



# DERRY & STRABANE SETTLEMENT STUDIES

SEPTEMBER 2019



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Derry City & Strabane  
District Council

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Comhairle Chathair  
Dhoire & Cheantar  
an tSratha Báin

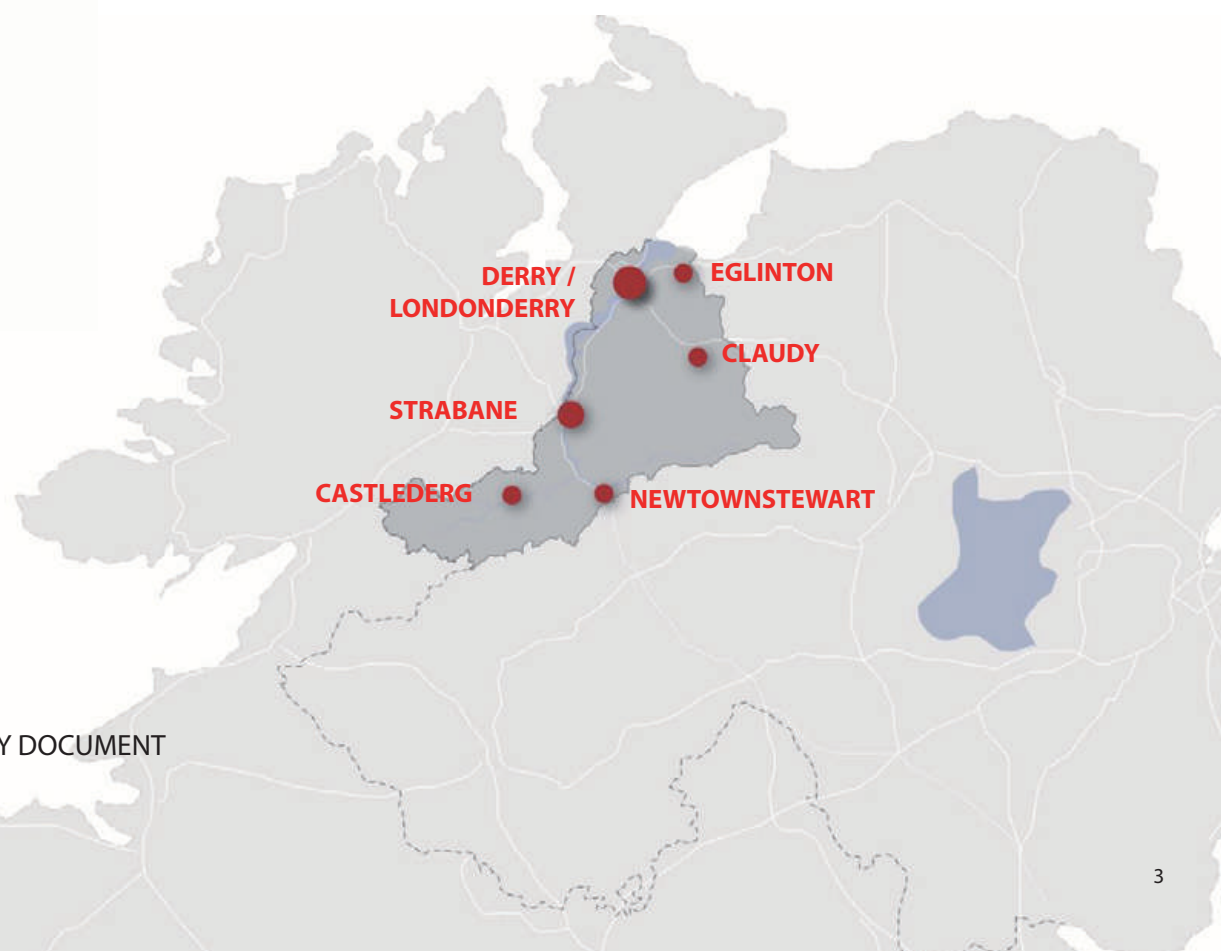
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Derry Cittie & Strabane  
Destrack Coouncil

the **paul hogarth** company  
**Space Syntax**

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# 1.0 INTRODUCTION

## 1.1 SETTLEMENT STUDIES

Derry City and Strabane District Council (DCSDC) has commissioned this series of Settlement Studies for the City of Derry / Londonderry and the towns of Strabane, Castlederg, Newtownstewart, Claudy and Eglinton. Each location was selected for analysis because of their size, townscape/urban form/visual character and their position within the local settlement hierarchy. (Sion Mills is the subject of a separate settlement study.)

Its purpose is to establish an understanding of each place, its design, character and functioning, with a view to informing policies of the Derry City & Strabane District Local Development Plan (LDP)

This document was jointly researched and written by urban design consultancies The Paul Hogarth Company and Space Syntax Limited. It is informed by desktop research, site analysis and consultation with representatives of DCSDC and central government partners.

## 1.2 DEFINITIONS

**Urban Design** - the collaborative and multidisciplinary of shaping the physical setting for life in cities, towns and villages

**Placemaking** - creating somewhere with a distinct identity; urban design

**Urban Stewardship** - the careful management of the urban environment

**Urbanism** - 1) the study of processes of change in towns and cities, 2) the process and produce of becoming urban

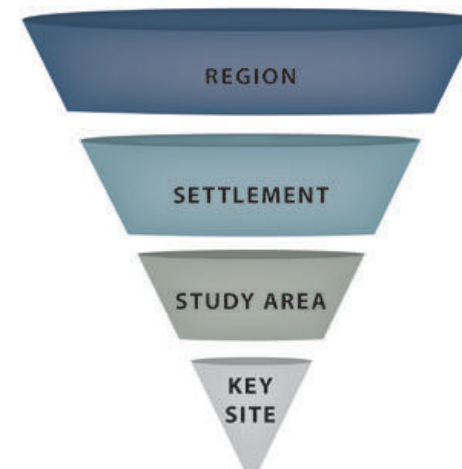
Source: *The Dictionary of Urbanism* (Cowan, 2005)

## 1.3 SPACE SYNTAX

To inform this study, Space Syntax constructed an Integrated Urban Model. The model combines a range of data, including demographics, land use and transport networks, with a spatial network model. This provides an in-depth understanding of the area and how connectivity, land use and transport infrastructure influence pedestrian movement, urban character and, in general, the quality of the place.

The approach enables a multi-scale analysis, ranging from neighbourhood to region and highlights movement networks at differing scales-vehicle, cyclist, pedestrian. This requires relatively low levels of data input which makes it sustainable for a long-term future scenario testing where detailed data is not available.

A pedestrian movement survey at key locations around the central parts of Derry and Strabane was also conducted. The survey data was analysed and compared to previous data held by Space Syntax for Derry (2010).



## 1.3 STRUCTURE OF THE STUDY

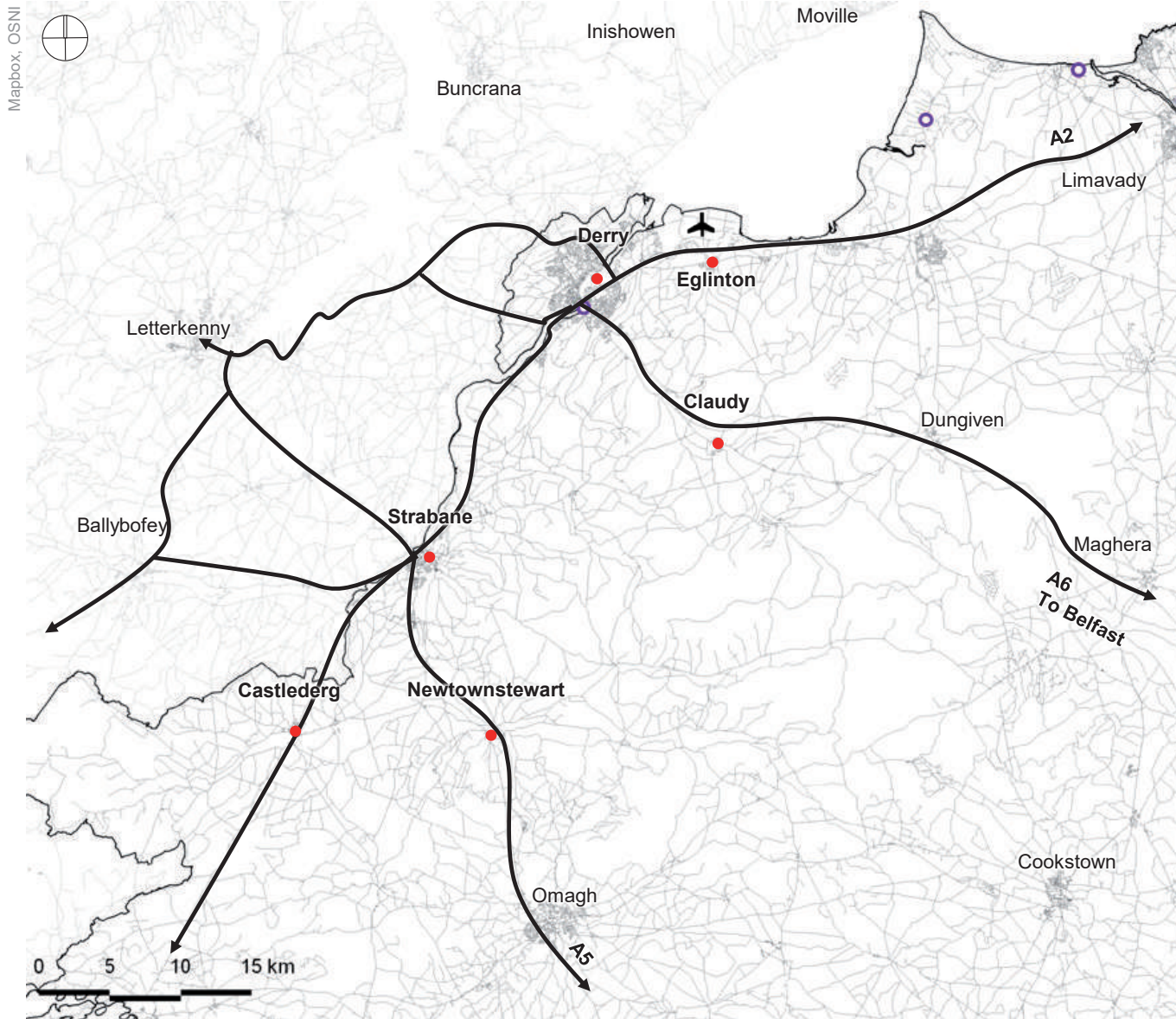
The Settlement Study is structured using a geographic hierarchy, illustrated in the diagram above and throughout the document.

It begins with an analysis at the regional level to encompass the plan area and wider North West region. The study then conducts analyses of each Settlement and in the case of Derry and Strabane, at a further Study Area level. Following the Analysis sections, a series of recommendations are made. Firstly Objectives and Principles are established, before further proposals are made at the levels of Settlement and Study Area.

A supplementary Key Sites document has been produced alongside this Settlement Study. It seeks to apply the Urban Design principles set out in this document and illustrate them with potential demonstrators.

# 2.0 REGIONAL ANALYSIS

## Context **Location**



This first chapter of the study examines the six settlements in regional context, to include the Derry and Strabane Plan Area, as well as the wider North West Region.

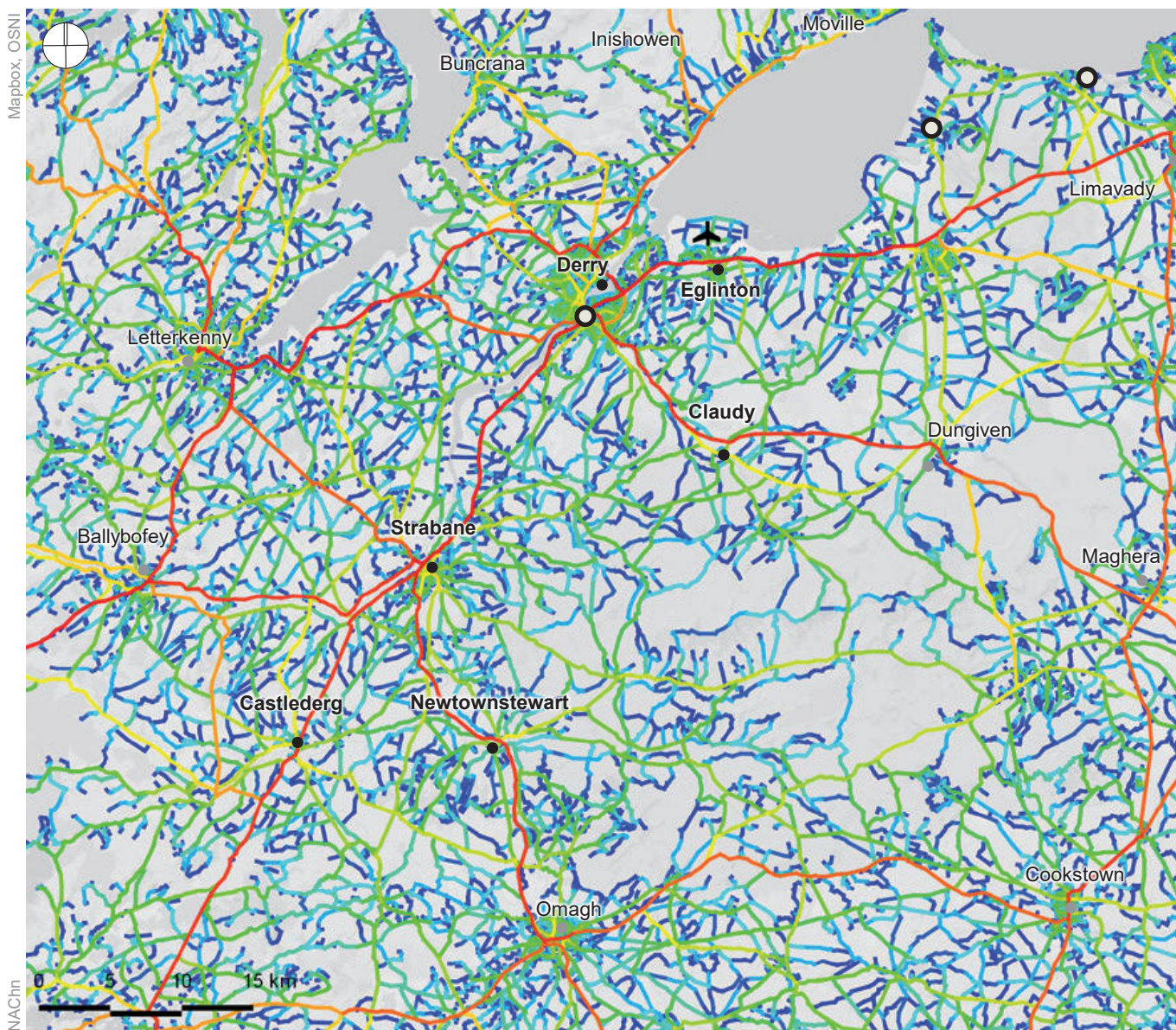


Derry, Strabane and the four settlements of this study - Castlederg, Newtown Stewart, Claudy, Eglinton - are located to the north-west part of Northern Ireland, with a number of main road links connecting them to each other as well as to their wider context.

With the exception of Derry, the railway infrastructure does not extend to the other settlements.

- Main road links
- Train station
- Study locations

## Spatial accessibility **Regional route hierarchy** Existing



A spatial network model of 60km radius was constructed, in order to assess the relationship and hierarchies of the settlements.

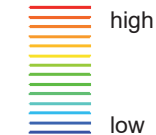
This model was used as the base for the spatial accessibility analysis that highlights the route hierarchy of an area. Highly accessible routes are likely to attract more through-movement.

This image shows a regional scale spatial analysis and highlights the large scale route structure across the model extent. These routes are the ones that relate to long distance vehicular flows and commuter's movement.

Derry, Strabane and a number of other key settlements in the area linked with each other create the potential for a polycentric district.

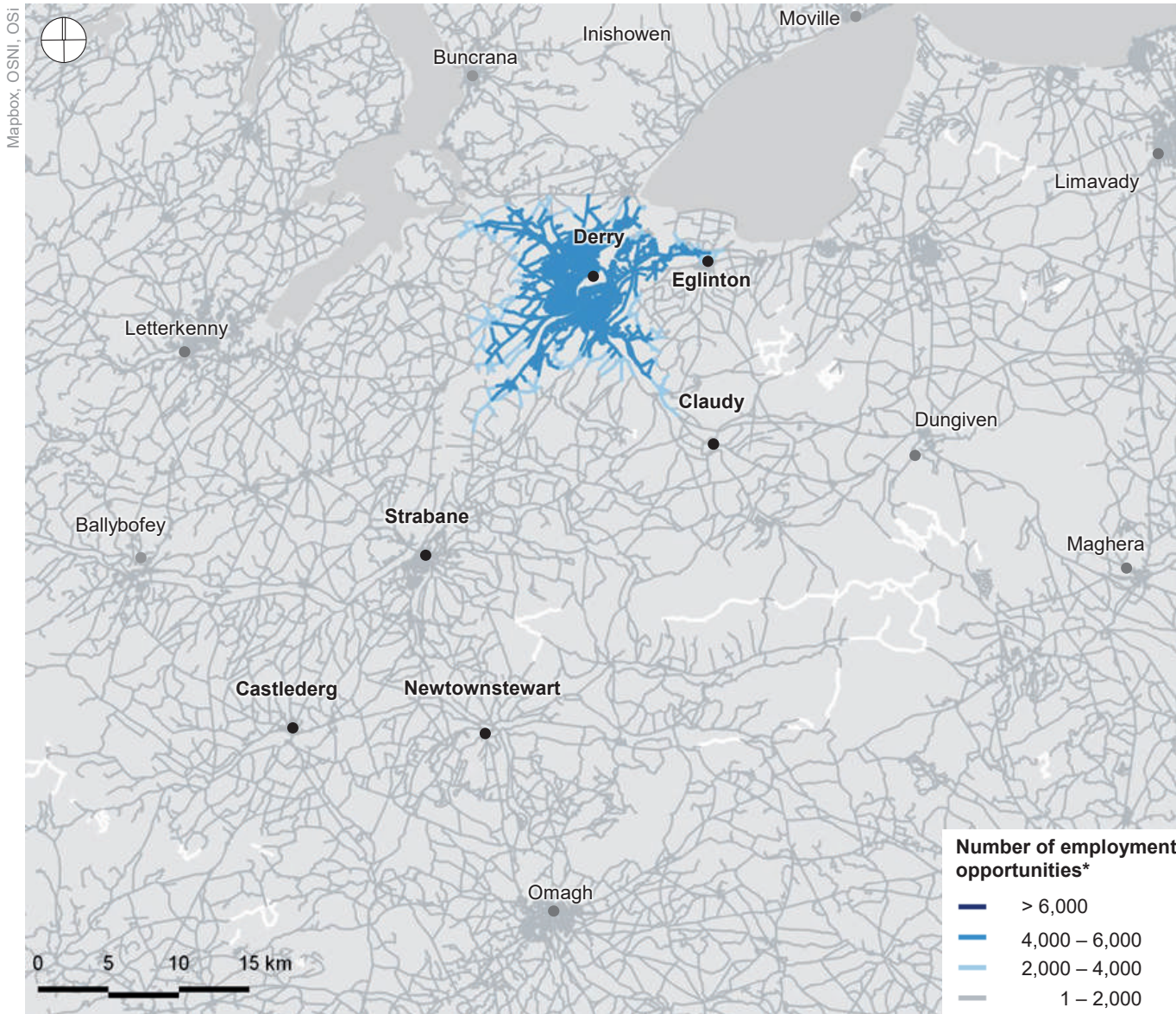
A number of important regional connections converge in Derry and Strabane. The other four settlements of the study are located along one of these primary regional routes. This defines the different hierarchy of each settlement in the region.

### Spatial accessibility



- Train station
- Study locations

# Employment opportunities 10-minute drive NI and Rol data



The spatial network model was linked to land use and transport data and the number of employment opportunities for different catchments was analysed.

Derry has the highest number of employment opportunities within a 10-minute drive from its city centre compared to Strabane and the other settlements.

**\*Assumptions**

Every non-residential land use counts as one employment opportunity<sup>1</sup>.

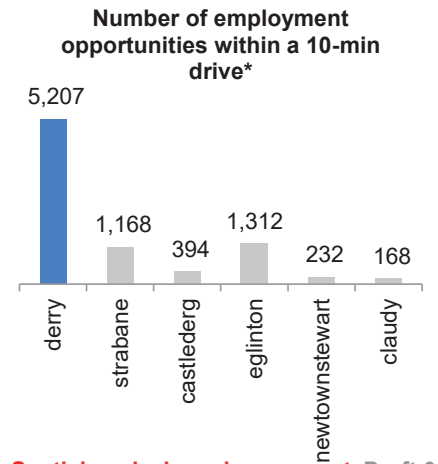
**Speed assumptions for driving<sup>2</sup>:**

Motorways: 77kmph  
 Background network: 32.7kmph (Average of all other road types -B Road (43.0kmph), Minor road (37.5kmph), Local street (17.8kmph))

**Data sources**

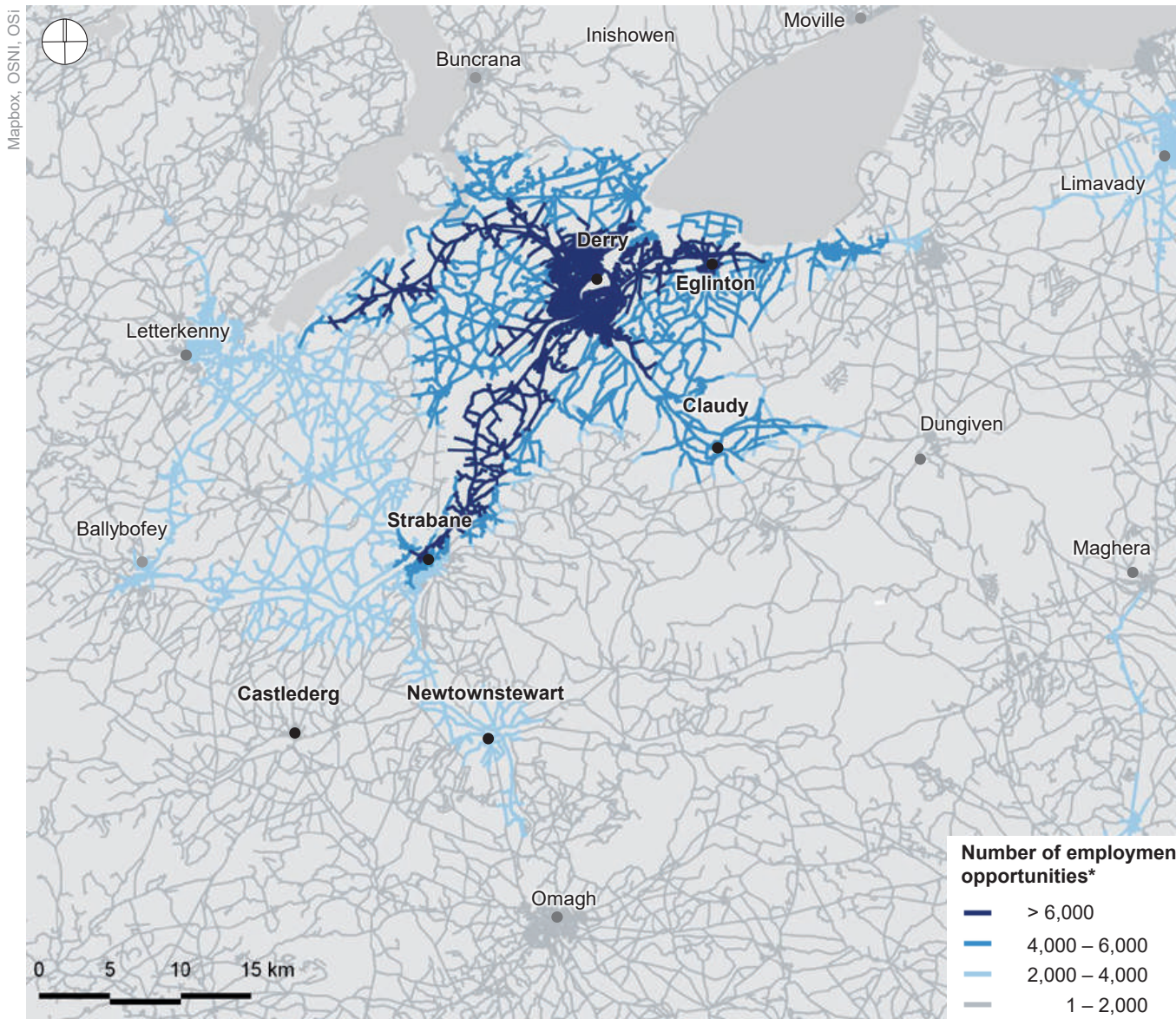
<sup>1</sup>OSNI address points, OSNI building footprints and land use classification  
 Ordnance Survey Ireland (OSi), GeoDirectory, Buildings and address points

<sup>2</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/710493/notes-and-definitions.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/710493/notes-and-definitions.pdf)





## Employment opportunities 20-minute drive NI and Rol data



Employment opportunities for Claudy and Eglinton significantly increase within a 20-minute drive, due to their proximity to Derry.

Strabane has also significantly higher employment opportunities within a 20-minute drive catchment from its town centre.

### \*Assumptions

Every non-residential land use counts as one employment opportunity<sup>1</sup>.

Speed assumptions for driving<sup>2</sup>:

Motorways: 77kmph

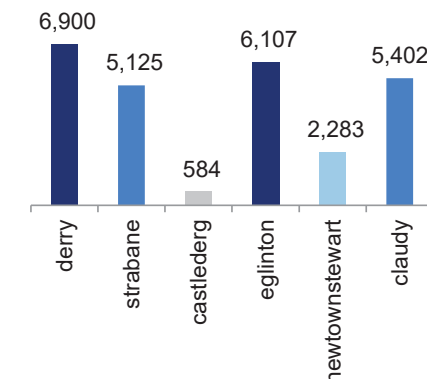
Background network: 32.7kmph (Average of all other road types -B Road (43.0kmph), Minor road (37.5kmph), Local street (17.8kmph))

### Data sources

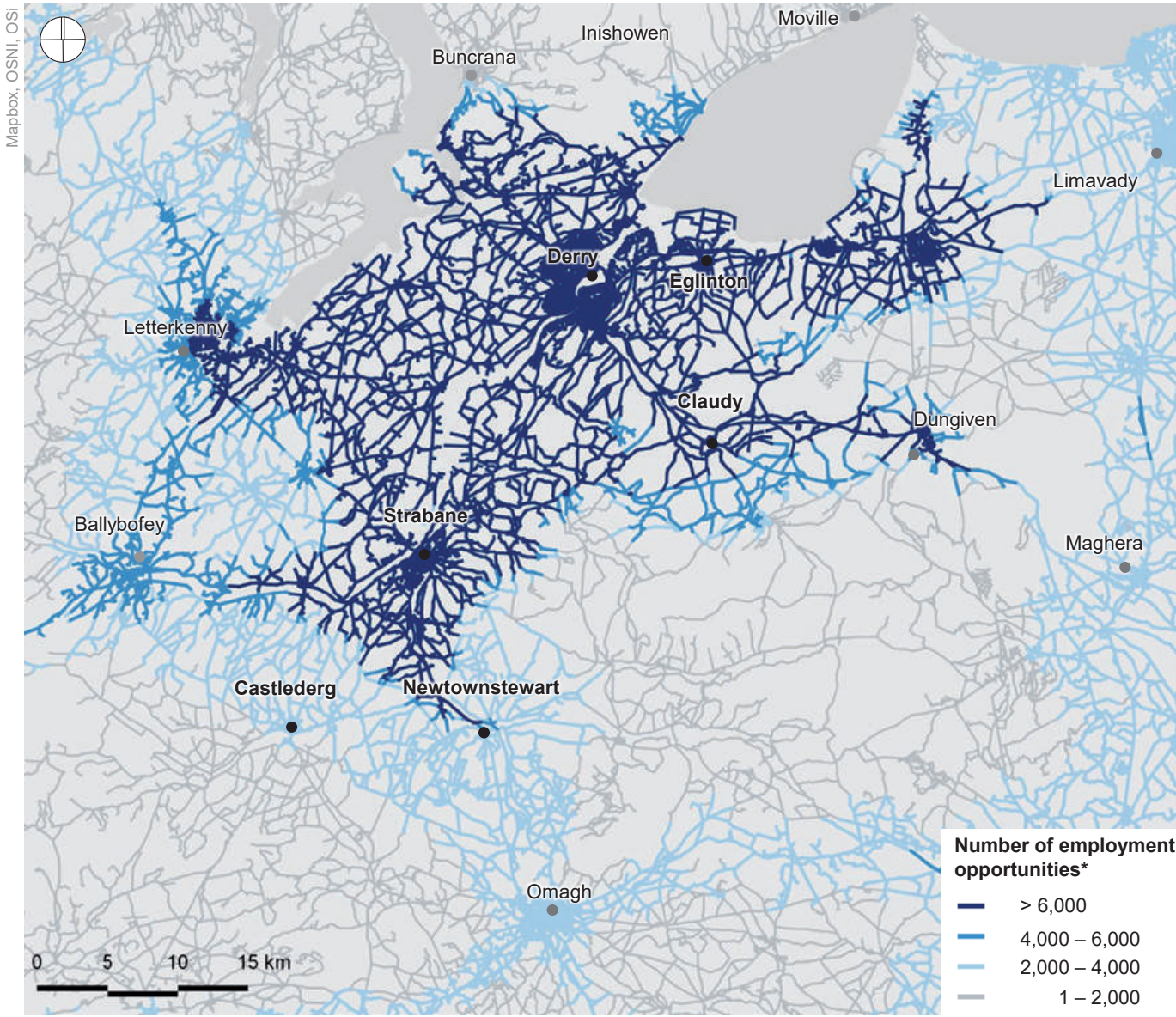
<sup>1</sup>OSNI address points, OSNI building footprints and land use classification  
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Number of employment opportunities within a 20-min drive\*



# Employment opportunities 30-minute drive NI and Rol data



Strabane has the highest number of employment opportunities within a 30-minute drive compared to Derry and the other settlements. This is likely related with the location of Derry, which restricts its catchment to the north. An area of high employment opportunities is highlighted between these key settlements.

**\*Assumptions**

Every non-residential land use counts as one employment opportunity<sup>1</sup>.

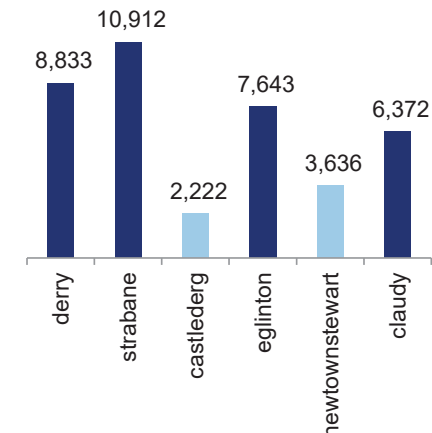
**Speed assumptions for driving<sup>2</sup>:**

Motorways: 77kmph  
 Background network: 32.7kmph (Average of all other road types -B Road (43.0kmph), Minor road (37.5kmph), Local street (17.8kmph))

**Data sources**

<sup>1</sup>OSNI address points, OSNI building footprints and land use classification  
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<sup>2</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/710493/notes-and-definitions.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/710493/notes-and-definitions.pdf)

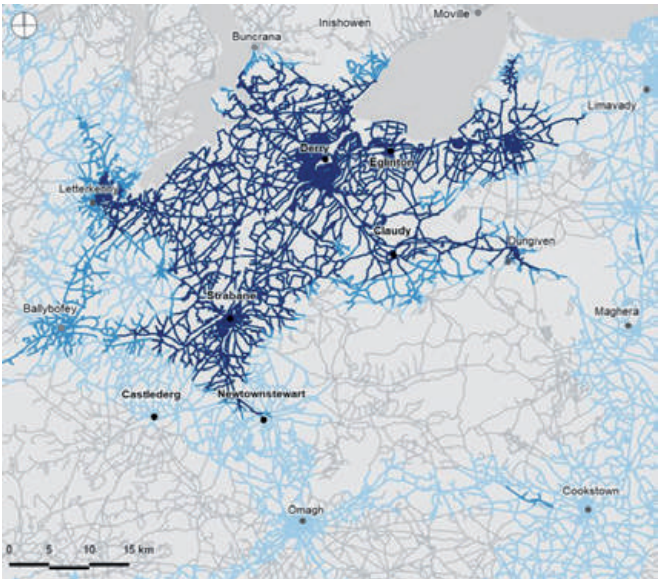
**Number of employment opportunities within a 30-min drive\***



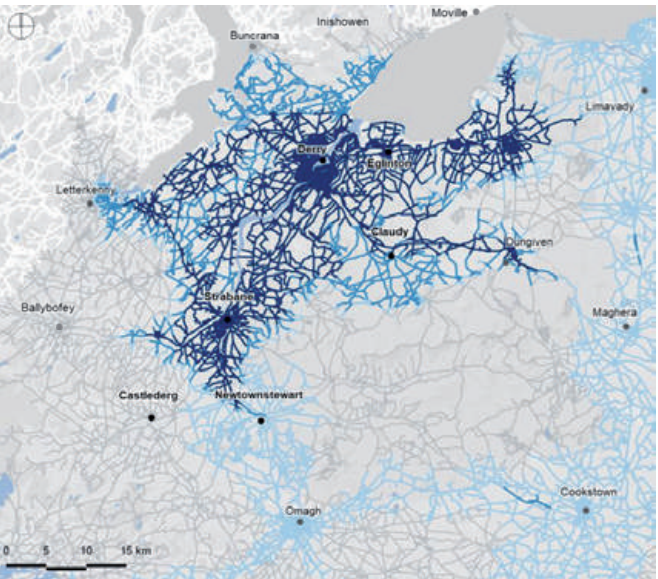
Space Syntax Limited © 2019

# Employment opportunities 30-minute drive Comparison

Catchments including both NI and Rol datasets



Catchments including only NI datasets



Compared to the catchment analysis which included only NI datasets, the employment opportunities from the centres of Derry, Strabane and the other settlements significantly increase with the inclusion of Rol datasets.

Strabane and Castlederg have the highest increase in employment opportunities as a result of their location in close proximity to the Rol.

**Number of employment opportunities\***

- █ > 6,000
- █ 4,000 – 6,000
- █ 2,000 – 4,000
- █ 1 – 2,000

**\*Assumptions**

Every non-residential land use counts as one employment opportunity<sup>1</sup>.

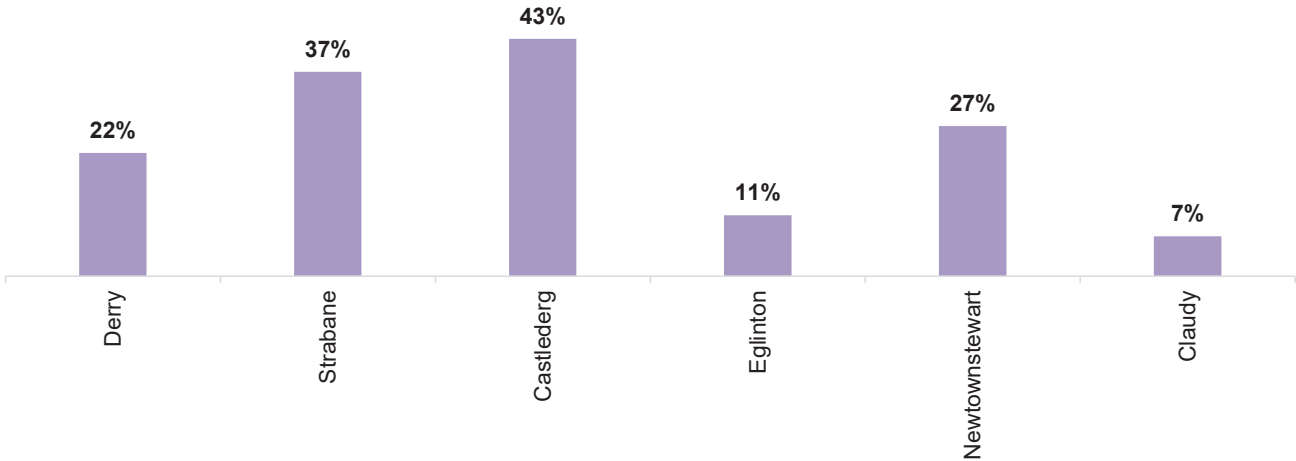
Speed assumptions for driving<sup>2</sup>:  
 Motorways: 77kmph  
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**Data sources**

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Percentage increase of employment opportunities within a 30-min drive including NI and Rol data\*



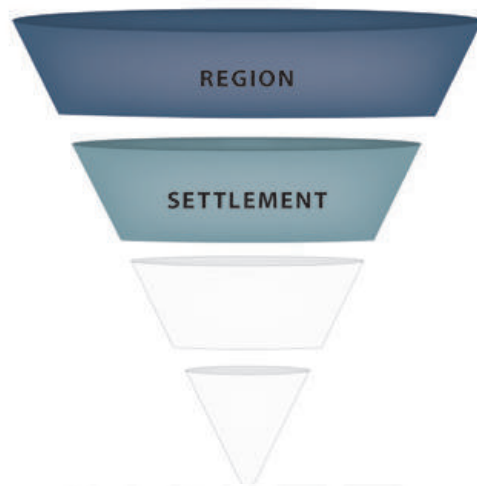


# 3.0 SETTLEMENT ANALYSIS

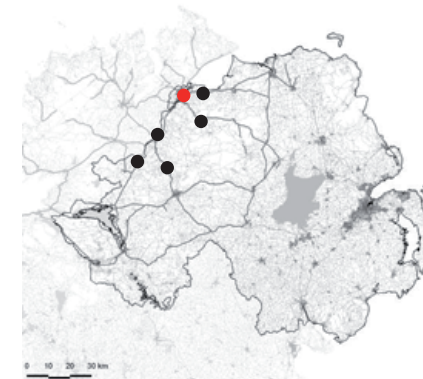
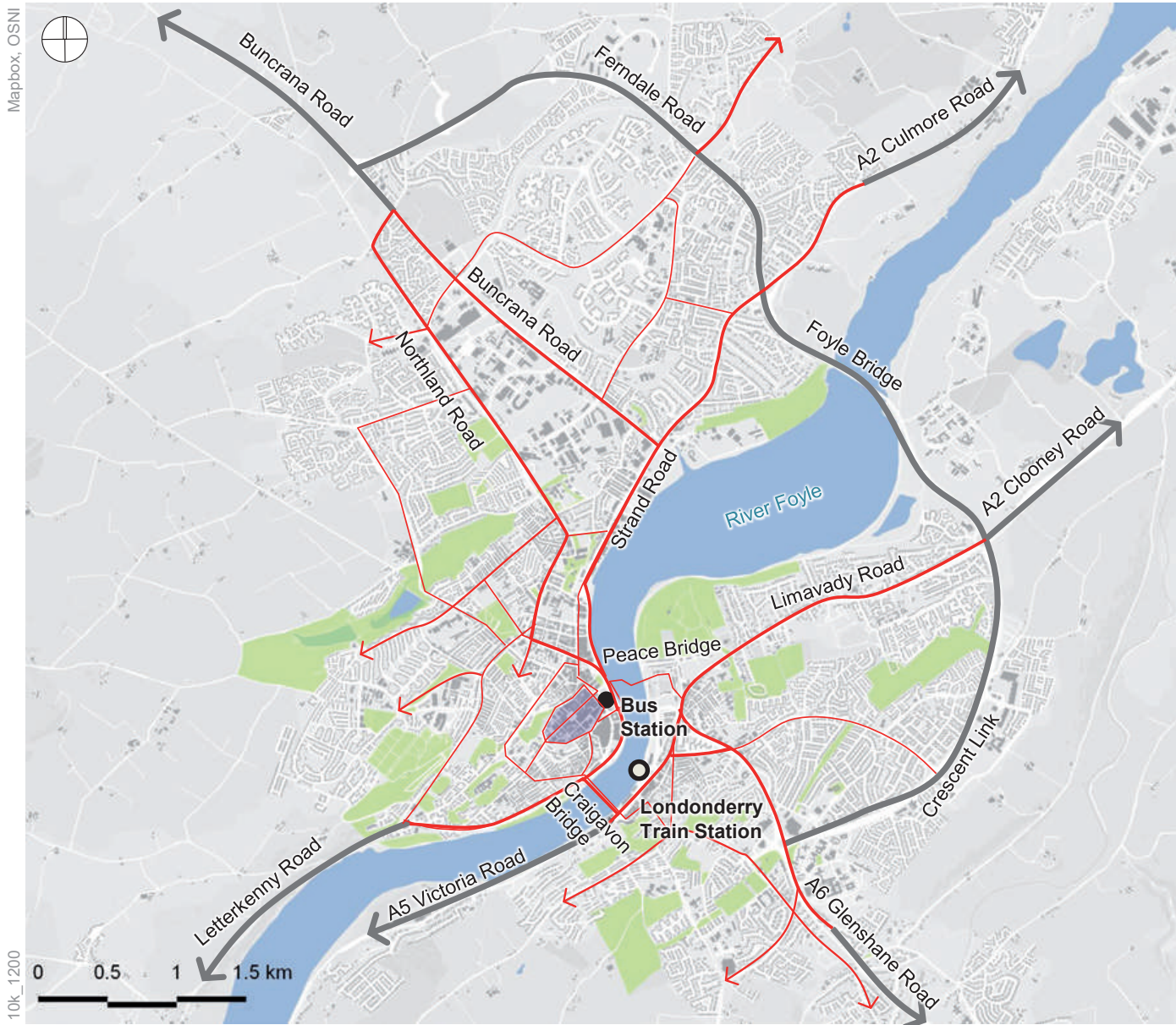
## INTRODUCTION

Having analysed the North West Region, the Derry and Strabane District and the physical relationship between its towns, this study now moves to an analysis of each settlement. This process has involved use of the spatial accessibility model, combined with a qualitative analysis using photography, mapping and other analytical techniques.

To assist in this process, the larger settlements of Derry / Londonderry and Strabane have been divided into Study Areas, so enabling a more detailed coverage of issues and opportunities.



# 3.1 DERRY/LONDONDERRY



Site location in the wider context

Derry is located by River Foyle on the north west of Northern Ireland. The main approaches to the city are Buncrana Road, A2 Culmore Road, Letterkenny Road, A5 Victoria Road, A2 Clooney Road and A6 Glenshane Road.

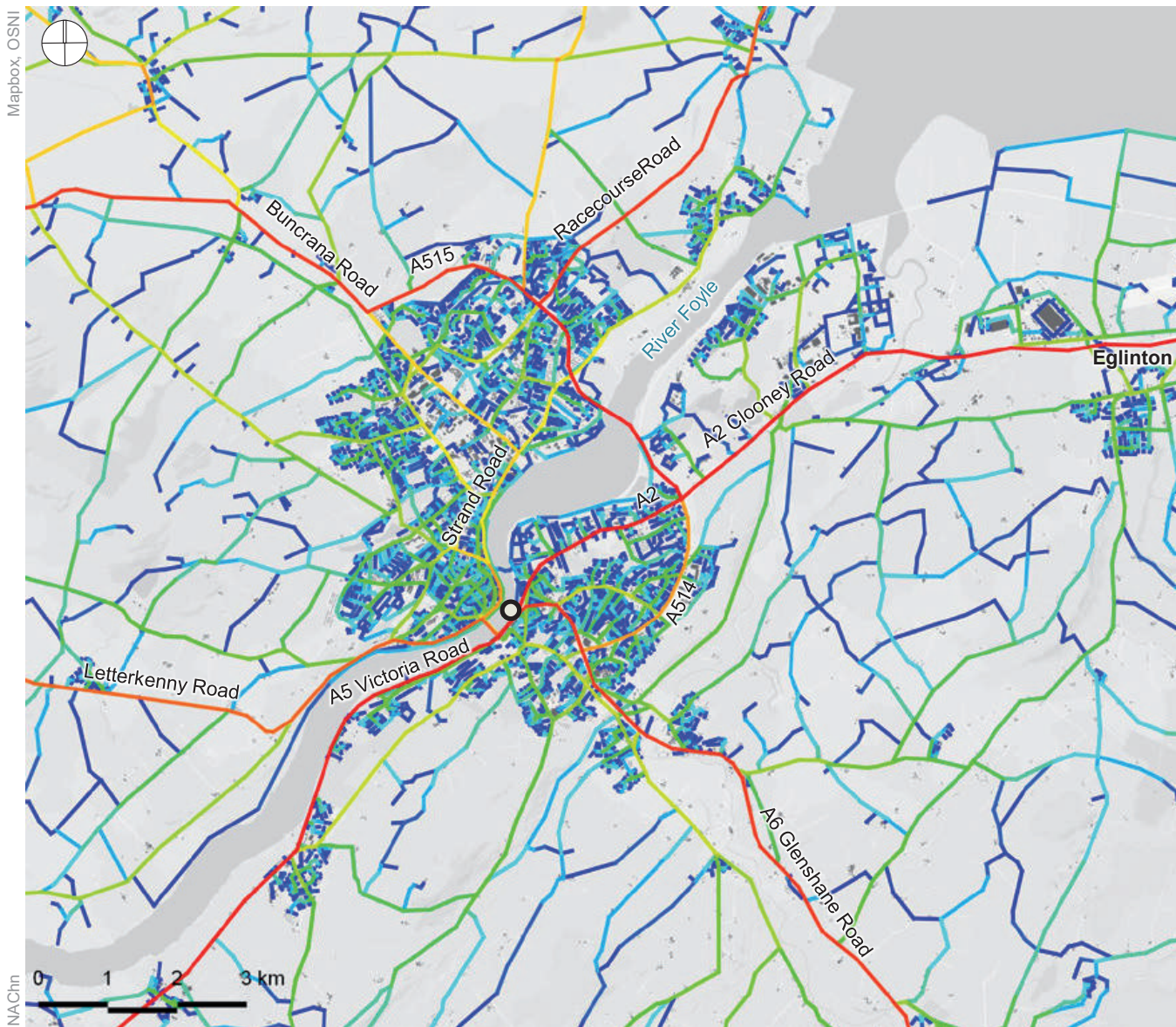
The three bridges, different in nature, connect the city along east west axis over River Foyle.

