA partially encompassing and surrounding the eastern half of the settlement, designated to protect Gracefield C of I Church a former Moravian Church and Listed Building, its burial grounds, treed environment and several stream corridors and their wildlife may constrain potential for further expansion to the east.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Gracefield up to 2030, therefore an expansion of the existing development limit for the purpose of housing is unlikely.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Gracefield retains its classification as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Gracefield should be classified as a **small settlement** in the new settlement hierarchy.

Gracefield Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development

The Industrial Heritage value associated with the spade mill site, mill dams and mill race, and the landscape and wildlife value of the stream corridor may constrain development to the north along Gracefield Road (LLPA)

River may form a natural boundary to development in this area

Area of flooding constraint on development

Area of flooding constraint on development

Gracefield C of I Church, Moravian burial ground (including their setting and views), and associated tree vegetation, may constrain expansion to the north and east (LLPA).

No development constraints in this area

Surface water flooding may require detailed assessment in any future development proposals



Gracefield

0 25 50 100 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – GRANGE

Grange is located approximately 3km SE of Cookstown. Development is concentrated in linear form along the Grange Road. According to the 2011 census, Grange is one of 14 settlements across Mid Ulster that have 50 or less people and 20 or less households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	The Grange has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, by way of septic tanks or connection to a mains sewer. There is no WWTW's available in Grange. There are no non-domestic turbines or Anaerobic Digesters operating within the settlement. There are no resources in terms of Skills, Health, Social, Justice, Production and Commercial. Its networks include local roads, broadband connection and street lighting. Based on its extremely limited resources the Grange designated as a village in the CAP 2010 would be better suited to a small settlement designation.
ENVIRONMENTAL CAPACITY	The settlement has limited potential for flooding from either rivers or from surface water. Up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) do not identify any areas as being at risk of flooding from the flood hazard maps or from the strategic flood maps. There are two Landscape Policy Areas (LLPA) (1) The Old Graveyard: To protect the graveyard and the mature landscaping within a walled setting; and (2) The Railway Line: To protect an area of local amenity and nature conservation interest thus contributing to the setting of the settlement. The old line has steep inclines and has been left to grow wild, suggesting it is impractical for farming purposes. The old railway bridge is a feature with local heritage value. The bridge and the adjacent line of the railway should therefore be retained for their heritage and nature conservation interests. Archaeological Sites & Monument: There are two sets of scheduled monuments (standing stones) to the north and south of the settlement. In addition to the LLPA's with particular reference to the old railway line which may constrict growth of the settlement to the east, the standing stones may constrain growth to the north and south. The CAP 2010 highlighted important views at the eastern entrance / exit of the settlement which any proposal for future development may need to give consideration to. There is a Site of Local Nature Conservation Importance (SLNCI) located to the north east of the settlement. As stated in the CAP 2010 given its remote location and lack of resources it is not anticipated that there will be a high demand for housing or other development in Grange.
TRANSPORT	There are no major roads passing through Grange. There is no bus depot, sub depot or local Ulsterbus services, nor is there a park and ride / share facility. There is no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry. There are no visible businesses/workshops operating within the development limit.

URBAN/RURAL CHARACTER	<p>This rural settlement has formed, as previously mentioned, along a bend in a small country road, the Grange Road. Individual dwellings and farm groups run primarily along the north side of the road with quite a dense number of agricultural buildings lying in the very centre and to both ends of the village. A number of agricultural buildings, alongside some older roadside properties, appear derelict. Features of the settlement that give it character are the LLPA's, the old grave yard which can just be seen through gaps in vegetation and the old railway line which is richly lined with vegetation. Vegetation itself a significant feature of this settlement. It has a high level of tree cover, therefore, applications for developments should pay careful consideration to both existing and proposed planting.</p>
COMMUNITY SERVICES	<p>There are no local facilities in Grange at present. There was a Public House, but this has closed down in recent years. The nearby town of Cookstown would provide most services to meet the daily, weekly and more specific needs of residents.</p>

1.0 Conclusion:

1.1 Grange is currently designated as a village in the CAP 2010.

1.2 Following re-examination of the settlement a summary of the key findings are:

- The Grange has a population of 50 equating to 20 or less households.
- Its rural in character with development concentrated in linear form along the Grange Road. Individual dwellings and farm groups run primarily along the north side of the road with quite a dense number of agricultural buildings lying in the very centre and to both ends of the village. A number of these buildings alongside some older roadside properties, appear derelict.
- Service provision is extremely limited. There are no commercial premises and in the settlement and residents would have to travel to the nearby town of Cookstown, which would provide most services to meet their daily, weekly and more specific needs.
- Grange's role / function is limited to a primarily residential / farming area.
- A LLPA along the old railway line to the east of the settlement may constrain further development to the east. Existing vegetation within the settlement is a feature which should be considered as part of any future development proposals. A scheduled monument (standing stone) to the north of the settlement may constrain outward growth in this immediate area.
- Information contained in the housing allocation paper would suggest that there is a small need for additional housing in the Grange; however, given the amount of land within the existing development limit which remains undeveloped, an expansion to the development limit for the purpose of housing is unlikely to be required.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that the Grange is re-classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that the Grange should be classified as a **small settlement** in the new settlement hierarchy.

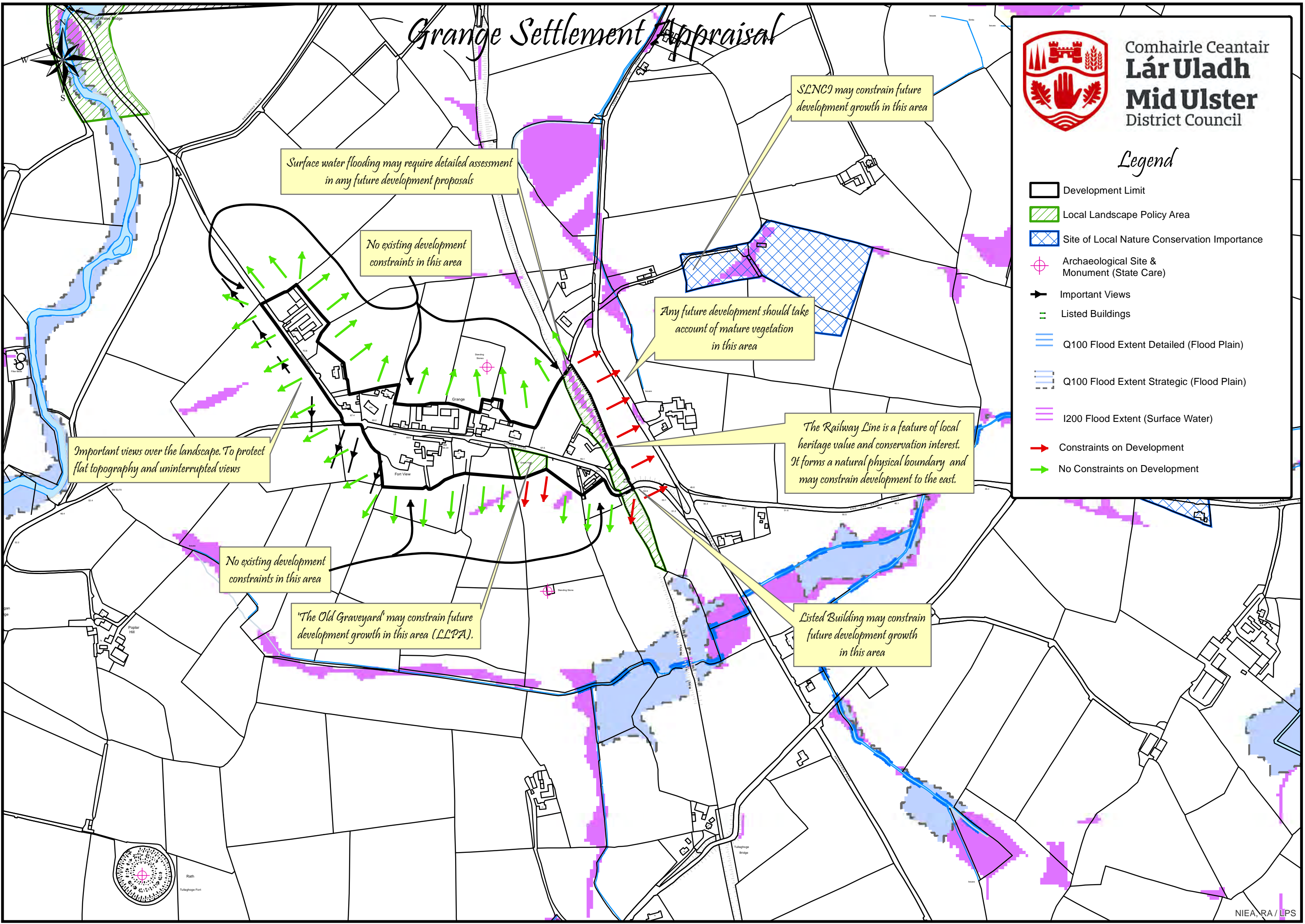
Grange Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Site of Local Nature Conservation Importance
- Archaeological Site & Monument (State Care)
- Important Views
- Listed Buildings
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development



Surface water flooding may require detailed assessment in any future development proposals

No existing development constraints in this area

Any future development should take account of mature vegetation in this area

SLNCI may constrain future development growth in this area

Important views over the landscape. To protect flat topography and uninterrupted views

The Railway Line is a feature of local heritage value and conservation interest. It forms a natural physical boundary and may constrain development to the east.

No existing development constraints in this area

'The Old Graveyard' may constrain future development growth in this area (LLPA).

Listed Building may constrain future development growth in this area



Grange

SETTLEMENT APPRAISAL – INISHRUSH

Inishrush is located West of the River Bann, 17.5km NE of Magherafelt and 19km West of Ballymena. It is a small settlement concentrated around the junction of the Inishrush Road and Ford Road. According to NISRA 2011 Census data Inishrush has a population of 95 and has 42 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Inishrush has a very limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. A WWTW is available. There are no non-domestic turbines or Anaerobic Digestors in the settlement. Inishrush does not have any skills, health, Justice, commercial or productive resources but it does have social resources by way of a 2 local halls (an Orange Hall and a Parish Hall) and a play park. Its networks include 3 local roads, broadband connection and street lighting. Based on the resources available Inishrush is correctly designated as a small settlement by the MAP 2015.
ENVIRONMENTAL CAPACITY	The Clady River flows along the SE boundary of the settlement. According to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) the banks of the Clady River are susceptible to flooding. This will prevent future expansion of the settlement in this general area. There is limited surface water flooding within the settlement. There is also an LLPA to the NE and to the South and SE. This designation may also prevent future expansion in those general areas because they exist to protect the wildlife corridors, the land rising as a backdrop and some historic building such as the Church of Ireland and the Old Flax Mill. There is no zoned recreation/open space, no features of industrial or archaeological heritage or no Listed Buildings within the settlement limit. There is however a Listed Church to the East of the settlement and an Old Flax Mill, which is a feature of industrial heritage, just outside the settlement limit.
TRANSPORT	There are 3 local roads within the settlement. The Inishrush Road connects the settlement to Clady in the East. The Ford Road and Killycon Road are minor rural roads. There is no bus depot or sub depot in Inishrush but there is a local Ulsterbus service connecting the settlement to both Magherafelt and Ballymena. There are no designated cycle routes, pedestrian crossings or traffic lights within Inishrush.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business and there are no existing workshops or business units.
URBAN/RURAL CHARACTER	Inishrush is currently designated as a small settlement in the MAP 2015. It is geographically close to Clady. Its topography is undulating and there are pockets of mature vegetation located in the zoned LLPA's which are outside the settlement limit. The settlement is rural in character and characterised by single dwellings and housing developments. There is no land zoned for housing or open space. The eastern approach into the settlement from Clady is defined by the Listed Church, agricultural fields and single dwellings. The western approach is dominated by the 2 Local Halls. The Southern approach along the Ford Road is dominated by the Clady River and single dwellings.
COMMUNITY SERVICES	Inishrush offers a very limited range of services to benefit the daily needs of the local community and surrounding rural area. There are 2 local halls and a play park. The nearby settlements of Portglenone and Clady would provide most services to meet the daily/weekly needs of the Inishrush residents.

1.0 Conclusion

1.1 Inishrush is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Inishrush has a population of 95 equating to 42 households.
- The settlement is characterised as a small cluster of development located offside the Ford Road and Inishrush Roads. The Clady River flows to the east and south of the settlement.
- Service provision within the settlement is very limited. There are two local halls and a playground located within the settlement. The majority of built form is used for residential purposes.
- The transport network in and around Inishrush is rural. However the Inishrush Road connects the settlement to Clady, plus a daily bus service connects to Magherafelt and Ballymena
- In terms of capacity to accommodate growth, expansion is restricted by floodplains and associated watercourses which progress to the north east and south east of the settlement. Corresponding LLPA designations upon these lands are also in place and will further constrain expansion opportunity. Furthermore there is a Listed Church to the east of the settlement and an Old Flax Mill, which is a feature of industrial heritage, just outside the settlement limit.
- A significant area within the existing development limit remains undeveloped.
- Information contained in the housing allocation paper would suggest that there is a small need for 5 additional housing in Inishrush up to 2030. However, given that there is still significant areas of land within the development limit which remain undeveloped, an expansion of the development limit for further housing is unlikely.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Inishrush retains its classification as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Inishrush should be classified as a **small settlement** in the new settlement hierarchy.

