

**NIE NETWORKS
CURRAGHINALT 33KV CONNECTION PROJECT**

Tourism Impact Assessment

prepared for

rpsgroup.com

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CHL

19. Tourism Impact Assessment

Introduction and Background to the Report

- 19.1 This chapter has been prepared by CHL Consulting Company Ltd. on behalf of NIE Networks. It is presented as part of a Statement of Case for the proposed 33kV Power Line Route Corridor (PLRC) which will deliver electricity to the proposed Dalradian Gold Mine to be developed north of Crockanboy Road, between Rouskey and Greencastle in Co. Tyrone.
- 19.2 The PLRC will originate at Strabane Main Substation at Woodend Road Ballymagorry in Co. Tyrone and continue south-east for a distance of c.37.9 km in length, comprising c.26.9 km of overhead line (OHL), supported by single and double wooden pole sets, and c.11 km of underground cabling. The northern part of the line (approximately 60%) will lie in Derry City & Strabane District and the southern part (approximately 40%) in Fermanagh & Omagh District.
- 19.3 The primary focus of the chapter is to review and comment on the potential impact of the proposed PLRC on tourism interests in the area. This is addressed at two levels of focus. The first focus is at the narrow level in the immediate area within which the proposed PLRC will be located. The second focus is at a broader and wider level and considers potential impacts across the adjoining hinterland in both District Council areas. In both cases, the primary focus will be on those sections carrying Overhead Lines, as it is considered that these sections could be considered more contentious in terms of tourism impacts as opposed to the sections buried with Underground Cable.

Statement of Authority

- 19.4 CHL Consulting Co. Ltd is a leading specialist consultancy firm. Established in 1984, CHL has worked extensively throughout Northern Ireland and in more than 60 destinations around the world on tourism strategic planning and product development, including tourism and economic impact analyses.
- 19.5 This report has been prepared by Michael Counahan, Managing Director of CHL Consulting Company Ltd. CHL is a specialist consultancy firm based in Dublin, Ireland. It offers a wide range of consulting and project management services to the tourism, hospitality, heritage, culture and arts sectors. Michael Counahan has conducted numerous tourism planning and development studies throughout Ireland, North and South, over the past 30 years. These include market and financial feasibility studies, tourism and economic impact assessments, cost-benefit analyses, market demand assessments, and strategic tourism master planning. Additional research was conducted by Aidan Pender, former Associate Director at CHL Consulting Ltd., now retired, and formerly Director of Strategic Development at Fáilte Ireland (National Tourism Development Authority of Ireland).

Policy

- 19.6 The Northern Ireland policy direction in relation to land-use planning and tourism impacts is set out in PPS 16¹ and presents a number of points relating to planning policy for tourism development and also for the safeguarding of tourism assets. In the introduction to PPS16 it is stated that:

“Sustainable tourism development is brought about by balancing the needs of tourists and the tourism industry with those of the destination. This requires management, and the land use planning system has a key role in managing tourism related development through planning policies that provide a framework for identifying appropriate development opportunities and safeguarding tourism assets from harmful development.... In discharging these functions, the planning system will ensure that such development is sustainable and achievable without damaging those qualities in the environment which are of acknowledged public value and on which tourism itself may depend” (p 3).

- 19.7 This policy context is important as it relates to the core asset base which underpins tourism in Northern Ireland, and which is therefore properly the subject of protective management by the planning authorities. In broad terms, the primary tourism asset base in Northern Ireland is comprised of three elements - natural heritage, built heritage, and cultural heritage. In terms of harnessing the capacity of tourism to generate economic activity and its associated employment effects, it is important that these assets are utilised in an effective manner and are made accessible to visitors to the fullest possible extent. However effective utilisation and full accessibility does not imply the use of these assets in a manner that is injurious to the sensitivity of the assets in question, their physical carrying capacity, or their proper conservation for future generations. As ever in such matters of public policy, some judgement and discretion must be exercised. In relation to the final sentence above it is noted that certain “qualities” in the environment may be of acknowledged public value in a local area. However, that does not necessarily mean that these “qualities” will be of interest to all or any tourists. In that event, tourism may not depend at all on these “qualities”.

- 19.8 TSM 1 to TSM 7 in PPS 16 all deal with specific tourism development matters. However, section TSM 8² (Safeguarding of Tourism Assets) of PPS 16 deals with the safeguarding of existing tourism assets in the particular context of a proposed and unrelated physical development in the immediate vicinity of those tourism assets. TSM 8 makes an important point in this regard when addressing the policy stance in relation to the avoidance of significant adverse tourism impacts. It states:

“Planning permission will not be granted for development that would in itself, or in combination with existing and approved development in the locality, have an adverse impact on a tourism asset (as defined in paragraph 7.39 of the J&A in Appendix 1 Glossary of Terms) such as to

¹ Planning Policy Statement 16: Tourism (June 2013)

² P 32

significantly³ compromise its tourism value". The definition of a tourism asset in the Glossary of Terms is *"Any feature associated with the built or natural environment which is of intrinsic interest to tourists"*.

- 19.9 It is noted that in Para 12.11 of its Draft Local Development Plan, Derry City & Strabane District Council (DCSDC) proposes to replace TSM 8 by TOU 1 – Safeguarding of Tourism Assets. The latter reiterates the text of TSM 8 including the definition of a tourism asset *"as any feature associated with the built or natural environment which is of intrinsic interest to tourists"*.⁴
- 19.10 Fermanagh & Omagh District Council have made slight variations to the wording of TSM 8 in their Local Development Plan where Policy TOU01 states that: *"The Council will not permit any form of development that would, in itself or in combination with existing or approved development, have an adverse impact on the intrinsic character or quality of a tourism asset or any part thereof, or diminish its tourism value, or part thereof"*.⁵ A tourism asset is defined as *"any feature associated with the built or natural environment which is of intrinsic interest to tourists"*.
- 19.11 Within Policy TSM8, and the Local Development Plans of both DCSDC and FODC, there is effectively a two-part test that any proposed development must be assessed against to determine whether or not it is compliant with relevant policy. The first element is to identify what the potentially impacted tourism asset is. The second element is whether the proposed development would have an adverse impact on the identified tourism asset such as to significantly compromise or diminish its tourism value.
- 19.12 In paragraph 7.43 of TSM8 it is stated that the policy is not intended to prevent all development and that *"development which will not significantly compromise the overall tourism value of the asset may be facilitated"*. The example is given that, in an area where the tourism asset is large scale such as within an AONB, key locations of tourism interest should be safeguarded, indicating that all areas within the AONB are not necessarily equal in terms of their value as a tourism asset.
- 19.13 The following sections of this chapter examine the particular case of the PLRC and its potential impact on the surrounding area, the extent and nature of any tourism assets currently operating in that area, the degree to which these assets may be adversely impacted by the proposed development and whether any identified impact may be such as to significantly compromise these assets.