The Walled City lies on a hill on the west bank of the River Foyle.

Buncrana Road, Northland Road, Strand Road and Limavady Road are key routes in Derry.

- Green space
- Walled City
- Primary regional route network
- Other primary route network

**Spatial accessibility** **Regional route hierarchy** 60km



At the regional scale, Buncrana Road, Racecourse Road, Letterkenny Road, Victoria Road, Clooney Road and Glenshane Road are important linkages to the wider context.

A515 and A514 form half of a potential orbital route that could be formed to allow through vehicle movement go around the city centre.

**Spatial accessibility**

- high
- 
- 
- 
- low

● Train station

NACmn

Space Syntax Limited © 2018

**Spatial accessibility City-wide route hierarchy 10km**



The city-wide analysis (10km) highlights the major movement corridors for large scale journeys through the city.

A loop between Foyle Bridge and Craigavon Bridge is formed by Strand Road and Limavady Road, running on either side of the river.

Northland Road and Buncrana Road are highly accessible but they do not connect to the waterfront.

**Spatial accessibility**

- high
- 
- 
- 
- 
- 
- low

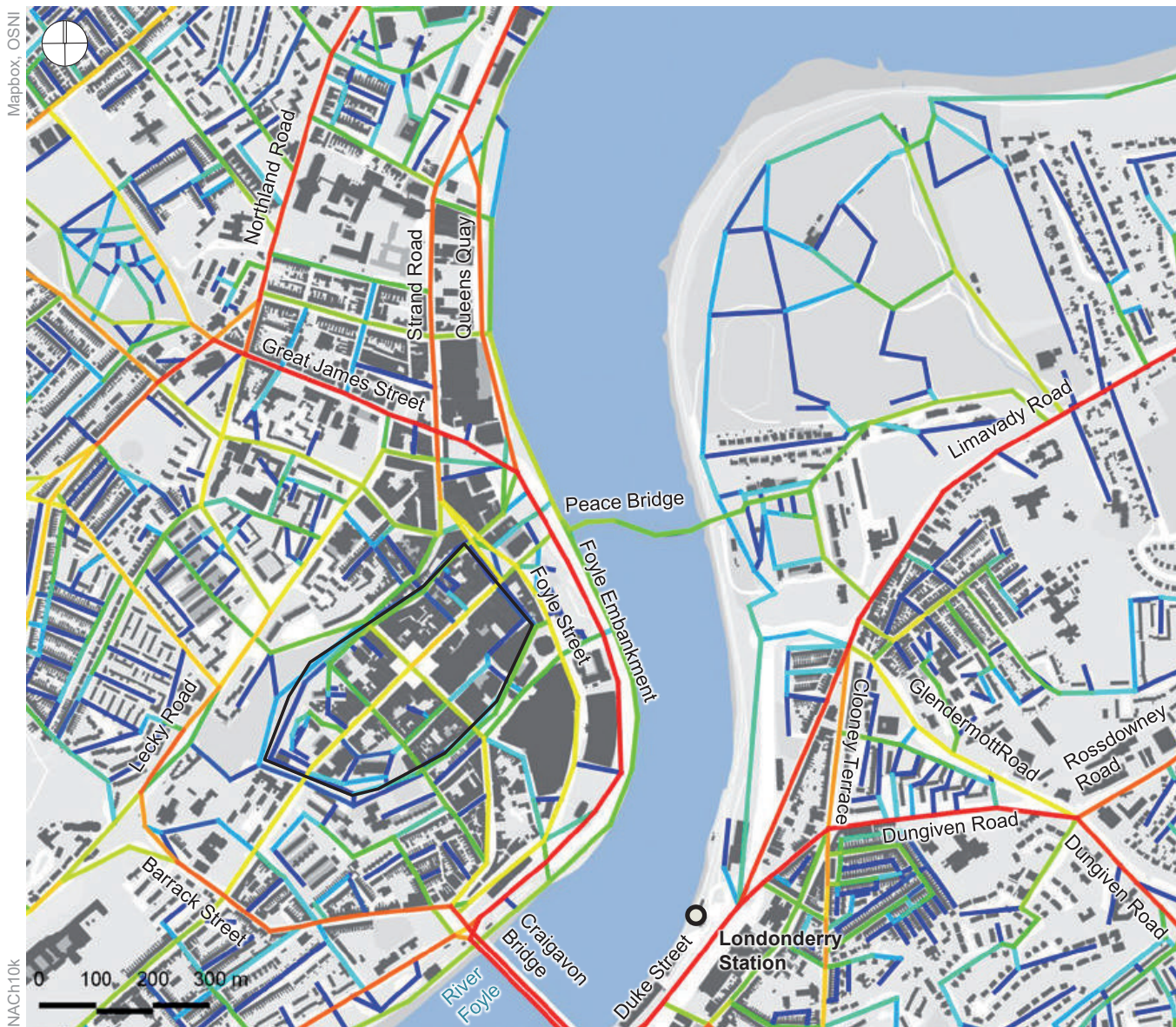
● Train station

Walled City



## DERRY / LONDONDERRY

### Spatial accessibility City-wide route hierarchy 10km City Centre

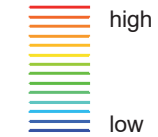


Zooming in on the city centre, Strand Road, Foyle Embankment, Great James Street and Northland Road are primary city-wide routes.

On the east side of the river, Duke Street, Limavady Road and Dungiven Road are part of the primary route network at the city-wide scale.

At this scale, the spatial accessibility of Peace Bridge is restricted by the lack of direct connections to the city centre and Limavady Road.

#### Spatial accessibility



● Train station

— Walled City

**Spatial accessibility** Local route hierarchy 1,200m



The local route hierarchy highlights routes which form part of the local or walking catchment of the area (1,200m scale, representing a 15 min walk).

Key connections at local scale are Northland Road, Strand Road, Buncrana Road, Peace Bridge, Limavady Road and Rosstowney Road.

**Spatial accessibility**

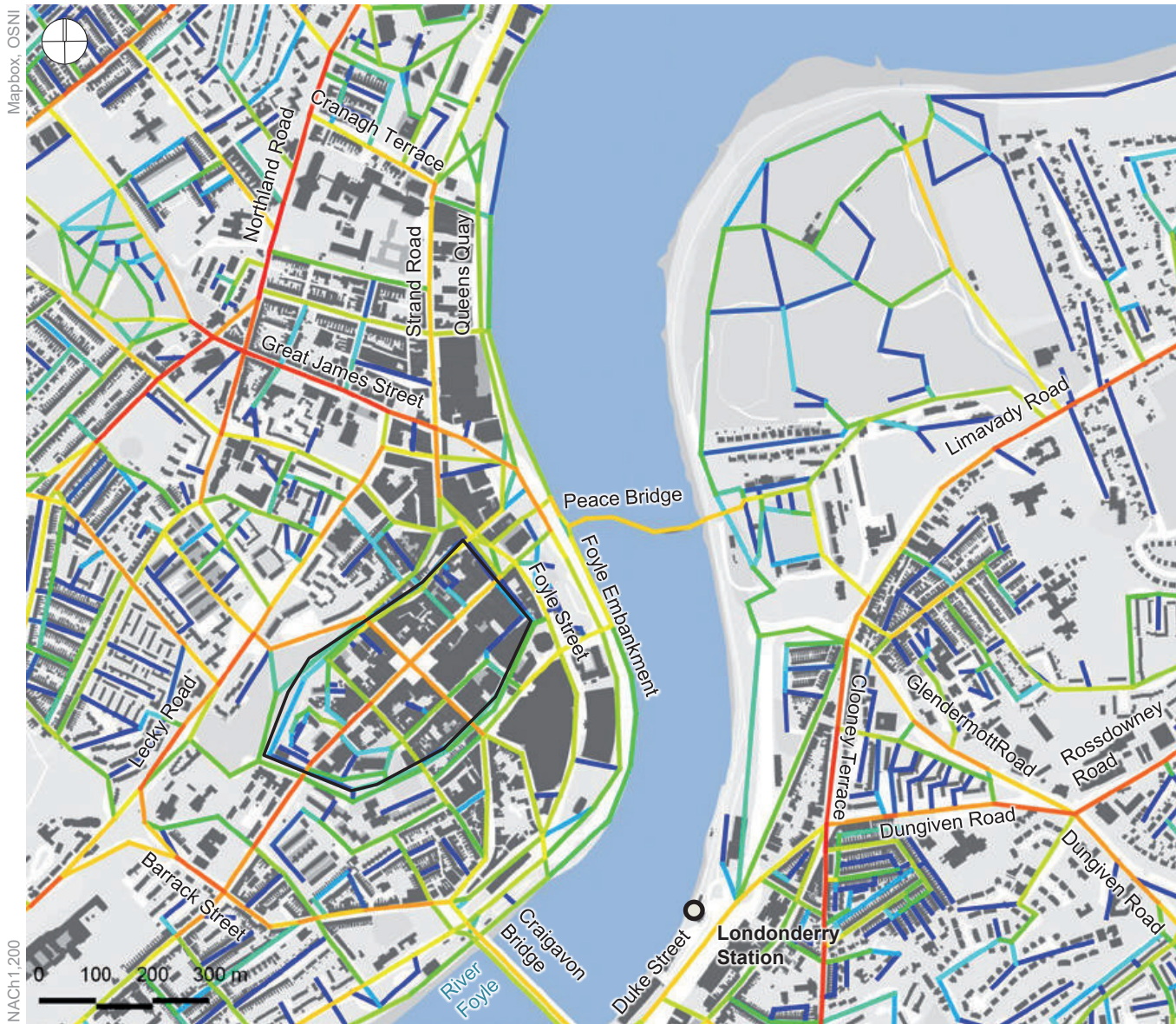
- high
- 
- 
- 
- low

● Train station

— Walled City

DERRY / LONDONDERRY

Spatial accessibility **Local route hierarchy** 1,200m City Centre



The accessibility of Peace Bridge at the local scale is increased. This can be further improved by providing multiple direct connections to the city centre and by realigning the pedestrian crossing across Foyle Embankment. Improving the legibility of Peace Bridge from Limavady Road will also increase its accessibility.

Foyle Embankment, Queens Quay and the Riverwalk have limited local scale connectivity due to the lack of connections to the city. The vehicle oriented public realm further reduces accessibility and discourages active travel modes.

**Spatial accessibility**

- high
- 
- 
- 
- 
- 
- low

- Train station
- Walled City

NACH1,200

Space Syntax Limited © 2018

## Spatial accessibility **Multi-scale**



The key condition for successful placemaking and public realm performance in cities is a legible, well connected network of streets and public spaces with a clear hierarchy of spaces that intuitively supports wayfinding; a network of streets that accommodates large and small-scale journeys by different modes, balancing the requirements of pedestrians, cyclists and vehicular traffic.

Land use analysis shows that places that are accessible at multiple scales of movement (highlighted in red) are typically successful commercial locations. This demonstrates the importance of careful spatial layout design in creating opportunities for shops to trade to more than one scale of movement. These places, in combination with a strong local network (in blue) have the potential to create a strong pedestrian-led network of spaces. 'Multi-scale places' also provide convivial and safe public spaces.

The historic core of Derry is embedded in both scales of movement, citywide and local.

Great James Street, Strand Road, Northland Road, Buncrana Road, Limavady Road, Rosstowney Road, Clooney Terrace and Duke Street are parts of the multiscale core of places that perform well in both citywide and local scales of movement.

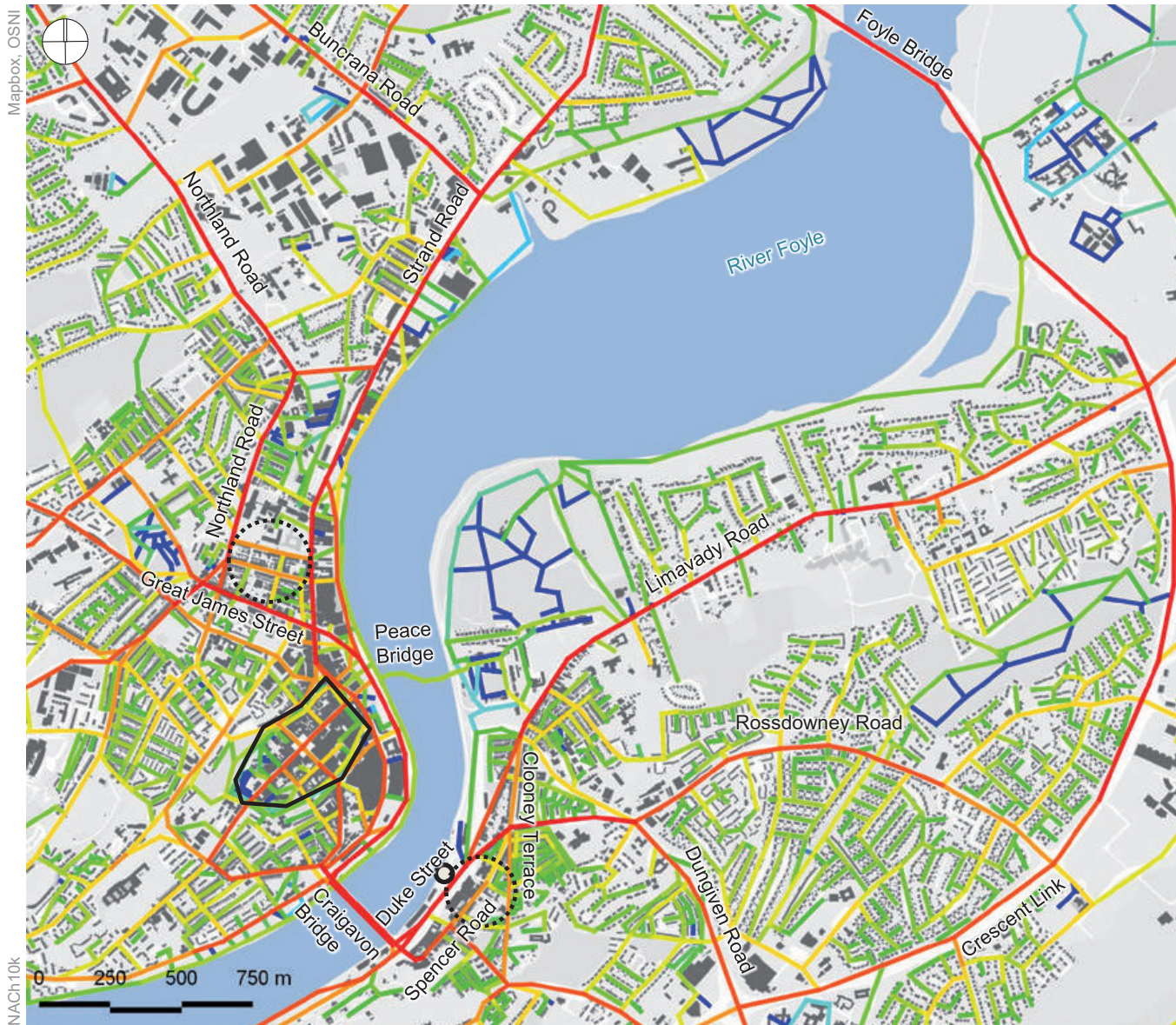
### Highly accessible routes

- Primary route at both citywide and local scales
- Primary route at citywide scale
- Primary route at local scale (c.a. 15-minute walking distance)

● Train station

DERRY / LONDONDERRY

**Weighted spatial accessibility** **City-wide route hierarchy** **10km** Morning scenario



This Weighted Spatial Accessibility analysis includes the impact of land use.

Employment and residential uses were added in the spatial model. The analysis reflects a morning peak scenario as streets with residential and employment use are used as origins and destinations.

The routes highlighted in the spatial analysis are consistently highlighted as the key movement corridors.

Further to these, Clarendon Street and Spencer Road (in dotted circles) are also highlighted.

The analysis also shows that the importance of improving legibility on both sides of the Peace Bridge in order for it to become more embedded in the wider movement network.

**Weighted spatial accessibility**

- high
- 
- 
- 
- 
- low

- Train station
- Walled City

NACH10k

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'To' movement **City-wide 10km**



The analysis shows overall patterns of centrality at the citywide scale.

The historic core of the city and the area to its north are highlighted. On the eastern bank of the river the Waterside area is highlighted.

The analysis shows that the city centre should be both sides of the river. This will be further enhanced by increasing the connectivity between the two sides of the river.

**Spatial accessibility**

- ▬ high
- ▬
- ▬
- ▬
- ▬
- ▬
- ▬ low

● Train station

Walled City

DERRY / LONDONDERRY

'To' movement **Local route hierarchy** 800m



The analysis highlights areas that have a denser route network and have potential to form a local centre.

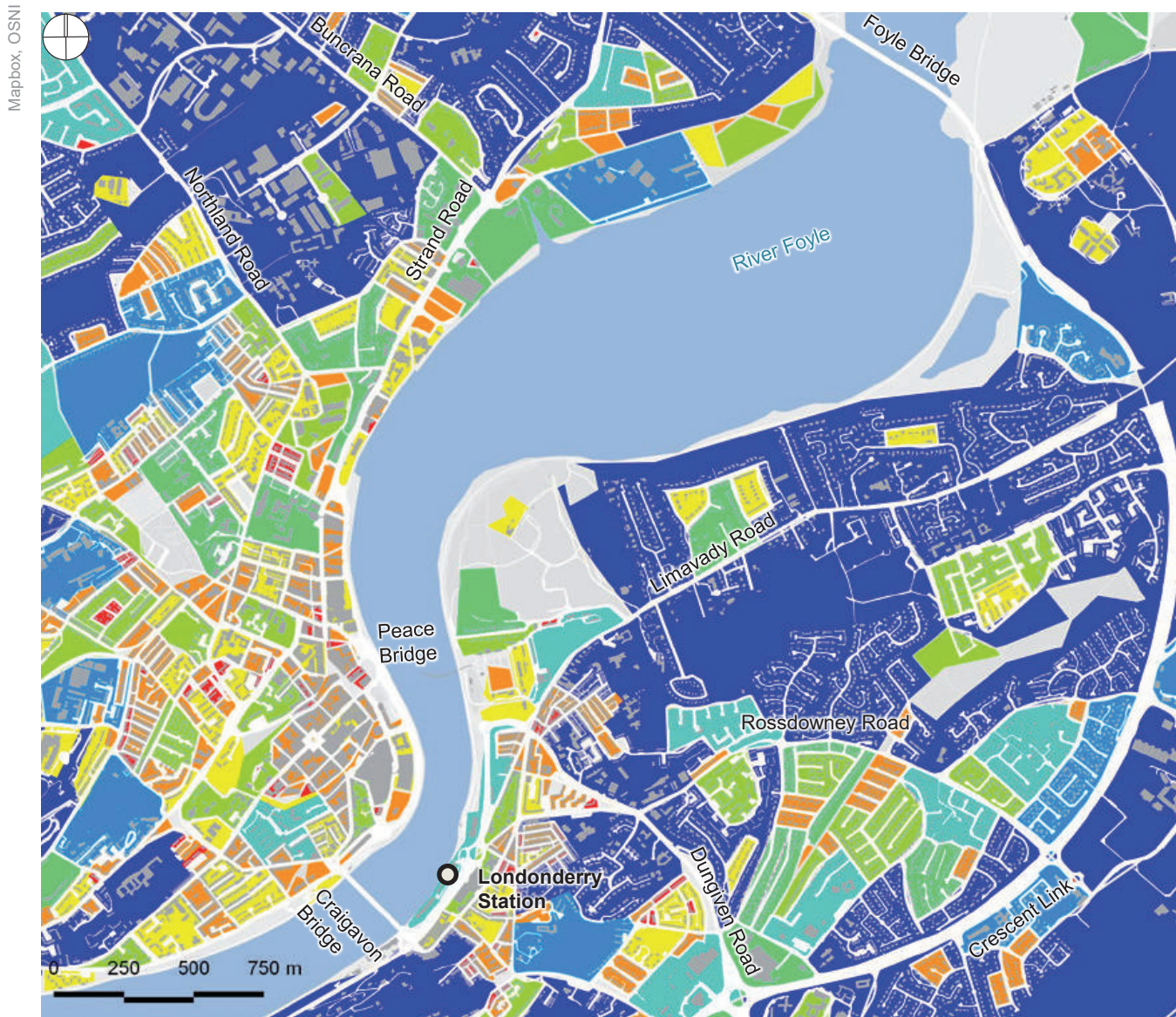
**Spatial accessibility**

- ▬ high
- ▬
- ▬
- ▬
- ▬
- ▬
- ▬ low
- Train station
- ▬ Walled City

Integration 800

Space Syntax Limited © 2018

## Permeability Urban block perimeter



The overall block size in the outskirts of Derry is large and corresponds to more than 20 minutes walk around the perimeter. These areas are mainly residential characterised by a cul-de-sac typology.

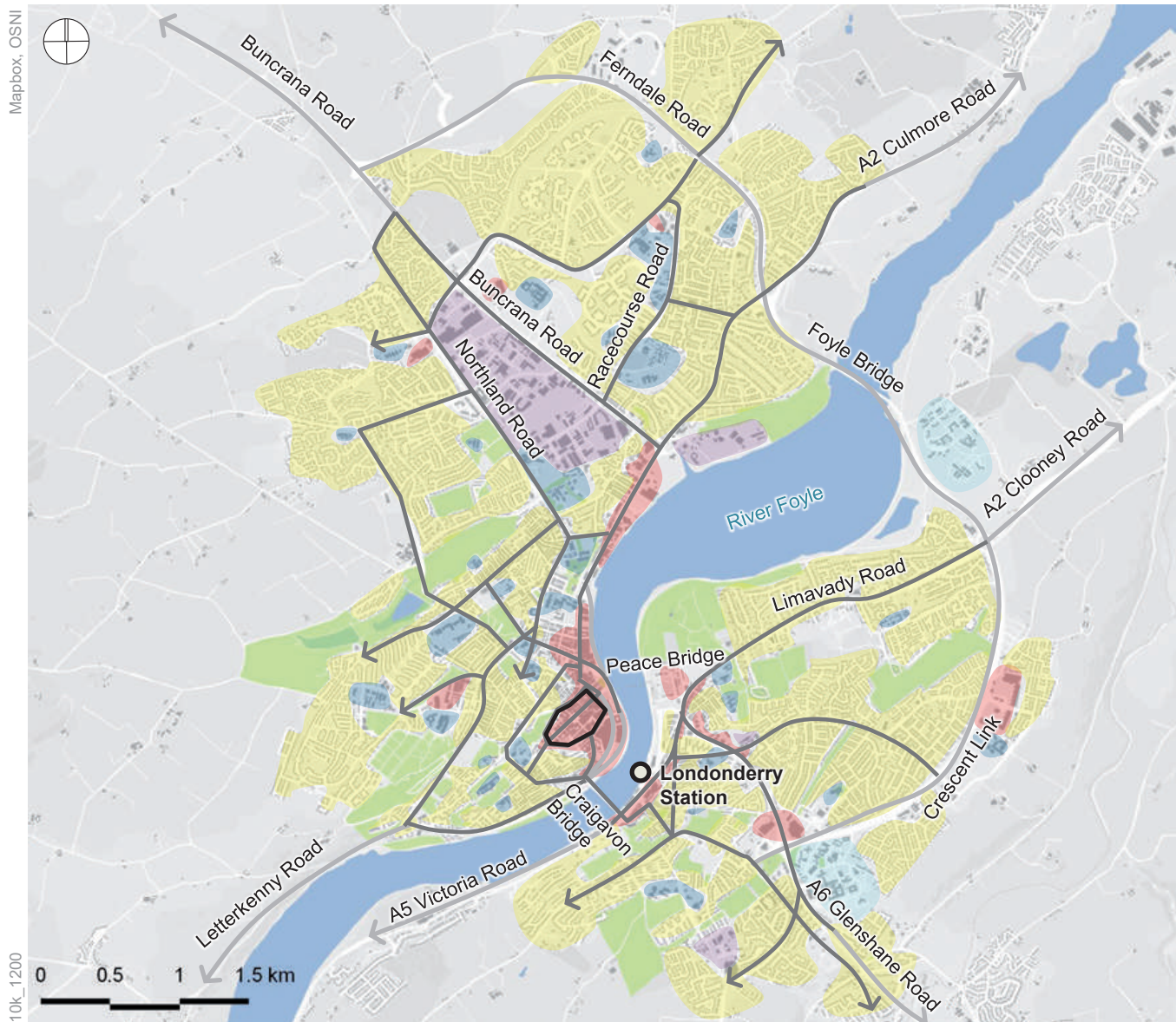
However, the historic core has a good level of permeability. The areas around the Walled City has slightly bigger block sizes. The Waterside would benefit from some additional permeability

The size of urban blocks is an important indicator of an area's walkability. The urban record shows that central areas with active uses tend to have a finer urban grain that enables more choice for pedestrian movement. Residential areas, by contrast, are typically less permeable and offer less movement choice.



## DERRY / LONDONDERRY

### Land use and primary route network



Previous studies have shown that commercial activities are better supported if located along multiscale route network. These routes are expected to attract the highest movement footfall in the network.

Overall, the main commercial areas in Derry are located in and around the Walled City and along multiscale routes.

The main industrial uses are located between Buncrana Road and Northland Road, creating a barrier as well as on the riverside at the end of Buncrana Road.

The residential areas in Derry are located in peripheral locations and connected through arterial routes to the city centre.

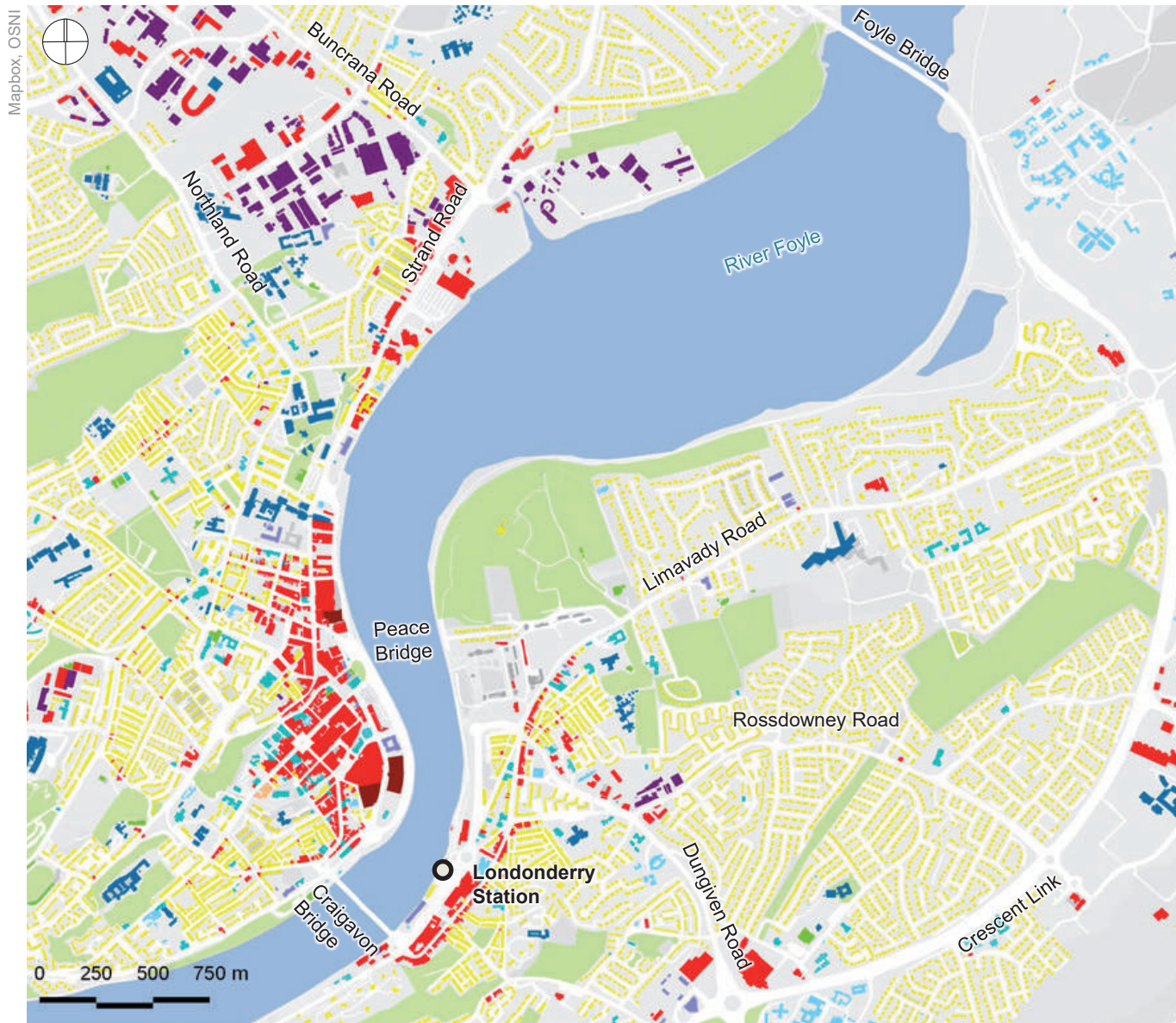
#### Predominant ground floor land use

- Commercial
- Residential
- Education and Community
- Industry
- Health
- Green spaces
- Train station

↔ Primary global route network

↔ Primary multiscale route network

### Ground floor land use distribution

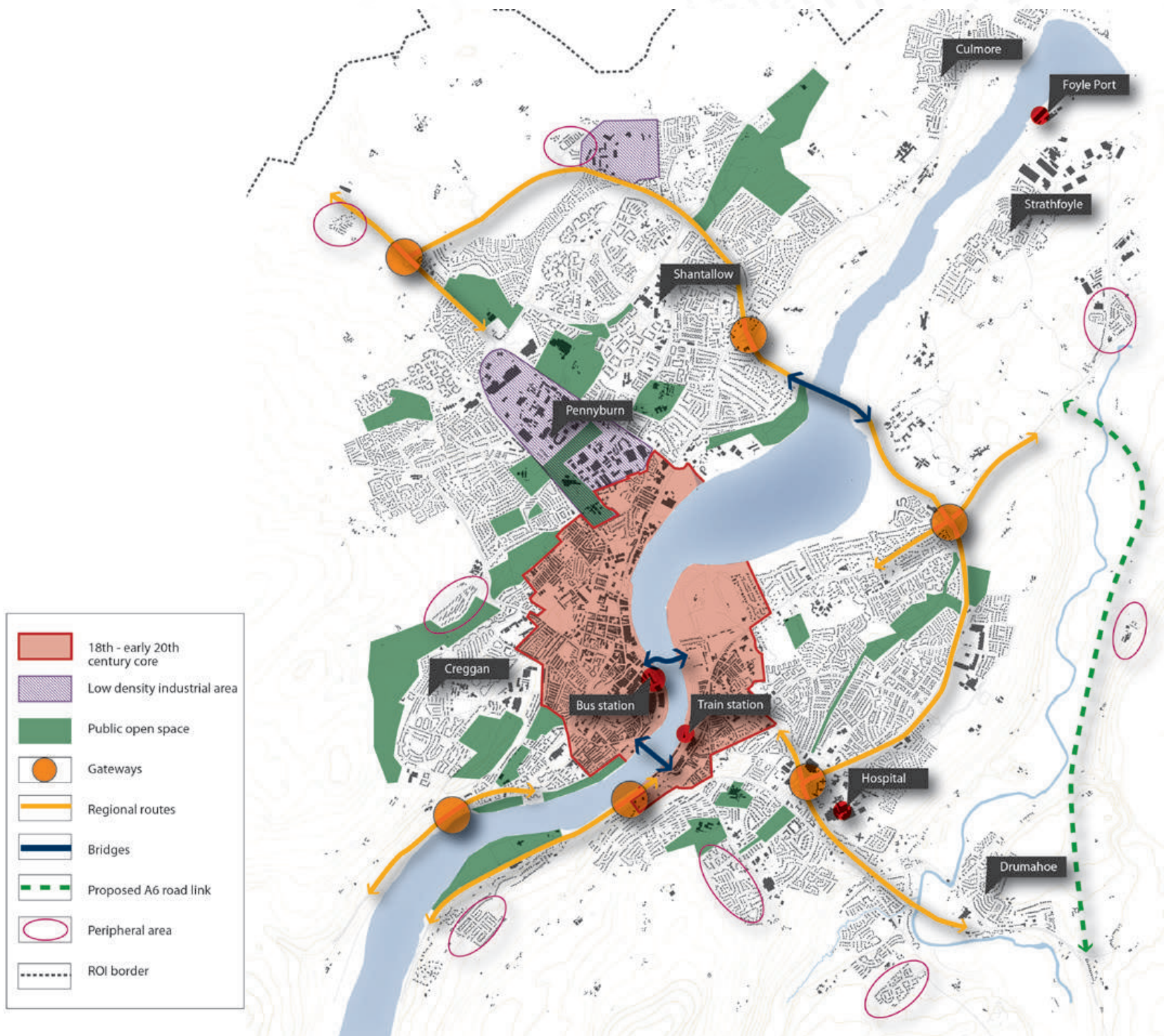


Additional commercial uses and development should be located along the Strand and the riverfront as well as on the Waterside, along Limavady Road and around the station.

**Ground floor land use**

- Commercial
- Residential
- Medical
- Catering
- Education
- Leisure
- Industry
- Community
- Car park
- Green space
- Car Park
- Train station

Space Syntax Limited © 2018



## URBAN DESIGN ANALYSIS

Situated close to the ROI border, Derry has several main gateways marking the arrival into the city which can be seen from the plan on page 27. These include Buncrana Road from the north west, the A2 from the north, the A6 from the south east, the A5 from the south west along the river Foyle, and the Foyle Road on the opposite bank of the river.

Each of the gateways play an important role in marking the arrival experience into the city with a mix of first impressions including large vehicle junctions and a variety of views both into and across the city.

Within the city centre a distinct central core area consisting of traditional architecture and historic street patterns is clearly identifiable within the surrounding areas of post 1950s development. As the city has grown a variety of modern developments have gradually built out from the centre, predominantly to the north, within the restricted valley gradients. This has shaped the city today, creating a clear separation between the historic central core area and the surrounding residential suburbs.

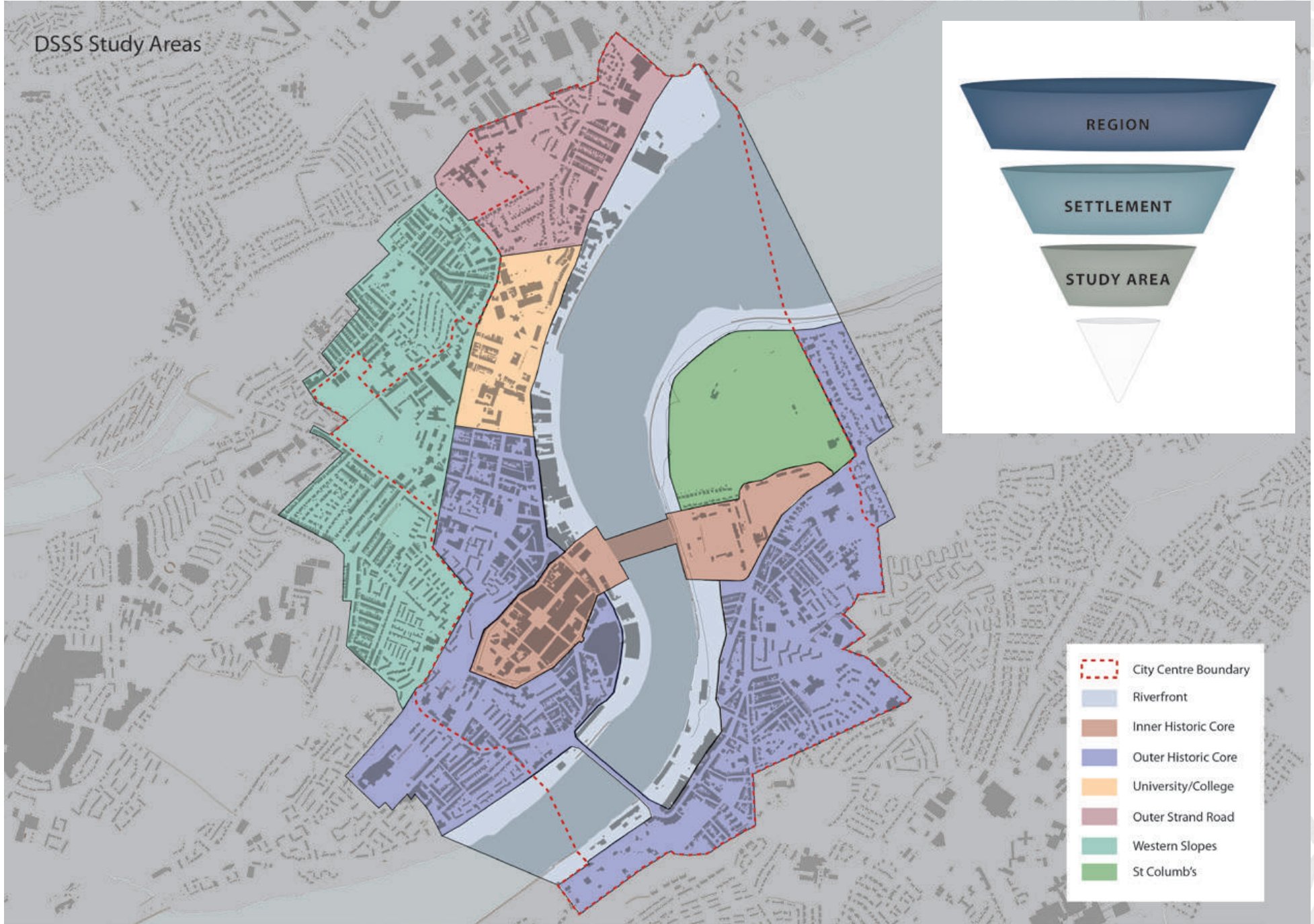
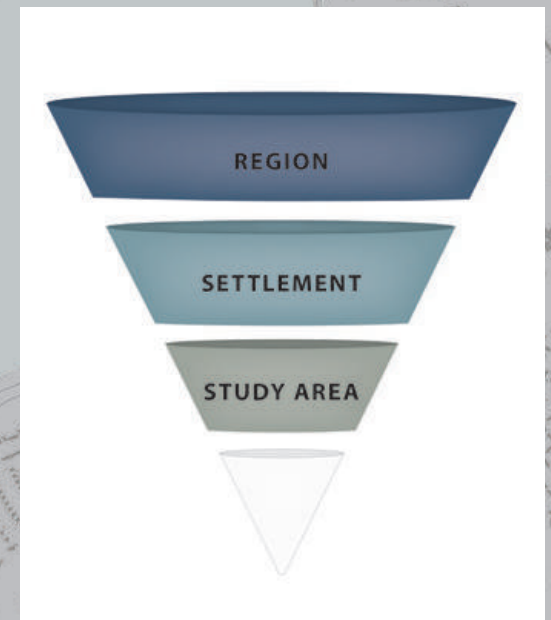
Within these residential areas, a clear wedge has been established with the industrial uses at Pennyburn. Running adjacent to Buncrana Road this area sits directly alongside the city centre marking a clear divide with the surrounding built form through contrasting low density units. This has resulted in a poor transition into the city centre and has fractured the built form with sparse development which is poorly located at the periphery of the city centre.









The city-wide analysis highlights several areas of development which sit on the periphery of the city, disconnected and outwith the main access routes. Their isolated nature identifies the need for better integration and improved connectivity. The cluster including Culmore, Foyle Port and Strathfoyle identifies a clear opportunity to create better connections along the river, into the city centre and connecting onwards to the surrounding residential areas.

Public open space is interspersed throughout the city providing an ideal opportunity to create connections through a network of greenways, integrating the central core with the surrounding city.

# DERRY / LONDONDERRY

DSSS Study Areas



-  City Centre Boundary
-  Riverfront
-  Inner Historic Core
-  Outer Historic Core
-  University/College
-  Outer Strand Road
-  Western Slopes
-  St Columb's

## STUDY AREAS

The centre of Derry / Londonderry has, for the purposes of this analysis, been divided into 5 study areas. These are defined by broad similarities in urban design, form and function.

1. Riverfront
2. Inner Historic Core
3. Outer Historic Core
4. University / College
5. Outer Strand Road
6. Western Slopes

St Columb's Park forms the 7th area of the city centre, but as an open space, is not analysed in detail for this settlement study.

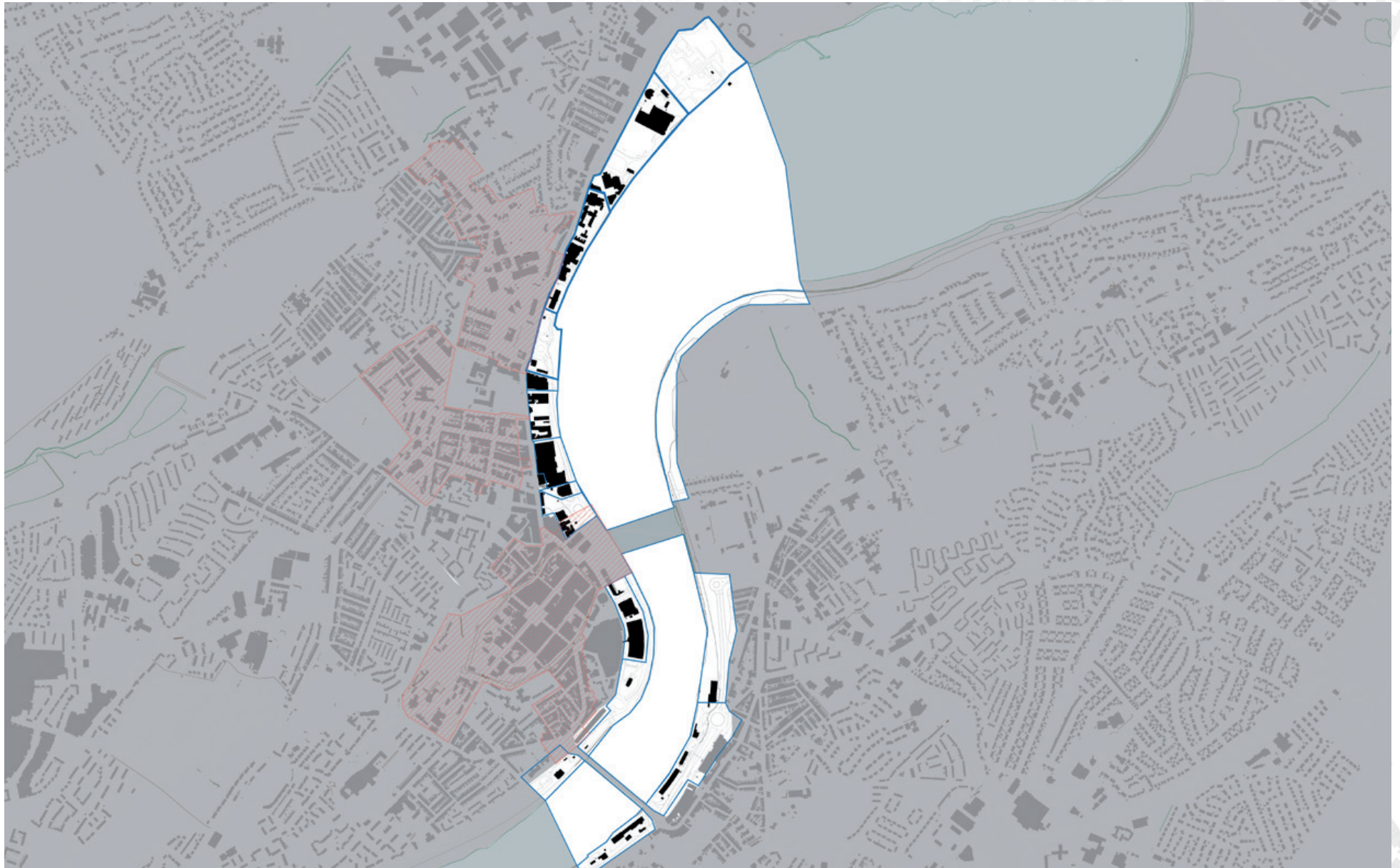
These areas are defined for study purposes only and are not proposed as the boundaries for policy.

## CHARACTER AREAS

A high level assessment of townscape character in the city centre has also been made for this study. These small geographic denoted areas of contiguous development pattern and urban form serve to further inform the analysis process. A more detailed process of character assessment could be undertaken to further inform planning policy and decision-making.



**4.4 STUDY AREA - RIVERFRONT**



## AREA DESCRIPTION

The Riverfront is a large study area that follows the route of the River Foyle as it flows through the city centre. It includes open spaces to either side of the river and areas of built form that relate directly to them. Overlaps occur between this study area and the Inner and Outer Historic Cores as they cross the river.

The area is flat and characterised by panoramic views across the water. Landmark buildings and bridges are a defining aspect of this study area, although a predominance of road infrastructure remains an ongoing issue affecting place quality.

Within this study area, a series of character areas are identified. They feature different treatments of the rivers' edge from areas of pedestrian walkway, dual carriageway, roundabout and railway line.





**DERRY: RIVERFRONT****NATURAL AND BUILT HERITAGE****Primary Natural Asset**

The River Foyle is the primary natural asset of the City and therefore requires careful stewardship to ensure its health and long term sustainability. This will involve management processes across the entirety of the cross border river basin, as well as in the city itself.

Flood risk is of increasing concern and will require mitigation informed by relevant studies. It will be critical that such measures include careful urban design and place making consideration to uphold place quality and maintain and improve the physical relationship between the city and its river.

**Altered Historic Fabric**

The historic urban fabric of the Riverfront has been altered considerably over the years, with industrial uses cleared to make way for heavy roads infrastructure.