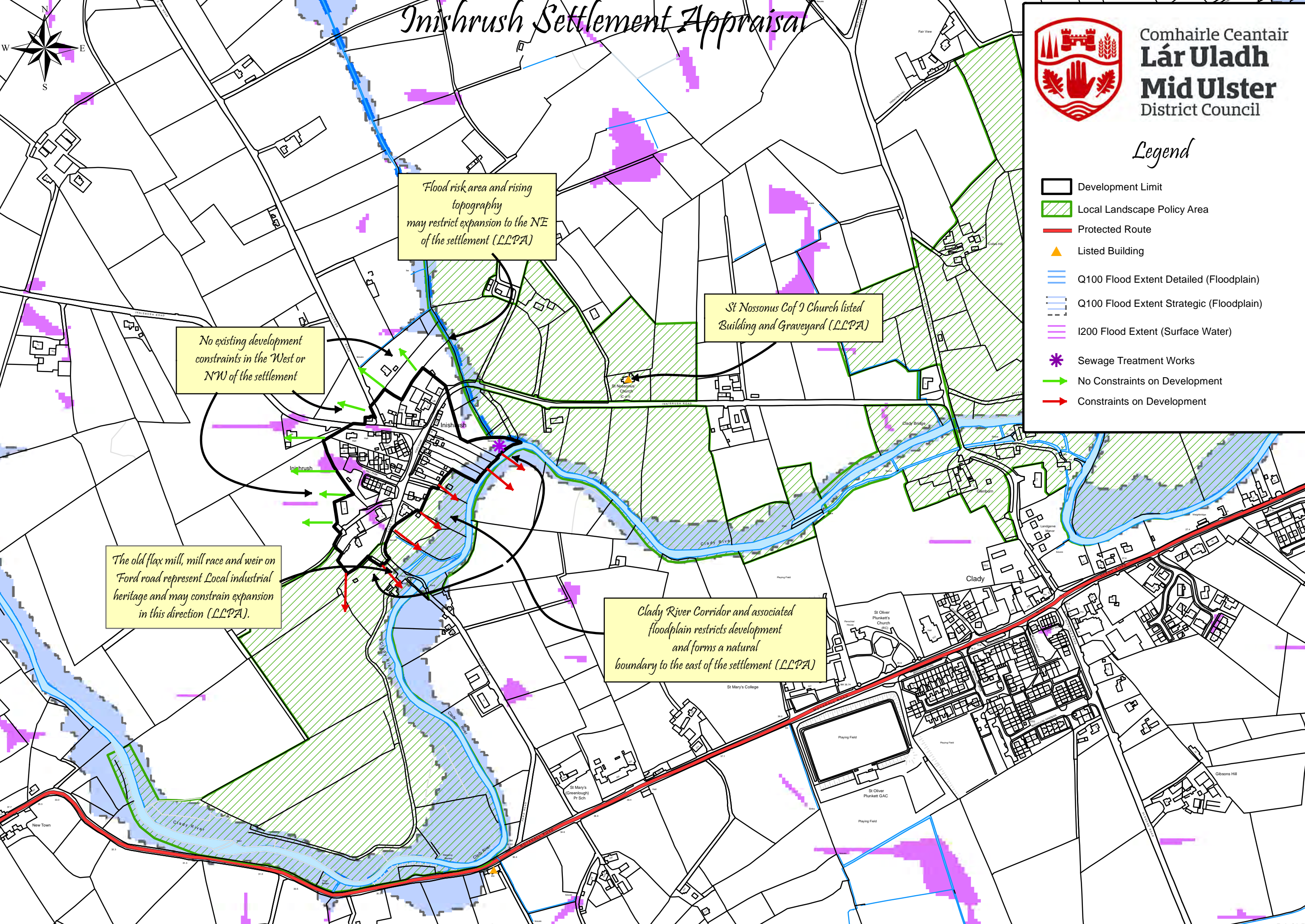
Inishrush Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Protected Route
- Listed Building
- Q100 Flood Extent Detailed (Floodplain)
- Q100 Flood Extent Strategic (Floodplain)
- I200 Flood Extent (Surface Water)
- Sewage Treatment Works
- No Constraints on Development
- Constraints on Development



Flood risk area and rising topography may restrict expansion to the NE of the settlement (LLPA)

St Nossonus Cof I Church listed Building and Graveyard (LLPA)

No existing development constraints in the West or NW of the settlement

The old flax mill, mill race and weir on Ford road represent Local industrial heritage and may constrain expansion in this direction (LLPA).

Clady River Corridor and associated floodplain restricts development and forms a natural boundary to the east of the settlement (LLPA)



Inishrush

SETTLEMENT APPRAISAL – KILLEEN

Killeen is located approximately 10km north east of Dungannon and approximately 5km north east of Coalisland. The settlement has historically developed on the northern side of the Mountjoy Road and along the Lisclare Road. It has witnessed substantial residential growth in recent years. According to NISRA 2011 Census data, Killeen has a population of 407 people and 144 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Killeen has a very limited range of resources available as identified on the Assets and Infrastructure Wheel (Appendix 1). The settlement does not have any skills, health, social, commercial, Justice or productive resources. All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is a sewage treatment works located just outside settlement limit along the Coole Road. There are no non-domestic turbines or Anaerobic Digesters operating within the settlement. Its networks include local roads, broadband and street lighting.
ENVIRONMENTAL CAPACITY	According to Flood Hazard Data from DARD Rivers Agency (May 2014) there are no flood plains within Killeen which would prevent or limit future growth of the settlement. There is some surface water flooding evident in existing housing developments. There is no identified areas of recreation/open space and no features of industrial or archaeological heritage or Listed Buildings within the settlement which would act as a constraint on future growth.
TRANSPORT	There are 3 local roads within the settlement. The Lisclare Rd provides a connection to both Stewartstown and Cookstown. The Mountjoy Rd provides a connection to Brockagh and Coalisland. The Ballygittle Rd is a minor local Rd. There is no bus depot or sub depot but there are local Ulsterbus services connecting the village to Dungannon, Coalisland and smaller surrounding settlements. Tamnamore Park and Ride is approximately 9km outside the development limit. There are no designated cycle routes, pedestrian crossings or traffic lights within the settlement.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business nor are there any visible businesses operating within the settlement.
URBAN/RURAL CHARACTER	Killeen is located geographically close to Coalisland. Its topography is relatively flat and there is little in terms of mature vegetation within the settlement. It is predominantly characterised by residential developments. There is no land identified for housing or open space. The eastern entrance to the settlement from the Mountjoy Road is dominated by views of the vacant shop and Post Office. The western approach from the Mountjoy Road and northern approach from the Lisclare Road are both dominated by residential developments. The approach from Coole Road is characterised by agricultural land.
COMMUNITY SERVICES	Killeen offers no services to benefit the daily needs of the local community and smaller surrounding settlements. A former shop and Post Office is located at the junction of Lisclare Rd, Coole Rd and Mountjoy Rd, which are no longer open. There is a Nursery School located to the south east of the settlement outside the development limit. The nearby towns of Coalisland and Dungannon would provide most services to meet the daily/weekly needs of the residents of Killeen.

1.0 Conclusion

1.1 Killeen is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Killeen has a population of 407 people equating to 144 households.
- The settlement has developed on the northern side of the Mountjoy Road and along the Lisacclare Road and has witnessed substantial residential growth in recent years.
- Service provision within the settlement is limited. There is a nursery school located to the south east of the settlement outside the development limit. The main land use evident is for residential purposes. There are however good links to larger settlements such as Dungannon or Coalisland via local road networks and public transport facilities to obtain a wider range of goods and services.
- In terms of capacity to accommodate growth, there are no outstanding constraints on development. There are no flood plains within Killeen although there is some surface water flooding evident within existing housing developments.
- Information contained in the housing allocation paper would suggest that there is a need for 10 additional houses in Killeen. However, given that there is sufficient land available within the settlement limit, an extension to the settlement limit to accommodate this need is unlikely.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Killeen is re-classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Killeen should be re-classified as a **small settlement** in the new settlement hierarchy.

Killeen Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Existing Housing
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Waste Water Treatment Works
- Constraints on Development
- No Constraints on Development
- Archaeological Site & Monuments (Unscheduled)

No development constraints in this area

Surface water flooding may require detailed assessment in any future development proposals

No development constraints in this area

Surface water flooding may require detailed assessment in any future development proposals

No development constraints in this area

No development constraints however Mountjoy Road forms a physical boundary to the Settlement

Surface water flooding may require detailed assessment in any future development proposals



Killeen

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL - KILLEENAN

Killeenan is located approx. 8km west of Cookstown, just offside the main A505 road corridor. The settlement is centred in and around lands surrounding St Joseph's RC Church. According to the 2011 census it has a population of less than 50.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is no WWTW in the settlement.</p> <p>In terms of resources Killeenan has a few resources which are identified at level 1 (villages) on the Hierarchy of Settlements and Related Infrastructure Wheel (Appendix 1). For instance, Killeenan has a primary school, an adjoining sure start centre small recycling facility and has urban street lighting; however, there is no shop, petrol station, pub or post office within the settlement limit.</p>
ENVIRONMENTAL CAPACITY	<p>According to DARD Rivers Agency's most recent Flood Hazard Maps (May 2014) a watercourse to the southern and eastern edge of the settlement may be susceptible to flooding. There is also a degree of surface water flooding detected at the entrance to St Joseph's Church as well as running along the watercourse on the southern boundary of the settlement. There are no areas of potential development land which are significantly affected by flood risk. The NE portion of the settlement is designated as an area of constraint upon mineral development but this is unlikely to be majorly significant as the majority of this part of the settlement is already developed either in the form of single dwellings or St Joseph's Church. A small Local Landscape Policy Area (LLPA) is designated just to the south of the settlement limit in order to protect the conservation interests associated with the small stream. Therefore further development may be constrained to the south.</p>
TRANSPORT	<p>The transport network in Killeenan is relatively poor. Killeenan is located only 350m (approx.) from the main A505 Cookstown – Omagh Road, which is a protected route and also a trunk road. The road network which runs through Killeenan is rural in nature and does not link the settlement directly with any other major settlements. There is no bus route which runs through Killeenan. There is a local school service which runs from the nearby Heagney's Corner bus stop to Cookstown.</p>
ECONOMIC DEVELOPMENT	<p>There is no zoned industrial land within Killeenan. There are no visible businesses or workshops operating.</p>
URBAN/RURAL CHARACTER	<p>Killeenan is currently classed as a village in the CAP 2010. The most obvious feature in the settlement is undoubtedly St Joseph's Church. The settlement has a very rural character with the majority of residential development being predominantly single houses.</p>
COMMUNITY SERVICES	<p>There are very few community services in Killeenan. Community services which exist are:</p> <ul style="list-style-type: none"> • Local Hall • Chapel • Primary School • Sure start centre • Recycling facility <p>The nearby town of Cookstown would provide most services to meet the daily and weekly needs of residents.</p>

1.0 Conclusion

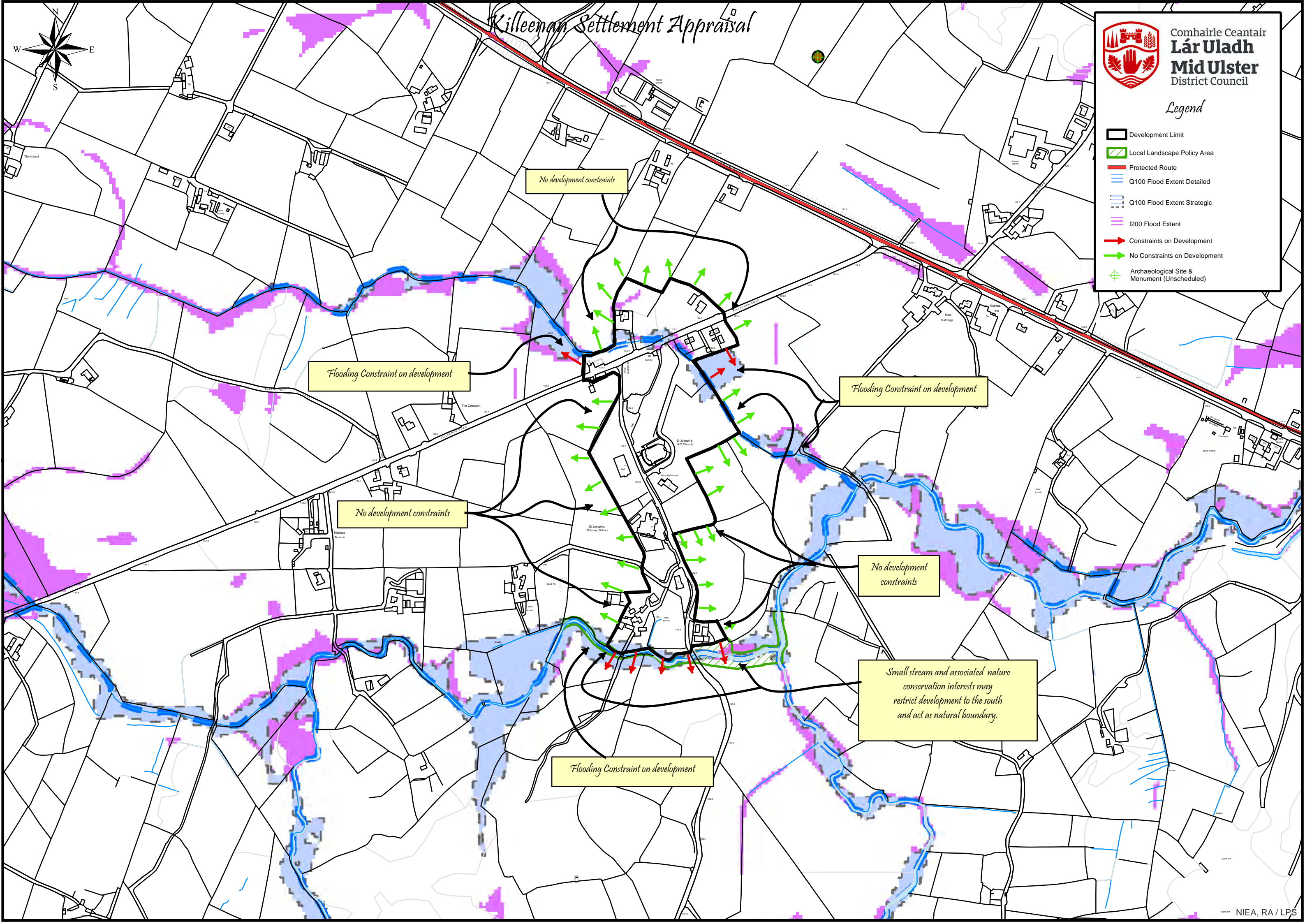
1.1 Killeenan is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Killeenan has a population of less than 50.
- The settlement is distinctly rural in character with the development pattern consisting mostly of singular dwelling houses on individual plots interspersed with open expanses of agricultural land. The main feature of the settlement is the Church building which is centrally located offside the Cloughfin Road. Topography is generally flat.
- Service provision within the settlement is very limited. The main land use evident is for residential purposes; however there are some civic land uses in operation, namely a small primary school and the aforementioned Church.
- There are good links to nearby larger settlements via local road networks however there is no public transport facilities. Given the close proximity of larger settlements such as Cookstown, it is anticipated that the daily to weekly needs of the local populous is generally met outside the settlement.
- There are no sites of industrial or business use within the settlement and therefore employment and economic potential is limited within the realms of the settlement.
- A LLPA designation progresses directly alongside the southern boundary limit of the settlement. This also correlates with a watercourse which is susceptible to flooding. Another watercourse progresses through the northern portion of the settlement and according to data this is also susceptible to flooding. This may subsequently act as a constraint on future development or settlement expansion in these respective areas.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Killeenan. Figures from the 2014 housing monitor show that there is the potential for 8 residential units to be completed within the settlement limit. Therefore an expansion to the existing development limit for the purpose of housing is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Killeenan is reclassified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Killeenan should be reclassified as a **small settlement** in the new settlement hierarchy given its low population levels and limited level of service provision.