³ Author's emphasis

⁴ Derry City & Strabane District Council: *Local Development Plan 2032, Draft Plan Strategy*,

⁵ Fermanagh & Omagh District Council: *Local Development Plan 2030, Plan Strategy*

Definitions and Assessment Method

19.14 In order to bring clarity to the assessment of the tourism impact of a proposed development, it is necessary to be clear about the terminology used in tourism. The following definitions apply in this report:

- **Tourism:** *a social, cultural and economic phenomenon which entails the movement of people to countries or places outside their usual environment for personal or business/professional purposes. These people are called visitors (which may be either tourists or excursionists; residents or non-residents) and tourism has to do with their activities, some of which involve tourism expenditure. (UN World Tourism Organisation – UNWTO)⁶*
- **Tourist:** *a visitor is a traveller taking a trip to a main destination outside his/her usual environment, for less than a year, for any main purpose (business, leisure or other personal purpose) other than to be employed by a resident entity in the country or place visited. A visitor (domestic, inbound or outbound) is classified as a tourist (or overnight visitor), if his/her trip includes an overnight stay, or as a same-day visitor (or excursionist) otherwise. (UNWTO op. cit.) **Note that this definition excludes local residents making use of recreational amenities and visitor services that may also be enjoyed by tourists.***
- **Tourism asset:** *Any feature associated with the built or natural environment which is of intrinsic interest to tourists. Features of intrinsic interest are defined as those that “are important in attracting tourists and sustaining the tourism industry”.⁷*

19.15 The approach adopted in this assessment of tourism impact is to

- establish whether a particular feature is a tourism asset
- to determine whether the proposed development impacts on the asset
- to assess whether the impact significantly compromises the asset's tourism value

19.16 In assessing tourism impact, the importance of a tourism asset in attracting tourists and sustaining the tourism industry can best be gauged by considering the following factors:

- the extent of tourism infrastructure in the area (accommodation, attractions, activities etc.)

⁶ <https://www.unwto.org/glossary-tourism-terms>

⁷ Derry City & Strabane District Council: *Local Development Plan 2032 - Draft Plan Strategy*

- its existing performance in terms of attracting visitors (as measured by visitor numbers), and
- its visibility and profile for consumers

19.17 This last of these indicators is particularly important within the context of tourism development in Northern Ireland where there is a growing recognition of the need to reduce the industry's reliance on the domestic market and begin to grow broader visibility among international consumers. Before addressing the particular position of the proposed development, it is appropriate to consider the impact which the internet has had in recent years on the tourism industry, and on the research/planning/purchasing behaviours of tourism consumers.

Tourism and Digital Media – How Consumers Plan and Purchase a Holiday

19.18 At a global level, the international travel and tourism industry has been an early adapter in terms of embracing internet technology, digital media, and the business practices of the “knowledge economy”. Most consumers are now entirely comfortable with booking air travel on-line, hotel accommodation on-line, and booking a restaurant table or a golf tee-time on-line. Tourism is very much a direct B2C (business to consumer) industry where service providers and consumers are now well accustomed to interacting with each other in a digital business environment. The effect of these developments has been a significant dis-intermediation of the tourism industry: that is to say that channel intermediaries (i.e. those occupying a space in the distribution channel between service providers and consumers, such as travel agents/brokers) have largely been removed or withered away through disuse.

19.19 Given its massive volume of user traffic, Google is a regular commentator on contemporary travel trends. In a recent publication it noted that: travellers are watching more video on their smartphones. In fact, mobile screens are increasingly where travellers watch video. Approximately two-thirds of watch time for top travel videos happens on mobile. And that watch time on mobile devices has grown by over 65% year over year. This makes sense as travellers pick up their phones in slices of time throughout their day to learn about new places they want to visit. When it comes to what kinds of videos travellers are watching, 65% search for videos online by destination.

19.20 This insight from Google suggests that consumers are (a) independent actors as they search for travel information, (b) they are increasingly looking for information on their mobile phones where they expect to find entertaining creative content, and (c) that apart from searching for individual tourism firms or tourism providers, they are also searching for potentially interesting tourism destinations or locations.

- 19.21 In its publication – OECD Tourism Trends and Policies 2020⁸ - the OECD underlines the importance of tourism businesses and tourism destinations being active and visible online. It notes that *“digitalisation brings significant potential benefits to SMEs - it can help them to become more efficient, free up time and resources to focus on strategic tasks, and increase their capacity to develop new business models, enter new markets, or internationalise operations. However, SMEs are lagging behind in the digital transition (OECD, 2019d), and many small traditional tourism businesses are struggling to understand the opportunities and reap the benefits. SMEs that do not invest in their digitalisation will not survive, let alone thrive in the future. Destinations, businesses and the wider tourism sector will need to fully embrace these new technologies to remain competitive, and to take advantage of the innovation, productivity and value creation potential.”*
- 19.22 Tourism Northern Ireland’s (TNI) Guide to Being Online provides advice to tourism businesses on how to maximize their online presence, and the importance of using digital media as a key sales and marketing tool⁹. It notes that *“large numbers of people use the internet extensively to research, plan and book their trips and stays. Therefore, if you do not have an online presence and are not appearing in search engines you are losing out on even being considered as a possibility for the customer’s choice. With over 86% of the UK population using Google to search the internet, you need to be appearing here. While you’ll appear if someone searches for your business name, you should also appear under relevant keywords related to your business”*.
- 19.23 The key point here is that in a highly consumer-centric and web-enabled industry such as tourism, a particular location/facility will only succeed as a high-performing tourism asset to the extent that it enjoys visibility and profile in the channel predominantly used by consumers researching and purchasing their trip – i.e., the online channel. If it is not prominent in the online channel, then it is difficult to support any contention that such a location or facility is a significant tourism asset. As stated in the Tourism Northern Ireland publication quoted above, *“if you do not have an online presence and are not appearing in search engines you are losing out on even being considered as a possibility for the customer’s choice.”* In other words, if you are not visible on-line you are not a functioning tourism asset.
- 19.24 An important test for tourism relevance and intrinsic interest is therefore as follows: if a particular entity or feature (natural or man-made), or destination/location, cannot be found online, then it cannot be considered a significant tourism asset or an entity of touristic importance.