In many locations this has greatly compromised the quality of the environment and resulted in a poor physical and visual relationship between the river and the historic city centre.

New development must therefore seek to 'repair' and better connect with this historic urban fabric.



### Significant Heritage Buildings

There are number of remaining buildings and structures of heritage significance within the Riverfront study area, which serve as important reference points to the strong maritime and industrial heritage of the City. These include Harbour House, Waterside Railway Station, Quay West on Boating House Lane.

In the context of significant potential for change in this study area, these buildings and structures are a vital constant that must be respected through processes of development.



### Compromised Setting of Historic Buildings

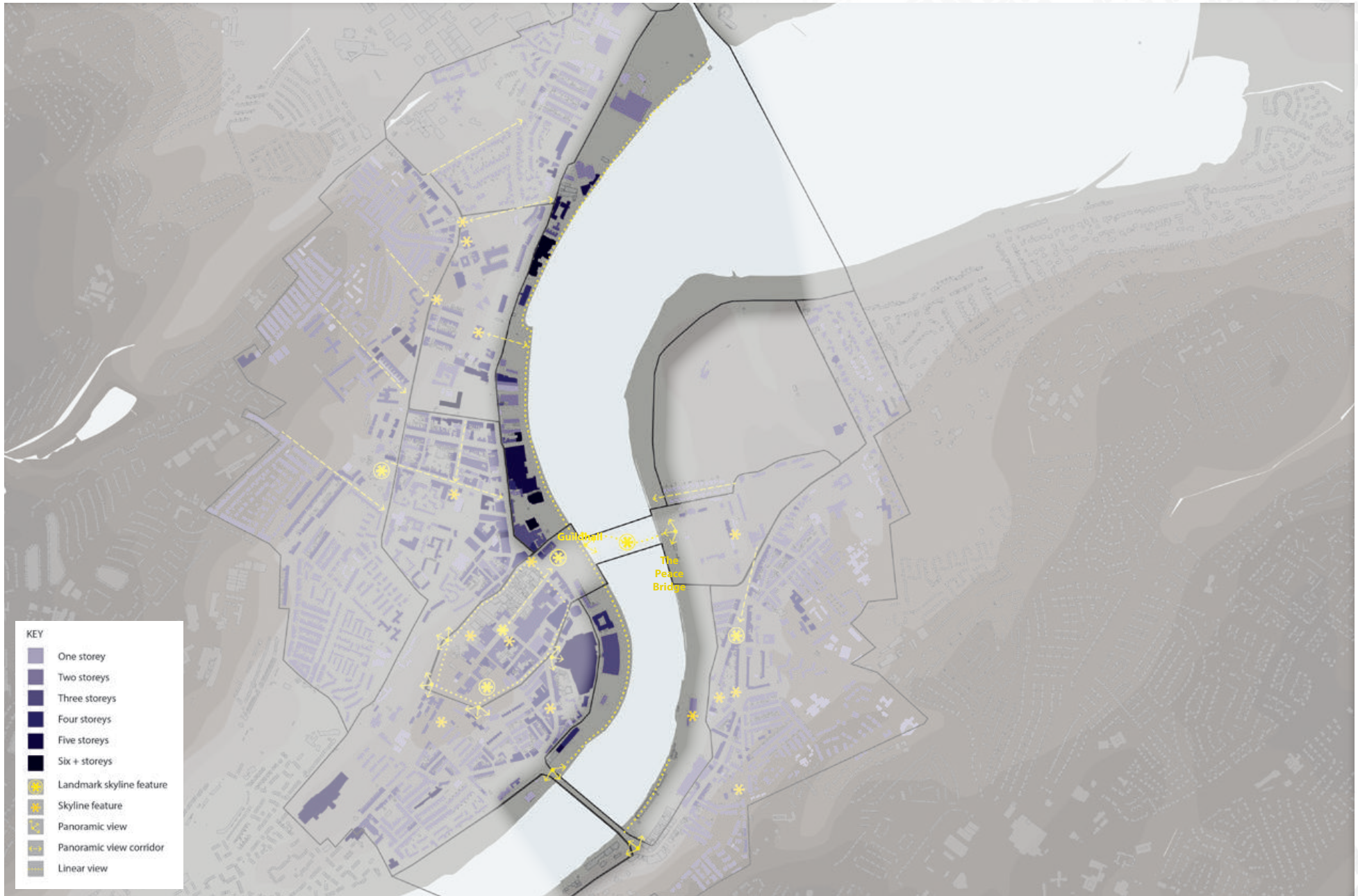
The setting of the riverfront's heritage buildings has been affected by roads infrastructure in many locations in the study area.

This compromises the contribution they make to the identity of the city and its story, as well as their potential value for tourism.

While in some areas public realm improvements have addressed this issue, there remains a continued need to enhance the setting of heritage assets.



# DERRY: RIVERFRONT



## LANDMARKS, VIEWS AND VISUAL CONNECTIVITY

### Views integral to Character

The identity and character of the urban riverfront is greatly influenced by the topography of the city, resulting in panoramic views from many locations. This visual landscape must consequently be an important factor in determining planning and development policy for this part of the city centre.

There are broadly two types of view along the urban riverfront. One is from bank to bank, often framed by buildings or trees and the other is long distance views, prevalent upon bridges and on bends of the river.



### Key visual landmarks

Notable visual landmark buildings and structures within the study area include Guildhall and Harbour House, the Peace Bridge and Craigavon Bridge (see plan on page 35).

Sweeping views from the riverfront also feature prominent landmarks located in other study areas, especially the spires of churches and cathedrals.



### Compromised Views

The waters' edge of the riverfront has been generally kept clear of visual obstructions, so enabling panoramic views from most locations. However, views from surrounding streets and spaces are in places compromised by buildings or trees that block views or by unsightly road infrastructure.

Surface car parks located on the riverfront detract from the visual quality of its setting and impinge upon the quality of the pedestrian experience.



## DERRY: RIVERFRONT

## DESIGN QUALITY, CHARACTER AND CONDITION

## Inconsistent Built Form

Built form along the river front is largely inconsistent in its massing, form and design quality. Urban stretches, such as Queens Quay, feature a mix of tall and low buildings, interspersed with gap sites. As a result, streets and public areas often lack clear spatial definition.

While a degree of form and variety is an important aspect of cities, this pronounced inconsistency negatively affects the character and identity of the riverfront and city centre as a whole.



## Variable Architectural Quality

Similarly, the style and quality of design of buildings and structures varies considerably along the urban riverfront. Good examples include 19th century heritage buildings, some more recent apartment blocks and the award winning Peace Bridge. However examples of lesser design quality include multistorey carparks and warehousing that interact poorly with adjacent public spaces.

Efforts will therefore be required to raise the standard of design quality in this area.



## Dominant Road Infrastructure

Dual carriageways, large roundabouts and car parks are a dominant feature of the riverfront. While this transport infrastructure allows for the free movement of vehicles, it undermines the quality of place and experience of pedestrians in this central part of the city.

Furthermore, wide roads and roundabouts consume large areas of valuable riverfront space with clear potential for more appropriate city centre uses.



### Public Realm Quality

While the aforementioned issues are to be noted, the quality and condition of the public realm throughout the riverfront is generally high. Investment in projects such as Guildhall Square and Ebrington has resulted in an exceptionally high material quality of public space. Riverside pathways have also been the subject of successful enhancement, suited to walking and running.

A need remains to further improve the public realm of the riverfront to sustain increased use during the day and especially after dark.



### Fences and Barriers

In some locations spaces and roads are defined by fences, walls or barriers, instead of building frontage. The riverfront is also lined with visually prominent railings that interrupt views to the water.

The safety and security of people and vehicles are vitally important in all areas. Yet the necessity of such barriers and the quality of their design must be given careful consideration, so as not to detract from the quality of environment.



## DERRY: RIVERFRONT

## VITALITY, USE AND ANIMATION

## Fluctuating Activity levels

Recent investment along the River Foyle in Derry has resulted in increased levels of pedestrian and cycling activity. This has helped to make the riverfront a more lively and safer part of the city.

Yet, activity levels vary greatly within different areas of the riverfront, while also fluctuating between times of the day and evening, thereby limiting the social and economic vibrancy.



## Mental Health

Tragically, the riverfront areas of the city are associated with a high frequency of suicides and attempted suicides, often taking place after dark.

While the underlying causes of this serious issue are complex, the physical design and management of the river, its banks and bridges has a role to play. Evidence suggests that stimulating and sustaining levels of positive activity in such areas can make a meaningful contribution to addressing this important challenge.



## Variance in Groundfloor Animation

Buildings play a key role in activating public spaces and their density, design and ground floor usage are crucial determining factors.

Some excellent examples of active ground floor animation can be found along the riverfront, notably at Timber Quay. Unfortunately in many other areas at present, gap sites, blank facades and inactive ground floor uses do little to animate adjacent spaces and the riverfront as a whole.



**Temporary Activation**

Increased footfall and cycling, especially in the summer months, has helped to stimulate increased temporary activation of some riverfront spaces.

Outdoor seating is increasingly common and to be encouraged. An excellent example of a well designed pop-up restaurant is also to be found. These create destinations of interest and generate additional social, economic and physical activity along the riverfront.



**Events**

The riverfront has been used more and more as the venue for large events, such as the maritime festival and City of Culture celebrations. These events demonstrate the increasingly valuable role the riverfront plays in the civic and social life of the city, while also attracting increased numbers of visitors.

The growing experience of holding events along the river should be used to further inform design improvements and the provision of facilities.



**Activation of Water**

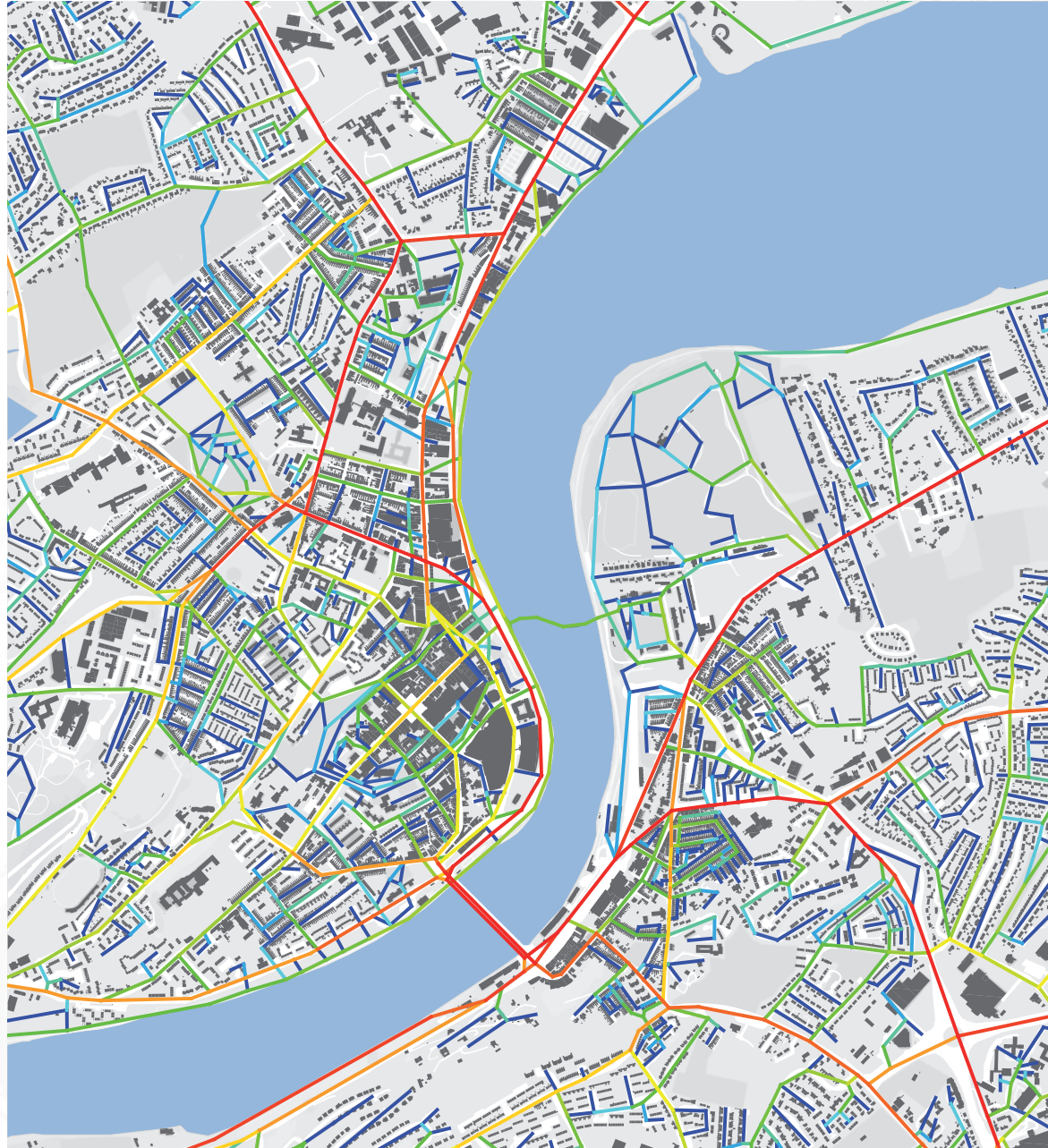
The River Foyle has a long history of use for boating and shipping, primarily linked to its trading and military heritage, but also in leisure activities such as the City of Derry Sailing Club founded in the 19th Century.

Levels of activity on the water today are relatively low, focussed mainly on leisure craft moored at pontoons at Timber Quay. Potential exists to actively promote and facilitate increased leisure access to the water for everyone in the city.





## DERRY: RIVERFRONT



## STRATEGIC SPATIAL ANALYSIS AND MOVEMENT

### Walkability

Walkability along the Riverfront is generally of a good quality, aided by improved public realm provision and the iconic Peace Bridge. The size of the city is such, that distances are well suited for pedestrian and cycle commuting.

The riverfront is also increasingly used as a leisure destination, popular with walkers, joggers and cyclists. Improved crossings will help support this activity, which brings benefits of physical and mental health to citizens.



### Physical Barriers

In some areas pedestrian and cycle movement is either restricted or hindered, such as at either side of the Craigavon Bridge and at the train station, where railway infrastructure prevents a continuous path on the eastern bank. The lack of pedestrian crossings to the riverfront across the heavily trafficked Foyle Embankment, Duke Street, Queens Quay and Strand Road further deters movement.



### Insufficient River Crossings

Journey times from one side of the river to the other are a key factor in determining transport choices. The Peace Bridge has successfully encouraged more people to walk and cycle between Ebrington and Shipquay Street, helping to reduce vehicle use. However at other locations, such as at the Railway Station, longer walking times to central areas (as well as low environmental quality) continue to disincentivise pedestrian journeys.



DERRY: INNER HISTORIC CORE

4.5 STUDY AREA - INNER HISTORIC CORE



## AREA DESCRIPTION

The Inner Historic Core is centred on the oldest part of the city centre and is defined in the west by the route of the city walls. The study area also includes the former military barracks at Ebrington, as well as the Peace Bridge and riverfront spaces between.

This study, much of which is included in the Historic City Conservation Area, contains a high concentration of important heritage assets and landmarks.

Four simple character areas are identified accordingly, covering the Walled City, Riverfront Spaces, Ebrington Barracks and the residential area of Browning Drive.



## DERRY: INNER HISTORIC CORE

### NATURAL AND BUILT HERITAGE

#### Two Walled Settlements

The Inner Core of Derry / Londonderry comprises of two historic walled settlements.

The first is the original walled town, first inhabited in 7th century and now defined by its 17th century walls and historic buildings, mostly from the 18th and 19th Centuries.

The second is Ebrington, the first stone of which was laid in 1841. Its star fort was built to overlook the river and contains numerous barrack buildings from the Victorian era.



#### Linked Across the River

While always visually linked across the river, it was completion of the iconic Peace Bridge in 2011 that physically linked the city's two walled settlements.

This has changed the dynamic of movement in the city centre and greatly strengthened the relationship between these two important parts of the city.

The award winning bridge itself has rapidly become a cherished monument, functioning as a public space as well as pedestrian conduit.



#### Clear Historic Form

The formal street pattern of the walled city is intact with several examples of key architectural landmarks around the historic core. The rectangular grid pattern strongly defines the Walled City, juxtaposed with the angular siting of St Columb's Cathedral.

Ebrington is also structured around a noticeably strong urban layout, centred on the parade ground and adopting a rigid perpendicular development pattern.



## DERRY: INNER HISTORIC CORE

### Extensive Heritage Assets

The Walled City is celebrated and protected for its high concentration of historically significant buildings and structures, together forming a precious heritage asset.

Ongoing conservation and restoration works have been critical to sustaining the walls and the buildings within, with many fine examples to be found in prominent locations. As such, these heritage structures play a key role in attracting investment and tourism to the city.

The process of conserving and restoring heritage buildings continues, with a number of buildings that remain vacant, in a poor condition and/or of an inappropriate 20th century design. The future of these buildings will be linked to an ability to sustain the local economy and attract investment into the walled city, which has experienced set back in its retail offer in recent years.

The conservation and development of Ebrington continues at pace, seeing the fort walls and elegant Victorian buildings restored to their former glory. Within this process, new buildings will join those of historic value, placing great emphasis on a need for architectural and landscape design quality, respecting building heights, massing and positioning.



## DERRY: INNER HISTORIC CORE

### LANDMARKS, VIEWS AND VISUAL CONNECTIVITY

#### Elevated Settings

As two elevated defensive positions, the Walled City and Ebrington have an important visual role to play in the cityscape. The shaping of strategy and making of planning decisions therefore requires great sensitivity to this physical context.

Outward views from the area are most prominent along the elevated south west stretches of the city walls and to the western elevation of Ebrington, while the Peace bridge affords spectacular views up and down stream along the Foyle.



#### Inward Views

Inward views, to the Inner Core, are possible from a wide range of locations around the city. The most uninterrupted views to the walls are made from the west of the city, including Creggan and Bogside, while views from the east are numerous and more complex, often consisting of rooftops and landmark spires.

Ebrington is most visible from the city riverfront, with other linear views towards it from the south.



#### Key Landmarks

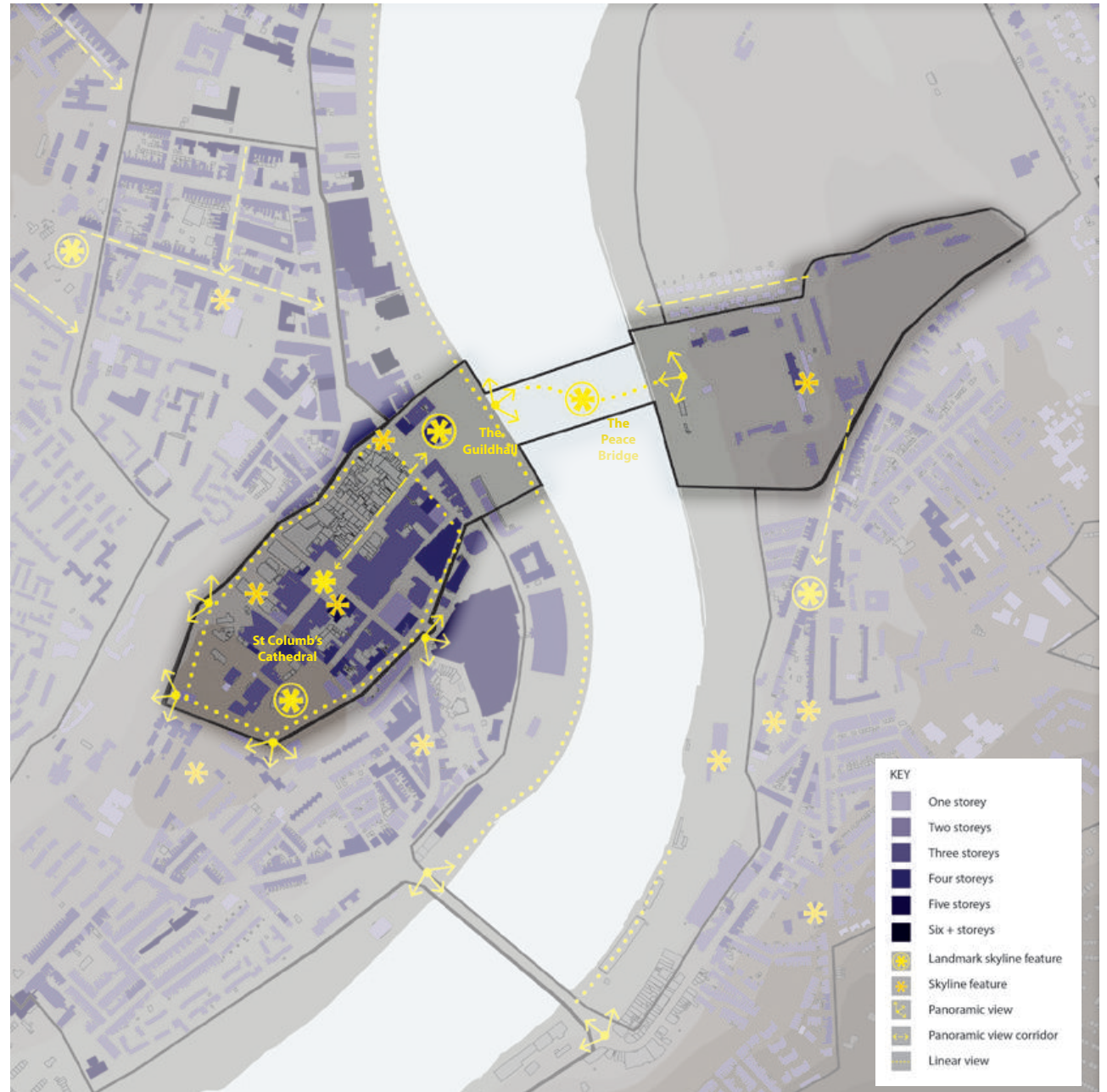
A number of prominent visual landmarks exist within the inner historic core, some of which are visible for many miles beyond. The primary landmark is the cathedral spire of St. Columba's and along with the clock tower of the Guildhall. A host of other local landmarks occupy key positions, especially within the diamond.

At Ebrington the clock tower is the principle landmark, along with defensive walls themselves.



### Internal Views

A variety of visual experiences exist within the study area, adding greatly to its charm and character. Within the Walled City tighter, narrower streets such as Pump Street create framed vistas in comparison with the broad views provided by larger scale streets such as Shipquay Street. Streets immediately within the walls also possess a special character, as do the warren of laneways within the craft village. At Ebrington internal views are mostly structured and centred on the parade ground, with glimpsed views beyond as can be seen in the adjacent plan.





## DERRY: INNER HISTORIC CORE

## DESIGN QUALITY, CHARACTER AND CONDITION

## High Architectural Quality

The inner historic core is fortunate to possess many buildings of architectural quality, mostly dating from the 17th, 18th and 19th centuries.

A broad consistency of height and rhythm successfully provides the framework for a diverse range of facades and styles each adding depth and richness to the character of the walled city.

At Ebrington, consistency in form is joined by that of design, creating a cohesive uniformity.



## Role of the Walls

The city walls are a special feature of the city, helped greatly by their substantive conservation and restoration. The walls physically define the distinctive character and identity of this part of the city, with each gate marking an important point of transition. The wall top walk offers a unique experience of the city, consisting of a stimulating sequence of open and closed vistas.



## 20th Century Buildings

Mid to late 20th Century buildings in the Walled City vary in style and quality. While most adhere to the general massing and heights of their context, facade design, fenestration and materials are often of a lesser quality and/or condition. This can compromise the setting of adjacent buildings, spaces and detract from overall place quality.



### Challenges of Vacancy & Dereliction

Vacant ground and upper floors present a challenge to the walled city and at Ebrington. While some sites are identified for development, others have a less certain future. The impact of these buildings is damaging to the vitality of the city centre and requires continued efforts to find sustainable uses as well as short term means of improvement.

There are evident levels of vacancy on the main axis around the Diamond, Bishop Street, Ferryquay and Butcher Street.



### Public Realm Quality

The design and condition of the public realm in the inner core is generally high, having been the subject of investment in recent years. High quality stone paving, semi mature street trees and public art contribute greatly to the experience of the pedestrians and the setting of heritage buildings.

Remaining streets and spaces, many of which are secondary routes in the movement system, await such investment and would benefit greatly from improved public realm.



### Impact of Vehicles

While pedestrian spaces have been enhanced, on-street parking and vehicle circulation detracts from the overall character and function of the walled city.

This is particularly evident in the Diamond, where parked and moving vehicles dominate this important central space.

Furthermore, the riverside section of this study area is dominated by the Foyle Embankment dual carriageway.



## DERRY: INNER HISTORIC CORE

## VITALITY, USE AND ANIMATION

## Lively Public Spaces

The inner historic core has public spaces that are becoming increasingly lively. Guildhall Square in particular sees many people frequent the space, be they passing through, sitting down or playing with the fountains.

Other public spaces within the core are less busy, but have the potential for increased activation through their use and management.



## On-Street Activation

Some businesses in the inner core make use of pavements where space exists. This is a positive development to be encouraged, due to the increased levels of on-street activity it generates. Care must be taken, however, so as not to impede safe movement of pedestrians.

Closed and empty businesses premises present a challenge to street activation, especially with the use of closed shutters.



## Impact of Vacancy

Levels of vacancy in the Walled City hamper the degree to which its streets and spaces are activated. Business closures have had a significant impact on footfall, presenting more challenging conditions for nearby retailers.

Upper storeys of buildings are also under used. It will therefore be necessary to find viable uses for vacant spaces in the walled city, as well as Ebrington, so that beneficial footfall and activity levels are sustained.



**Tourism**

Visitor numbers to the city are increasing and the historic inner core is their primary destination.

The economic value of such tourism is linked to the length of time spent in the city and quality of experience they have while there.

The needs of the visitor therefore require careful consideration to maximise their 'dwell time' and the ease with which they can explore all areas of the inner core and beyond.



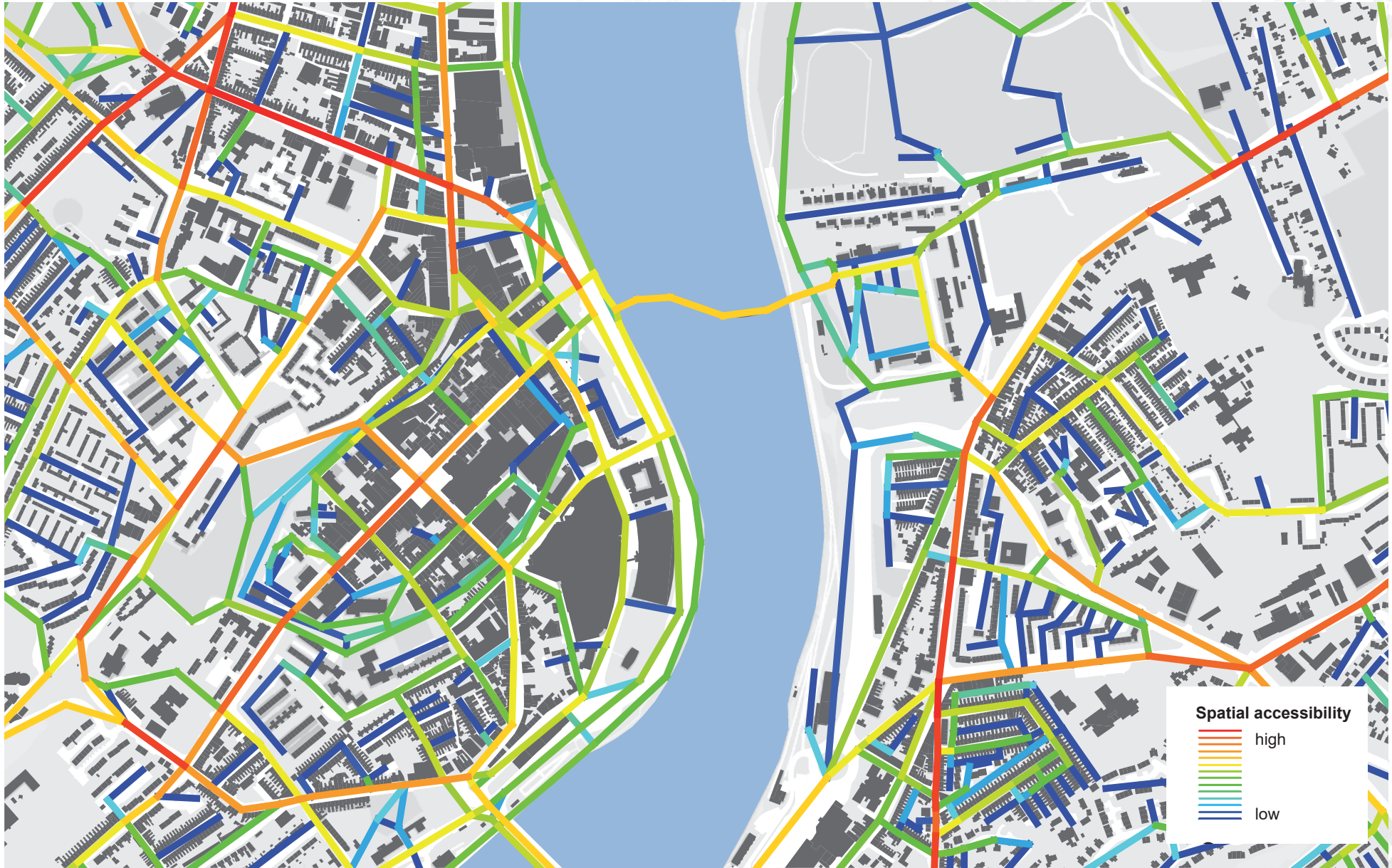
**Events**

Events further add to the visitor offer and quality of life for residents. The parade square at Ebrington has proven an excellent events space with panoramic views over the city, while the historic streets come into their own during events such as the annual Halloween procession.

Scope exists for more events to take place in this study area, especially smaller activities that can generate and sustain footfall.



# DERRY: INNER HISTORIC CORE



**STRATEGIC SPATIAL ANALYSIS AND MOVEMENT**

**City Centre Footfall**

The Walled City has the highest movement levels recorded in the study area both during weekday and weekend afternoon, most likely related to shopping activity.

However, movement is lower than in 2010, suggesting the impact of business closures and the ongoing challenge of changing retail practices.



**Quality of Walking Environment for All**

The movement experience through much of the inner core is a positive one, owing to quality of the public realm.

As a historic environment, accessibility for people using wheelchairs and buggies and those with mobility or visual impairments is variable. Main streets have improved greatly, but smaller secondary streets often present difficulties that require attention.



**Need for Greater Permeability**

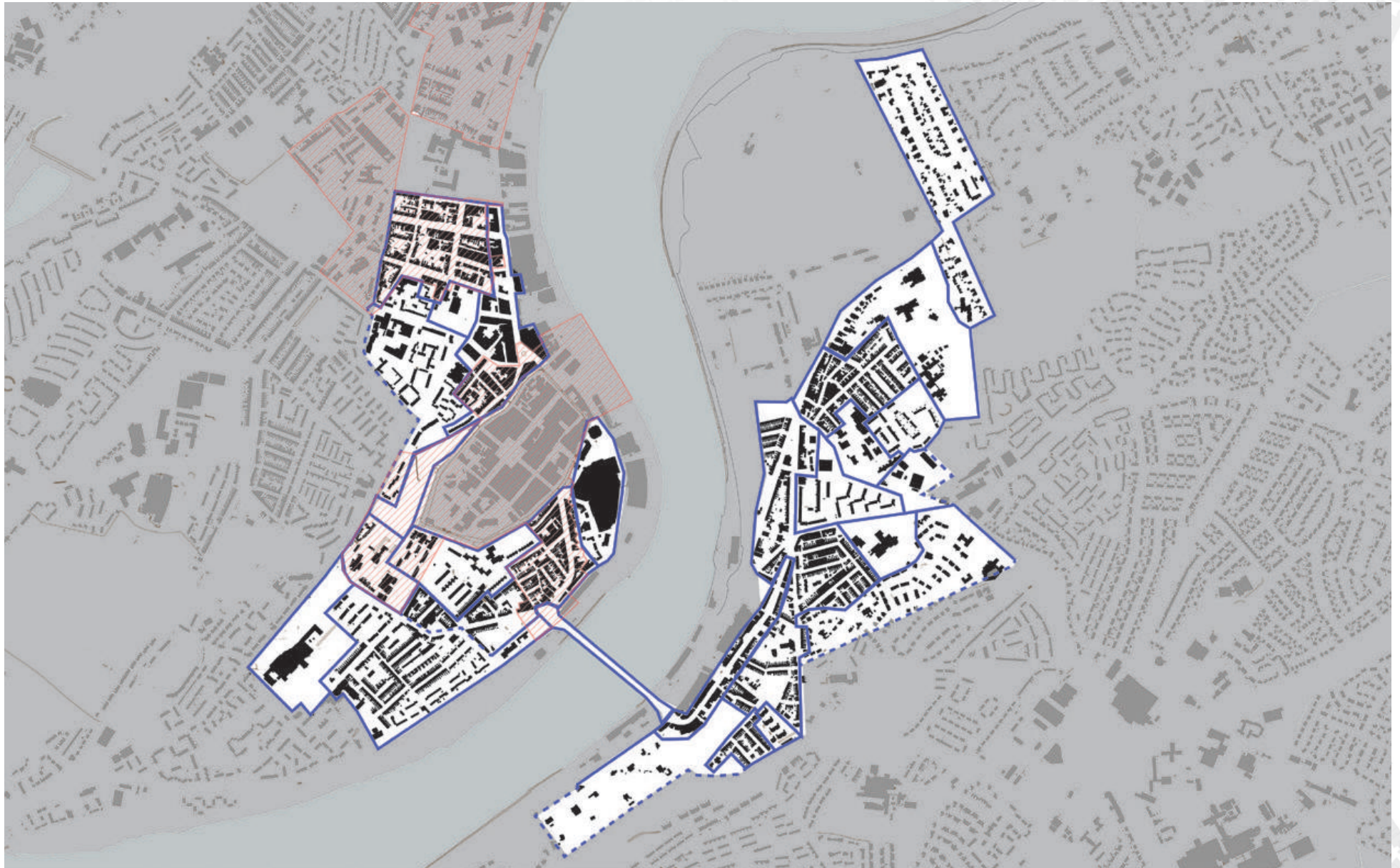
Pedestrian and cycle movement between Ebrington and the Walled City is obstructed by the Foyle Embankment. At present the crossing point is not located on the main desire line between both locations.

This impedes fluid movement between these two important parts of the city. It presents a road safety issue, with some people choosing to cross the busy road where facilities are not provided.



**DERRY: OUTER HISTORIC CORE**

**4.6 STUDY AREA - OUTER HISTORIC CORE**



## AREA DESCRIPTION

The Outer Historic Core includes the streets and spaces that have historically evolved around the walled city in the 19th and early 20th centuries. To the north, the study area extends along Strand Road as far as the PSNI station and the North West Regional College. To the west it is bound by Lecky Road. To the south it extends to the Foyle Valley Railway Museum, Craigavon Bridge and Victoria Park. Finally, to the east it includes Spencer Road, Clooney Terrace and Limavady Road and the adjoining residential streets.

The overarching character of this study area is defined by two and three storey fine grain, traditional terraced development, set within an intact historic urban grain.

A number of distinctive character areas make up this study area, including the attractive Georgian terraces that make up the Clarendon Conservation Area, the traditional red-brick residential terraces in the Fountain and Inner Bogside and the steeply sloping two and three storey terraced streets in the Waterside, including the Bonds Hill Area of Townscape Character. Additionally, the Carlisle Road, which links the City Walls with the Craigavon Bridge, is included as part of the Historic City Conservation Area.





## DERRY: OUTER HISTORIC CORE

## NATURAL AND BUILT HERITAGE

## Natural Heritage

The study area is characterised by dense built form and hard landscaped spaces. As a result the natural heritage value is limited, heightening the importance of the few green spaces in this area.

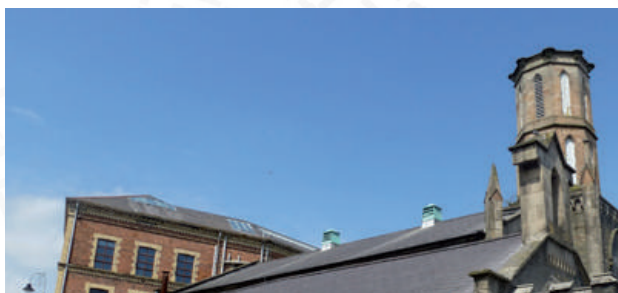
Green areas, such as sloping lawns to the west of the City Walls are attractive but used infrequently. Furthermore, street trees have an important role to play in the city, yet are absent in many areas.



## Key Buildings and Monuments

There are a numerous historic buildings and structures of heritage value within this study area, including All Saints Church, Long Tower, Lumen Christi and the Heritage Tower Museum.

These heritage assets contribute significantly to the area's place quality, however in some instances there is scope to enhance their immediate setting to maximise heritage and amenity value.



## DERRY: OUTER HISTORIC CORE

### Intact Historic Urban Grain

The intact historic urban grain is a key attribute of this study area. As a result the study area includes many examples of attractive, well proportioned streets and spaces that are of a high place quality, including the Georgian terraces of the Clarendon area, the steep terraced streets in the Waterside and Fountain area and Waterloo Place. The urban design characteristics which set these areas apart, should inform future development proposals in these areas.

### Modern Heritage

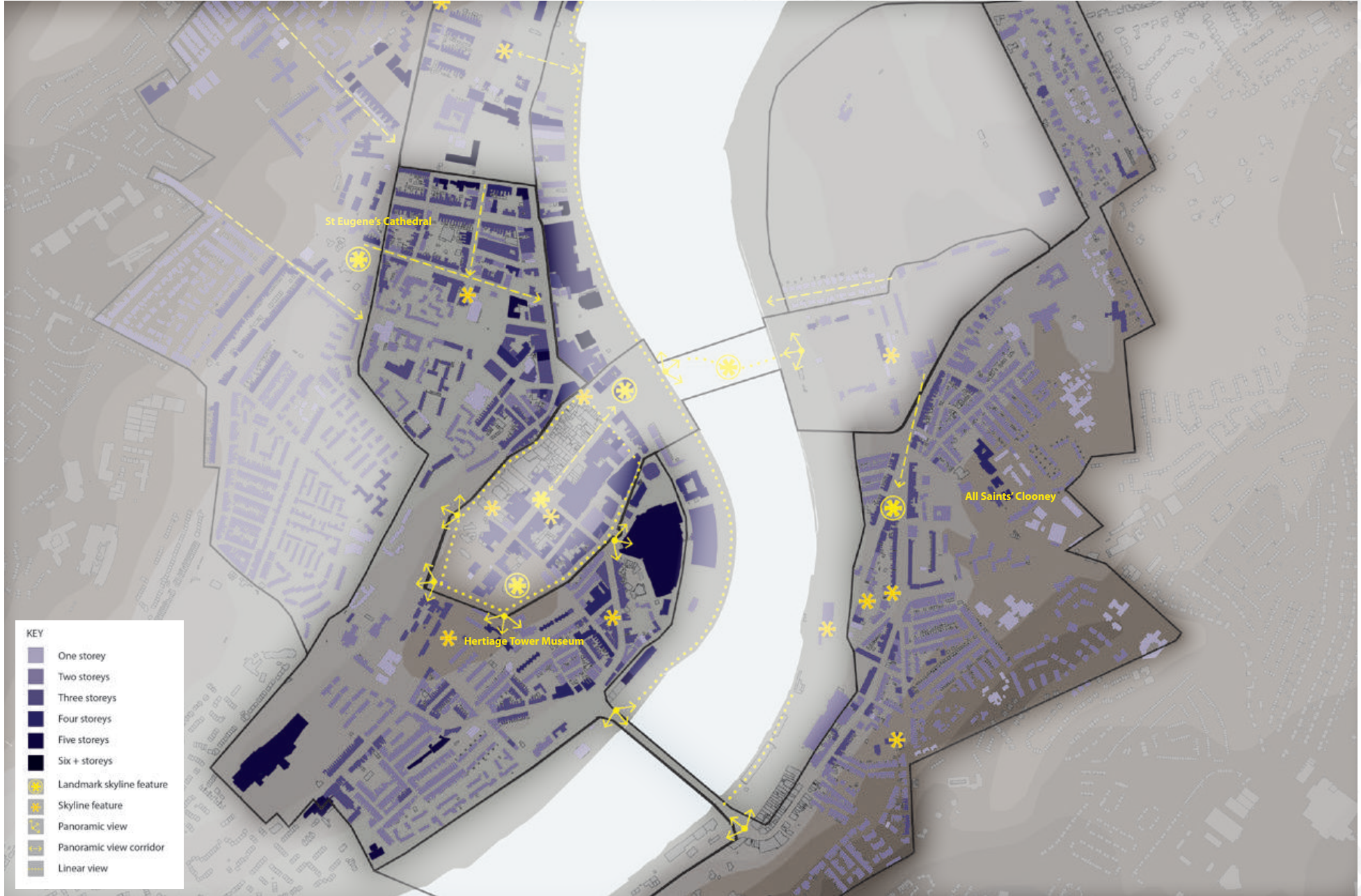
Not to be overlooked are the buildings and structures of more recent heritage significance.

The freestanding gable wall at Free Derry Corner is one of the most well known examples, forming an important cultural and political reference point in the story of the city.

Other cultural buildings have a role to play in highlighting and sharing local heritage.



### DERRY: OUTER HISTORIC CORE



KEY	
Light purple square	One storey
Medium purple square	Two storeys
Dark purple square	Three storeys
Dark blue square	Four storeys
Very dark blue square	Five storeys
Black square	Six + storeys
Yellow starburst icon	Landmark skyline feature
Yellow starburst icon	Skyline feature
Yellow dashed line with arrow	Panoramic view
Yellow dashed line with arrow	Panoramic view corridor
Yellow solid line with arrow	Linear view

**LANDMARKS, VIEWS AND VISUAL CONNECTIVITY**

**Views that Inform Character**

Due to the topography of the city, the character and identity of much of this study area is informed by dramatic citywide views.

This is particularly evident in the Waterside area, where the street pattern has evolved on the steeply sloping eastern bank of the River Foyle. This has enabled good quality views, both towards the river and of the surrounding hillside setting, although physical connections to these points are sometimes poor.

Within the Clarendon area, consistent building heights and long terraced streets provide attractive linear vistas eastwards towards Strand Road and westwards, towards Northland Road.

The topography of the Fountain and Bogside area provides outward views across the valleys and hillsides as well as inward views towards the city walls.

**Role of Landmarks**

Landmark buildings of city wide significance exist within this study area. Often set within dramatic raised positions, these prominent buildings are points of reference, orientation and identity.

Visual relationships with these landmarks and their settings form an important consideration in the planning and development of the city centre.



## DERRY: OUTER HISTORIC CORE

## DESIGN QUALITY, CHARACTER AND CONDITION

## Mix of Architectural Styles

A variety of well-defined character areas containing differing architectural styles exist within this study area. For example, the linear Georgian terraced streets in Clarendon with distinct street lighting columns; the narrow residential streets in the Fountain and inner Bogside, comprising fine grain, red-brick Victorian terraces and, the steeply sloping terraces in Waterside.

Collectively this mix of architectural styles contribute to the richness and place quality of the study area and must be conserved.



## Fractures in the Urban Fabric

Within this consistent urban grain however, there are areas where the urban fabric has been 'fractured'. These take the form of gap sites and many are currently used for car parking.

These fractures generally impact negatively upon the place quality of the surrounding area, as well as the setting of heritage buildings. They can also form weak points of transition between the city centre streets and surrounding residential areas.



Some sites are more prominent than others, such as the vacant former Tillie and Henderson factory site and gap sites along Foyle Street and Spencer Road. This prominence increases the visual impact on the wider city and therefore their strategic importance.

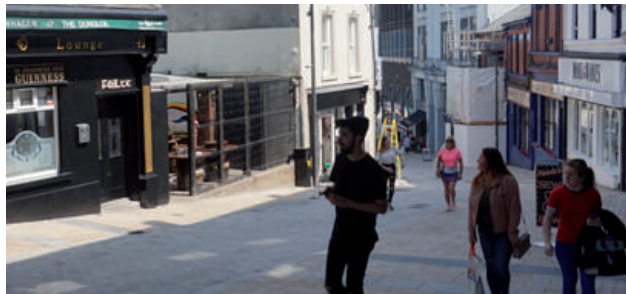
Many of these sites hold significant development potential, presenting a future opportunity to 'repair' these fractures and relate them back to the surrounding townscape.



## VITALITY, USE AND ANIMATION

### Street Animation

Street animation across this study area is particularly evident where there is a mix of uses, a finer urban grain that facilitates pedestrian throughput and ground floor activation from retail and other uses. There are also some good examples of ground floor spill out uses which further contribute in animating the public realm.



However, activation levels wain in some specific geographic locations and across the majority of areas in the evenings. Causes are linked to levels of vacancy and to a relatively weak night time economy.

The physical impact of vacant properties, shutters and in some locations poor levels of lighting, combine to affect place quality in these locations and require to be addressed as part of more comprehensive interventions.