Killeenan Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Protected Route
- Q100 Flood Extent Detailed
- Q100 Flood Extent Strategic
- 1200 Flood Extent
- Constraints on Development
- No Constraints on Development
- Archaeological Site & Monument (Unscheduled)

No development constraints

Flooding Constraint on development

Flooding Constraint on development

No development constraints

No development constraints

Small stream and associated nature conservation interests may restrict development to the south and act as natural boundary.

Flooding Constraint on development



Killeenan



0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL - KILROSS

Kilross is located approximately, 2km south west of Tobermore and 12km west of Magherafelt. It lies in the eastern foothills of the Slieve Gallion, which has an undulating landscape at the foot of the mountain. The settlement is clustered around the junction of Wood Road and Duntibryan Road. According to NISRA 2011 Census data, Kilross has a population of less than 50 persons and/or less than 20 households, therefore there are no official statistics available.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Kilross has a very limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There are no treatments plants in the settlement. These facilities are likely to be available in the nearby town of Magherafelt. WWTW available although NI WATER are currently conducting a headroom assessment of all these facilities and until this is complete the exact capacity will not be known. There are no wind turbines, anaerobic digestors or solar panels operating within the settlement. It only has limited skills, environmental, social and networks resources available and no commercial, productive, health or justice resources. Its networks include local roads, limited broadband, limited street lighting and no local Ulsterbus services. Kilross therefore has limited resources as identified on level 1 (villages) of the settlement hierarchy. For instance, it has no shop, pub, post office, petrol station, hall or doctors surgery. It has a primary school and a play area.
ENVIRONMENTAL CAPACITY	According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there are no watercourses within the settlement limits, however there is a small stream corridor west of Tullyronan House which transverses the area north south, which is an important local landscape feature and wildlife corridor. Surface water flooding is limited to the area around nos. 11 and 15 Duntibryan Road. There are no designated areas of archaeological potential or Listed Buildings. There is a Local Landscape Policy Area which runs along Duntibryan Road within the settlement limits and extends beyond the limits to the south and west. This designation exists to protect some important historical buildings as well as a stream corridor. It may constrain expansion within this designated area because any development which impacts upon these features will not be permitted.
TRANSPORT	The settlement has developed along a junction between local roads, Wood and Duntibryan. There is a bus shelter located adjacent to the primary school. There is no local public transport. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	There is no zoned industrial land or businesses within the settlement limit.
URBAN/RURAL CHARACTER	Kilross is located south and west of two larger settlements namely Tobermore and Magherafelt. The landscape reflects its position within the foothills of Slieve Gallion, a prominent peak of the Sperrins located to the west of the settlement. The general topography of the immediate surrounds is rural with an irregular patchwork of fields enclosed by hedgerows at the foot of the mountain slopes. Small farmsteads intersperse the fields and are generally positioned along the local road network. The local roads are generally straight and narrow. Kilross does not have a defined settlement centre but has focal points consisting of Kilross Primary School, Kilross Villas and the old Rectory Kilcronaghan Centre. Residential stock varies from large detached dwellings, agricultural buildings and two storey semi-detached and terraced

	<p>dwelling within Kilorss Villas. The northern entrance along Duntibryan Road is undulating and steep and is dominated by the residential estate and primary school. The southern entrance along Duntibryan Road is rural in character with mature vegetation and is dominated by the setting of the old rectory, a Listed Building now used as Kilcrounaghan Conference Centre.</p>
<p>COMMUNITY SERVICES</p>	<p>Kilross offers very limited community services which would not meet the daily needs of the residents. It has a primary school, the Kilcrounaghan Centre, a small play area with limited equipment and a post box. Residents would have to avail of the service provision in the nearby settlements of Draperstown and Tobermore.</p>

1.0 Conclusion

1.1 Kilross is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Kilross has a population of less than 50 persons and less than 20 households.
- The settlement has developed directly along the Duntibryan Road.
- Service provision is limited and includes a primary school, play area (located within a housing development) and an activity centre (self-catering facilities). The settlement consists mainly of housing; a small housing development and individual dwellings.
- There are good links to larger settlements via local road networks, but no public transport facilities are available.
- A large-scale LLPA designation which bounds the settlement to the south may constrain development growth in that direction.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Kilross (based on a calculation using the mean figure of 20 households). Figures from the 2014 housing monitor show that there is currently the potential for an additional 14 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purposes of housing is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and service provision, it is recommended that Kilross retains its classification as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Kilross should be classified as a **small settlement** in the new settlement hierarchy.

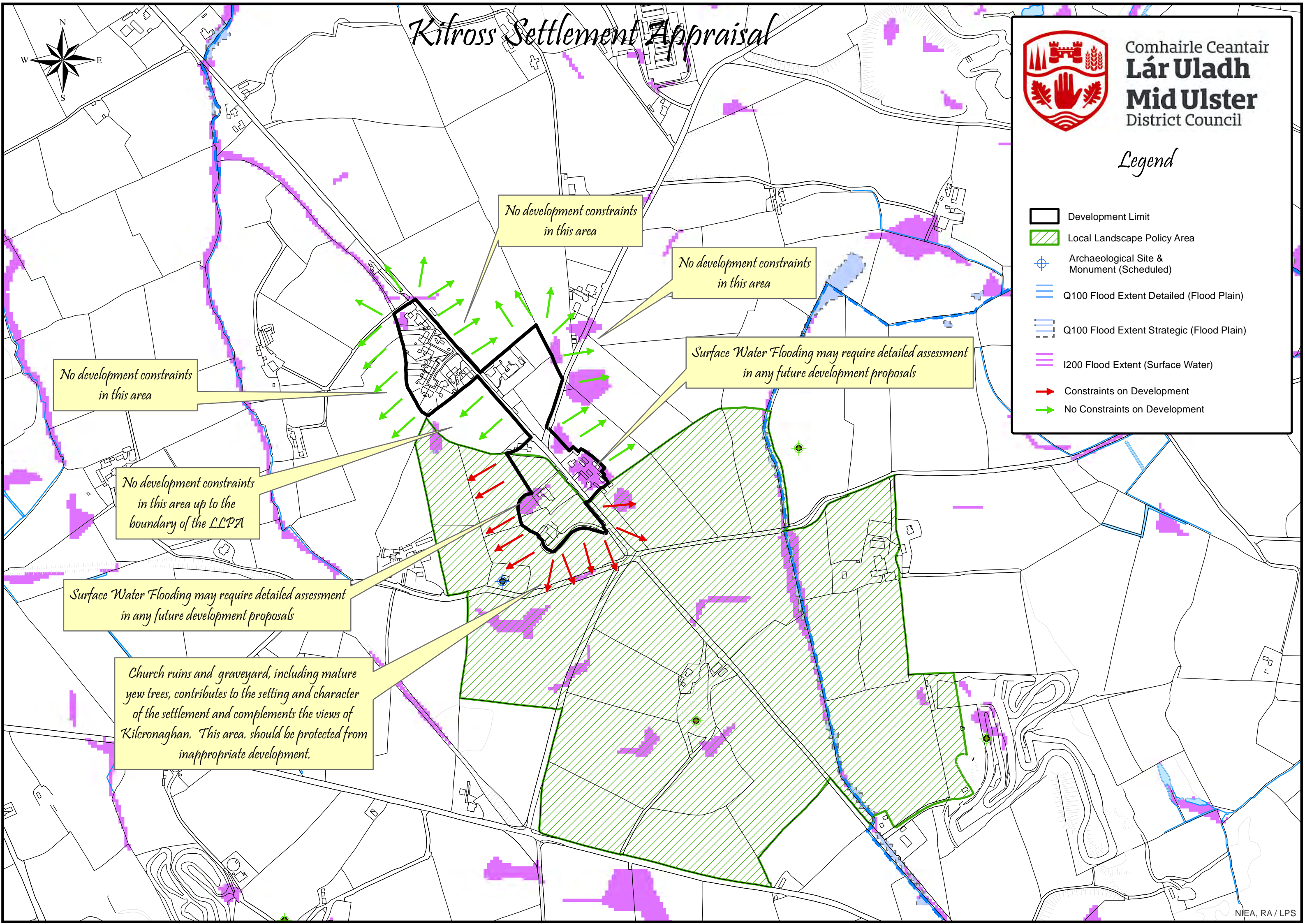
Kilross Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Archaeological Site & Monument (Scheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





Kilross

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – KNOCKCLOGHRIM

Knockcloghrim is located approximately 5.5km SE of Maghera and approx. 6 km N of Magherafelt. The settlement is home to a number of listed buildings and has a historic character which can be attributed to its foundations at the beginning of the 19th century. According to the 2011 census, the settlement has a population of 198 people and 70 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. Knockcloghrim possesses few of the resources which are identified at level 1 (villages) of the Hierarchy of Settlements and Related Infrastructure Wheel (Appendix 1). For example, it has a primary school, a play area, a post office and urban street lighting. There are also buildings which in the past housed a shop and public house respectively; however both these businesses are now closed.
ENVIRONMENTAL CAPACITY	<p>According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014), there are no areas of fluvial flooding identifiable within the settlement limit.</p> <p>Apart from a small area of land to the north, the entire settlement limit is directly surrounded by a Local Landscape Policy Area (LLPA) designation. This may limit the expansion capacity of the settlement. The purpose of this LLPA is to protect a combination of features such as treed areas, river features, listed buildings and rising landforms. There is also a LLPA within the settlement limit which seeks to protect the C of I building and its surroundings as well as a historic windmill which provides a link to the industrial heritage of the settlement.</p> <p>To the north of the settlement, there are no LLPA's but there is an existing large-scale quarry which may limit the potential for any settlement expansion in this direction.</p> <p>There are a number of listed buildings within the settlement limit, including the following;</p> <ul style="list-style-type: none"> • Workers Cottage, 333 Hillhead Road • St Conlus, Termoneeny Parish Church (CofI) • Knock House and 15 Carricknakielt Road • Foremans Cottage, 325-327 Hillhead Road • Workers Cottages at 329 & 331 Hillhead Road <p>There are also four designated historical monuments (both scheduled and unscheduled) in and around Knockcloghrim. These may impact upon development potential, particularly to the SW and East.</p>
TRANSPORT	The settlement has access to a reasonable transport network. Historically, Knockcloghrim was part of the main Belfast – Derry Route and traffic travelling between the two cities would have passed through the settlement; however, since the construction of the A6 Glenshane Road approximately half a mile to the south of the settlement, through traffic is much reduced. The A6 is a Key Transport Corridor as identified by the RDS 2035. The Carricknakielt Road and the Quarry Road run directly to Maghera and Gulladuff respectively. There is an Ulsterbus Service operating to the nearby town of Maghera 6 times per day. From Maghera, buses to the larger settlements of Magherafelt and Coleraine are readily available.
ECONOMIC DEVELOPMENT	There is no industrial land zoned within Knockcloghrim. There is however, a large quarry and associated offices just outside the settlement limit, to the north. These premises belong to FP McCann, who is one of the largest quarry contractors in Northern Ireland. This is potentially a significant source of employment for the settlement and surrounding hinterland.