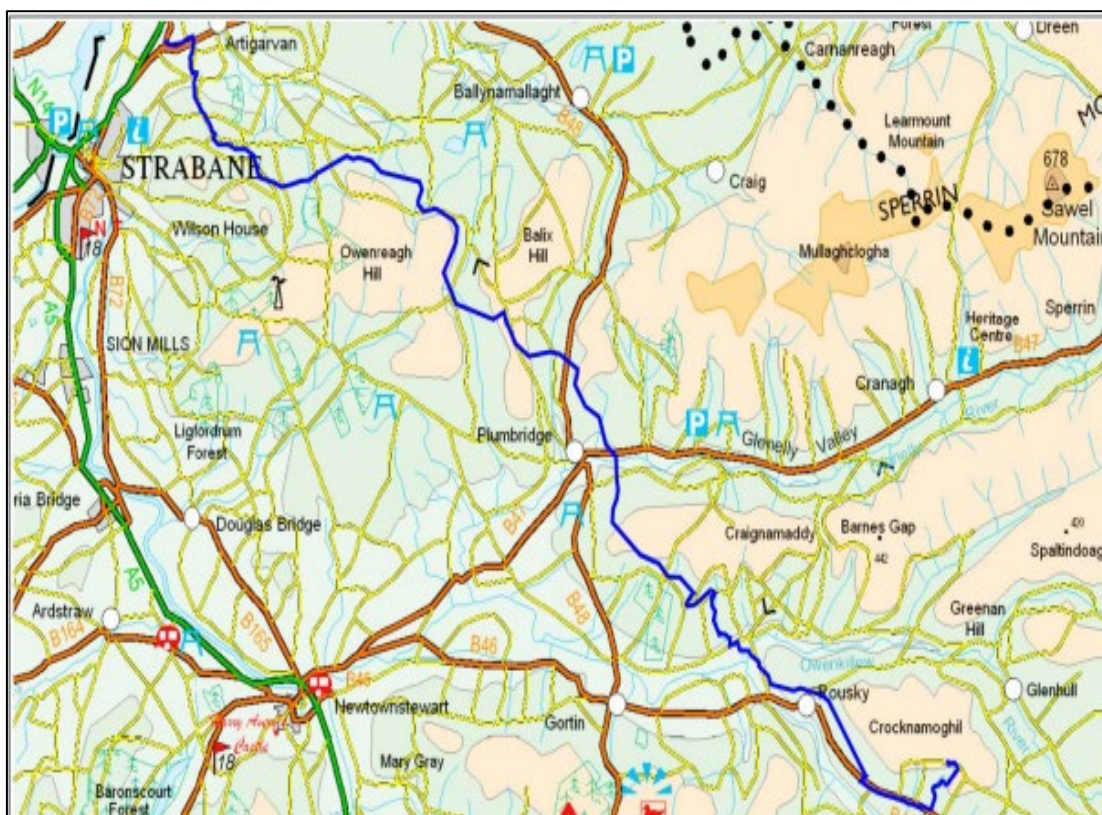
⁸ <https://www.oecd-ilibrary.org/sites/f528d444-en/index.html?itemId=/content/component/f528d444-en>

⁹ <https://tourismni.com/Grow-Your-Business/toolkits-and-resources/being-online-guide/>

Significance of the Power Line Route Corridor area as a Tourism Asset

19.25 Unlike most cases involving the development of physical infrastructure, the proposed PLRC development is not a single physical entity situated at a single point on the map. Rather the proposed development involves a linear corridor travelling north-south through the Sperrins AONB from Ballymagorry (Co. Tyrone) to Crockanboy Road (Co. Tyrone). This is presented in Figure 19.1 below with the route of the proposed development shown in blue. In this regard, it should be borne in mind that the PLRC is not a single fixed structure in a fixed location (such as a windfarm turbine). Rather it is a continuous (not fixed) piece of enabling infrastructure which will be positioned over 38km in a remote area across the lands of two separate District Councils.

Figure 19.1: Map of the proposed PLRC – Location of Proposed Development.



19.26 The importance and significance of this 37.9km narrow strip of land as a tourism asset is a core consideration in attempting to understand the nature and extent of any potential adverse impact on tourism arising from the proposed development.

Tourism Assets in the PLRC and Impact of PLRC on Tourism

- 19.27 The route followed by the 37.9km PLRC traverses 32 townlands between Ballymagorry (at the northern inception point of the route) and Greencastle (at the southern termination point of the route). Drawing on the point made at Paras 19.23 and 19.24 above to the effect that if an entity is not prominent in the online channel then it is difficult to support any contention that such a location or facility is a significant tourism asset, CHL Consulting reviewed each of these 32 townlands in Google to establish how tourism-centric they are. The details of this Google search are attached as Appendix I to this chapter.
- 19.28 In summary, some 28 of these townlands returned a very bare response to the Google enquiry, usually just with the proper name of the townland in question, its Civil Parish designation, the particular electoral district in which it was situated, the local population of the townland or village, and (occasionally) the distance to the nearest town. In each of these cases no mention whatsoever was made of tourism. It is to be expected that if these 28 locations were prominent and active in tourism activity, then such activity would have warranted a mention in the brief Google search response.
- 19.29 In the case of the 4 townlands that referred to tourism activity, such activity was essentially quite peripheral. One made reference to a one mile walk on the outskirts of the village, another referred to a small self-catering cottage, another to a Forest Park some distance away from the townland itself, and finally one referred to a 17th century demesne and associated ornamental garden.
- 19.30 There are no built visitor attractions in the PLRC. The Cultural Heritage chapter in the Environmental Statement¹⁰ states that “*There are no Listed Buildings or Historic Parks, Gardens and Demesnes located within the 200m Proposed Development assessment corridor*”. There are two Historic Parks, Gardens & Demesnes properties near the PLRC – Holy Hill House at Strabane, located some 600m north of the PLRC, and Beltrim Castle near Newtown Stewart, located some 2.3 km south of the PLRC. However, there are no data available on the level of tourist activity at these sites and they are not featured in their respective District Council Tourism Strategies.¹¹ The Landscape and Visual Impact Assessment (LVIA)¹² has concluded that distance and intervening vegetation result in no significant adverse impact on these properties.
- 19.31 There are three scheduled monuments within the PLRC – Ballykeery Killeen (burial ground) and two sites in Culvacullion townland – a stone circle and a group of 4 stone circles and a stone row alignment. These sites have not been made accessible for tourists and there is no

¹⁰ Curraghinalt 33KV Connection Project Environmental Statement Chapter 6 Cultural Heritage, RPS Group, May 2021

¹¹ Fermanagh Lakelands & Omagh and the Sperrins Visitor Experience Development Plan 2022-2032, and Derry City and Strabane Council Tourism 2018-2025 – A New Level of Ambition.

¹² Curraghinalt 33KV Connection Project Statement of Case #3 Landscape & Visual Impact, RPS Group, 2024

evidence of any tourism activity. The cultural heritage report concluded that any impact on these monuments would be localized, minor and not significant.

19.32 The Northern Ireland Statistics & Research Agency (NISRA) published its Northern Ireland Visitor Attraction Survey 2022¹³ in July 2023. There is no reference in this document to the land area within the Sperrins AONB that the proposed PLRC would occupy along its projected route, nor is there any suggestion that this land area is tourism centric or that it could represent a tourism resource. (The sites in the Sperrins AONB that are included in the NISRA Survey are Gortin Glen Forest Park, Davagh Pump Track and OM Dark Sky Park, all of which are distant from the PLRC.) In terms of visitor attractions in Northern Ireland therefore, or in terms of locations that might be considered tourism-centric, it would appear that – based on the data provided to NISRA¹⁴ - the PLRC land area serves neither of these purposes.