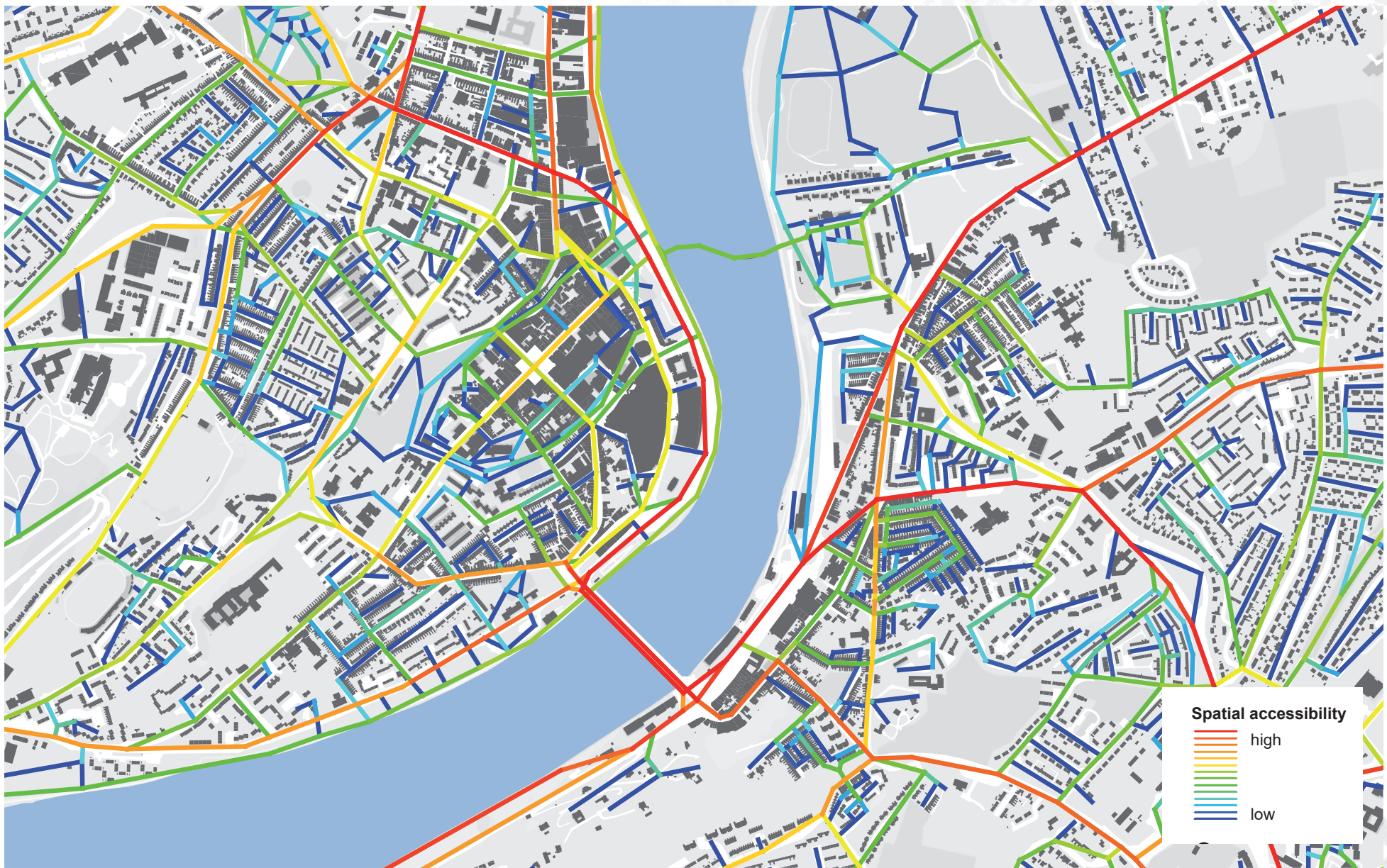
### Public Events Spaces

There are relatively few public spaces suited for socialising, play and small events, despite the size of this study area.

While Brooke Park and the nearby St Columb's Park have key functions to perform, potential exists for additional small spaces throughout this study to contribute to levels of amenity.



# DERRY: OUTER HISTORIC CORE



## STRATEGIC SPATIAL ANALYSIS AND MOVEMENT

### Strategic versus Local Routes

The study area comprises primary city-wide routes that connect to the Walled City and City Centre with the wider City. These perform an important strategic movement function to the city centre, while also supporting the social and economic activities of businesses and residents there. In these areas a balance between these functions is therefore required to ensure these routes are designed and managed appropriately.

King Street, Abercorn Road and Strand Road are examples of main routes where such a balance particularly is required between the needs of motorists, pedestrians and cyclists. Often the latter group is under provided for, with scope for increase cycle lanes and other facilities.

Finally, the Lecky Flyover that connects Bishop Street with the Bogside is a particularly intrusive element of strategic transport infrastructure that greatly undermines place quality in the local area.





## DERRY: UNIVERSITY & COLLEGE

### 4.7 STUDY AREA - UNIVERSITY AND COLLEGE



## AREA DESCRIPTION

Located to the north of the historic core, the University & College Study Area is bound by Rock Road to the north, Strand Road to the east, Bayview and Woodleigh Terraces to the south and Northland Road to the west.

The local topography contributes significantly to the townscape character in this area, with land sloping upwards from the River Foyle, enabling expansive views and vistas and influencing the development pattern. The predominant land use is civic and education associated with the Ulster University Magee Campus and the North West Regional College.

Within the context of this predominant land use there are four distinct character areas. The Magee Campus, which designated as a Conservation area, is characterised by a mix of fine historic and contemporary standalone buildings, set within a mature green landscape positioned on an elevated, sloping site. South of the Magee Campus, the character is defined by large floorplate buildings associated with public sector offices and the North West Regional College. Beyond these areas, there are pockets of two-three storey traditional terraced development, which creates attractive street frontages and positively contribute to townscape character.



## DERRY: UNIVERSITY &amp; COLLEGE

## NATURAL AND BUILT HERITAGE

## Mix of Heritage and Contemporary Buildings

There is a broadly complementary grouping of historic and contemporary-style buildings throughout the study area,. This is particularly evident within the Ulster University Magee Campus, where such a mix contributes to the area's sense of place.



## Key Heritage Buildings and Structures

A cluster of landmark buildings and structures exist within this area of the City Centre, including the immediately identifiable Magee University College, one of the city's five Grade A listed buildings. Other key features are the Foyle Arts Centre, Aberfoyle House and the stone boundary walling.



## Pockets of Traditional Terraces

Pockets of two and three storey, traditional terraced development throughout the study area contribute to townscape character. Namely, the attractive and well proportioned streets of Lawrence Hill, Clarence Avenue and Springham Street and the traditional terraced blocks of Aberfoyle Terrace and College Terrace.



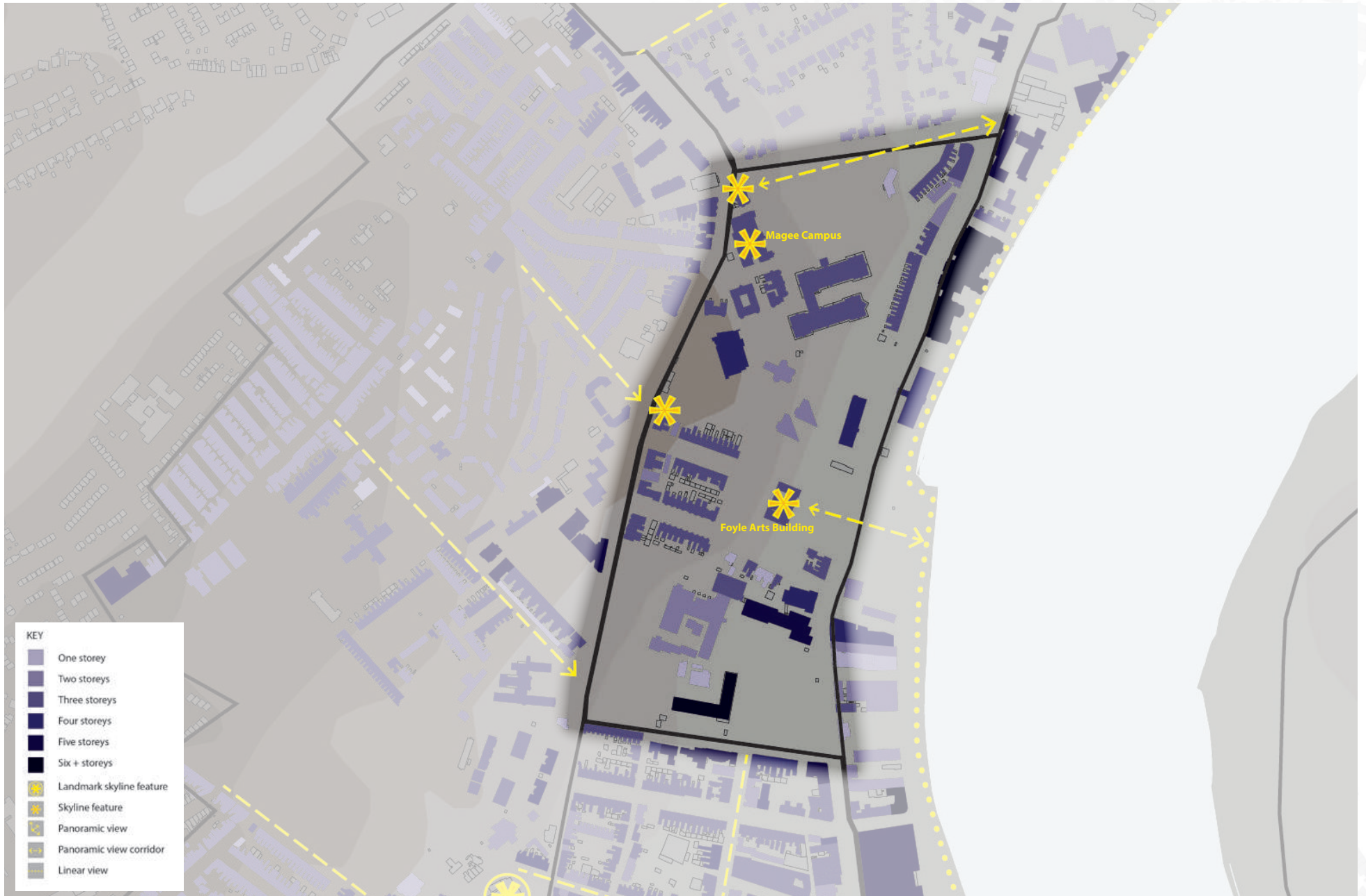
### **Mature Trees and Landscape**

The collection of mature trees within the sloping green landscape is a distinctive feature of this area of the city centre and greatly contributes to the setting of the various landmark buildings. Such mature native vegetation has an increased ecological value, supporting insect and bird populations.

As such, this mature landscape should be safeguarded against inappropriate or over-development.



# DERRY: UNIVERSITY & COLLEGE



## LANDMARKS, VIEWS AND VISUAL CONNECTIVITY

### Attractive Elevated Setting

The local topography, rising upwards from the River Foyle, has defined the development pattern, with examples of stand alone buildings set within an elevated, sloping landscape setting and other examples of traditional terraced development lining both sides of upward rising streets.

This rising, elevated setting enables strong linear views of the River Foyle and across the wider city as well as panoramic views back into the study area from the other side of the River.



### Restricted Views and Vistas

Long distance views are at times limited. This is often due to the mature vegetation, but also in places buildings of lesser architectural merit and stretches of stone walling.

Managing this visual landscape through development will help to reinforce its character and identity, while improving amenity for those who live and work there.



## DERRY: UNIVERSITY &amp; COLLEGE

## DESIGN QUALITY, CHARACTER AND CONDITION

## Strong Landscape Structure

The attractive landscape of mature tree planting set within the centre of the University of Ulster campus, generates a pleasant, tranquil environment creating a strong sense of place in this area of the City Centre.

In areas it is the landscape that provides spatial structuring, rather than the buildings. Understanding and utilising this design method will be important when considering future development potential.



## Design Value

Areas of high quality architecture in the form of landmark standalone buildings and attractive traditional terraced blocks, positively contribute to the quality of streets and spaces throughout the study area.

However, other locations nearer the river find themselves dominated by road space or strong boundary treatments.



## Physical Relationships

As the result of a generally inward facing development pattern, the physical relationship between the campus and the wider city centre is relatively weak, with surrounding streets suffering from a lack of active frontages and animation.

As such, entrances to the university and college areas lack a civic quality that may be expected of a city centre campus.



## VITALITY, USE AND ANIMATION

### Street Level Animation

Around the edges of the University Campus and the PSNI site, sections of extensive blank walling and dense vegetation impact upon place quality, isolating them from the surrounding central core.

While security forms an obvious consideration for these sites, scope exists to improve physical accessibility, which would in turn generate increased activity in the area. Given the high density of students and young people in this area, such linkages would also help increase footfall past nearby businesses.



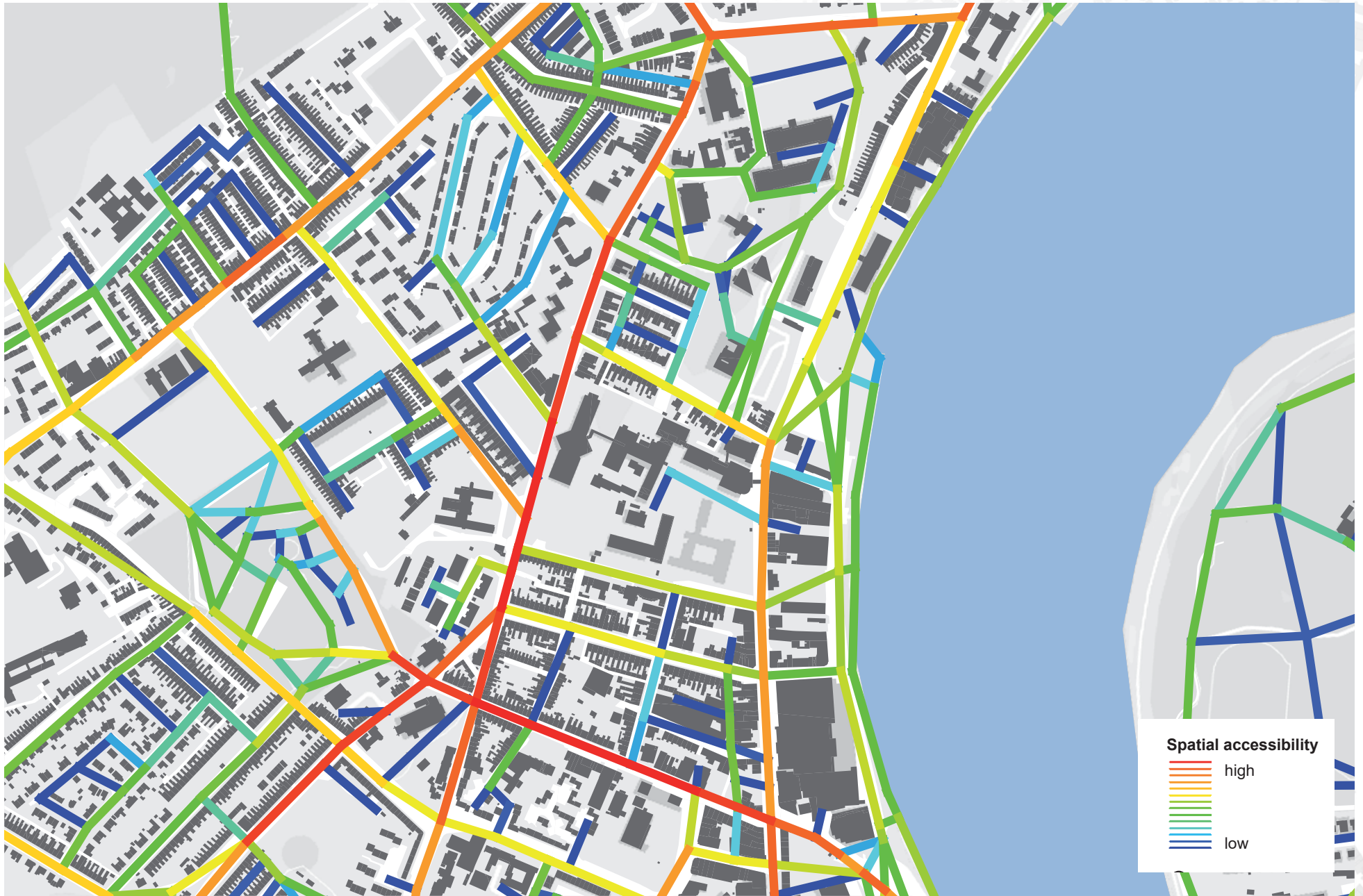
### Underutilised Public Spaces

Despite the green landscape and streets, surrounding the University and College, being well used by students, the single use educational function results in the area lacking vitality during evenings and holiday periods. There is limited use of the high quality landscape in this area for cultural events or community recreation by the local community, as well as visitors.





# DERRY: UNIVERSITY & COLLEGE



## STRATEGIC SPATIAL ANALYSIS AND MOVEMENT

### Permeability

Movement past this study area is relatively unhindered, however the layout of the campus, boundary treatments and topography combine to make pedestrian movement through the area more difficult.

Potential exists for new linkages through this area, thereby improving permeability for local residents, as well as staff and students of the university and college.



### Legibility

Finding ones way through an urban area is largely informed by visual cues and sightlines. For this study area, with its topography, vegetation and inward development pattern, such 'legibility' can be weak in places. New development must therefore seek to strengthen the structure of this urban area in a manner that makes it easier to read and navigate.



DERRY: OUTER STRAND ROAD

4.8 STUDY AREA - OUTER STRAND ROAD



## AREA DESCRIPTION

To the north, the study area is bound by the Pennyburn Roundabout and Buncrana Road, to the west it comprises Duncreggan Road and the Duncreggan Student Village. To the south and east is it bounded by Rock Road and Strand Road, respectively. A proportion of the Magee Conservation Area is located within the south-west of the study area.

The Upper Strand Road itself is typically characterised by large floorplate retail, commercial and light industrial buildings, set within a vehicular environment. Beyond the Strand Road there are pockets of traditional development, which contributes to place quality, including the traditional two-storey terraced streets, the two-storey detached residential units in the Duncreggan Road and Aberfoyle Crescent areas, as well as the former industrial buildings.



## DERRY: OUTER STRAND ROAD

## NATURAL AND BUILT HERITAGE

## Natural Heritage

The natural heritage value in this study area is limited to mature trees and sports fields located in the Duncreggan area, access to which is limited to the public

In the remainder of the study area, greenspaces and vegetation are notably absent, curtailing ecological value, but also quality of amenity for local residents. Ensuring good access to the river is therefore important for this location.



## Built Heritage

Built heritage value of the study area is low, with the exception of the following three aspects:

- Traditional, two-storey terraced streets, namely Meadowbank Avenue, Barry Street, Governor Road and Philip Street.
- Two-storey detached residential units in the Duncreggan Road and Aberfoyle Crescent areas
- The former industrial buildings at the junction of Strand Road and Meadowbank Avenue.



## LANDMARKS, VIEWS AND VISUAL CONNECTIVITY

## Limited Views

The local topography in this area is generally flat, rising slightly at its south-east corner. As a result, few long distance views exist. This, coupled with the absence of landmarks, distinguishes it from other city centre areas where views play a greater role.

Although the river is within close proximity, visual connectivity is poor with large floor plate buildings along the east side of the Strand Road obscuring or obstructing views that would otherwise be possible from within its streets.



### Poor Spatial Definition

As a result of the fragmented building line, vacant sites, low buildings and vehicular dominated environment, the upper area of Strand Road feels visually exposed and is poorly defined spatially.

This lack of visual structure is compounded by the Pennyburn Roundabout Gateway, which, despite being a key gateway into the City Centre is visually very weak due to vacant sites and large retail units.



**DERRY: OUTER STRAND ROAD****DESIGN QUALITY, CHARACTER AND CONDITION****Contrasting Characters**

This study area has several distinct areas of character that are in sharp contrast with one another. Detached houses, terraced blocks and retail warehousing have created a disjointed feel.

While the quality of the residential areas are good, the Strand Road is poorly defined, with a lack of consistent built frontage. Scope exists therefore, to strengthen urban form and enhance the character in this area.

**Prominent Buildings of Low Quality**

Architectural quality in this area is variable. 19th and early 20th century housing is generally of good quality, providing positive frontage and consisting of attractive design features.

However, in the vicinity of Strand Road, architectural quality is low, with retail warehousing and gaps sites prevailing. This matters because of the gateway function the road serves and therefore, first impressions it makes to the wider city.

**Car oriented development**

The public realm of the Strand Road area is dominated by hard spaces, with wide roads, vast car parks and a general lack of vegetation. The result is a car oriented landscape akin to out-of-town retail or industrial areas, rather than a main point of arrival into the city centre.



## VITALITY, USE AND ANIMATION

### Limited Pedestrian Activity

As a car oriented part of the city, this upper stretch of the Strand Road sees relatively little pedestrian activity. This is most evident after dark, where the environment and its lack of activation can deter pedestrian movement.

Lighting, streets trees and crossing facilities all have scope for short improvement in this area, for which longer term restructuring and development density may be appropriate.





## DERRY: OUTER STRAND ROAD



## STRATEGIC SPATIAL ANALYSIS AND MOVEMENT

### Maintaining movement, improving quality

Strand Road plays a key role in the strategic movement network of the city and its centre. As such it forms an important gateway from the north of the city.

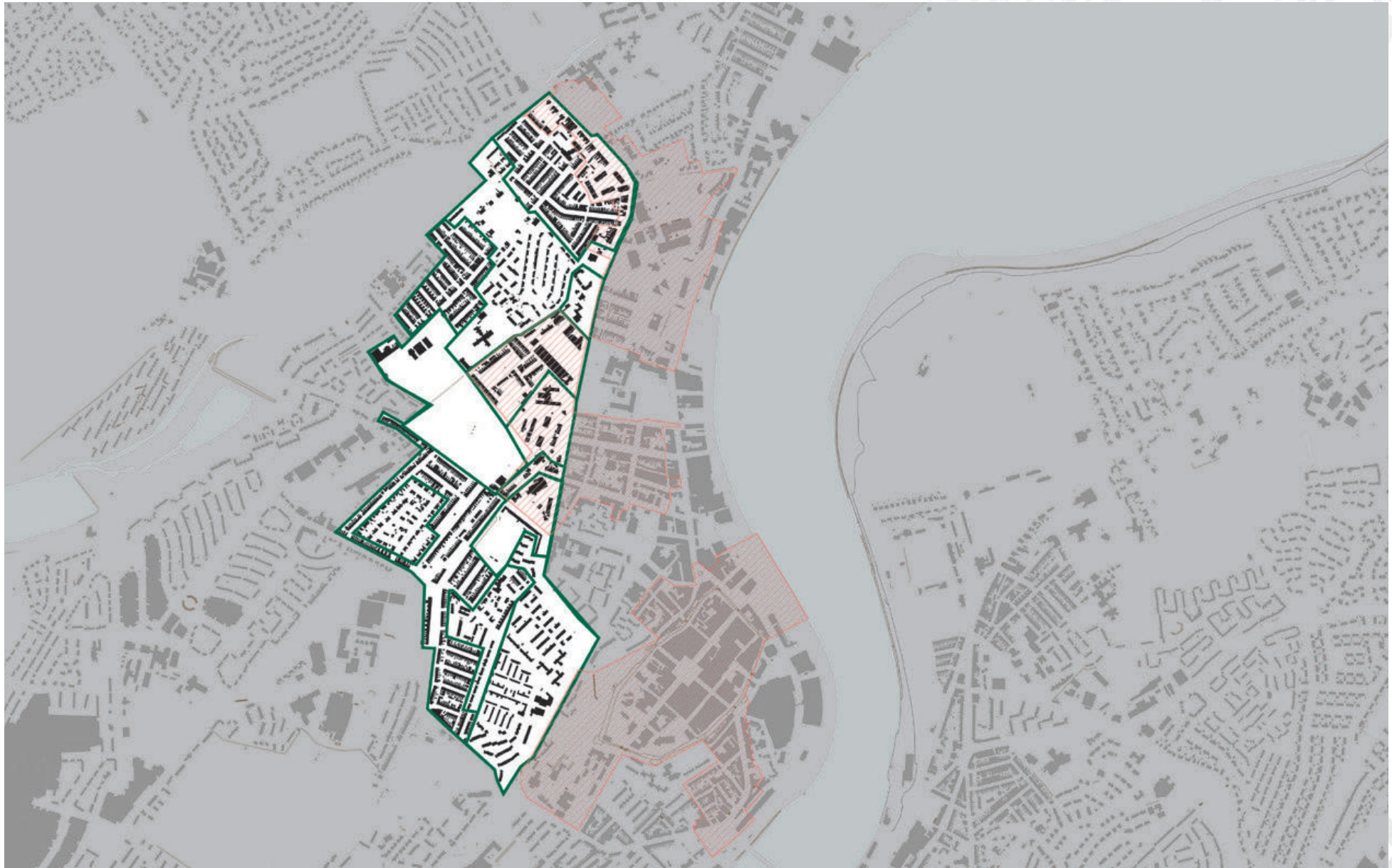
While maintaining fluid traffic movement here is essential, the quality of the corridor visually and as a place for people must be regarded as important.

Scope exists to improve connectivity between the Strand Road and other key routes, in particular the riverfront pedestrian walkway.



**DERRY: WESTERN SLOPES**

**4.9 STUDY AREA - WESTERN SLOPES**



## AREA DESCRIPTION

The Western Slopes include the predominantly terraced streets in both the Rosemount and Creggan areas. To the north, raised above the university campus, the study area extends to the boundary of Creggan Burn Park and Northland Road. To the south the area is bound by Lecky Road and Creggan Road and includes Brooke Park, one of the few areas of green space in this area. A portion of the Clarendon Street Conservation Area is within this study area.

The overarching character of this study area is predominantly two and three storey terraces, interspersed with post-1950s development, stepping up the valley from the river below.

The area includes distinctive character areas, including the stepped 3 storey terraced houses in Creggan and the smaller scale gently sloping traditional red-brick residential terraces in Rosemount. Brooke Park creates a 'lungs' of green space dividing the study area into two clear urban areas.



## DERRY: WESTERN SLOPES

## NATURAL AND BUILT HERITAGE

## Natural Heritage

The study area is characterised by pockets of dense built form interspersed with areas of more modern lower density residential development.

Natural heritage value is limited, heightening the importance of Brooke Park as a green space in this area. Sensitively restored, Brooke Park, is a green space of exceptional quality. Furthermore, street trees have an important role to play in the city yet are absent in many of these areas.



## Key Buildings and Monuments

The area is predominantly characterised by its terraced residential nature with few examples of key buildings. The few structures of heritage value within the study area, include St Eugene's Cathedral, Christ Church and the Rosemount Factory.

These heritage assets contribute significantly to the area's place quality, however in some instances there is scope to enhance their immediate setting to maximise heritage value.



## LANDMARKS, VIEWS AND VISUAL CONNECTIVITY

### Intact Historic Urban Grain

The intact pockets of historic urban grain are a key attribute of this study area. As a result, the study area includes many examples of well-proportioned streets and spaces that are of a high place quality, including the stepped terraces of Creggan and Rosemount.

The urban design characteristics, which set these areas apart, should inform future development proposals.



### Views that Inform Character

Due to the topography of the City, the character and identity of much of this study area is informed by linear views.

Within the study area consistent building heights, long terraced streets and the topography provides attractive linear vistas both east and west, visually connecting across the valley and hillsides.



### Role of Landmarks

The few prominent landmark buildings are points of reference, orientation and identity.

Visual relationships with these landmarks and their settings form an important consideration in the planning and development of the city.



# DERRY: WESTERN SLOPES



**DESIGN QUALITY, CHARACTER AND CONDITION**

**Fractures in the Urban Fabric**

Within this characteristic sloped urban grain there are areas where the urban fabric has been ‘fractured’. These take the form of lower density post 1950s development.

These fractures generally impact negatively upon the place quality of the surrounding area due to lower density residential areas, of poorer architectural quality and minimal frontage. This overall breaks up the urban grain of characteristically linear and well connected streets.



**Public Realm Quality**

The design and condition of the public realm in the study area is generally low with poor quality paving, road surfacing and a distinct lack of street trees.

This presents scope to create attractive key streets which would benefit greatly from an improved public realm.



**VITALITY, USE AND ANIMATION**

**Use and Public Space**

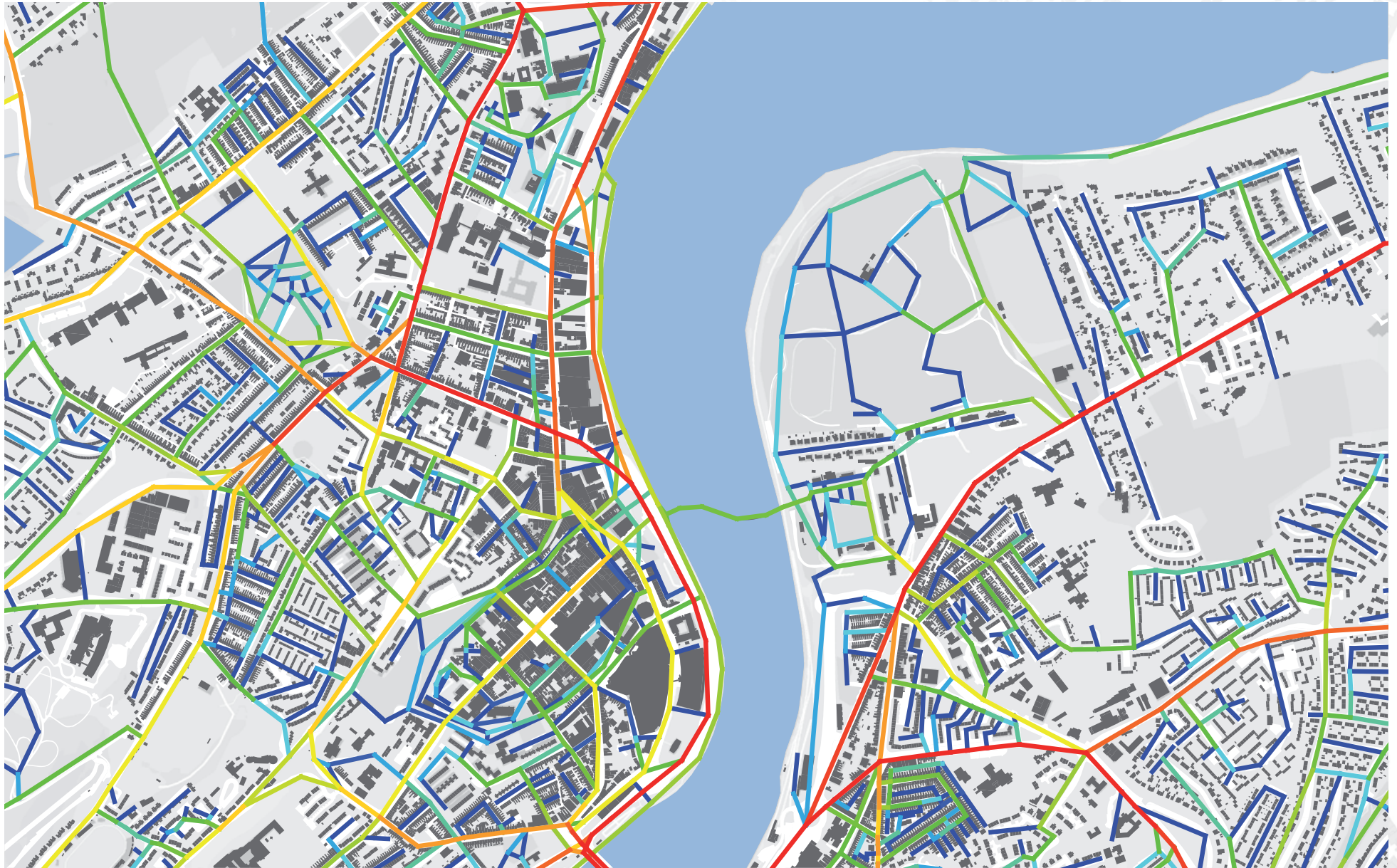
The area is predominantly residential, made up of two and three storey terraces. The residential nature has resulted in limited levels of animation.

There are relatively few public spaces suited for socialising, play and small events. While Brooke Park and the nearby Creggan Burn Park have key functions to perform, potential exists for additional small spaces throughout this study to contribute to levels of amenity.





# DERRY: WESTERN SLOPES



## STRATEGIC SPATIAL ANALYSIS AND MOVEMENT

### Strategic versus Local Routes

The study area comprises primary routes, at both a city-wide and local scale, connecting to the Walled City, City Centre as well as the wider City. These perform an important strategic movement function to the city centre, while also supporting the social and economic activities of businesses and residents along these routes.

In these areas a balance between these functions is therefore required to ensure these routes are designed and managed appropriately.

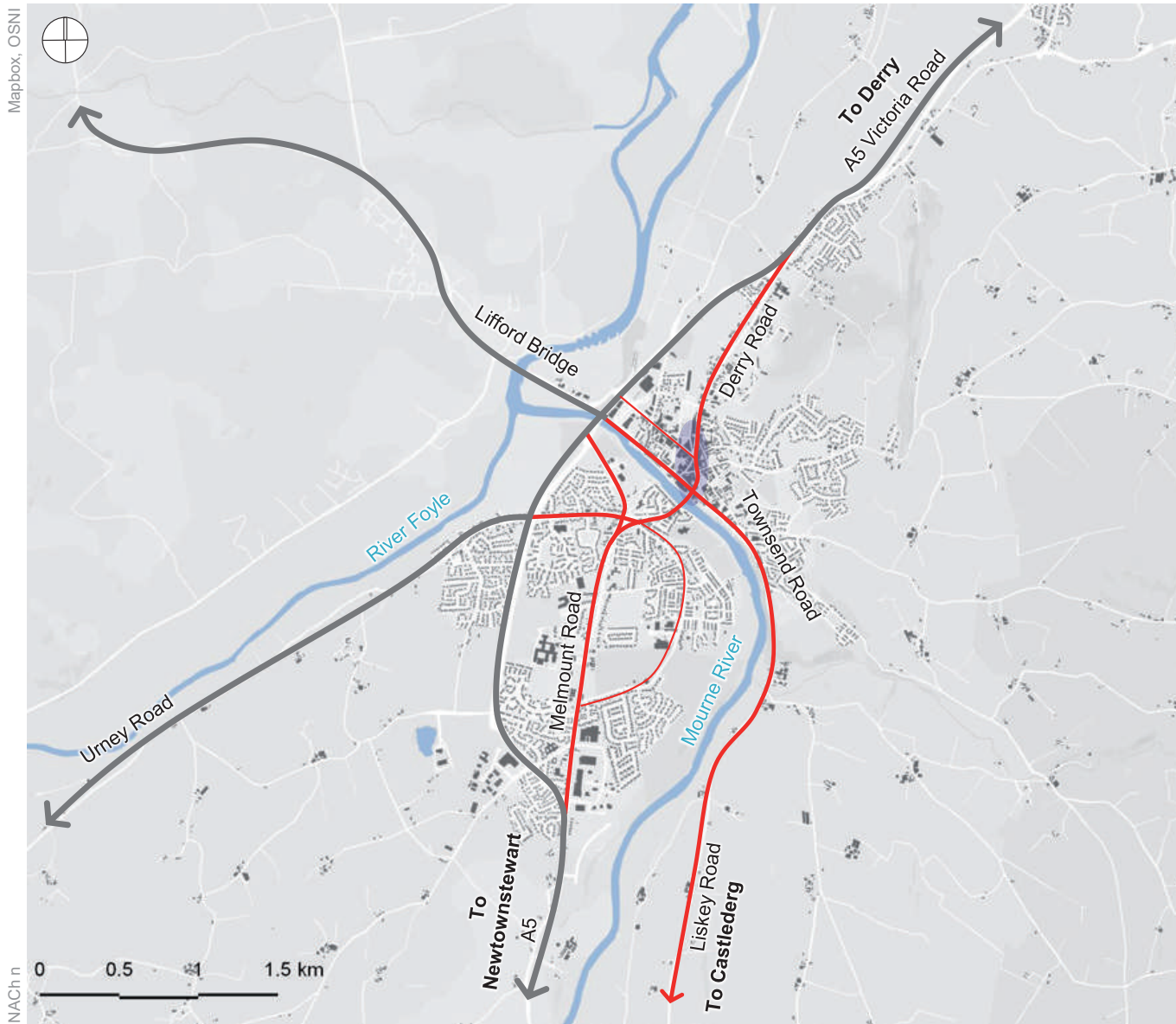
Northland Road, Rosemount Avenue and the Lecky Road are examples of main routes where such a balance particularly is required between the needs of motorists, pedestrians and cyclists. Often the latter group is under provided for, with scope for increase cycle lanes and other facilities.

Finally, the Lecky Flyover that connects Bishop Street with the Bogside is a particularly intrusive element of strategic transport infrastructure that greatly undermines place quality in the local area.





# 3.2 STRABANE



Site location in the wider context

Strabane is located to the south of Derry and north of Newtown Stewart and Castledearg.

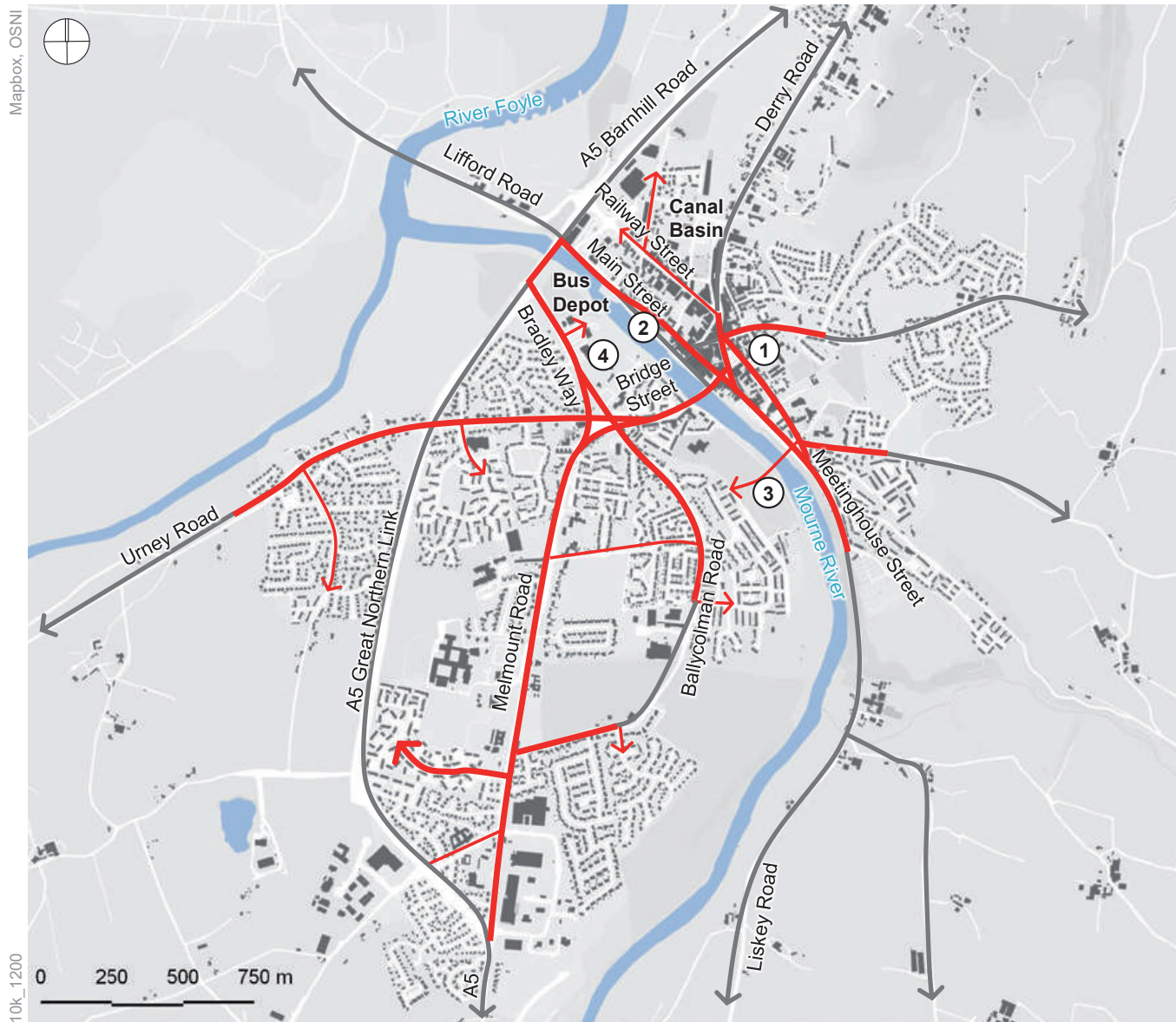
River Foyle is located to the west of Strabane and Mourne River passes through the town.

A5 and Liskey Road are key connections that connect Strabane to its wider context; Derry to the north, Newton Stewart and Castledearg to the south.

Derry Road, Melmount Road, Main Street and Townsend Road form the primary route network within the city.

- Town centre
- Primary large scale route network
- Other primary route network

## Spatial accessibility Summary



### Strengths

- Strabane has strong large scale connections. These are A5, Derry Road, Liskey Road, Urney Road and Lifford Road.
- The key routes of the town centre, Main Street, Market Street, Bridge Street are highlighted as part of the multiscale network of streets that have potential to be successful commercial locations (1).

### Weaknesses

- Lack of a continuous local network of streets that will support the multiscale network and will encourage walkability.
- Lack of connections between the riverside, Main Street and the town centre (2).
- Large blocks between Railway Street and Main Street reduce connectivity (2).
- Lack of a continuous circulation loop between the retail park, the town centre the new bridge and along the river (3).
- The riverside near the bus depot is inaccessible and hidden (4).

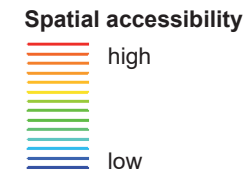
- ↔ Primary large scale route network
- ↔ Primary multiscale route network
- ↔ Primary local route network

**Spatial accessibility Large scale route hierarchy 10km**



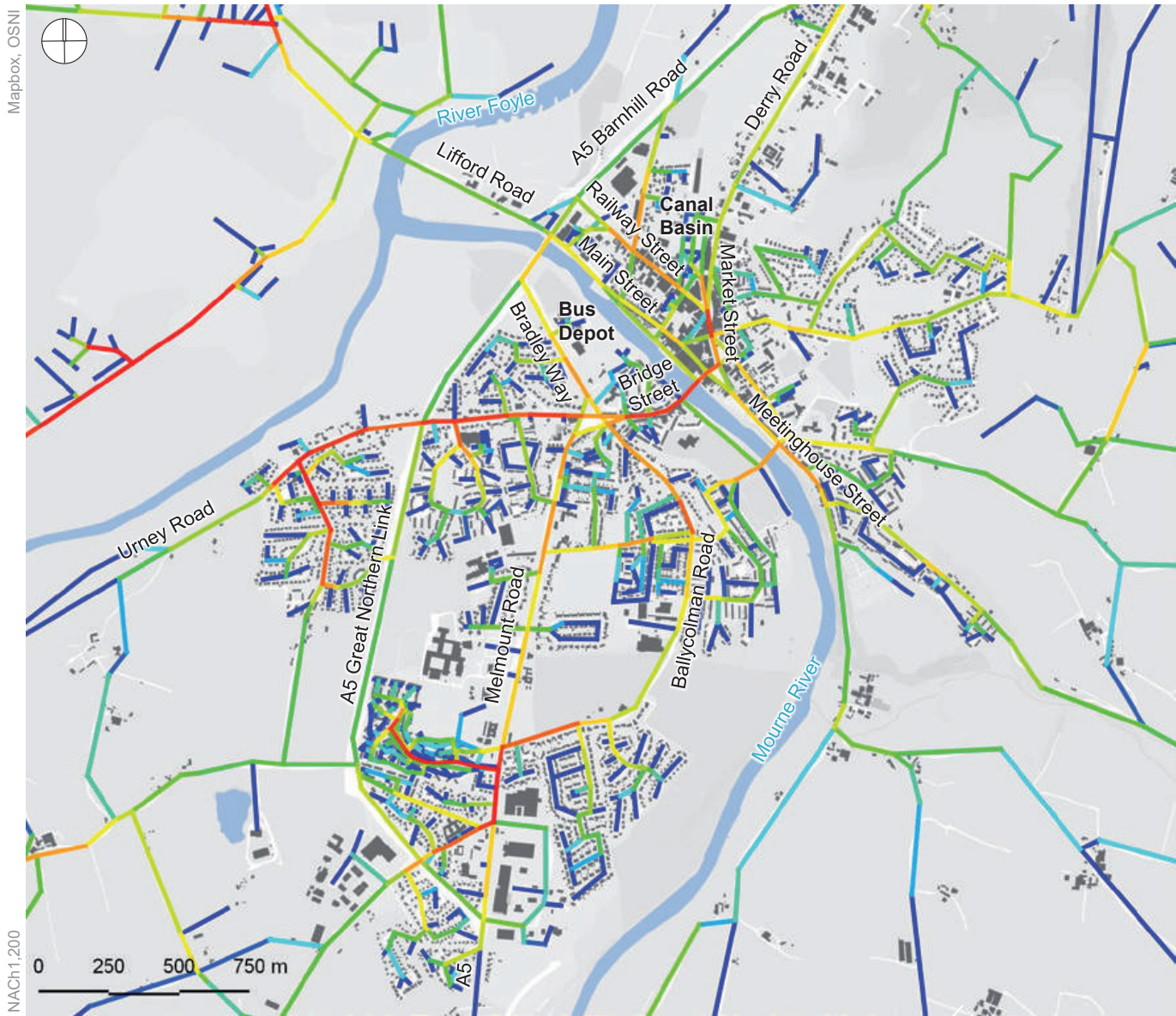
A5, Derry Road, Main Street, Bridge Street, Melmount Road, Meetinghouse Street and Urney Road are key connections linking Strabane to the wider context.

The spatial accessibility analysis highlights the route hierarchy of an area. Highly accessible streets are likely to attract more through-movement. This image shows a global spatial analysis and highlights the large scale route structure across Strabane. These routes are the ones that relate to long distance vehicular flows and commuter's movement.



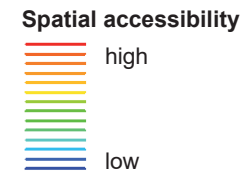
STRABANE

Spatial accessibility **Local route hierarchy** 1,200m



At the local scale, the key connections are Bridge Street, Urney Road, Melmount Road, Meetinghouse Street and Railway Street.