URBAN/RURAL CHARACTER	<p>Knockcloghrim has maintained a lot of its historic heritage and character. It has achieved this via the retention of mature trees and historic built form. The aforementioned listed buildings provide a direct link to the past both in terms of character and design and also in terms of their industrial heritage. The old windmill is still in situ and this provides further links to the heritage of the area.</p> <p>The character of the settlement is much removed from the industrial nature of the quarry site which exists just to the north of the settlement limit. This detachment of the settlement and the quarry is something which should be potentially maintained.</p> <p>To the north of the settlement, there is a play park and associated car park which currently lie outside the settlement. These features appear to form part of the physical footprint of the settlement and therefore they may be considered for potential inclusion within the settlement limit.</p>
COMMUNITY SERVICES	<p>There are few community services in Knockcloghrim. There is a place of worship (C of I), community sports facility and a play park located on a site just outside the settlement limit. In terms of education, there is a primary school. The nearby town of Maghera and the village of Castledawson will reinforce service provision to the local populous.</p>

1.0 Conclusion

1.1 Knockcloghrim is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Knockcloghrim is clustered around a cross roads with the topography of the settlement being flat.
- There is little economic enterprise or employment opportunities within the settlement but a large quarry and associated offices are located immediately north of the settlement limit.
- The level of service provision in Knockcloghrim is limited. The local shop and pub are closed, leaving a church and a primary school as the only two services being provided in the settlement. The majority of daily / weekly needs will be met by surrounding larger settlements such as Magherafelt or Maghera.
- There is also a play park and a sports pitch, both of which lie outside the settlement limit. Consideration could be given to the inclusion of the play park and pitch within the settlement limit, given their proximity to the settlement boundary.
- Future expansion of the settlement limit may be constrained on all sides by environmental designations including LLPA's and Monuments. The Quarry to the north limits development growth in this direction.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Knockcloghrim and accordingly expansion of the settlement limit for the purpose of housing is unlikely. Figures from the 2014 housing monitor show that there is the potential for 50 residential units to be completed within the settlement limit.

1.3 Taking into account the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Knockcloghrim is classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification deviates from the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Knockcloghrim should be classified as a **Village** in the new settlement hierarchy. However it should be recognised that expansion will need to be within the existing settlement limit due to the surrounding constraints. Following a structured settlement appraisal by the Development Plan team, it was felt that the settlement should remain classified as **small settlement**.

Knockcloghrim Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Archaeological Site & Monument (Scheduled)
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development

Quarry and concrete pre cast factory may constrain settlement growth to the north on both sides of Quarry Road.

Landform and mature vegetation at St Conlus's Church, forms natural settlement boundary (LLPA)

Highlight/protect playing field as area of recreation/open space?

Rising landform and archaeological Monument may constrain future development in this area (LLPA).

Rising landform from the west and mature trees help define the settlement and may constrain future development.

Rising landform and Archaeological Monument may constrain future development in this area (LLPA).



Knockcloghrim

0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL - LONGFIELD

Longfield is located approximately, 9.8km south east of Draperstown and 6.6km west of Magherafelt. It lies in the eastern foothills of the Slieve Gallion on the edge of an Area of Outstanding Natural Beauty. The settlement is clustered around the junction of Longfield Road and Iniscarn Road and has two separate nodes, interspersed with a local landscape policy area. According to NISRA 2011 Census data, Longfield has a population of 91 people and 31 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Longfield has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There are no treatments plants in the settlement. These facilities are likely to be available in the nearby town of Magherafelt. There are no wind turbines, anaerobic digestors or solar panels operating within the settlement. NI Water are currently conducting a headroom assessment of all WWTW in settlements across Northern Ireland. Until this is complete it will not be possible to say exactly what the sewage capacity for each settlement is. Longfield has few of the resources identified at level 1 (villages) of the wheel. It has a primary school / nursery and play park but there are no commercial, productive, health or justice resources. Its networks include local roads, limited broadband, limited street lighting. It has no local Ulsterbus service. Based on the resources available, Longfield would not be suitable to be classed as a village and is correctly designated as a small settlement by the MAP 2015.
ENVIRONMENTAL CAPACITY	According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there are no watercourses within the settlement limits, however there is a small stream to the south outside the settlement limits which links the settlement's two nodes. This stream corridor is an important local landscape feature and wildlife corridor and is designated as a Local Landscape Policy Area (LLPA) accordingly. Surface water flooding is limited. There are no designated areas of archaeological potential or Listed Buildings. The settlement is intersected by the LLPA along Longfield Road opposite the chapel running east towards the small residential estate Mooreside Villas. The LLPA may limit expansion potential between the two nodes. The existing AONB to the west of the settlement limit may also constrain any expansion potential.
TRANSPORT	Longfield does not benefit from a good transport network. The settlement has developed along a cross roads between local roads Longfield and Iniscarn. There is a bus shelter located adjacent to Mooreside Villas. There is no local public bus route. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	There is no zoned industrial land or businesses within the settlement limit.
URBAN/RURAL CHARACTER	Longfield is geographically located between three larger settlements of Desertmartin, Draperstown and Magherafelt. The landscape reflects its position within the foothills of Slieve Gallion, a prominent peak of the Sperrins located to the west of the settlement. The general topography of the immediate surrounds is rural with an irregular patchwork of smaller fields enclosed by hedgerows at the foot of the mountain slopes. Small and larger farmsteads intersperse the fields and are generally set back along laneways from the local road network. The local roads are generally narrow twisting undulating lanes. Longfield does not have a defined settlement centre but has focal points consisting of St. Patricks Chapel, St. Columb's Primary School and Mooreside Villas. Residential stock varies from large detached dwellings along Iniscran Road, agricultural buildings

	and two storey semi-detached and terraced dwellings within Mooreside Villas. The eastern entrance to the settlement along Longfield Road is dominated by the residential estate and then the chapel which stands out in the landscape. The northern entrance along Iniscarn Road is rural in character with mature vegetation and detached residential properties positioned within larger mature plots. The southern and western approaches are dominated by the undulating rural landscape. At the point of the cross roads the primary school is the landmark feature.
COMMUNITY SERVICES	Longfield offers very limited community services which would not meet the daily needs of the settlement. It has a community pre-school 'Slieve Gallion', a primary school, a chapel, a credit union building and a clothes recycling point. All other services are likely to be supplied by Magherafelt which is main hub for the locality and Draperstown which is located approx. 10km away.

1.0 Conclusion

1.1 Longfield is currently designated as a small settlement in the MAP 2015.

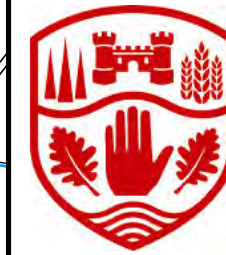
1.2 Following re – examination of the settlement, a summary of the key findings are;

- Longfield has a population of 91 people and 31 households.
- The settlement has developed in two separate nodes directly along the Longfield Road and the Iniscarn Road. Both nodes are separated by a distance of some 380m and lands in-between are characterised as agricultural pasture.
- Service provision within the settlement is limited. The main land use notable within the settlement is residential; however, there are some civic forms of development including a Primary School and Place of Worship.
- There are good links to larger settlements via local road networks, however there is no local bus route bar the school buses which serve the local Primary School.
- The area is located on relatively high land and is not susceptible to major flooding according to the most recent flood maps. A small watercourse progresses to the south of the settlement and some minor surface water flooding may occur on lands in and around this.
- Constraints on settlement expansion include a large-scale LLPA designation which bounds the settlement to the south and an AONB to the east.
- Information contained in the housing allocation paper would suggest that there is a small need for an additional 10 residential units in Longfield. Figures from the 2014 housing monitor show that there is the potential for 1 residential unit to be completed within the settlement limit. Given the amount of land within the existing settlement limit which remains undeveloped, an expansion of the settlement limit for the purposes of housing development is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Longfield retains its classification as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Longfield should be classified as a **small settlement** in the new settlement hierarchy.

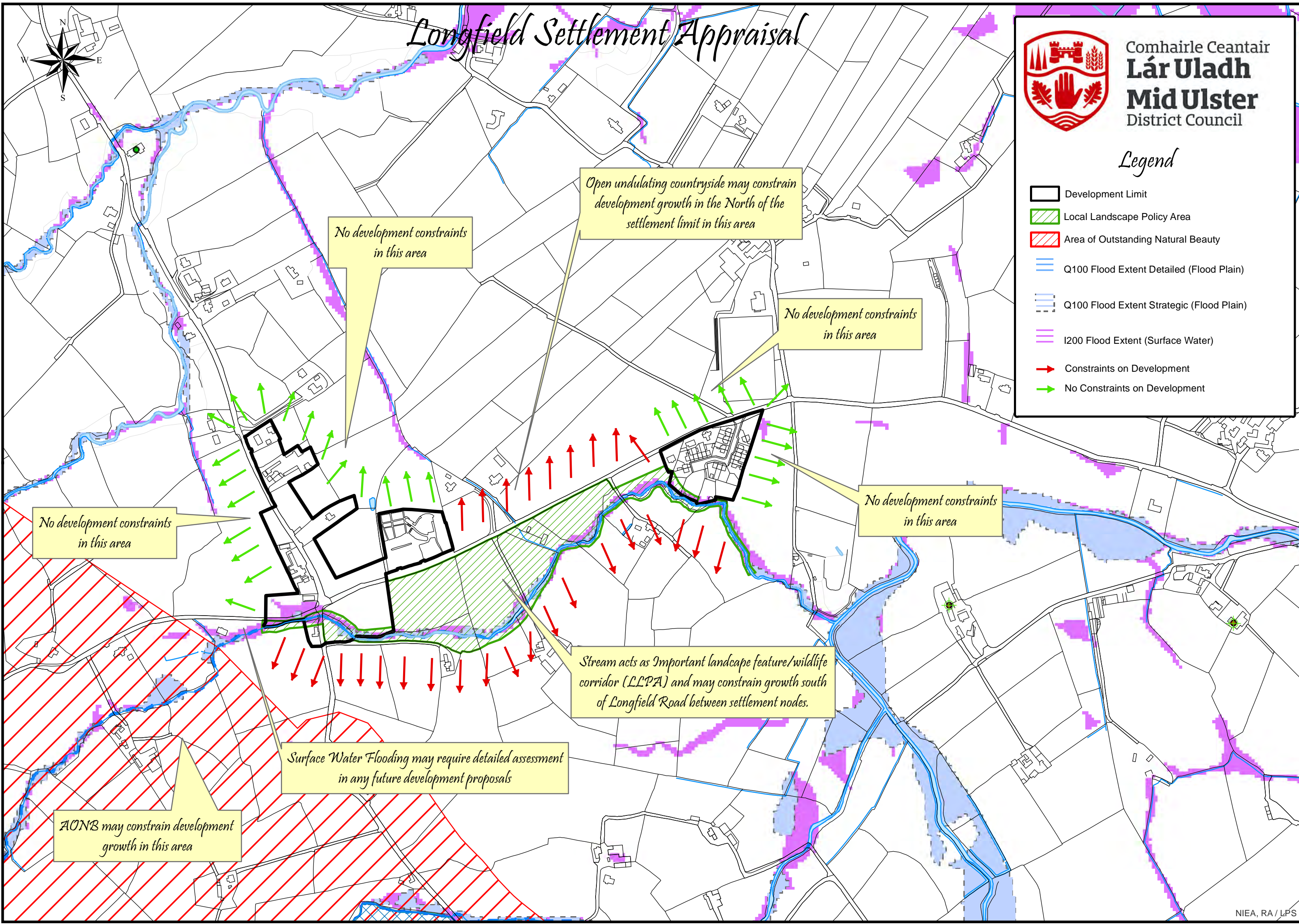
Longfield Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Area of Outstanding Natural Beauty
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





Longfield

SETTLEMENT APPRAISAL - MONEYNEANY

Moneyneany is located approximately 5.2 km north west of Draperstown. The settlement is divided into two clusters separated by the Altalacky and Douglas River corridors which traverse the area, forming part of a Local Landscape Policy Area encircling the village, excepting the southern settlement limit. According to NISRA 2011 Census data, Moneyneany has a population of 171 people and 63 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Moneyneany has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There are no treatments plants in the settlement. These facilities are likely to be available in the nearby towns of Draperstown or Magherafelt. There are no wind turbines, anaerobic digestors or solar panels operating within the settlement. It has good environmental resources, but limited social, commercial and networks resources available. It has no skills (within the settlement limits), productive, health or justice resources. Its networks include local roads, limited broadband, street lighting and no local Ulsterbus services. There is a local primary school St. Eoghan's but it is located outside the settlement limits to the north along Moneyneany Road. Based on the resources available, Moneyneany possesses few of the resources identified at level 1 (villages) as such is correctly designated as a small settlement by the MAP 2015.
ENVIRONMENTAL CAPACITY	According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there are two rivers, the Altalacky and Douglas River corridors which transverse the area with some limited localised flooding and surface water within the residential estate. These rivers provide important local landscape features, often with significant treed banks and steep slopes. They act as wildlife corridors and provide a setting for the fort. There is a historic fort to the west of the settlement limit which is an historic monument and an important feature in the local landscape. There is a listed building within the settlement limits St. Eogenes (RC) Church and its environs, with mature trees along the Moneyneany Road frontage, including its setting and views. Any development which affects this building will obviously be subject to strict planning controls in accordance with PPS 6 or Part 4 of the Planning Act 2011. To the north and west of the settlement limits is a site of Local Nature Conservation Importance. There are no designated areas of archaeological potential or Listed Buildings, however it is likely that the chapel shall be listed in the near future. There is a Local Landscape Policy Area to the north west, south and south east of the settlement limit and the Sperrins AONB is adjacent to the west adjoining the Moyola river. These designations may limit potential expansion in these directions.
TRANSPORT	The settlement has developed along Moneyneany from the junction of Fivemilestraight and Mulnavoo Road, all local roads. There are no public bus routes and there are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	There is no zoned industrial land or businesses within the settlement limit.
URBAN/RURAL CHARACTER	Moneyneany is located north west of a larger settlement namely Draperstown. The landscape reflects its position within the lower slopes of Slieve Gallion. Several river and stream corridors cross the area. Trees and scrub along these watercourses make them wildlife corridors, and together with some strong hedgerows, and a network of farm lanes, characterise a traditional rural landscape. The general topography of the