19.33 The Landscape & Visual Impact Assessment identified a number of walking and cycle routes that the PLRC will pass close to or across. These are as follows|:

- The Ulster Way & International Appalachian Trail, shared route between Gortin and Moneyneany
- The Cragnamaddy Circuit, Vinegar Hill Loop and Rousky Walk, way-marked trails
- The White Hare, Gold, Sawel and National Routes 93 and 95 cycle routes (route 95 has apparently been discontinued)

The extent to which these routes are used by tourists is unknown, but they are included in tourist-oriented brochures and websites including www.discovernorthernireland.com. LVIA concludes that the impact of the PLRC on the cycle routes will be *“localized, minor and not significant as timber poles are readily absorbed within the wider landscape contained within available views.”* The LVIA also concludes that impact on the walking routes listed above will be *“be localised, minor, long duration and not significant as predicted effects are limited in extent by screening by vegetation. Visible portions of the Proposed Development are judged to be perceived locally as a minor addition to the overall character of the view though not easily read or perceived in the wider landscape context.”*

19.34 The conclusion drawn from this analysis is that the PLRC route is not a tourism-centric resource. There is no evidence to suggest that this land area and its hinterland exercise a significant ‘drawing-power’ attracting tourists to this location. There is little if any tourism activity taking place in this area, there is little if any visitor activity or expenditure, and there is little if any tourism employment associated with the area. In the event of a tourist passing close to the PLRC, this will most likely be a brief encounter for a person travelling by in a car, a walker or cyclist none of whom will experience any significant visual impact from the power line.

¹³ <https://www.nisra.gov.uk/publications/2022-northern-ireland-visitor-attraction-survey-publications>

¹⁴ It is acknowledged that it is not NISRA's role or function to comment on individual infrastructural development matters which are still awaiting a determination within the planning system. The point being made here however is that the strip of land on which the PLRC could potentially be developed, is not alluded to as a tourism asset.

Impact of Proposed Development on Tourism in the Sperrin AONB

- 19.35 The Sperrin AONB is the largest AONB in Northern Ireland, extending to more than 118,000 hectares, or almost 1,200 square kilometres. As with the other AONBs, Sperrin is a tourism asset but, compared to some of the other AONBs, such as Mourne or Causeway Coast, it is at a relatively early stage of development in tourism terms. There is little tourism infrastructure in or in the immediate surrounds of the AONB. It has a growing reputation as a place for outdoor activity, and there are numerous way-marked walks, cycle routes and scenic drives. There are also a number of tourism-related developments including the Sperrins Sculpture Trail and Sperrins Scenic Drive. However, there is very little by way of data on visitor numbers that can show the extent of tourist activity in the AONB.
- 19.36 As noted in Para. 19.32, the sites in the Sperrins AONB that are included in the NISRA Survey of Visitor Attractions in Northern Ireland (op. cit.) are Gortin Glen Forest Park, Davagh Pump Track and OM Dark Sky Park. According to the NISRA Survey, the number of visitors to these attractions in 2022 was as follows:
- Gortin Glen Forest Park – 160,000
 - OM Dark Sky Park – 51,000
 - Davagh Pump Track – 7,000

All of these sites are distant from the PLRC and their visitors will be unaffected by it.

- 19.37 The consultation response from the Planning Department of Derry City and Strabane District Council (DCSDC) – see Para 19.66 – identified three tourism projects that they thought would be adversely affected by the PLRC: the Sperrins Scenic Drive, the International Appalachian Trail (IAT), and the Sperrins Sculpture Trail. Our assessment is as follows:
- **The Sperrins Scenic Drive** comprises four separate Drives – North, Central, East and South. The PLRC crosses the Central Drive at a point on the B47 road a short distance east of Plumbridge. Overhead lines already exist along the B47 and are not identified as barriers to enjoyment of the Drive by prospective tourists. The PLRC does not cross or come close to the other three Drives and has no impact on them.
 - **The IAT**, which follows the same route through the Sperrins as the Ulster Way, mainly follows the path of hillside public roads between Gortin and Moneyneany. The PLRC crosses the trail at the Meenadoo Road between Glenrina Bridge and Glenforan and any encounters prospective walkers would have with the line would be brief and unlikely to inhibit use of the IAT. (See also the observation on visual impact in Para 19.34 above.)
 - The PLRC does not make contact with the key features of the **Sperrins Sculpture Trail** – the Giants of the Sperrins – the nearest of which is at the location of the former Sperrins Heritage Centre in the Glenelly Valley, some 7 or more miles from the PLRC.

Apart from the fact that the three projects identified have very little contact with the PLRC, there are no data on the extent to which there is any tourism activity associated with them. With regard to the Sculpture Trail, the LVIA concludes that *“the significance of effect of the Proposed Development during the operational phase is negligible as additional timber poles are readily absorbed within views, and within the wider landscape contained within the available views. Therefore, the impact of the Proposed Development is predicted to be negligible to minor and not significant.”*

- 19.38 Overall, given the location of the PLRC, in the foothills of the Sperrins towards the western boundary of the AONB, and given the low level of tourist activity in this area, it will not give rise to any significant adverse impact on the tourism value of the AONB. Moreover, it may be noted that the simple fact that a certain land area is within an AONB does not of itself make that particular land area a tourism asset. It may be considered to be a “local amenity” resource and valued as such by local users of the AONB, but this does not necessarily mean that those local users are “tourists” and it does not make that particular land area a tourism asset.
- 19.39 It is important also to recognise in this respect that any assessment of tourism economic loss (should such arise) should only be based on the numbers of tourists affected. Not all visitors to a particular location are tourists – some may be local residents who are considered to be “users of local amenity”. Counting such users of local amenity as tourists in any assessment of potential tourism economic loss would therefore be inappropriate and would unduly inflate any assessment of the “adverse impact” under review. Users of local amenity are not tourists.

Tourism in the Local Government Districts in Northern Ireland

- 19.40 The two key metrics in evaluating tourism performance in a particular location are visitor numbers and visitor spend. The significance of these two metrics is that the product of the two variables is, in effect, the total direct economic value that may be attributed to tourism activity in that particular location. These are summarised across the eleven local government districts in Northern Ireland in Table 19.1.

Table 19.1: Local Government District Tourism Statistics, 2023

LGD	Overnight Trips	Expenditure
	(000)	£m
Antrim and Newtownabbey	125.0	26.6
Ards and North Down	253.4	52.0
Armagh City, Banbridge and Craigavon	188.9	33.9
Belfast	1,701.4	538.6
Causeway Coast and Glens	1,276.5	204.0
Derry City and Strabane	266.5	63.8
Fermanagh and Omagh	522.7	82.7
Lisburn and Castlereagh	185.8	40.7
Mid and East Antrim	275.2	63.0
Mid Ulster	185.4	30.3
Newry, Mourne and Down	483.0	79.2

Source: NISRA – Northern Ireland Tourism 2023

- 19.41 It is immediately clear from Table 19.1 that Belfast followed by Causeway Coast & Glens are outliers in terms of overnight trips and overnight expenditure. It is notable that, in terms of overnight trips, Fermanagh & Omagh District is in 3rd place and Derry City & Strabane is in 5th. In terms of expenditure Fermanagh & Omagh again is in 3rd place (£83m) and Derry City & Strabane is in 5th place (£64m).
- 19.42 In relative terms, both DCSD and FOD are performing relatively well, positioned in the top half of their comparator set. Thus far, the emphasis in developing this analysis has been to begin with overall tourism performance in each of the eleven Local Government Council areas. In order to better understand the nature of the tourism activity and the associated visitor flows in both DCSDC and FODC, it necessary to examine performance data within each of the two Councils.