This image shows a local scale spatial analysis and highlights the small scale route structure across Strabane. These routes are likely to attract pedestrian movement within a 15-minute walking distance.



## Spatial accessibility **Multi-scale**



The key routes that are highlighted as part of the multiscale network are Main Street, parts of Market Street, Bridge Street, Melmount Road, Urney Road and Meeting House Street.

Railway Street is an important local scale connection.

### Highly accessible routes

- Primary route at both large and local scales
- Primary route at large scale
- Primary route at local scale (c.a. 15-minute walking distance)



**Weighted spatial accessibility** Morning scenario 10km Town Centre



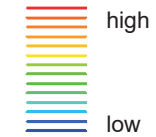
This Weighted Spatial Accessibility analysis includes the impact of land use.

Employment and residential uses were added in the spatial model. The analysis reflects a morning peak scenario as streets with residential and employment use are used as origins and destinations.

The routes highlighted in the spatial analysis are consistently highlighted as the key movement corridors.

Further to these, Railway Street and Castle Street have high movement potential.

**Weighted spatial accessibility**

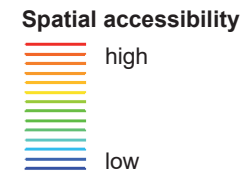


### Spatial accessibility Local route hierarchy 1,200m Town Centre



The riverfront has low accessibility levels as it lacks local scale connections to Main Street, the Town Centre and Railway Street.

Main Street accessibility also decreases at the local scale.



# Spatial accessibility **Multi-scale** Town Centre



### Highly accessible routes

- Primary route at both large and local scales
- Primary route at the large scale
- Primary route at local scale (c.a. 15-minute walking distance)

Mapbox, OSNI

10k\_1200

Space Syntax Limited © 2018

**Permeability Urban block perimeter**



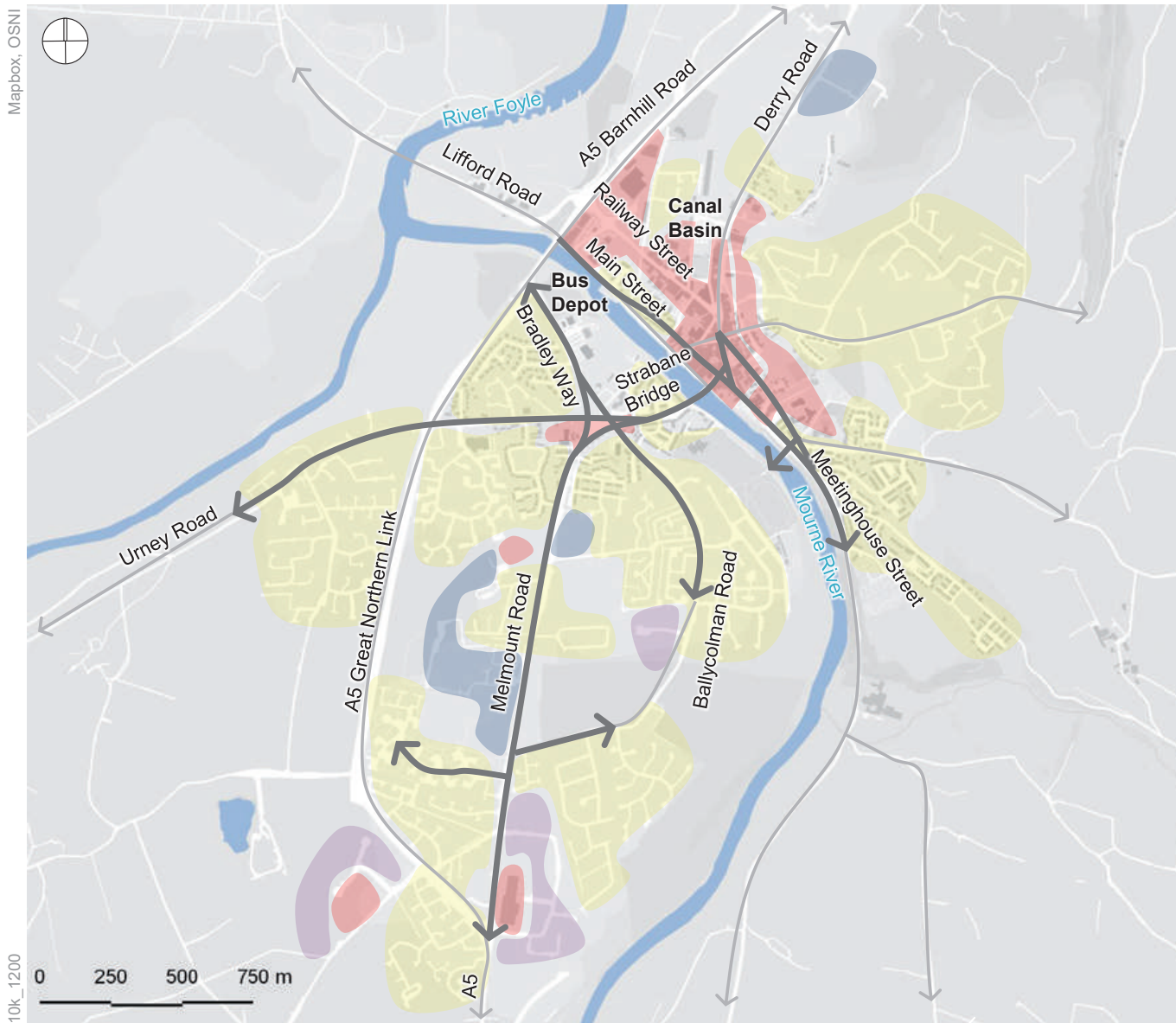
Large blocks are predominant in Strabane. While this is typical for residential areas that have low movement levels, the town centre and the riverfront on either side would benefit from higher permeability that would increase circulation choice for pedestrians and would enable walkability.

The size of urban blocks is an important indicator of an area's walkability. The urban record shows that central areas with active uses tend to have a finer urban grain that enables more choice for pedestrian movement. Residential areas, by contrast, are typically less permeable and offer less movement choice.

**Block size (perimeter (m) and walking time (min))**

Red	0 – 200	
Orange	200 – 400	5min walk
Yellow	400 – 600	
Light Green	600 – 800	10min walk
Green	800 – 1,000	
Cyan	1,000 – 1,200	15min walk
Dark Blue	1,200 – 1,600	>20min walk

## Land use Summary



Majority of the commercial uses are concentrated to the north of the river, within the town centre. To the south, the predominant land use is residential, with some education, community and industrial uses.

The commercial areas are located along the multiscale parts of the network, which create opportunities for shops to trade to more than one scale of movement. These places, in combination with a strong local network have the potential to create a strong pedestrian-led network of spaces.

The intersection of Melmount Road and Bradley Way to the south of the river has the potential to support a local centre.

### Ground floor land use

- Commercial
- Residential
- Education and Community
- Industry

Primary regional route network

Primary multiscale route network

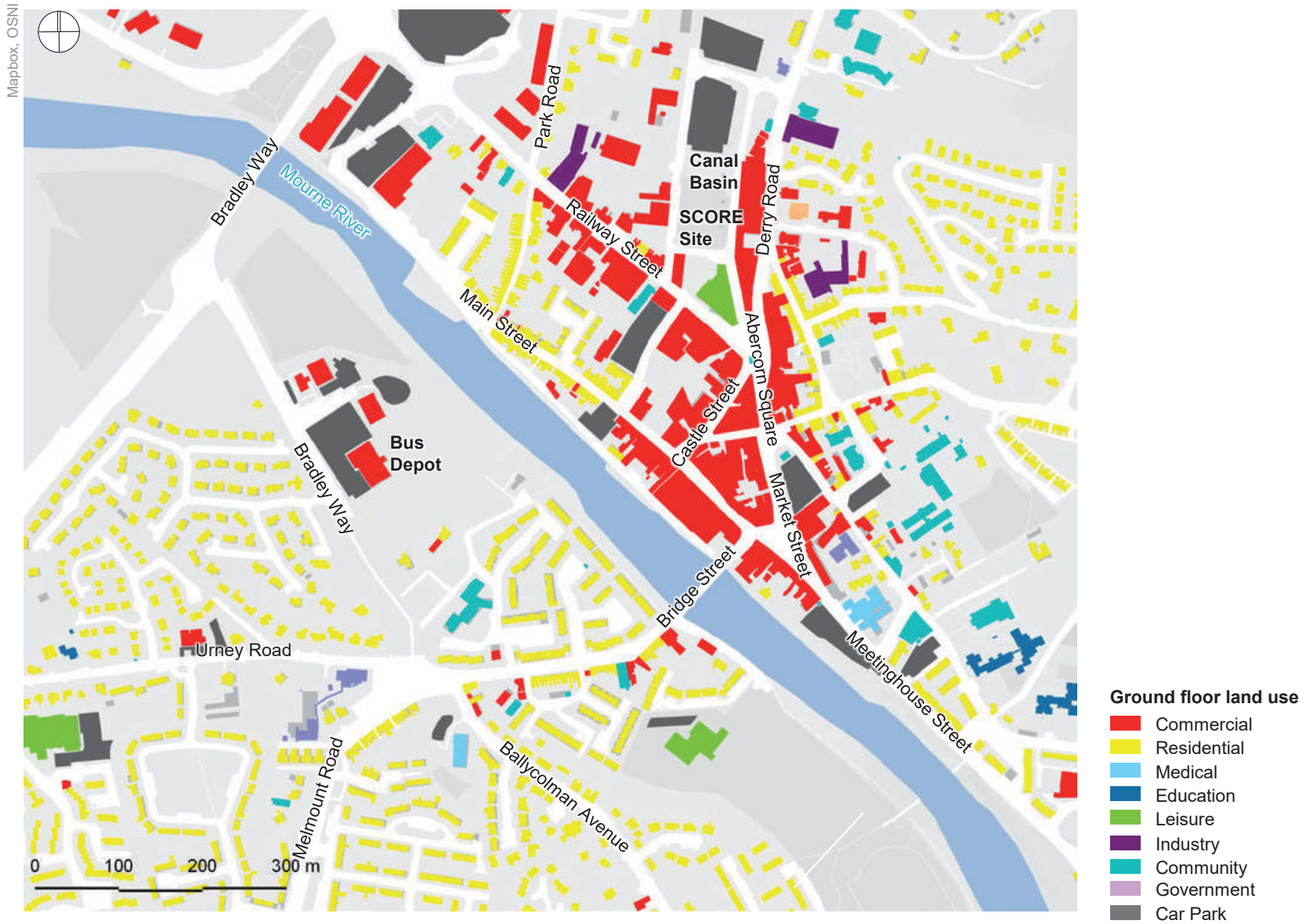
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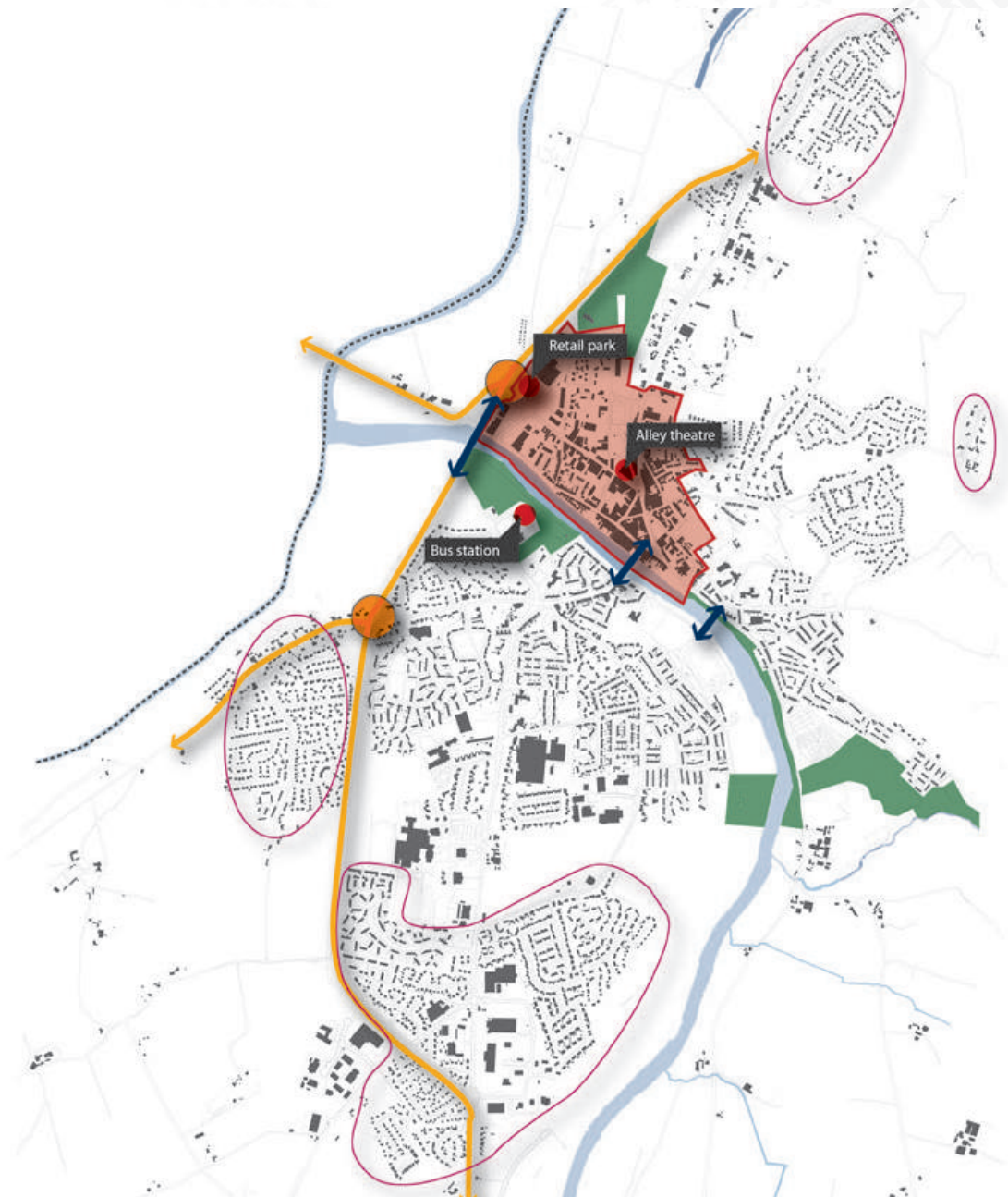
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0 250 500 750 m

### Ground floor land use distribution **Town Centre**



Space Syntax Limited © 2018



## URBAN DESIGN ANALYSIS

Strabane's town centre is located on the northern banks of the Mourne River with a key gateway and arrival point situated at the junction of Railway Street, the A5 and Lifford Road. Within close proximity to Lifford, across the border, this gateway establishes the first impressions for many and has the potential to create a memorable arrival experience for visitors as they approach the town centre. Currently on the edge of the retail park and weakened by low density retail units, this gateway presents an opportunity to create improved first impressions and a stronger link to the town centre.

Although Strabane's town centre is of a compact nature, as can be seen from the plan on page 103, the majority of Strabane sits to south of the river creating a disconnection between the centre and its surrounds. Several areas are located on the periphery with clear divides between them and the remainder of the town. This identifies a need and opportunity to better integrate the town centre with its peripheries, through a network of connections that link the residential areas to the town's facilities and services, including the bus station.

There are limited areas of public open space with the majority located along the banks of the river, highlighting the need to create an accessible and well-connected town and in turn creating a positive physical relationship with the river.



# STRABANE



## STUDY AREA DESCRIPTION

The study area is primarily defined by the town centre area, as outlined in the Strabane Area Plan 1986-2001, but also includes land on the other side of the Mourne River, comprising town centre uses including the Bus Station, retail units and Melvin Sports Complex.

To the north the study area extends to the edge of town centre retail park at the junction of the A5 and Railway Street. To the east it comprises the Bowling Green area, Barrack Street and Meetinghouse Street. To the south it extends across the Mourne River at the new foot/cycle bridge and includes the Melvin Sports Complex. To the east it extends to the junction of Bridge Street, Bradley Way and Melmount Road and the Bus Station.

Strabane town centre is typically characterised by its intact historic street layout, comprising a series of well proportioned streets and spaces. A significant number of historic buildings and structures are contained within the central core. While few are major visual landmarks, collectively they contribute to townscape character and the overall industrial heritage and place quality. However, the poor condition of some heritage assets and unsympathetic recent development undermine their heritage value.

Strabane is a riverside town, with the River Mourne running through the town centre. However, the visual connectivity and physical relationship between the town centre and the river is limited, as are links across the river, which hinders east/west movement through the town.

## CHARACTER AREAS

A high level assessment of townscape character in the town centre has been made for this study. These small geographic denoted areas of contiguous development pattern and urban form and serve to further inform the analysis process. A more detailed process of character assessment would be necessary should these be used directly as the basis for planning policy and decision making.

## NATURAL AND BUILT HERITAGE

### Mourne and Foyle Rivers

Strabane evolved as a riverside settlement at the confluence of the Mourne and Foyle Rivers. Rich in salmon and sea trout, these rivers are major natural assets.

The Mourne River runs right through the centre of the town, however its quality as a natural habitat is undermined by large, unsympathetic flood defences that line both banks and the weak physical relationship with adjacent town centre streets, spaces and buildings.



### Historic Street Layout

The historic street layout of Strabane is largely intact, strongly defining a traditional central core. This is made up of several well-proportioned streets and spaces, including Market Street, Castle Street, Abercorn Square and the Bowling Green Area, which collectively contribute to townscape character and a strong sense of place.

However, there are examples where this is undermined as a result of inappropriate alterations, historic properties in poor condition, large floorplate retail units and surface car parks.



### Built Heritage

Strabane possesses a rich built heritage, primarily influenced by its important local market function. While the canal has been filled in, buildings and remnants of Strabane's industrial heritage can be identified. While such remnants are limited (eg. Canal Basin) they relate to an important part of the town's history and as such should be safeguarded.

It is notable that there are no Conservation Areas or Areas of Townscape Character designated in the town centre. Despite this, there are many examples of attractive historic structures and properties throughout the town, including the Mourne Bridge and those along Main Street.

Some historic buildings have fallen into disrepair while other more recent development has undermined their physical appearance and setting. Bowling Green for example contains several listed properties the setting of which has been adversely impacted by parking and the police station.



## VITALITY, USE AND ANIMATION

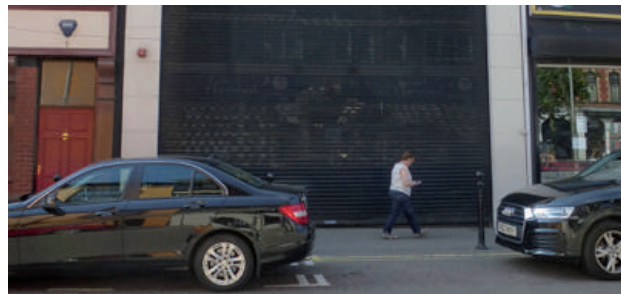
### Building Typology and Uses

The traditional central core is made up of a series of streets lined on both sides with three-storey mixed use development, with small traditional plot sizes and comprising groundfloor uses. This typical building typology successfully animates streets and spaces and contributes to town centre vitality.



### Areas of Inactivity

Unfortunately, there are other areas throughout the town centre where gap sites, blank facades and inactive ground floor uses fail to animate streets and spaces. This has a detrimental impact on place quality, with these areas feeling unwelcoming and unsafe, particularly in the evenings and after dark. Evening inactivity is compounded by retail units closed after hours and the dominance of shopfront shutters.



### Edge of Centre Retail Park

The retail park, located at the junction of the A5 and Railway Street, is a busy area of the town centre and is of commercial importance to the town. However, it is detached from the rest of the town centre and draws both commercial and social activity away from the traditional central core.



# STRABANE



**LANDMARKS, VIEWS AND VISUAL CONNECTIVITY**

**Strong Radial Views**

Abercorn Square occupies a key central location within Strabane town centre. From this Square, strong radial views are available along Railway Street, Derry Road, Market Street and Castle Street, which contribute to a strong sense of place at this location.

**Landmark Buildings and Structures**

A number of significant buildings and structures provide distinctive landmarks and assist orientation throughout the town centre. These are the Church of the Immaculate Conception and the Church of Ireland, as well the tall chimney on Derry Road. The town's two bridges - this historic Mourne Bridge and the new footbridge - also serve as important landmarks where visible.

**Visual Disconnect with River Mourne**

The River Mourne flows through the centre of Strabane and represents the town's primary natural asset. However, despite its immediate proximity to the town centre streets, views of the River are limited. Visual connectivity of further hindered by unsympathetic flood defences that detract from the rivers aesthetic quality.



## STRABANE

## DESIGN QUALITY, CHARACTER AND CONDITION

## Continuity of Built Form

The consistent built form throughout Strabane town centre is a distinctive feature that creates a strong sense of place. Block heights are generally three-storeys, with plots typically eight to twelve metres wide. The architecture is predominantly traditional style, with contemporary buildings dispersed throughout the town centre, such as The Alley Theatre and Conference Centre.



## Areas of Urban Blight

Strabane's traditional retail core is under-performing and as a result signs of urban blight have eroded the consistent built form, which in turn, undermines place quality.

Examples of urban blight include vacant buildings, unoccupied upper floors, inappropriate signage and shop frontages, permanently closed shutters, razed sites and expansive surface car parks.



## Poor Quality Gateways

Vacant buildings and high profile gap sites at key town centre gateway locations, including Bridge Street and Derry Road undermine the arrival experience into the town centre.

While the edge of town centre retail development, located at the Railway Street town centre gateway is important from a commercial perspective, it is of a different urban form and architectural style to the traditional central core. Spaces within this area are dominated by moving and parked vehicles and not in keeping with the historic street network.



### Varying Public Realm

Throughout the traditional central core, the public realm is generally of an acceptable quality, with well proportioned streets and pedestrian spaces. Recent environmental improvement works have seen the introduction of natural stone paving, street furniture and most notably, public art, making a positive impact on the centre,

This quality of public realm does not extend across all areas of the Town Centre and presents scope to improve key streets.



### Dominance of Vehicles

Strabane town centre is dominated by moving and parked vehicles, with large, high profile surface car parks occupying central spaces. While vehicular access and circulation is an important consideration, this vehicular infrastructure and management adversely impacts on the quality of the historic built fabric and central open spaces and is detrimental to the pedestrian experience





# Spatial accessibility Large scale route hierarchy 10km Town Centre



## STRATEGIC SPATIAL ANALYSIS AND MOVEMENT

### Mourne River acts as Barrier to Movement

The Mourne River acts as a barrier to movement between the town centre and the extensive areas to the south west of Strabane.

The new foot/cycle bridge connecting from Meetinghouse Street to the Melvin Sports Complex has improved this situation but more could be done. For example, strengthening connections between the town centre and the bus station would greatly improve the public transport proposition in the town.



### Car Oriented Environment

Large surface car parks occupy key open spaces within the central core. These central car parks invite traffic into the town centre, which in turn impacts upon the quality of the pedestrian environment and discourages walking and cycling.

Large blocks between Railway Street and Main Street, further impacts on the ease of pedestrian movement throughout the town centre.



# CASTLEBERG



# 3.3 CASTLEDERG



Site location in the wider context

Castlederg is located to the south of Strabane and west of Newtownstewart. River Derg passes through the settlement.

The main landmark Castle is located to the west of Main Street.

Strabane Road connects Castlederg to Newtownstewart and Strabane. Also, B72, Killeter Road, Kilclean Road and Lurganboy Road are important connections at regional scale.

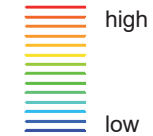
- Town centre
- Primary large scale route network
- Other primary route network

**Spatial accessibility** **Large scale route hierarchy** **5km**



Killeter Road, Upper Strabane Road, Main Street, B72 and Castlefin Road are highlighted as important large scale connections.

**Spatial accessibility**



Spatial accessibility **Multi-scale** Existing



The key routes that are highlighted in both large and local scale (multiscale) are Main Street, Lurganboy Road, Killeter Road and Castlefin Road. Also, Castlegore Road and Drumquin Road are highlighted on the south.

**Highly accessible routes**

- Primary route at both large and local scales
- Primary route at the large scale
- Primary route at local scale (c.a. 10-minute walking distance)

CASTLEDERG

Permeability **Urban block perimeter**



Small blocks along the eastern side of Main Street and the Diamond provide appropriate permeability levels to the town centre.

The large blocks between Main Street and the Castle and between the town centre and the river create blockages to movement and limited connectivity.

**Block size (perimeter (m) and walking time (min))**

	0 – 200	
	200 – 400	5min walk
	400 – 600	
	600 – 800	10min walk
	800 – 1,000	
	1,000 – 1,200	15min walk
	1,200 – 1,600	>20min walk

## Land use Summary



The commercial areas, Main Street and the Diamond overlap with the multiscale parts of the network. These places in combination with a strong local network have the potential to create a strong pedestrian-led network of spaces.

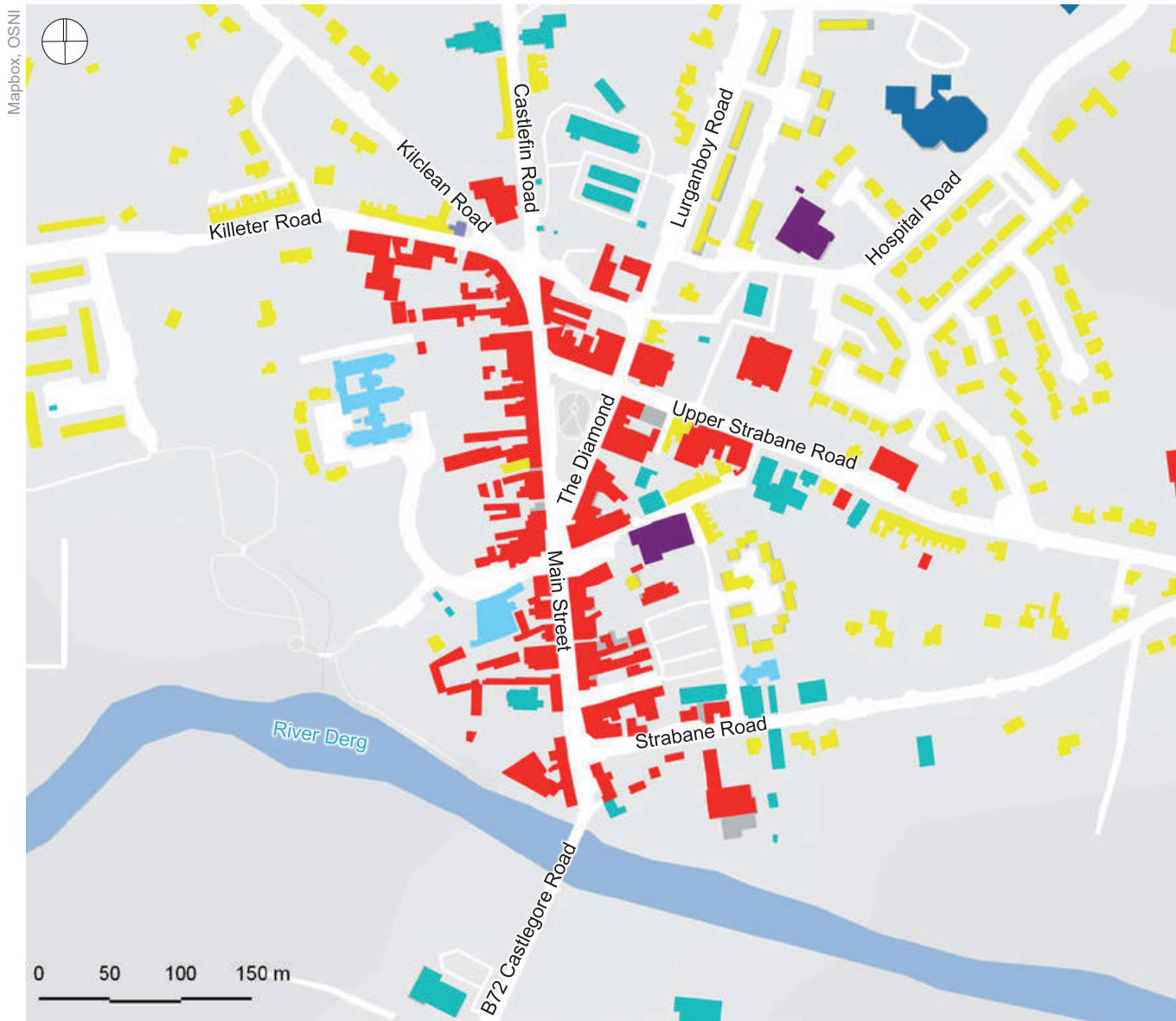
The intersection of Castlegore Road with Drumquin Road has the spatial potential to support a local town centre.

Education and Community uses are well distributed.



# CASTLEDERG

## Ground floor land use distribution **Town Centre**



The town centre land uses are located along the multiscale parts of the network.

### Ground floor land use

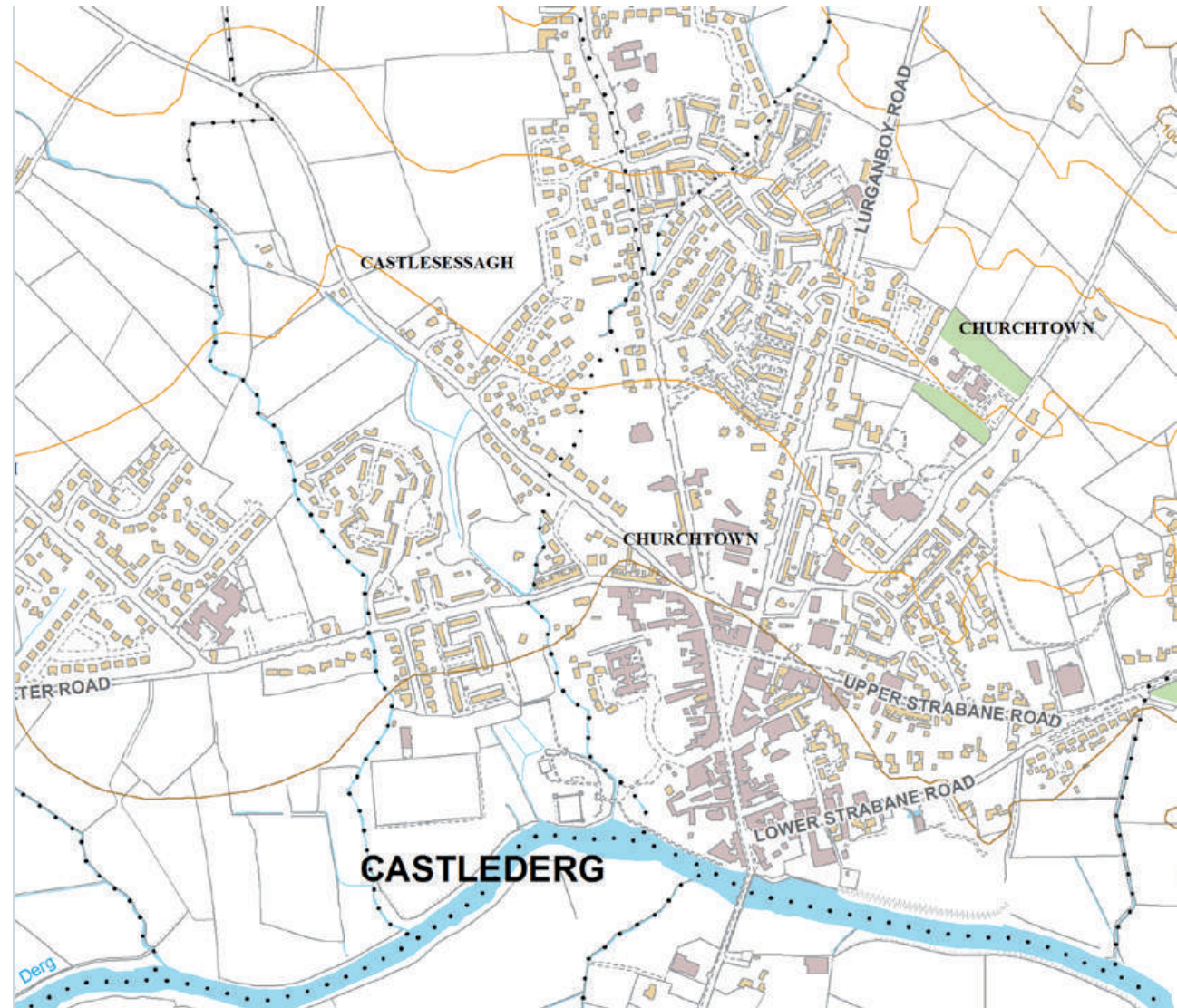
- Commercial
- Residential
- Medical
- Education
- Leisure
- Industry
- Community

## STUDY AREA DESCRIPTION

Castlederg Town Centre, as defined by the Strabane Area Plan 1986-2001, comprises several streets situated immediately north of the River Derg.

The intact, historic street pattern, radiating out from the central Diamond area, is a distinctive feature of Castlederg's townscape character. The Diamond area has a strong urban form, with the central landscaped area overlooked on all sides by attractive, three storey, traditional terraced development.

In recent years, commercial and residential development has established to the south of the River Derg along Castlegore Road. Ensuring good quality links between this area and the town centre will become increasingly important.



## CASTLEDERG

## NATURAL AND BUILT HERITAGE

## River Derg and Derg Castle Park

The River Derg, runs immediately south of the defined town centre and, in combination with the adjoining Derg Castle Park, represents Castlederg's primary natural asset.

These assets provide a high quality natural habitat in close proximity to the town centre, with a series of pathways facilitating walking in this area. While the risk of flooding in this area must be given due consideration, scope exists to further improve the relationship between these natural assets and the town centre.



## Intact Historic Street Layout

The town centres historic urban grain, comprising a series of three-storey terraced streets, remains intact, contributing to a strong townscape character.

These attractive, well proportioned streets converge on the central Diamond area, which forms a central focal point within Castlederg and possesses a strong sense of place.



## Built Heritage

The traditional terraced properties throughout the town centre contribute to Castlederg's heritage value, with several notable buildings and structures of significance including the Ulster Bank, St. John's Church of Ireland and Castlederg Bridge.

Derg Castle, situated on the northern bank of the River Derg and within Derg Castle Park, is Castlederg's primary heritage feature. However, this key asset is hidden from the main town centre streets. Scope exists to enhance the relationship between the wider town centre and this key asset.



## LANDMARKS, VIEWS AND VISUAL CONNECTIVITY

### Important Vista along Main Street

The physical characteristics of Main Street enables long linear views, which contribute the settlements place quality. Looking southwards, the vista extends to Castlederg Bridge with attractive views beyond over the surrounding countryside. Looking northwards, the vista extends beyond the Kilclean Road roundabout, with a view of the impressive spire belonging to the Church of the Immaculate Conceptions.



### Lack of Visual Connectivity to River

With the exception of the views available Castlederg Bridge, there are no views of the Derg River or Derg Castle from the town centre. Scope exists to create new views to the Castle and potential links to the river, so to help better integrate these significant assets with the town centre.



## CASTLEDERG

## DESIGN QUALITY, CHARACTER AND CONDITION

## Architectural Quality

Castlederg town centre possesses many traditional style buildings of architectural quality, mostly dating from the 17th, 18th and 19th centuries.

The consistency of architectural style, rhythm and building heights of three storeys generates a strong townscape character in Castlederg town centre. This coupled with attractive shop frontages, in keeping with the traditional architectural style of the buildings adds to the quality of the place.



## Town Centre Arrival

Castlederg Bridge creates a positive arrival experience into the town centre from the Castlegore Road. However, other town centre gateways fail to establish a positive arrival experience, particularly the Strabane Road and Kilclean Road town centre gateways.



## Development Opportunities

While the town centre is well defined, high profile gap sites, vacant buildings, extended blank facades and undeveloped backland areas undermine place quality. The PSNI station is an especially unattractive site in the centre.

However, they also represent strategic development opportunity sites in the heart of the town. It is therefore important to ensure that as development of these opportunity sites is taken forward, the design and layout must respect and complement the town centres urban grain, form and historic street pattern.



## VITALITY, USE AND ANIMATION

### Ground Floor Uses

The mix of uses and ground floor uses throughout the study area contributes in animating the public realm and generating town centre vitality.

This is particularly evident in the central Diamond area, where the consistent urban form and attractive landscaping in the Diamond area creates a strong sense of place. However, as the central public open space within the Diamond is bounded by roads on all three sides, it is not well used by the local community as a recreational or event space.



### Lack of Animation

In areas where there is a concentration of vacant units and derelict buildings, on street activity decreases. For example, in the area north of the Diamond, in the vicinity of the Kilclean Road Roundabout.

This impacts place quality and is damaging to the vitality of the town centre and requires targeted interventions to identify means of improvement.



**Spatial accessibility** Local route hierarchy 800m



At the local scale, the key connections are Main Street, Lurganboy Road, Killeter Road and Castlefin Road.

**Spatial accessibility**

- high
- 
- 
- 
- low

## STRATEGIC SPATIAL ANALYSIS AND MOVEMENT

### Car Parking

Off-street town centre car parking is well positioned along key approach routes and in close proximity to town centre businesses. Opportunities to improve the environmental quality of the car parks themselves should be taken to enable their use as multi-functional spaces.



### Enhanced Pedestrian Connectivity

The compact nature of Castlederg town centre coupled with the flat terrain, creates an easily walkable central core. Scope exists to enhance pedestrian connectivity by improving the streetscape quality of existing pedestrian routes between parking areas and town centre streets. Where feasible, new physical connections should be created to encourage use of off street car parks and reduce car movements through the town centre. Furthermore, new physical connections should be put in place in conjunction with the development of backland opportunity sites.



### Castlederg Bridge

As further development to south side of the river takes place, the linking role played by the Bastlegore Road and specifically Castlederg Bridge becomes increasingly important. Ensuring high quality pedestrian and cycling links should be a priority.





# NEWTOWNSTEWART



# 3.4 NEWTOWNSTEWART



Site location in the wider context

Newtown Stewart is located south of Strabane and east of Castlederg. The town is located near the Strule River. The main landmark, Newtown Stewart Castle is located north of Main Street.

A5 is key link that connects the town to Strabane on the west and to Omagh on the east. Also, A5 is a major link between Dublin-Derry transport corridor.

Strabane Road, Main Street, Dublin Street, Mourne Park, Castle Brae and Oldcastle Road are key primary routes.

↔ Primary large scale route network

↔ Other primary route network

# NEWTOWNSTEWART

## Spatial accessibility **Large scale route hierarchy** Existing 5km



Strabane Road, Castle Brae, Main Street, Moyle Road and Dublin Street are key connections to the wider context.

**Spatial accessibility**

- high
- 
- 
- 
- 
- 
- low

Spatial accessibility **Multi-scale** Existing



The key routes that are highlighted as part of the multiscale network are Strabane Road, Mourne Park, Oldcastle Road and Dublin Street.

**Highly accessible routes**

- Primary route at both large and local scales
- Primary route at the large scale
- Primary route at local scale (c.a. 10-minute walking distance)

NEWTOWNSTEWART

Permeability **Urban block perimeter**



The large block along Main Street reduces permeability and limits its local scale connectivity.

The large block along the river creates a barrier and limits access to the riverfront.

**Block size (perimeter (m) and walking time (min))**

	0 – 200	
	200 – 400	5min walk
	400 – 600	
	600 – 800	10min walk
	800 – 1,000	
	1,000 – 1,200	15min walk
	1,200 – 1,600	>20min walk

## Land use Summary



The commercial land uses along Main Street do not overlap with the multiscale route network.

Education infrastructure is well distributed.

The key landmarks, Newtown Stewart Castle and St Eugene's Church are on highly accessible locations.

### Ground floor land use

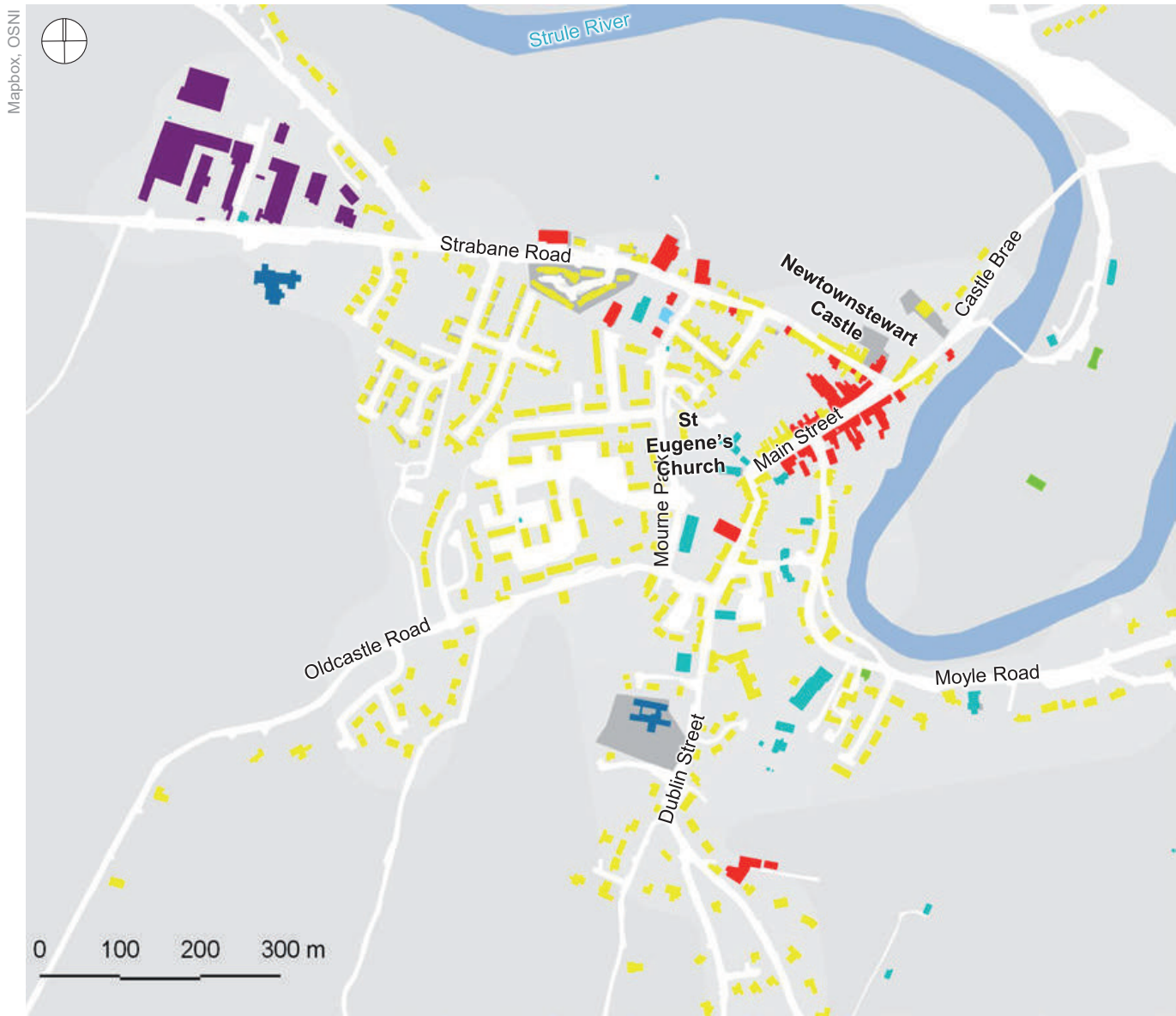
- Commercial
- Residential
- Education and Community
- Industry

↔ Primary global route network

↔ Primary multiscale route network

# NEWTOWNSTEWART

## Ground floor land use distribution



Residential and education uses are well distributed in the area, each use within a good distance from each other.

Main commercial area is focused on north of Main Street between the Castle and the Church.

### Ground floor land use

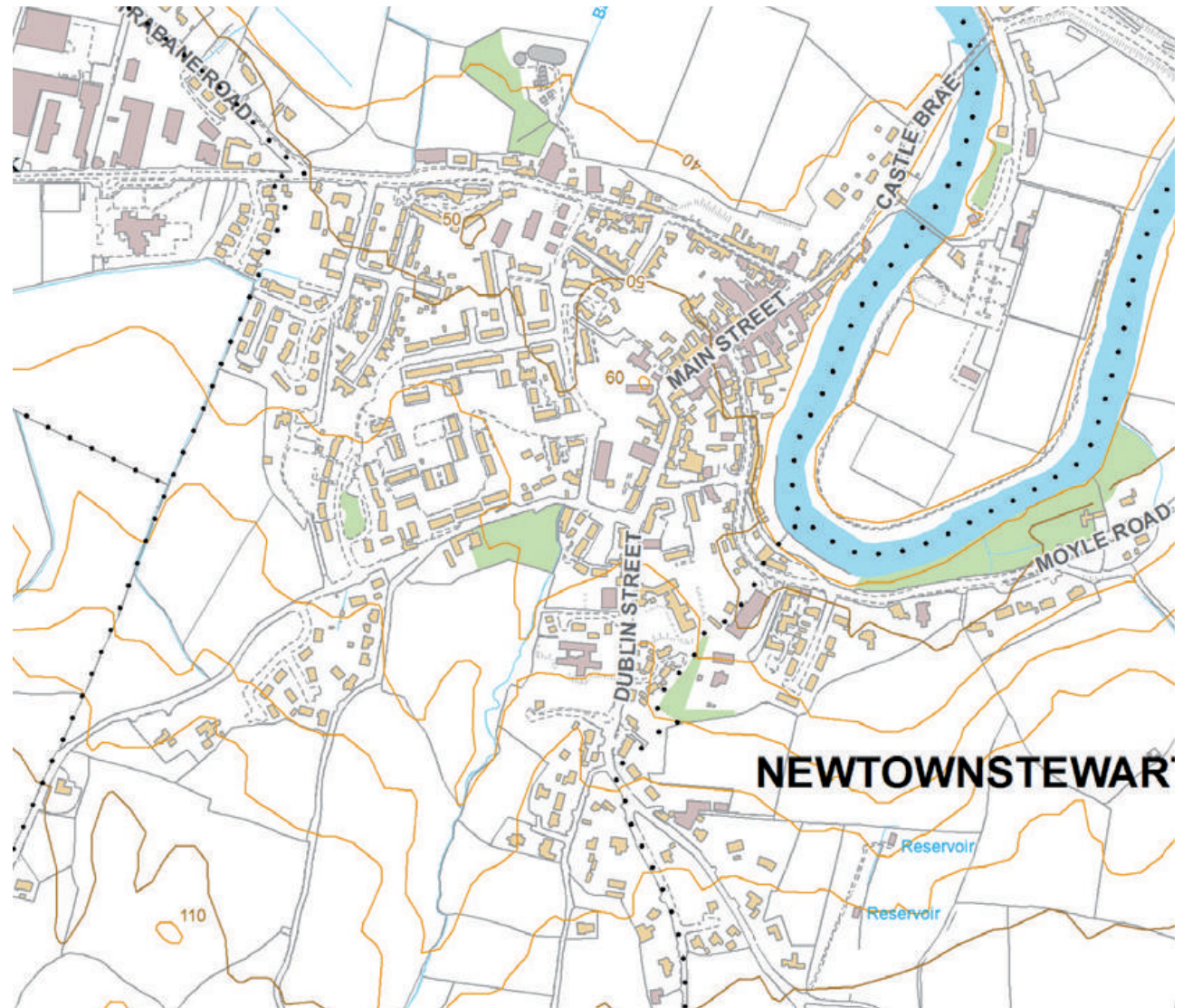
- Commercial
- Residential
- Medical
- Education
- Leisure
- Industry
- Community

## STUDY AREA DESCRIPTION

Newtownstewart originally evolved at the site of a historic ford crossing the River Strule. This attractive, plantation town, has maintained much of its original architectural quality and townscape character.