	<p>immediate surrounds is rural with an irregular patchwork of fields enclosed by hedgerows at the foot of the mountain slopes. The local roads are generally straight and narrow. Moneyneany does not have a defined centre but has focal points consisting of St. Eugenes (RC) Church, St. Eoghan's primary school, public house and local shop which has a post office and ATM within it. Residential stock varies from large detached dwellings, agricultural buildings and two storey semi-detached and terraced dwellings within the Gortmari and Mulinderg estates (Mulinderg estate not completed). The northern entrance to the small village along Moneyneany Road is dominated by the chapel and its environs. The southern entrance is rural in character with mature vegetation and is dominated by larger detached houses within large plots.</p>
COMMUNITY SERVICES	<p>Moneyneany offers limited community services which are unlikely to meet the daily needs of the settlements residents. It has a chapel, public house and newsagents with a post office and an ATM within it. The nearby settlement of Draperstown will provide most daily services and this level of service provision can be reinforced by Magherafelt.</p>

1.0 Conclusion

1.1 Moneyneany is currently designated as a Small Settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Moneyneany has a population of 171 equating to 63 households.
- The midsection of the settlement is separated by the Douglas River which has resulted in the settlement developing in two separate nodes – one to the north of the river and one to the south.
- Service provision within the settlement is limited. The main land use notable within the settlement is for residential purposes; however, there are some civic forms of development including a Primary School and Place of Worship within the realms of the settlement.
- Despite this, there are good links to larger settlements via local road networks to obtain a wider range of goods and service, but no public transport facilities are available within the settlement.
- A watercourse progress through the centre of the settlement and upon lands to the west of the settlement which may be the source of flooding in these areas. This may act as a constraint upon settlement expansion to the west of the settlement and upon lands central to the settlement.
- Further constraints on settlement expansion include a large-scale LLPA designation which bounds the settlement to the east and west as well as an AONB and SLNCI to the north and west. Save for a small pocket of land to the south east, the entire settlement boundary is enveloped by various environmental designations.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Moneyneany. Figures from the 2014 housing monitor show that there is the potential for 80 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purposes of housing is unlikely.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, and gaining a balance between such settlement classification criteria, it is recommended that Moneyneany retains its classification as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Moneyneany should be classified as a **small settlement** in the new settlement hierarchy.

Moneyneaney Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Area of Outstanding Natural Beauty
- Site of Local Nature Conservation Importance
- Archaeological Site & Monument (Scheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development

Listed St Eugenes Church, its setting, views and associated mature trees, may constrain growth along Moneyneaney Road.

Altalacky River forms a natural boundary to the settlement at this location.

Extensive SLNCSI designation may constrain development growth to the west and east.

Significant treed banks, steep slopes and wildlife corridor associated with The Altalacky and Douglas rivers and may constrain development in these areas (LLPA).

The fort, an historic monument, is an important feature in the local landscape potentially restrict growth at this location (LLPA).

Douglas River forms a natural boundary at this location

Areas of flooding will act as constraint on development



SETTLEMENT APPRAISAL – STRAW

Straw is located approximately 1.8 km south west of Draperstown. The settlement is clustered around Sixtowns Road, and the junctions of River Road and Corrick Road. The Moyola River runs along its western development limit as does the Sperrins Area of Outstanding Natural Beauty (AONB). According to NISRA 2011 Census data, Straw has a population of 353 people and 127 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Straw has a limited range of resources available as identified on the Assets and Infrastructure wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There are no treatments plants in the settlement. These facilities are likely to be available in the nearby towns of Draperstown or Magherafelt. WWTW available to allow for proposed development in the plan period. There are no wind turbines, anaerobic digesters or solar panels operating within the settlement. It only has limited skills, environmental, social, commercial and networks resources available and no productive, health or justice resources. Its networks include local roads, limited broadband and street lighting.
ENVIRONMENTAL CAPACITY	According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there is a small watercourse running through the settlement limits adjacent to the Irish School and the Moyola river runs along and defines the western settlement limit. Trees and scrub along these watercourses make them wildlife corridors. Surface water flooding is limited to the area around the schools and the chapel car park. There are no designated Areas of Archaeological Potential or Listed Buildings, however it is likely that the chapel shall be listed in the near future. There is a Local Landscape Policy Area to the north west, south and south east of the settlement limit and the Sperrins AONB is adjacent to the west adjoining the Moyola river. These designations may constrain potential expansion. To the north-west of the settlement is a rath, a historic monument which occupies a prominent site on a river cliff on the northern bank of the River Moyola.
TRANSPORT	The settlement has developed along Sixtowns Road and a staggered junction between River Road and Corrick Road, all local roads. There is a local bus shelter and a local bus route no. 403 which links the village to Omagh and Magherafelt. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.
ECONOMIC DEVELOPMENT	There is no zoned industrial land or businesses within the settlement limit.
URBAN/RURAL CHARACTER	Straw is located south west of a larger settlements namely Draperstown. The landscape reflects its position within the lower slopes of Slieve Gallion. Several river and stream corridors cross the area. Trees and scrub along these watercourses make them wildlife corridors, and together with some strong hedgerows, and a network of farm lanes, characterise a traditional rural landscape. The general topography of the immediate surrounds is rural with an irregular patchwork of fields enclosed by hedgerows at the foot of the mountain slopes. The local roads are generally winding and narrow. Straw does not have a defined settlement centre but has focal points consisting of St. Columbkille's (RC) Church, Straw Primary School, Irish School and Ballinascreen GAA sports club. Residential stock varies from large detached dwellings, agricultural buildings and two storey semi-detached and terraced dwellings within the Orchard. The eastern entrance to the small village along Sixtowns Road is dominated by residential estates. The western

	entrance is rural in character with mature vegetation and is dominated by the Moyola river corridor.
COMMUNITY SERVICES	Straw offers a limited community services. It has a primary school, an Irish school, chapel, chip shop, public house and newsagents with two pumps. It also has a GAA club with pitches and a boxing club.

1.0 Conclusion

1.1 Straw is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Straw has a population of 353 people equating to 127 households.
- The settlement has developed in a clustered formation around Sixtowns Road and the junctions of River Road and Corrick Road.
- Service provision within the settlement is limited. The main land use notable within the settlement is residential; however, there are some civic forms of development including a Primary School and Place of Worship.
- There are also good links to larger settlements via local road networks and public transport facilities.
- The Moyola River corridor progresses along the western boundary of the settlement and lands in and around the watercourse are susceptible to flooding. This may act as a constraint upon development expansion to the west of the settlement.
- An existing LLPA designation which bounds the settlement to the south, south east and south west before progressing alongside the north western boundary of the settlement may constrain future development in these areas. The AONB designation to the west of the settlement may also constrain development growth in this direction.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Straw. Figures from the 2014 housing monitor show that there is the potential for 97 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purposes of housing is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Straw retains its classification as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Straw should be classified as a **small settlement** in the new settlement hierarchy.

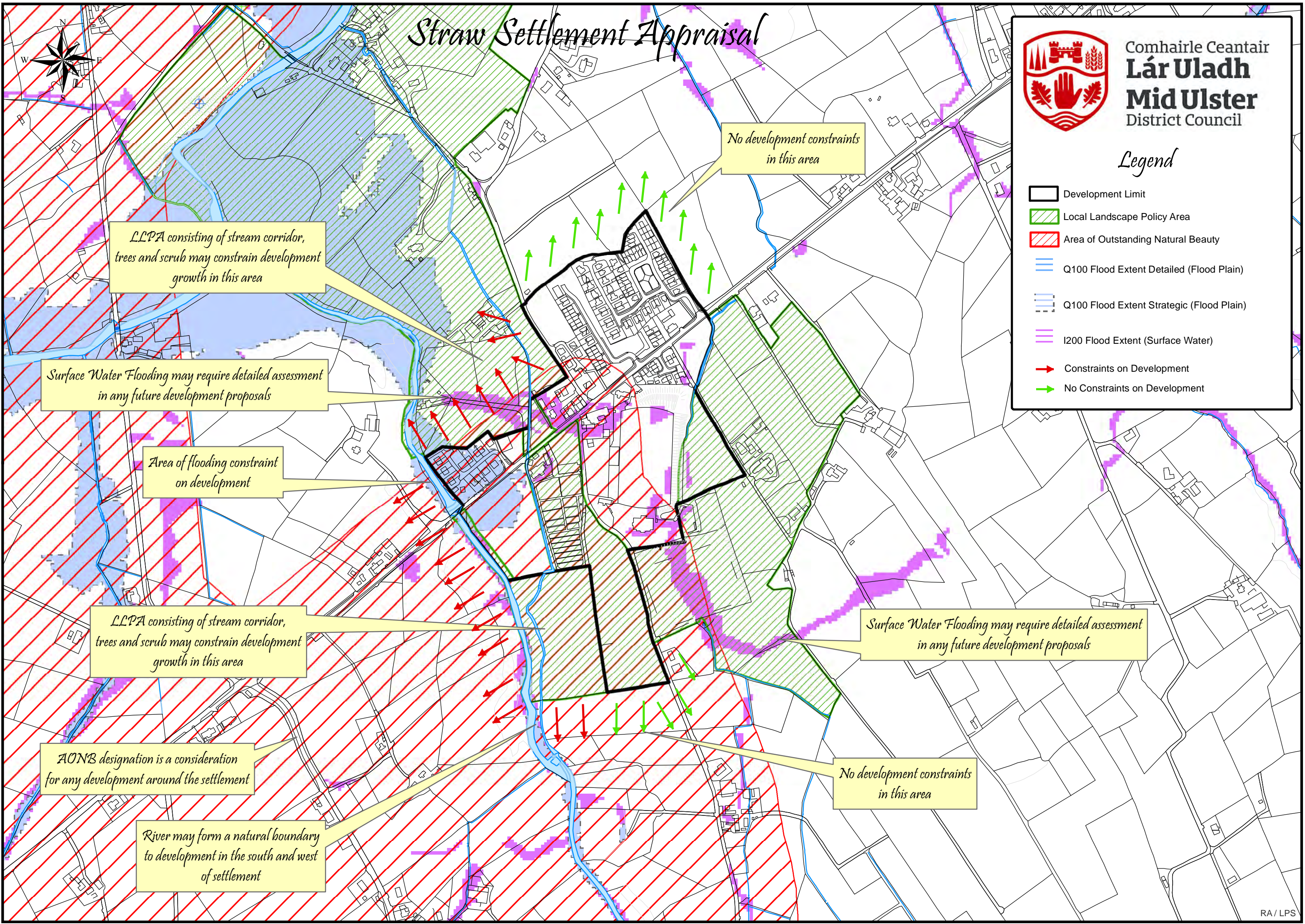
Straw Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Area of Outstanding Natural Beauty
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





Straw

SETTLEMENT APPRAISAL – TAMLAGHT

Tamlaght is located approximately 24km NE of Magherafelt and approximately 23km West of Ballymena. Development is concentrated along a section of the Tamlaght Road. According to NISRA 2011 Census data Tamlaght has a population of 170 and has 66 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Tamlaght has a limited range of resources available as identified on the Assets and Infrastructure Wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. A WWTW is available. NI Water are currently conducting a headroom assessment and until this is completed, the exact capacity of these facilities across Northern Ireland will not be known. There are no non-domestic turbines or Anaerobic Digesters in the settlement. Tamlaght does not have any health, justice or production resources but it does have social resources by way of a Primary School, 2 local halls and a play park. Commercial resources include a small local convenience store. Its networks include 1 local road, the Tamlaght Road, broadband connection and street lighting.
ENVIRONMENTAL CAPACITY	There are two small watercourses which progress just beyond the boundary of the settlement limit to the east and west. According to up-to-date Flood Hazard Data from DARD Rivers Agency (May 2014) there is only some minor surface water flooding associated with these watercourses. This should not prevent future expansion of the settlement in this general area. The settlement is not privy to any zoned recreation/open space; there is however 1 feature of archaeological heritage and a Grade B Listed Church within the settlement. There is also a second archaeological site located just outside the SW boundary of the settlement. Apart from the SE boundary, Tamlaght is nearly fully enclosed by LLPA designations which may prevent future expansion in these respective areas.
TRANSPORT	There is 1 local road, the Tamlaght Road which runs through the centre of the settlement. This road connects Tamlaght to Clady in the SE and to Kilrea, Swatragh and Upperlands in NE, NW and SW. There is no bus depot, sub depot or local Ulsterbus services in Tamlaght and there are no designated cycle routes, pedestrian crossings or traffic lights.
ECONOMIC DEVELOPMENT	There is no land zoned within the settlement limit for industry or business and there are no existing workshops or business units in the settlement.
URBAN/RURAL CHARACTER	Tamlaght is currently designated as a small settlement in the MAP 2015. Its closest village geographically is Clady. Its topography is quite undulating. It is rural in character and it is predominantly characterised by single dwellings and a few housing developments. There is no land zoned for housing or open space. The southern approach into the settlement from Clady is defined by farms, single dwellings and the Primary School. The Northern approach is dominated by the Listed Church.
COMMUNITY SERVICES	Tamlaght offers a very limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. There is 1 small convenience shop that has 2 petrol pumps. There is also a PS, Church and 2 Local Halls. Nearby larger settlements such as Portglenone may provide services that meets the daily to weekly needs of the local populous.