Tourism Impact Assessment of PLRC – Derry City and Strabane District

- 19.43 Table 19.1 presents the top ten visitor attractions in DCSDC. It is notable that nine of the top ten attractions are located within Derry City. The single outlier is Ness Country Park which is located north of Killaloo on the A6. This makes the point that, in DCSDC, some 90% of all tourism activity, tourism employment, and tourism expenditure is urban based within Derry City and its immediate environs. Tourism in DCSDC is therefore very predominantly urban based and – with the exception of Ness Country Park - it has a very light footprint in the rural part of the District. This situation is presented visually in the Cluster Map in Figure 19.2 below.

Table 19.1: Top Ten Visitor Attractions in DCSDC 2019¹⁵

Council	Visitor Attraction	Visitors	Location
Derry City and Strabane	1. The Peace Bridge	998,014	Urban
	2. Derry's Walls	465,736	Urban
	3. The Guildhall	350,000	Urban
	4. Ness Country Park	90,000	Rural
	5. Cultúrlann Uí Chanáin	90,000	Urban
	6. Saint Columb's Cathedral	41,325	Urban
	7. Museum of Free Derry	38,003	Urban
	8. St Augustine's Church	32,500	Urban
	9. Tower Museum	27,461	Urban
	10. Saint Columb's Park House	18,500	Urban

Figure 19.2: Map of Top Ten Tourist Attractions in DCSD



19.44 The clear message to be taken from the Cluster Map is that the tourism industry in DCSD is heavily concentrated around Derry City and will not experience any negative impacts as a result of the development of the PLRC. The starting point for the PLRC is Ballymagorry just north of

¹⁵ NISRA [Tourism-Local-Government-District-Tourism-Statistics-2019: Additional Tables and Micro-data.](#) (19 November 2020)

Strabane and some 22km south of Derry city. The development of the PLRC will not therefore impinge on tourism activity in Derry City itself.

- 19.45 In 2018 DCSDC launched a new tourism strategy for the District Council entitled *Tourism 2018-2025: A New Level of Ambition*. In the introduction to the strategy, it is stated that:

“Tourism is growing globally and is projected to continue growing. There is an increased ambition for tourism as an economic driver within Northern Ireland and Derry City and Strabane District Council in the Strategic Growth Plan. It has highlighted tourism as a key sector for economic growth and jobs. Derry City and Strabane District Council area comprises the second largest city in Northern Ireland and the fourth largest city of the island of Ireland. Derry~Londonderry is the ‘Capital of the Northwest’ and is at the core of the only functional economic city region of scale which straddles the border into the Republic.”

- 19.46 The strategy is not silent on the challenge emerging from Figure 19.2 in relation to the issue of a strong city-based tourism cluster and an under-performing rural hinterland elsewhere in the District Council area. This matter is addressed directly in the strategy document as follows:

*“Another issue is the contrasting baseline between the city, which is relatively developed in terms of tourism product and capacity, and the rural hinterland, which is much less developed. The rural hinterland receives approximately one tenth of the visitor spend that occurs in the city. Additionally, the accommodation, largely B&Bs and self-catering, achieve lower levels of occupancy than the NI average. That said, many ingredients are there for longer term opportunities: a beautiful natural offering including the Sperrins, rivers and the loughs, historic villages and heritage houses. Currently there is a limit to the things to do and accessibility can be difficult. Therefore, development of activities and adventure alongside the heritage experience has merit, albeit developing this to a critical mass will take time and investment”.*¹⁶



- 19.47 While the development of a strong tourism offering in the rural hinterland will undoubtedly take “time and investment”, this presumably is not a reason for frustrating another important infrastructural development (the PLRC) in the interim, which will have no impact on the existing or likely future tourism base.

¹⁶ Tourism 2018-2025: A New Level of Ambition (DCSDC 2018) p21

Tourism Impact Assessment of PLRC – Fermanagh and Omagh District

19.48 The leading tourist attractions in Fermanagh & Omagh District are listed in Table 19.3. Most are located to the western side of the District.

Table 19.3: Top Ten Visitor Attractions in FODC 2019¹⁷

District Council	Visitor Attraction	Visitors	Location
Fermanagh and Omagh	1. Castle Archdale Country Park	319,000	Lough Erne
	2. Belleek Pottery Visitor Centre	182,296	Rural
	3. Ulster American Folk Park	112,916	Rural
	4. Cuilcagh Pathway (Boardwalk)	99,000	Rural
	5. Enniskillen Castle Museums	85,722	Lough Erne
	6. Marble Arch Caves	64,093	Rural
	7. An Creagán Visitor Centre	59,800	Rural
	8. Ely Lodge Forest	27,419	Lough Erne
	9. Cuilcagh Summit	20,281	Rural
	10. Dún Uladh Heritage Centre	20,004	Urban

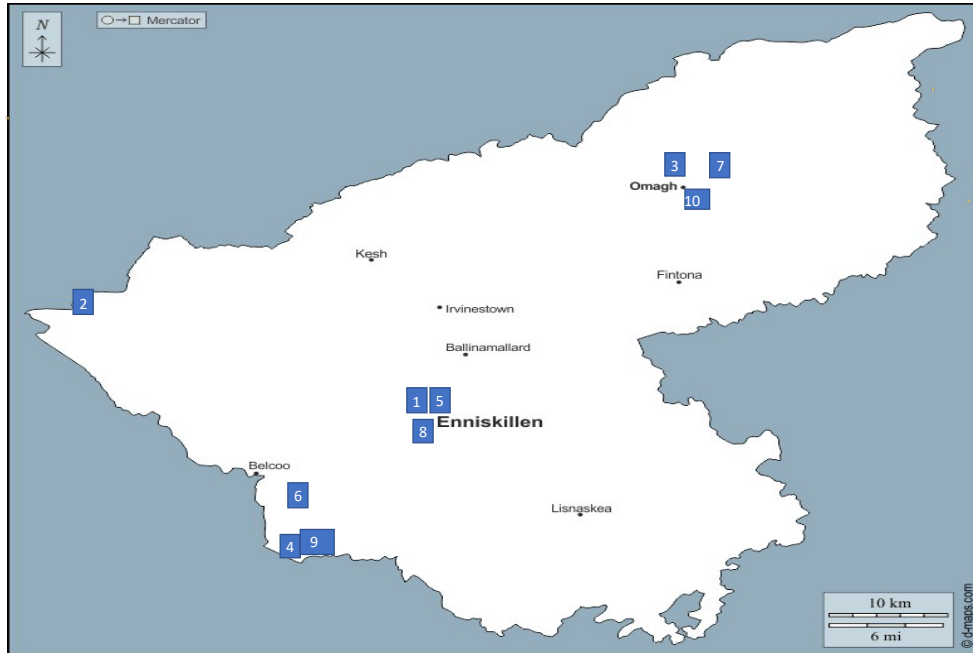
19.49 In contrast to the DCSD example, tourism in FODC is largely rural. As highlighted in the Cluster Map in Figure 19.7, there is a small group of three attractions around Enniskillen and Lough Erne. Other than that, however, the main visitor attractions in the District are in rural locations (although not necessarily always drawing upon a rural theme). Four other attractions are located on the western fringe of the District Council area – Belleek Pottery, Marble Arch Caves, Cuilcagh Pathway (Boardwalk), and Cuilcagh Summit. All these attractions are more than 60km from the proposed PLRC and will not be adversely impacted by the development of the PLRC.