The central core remains as originally laid out and is defined by three well-proportioned streets, namely Main Street, Townhall Street and St Eugene's Street. Main Street is the settlement's principal street and contains most of the town's commercial uses. This wide street is lined by attractive two and three storey terraces, developed in a stepped arrangement as the street rises towards St Eugene's Church.

Despite the immediate proximity, the River is hidden from the town centre, with views and physical connections almost non-existent. Only river crossing point is available at the historic Newtownstewart Bridge.





## NEWTOWNSTEWART

## NATURAL AND BUILT HERITAGE

## Historic Urban Form

Newtownstewart's historic urban form is a defining feature of the town, characteristic of its plantation heritage. The well-proportioned central Main Street, lined by attractive two and three storey terraced development, which dates from the 19th century, has retained much of its traditional townscape character. This wide street is a good example of its kind and contributes to a strong sense of place.

The town centres historic urban form and heritage quality is recognised in its designation as a Conservation area.



## Built Heritage

St Eugene's Church, which occupies an elevated position at one end of Main Street and the ruins of Stewart's Castle, positioned at the other end, are the primary built heritage assets within the town centre.

Other key buildings of heritage significance include, the Town Hall, Castle Hotel, the Northern Bank, St. Eugene's Church and the Library.



## River Strule

The fast flowing River Mourne is a significant natural asset, which runs through the centre of the town. However, as the town evolved over the years, it turned its back on the river, consequently disconnecting this major asset from town centre animation.

While a riverside path has been put in place to facilitate walking along the river, scope exists to improve the physical relationship between the river and the town centre. This will enable opportunities for the town centre to fully capitalise on the rivers natural heritage benefits.



## LANDMARKS, VIEWS AND VISUAL CONNECTIVITY

### Visual Containment and Landmarks

There is a strong visual containment along Main Street, defined by two and three storey terraced development blocks, punctuated by landmark buildings, including Stewarts Castle and St Eugene's Church.

This contributes to a strong sense of place, with the key landmark buildings providing clear points of reference, orientation and identity.

Scope exists to enhance the visual relationship between landmarks buildings and the wider public realm, for example, by improving the immediate setting of both the Library and Stewart's Castle



### Long Distance Views

The sloping nature of Main Street, as it rises to the south-east in the vicinity of St. Eugene's Church, enables long distance, expansive views over the surrounding countryside.

These elevated views contribute significantly to the sense of place and therefore it is important that they are safeguarded against inappropriate future development.



## NEWTOWNSTEWART

## DESIGN QUALITY, CHARACTER AND CONDITION

## Massing and Building Design

Main Street has a strong character and massing, with the built form on either side alternating between two and three storey terraced development

Building design throughout the town centre is traditional in nature, comprising rendered and painted walls, slate roofs and traditional shop frontages and shopfront signage.



## Vacant and Derelict Buildings

The mix of architecturally significant buildings and traditional townscape features is an important quality of the town centre. However, a number of vacant and derelict properties and poor quality buildings undermine townscape character.

Levels of vacancy and dereliction are particularly evident at the bottom of Main Street, near its junction with Strabane Road and the middle of Main Street at its junction with St Eugene's Street.



## Traffic Dominated Environment

Main Street is of a sufficient width to quite comfortably accommodate on-street parking on both sides and two lanes of traffic. However, significant traffic volumes moving through the town centre - particularly by heavy goods and agricultural vehicles, coupled with obstructions caused by delivery vehicles and double parking, creates a traffic-dominated environment that severely detracts from the place quality.



## VITALITY, USE AND ANIMATION

### Activity Levels

Commercial activity in Newtownstewart is concentrated on Main Street, resulting in high levels of activity in this area. As Main Street is not lined wall to wall with shops, pockets of on street activity and animation throughout the day can be identified. Main Street comprises a mix of uses, including restaurants, pubs and residential units, which provides a level of animation and on street activity during the evenings.



### Public Open Space

Public open space in the central traditional core is limited, hindering the opportunity for outdoor cultural activities and events.

Formalising areas for holding events should be explored, such as at the top end of Main Street, which could include an enhancement of the physical relationship between Main Street and the Library building.



**Spatial accessibility** Local route hierarchy Existing 800m



At the local scale, the key connections are Oldcastle Road, Mourne Park, Strabane Road and Dublin Street.

## STRATEGIC SPATIAL ANALYSIS AND MOVEMENT

### Connectivity to River

Access from the town centre to the river is very limited, with only one point of crossing at the historic Douglas Road Bridge. Scope exists to establish new strategic connections to better integrate the river, riverside walk and Douglas Road Playing Fields with the town centre.



### Transport Management

There is a need to manage parking and deliveries to address vehicular dominance on Main Street. Opportunities to introduce well connected off street car parking area, in addition to creating new connections between the town centre and outlying residential areas would encourage walking and cycling and reduce reliance on car travel.





# 3.5 CLAUDY



Site location in the wider context

Claudy is located south east of Derry and just off A6, the connection between Derry and Belfast .

Main Street, Baranailt Road and Church Street form the primary route network within the village.

In clos proximity, River Faughan that starts at Derry and ends just before B74 to the south east of Claudy.

- ↔ Primary large scale route network
- ↔ Other primary route network



### Spatial accessibility **Large scale route hierarchy** 5km



Main Street and Baranait Road are important large scale connections.

**Spatial accessibility**

- high
- low

# Spatial accessibility **Multi-scale**

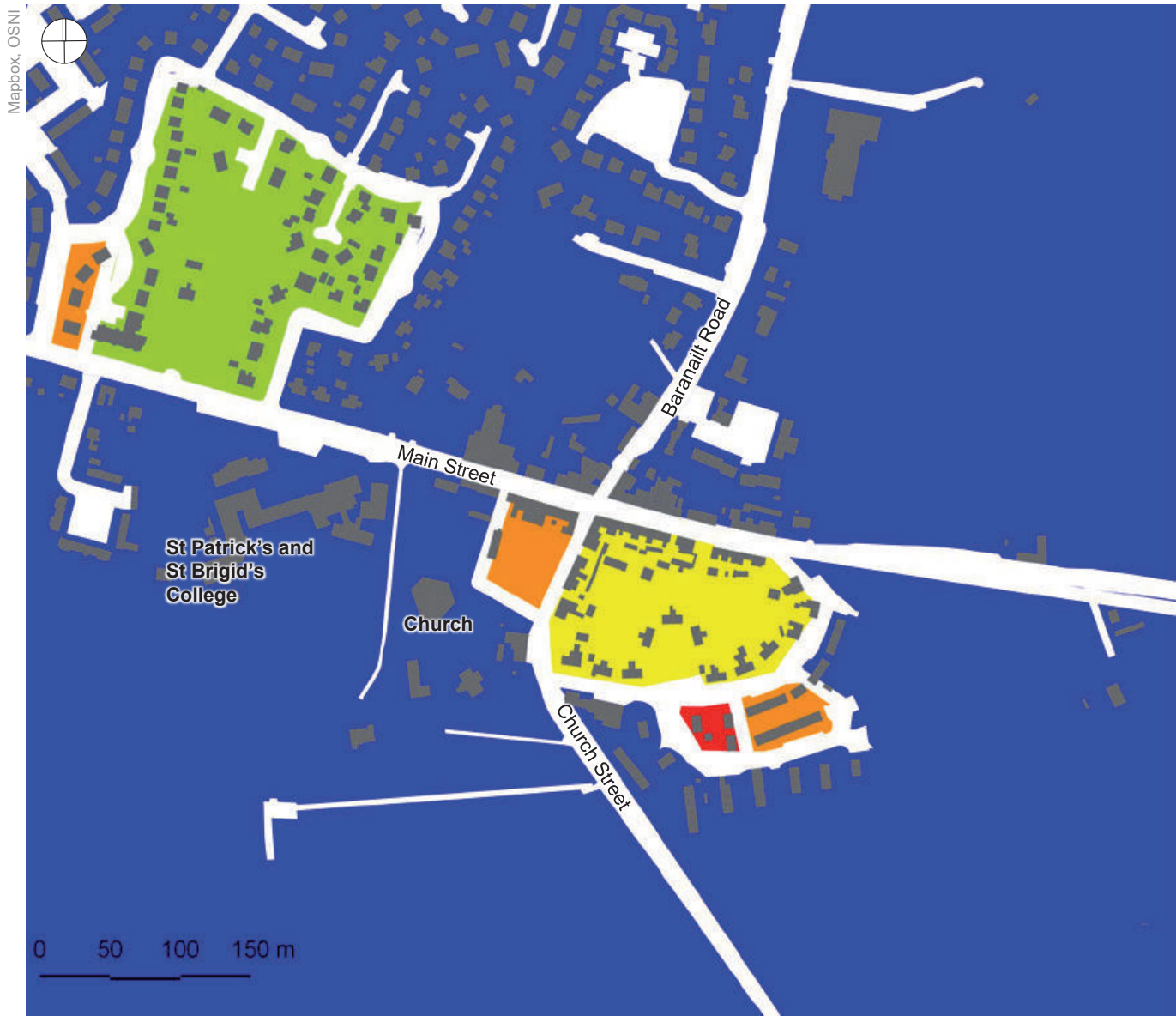


Main Street and Baranait Road are highlighted as part of the multiscale route network.

### Highly accessible routes

- Primary route at both large and local scales
- Primary route at the large scale
- Primary route at local scale (c.a. 10-minute walking distance)

Permeability **Urban block perimeter**



Claudy does not have a permeable structure except for the south part of the junction of Church Street and Main Street. Other blocks require more than 20 minutes to walk around them.

**Block size (perimeter (m) and walking time (min))**

Red	0 – 200	
Orange	200 – 400	5min walk
Yellow	400 – 600	
Light Green	600 – 800	10min walk
Green	800 – 1,000	
Cyan	1,000 – 1,200	15min walk
Dark Blue	1,200 – 1,600	>20min walk

# Land use Summary



The commercial land uses along Main Street overlap with the multiscale route network.

The education and community land uses are concentrated along the south side of Main Street from residential areas.

**Ground floor land use**

- Commercial
- Residential
- Education and Community
- Industry

- ↔ Primary large scale route network
- ↔ Primary multiscale route network
- Dead-end

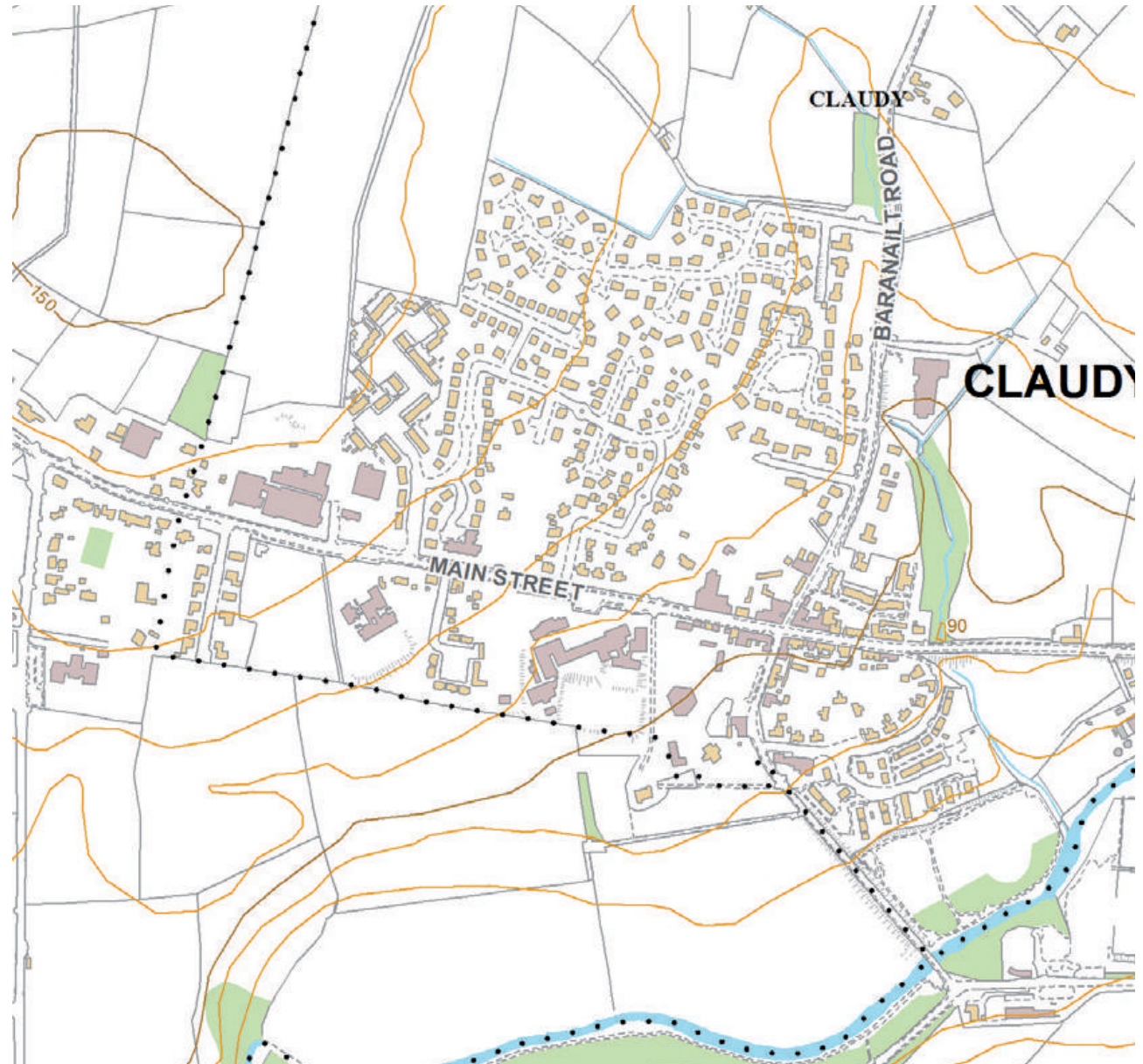
# Ground floor land use distribution



## STUDY AREA DESCRIPTION

Located approximately 16km south east of Derry, Claudy is an important service centre catering for its resident population and a wide rural area. The settlement is situated within the highly scenic Faughan Valley, with the River Faughan and Claudy Country Park to the south of the settlement.

The settlement established around a crossroads junction at the intersection of the B74 and B49 and this junction still forms the central focal point of the town today. Within the central core, the typical built form is characterised by two-storey traditional terraces, containing residential and commercial uses, and standalone landmark heritage buildings. This attractive built heritage, coupled with strong, scenic views of the surrounding natural landscape is integral to the settlements townscape character



## NATURAL AND BUILT HERITAGE

### Surrounding Local Landscape

The quality of Claudy's surrounding rural landscape is an important natural asset for the town. To the south of Claudy, the River Faughan flows through a scenic valley landscape, with Claudy Country Park providing attractive riverside walks through a natural woodland setting.

Claudy's surrounding natural environs is of a significant local amenity value and therefore it is vital that its quality is maintained and safeguarded against inappropriate development.



### Built Heritage

The built heritage of Claudy, while somewhat limited, contributes in defining the character of the settlement. Traditional terraced development and standalone buildings such as St Patrick's Church and the, currently derelict, Northern Bank building, are of heritage significance.

Retaining and enhancing the quality of the existing built heritage will help strengthen the townscape character of the settlement.



## LANDMARKS, VIEWS AND VISUAL CONNECTIVITY

### Linear Views

As a result of the town's elevated position on a sloping river valley, strong linear views over the surrounding countryside can be achieved from the town centre, particularly at the central crossroads. These views are integral to the character of the settlement and as such should be safeguarded and promoted.



### Landmark Features

Local landmark features, including St Patrick's Church tower and spire contribute to the character of the village, although are only visible from certain locations.

In addition, the red Eakin's Corner clock tower, while of recent design, has become an identifiable landmark in the centre of Claudy.





## DESIGN QUALITY, CHARACTER AND CONDITION

### Character of Development

Traditional, two-storey terraced development, comprising narrow pot widths, is typical of character of development throughout Claudy's central core.

Building heights step up to three-storeys at the junction of Main Street and Church Street, signifying the importance of this location within the settlement.

Several key buildings, including prominent church buildings also positively contribute to townscape character.



### Low Quality Development

Areas of low quality development detract from the townscape character of the village, including high profile derelict buildings, e.g. the Northern Bank building, and unsympathetic shop frontages.

The condition of the central car park also impacts townscape character and weakens the urban grain on Church Street. Enhancement of this central public space would benefit local business and improve the setting of the surrounding built heritage assets.



## VITALITY, USE AND ANIMATION

### Central Commercial Units

The concentration of commercial uses around the junction of Main Street and Church Street, sustains activity in the centre of the settlement. Surrounding important community uses, such as schools and churches, further contribute to the vitality of the village.

It is important to ensure that future commercial uses are concentrated in the town centre in order to sustain activity.



### Areas of Low Activity

While commercial uses are focused within the central core, vacant units and gap sites, undermine levels of animation, with pedestrian movement further impacted by low quality public realm.

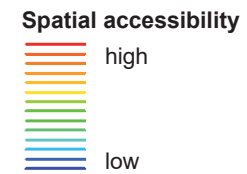
The central car park performs an important function for town centre businesses and given its centrality it has significant potential to support and accommodate community activities and events.



### Spatial accessibility **Local route hierarchy** 800m



At the local scale, the key connections are Main Street, south of Baranait Road and Breanlea.



## STRATEGIC SPATIAL ANALYSIS AND MOVEMENT

### Walkable Central Core

Main Street, Baranailt Road and Church Street form the primary route network through the village. Local retail units and community amenities are primarily located at the intersection of these three routes, but other commercial premises and community facilities, including schools are located further west along Main Street.

The scale of the central core is easily walkable, however, there is scope to improve accessibility by improving the quality of existing links and the creation of new ones.



### Cul-de-Sac Residential Layout

Beyond the central core, the surrounding residential cul-de-sacs create a fragmented and disconnected route network beyond. Forging new connections from the central streets into these residential areas will greatly strengthen movement and accessibility through the town.





# 3.6 EGLINTON



Site location in the wider context

- Eglinton is located within a 15-minute drive from Derry and within a 5-minute drive from City of Derry Airport. A2 is a key route to the north of Eglinton connecting Derry to the City of Derry Airport.
- Eglinton is also located to the south of Campsie Industrial Estate and connected by Coolafinny Road.
- Carmoney Road, Killylane Road, B118 Woodvale Road and Mill Path form the primary route network within the village.

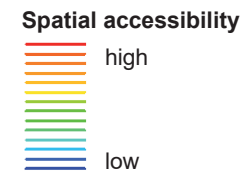
↔ Primary large scale route network

↔ Other primary route network

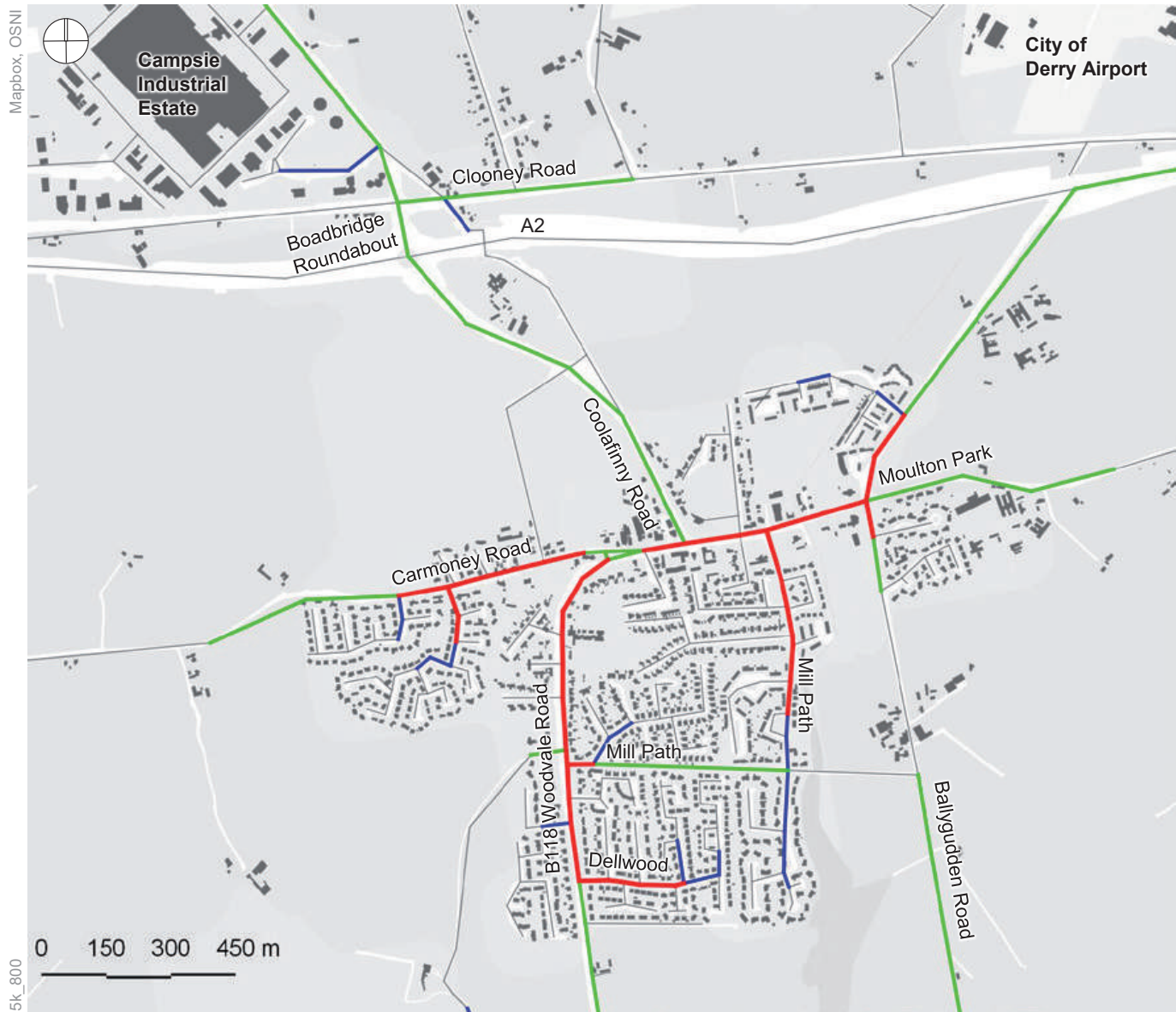
### Spatial accessibility **Large scale route hierarchy** 5km



Coolafinny Road, Carmoney Road and Woodvale Road are key large scale connections.



## Spatial accessibility **Multi-scale**



Primary multi-scale routes are Carmoney Road, Woodvale Road, Dellwood and Mill Path on the north-south axis.

**Highly accessible routes**

- Primary route at both large and local scales
- Primary route at the large scale
- Primary route at local scale (c.a. 15-minute walking distance)



Permeability **Urban block perimeter**



The overall block size in Eglinton is very large and non permeable.

**Block size (perimeter (m) and walking time (min))**

	0 – 200	
	200 – 400	5min walk
	400 – 600	
	600 – 800	10min walk
	800 – 1,000	
	1,000 – 1,200	15min walk
	1,200 – 1,600	>20min walk

## Land use Summary



Eglinton is dominated by residential land uses.

The local shops are on a multiscale location, at the junction of Carmoney Road and Coolafinny Road. This is the main vehicular approach to the village from A2 in the north.

The commercial units are fragmented and do not exploit the full potential of the spatial network.

**Ground floor land use**

- Commercial
- Residential
- Education and Community
- Industry

- ↔ Primary large scale route network
- ↔ Primary multiscale route network

## STUDY AREA DESCRIPTION

Eglinton occupies a strong regional position a short distance from the City of Derry airport and Campsie Industrial Estate and just fifteen minutes drive east of Derry City Centre. Founded during plantation times in the early 17th Century, the settlement possesses a rich built heritage, with key buildings such as Saint Canice's Church of Ireland and Abbey, the Manor House and the Credit Union building, strongly influencing townscape character and place quality.

In more recent decades, Eglinton has experienced growth through the construction of a large number of new residential units to the south of Main Street.

Commercial activity and public facilities are focussed along Main Street, which is the principle Street in the village. This wide street has a distinctive structure and character, defined by a consistent building line set back from the street, in front of which large mature street trees line both sides of the street.



## NATURAL AND BUILT HERITAGE

### Historic Built Fabric and Trees

The combination of the grand, historic built fabric, set in the immediate backdrop of mature street trees, defines the distinctive and elegant character of Eglinton.

Where breaks in the building line occur, sections of historic dry-stone boundary walling maintain the urban structure and further contribute to townscape character.

It is critical that this distinctive character and urban form is retained and where necessary, enhanced.



### Built Heritage

A cluster of landmark buildings and structures within the village core make an important contribution to place quality. These include, Saint Canice's Church of Ireland and Abbey, the Manor House and the Credit Union.



## LANDMARKS, VIEWS AND VISUAL CONNECTIVITY

### Landmarks

Situated at the eastern end of Main Street, St Canice's Church Tower offers a visual focal point, that can be seen at various locations throughout the village.

A prominent street tree, positioned at the junction of Main Street and Coolafinny Road, forms a distinctive landmark with the village core.

### Main Street Vista

Long linear views that contribute to a strong sense of place, are available along Main Street. These views are defined by the mature street trees and heritage buildings.



## DESIGN QUALITY, CHARACTER AND CONDITION

### Trees

The large mature trees lining Main Street, behind which the consistent building line is set, strongly define the structure of the settlement. It is important that gaps in this important landscape structure occur are addressed.



### Quality of Public Realm

The place quality of Main Street is undermined by a low quality public realm and vehicular dominance, particularly in the form of ad hoc car-parking. This detracts considerably from the settlements townscape character, discourages pedestrian activity and creates an unsafe environment within the village core.



### Poor Quality Development

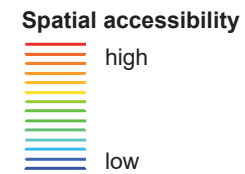
Recent development has failed to take cognisance of Eglinton's historic urban grain and built form. For example, recently developed apartment blocks on Coolafinny Road are inappropriately sited and are of a scale and architectural style that is not in keeping with adjacent heritage assets. Surrounding residential areas have been developed in a cul-de-sac arrangement, which is not reflective of the settlements historic street layout and landscape structure.



**Spatial accessibility Local route hierarchy 800m**



At the local scale, the key connections are Carmoney Road, Woodvale Road, Dellwood and Mill Path.



## STRATEGIC SPATIAL ANALYSIS AND MOVEMENT

### Connections to Main Street

Eglinton is a small walkable settlement. However, as limited development has taken place to the north of Main Street and extensive residential development to the south, Main Street is not positioned in its centre. This places greater importance on ensuring that high quality pedestrian connections are established between the outlying residential areas and the main street to encourage walking and cycling.

Cul-de-sac residential streets impact legibility and create long walking distances that discourage sustainable modes of travel.



### Barriers to Movement

Stretches of stone walling, while contributing to Eglinton's character and built heritage value, act as a barrier to movement and impact on accessibility through the settlement. Forging strategic connections, where feasible, should be explored.





# 4.0 OBJECTIVES AND PRINCIPLES

## Introduction

The preceding analysis of settlements has revealed many significant attributes of our city and towns. It has highlighted some of the key ingredients to their unique identities and their assets of environmental, cultural and economic value.

The analysis also identified various issues facing each settlement from dereliction to congestion. Some are unique to specific locations, while others are common challenges faced by several, if not all settlements.

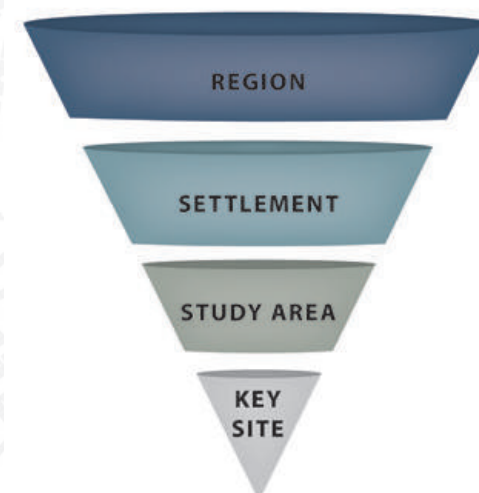
This Local Development Plan now presents an opportunity to assess how these positive attributes can be safeguarded and enhanced through planning and good development practice. It also enables an opportunity for solutions to be found where feasible, often in combination with other non-planning related initiatives.

## Urban Design And Placemaking

It is important to recognise the critical role played by urban design and placemaking in achieving good quality places.

Urban design is the collaborative and multidisciplinary process of shaping the physical setting for life in cities, towns and villages. It should not be confused with architecture, which focuses primarily on buildings, nor other specific disciplines relating to transport or landscape for example. Rather it considers the relationship between all urban elements and the quality of places and spaces produced as a result.

Placemaking in this context refers to creating somewhere with a distinct identity and in many regards is synonymous with urban design. However, it is also used to describe management practices and activities that do not always fall under the remit of town planning. Urban Stewardship - how buildings, spaces and networks are used and looked after - plays a major role in the quality of places they are located in.



## Structuring of Recommendations

The remaining sections of this document contain a series urban design and placemaking recommendations. These are aimed at informing policy development and best practice across the plan area.

The diagram above illustrates how the Settlement Study Recommendations are structured in a geographic hierarchy. They begin with the North West Region and conclude with site specific proposals.

- Visionary**  
Recognising Potential, Leadership, Skills
- Collaborative**  
Cooperation & Coordination,  
The Value of Working Together,  
Active Participation, Communication
- Contextual**  
Understanding Place,  
Natural Systems, Harnessing Heritage,  
Contextual Design, Appropriate Scale,  
Edges, Boundaries & Transitions
- Responsible**  
Conserving Limited Resources,  
Maximising the Impact of Limited Resources,  
Working with Nature, Going Local, Shared  
Space
- Accessible**  
Inclusivity, Sustainable Transport Hierarchy,  
Connectivity, Legibility, Car Parking,
- Hospitable**  
Climatic Considerations, Healthy  
Safety through Urban Design,  
Sense of Arrival, Animation, Partnerships
- Vibrant & Diverse**  
Centralised Services & Facilities,  
Sustainable Urban Densities,  
Mixed Use, Type & Tenure, Active Frontages
- Crafted**  
Clarity of Concept, Aesthetic Principles,  
Peer Review, Commitment to Quality,  
Place Specific Design
- Viable**  
Flexibility of Use & Management, Temporary  
Uses & Interventions, Serviceability,  
Diversity of Provision, Deliverability, Testing
- Enduring**  
Self Sustaining, Adaptive Re-use,  
Communicating Heritage,  
Passage of Skills and Knowledge

## Ten Qualities of Living Places

Living Places: An Urban Stewardship and Design Guide for Northern Ireland was written by the authors of this Settlement Study and published by the Department of Environment in 2015. It seeks to inform and inspire all those involved in the process of managing (stewardship) and making (design) urban places, with a view to raising standards across Northern Ireland. Living Places, augmented by the many guidance documents listed in its bibliography, is therefore an important reference for this study and the Local Development Plan as a whole.

The Ten Qualities of Living Places provide a structure against which key principles of urban stewardship and design are to be considered. They range from ensuring strong vision and leadership, to creating places that are flexible to adapt to changes in social and economic context.

These ten qualities and their associated principles are all highly relevant to the Derry City and Strabane Area and all those involved in urban planning, development and design are encouraged to familiarise themselves with them. The following recommendations set out in this document will draw upon particularly relevant aspects of Living Places and its constituent qualities.



## Policy Context

In addition to Living Places, the approach taken to the Settlement Study Recommendations is set within the wider context of other policies pertaining to urban design and placemaking.

The Strategic Planning Policy Statement for Northern Ireland is a key point of reference here and in particular, sections on Furthering Sustainable Development and Core Policies.

Within the former, a commitment is made to the NI Sustainable Development Strategy and to the *“balancing of complex social, economic and environmental factors when plan-making and decision-taking”*. Within the latter, and especially the section *“Good Design and Positive Place-Making”*, the importance of quality design and stewardship is further emphasised.

Other policies of relevance to the Settlement Study recommendations including the Architecture and Built Environment Policy, endorsed by the Northern Ireland Executive in 2006, which sets out *“to make cities, towns and neighbourhoods more inspiring and welcoming, through good architecture, landscape and urban planning.”*

Urban design and placemaking recommendations are also made here in the context of outcomes identified in Derry City & Strabane District’s Inclusive Strategic Growth Plan 2017-2032.

Through good urban design and placemaking, the settlements can significantly contribute to fulfilling all 8 outcomes identified by the plan:

“We are better skilled and educated”

“We prosper through a strong, sustainable and competitive society”

“We live in the cultural destination of choice”

“We live sustainably – protecting and enhancing the environment”

“We connect people and opportunities through our infrastructure”

“We live long, healthy and fulfilling lives”

“We live in a shared, equal and safe community”

“Our children and young people have the best start in life”

Strategic priorities for the city and district include ensuring sustainable population growth and attracting economic investment while reducing negative impacts upon the environment.

## Five Urban Design & Placemaking Objectives

Five overarching urban design and placemaking objectives are recommended for all settlements covered in the plan area. In addition to relevant policies and best practice principles, these are drawn from the findings of the Settlement Analysis section so respond to the issues and opportunities it identified across the plan area.

The Objectives are accompanied by a series of urban design and placemaking principles and should be used to inform policies of the Local Development Plan, as well as wider priorities for regeneration and investment in the region.

## 1. ENHANCE THE VALUE OF THE NATURAL ENVIRONMENT

While our towns and cities are man-made environments, the natural landscape, as well as our parks and open spaces are integral to their sustainability and the quality of life for residents.

As the challenges posed by global climate change become ever more acute, it is essential that we seek to protect and enhance the natural environment of our urban areas. This will help to reduce our negative impacts upon them, while providing people with the opportunities to connect with nature.

Key urban design and placemaking principles of relevance to this objective are:

### Safeguard Human and Wildlife Habitats

Rivers, woodlands and other natural elements are a precious components of our urban settlements, providing wildlife habitat and places for recreation. Accordingly they must be protected from inappropriate development and pro-actively managed to balance the needs of their ecosystems with their roles as a places for people. Involving local residents and school children in such processes (from litter picks, bird box building and tree planting) help further to bond between people and their natural environment.



### Capitalise upon Natural Assets

Good urban design and landscape architecture is needed to ensure that natural features are not viewed as constraints to development, but as integral assets that increase the environmental, social and economic value of the place in question. Maximising river views and retaining mature trees and hedge boundaries are all examples of how natural features add meaningful value to the places we call home.

### Improve Environmental Conditions

More so than ever urban dwellers face increased climatic challenges such as air pollution and flooding, placing an onus on good planning and design to reduce and mitigate such risks. In doing so at the local level, natural solutions and systems should be prioritised whenever possible. For example, street trees play a key role in tackling air quality, while sustainable urban drainage systems (SUDs) can provide a cost efficient means of managing surface water.

## 2. PROTECT AND PROMOTE HERITAGE ASSETS AND TOWNSCAPE FEATURES

The distinctive character in our neighbourhoods, villages, towns and cities can be found in their built heritage. As the Settlement Analysis has shown, historic street layouts, buildings and other built features greatly define our place identity.

It is vitally important therefore, to protect and promote our built heritage, so preserving history, connecting communities with their heritage, building local pride and attracting investment. Tourism is an increasingly important component of our economy that also thrives on places with a special sense of place and story to tell.

Key urban design and placemaking principles of relevance to this objective are:

### Retain and Repair the Historic Fabric

The retention of older buildings and structures is a critical feature of development practice in urban areas. This should not only apply to landmarks, listed buildings and conservation areas, but 'ordinary' buildings such as terraces that contribute positively to place identity and character. Furthermore, the layout of streets and spaces must be carefully understood through design processes, so to ensure new development complements such networks, 'repairing' the urban fabric where needed.



### Protect the Setting

Often the setting of our built heritage is as valuable as the structures themselves. It will therefore be important to take into consideration the immediate environs of historic buildings, as well as views to and from them. Sometimes key views can be inadvertently obstructed, thereby depreciating the overall quality of place. The setting of entire settlements is also an important consideration where pronounced topography and other natural features are integral to their character.



### Secure Sustainable New Uses

Towns and cities are not museums and it is important that they have capacity to evolve and adapt in response to changing social and economic conditions. This will require a pragmatic attitude to built heritage that ensures core attributes are protected, but that new uses, spaces and life can be appropriately accommodated to ensure their sustainability.

### 3. IMPLEMENT A SUSTAINABLE TRANSPORT HIERARCHY

To thrive, urban settlements need effective movement networks that allow for the fluid passage of people, goods and services. As the regional analysis of this study has highlighted, investment is needed in road and rail infrastructure to ensure settlements are better connected with one another.

Within settlements it will be as important to improve movement systems in a manner that ensures people can move around easily while minimising detrimental impacts on place quality and the wider environment. For Derry and Strabane this must involve facilitating an increased modal shift to walking, cycling and public transport, thereby reducing the harmful local effects such as air pollution, physical inactivity, road congestion and visual blight.

Key urban design and placemaking principles of relevance to this objective are:

#### **Implement a Sustainable Transport Hierarchy**

The needs of pedestrians, cyclists and public transport users must be increasingly prioritised over car-based development. This hierarchy should be taken into full account in all decision-making, from planning to investment.



#### **Create Walkable Settlements**

Implementing a sustainable transport approach must involve building within a walkable catchment of key services and facilities. This will require a medium density development pattern that results in more people living a 5 - 10 minute walk (400 - 800m) away from shops, parks, schools, employment opportunities and public transport hubs. This is in contrast to edge of town or greenfield development that is of insufficient density to support public transport and other services, so increasing car usage.



#### **Make Places for People (not cars)**

In order to create places which are safer and more inviting to walk and cycle, investment is needed in public realm and cycle infrastructure. This will require well-connected, permeable streets (as opposed to cul-de-sacs) that keep walking times short. This will require good quality pedestrian environments, in particular streets (as opposed to roads), that are easy to cross and use for all, including those with wheelchairs and buggies. And it will require the provision of 'green' infrastructure, including more blueways, greenways and cycle lanes.

#### 4. SUSTAIN SOCIAL & ECONOMIC VITALITY

Urban settlements must work hard to support appropriate social and economic vitality. Generating footfall is a key goal for central areas, creating a 'buzz' which supports retail activity and makes places attractive to tourism and investment. Increasing the animation of all urban areas, including neighbourhood parks and play areas, also contributes to safety and social interaction.

Key urban design and placemaking principles of relevance to this objective are:

##### **Sustainable Densities & Town Centre Living**

A critical mass of people in an area is needed to sustain the services and facilities for urban life. This must involve a prioritisation of brownfield, over greenfield development. Akin to many of our 19th century towns, good medium density development consists of well proportioned terraced buildings and low rise apartments, but not necessarily towers. In suburban areas this objective means less detached properties and bungalows, while in town and city centres more residential accommodation and multistorey, rather than surface car parks. Higher densities must be focussed on town and city centres, neighbourhood centres and along sustainable transport corridors such as rail lines, bus routes, blue and greenways.



##### **Mixed Use, Type and Tenure Development**

Mixed uses, as well as property types and tenures helps to sustain diverse neighbourhoods and communities. Mixed use buildings are essential for achieving sustainable urban densities and add life and vitality to streets at different times of the day and week. Mixed type and tenure neighbourhoods consist of properties of different sizes, with a mix of privately owned, rented, affordable and social housing. Such arrangements result in more diverse community make ups, providing for people of different family sizes, ages and incomes within the same area.



##### **Activate Public Realm**

Essential for thriving settlements are safe, attractive and lively public spaces, be they streets, squares or parks. Buildings must play their part by fronting onto public spaces (with private spaces to the rear); activating spaces through ground-floor uses and; overlooking spaces with windows. Streets and spaces must be of good quality design, flexible to support a range of uses and events. Proactively managing spaces to increase their usage will also be important, such as the implementation of programme for regular festivals and events, large and small.

## 5. DELIVER A CONSISTENTLY HIGH DESIGN QUALITY THROUGHOUT

For the Settlements of Derry and Strabane to fulfil their potential as outlined in this section, it will be vital that the conditions are right for good quality design to prevail.

Placemaking requires a combination of design skills including architecture, landscape architecture and civil engineering, brought together through good urban design. Design is also required to ensure the places are well managed.

Design quality must also be matched with high standards of specification, construction and management, so ensuring development makes a positive, long term contribution to the place in question.

Key principles of relevance to this objective are:

### A Contextual Place Based Approach.

Developments large or small must be founded on a solid appreciation of context. Analysis skills are essential to ensure the context of any site is well understood and forthcoming proposals are made in cognisance of their setting (i.e. beyond the red-line of an application). Decisions on urban form, building heights, massing, movement routes and design cues should be positively influenced by an appreciation of context, as well as wider objectives of the settlement in question.



### Ensuring the Skills are in Place

Placemaking is difficult and as such, every effort must be made to ensure the right skills are in the right places. This will include promoting good quality design in all planning applications, evidenced through design and access statements. It should also involve ensuring local authority officers and elected members have access to necessary urban design skills internally, and externally through the use of design review processes. And it will require public greater awareness and celebration of good urban design.

### Working Together

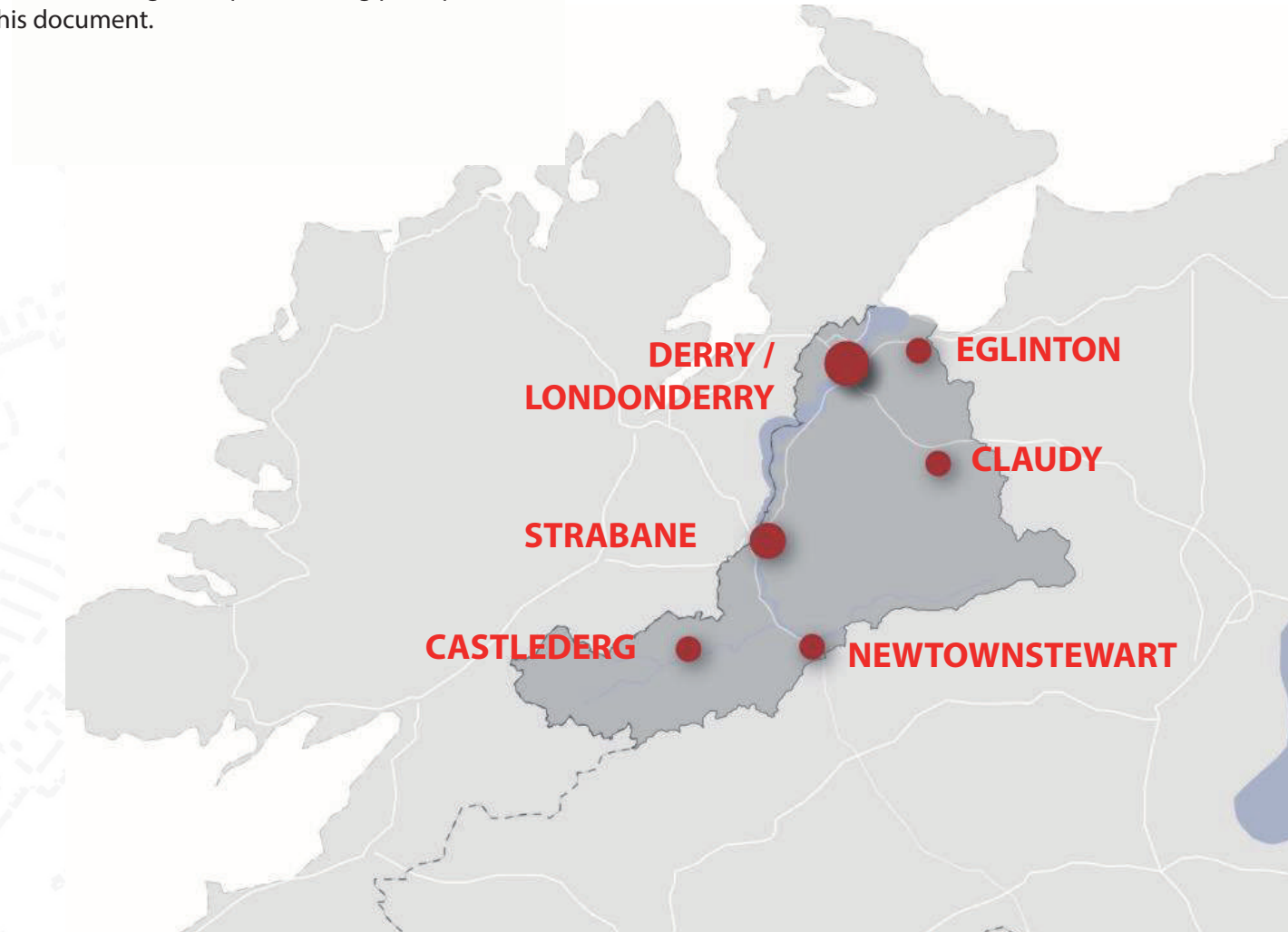
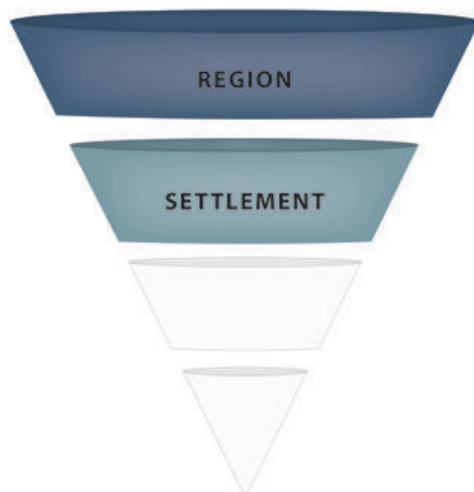
Finally, key to successful placemaking across the Derry City and Strabane District a commitment to joined up thinking and collaborative working processes. Boundaries - such as landownership, organisational responsibilities or professional disciplines - can prevent the right solutions for a place coming forward, requiring leadership, collaboration and strategic thinking to overcome. Furthermore, meaningful engagement with the public and key stakeholders will be essential to achieving the best outcomes.