1.0 Conclusion

1.1 Tamlaght is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Tamlaght has a population of 170 and has 66 households.
- The settlement is characterised as a small cluster of development located directly along the Tamlaght Road.
- There are good links to larger settlements via local road networks; however the settlement is not served by public transport.
- Service provision within the settlement is limited. There are two local halls and a Primary School located within the settlement. One small convenience store services the settlement but most goods and services would be provided by nearby larger settlements.
- Development of the settlement may be constrained by a large LLPA designation which bands the settlement to the north, east and west. The most natural expansion capacity may be upon lands to the south of the settlement.
- Information contained in the housing allocation paper would suggest that there is a small need for additional housing in Tamlaght. Therefore a small expansion of the existing development limit for the purposes of housing may be required.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that Tamlaght retains its classification as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that Tamlaght should be classified as a **small settlement** in the new settlement hierarchy.

Tamlaght Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Listed Buildings
- Q100 Flood Extent Detailed
- Q100 Flood Extent Strategic
- I200 Flood Extent (Surface Water)
- Archaeological Site and Monument (Unscheduled)
- Development Constraints
- No Constraints on Development

LLPA designation and archaeological sites may constrain expansion of settlement to the NW, SW and NE.

LLPA consisting of Listed Tamlaght Cottage may constrain future development in this area

LLPA consisting of rising landform, vegetation and Listed Church may constrain future development in this area.

LLPA consisting of stream corridor and associated wetlands may constrain future development in this area

No existing development constraints in this area



Tamlaght



0 50 100 200 Metres

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – THE WOODS

The Woods is located approximately 5km South East of Magherafelt and is currently designated as a small settlement under the MAP 2015. According to NISRA 2011 Census data, The Woods has a population of less than 50 and less than 20 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	<p>All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There are no treatment plants in the settlement. There are no turbines or anaerobic digesters operating within the settlement.</p> <p>The settlement has developed in two distinct nodes, in and around the local Church, offside the Ballyronan Road. Apart from the Church, there are no other public resources in the settlement. In terms of the hierarchy of settlements and related infrastructure wheel, The Woods may not have enough resources to fall into level 1 (villages). It would seem that it is correctly designated as a small settlement in the MAP 2015.</p>
ENVIRONMENTAL CAPACITY	<p>According to up-to-date Flood Hazards Maps from DARD Rivers Agency (May 2014) there is a area to the north of the settlement boundary which may be susceptible to surface water flooding. This may constrain any potential expansion of the settlement in a northerly direction.</p> <p>St Johns Church (C of I) is listed (HB08/13/009) and as such, any development which effects this building or its setting will be subject to strict planning controls. In addition to this, the Church and associated buildings are part of an LLPA designation which surrounds the entire settlement to the east, south and west. This LLPA is designed to protect the Church buildings and associated setting. This may act as a constraint on future development in this location.</p> <p>There is currently an application under consideration (H/2014/0353/F) which is being assessed by MUDC for 9 dwellings at lands northwest of the Church building along Carraloan Road. This application, if approved, would provide 9 additional houses within the settlement. At present there are 12 houses within the settlement so this application has the potential to increase the housing stock of The Woods by 75%. If this application was approved, then the settlement limit could perhaps be extended to include the entire application site. In doing this, the two settlement nodes would join to become a single entity.</p>
TRANSPORT	<p>The settlement has developed along the Ballyronan Road which connects it to Magherafelt and Ballyronan. This is a B class road and has a relatively high degree of through traffic because it is the main route to Magherafelt from the Loughshore area.</p> <p>There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement.</p> <p>There are no bus routes operating through the settlement,</p>
ECONOMIC DEVELOPMENT	<p>There is no zoned industrial land within The Woods. Economic and employment opportunities are limited within the realms of the settlement.</p>
URBAN/RURAL CHARACTER	<p>The Woods is geographically very close to Magherafelt. The topography of the landscape is relatively flat but rises gently towards to the north of the settlement. The majority of undeveloped land is flat low-lying grass land. It does not have a defined centre. Development within the settlement is mostly in the form of single dwellings of which there are approximately 12.</p>
COMMUNITY SERVICES	<p>The Woods offers limited community services. It has a Church and Church Hall. The settlement has developed around the Church and associated buildings and there are no other services in the settlement.</p>

	The lack of services is offset by the proximity of the settlement to Magherafelt, where a wider service and provision base is available to the local populous.
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1.0 Conclusion

1.1 The Woods is currently designated as a small settlement in the MAP 2015.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- The Woods has a population of less than 50 and less than 20 households.
- It is characterised as a small rural settlement which has developed around a Church located at a crossroads and has two separate nodes of development.
- Service provision within the settlement is limited to the local church. The main land use notable within the settlement is residential.
- There are good links to larger settlements via the local road network but no public transport facility serves the settlement. The daily and weekly needs of the local populous is therefore likely to be met in nearby larger settlements such as Magherafelt.
- Expansion to the north, east, south and west may be constrained by Local Landscape Policy Areas and expansion to the north may be constrained by lands susceptible to flooding.
- A current housing application proposes 9 new dwellings and if permitted would perhaps facilitate the slight expansion of the settlement limit which would effectively join the two separate nodes of development.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in The Woods. Figures from the 2014 housing monitor show that there is the potential for 15 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purposes of housing is unlikely.

1.3 Taking account of the spatial framework guidance in the RDS 2035 and the population, size and level of service provision, it is recommended that The Woods continues to be classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that The Woods should be classified as a **small settlement** in the new settlement hierarchy.

The Woods Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Area of High Scenic Value
- Current Application
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Floodplain)
- Q100 Flood Extent Strategic (Floodplain)
- I200 Flood Extent (Surface Water)
- No Constraints on Development
- Constraints on Development

As of this date (18/06/2015) the current application (H/2014/0353/F for 9 dwellings) if permitted, would create consolidation of the two nodes

No Constraints on Development

Surface water flooding- 'may require detailed assessment in any future development proposals'

LLPA also consisting of scrub, reeds and woodland plantation along the stream corridor may constrain future development to the north east of the settlement

Ballyronan Road acts as a physical boundary constraining development growth

LLPA consisting of rising land and scrub to the SW of the settlement may constrain future development in this area.

No Constraints on Development



The Woods

Ordnance Survey of Northern Ireland

SETTLEMENT APPRAISAL – TULLYHOGUE

Tullyhogue is located approximately 3km SE of Cookstown. It is located close to Tullyhogue Fort which is a site of major historical importance. According to the 2011 census, Tullyhogue has a population of 193, which equates to 81 households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. In terms of resources and facilities as identified on the Hierarchy of Settlements and related infrastructure wheel (Appendix 1), Tullyhogue has very little in the way of resources, as identified at level 1 (villages). For instance, it does not have a primary school, a nursery school or a local hall. It does have a post office and a local shop. The B520 road runs through the middle of the settlement and this connects the settlement to the village of Stewartstown.
ENVIRONMENTAL CAPACITY	There are no areas of flooding identified within the settlement limit, either on the flood hazard map, strategic map or surface water map. A Local Landscape Policy Area (LLPA) is designated at an area known locally as The Ponds, on the Northern edge of the settlement. This LLPA is designated in order to protect the setting of the village and its nature conservation interests. Development in this area will be constrained to minor works which complement the character of the area. In addition, an Area of Townscape Character (ATC) is designated in the centre of the village and is based on the quality of the built heritage. The design of buildings in this area should be in keeping with the building traditions of the area in terms of scale, form, massing and design. Tullyhogue Fort is a dominant feature in the local landscape, located on a hilltop location to the north of the settlement. Development which would impact upon the views of this historically significant site will be restricted as would any development which affects the setting or the integrity of the fort. There is one listed building within the settlement at 1 Gortgammon Road. Development proposals involving this site will be subject to strict planning controls in accordance with PPS 6 and Part 4 of the Planning Act 2011. Furthermore there are three archaeological sites and monument (The Priory, Graveyard and Holy Wall) alongside a Local Nature Reserve are all located to the east of the village.
TRANSPORT	The road network in and around Tullyhogue is a rural road network. However, its close proximity to Cookstown means that the settlement has easy access to a good transport network to other parts of the country. The B520 runs through Tullyhogue and connects the settlement directly with Stewartstown. The Main A29 is close by, being only 2km to the west. This is a main road running through Northern Ireland and is classed as a Link Corridor by the RDS 2035. There is a daily bus service operating from the middle of the settlement and this connects the village to Cookstown 11 times per day and to Dungannon 13 times per day.
ECONOMIC DEVELOPMENT	There is no land zoned for industry within Tullyhogue. Opportunities for employment are undoubtedly limited.
URBAN/RURAL CHARACTER	The Settlement is small and well nucleated with a distinct sense of character coming from the traditional townscape on the main street (designated as an ATC). The dominant historic fort also gives the settlement a sense of place and contributes to the character of the settlement. The relative lack of through traffic contributes to the rural character of the settlement. Most of the housing in the settlement is located to the south of the Main Street area. This also contributes to the character

	of the main centre of the settlement being quiet and remote, despite being in close proximity to Cookstown.
COMMUNITY SERVICES	<p>There are very few community services in the settlement;</p> <ul style="list-style-type: none"> • Pub (closed or operational on part time basis) • Shop • Post Office • Garden Centre <p>The nearby town of Cookstown would provide most services to meet the daily/weekly needs of residents.</p>

1.0 Conclusion

1.1 Tullyhogue is currently designated as a village in the CAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Tullyhogue has a population of 193 equating to 81 households.
- It is small and well nucleated with a distinct sense of character coming from the traditional townscape on the Main Street (designated ATC) and the dominant historic fort to the North. With the relative lack of through traffic and most housing located south of the Main Street it maintains a rural character, despite close proximity to Cookstown.
- Service provision within the settlement is limited to a Pub (closed or operational on part time basis), Shop, Post Office and Garden Centre. The nearby town of Cookstown would provide most services to meet the daily and weekly needs of residents with many availing of additional services provided in the Stewartstown, an adjacent but much larger settlement.
- The transport network in and around Tullyhogue is rural. However, close proximity to Cookstown, a main hub provides easy access to a good transport network. The B520 road links the settlement directly to Stewartstown and the A29 Cookstown-Dungannon / Link Corridor is only 2km to the west. A daily bus service connects the settlement to Cookstown and Dungannon.
- Existing businesses located within Tullyhogue include the local shop, post office and garden centre.
- In terms of capacity to accommodate growth an existing LLPA designation to the north of the settlement may constrain growth in that direction. Tullyhogue Fort is located further to the north of the settlement. Development that would adversely affect views of Tullyhogue Fort or the integrity of the setting will not be permitted unless in exceptional circumstances. This may constrain development growth to the northeast.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Tullyhogue. Figures from the 2014 housing monitor show that there is the potential for 34 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purpose of housing is unlikely to be required.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS, it is recommended that Tullyhogue is re-classified as a **small settlement** in the new settlement hierarchy.

1.4 This classification is not in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance stipulated that Tullyhogue should remain classified as a **village**. Following a structured settlement appraisal analysis of Tullyhogue by the Mid Ulster Development Plan team, it is

subsequently agreed that Tullyhogue should be reclassified as a **small settlement** in the new settlement hierarchy. It is felt that the small population and poor level of service of provision exclude the settlement from being classed as a village.