19.50 Of the remaining three visitor attractions, the Ulster American Folk Park is some 22km distant from the Drumlea Road at Gortin¹⁸ and the power line will not adversely affect this facility. An Creagán Visitor Centre is 14 km from the Drumlea Road at Gortin and so will be equally unaffected. Davagh Forest is 24km from Drumlea Road at Gortin and will be unaffected by the PLRC.

¹⁷ Tourism-Local-Government-District-Tourism-Statistics-2019-TABLES.XLSX (live.com) (NISRA, 19 November 2020)

¹⁸ The last section of Overhead Line (5.00km) terminates here, and the final section to the application site at Crocanboy Road is cabled underground for 4.23km.

Figure 19.3: Map of Top Ten Tourist Attractions in FOD



19.51 The FODC 2022-2032 Visitor Experience Development Plan sets out a tourism development strategy for the District. The following are among the key highlights of the plan:¹⁹

“The VEDP replaces the 2016-2019 Tourism Strategy for the Fermanagh and Omagh District Council and adopts a new people centred approach to delivering an authentic, sustainable, regenerative and thriving tourism plan for the area. It sets a strategic ten-year vision, and a pathway to develop new connections and ways of working that are more collaborative across communities, industry, various levels of government organisations and potential funders.” (p.3)

The VEDP for Fermanagh Lakelands & Omagh and The Sperrins recognises the ambition to sustainably grow and develop the visitor experience within the region and sets a pathway to realise that ambition. The plan builds on the opportunities identified within the area - notably a place rich in natural and cultural heritage, a border district with a diverse and unique set of assets and with ambitious stakeholders. (p.12)

The Vision of the VEDP is that *“Fermanagh and Omagh will be globally recognised as an exemplar regenerative tourism destination; a place where visitors become temporary locals, immersed in our rich natural and cultural heritage, and where local people, communities and businesses are supported through inclusive growth and collaboration.”*

¹⁹ <https://www.fermanaghomagham.com/your-council/consultations/draft-fermanagh-and-omagh-visitor-experience-development-plan-vedp/#summary>

The plan aims to:

- *Develop a new way of thinking about tourism*
- *Understand our visitors and deliver quality experiences*
- *Provide a collective vision for the place with a clearly defined roadmap for collaborative implementation*
- *Support and enable collaborative working for the good of the area and its communities*
- *Embrace new climate and environmental agendas*
- *Tell our authentic stories through our cultural and natural heritage*
- *Enhance our resilience and get creative in a changing funding landscape*
- *Ensure that our destination is applying sustainable practices”*

19.52 The FODC plan is quite specific on the importance of strengthening experiential tourism in the area (as set out by Tourism Northern Ireland more generally) and thereby underpinning its existing success as a high-performing tourism destination.

19.53 In both Districts, the spread of visitor numbers is striking. This is a familiar pattern in many Borough and District Council areas in Northern Ireland where a very small cluster of high-performing attractions with lots of visitors dominate at the top end of the table, followed by a very long tail of smaller visitor attractions with diminishing visitor numbers. In the case of DCSD, the next five visitor attractions (after the top ten) ranged in visitor numbers from 16,000 down to 6,000. In the case of Fermanagh and Omagh, the next fifteen visitor attractions (after the top ten) ranged in visitor numbers from 18,000 down to 95. Seven of these were from 18,000 down to 10,000 and eight were from 10,000 down to 95. This is important because, for this following group of fifteen visitor attractions, their economic impact is not significant. These attractions, while undoubtedly playing a valuable role for niche market interest groups and representing a source of pride in local communities, nevertheless have only a minor economic impact.

19.54 In order to give rise to the creation of significant adverse impacts, a new physical structure would need to be planned and situated very close to one or more of the top attractions in Tables 19.2 and 19.3 above. A structure that was planned and situated close to the bottom two in the Tables would generate little if any impact as (a) the level of visitation to these attractions is very small, and (b) the level of economic activity and employment generated by these attractions is correspondingly small. Ultimately, for adverse impacts to be established, there must be evidence of some significant decline in tourism and associated economic activity likely to occur as a consequence of the proposed physical development.

19.55 It might be observed also that in a market economy, a range of support services typically emerge to cluster around a tourism asset of significance. This might take place over a number of decades as entrepreneurs recognise a growing consumer interest in the location and seek to generate revenue streams for themselves by providing supporting and allied services to

those consumers. These services could include accommodation, hospitality (food/drink), transport services, interpretation and guiding services, multi-lingual guide services, pick-up and drop-off services, luggage lock-up services, and associated retail. The existence of these services are usually commensurate with the prominence and significance of the tourism asset in question. None of these services exist at or near the PLRC.

- 19.56 A further test of a properly functioning tourism asset is its capacity to serve as an “attractor”, or primary purpose of visit for a tourist considering a trip to Northern Ireland. It can be readily acknowledged that tourism assets such as the Giant’s Causeway or Titanic Belfast serve as a primary purpose of visit for those considering a trip to Northern Ireland. There is no evidence whatsoever to suggest that the land area at the proposed PLRC development and its hinterland serve, in an equivalent way, as a primary tourism attractor.

Cumulative and Transboundary Impacts

- 19.57 Drawing on the Landscape & Visual Impact Assessment and the Cultural Heritage report we conclude that there will be no significant cumulative landscape, visual or other impacts on tourism assets along or adjacent to the PLRC.
- 19.58 Although a portion of the proposed development near Strabane will be close to the international boundary with the Republic of Ireland, it will not give rise to any significant transboundary impacts. The closest point of the PLRC will be 3.8km from the international border and the LVIA has determined that it will not be apparent or readily perceived within eastern views from County Donegal due to distance and screening effects provided by intervening topographical changes and vegetation.

Consultation Responses and Representations

- 19.59 A total of 204 objections were received consisting of 196 Form Letters (standardised generic letters), and a further eight letters consisting of individual correspondence. This correspondence covered a range of issues raised by objectors. The issues raised with regard to potential tourism impacts are addressed below.

- 19.60 The Form Letter referred to above contains within it (3rd bullet) the following statement:

“Overhead lines cause a visual deterioration of the skyline, reducing its aesthetic appeal in less populated areas, with a scenic, cultural or natural heritage importance, such as the Sperrins. This negatively affects the tourism potential of the area.”

This is a general statement of opinion rather than a statement of fact. It also refers to the Sperrins in general, which is close to 1,200 square kilometres in area, rather than the narrow PLRC which lies towards the western boundary of the AONB in the foothills of the Sperrins. As

discussed in Paras 19.25 – 19.35, there is no evidence of significant tourism activity along the PLRC and the Form Letter offers no such evidence. The question of potential depends on the appeal of the landscape and the Landscape and Visual Impact Assessment (LVIA) report concludes that there will no significant impact arising from the proposed power line.