# 5.0 SETTLEMENT RECOMMENDATIONS

The Settlement Study will now focus on a series of recommendations made at Settlement level. These respond to the conclusions of the Settlement Analysis sections for each area and build upon the Objectives and Principles outlined in the preceding chapter. In Derry / Londonderry and Strabane, recommendations are further structured by Settlement and Study Areas.

In addition to Settlement and Study Area recommendations, a total of 6 Key Sites have been identified. The study will demonstrate the development potential of each site by adopting the urban design and placemaking principles of this document.



A tall, rectangular stone pillar stands in the center of the image. The pillar is constructed from dark grey, stacked stones. At the top of the pillar, the words "THE WALLED CITY" are inscribed in a gold, serif font. The pillar is set on a patch of green grass. Behind the pillar, there is a dense line of trees with autumn foliage in shades of yellow, orange, and green. The sky above is blue with some light clouds. In the foreground, there is a dark asphalt road with white lane markings and a concrete curb.

THE  
WALLED  
CITY

# 5.1 RECOMMENDATIONS: DERRY / LONDONDERRY

## INTRODUCTION

Three overarching recommendations are made for the City of Derry / Londonderry - Identifying Arrival Points, Sustainably Connecting the City and Managing the Visual Cityscape.

These are to be read in addition to the preceding Objectives and Principles and the subsequent Study Area recommendations.



## IDENTIFY ARRIVAL POINTS

The quality of the arrival experience into the city and its centre is an important consideration. Not only do first impressions influence the perceptions of visitors and potential investors, they also contribute to a wider sense of pride amongst those who live and work there. It will be important therefore to identify arrival points to the city and its centre, so to ensure they are presented as positively as possible.

### City Arrival Points

A series of city arrival points should be identified and confirmed in consultation with local stakeholders. Indicative locations are shown, with reference to the Walled City Gateways currently in place. Planned changes to the road network may necessitate new arrival points being identified in the future.

Each location should consist of the following:

- High standards of landscape design and maintenance
- Clear and Attractive public art and city signage
- Minimisation of advertising, roads signs and other cluttering elements
- Good quality feature lighting
- Buildings and property boundaries of a high design quality and standard of upkeep

## City Centre Arrival Points

Arrival to the City Centre should also be celebrated at key locations, so to further create a positive welcome. The following is recommended for these locations:

- Careful development management to ensure a high quality of architecture and urban design of proposals in these locations
- Addressal of vacant and / or derelict sites through temporary improvements and/or meanwhile uses
- High standards of landscape design and maintenance
- Clear and Attractive public art and city signage
- Minimisation of advertising, roads signs and other cluttering elements.
- Good quality feature lighting

## Transport Interchanges

Finally, the role of the Transport Hub, bus station and car parks as arrival points must also be taken into account. Similarly high standards of design and management are required in these locations, so to convey a positive first impression to those arriving in the city.

## SUSTAINABLE CONNECTIVITY FOR THE CITY

Ensuring the convenient movement of people to, from and across the city of Derry / Londonderry is an important objective. The settlement analysis found that like in many cities, locations such as the riverfront have become dominated by road infrastructure that compromises the pedestrian experience and affects the place quality. For the city to grow and attract investment, it will therefore be important for a transport strategy that facilitates movement in a manner that contributes positively to the regeneration of the city as a whole.

### Alleviate City Centre Through Traffic

Construction of the Foyle Bridge in 1984 was a major step in rerouting traffic around instead of through the city of Derry. However, this broad objective remains incomplete, especially with traffic connecting to and from the A6 through the city centre. Continued investment is needed therefore to link up these regional roads, so deterring through traffic all together.

As per the Sustainable Transport Hierarchy, another key means by which city centre traffic should be reduced is through modal shift to public transport. This will require more park and ride facilities along key bus routes, as well as increased investment in the railway network

### Implement a network of Blue and Greenways

Excellent progress has been made in Derry and the wider district in developing a network of blue and greenways. Following waterways and green spaces, these are traffic free routes that enable safe and convenient walking and cycling for commuting and leisure use. As well as reducing traffic and associated environmental impacts, they also impact upon local levels of health and fitness.

Growing this network of blue and greenways throughout the city should continue as a key objective. The banks of the River Foyle are ideally suited to continuous routes on either side, with potential to effectively become a cycling 'superhighway' that connects many neighbourhoods and smaller settlements directly with the city centre. Other greenway connections can then join this river corridor at key sections.

### Further Transverse the River

While a wonderful natural asset, the River Foyle is also a barrier to movement across the city. Furthermore during the 20th century, the river became a socio-political divide between communities, the legacy of which remains today.



The 2011 opening of the Peace Bridge made a major impact in addressing this barrier effect. Potential now exists for other river crossings to further improve physical and social connectivity.

Key potential locations are between the Transport Hub and Foyleside, between Daisyfield and Prehen and between the Magee Campus and St Columb's Park.

In addition to pedestrian and cycle bridges, imaginative means of connectivity proposed in the past should not be ruled out, including boat crossings and a cable car to St Columb's Park.

## DERRY / LONDONDERRY

**MANAGE THE VISUAL CITYSCAPE**

The historic evolution of Derry / Londonderry is intimately linked with its geography, with the walled city occupying its elevated defensive position overlooking the River Foyle.

As a result and documented through the Settlement Analysis, much of the city's unique character today is drawn from this topography and the many views across the city, be they from key vantage points and otherwise modest side streets. Of particular importance is a 'City Centre Zone of Visual Influence' within which the city centre is located, defined by the ridge lines of the river valley and punctuated by city landmarks, such as the cathedral spires.

As the ambitions of the city revolve around increased growth and investment, great care is required to manage this visual landscape in manner that facilitates growth without compromising the unique city landscape that is so central to its place identity and its attractiveness for investment and tourism.

**Plan for Sustainable Urban Densities**

Before consideration is given to tall buildings that may or may not impact upon the cityscape, it is vital to firstly consider development capacity and sustainable urban densities.

As described in the Objectives and Principles chapter, the density at which development takes places is linked to its ability to support key services and facilities like shops and bus routes. Relatively high densities can be achieved through the use of terraced buildings and medium rise blocks.

In Derry / Londonderry there are some large areas of low density, as well as numerous vacant sites and buildings. Accommodating city growth should therefore be firmly based around an appropriate increase of urban densities and the development of brownfield sites, as opposed to greenfield development on the outskirts and high rise buildings in the centre. As well as the city centre, higher densities should also be considered at key neighbourhood centres and along the city's sustainable transport corridors.

**Prepare a City Centre Building Heights and Townscape Strategy**

In this study a number of important views across the city are documented. Yet the importance of the visual landscape in Derry / Londonderry is such that a City Centre Building Heights and Townscape Strategy is recommended. This would involve a more detailed study of visual relationships across the city centre than has been possible for the purposes of this Settlement Study.

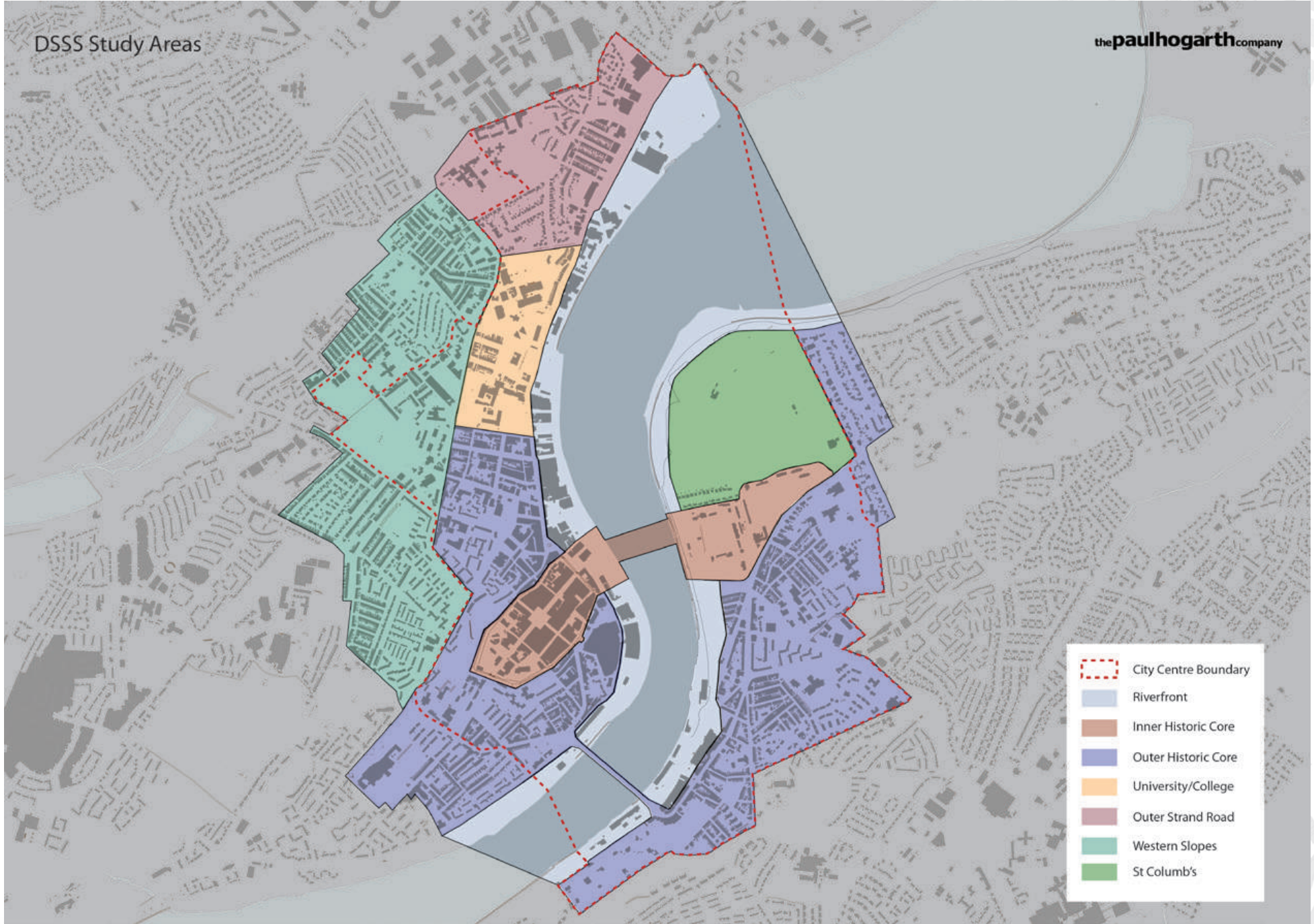


Detailed photographic surveys and the creation of a digital 3D model of the city centre would accurately map topography, existing building heights and therefore key view corridors. This would in turn provide an evidence based tool for the formal identification of key view points and the development of a building heights strategy. Rather than constraining development, such a strategy, combined with sustainable urban densities, would be invaluable means by which to manage growth of the city .

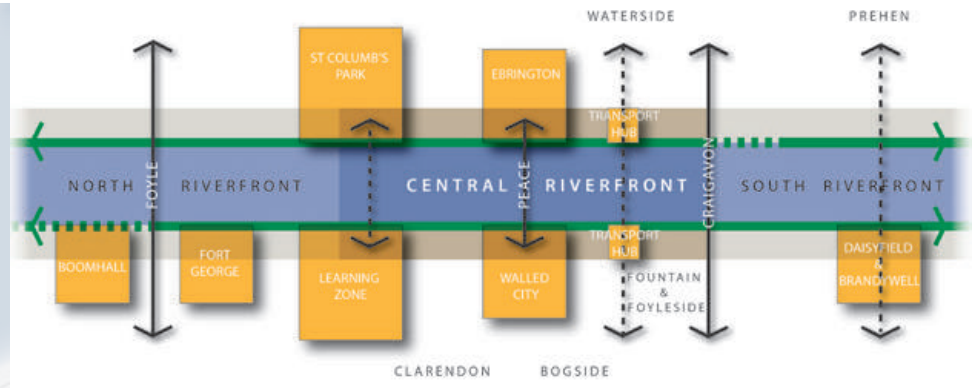
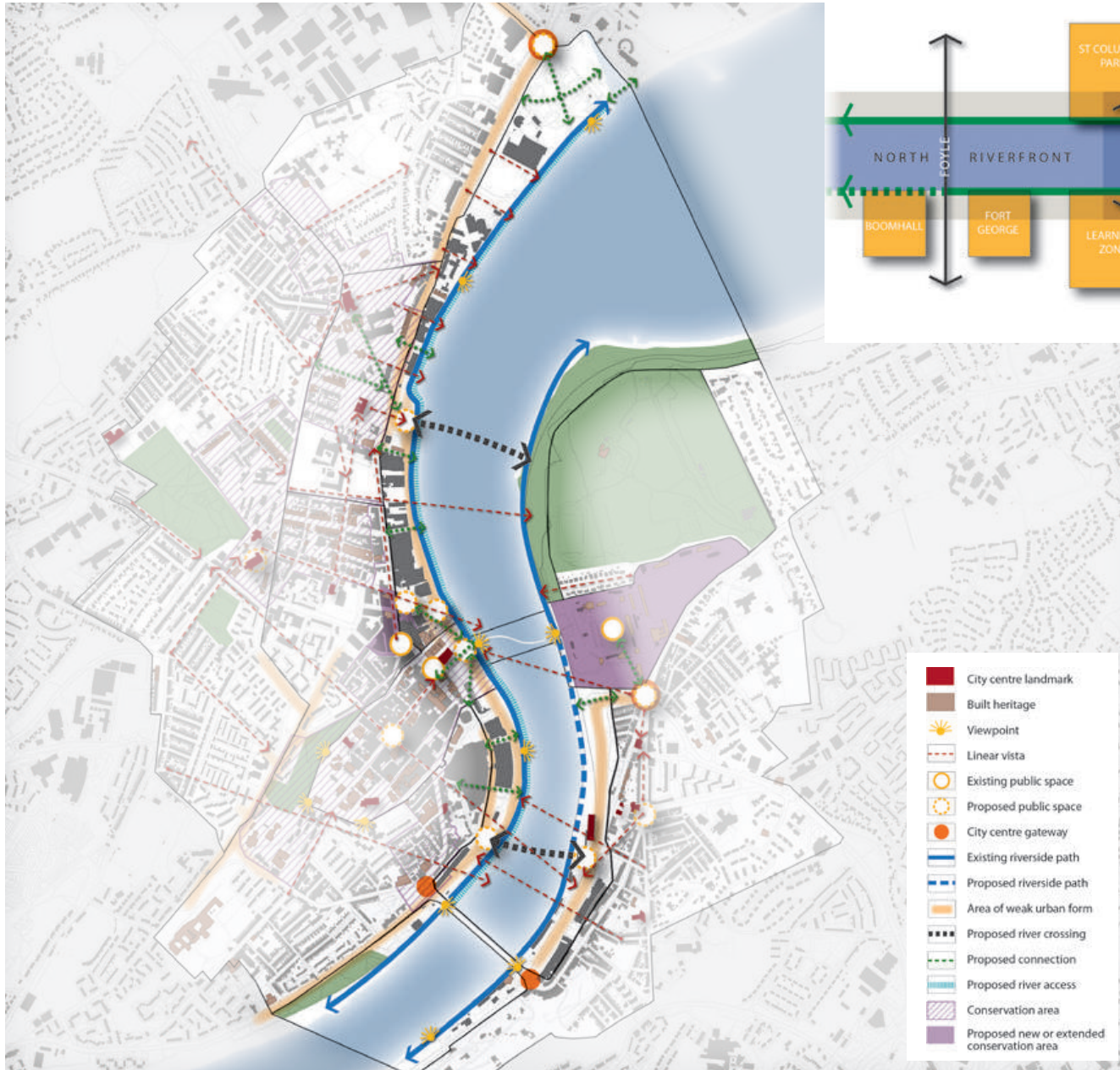


DSSS Study Areas

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DERRY: RIVERFRONT





**DERRY: RIVERFRONT****RECOMMENDATIONS: RIVERFRONT****Create a Fully Connected and Accessible Riverfront**

Recent public sector investment has seen extensive sections of the Riverfront improved with high quality paving, planting and streetscape elements. This has contributed to the Riverfront becoming the City's main stage for hosting events and community activities. The creation of high quality public spaces and universally accessible, fully joined up paths should be extended to all sections of the Riverfront, providing opportunities for walking, running, sitting and relaxing, and encouraging people to linger longer and enjoy the scenic riverfront views. In the case of sections of riverside path that may be required to be diverted away from the river's edge, such as at the train station, high quality, direct links should be put in place. Universally accessible connections between the riverfront and the wider City should be achieved through improved pedestrian crossings and a clear wayfinding strategy.

**Joined up approach**

A spatial plan for the Riverfront area should be developed. This should seek to combat inconsistent built form by setting guidelines for building scale, height, massing and other urban design elements in an appropriate manner that is suitable to the locale.

**Establish a Consistent Quality of Public Realm.**

Continuity of public realm across the entire Riverfront should be promoted where possible, in order to increase usage during the day and especially after dark. Sections of riverfront suffering from a low standard of architectural and design quality or lacking clear spatial definition, for example Foyle Embankment, Duke Street and Queens Quay require public realm enhancement to create spaces that people find safe, attractive and enjoy spending time in. Areas of the riverfront dominated by fences, walls and barriers or other inappropriate boundary treatments should be addressed to ensure ease of movement and maintain the quality of views.

**Rationalise Dominant Transport Infrastructure**

In connection with the overarching principle across the plan area to implement a sustainable transport hierarchy, scope exists to rationalise the extensive transport infrastructure that dominates and greatly undermines the quality of place in many areas of the riverfront. Doing so would not only improve walkability and the ease of movement between the riverfront and the wider city, but would also create substantial development opportunity sites. These high profile sites would provide the opportunity to accommodate appropriate city centre development with active uses, adding to vibrancy along the riverfront and its overall quality as a destination for investment and tourism.

**Respect and Promote Riverfront Views**

As noted in the Settlement Analysis, the identity and character of Derry is greatly influenced by the topography of the city and the resulting panoramic views that are available. Respecting and promoting this visual landscape should be a primary objective. Safeguarding key views, particularly at the head locations of each bridge, and opening up new views and vistas that promote the river and its associated scenic landscape will enhance the experience of pedestrians, cyclists and motorists using the riverfront.

**Promote and Facilitate Increased Leisure Access to Riverfront**

The establishment of a fully joined up riverfront, with a consistently high quality public realm will breathe new life into the whole riverfront corridor and promote and strengthen its ability to accommodate major events and a wide range of activities. Water based leisure uses should be encouraged, including sporting activities like canoeing, zorbing and boating, as well as river boats that accommodate cafes and restaurants. This would create additional interest along the riverfront and contribute further to vibrancy.

# DERRY: INNER HISTORIC CORE



## DERRY: INNER HISTORIC CORE

## RECOMMENDATIONS: INNER HISTORIC CORE

## Enhance Key Public Spaces

Well designed public spaces generate significant benefits, including encouraging social interaction, improving physical and mental health, highlighting cultural identity and architectural quality and stimulating business activity and investment.

As illustrated in the adjacent concept diagram, three key public squares are proposed as the principle structuring elements within the Inner Historic Core, namely Ebrington Square, Guildhall Square and The Diamond. Presently, the potential benefits of these public spaces are compromised by a variety of issues including vehicular dominance, poor connectivity or a lack of animation. As shown, potential exists to complement these spaces with new squares along the riverfront.

## Protect and Enhance Urban Fabric

Whilst there is a level of conformity of scale and massing within the Inner Historic Core, there is a poor level of quality in relation to facade design, fenestration and materials.

Addressing this, the existing scale and massing should be protected and enhanced where possible, while facade design, fenestration and materials should all be managed in line with Conservation Area guidance.

## Increase Dwell Time within the Walled City

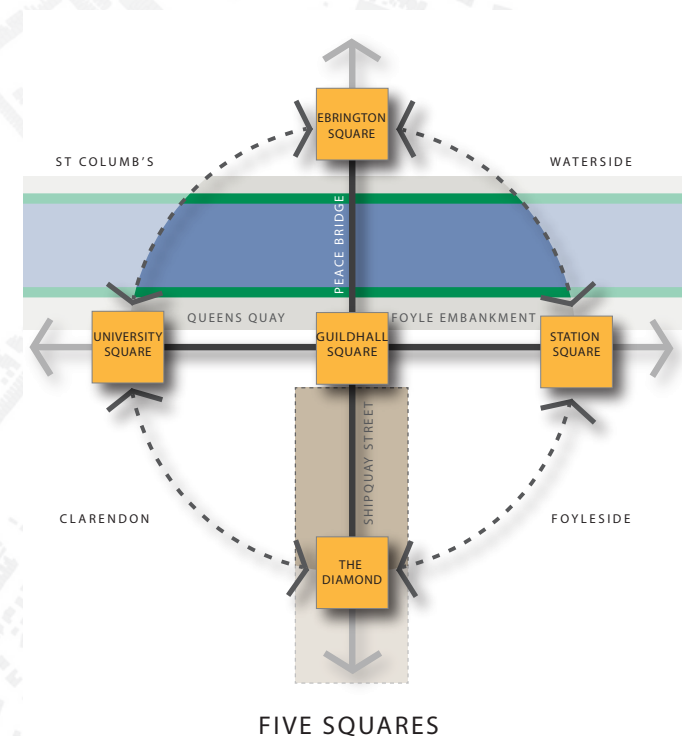
Vacant units throughout both the Walled City and Ebrington present a challenge, with high levels of vacancy particularly evident around the Diamond. In seeking to address this issue, uses and activities that increase dwell time within the Walled City should be encouraged.

Addressing vehicular dominance at the Diamond and creating a high quality public space that puts people first will create a central focal point upon which business and investment can be focused and attract people into the area through the delivery of activities and events on the space.

The redevelopment of vacant upper stories and empty properties to accommodate city centre living should be encouraged. While improving the sustainability and vibrancy of Derry's historic central core, this will also contribute to meeting the demand for housing in the local area.

## Enhance permeability between Ebrington and the Walled City

The rationalisation of dominant roads infrastructure will enable the area between the Guilhall and the Peace Bridge to be redesigned and Guildhall Square to be extended to the Peace Bridge. In doing so this greatly strengthens connectivity between the Walled City and Ebrington.





**DERRY: OUTER HISTORIC CORE****RECOMMENDATIONS: OUTER HISTORIC CORE****Conserve Mix of Architectural Styles**

A complementary mix of architectural styles characterise this study area, such as the steeply sloping, narrow residential avenues, fine-grain, red-brick Victorian terraces and the linear Georgian terraced streets within the Clarendon Conservation Area. Collectively this architectural mix contributes to the rich character and distinctive identity of the study area that must be safeguarded against inappropriate development. This does not mean that new development must meticulously replicate existing buildings. Rather it is about ensuring that the areas character and identity is understood and complemented through new development which is appropriate in scale and massing and is informed by the architectural cues of the existing built form.

**Enhance Use of City Walls lawns**

While this expansive green area positively contributes to creating an attractive setting for the City Walls, scope exists for this area to offer wider benefits for the City. Through an appropriate landscape design and the provision of additional, universally accessible links, the natural heritage value, amenity value and usability of this space would be enhanced and a strengthened relationship formed with the immediate Walled City and the residential populations surrounding.

**Urban fractures and gap sites**

To combat the issue of urban fracture and gap sites, and to ensure a greater consistency of urban form, new and in-fill development must be designed with street frontage. This will increase overall streetscape quality and create a more inviting environment for pedestrian usage.

Dealing with the issue of security walls, particularly around the Fountain interface, will require longer-term intervention work to permanently remove such barriers. In the short-term, reducing the physical impact of the security walls, through maintaining and enhancing permeability in the area, is required.

**Address Areas of Poor Quality Public Realm**

Notable areas of poor quality public realm, such as in the vicinity of the Lecky Flyover and Fahan Street, undermine townscape character and create uninviting areas for pedestrians, particularly after dark. Targeted interventions are encouraged to establish a consistent quality of public realm across the study area, with improved pedestrian links and the creation of well-proportioned streets and spaces that are safe, attractive and encourage dwell time.

**Formalise additional Public Event Spaces**

Despite the size of this study area, the number of formal public spaces for socialising and holding events are limited. The creation of additional public spaces, both hard and soft, would establish welcome breathing spaces within the relatively dense urban fabric and provide a focus for community and business activity.



**DERRY: UNIVERSITY & COLLEGE****RECOMMENDATIONS: UNIVERSITY AND COLLEGE****Safeguard the Distinctive Landscape Setting of Magee Campus**

The mature landscape, within which the Magee Campus is set, is a distinctive feature of this part of the City and contributes to the area's sense of place. It is essential that any new development proposals recognise the importance of retaining this landscape structure, respects and responds to the natural parkland quality and safeguards against over development. Active uses at groundfloor level will help to animate the open space and encourage greater use by both students and neighbouring communities.

**Strengthen the Civic Arrival Experience**

Clear and memorable civic entrances to both the University of Ulster Campus and the Northern Regional College should be established to reflect and demonstrate the status of these facilities in the context of the wider City. Environmental improvement works at the remaining entrance points should also be undertaken to improve the overall arrival experience.

**Enhanced Permeability and Legibility**

Pedestrian movement in this area of the City is challenging as a result of the local topography, continuous sections of walling, secure sites and the internal layout of the Magee Campus. Scope exists to integrate this area better with the rest of the city by forging new linkages throughout the study area that establish a permeable network of connected routes and spaces. Changing uses, notably the PSNI site, and punctuating boundary walling would enable strengthened connections with the city centre and allow people to move more freely through this distinctive area. This would also improve access to, and open up views of, key landmark buildings that are presently tucked away from the main public thoroughfares. Improved integration between the city centre and the University and College, would strengthen the student experience and increase the contribution that these two major education providers make to the City.

# DERRY: OUTER STRAND ROAD





**DERRY: OUTER STRAND ROAD****RECOMMENDATIONS: STRAND ROAD****Enhance Place Quality**

The Outer Strand Road study area was identified through analysis as having low place quality, dominated by hard spaces, wide roads, vast car parks and a general lack of vegetation. Current arrangements have a number of side effects, including noise and air pollution and safety concerns for pedestrians moving through this area. Mitigating these negative effects, whilst maximising the development and regeneration value of this area should be encouraged. Accordingly, proposals involve a comprehensive reshaping of the Strand Road. In the short term the aesthetics of this approach into the City Centre should be enhanced through public realm improvements and the introduction of street trees, while longer term restructuring and increased development density would enhance vitality and activation.

**Strengthen City Centre Arrival**

This area performs a city centre gateway function, however it is visually very weak and as a result first impressions are poor. Strengthening the urban structure, particularly at the Pennyburn Roundabout, with a consistent built form that is of an appropriate scale to reflect its gateway location would help to establish a positive arrival experience and demarcate the transition between edge of city centre residential areas and the city centre.

Enhance Environment for Pedestrians and Cyclists  
Heavy traffic flows converge on this area, creating an environment dominated by moving and parked vehicles and deterring circulation by pedestrians and cyclists. A lack of animation in this area after dark further compounds this issue.

Greater emphasis must be given to pedestrians and cyclists through the provision of improved lighting, footpaths and pedestrian crossing facilities. Longer term restructuring of this study area should seek to redress the balance between vehicles and pedestrians with the objective of putting people first. Opportunities should also be taken to improve pedestrian connectivity between the Outer Strand Road and adjacent routes, in particular the riverfront pedestrian walkway. To this end existing links should be protected and where opportunities arise, new links formed.



## RECOMMENDATIONS: WESTERN SLOPES

### Conserve Distinctive Urban Design Characteristics

The distinctive character of this study area is largely defined by a network of attractive and well-proportioned streets and spaces, stepping up the sloping hillside and fronted onto by traditional two storey residential terraces and grand three-storey terraces, for example the Lawrence Hill, Creggan and Rosemount areas. This stepped network of streets and spaces forms attractive outward linear vistas towards the city centre as well as creating a panoramic backdrop along the hillside looking from the City Centre. There are examples of areas within the study area where fractures in the urban fabric occur, adversely impacting upon place quality. These fractures generally take the form of lower density, post 1950s, residential development, which fail to appropriately respond to the architectural quality of surrounding development and, in utilising a cul-de-sac development layout, break up the traditional network of well-connected streets and spaces.

It is fundamental that the distinctive townscape character of this area is conserved. To this end new development should be informed by the urban design characteristics that define this character, including appropriate development scale and massing and the integrated street pattern.

### Ensure High Quality Residential Design

While the quality of residential street frontages throughout the study area are generally of a high standard, examples of poor residential design such as with housing units backing onto streets and extended sections of walling and fencing that create dead frontages are apparent, thereby adversely impacting upon place quality.

It is important to ensure that residential streets are appropriately designed to create successful streetscapes that encourage social interaction and play, while at safely facilitate local movement and access for different users, including walkers, cyclists and motorists.

### Promote Usage of Brooke Park

There are relatively few public spaces suited for socialising, play and small events throughout the study area. Brooke Park represents the primary public space and, as such, plays an important role in providing natural amenity space for passive recreation and facilitating community and civic events. The Park has greatly benefitted from recent environmental improvement works and investment into new and improved facilities.

Scope exists to strengthen Brooke Park's visual and physical relationship with its immediate environs in order to heighten usage of the Park, animate surrounding streets and spaces and further contribute to vitality in this area. This would be particularly beneficial along Creggan Road, which is dominated by a continuous section of stone walling. Improved signage and quality of links with the City Centre should also be encouraged, as well as establishing working relationships with local clubs and education providers, including the University of Ulster, to promote greater use of this important urban parkland.



## 5.2 RECOMMENDATIONS: STRABANE

### INTRODUCTION

A series of urban design and placemaking recommendations unique to Strabane have been identified from the preceding analysis.

These include recommendations at both a settlement-wide scale and also at the study area scale which was primarily defined by the town centre area and included land on the other side of the Mourne River.

### Arrival Points

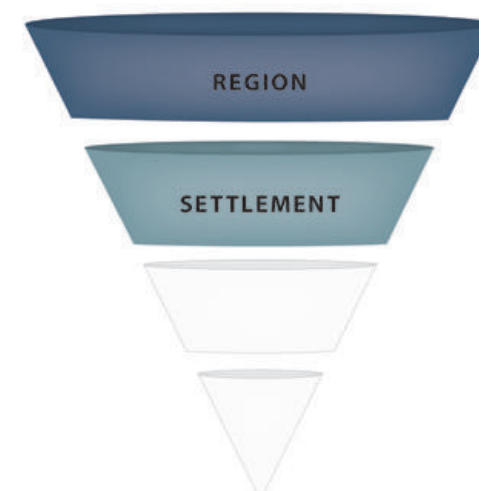
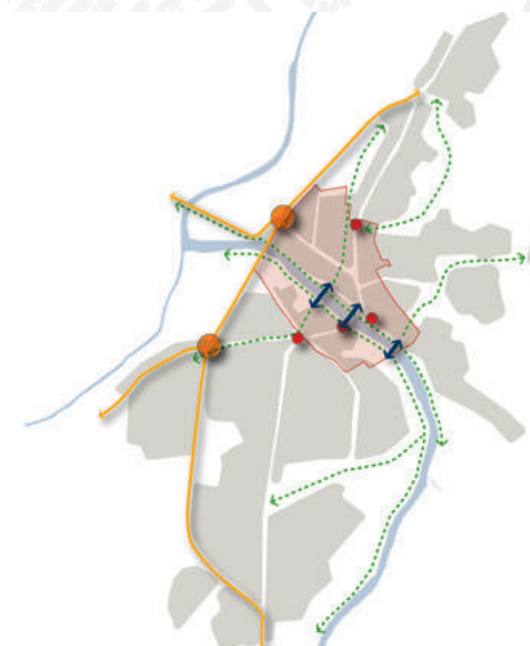
First impressions have a major impact on the perceptions of that place, especially for the visitor. Arrival points can shape a person's first impression of a place, can make it easy, or difficult, to understand how to get around, and set the tone for somebody's experience of the town centre. It is vital, therefore, that Strabane extends a positive welcome beyond its town centre to the approach roads and arrival points into the town.

The main gateways along the A5, south of the Mourne River and at the roundabout with Railway Street, both play an important role on shaping first impressions of Strabane. While some attractive views to the surrounding countryside exist the overall impressions of the town are compromised by unattractive road infrastructure and low-quality edge of town development.

Strengthened gateways with enhanced environmental improvements will contribute to Strabane's unique character through the creation of a memorable arrival experience, attracting more visitors to the town centre.

### Connections

Although Strabane's town centre is of a compact nature there are several peripheral areas which are disconnected from the centre. Improved connectivity between the town centre and both the residential areas and cross-border town of Lifford would strengthen the town centre's role as an important hub to surrounding communities. The opportunity to create new and improved linkages between residential areas and facilities will bring increased physical, social and economic activity and take advantage of Strabane's border location.





## RECOMMENDATIONS: STRABANE

### Promote and Protect Strabane's Sense of Place

Strabane town centre is typically characterised by its historic layout, industrial heritage and the significant number of historic buildings. In order to retain these characteristics, town centre design guidance should be prepared. This will guide developers on appropriate design responses that complement the existing built heritage, while providing modern and attractive retail space. The architectural quality of existing historic properties should inform this guidance and in turn the quality of future development.

Some historic buildings have fallen into disrepair while other more recent development has undermined their physical appearance and setting. The designation of the traditional town centre core as an Area of Townscape Character would protect the distinctive quality and character of this area.

The setting of the listed properties around the Bowling Green area have been adversely impacted by car parking and the police station. The designation of a conservation area covering the notably attractive Bowling Green area would protect the rich built heritage which contributes to Strabane's character and strong sense of place.

The introduction of a town centre frontage improvement scheme would enhance place quality and contribute to strengthening Railway Street, as an important link between the core areas and the retail park.

### Create a Well-connected Town Centre

To ensure that Strabane is a place for people with improved walkability throughout the town centre, attractive and convenient pedestrian/cycle links, along both sides and across the Mourne River, should be provided.

The introduction of a new pedestrian/cycle bridge connecting Main Street/John Wesley Place with the bus station would create a walkable well-connected town centre as well as providing a positive physical relationship between the town centre and the river.

Strabane's town centre is dominated by moving and parked vehicles, with large surface car parks occupying central spaces. There is a need to undertake a town centre car parking strategy to reduce reliance on spaces within the central core, encourage use of edge of town centre spaces and create additional opportunities for areas of high-quality public realm.

### Respect and Promote Town Centre Views

Abercorn Square occupies a key central location with strong radial views along Railway Street, Derry Road, Market Street and Castle Street. These views contribute to a strong sense of place and should therefore be identified and protected.

### Create a Positive Relationship with the River

The Mourne River runs through the centre of town but its quality as a natural asset is undermined by the large flood defences which create a weak physical relationship with the town centre. Opportunities should be explored to reduce the visual impact of flood defences, whilst ensuring adequate protection.

Views of the river are limited, opportunities to establish a visual connection between the town centre and the river should be identified and established.





## 5.3 RECOMMENDATIONS: CASTLEDERG

### INTRODUCTION

The Castlederg study area incorporates the town centre, as defined by the Strabane Area Plan 1986-2001.

The following sets out a series of urban design and placemaking recommendations unique to Castlederg.

#### **Respect and Promote Place Quality**

The intact, historic street pattern, radiating out from the central Diamond area is a distinctive feature of the Castlederg's townscape character and should be protected through the designation of an Area of Townscape Character.

The physical characteristics of Main Street enables long, linear views, which contributes to place quality, therefore it is important that these views should be safeguarded and maintained.

Castlederg Bridge creates a positive arrival experience into the town centre, however, other town centre gateways fail to establish a positive arrival experience.

Arrival points and gateway locations should be enhanced, ensuring development in the vicinity is of a high standard that positively contributes to first impressions and the arrival experience, particularly at Strabane Road and Kilclean Road.

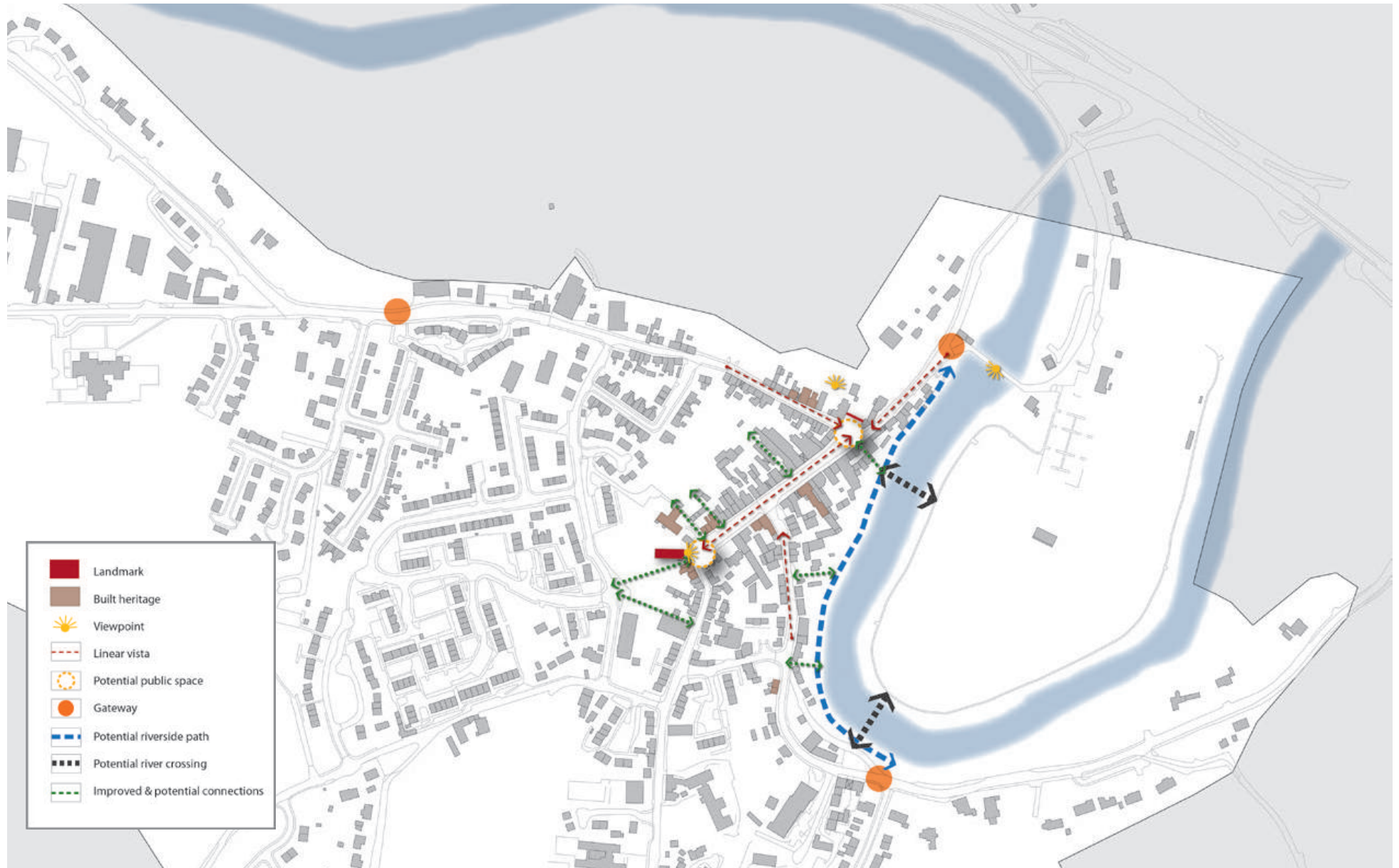
#### **Create a More Integrated Town Centre**

To better integrate the town centre with its assets there is scope to identify and establish both visual and physical connectivity between the town centre and both the river and Derg Castle. The creation of a legible route will improve the relationship between the town centre and its historic and natural assets.

The compact nature of the town centre creates an easily walkable central core. There is an opportunity to improve and strengthen pedestrian connections between town centre streets and off-street car parks. New physical connections should be introduced in conjunction with back land opportunity sites.

#### **Create Key Public Spaces**

The creation of high quality, safe, pedestrian-friendly public spaces will strengthen the town centre. The Diamond, as a central public space, is not utilised fully and an emphasis should be placed on encouraging social and recreation use of the space. To enhance the Diamond further there is also opportunity to explore the pedestrianisation of the eastern side, The Diamond.



## 5.4 RECOMMENDATIONS: NEWTOWNSTEWART

### INTRODUCTION

The Newtownstewart study area predominantly concentrates on the central core, which is defined by three well-proportioned central streets, namely Main Street, Townhall Street and St Eugene's Street.

The following sets out a series of urban design and placemaking recommendations unique to Newtownstewart.

#### **Enhance the Arrival Experience**

First impressions have a major impact on the perceptions of that place, especially for the visitor. There is an opportunity to enhance town centre gateway locations, ensuring development in the vicinity is of a high standard that positively contributes to first impressions and the arrival experience. In particular, the key approach from the A5 should be improved to create a sense of arrival.

#### **Improve Permeability and Key Connections**

Despite the immediate proximity, the river is hidden from the town centre, with views and physical connections almost non-existent. As the town has evolved it has turned its back on the river, disconnecting this major asset from town centre animation. Opportunities to create activity and provide both visual and physical connections between the town centre and river should be identified and established.

Access from the town centre to the river is very limited, with only one point of crossing at the Douglas Road Bridge. To further integrate the river with the town centre additional links across and extended riverside walkways should be provided.

The large blocks along Main street reduces permeability and limits connections to the riverfront and other areas of the town. There is potential to create more connections along Main Street, enhancing the walkability of the town centre.

#### **Enhance the Public Realm**

Scope exists to enhance the visual relationship between landmark buildings and the wider public realm. There is an opportunity to improve the setting of both the Library and Stewart's Castle. An enhanced public realm space at the top end of Main Street would create an area for cultural activities and events as well as strengthening the relationship between the Library and Main Street.

Main Street is currently a traffic dominated environment that severely detracts from the place quality. Opportunities to establish off street parking facilities in proximity to Main Street should be explored.



# 5.5 RECOMMENDATIONS: CLAUDY

## INTRODUCTION

The Claudy study area concentrates on the central core, established around a crossroads junction and which forms the central focal point of the town.

The following sets out a series of urban design and placemaking recommendations unique to Claudy.

### **Improve Connectivity Throughout the Town**

The scale of the central core is easily walkable, however, there is scope to improve accessibility by improving the quality of existing links and the creation of new ones. Additional connections around the key intersection, as part of a potential future development, will improve overall local scale accessibility. Where opportunities arise, connectivity should be increased between residential streets and Main Street.

To encourage active travel enhanced walking and cycling links should be explored to connect the town with employment areas and the airport.