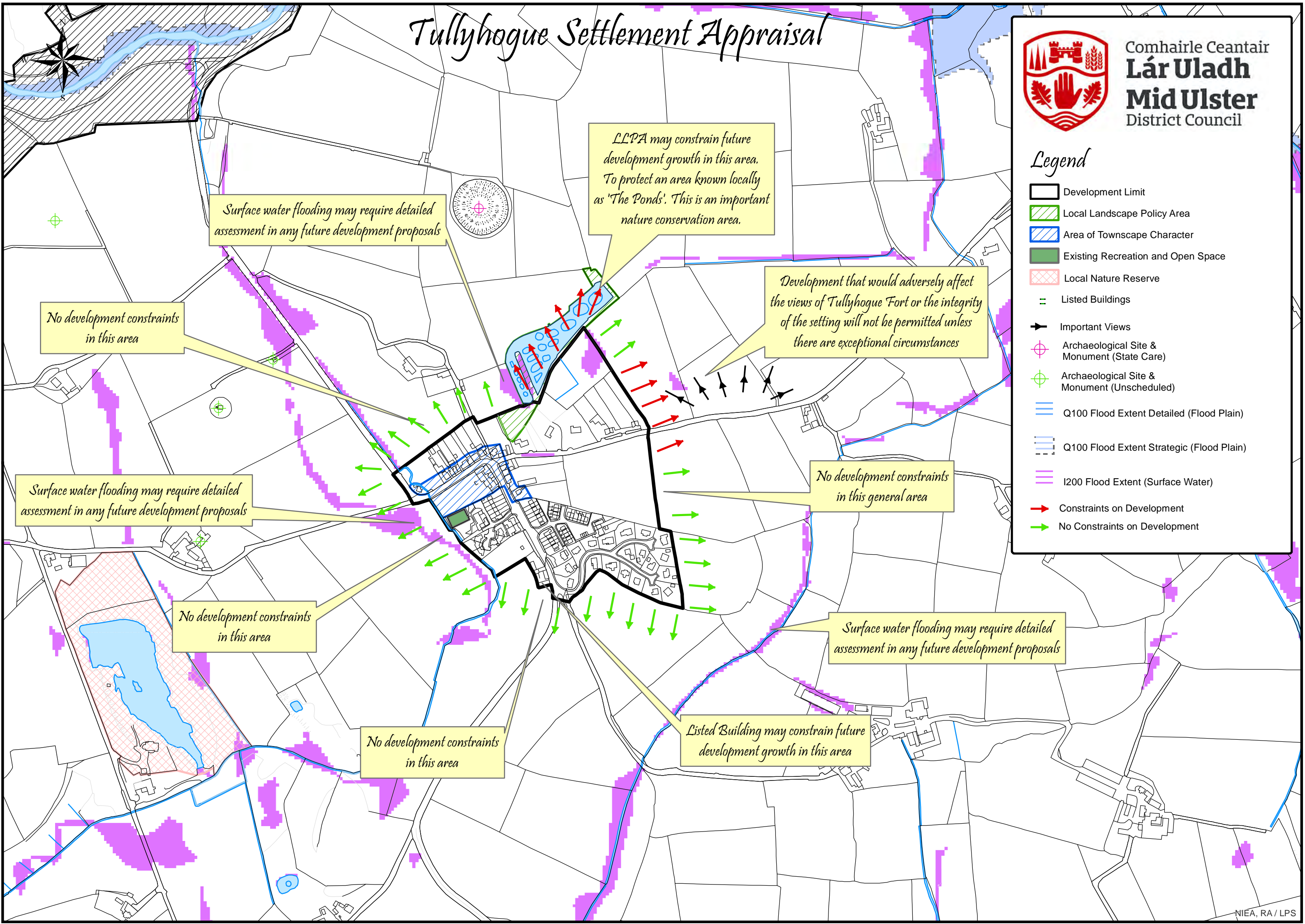
Tullyhogue Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Development Limit
- Local Landscape Policy Area
- Area of Townscape Character
- Existing Recreation and Open Space
- Local Nature Reserve
- Listed Buildings
- Important Views
- Archaeological Site & Monument (State Care)
- Archaeological Site & Monument (Unscheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)
- Constraints on Development
- No Constraints on Development





Tullyhogue

SETTLEMENT APPRAISAL – TULLYALLEN

Tullyallen is located approximately 8km West of Dungannon, The settlement is located along Tullyallen Road and comprises several detached dwellings, a RC Church, a Parochial House, a hall and a pub. According to NISRA 2011 Census data Tullyallen has a population of 50 or less people or 20 or less households.

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Tullyallen has a limited range of resources available as identified on the Assets and Infrastructure Wheel (Appendix 1). All households have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. There is an existing WWTW located outside the existing Development Limit immediately to the east. There are no turbines or Anaerobic Digesters operating within the settlement. Recycling bins (glass/clothing) are located outside the existing development limit at Costcutters shop (along A4 Road). Tullyallen does not have any skills, health, social, justice or productive resources but it does have commercial resources by way of a Public House. Its networks include local roads, local Ulsterbus services and street lighting.
ENVIRONMENTAL CAPACITY	A watercourse (Oona River) runs to the northeast of the Settlement Development Limit. According to up-to-date Flood Hazard Maps from DARD Rivers Agency (May 2014) there is a floodplain area (1% AEP) land a surface water floodplain (0.5% AEP) area located along this watercourse. Both these floodplain areas extend significantly across the field between the northern boundary of the existing development limit and the Oona River. This may constrain future growth potential in a north to northeast direction. The existing RC Church of the Assumption is a Grade B Listed Building (HB13/13/031). There are no LLPA's within the settlement.
TRANSPORT	The settlement has developed along Tullyallen Road. There are two Park and Ride facilities available nearby – one is located at Ballygawley 13 km to the southwest and the other at Tamnamore, located 15 km to the east. There are no designated cycle routes, traffic lights or pedestrian crossings within the settlement. There is a bus stop located outside the existing development limit, along the A4 Road. Local bus services are provided to Dungannon.
ECONOMIC DEVELOPMENT	There is no zoned industrial land within Tullyallen. Proximity to the A4 and M1 could provide economic development opportunities in the future.
URBAN/RURAL CHARACTER	Tullyallen is rural in character with a small number of private dwellings, interspersed with open agricultural lands. The settlement contains a Church and a pub. The hall is closed. Tullyallen does not have a defined centre. Built form is relatively dispersed. The topography rises very gently in a western direction along the Tullyallen Road.
COMMUNITY SERVICES	Tullyallen offers a very limited range of services to benefit the daily needs of the local community and smaller surrounding settlements. Community facilities are very limited including only a RC Church and pub. There is a pub with restaurant and funeral directors business located to the southeast (Quinns Corner), almost immediately outside the existing settlement limit of Tullyallen. There is also a Costcutter shop and attached funeral directors business located southwest of this settlement along the A4 Road. Both these businesses are located in the rural area, not far from the existing settlement limit. The nearby town of Dungannon would provide most services to meet the daily, weekly and more specific needs of residents.

1.0 Conclusion

1.1 Tullyallen is currently designated as a village in the DSTAP 2010.

1.2 Following re – examination of the settlement, a summary of the key findings are;

- Tullyallen has a population of 50 or less and has 20 or less households.
- The settlement has developed along either side of the Tullyallen Road and is predominately characterised by detached singular dwellings interspersed with open agricultural land. The settlement is rural in character.
- Service provision within the settlement is fairly limited and comprises of a pub and Church. There are however good local road networks and public transportation facilities to larger settlements nearby such as Dungannon for local residents to obtain a wider range of goods and services on a daily to weekly basis.
- In terms of capacity to accommodate growth, development constraints include a floodplain area either side of the Oona watercourse to the northeast of the settlement which may restrict development potential in this direction. Steeply declining topography may act as a development constraint to the west of the settlement.
- The most likely area to consider in terms of the settlements expansion would be upon lands to the north to north west of the settlement; however, at present it is noted that here is a capacity of land already contained within the settlement limit which continues to remain undeveloped.
- Information contained in the housing allocation paper would suggest that there is no need for additional housing in Tullyallen and accordingly, the settlement limit is unlikely to be extended. Figures from the 2014 housing monitor show that there is the potential for 3 residential units to be completed within the settlement limit. Therefore an expansion of the existing development limit for the purpose of housing is unlikely to be required.

1.3 Taking into account the level of service provision, the potential for employment within the settlement, the population size and the spatial guidance within the RDS and gaining a balance between such settlement classification criteria, it is recommended that Tullyallen is re-classified as a **small settlement** in the new settlement hierarchy.

1.4 There is a cluster of development to the south of Tullyallen, along the Dungannon Road outside the development limit which includes a pub / restaurant (Quinns Corner), petrol filling station, bus stop, and a small housing group and individual houses. It is recommended that this be considered as a separate node of Tullyallen given the identifiable cluster of development at this location.

1.5 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby











members and council officials in attendance agreed that Tullyallen should be re-classified as a **small settlement** in the new settlement hierarchy.

Tullyallen Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

-  Development Limit
-  Historic Parks, Garden and Demesne
-  Protected Route
-  Q100 Flood Extent Detailed
-  Q100 Flood Extent Strategic
-  I200 Flood Extent (Surface Water)
-  Archaeological Site and Monument (Unscheduled)
-  Waste Water Treatment Site
-  Constraints on Development
-  No Constraints on Development

*Flooding will restrict expansion
of the settlement in the NE*

No development constraints

Topography may be a constraint to expansion of the settlement in the SW

*Surface Water Flooding-
'May require detailed assessment in
any future development proposals'*

No development constraints

*Archaeological site may be a constraint
on future expansion to the South*



Tullyallen



0 50 100 200 Metres

Ordnance Survey of Northern Ireland

NEW SETTLEMENT APPRAISAL – TULLYWIGGAN

Tullywiggan is located just south of Cookstown along the Tullywiggan Road. The area comprises residential properties located in a linear form either side of Tullywiggan Road. This includes a mix of detached dwellings and small housing developments. There is a large sports complex beside this residential area known as the Mid Ulster Sports Arena and a Food Business Incubation Centre which is part of the Caire Loughry Campus. There are 66 houses in this immediate area (manual house count carried out on site in June 2015).

SETTLEMENT EVALUATION FRAMEWORK	
RESOURCES	Tullywiggan is limited in terms of its resources as identified on the Assets and Infrastructure Wheel (Appendix 1). All households do have access to clean water as well as having proper waste/sewage disposal, either by way of septic tanks or connection to a mains sewer. The area does have skills and social resources by way of the Loughry College Incubation Centre and the Mid Ulster Sports Arena. Its networks include local roads, broadband and street lighting.
ENVIRONMENTAL CAPACITY	There is a scheduled Archaeological site and Monument located to the northeast of Tullywiggan. The Killymoon River runs to the east and south of Tullywiggan. Up to Date DARD Rivers Floodplain maps identifies a narrow floodplain area along this river, however this is a considerable distance away from the existing built-up area.
TRANSPORT	The area has developed mainly along the Tullywiggan Road, which connects to a roundabout at the southern edge of Cookstown (Dungannon – Coostown Road, A29 which is a protected route). The area is in close proximity to Cookstown but also has good road connections to Dungannon and Magherafelt. There are no designated cycle routes, traffic lights or pedestrian crossings within the Tullywiggan area.
ECONOMIC DEVELOPMENT	As identified on Map 4-Loughry Agri- Food Park in the CAP 2010 lands where designated for Outdoor Sports Facilities, Designation R2 (MUSA) and zoned for an Agri / Food Park, Zoning I8. Aside from this there did not appear to be any other businesses operating within this area.
URBAN/RURAL CHARACTER	Development has formed along either side of the Tullywiggan Road and is mainly residential. There is a small equipped children's play area located in the centre of the area. Given the number of residential units the area does have a built-up character and sense of place and could therefore be classified as a small settlement.
COMMUNITY SERVICES	Community facilities are limited to a play park and the sports arena. This area is in close proximity to Cookstown and residents could avail of the range of service provision within this town.

1.0 Conclusion:

1.1 Tullywiggan is currently not designated as a settlement in the CAP 2010 and therefore is a rural area.

1.2 Following examination of the area a summary of the key findings are:

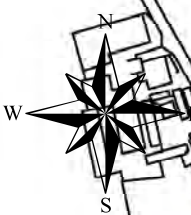
- Tullywiggan has 66 residential units.
- Given the number of houses and its relatively compact shape the area does have a sense of place and therefore an built up character.
- Service provision is extremely limited and includes a play park, the Mid Ulster Sports Area and a Food Business Centre. There does not appear to be any commercial businesses within the area and residents would have to travel to the nearby town of Cookstown, which would provide most services to meet their daily, weekly and more specific needs.

1.3 Taking into account the existing zonings and designations for the Agri / Food Park (a 12.35 hectare site which has been partially developed) and the Outdoor Sports Facilities (31.06 hectare site, majority of site has been developed) and recognising the number of existing residential units it is recommended that that Tullywiggan is classified as a **small settlement** in the new settlement hierarchy as opposed to remaining a rural area.

1.4 This classification is in conformity with the output of the Settlements and Dispersed Rural Communities Workshop, held in April 2015, whereby members and council officials in attendance agreed that the Tullywiggan should be classified as a new **small settlement** in the new settlement hierarchy.

1.5 Consideration could be given for an opportunity to expand the Loughry Agri / Food campus to include the existing residential area. No development limit has been identified at this stage for such a proposal as members approval will be sought for a preferred option.

Tullywigan Settlement Appraisal



Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Legend

- Outdoor Sports Facilities
- Agri/Food Park
- Historic Parks, Garden & Demesne
- Minerals Reserve Policy Area
- Protected Route
- Archaeological Site & Monument (Unscheduled)
- Archaeological Site & Monument (scheduled)
- Q100 Flood Extent Detailed (Flood Plain)
- Q100 Flood Extent Strategic (Flood Plain)
- I200 Flood Extent (Surface Water)

Surface Water Flooding-
'May require detailed assessment
with future development proposals'

Archaeological sites and Monuments
may require detaile assessment with
any development proposal

Area of Flooding will constrain development

Tullywigan



0 500 1,000 2,000 Metres

Ordnance Survey of Northern Ireland

3.0 Conclusion

3.1 Following a strategic evaluation of each settlement within Mid Ulster a new settlement hierarchy has been compiled and is included at Appendix 3 of this paper. The evaluations confirm Cookstown, Dungannon and Magherafelt as the main towns of the District and while the new settlement hierarchy has resulted in the reclassification of a number of the other settlements. The **reclassification** has recommended the following changes:

a) Ballygawley is reclassified as a **town**;

b) Clady, Draperstown, Desertmartin, Gulladuff, Swatragh and Upperlands are reclassified as **villages**;

c) The following are reclassified as **small settlements**:

- | | |
|----------------|------------------|
| - Ardtrea | - Ballynakilly |
| - Desertcreat | - Cappagh |
| - Donaghey | - Carland |
| - Drapersfield | - Carnteel |
| - Dunnamore | - Dyan |
| - Dunman | - Dernagh/Clonoe |
| - Gortacladdy | - Killeen |
| - Grange | - Tullyallen |
| - Killeenan | |
| - Tullyhogue | |

d) Tullywiggan is a new settlement candidate and is classified as a new **small settlement**

3.2 Looking at the strategic settlement evaluations the following can be concluded:

- Notionally there is adequate land supply for housing in the 3 main towns based on existing commitments (i.e. planning permissions granted) and current zonings. And therefore no additional land is required to meeting the housing requirements set out in the Housing Allocation Position Paper. Questions do of course arise as to whether all land currently zoned in the three Area Plans will forward for development within the context of the new Mid Ulster Local Development Plan. This issue will be examined in detail at the Local Polices Plan stage of the development plan process.
- Of the local towns, Coalisland and Maghera, neither have been identified within the Housing Allocation paper as requiring additional housing allocation as there is notionally adequate land supply for housing based on existing commitments and current zonings. In addition, neither are constrained to such an extent that if expansion were required it could be accommodated. The same applies for the new town candidate of Ballygawley.
- For most villages there is opportunity to develop green field sites within the settlements and if needed outward expansion is not unduly constrained. The

exception being **Glenone** and **Curran** which are significant hampered from outward growth due to the presence of a number of constraints. The settlement of Glenone is constrained due to the presence of floodplain immediately out with the settlement limit. The settlement of Curran is surrounded by an area of floodplain and a number of landscape features including a Rath, river and stream corridors, industrial heritage and a listed bridge (all forming part of LLPA designation) all constrain the expansion of this settlement. Within the context of the Housing Allocation Paper neither have been identified as requiring additional housing.