- 19.61 The Save our Sperrins group in a letter to the Department for Infrastructure in February 2020 also raised some issues relating to tourism. In paragraph (i) reference is made to the importance of landscape and scenery *for the tourism and farming industries*, and that *“landscape is in effect the primary asset for tourism in this country”*. The writer then goes on to say that *“obtrusive cables and poles would critically cut across the nascent tourism industry for the Sperrins AONB”*. This again is an opinion rather than a statement of fact as no evidence is adduced to support it. Moreover, as with the Form Letter, it appears to conflate the narrow PLRC with the entire Sperrins AONB,
- 19.62 In paragraph (v), the writer repeats the previously made assertion that *overhead lines cause a visual deterioration of the skyline*, and that *this negatively affects the tourism potential of the area*. Again, no evidence is presented to support this contention nor is the supposedly affected “area” defined in terms of its size and scale. Moreover, the presence of existing overhead power line networks in the area is not identified as a barrier to tourism.
- 19.63 In paragraph (xi) it is stated that *“overhead lines passing through areas of tourism and amenity potentially cause a permanent noise disturbance that has a negative impact undermining the amenity and tourism value of these assets”*. This matter is addressed in Chapter 14 (Noise and Vibration) of this ES.
- 19.64 In paragraph (xv) the writer states that *“it is important to integrate these negative environmental, tourism, and health impacts into the cost benefit evaluation of overhead electricity lines in order to avoid decisions that may be biased towards less environmentally friendly solutions.”* The point is noted, although the lack of evidence of tourism activity in the area would be a difficulty in seeking to quantify benefits and, as mentioned already, the LVIA has concluded the power line will not cause any significant impact on the AONB.
- 19.65 In paragraph (xvii), the writer refers to the undergrounding of cable in England and requests similar consideration for the Sperrins AONB. It may be noted that the line will run underground for part of its length.
- 19.66 A consultation response on the PLRC was submitted in October 2021 by the Planning Department of Derry City and Strabane District Council (DCSDC). In the fifth paragraph of that correspondence, it is stated that:

“SPPS Paragraph 6.2.62 in relation to safeguarding of tourism assets and again, as the overhead line is proposed to be located in the Sperrins AONB, it is considered this development will damage the intrinsic character and quality of this asset and diminish its effectiveness in attracting tourists. There are a number of specific tourism projects associated with the Sperrins AONB including the Sperrins Scenic Drive and Appalachian Trail, and the Sperrins Sculpture

Trail which will be adversely impacted by the proposed development and there is no justification for this.”

19.67 There are two considerations arising from this paragraph. The first is the potential impact of the power line on the Sperrins AONB and whether this would significantly compromise its tourism value. The second is the potential impact on specific tourism projects. As is clearly set out in Paras 19.36 – 19.39, the PLRC will not give rise to adverse impacts such as would compromise the tourism value of the Sperrins AONB. The position with regard to the three identified tourism projects was set out in Para. 19.37 and, again, the tourism value of these projects will not be compromised by the PLRC.

Statement of Opinion

19.68 In concluding this report CHL Consulting offers the following opinion:

- The conclusion drawn from this analysis is that the PLRC route is not a tourism-centric resource. There is no evidence to suggest that this land area and its hinterland exercise a significant ‘drawing-power’ attracting tourists to this location. There is little if any tourism activity taking place in this area, there is little if any visitor activity or expenditure, and there is little if any tourism employment associated with the area. In the event of a tourist passing through or close to the PLRC, this will most likely be a brief encounter for a person travelling by in a car, a walker or a cyclist, none of whom will experience any significant visual impact from the power line.
- Given the location of the PLRC, in the foothills of the Sperrins towards the western boundary of the AONB, and given the low level of tourist activity in this area, it will not give rise to any significant adverse impact on the tourism value of the AONB. The Landscape & Visual Impact Assessment of the PLRC has concluded that any impact on walking or cycling routes that might pass or come close to the PLRC will be localized and not significant.
- The cluster maps prepared for tourism activity in both Derry City and Strabane District Council, and Fermanagh and Omagh District Council provide a visual image that underpins the view that the PLRC will do no damage to tourism activity in either District. This is because tourism activity in both Districts takes place at a considerable remove from the proposed PRLC line.
- Policy TSM8 of PPS 16 and the corresponding policies in the Local Development Plans (TOU01 in FODC LDP and TOU 1 in the DCSDC Draft LDP) present a two-part test to guide the determination of an outcome to a planning application. The first element is to identify what the potentially impacted tourism asset is. The second element is whether the proposed development would have an adverse impact on the identified tourism asset such as to significantly compromise its tourism value. It is notable that paragraph 7.43 under TSM8 states that, *“However, this policy is not intended to prevent all development. Development that will not significantly compromise the overall tourism value of the asset may be*

facilitated.” In view of the absence of tourism activity in the area of the proposed development, this tourism impact assessment can find no evidence for, and no likelihood of, an outcome that might significantly compromise tourism value in the area.

19.69 On the basis of the foregoing assessment, therefore, it is considered that the proposed development does not give rise to any significant adverse tourism impact.

Appendix 1: Curraghinalt PLRC Townlands

Location	Google Reference	Tourism Reference
Ballymagorry	Ballymagorry or Ballymagory (<u>Irish: <i>Baile Mhic Gofraidh</i></u> (MacGorry's townland) ^[1]) is a small <u>village</u> and <u>townland</u> in <u>County Tyrone</u> , <u>Northern Ireland</u> . It is west of <u>Artigarvan</u> and 5 kilometres (3.1 mi) north of <u>Strabane</u> . In the <u>2001 Census</u> it had a population of 565. It lies within the <u>Strabane District Council</u> area and lies on the <u>River Glenmornan</u>	None
Woodend	Woodend is in the Electoral Division of <u>Ballymagorry</u> , in Civil Parish of <u>Leckpatrick</u> , in the Barony of <u>Strabane Lower</u> , in the County of <u>Tyrone</u> . Woodend is on Logainm.ie: <u>Wooden</u>	None
Milltown	Milltown is in the Electoral Division of <u>Dunnaalong</u> , in Civil Parish of <u>Donaghedy</u> , in the Barony of <u>Strabane Lower</u> , in the County of <u>Tyrone</u> . Milltown is on Logainm.ie: <u>Milltown</u>	None
Ballee	Ballee is in the Electoral Division of <u>Ballymagorry</u> , in Civil Parish of <u>Leckpatrick</u> , in the Barony of <u>Strabane Lower</u> , in the County of <u>Tyrone</u> . Ballee is on Logainm.ie: <u>Ballee</u>	None
Holly-hill	Holly-Hill is in the Electoral Division of <u>Glenmornan</u> , in Civil Parish of <u>Leckpatrick</u> , in the Barony of <u>Strabane Lower</u> , in the County of <u>Tyrone</u> . Holly-Hill is also known as Holly Hill. Holly-Hill is not matched up to Logainm.ie yet.	Holy Hill is a house set in a demesne from the late-17th century, with mature trees including much laurel. There is a maintained ornamental garden with herbaceous borders, lawns and shrubs, and a water garden from the 1970s
Kennaghan	Keenaghan is in the Electoral Division of <u>Oaklands</u> , in Civil Parish of <u>Kildress</u> , in the Barony of <u>Dungannon Upper</u> , in the County of <u>Tyrone</u> . The Irish name for Keenaghan is aonachán Keenaghan is on logainm.ie: <u>Keenaghan</u> .	None

Owenreagh	Owenreagh is a townland in Glenmornan ED, in Leckpatrick Civil Parish, in Barony, in Co. Tyrone.	None
Knockanbrack	Knockanbrack is in the Electoral Division of <u>Glenmornan</u> , in Civil Parish of <u>Leckpatrick</u> , in the Barony of <u>Strabane Lower</u> , in the County of <u>Tyrone</u> . Knockanbrack is on Logainm.ie: <u>Knockanbrack</u> .	None
Lagvittal	Lagavittal is in the Electoral Division of <u>Glenmornan</u> , in Civil Parish of <u>Leckpatrick</u> , in the Barony of <u>Strabane Lower</u> , in the County of <u>Tyrone</u> . Lagavittal is on Logainm.ie: <u>Lagavittal</u> .	None
Knocklnarvoer	Nothing Found	
Craignagapple	Craignagapple is in the Electoral Division of <u>Glenmornan</u> , in Civil Parish of <u>Leckpatrick</u> , in the Barony of <u>Strabane Lower</u> , in the County of <u>Tyrone</u> . Craignagapple is on Logainm.ie: <u>Craignagapple</u>	None
Lagavadder	Lagavadder is in the Electoral Division of <u>Glenmornan</u> , in Civil Parish of <u>Leckpatrick</u> , in the Barony of <u>Strabane Lower</u> , in the County of <u>Tyrone</u> . Lagavadder is on Logainm.ie: <u>Lagavadder</u>	None
Ballykeery	Ballykeery is in the Electoral Division of <u>Glenmornan</u> , in Civil Parish of <u>Donaghedy</u> , in the Barony of <u>Strabane Lower</u> , in the County of <u>Tyrone</u> . Ballykeery is not matched up to Logainm.ie yet.	None
Craigatuke	Craigatuke is in the Electoral Division of <u>Lislea</u> , in Civil Parish of <u>Bodoney Upper</u> , in the Barony of <u>Strabane Upper</u> , in the County of <u>Tyrone</u> . Craigatuke is on Logainm.ie: <u>Craigatuke</u>	None
Meendamph	Meendamph is in the Electoral Division of <u>Loughash</u> , in Civil Parish of <u>Donaghedy</u> , in the Barony of <u>Strabane Lower</u> , in the County of <u>Tyrone</u> . Meendamph is on Logainm.ie: <u>Meendamph</u>	None
Balix Upper	Balix Upper is in the Electoral Division of <u>Stranagalwilly</u> , in Civil Parish of <u>Donaghedy</u> , in the Barony of <u>Strabane Lower</u> , in the County of <u>Tyrone</u> .	None

	of Tyrone. Balix Upper is on Logainm.ie: Balix Upper.	
Letterbrat	Letterbrat is a townland in Plumb Bridge ED, in Bodoney Upper Civil Parish, in Barony, in Co. Tyrone .	None
Glencoppogagh	Glencoppogagh is in the Electoral Division of <u>Plumb Bridge</u> , in Civil Parish of <u>Bodoney Upper</u> , in the Barony of <u>Strabane Upper</u> , in the County of <u>Tyrone</u> . Glencoppogagh is on Logainm.ie: <u>Glencoppogagh</u> .	None
Aghalane	Aghalane is in the Electoral Division of <u>Plumb Bridge</u> , in Civil Parish of <u>Bodoney Upper</u> , in the Barony of <u>Strabane Upper</u> , in the County of <u>Tyrone</u> . Aghalane is on Logainm.ie: <u>Aghala</u>	None
Lisnacreaght	Lisnacreaght is in the Electoral Division of <u>Plumb Bridge</u> , in Civil Parish of <u>Bodoney Upper</u> , in the Barony of <u>Strabane Upper</u> , in the County of <u>Tyrone</u> . Lisnacreaght is on Logainm.ie: <u>Lisnacreaght</u> .	None
Meenadoo Road, Culvacullion	<i>Culvacullion</i> is a townland in Trinamadan ED, in Bodoney Lower Civil Parish, in Barony, in <i>Co. Tyrone</i> .	None

Mullydoo Road, Greencastle	Greencastle is a hamlet in County Tyrone, Northern Ireland. It is within the townland of Sheskinshule. The village sits at a crossroads in the foothills of the Sperrin Mountains with the Owenkillew and Owenreagh rivers running nearby. It had a population of 153 people in the 2001 Census.	None
Crockanboy	Crockanboy is in the Electoral Division of <u>Crockanboy</u> , in Civil Parish of <u>Bodoney Lower</u> , in the Barony of <u>Strabane Upper</u> , in the County of <u>Tyrone</u> . Crockanboy is on Logainm.ie: <u>Crockanboy</u> .	None
Teebane West	Teebane West is in the Electoral Division of <u>Crockanboy</u> , in Civil Parish of <u>Bodoney Lower</u> , in the Barony of <u>Strabane Upper</u> , in the County of <u>Tyrone</u> . Teebane West is not matched up to Logainm.ie yet.	None
Casorna	Casorna is a townland <i>in</i> Crockanboy ED, <i>in</i> Bodoney Lower Civil Parish, <i>in</i> Barony, <i>in Co. Tyrone</i> .	None

Rousky	Rousky is in the Electoral Division of <u>Crockanboy</u> , in Civil Parish of <u>Bodoney Lower</u> , in the Barony of <u>Strabane Upper</u> , in the County of <u>Tyrone</u> . The Irish name for Rousky is <u>Rúscraig</u> . Rousky is on Logainm.ie: <u>Rousky</u> . In the <u>2001 Census</u> it had a population of 81. Rousky is on the main road between <u>Gortin</u> (to the west) and <u>Greencastle</u> (to the east).	1 mile walk referenced on the outskirts of Rousky village.
Drumlea	<i>Drumlea</i> is a townland in Crockanboy ED, in Bodoney Lower Civil Parish, in Barony, in <i>Co. Tyrone</i> .	Reference to “The Bothy” – a self-catering cottage.
Garvagh	<i>Garvagh</i> (Garbh-Achadh) is a townland in Donaghmore ED, in Donaghmore Civil Parish, in Barony, in <i>Co. Tyrone</i> ,	None
Meenadoo	<i>Meenadoo</i> is a townland in Trinamadan ED, in Bodoney Lower Civil Parish, in Barony, in <i>Co. Tyrone</i> .	None
Trinamadan	<i>Trinamadan</i> is a townland in <i>Trinamadan</i> ED, in Bodoney Lower Civil Parish, in Barony, in <i>Co. Tyrone</i> .	None
Culvacullion	<i>Culvacullion</i> is a townland in Trinamadan ED, in Bodoney Lower Civil Parish, in Barony, in <i>Co. Tyrone</i> .	None
Gortin	<i>Gortin</i> (from Irish: <i>an Goirtin</i> , meaning 'the small enclosed field') ¹¹ is a village and townland in <u>County Tyrone</u> . It is ten miles (16 km) north of <u>Omagh</u> in the valley of the Owenkillew river, overlooked by the <u>Sperrins</u> . It had a population of 360 at the <u>2001 Census</u> .	Reference to Gortin Glen Forest Park - six miles from Omagh.