- The settlements of **Tamlaght O'Crilly**, **Knockloughrim**, **Desertmartin** are also significantly constrained and only small areas of expansion would be possible if required. Based on the Housing Allocation Paper neither Desertmartin nor Knockloughrim would require additional housing allocation. Tamlaght on the other hand would require additional housing land and given the limited extent of the settlement limit an expansion of the settlement would be required to accommodate this and based on the settlement evaluation this may be best accommodated to the south of the settlement.
- Initial investigation within the Housing Allocation Paper and following the settlement evaluations suggests that the following villages and small settlements need additional housing and that this can for the most part be accommodated on greenfield sites within settlement limits:

Aghinduff/Cabragh

- Ballynakilly
- Brockagh/Mountjoy
- Carnteel
- Culnady
- Desertcreat
- Donaghey
- Dunman
- Dyan
- Edendork
- Glen
- Grange
- Inisrush
- Killeen
- Stewartstown
- The Loup

- In addition, the following villages and small settlements need opportunity for additional housing which may necessitate and increase in settlement limits:
 - Clady
 - Creagh
 - Dernagh/Clonoe
 - Granville
 - Swatragh
 - Tamlaght O'Crilly
 - Upperlands

In either case there is not a need for immediate action as a full investigation of development opportunities in relation to any of these settlements will take place with the benefit of the results of public consultation and Sustainability Appraisal when preparing the Local Policies Plan.

- It is notable that a significant proportion of those settlements identified as requiring a likely expansion of the settlement limit fall within the area covered by the Magherafelt Area Plan 2015. During the making of that plan the settlement limits were formed tightly around the settlements unlike the older plans of Cookstown and Dungannon. This is something to be mindful of when moving forward with the new Local Development Plan wherein a situation could arise where the Council could be directed to revisit the settlement limits of all settlements within Mid Ulster.

Sewage Infrastructure

3.3 With regard to the capacity of existing sewage infrastructure and the information supplied by NI Water at Appendix 2 it is apparent that for the towns of Cookstown and Magherafelt that there is reasonable capacity to deal with further development expansion. However, Dungannon is identified as being at or reaching capacity. This has implications for the plan and may result in the need for conditions or phasing as to when future housing can be developed. Phasing is something that can be addressed at the Local Policies Plan stage of the process since the Dungannon Sewage Works is listed within the NI Water Capital Works Programme.

3.4 With regard to the villages and small settlements a number of the sewage works serving these have been identified by NI Water as being at or reaching capacity. The issue of sewage capacity is therefore an issue for the following settlements as they have been identified as requiring additional housing beyond the existing commitments:

- Clady
- Granville (although dealt with by way of Dungannon Works which is in the Capital Works Programme)
- Swatragh
- Tamlaght O'Crilly
- Upperlands

Whether these settlements should be expanded in the absence of the sewage works is a matter to be addressed by the Sustainability Appraisal.





4.0 Recommendation

4.1 That members note the findings of the Strategic Settlement Evaluations and agree that they be taken on board in the Sustainability Appraisal and when considering the further elements of the Countryside Assessment for Mid Ulster Local Development Plan.

APPENDIX 1

Appendix 1

The Hierarchy of Settlements and Related Infrastructure Wheel

Level 1		Villages
Level 2		Urban Centres/ Smaller Towns
Level 3		Regional Towns/ Clusters
Level 4		Principal Cities



Source: Regional Development Strategy 2035

APPENDIX 2

NI Water Information on Capacity of Sewage Works serving Mid Ulster Settlements

Table 1: Settlements within the Cookstown Area Plan 2010

Settlement	Sewage Works Serving Settlement	At or Reaching Capacity *	Has reasonable Capacity**	Scheme in Capital Works Programme	Comments
Cookstown	Cookstown WwTW		✓		
Ardboe	Killygonlan WwTW	✓			
Ardrea	None				<i>No public wastewater infrastructure</i>
Ballinderry	Derrycrin WwTW	✓			
Ballylifford	Killymuck WwTW				
Ballyronan	Ballyronan WwTW	✓			
Churchtown	Killybaskey WwTW	✓		✓	
Coagh	Coagh WwTW	✓			
Desertcreat	Cookstown WwTW	✓			Pump away out of Settlement
Donaghey	Donaghey WwTW	✓		✓	
Draperstown	Draperstown WwTW		✓		
Drummullan	Drummullan WwTW		✓		
Dunamore	Dunamore WwTW	✓			
Dunman	Cookstown WwTW		✓		Pump away out of Settlement
Gortacladdy	Gortacladdy WwTW	✓		✓	
Grange	Grange WwTW	✓			
Kileenan	Drumshambo WwTW	✓			
Money more	Money more WwTW		✓		
Moortown	Cluntoe Richardson WwTW		✓		
Orritor	Orritor WwTW		✓		
Pomeroy	Pomeroy WwTW		✓		
Sandholes	Cookstown WwTW		✓		
Stewartstown	Stewartstown WwTW	✓			
The Loup	The Loup WwTW	✓		✓	
The Rock	The Rock WwTW		✓		
Tullyhogue	Cookstown WwTW		✓		Pump away out of Settlement
Broughderg & Davagh Upper					Not Assessed – insufficient information

* “At or reaching capacity” has been calculated by NI Water taking account of all ‘committed’ development i.e. houses built and those that have been permitted but not yet built. NI Water use their planning consultations as part of the ‘committed development’ calculation and therefore it is important to note that there may be some double counting within this.

**“Has reasonable capacity” has been calculated by NI Water using the ‘committed’ development position as a baseline and adding approximately 30% growth to this.

NI Water Information on Capacity of Sewage Works serving Mid Ulster Settlements

Table 2: Settlements within the Dungannon and South Tyrone Area Plan 2010

Settlement	Sewage Works Serving Settlement	At or Reaching Capacity *	Has reasonable Capacity**	Scheme in Capital works Programme	Comments
Dungannon	Dungannon WwTW	✓		✓	
Coalisland	Coalisland WwTW		✓		
Aghaginduff/Cabragh	Cabragh WwTW	✓			
Annaghmore	Annaghmore WwTW	✓			
Augher	Augher WwTW	✓			
Aughnacloy	Aughnacloy WwTW	✓			
Ballygawley	Ballygawley WwTW	✓			
Ballynakilly	Coalisland WwTW		✓		Pump away out of Settlement
Benburb	Benburb WwTW	✓			
Brockagh / Mountjoy	Mountjoy WwTW		✓		
Caledon	Caledon WwTW		✓		
Cappagh	Cappagh WwTW	✓			
Carland	<i>None</i>				<i>No public wastewater infrastructure</i>
Carnteel	Carnteel WwTW	✓			
Castlecaulfield	Castlecaulfield WwTW		✓		
Clogher	Clogher WwTW	✓			
Dernagh / Clonoe	Coalisland WwTW		✓		Pump away out of Settlement
Donaghmore	Donaghmore WwTW		✓		
Dyan	Dyan WwTW	✓			
Edendork	Coalisland WwTW		✓		Pump away out of Settlement
Eglish	Eglish WwTW	✓			
Fivemiletown	Fivemiletown WwTW	✓			
Galbally	Galbally WwTW		✓		
Granville	Dungannon WwTW	✓		✓	Pump away out of Settlement
Killeen	Killeen Dungannon WwTW	✓			

* “At or reaching capacity” has been calculated by NI Water taking account of all ‘committed’ development i.e. houses built and those that have been permitted but not yet built. NI Water use their planning consultations as part of the ‘committed development’ calculation and therefore it is important to note that there may be some double counting within this.

**“Has reasonable capacity” has been calculated by NI Water using the ‘committed’ development position as a baseline and adding approximately 30% growth to this.

NI Water Information on Capacity of Sewage Works serving Mid Ulster Settlements

Killyman	Dungannon WwTW	✓			Pump away out of Settlement
Moy	Moy WwTW	✓			
Newmills	Newmills WwTW	✓			
Tamnamore	Tamnamore WwTW	✓			
The Bush	Coalisland WwTW		✓		Pump away out of Settlement
Tullyallen	Edencrannon WwTW	✓		✓	

* “At or reaching capacity” has been calculated by NI Water taking account of all ‘committed’ development i.e. houses built and those that have been permitted but not yet built. NI Water use their planning consultations as part of the ‘committed development’ calculation and therefore it is important to note that there may be some double counting within this.

**”Has reasonable capacity” has been calculated by NI Water using the ‘committed’ development position as a baseline and adding approximately 30% growth to this.

NI Water Information on Capacity of Sewage Works serving Mid Ulster Settlements

Table 3: Settlements in Magherafelt Area Plan 2015

Settlement	Sewage Works Serving Settlement	At or Reaching Capacity *	Has reasonable Capacity**	Scheme in Capital Works Programme	Comments
Magherafelt	Magherafelt WwTW		✓		
Maghera	Maghera WwTW	✓			
Bellaghy	Bellaghy WwTW	✓			
Castledawson	Magherafelt WwTW		✓		Pump away out of Settlement
Draperstown	Draperstown WwTW	✓			
Tobermore	Tobermore WwTW	✓			
Ballymaguigan	Ballymaguigan WwTW		✓		
Ballynease	None				<i>No public wastewater infrastructure</i>
Clady	Portglenone WwTW	✓			Pump away out of Settlement
Creagh	Creagh WwTW		✓		
Culnady	Upperlands WwTW	✓			Pump away out of Settlement
Curran	Curran WwTW		✓		
Desertmartin	Desertmartin WwTW	✓			
Glen	Maghera WwTW				Pump away out of Settlement
Glenone	Portglenone WwTW	✓			Pump away out of Settlement
Gracefield	No public infrastructure				<i>No public wastewater infrastructure</i>
Gulladuff	Gulladuff WwTW		✓		
Inishrush	Portglenone	✓			Pump away out of Settlement
Kilross	Kilross WwTW		✓		
Knockcloghrim	Knockcloghrim WwTW	✓			
Longfield	Longfield Moorside Villas WwTW		✓		
Moneyneany	Moneyneany WwTW	✓			
Straw	Draperstown WwTW	✓			
Swatragh	Swatragh WwTW	✓			
Tamlaght	Tamlaght O Crilly WwTW	✓			
Upperlands	Upperlands WwTW	✓			
The Woods	Lisnamorrow WwTW	✓			

* “At or reaching capacity” has been calculated by NI Water taking account of all ‘committed’ development i.e. houses built and those that have been permitted but not yet built. NI Water use their planning consultations as part of the ‘committed development’ calculation and therefore it is important to note that there may be some double counting within this.

**“Has reasonable capacity” has been calculated by NI Water using the ‘committed’ development position as a baseline and adding approximately 30% growth to this.

APPENDIX 3

Table 1: New 2015 Settlement Hierarchy for Mid-Ulster District.

Settlement Hierarchy	Former Cookstown local government district	Former Dungannon & South Tyrone local government district	Former Magherafelt local government district
Towns	Cookstown	Dungannon Coalisland Ballygawley	Magherafelt Maghera
Villages	Ardboe Ballinderry Ballylifford Ballyronan Churchtown Coagh Drumullan Moneymore Moortown Orritor Pomeroy Sandholes Stewartstown The Loup The Rock	Aghaginduff/ Cabragh Annaghmore Augher Aughnacloy Benburb Brockagh/Mountjoy Caledon Castlecaulfield Clogher Donaghmore Edendork Eglish Fivemiletown Galbally Granville Killyman Moy Newmills Tamnamore The Bush	Bellaghy Castledawson Clady Desertmartin Draperstown Gulladuff Swatragh Tobermore Upperlands
Small Settlements	Ardtrea Desertcreat Donaghey Drapersfield Dunnamore Dunman Gortacladdy Grange Killeenan Tullyhogue Tullywiggan*	Ballynakilly Cappagh Carland Carnteel Dyan Dernagh / Clonoe Killeen Tullyallen	Ballymaguigan Ballynease Creagh Culnady Curran Glen Glenone Gracefield Inishrush Kilross Knockcloghrim Longfield Moneyneany Straw Tamlaght The Woods

Settlements identified in **orange** have been re-positioned from the previous settlement hierarchy within the Cookstown 2010, Dungannon and South Tyrone 2010 and Magherafelt 2015 Area Plans.

*Tullywiggan has been identified as a new settlement.