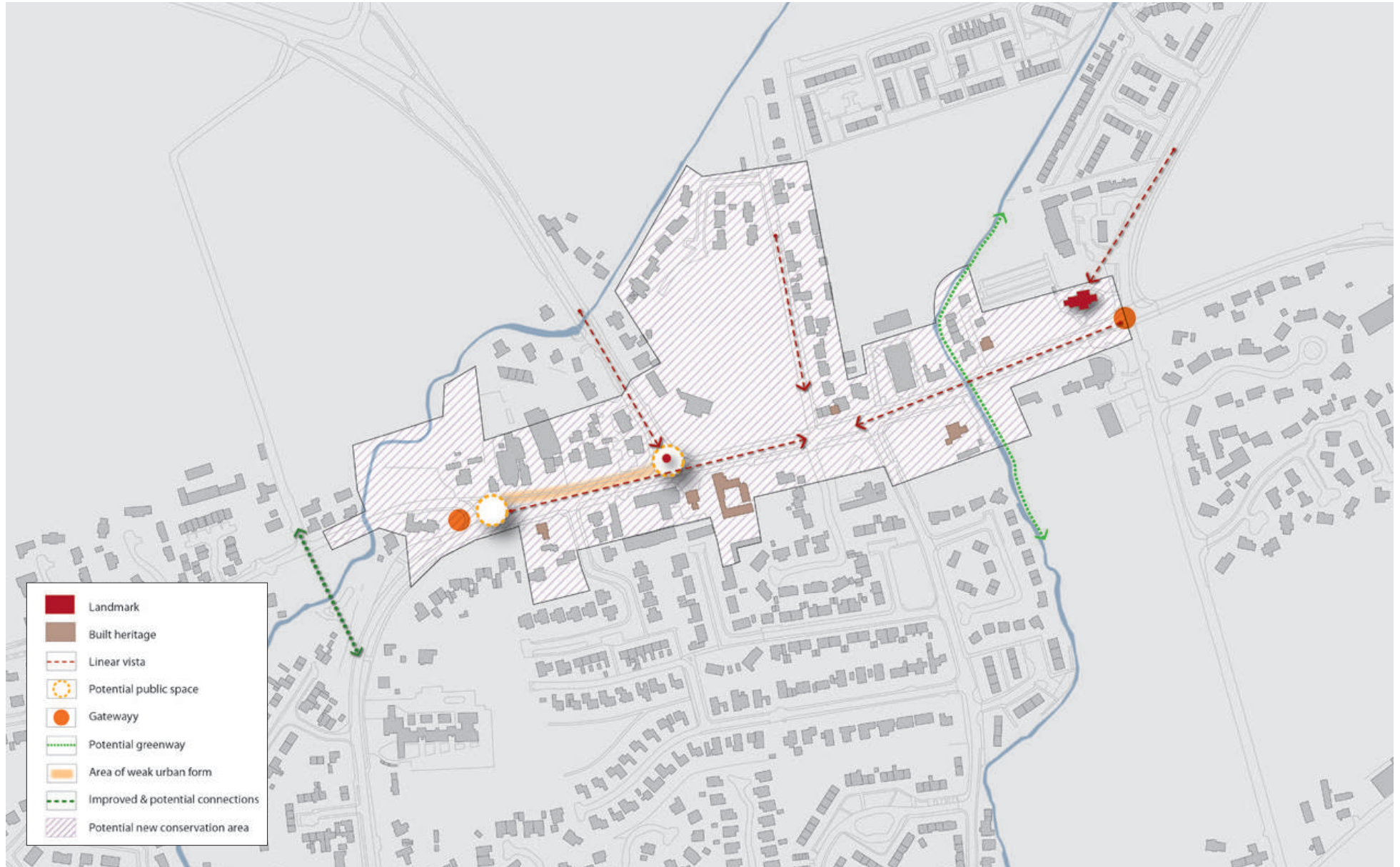
The Claudy Country Park is of significant local amenity value and the physical relationship should be improved with strengthened walking and cycling links between the Country Park and the town centre.

### **Enhance the Public Realm**

Public open space in the central traditional core is limited, preventing the opportunity for community activities and events.

The creation of high quality, safe, pedestrian friendly public spaces, including along Main Street and Church Street will strengthen the town centre.

The central car park, given its location, has significant potential to support and accommodate community activities and events.



## 5.6 RECOMMENDATIONS: EGLINTON

### INTRODUCTION

The Eglinton study area concentrates on the main area of commercial activity and public facilities along Main Street, which is the principle street in the village.

The following sets out a series of urban design and placemaking recommendations unique to Eglinton.

#### **Enhance the Arrival Experience**

First impressions have a major impact on the perceptions of that place, especially for the visitor. There is an opportunity to strengthen the gateway locations and arrival experience at either end of Main Street

#### **Improve Connections and Walkability**

Located close to Derry, Derry Airport and Campsie Industrial Estate, improved cycle links would encourage and promote active travel, reducing the reliance on car travel.

Eglinton is a small walkable settlement; however extensive residential development has taken place to the south of Main Street.

To enhance existing walking and cycling links to surrounding residential areas potential new links should be explored. There is an opportunity to establish a greenway along the small watercourse creating a new north to south connection.

#### **Enhance and Promote Historic Character**

The combination of the grand, historic built fabric, set in the immediate backdrop of mature street trees, defines the distinctive and elegant character of Eglinton. Recent development has failed to take cognisance of the historic urban grain and built form.

In order that this distinctive character and urban form is retained Eglinton's historic core should be designated as a conservation area to provide additional protection to the settlements distinctive heritage quality.

There is also an opportunity to enhance the interpretation and public awareness of historic features throughout the village.

#### **Enhance the Public Realm**

The place quality of Main Street is undermined by a low-quality public realm and vehicular dominance, particularly in the form of ad hoc car-parking. There is an opportunity to create high quality, safe, pedestrian friendly public spaces, including a new public square at the western end of Main Street to provide focus for commercial uses and as a social gathering space.

The vehicular dominance along Main Street negatively affects the place quality and acts as a barrier for pedestrian connectivity. Slower moving traffic through the consideration of a speed reduction along Main Street would allow for enhanced connectivity and shift to a more pedestrian focused environment.





# APPENDICES



# Pedestrian and cyclist movement **Survey locations** Derry

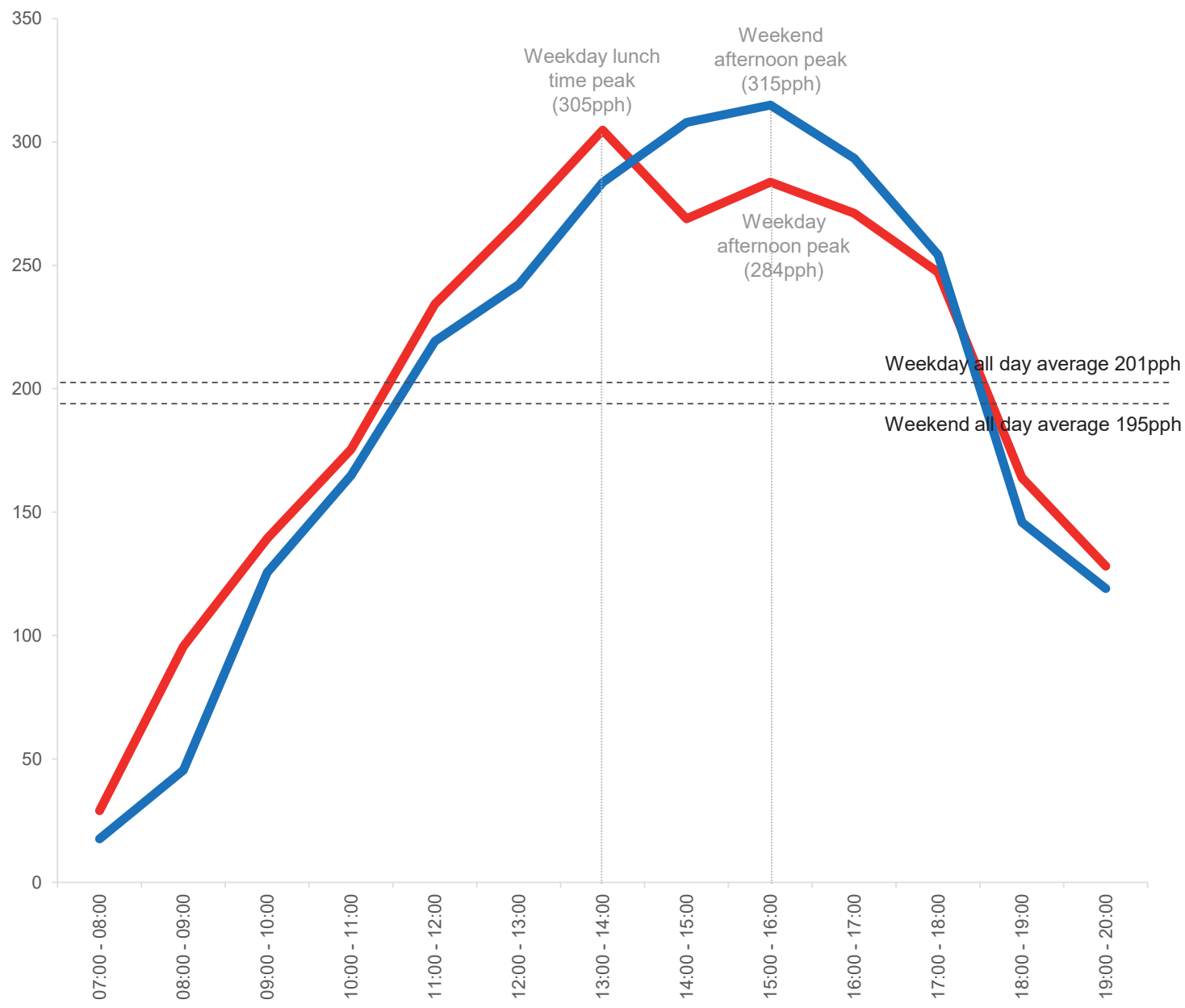


A camera-based pedestrian movement survey was carried out on Saturday 9th and Tuesday 12th June 2018 between 7:00 and 20:00.

Pedestrian and cyclist movement was recorded at 35 locations.

Counts of pedestrians were extracted at each location for 10minutes every half an hour. The results were transformed into average hourly rates.

## Pedestrian movement Daily distribution



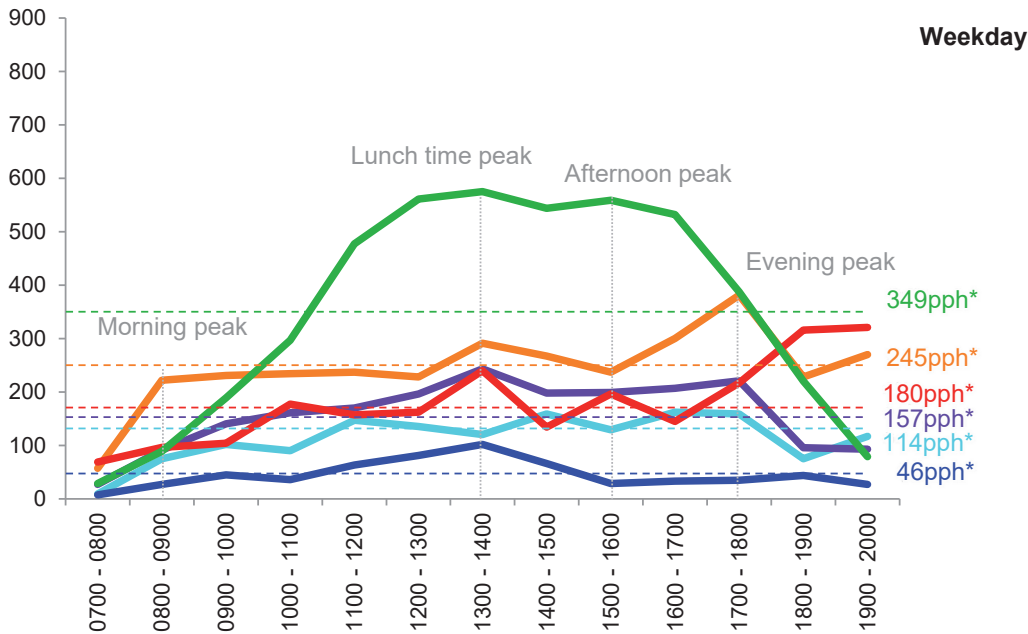
Overall, movement levels in the study area are similar on the weekday (201pph) and on the weekend day (195pph).

On both days movement displayed a typical pattern for a shopping and leisure area with a gradual increase towards the lunch time, followed by an afternoon peak and ending with a decrease later in the evening.

No morning peak related to commuting/employment or significant evening activity were identified.

A wider mix of land-uses in the city centre including residential, employment and leisure will contribute to a movement pattern that extends beyond the shopping hours.

# Pedestrian movement Character areas Daily distribution

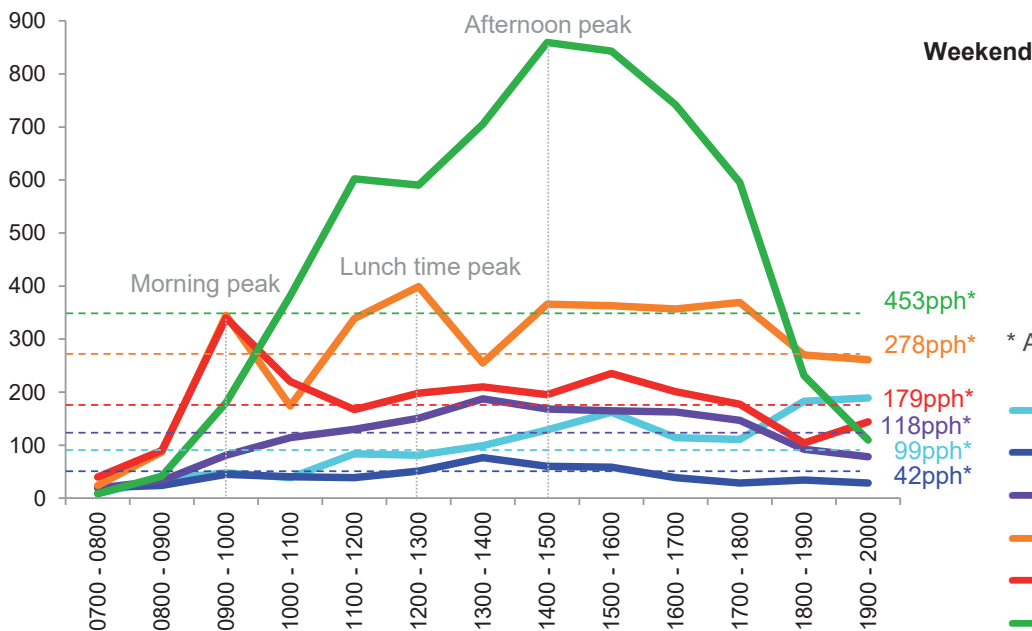


By isolating specific survey locations by area, the analysis shows that they had different daily patterns.

The locations within the historic city centre had the highest all day average movement levels.

Peace Bridge had a morning peak which was the highest compared to the other areas on both the weekday and the weekend. The highest movement along Peace Bridge was recorded on the weekday between 17:00 and 18:00 and on the weekend between 12:00 and 13:00.

Movement levels during the weekday evening hours were higher along the Riverside compared to the Walled City.



\* All day average

- Clooney Terrace
- Craigavon Bridge and Duke Street
- Great James Street, Clarendon Street
- Peace Bridge
- Riverside (north - west)
- Walled City



# Pedestrian movement **Weekday** All day average



The highest movement levels were recorded in and around the historic core of the city, within the Walled City and along Guildhall and Waterloo Place.

The movement levels along Craigavon Bridge were very low which is potentially related to the public realm quality along and around it.

Peace Bridge was better used compared to Craigavon Bridge, providing an important connection between the two sides of the river.

Movement along Strand Road significantly decreased near the University Campus. This could be related to the vehicle oriented character and lack of frontage activation.

### Pedestrian movement

People per hour

- 1,000 and above
- 750 – 1,000
- 500 – 750
- 250 – 500
- 100 – 250
- 0 – 100

Train station

# Pedestrian movement **Weekday Lunch time peak 13:00 - 14:00**



The movement patterns were the same as all day average with an increase of movement in the city centre, the Guildhall Square/ Waterloo Place and along the Peace Bridge.

Higher movement on the Peace Bridge than on its eastern side shows that it is used as a public space.

The riverside north of the Peace Bridge had good pedestrian movement levels.

### Pedestrian movement

People per hour

- 1,000 and above
- 750 - 1,000
- 500 - 750
- 250 - 500
- 100 - 250
- 0 - 100

Train station

# Pedestrian movement **Weekday Afternoon peak 15:00 - 16:00**



### Pedestrian movement

People per hour

- 1,000 and above
- 750 - 1,000
- 500 - 750
- 250 - 500
- 100 - 250
- 0 - 100

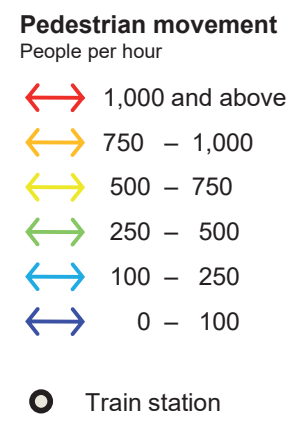
Train station

# Pedestrian movement **Weekend** All day average



The overall distribution of movement did not change significantly on the weekend day.

The movement levels along Ferryquay Street significantly increased during the weekend (1,063pph) as a result of the shopping activity in the area.





# Pedestrian movement **Weekend** Afternoon peak 15:00 - 16:00

Mapbox, OSNI



High numbers of pedestrians were recorded during the weekend afternoon peak in the Walled City near the shopping centre, along Guildhall/Waterloo Place and near the Bus Station.

The number of pedestrians on the Peace Bridge and along the riverside, to the north of the Peace Bridge were also increased.

### Pedestrian movement

People per hour

- 1,000 and above
- 750 - 1,000
- 500 - 750
- 250 - 500
- 100 - 250
- 0 - 100

Train station







# Pedestrian movement comparison 2010 and 2018 Weekday All day average




Compared with the previous movement survey conducted in 2010, there was a significant increase along the riverfront on the northern end of Peace Bridge during all day weekday.

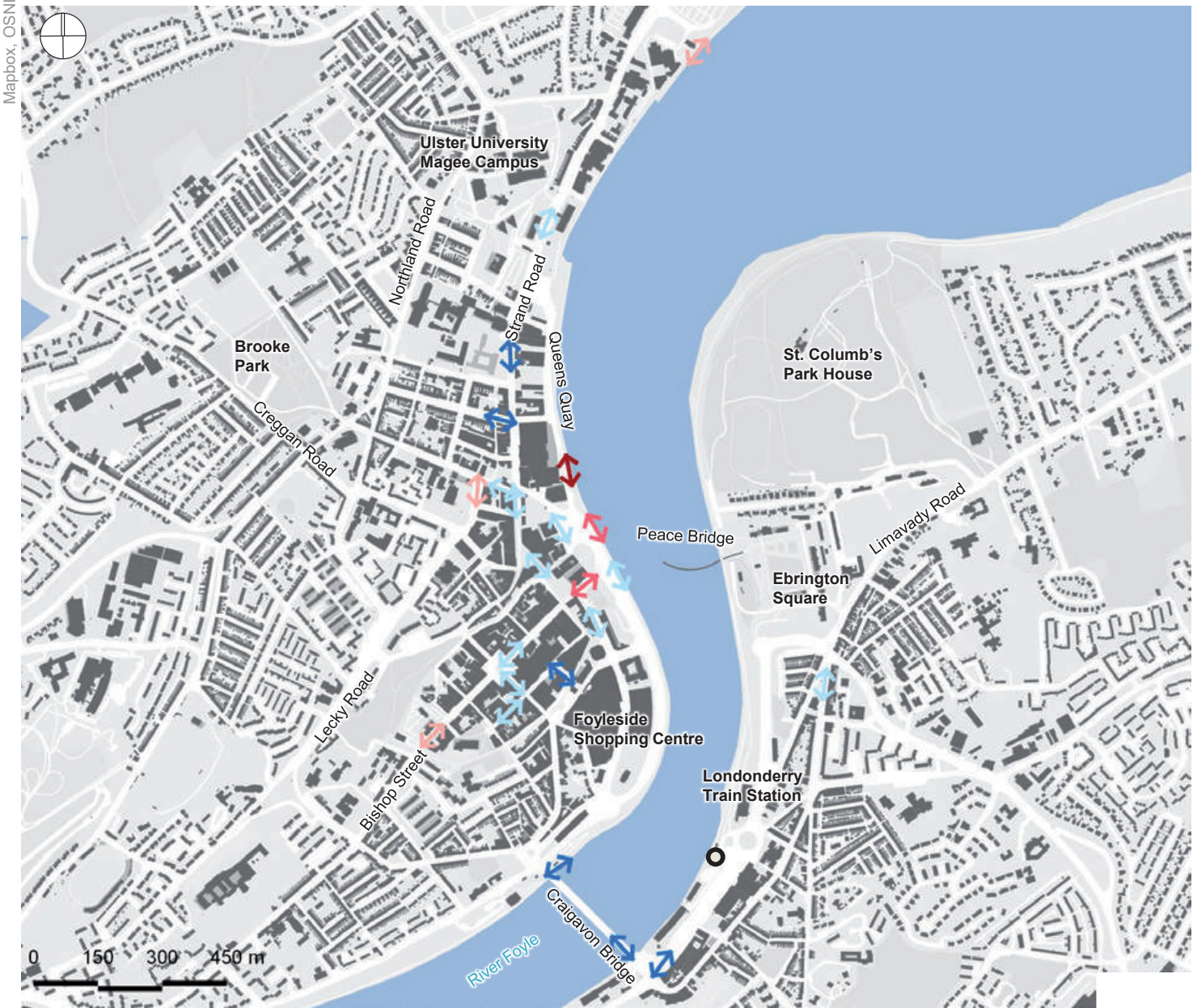
The improvement on the public realm shows a direct impact to the level of increased movement in these areas.

**Difference %**  
Between Surveys 2010 and 2018

-  +100% and above
-  +50% - +100%
-  0% - +50%
-  0% - -50%
-  -50% - -100%
-  -100% and below

 Train station

# Pedestrian movement comparison 2010 and 2018 Weekend All day average



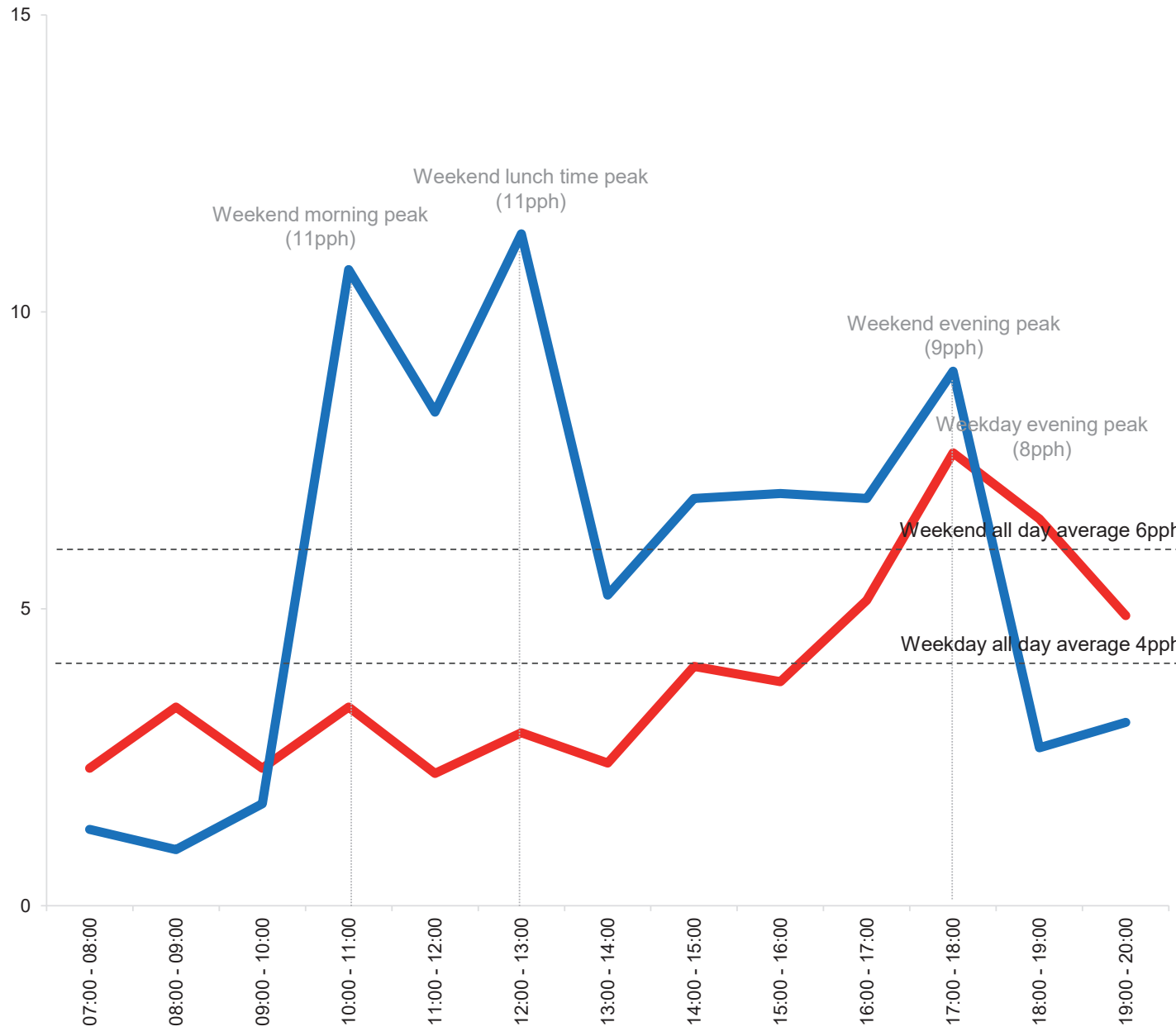
The level of increase along the riverfront was even more significant on the weekend.

**Difference %**  
Between Surveys 2010 and 2018

- +100% and above
- +50% - +100%
- 0% - +50%
- 0% - -50%
- 50% - -100%
- 100% and below

Train station

# Cyclist movement **Daily distribution**



Overall, cyclists movement was low on both weekday and weekend and more related to leisure than commuting.

A late morning, lunchtime and evening peak were recorded during the weekend.

The weekday movement was lower with a peak in the evening.

— Weekday  
— Weekend

# Cyclist movement **Weekday** All day average



The highest cyclist movement was recorded along the riverfront and the Peace Bridge.

### Cyclist movement

Cyclists per hour

- 25 and above
- 20 – 25
- 15 – 20
- 10 – 15
- 5 – 10
- 0 – 5

Train station

# Cyclist movement **Weekday Evening peak 17:00 - 18:00**



The same pattern was recorded during the evening peak with an increase on the Peace Bridge and the northern end of the riverfront.

### Cyclist movement Cyclists per hour

- 25 and above
- 20 - 25
- 15 - 20
- 10 - 15
- 5 - 10
- 0 - 5

Train station

# Cyclist movement **Weekend** All day average



# Cyclist movement **Weekend** Lunch time peak 12:00 - 13:00





# Pedestrian and cyclist movement survey **Gate locations** **Strabane**



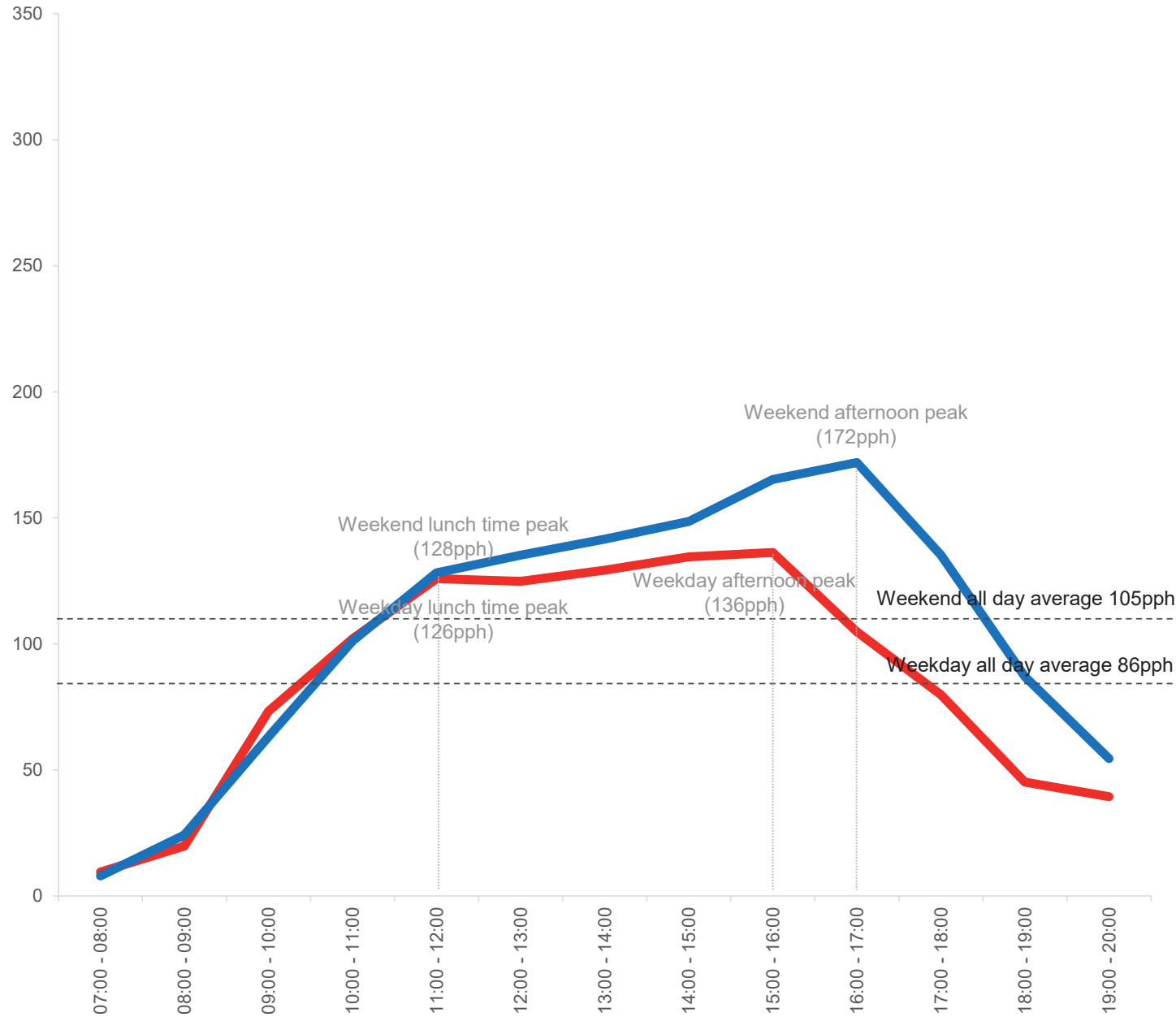
A camera-based pedestrian movement survey was carried out on Saturday 9th and Tuesday 12th June 2018 between 7:00 and 20:00.

Pedestrian and cyclist movement was recorded at 17 locations.

Counts of pedestrians were extracted at each location for 10minutes every half an hour. The results were transformed into average hourly rates.

 Survey gate location

# Pedestrian movement **Daily distribution**



Overall, the average movement level in the study area is 20% higher on the weekend (105pph) than on the weekday (86pph).

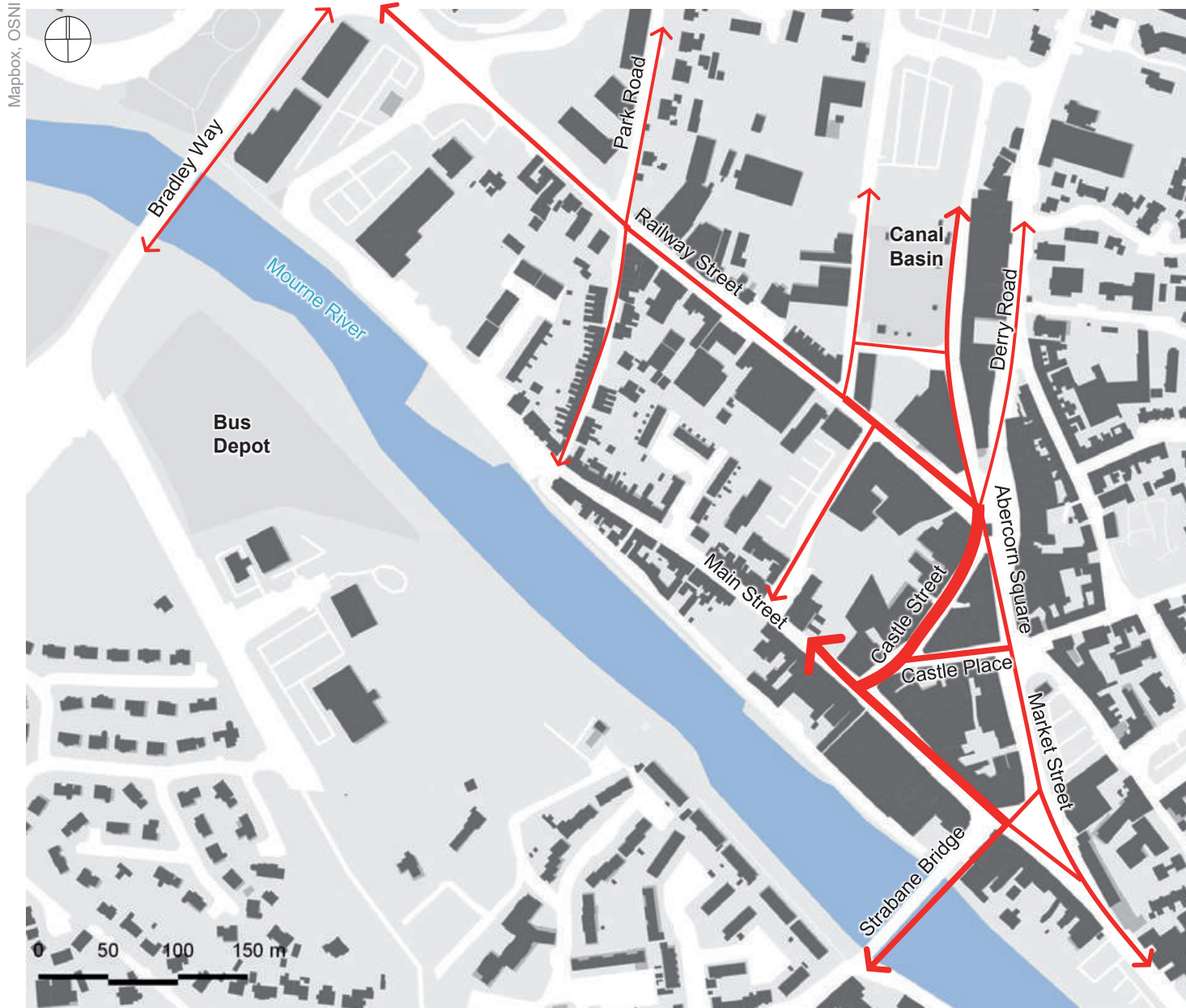
On weekday, there is no commuter pattern throughout the day and therefore no peaks in the morning and evening.

Both days show a typical leisure or shopping activity with a gradual increase in the lunch time at 11:00 followed by an afternoon peak between 15:00 and 16:00 and ending with a decrease later in the evening.

The lunch time peak value in both weekday and weekend is very close to each other. However, the afternoon peak on the weekend is higher than on the weekday.

— Weekday  
— Weekend

# Pedestrian movement Summary Weekday All day average



On weekday, Castle Street had the highest movement levels in the area, related to the pedestrianised character and active frontages.

The eastern end of Railway Street, Main Street and Strabane Bridge also had relatively high movement levels. The movement dropped along the western end of Railway Street.

Canal Basin and Abercorn Square have low levels of movement.

### Pedestrian movement



# Pedestrian movement **Weekday** All day average



On the weekday, Castle Street and Main Street had the highest all day average movement levels in Strabane.

### Pedestrian movement

People per hour

- ↔ 450 and above
- ↔ 300 – 450
- ↔ 150 – 300
- ↔ 100 – 150
- ↔ 50 – 100
- ↔ 0 – 50

# Pedestrian movement **Weekday Lunch time peak 11:00 - 12:00**



Increased movement at the Town Centre locations.

### Pedestrian movement People per hour

- ↔ 450 and above
- ↔ 300 – 450
- ↔ 150 – 300
- ↔ 100 – 150
- ↔ 50 – 100
- ↔ 0 – 50

# Pedestrian movement **Weekday Afternoon peak** 15:00 - 16:00



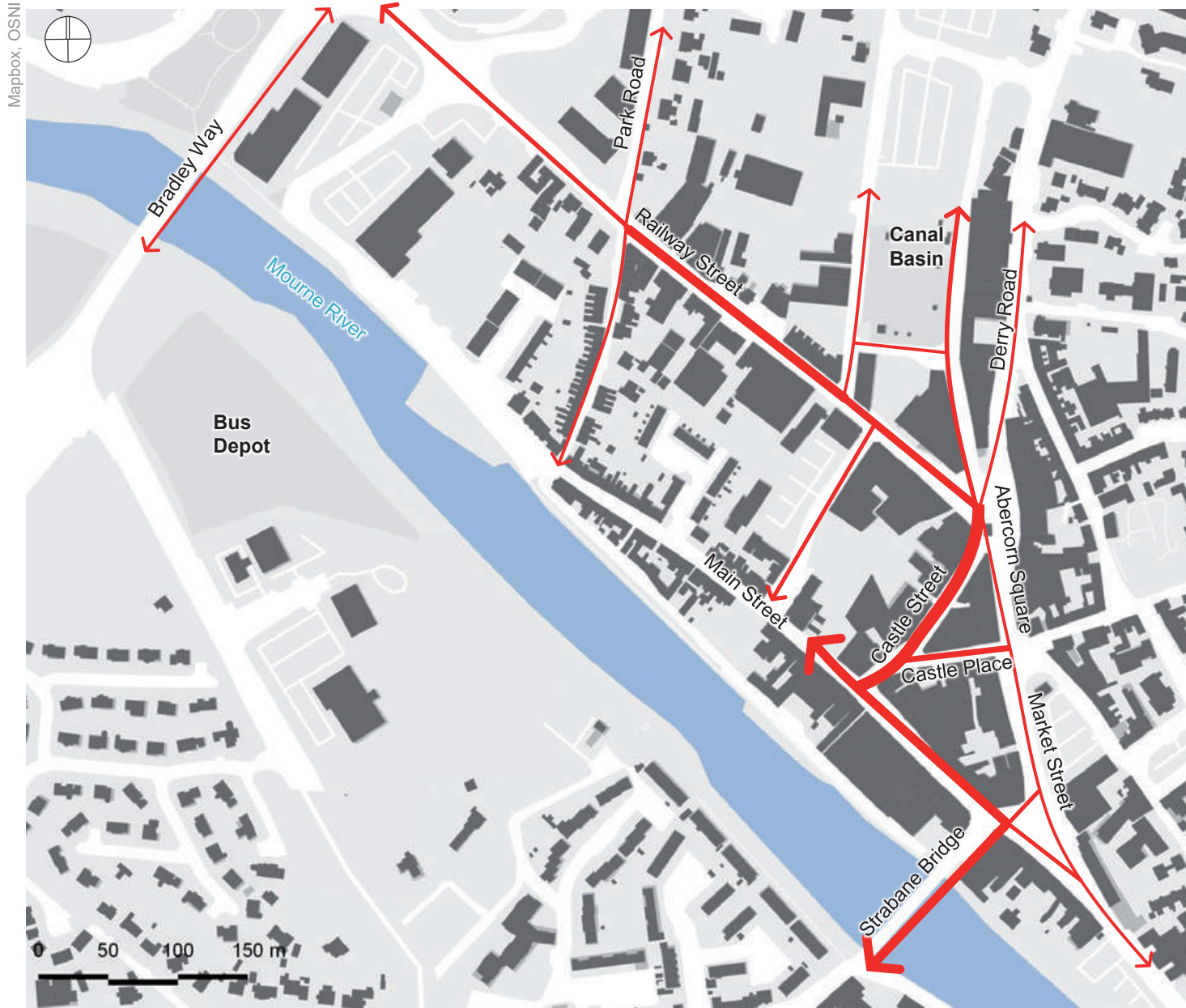
Increase of movement on Strabane Bridge and Railway Street. There was a movement decrease along Castle Place.

### Pedestrian movement

People per hour

- ↔ 450 and above
- ↔ 300 – 450
- ↔ 150 – 300
- ↔ 100 – 150
- ↔ 50 – 100
- ↔ 0 – 50

# Pedestrian movement **Summary** **Weekend** All day average



On the weekend, there was no significant change in movement patterns compared to weekday.

Castle Street had the highest movement levels in the area and the pattern on eastern end of Railway Street, Main Street remained the same as on weekday.

The movement slightly increased around the middle part of Railway Street and on Strabane Bridge.

Canal Basin and Abercorn Square had low levels of movement.

### Pedestrian movement



# Pedestrian movement **Weekend** All day average



Low movement levels throughout, except for Railway Street, Castle Street, Main Street and Strabane Bridge.

### Pedestrian movement

People per hour

- 450 and above
- 300 – 450
- 150 – 300
- 100 – 150
- 50 – 100
- 0 – 50



# Pedestrian movement **Weekend** Lunch time peak 11:00 - 12:00



Increase on east Railway Street, Castle Street, Castle Place and Main Street.

### Pedestrian movement

People per hour

- ↔ 450 and above
- ↔ 300 – 450
- ↔ 150 – 300
- ↔ 100 – 150
- ↔ 50 – 100
- ↔ 0 – 50

# Pedestrian movement **Weekend** Afternoon peak 16:00 - 17:00



There was a significant increase on Strabane Bridge, almost 5 times higher than any time period on both weekday and weekend.

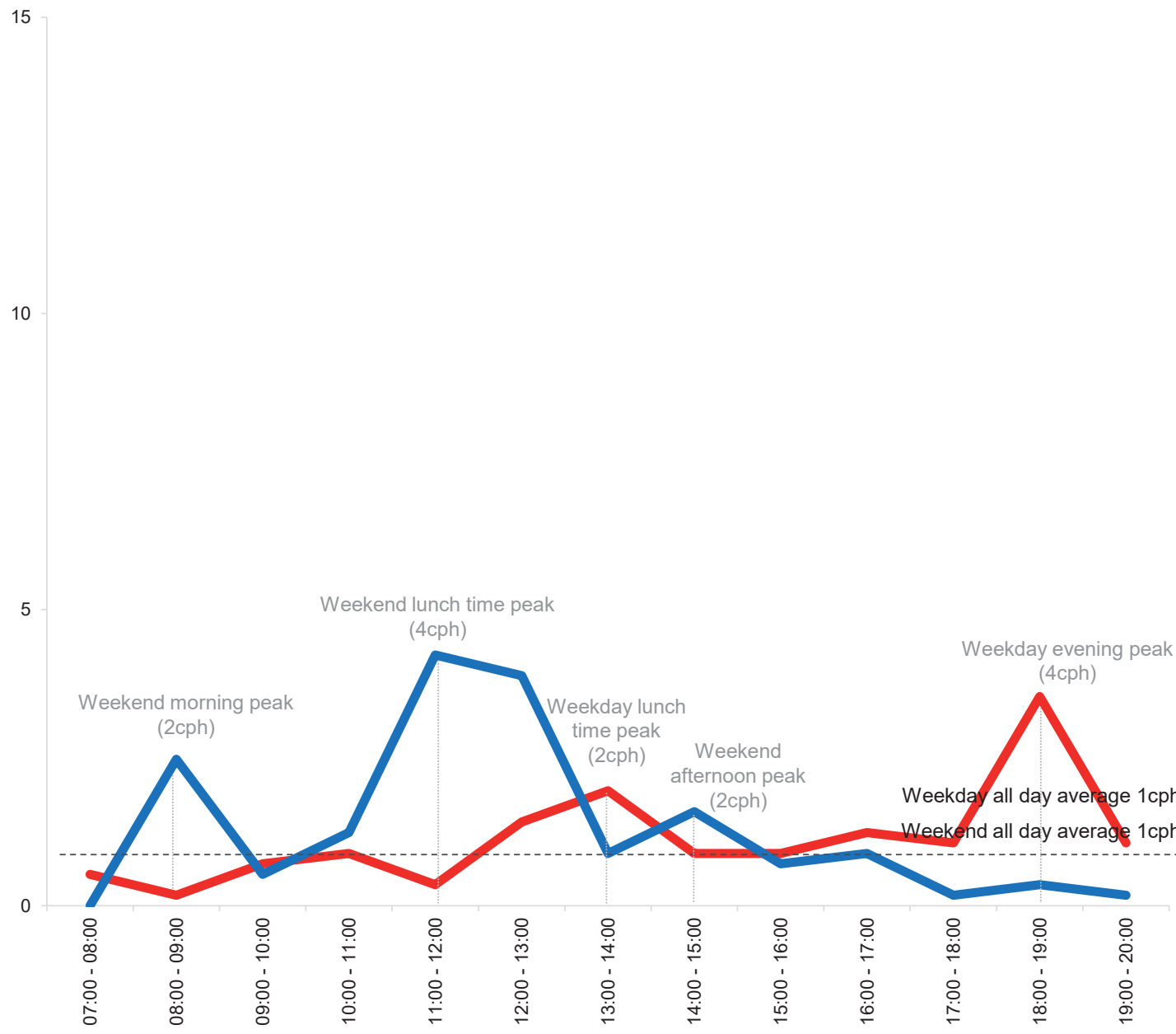
Also, Railway Street reached its highest movement level at this time period.

### Pedestrian movement

People per hour

- ↔ 450 and above
- ↔ 300 – 450
- ↔ 150 – 300
- ↔ 100 – 150
- ↔ 50 – 100
- ↔ 0 – 50

# Cyclist movement **Daily distribution**



Overall, cyclists movement pattern was very low on both weekday and weekend.

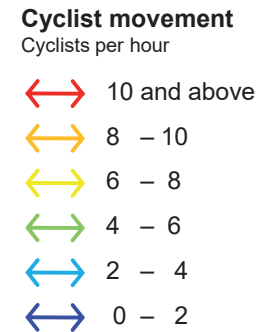
There was a peak during late morning and lunchtime on the weekend and an evening peak on the weekday.

Cyclists were mainly recorded along Railway Street and Strabane Bridge as well as Bradley Way within the study area.

# Cyclist movement **Weekday** All day average



Very low movement levels throughout the day within the study area.



# Cyclist movement **Weekday Evening peak** 18:00 - 19:00



At this peak, the highest cyclist movement recorded was 21 cph on Railway Street.

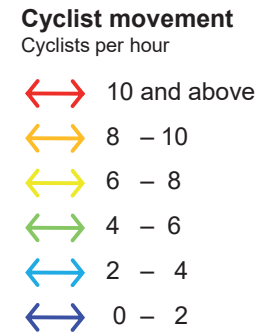
### Cyclist movement Cyclists per hour

- ↔ 10 and above
- ↔ 8 – 10
- ↔ 6 – 8
- ↔ 4 – 6
- ↔ 2 – 4
- ↔ 0 – 2

# Cyclist movement **Weekend** All day average



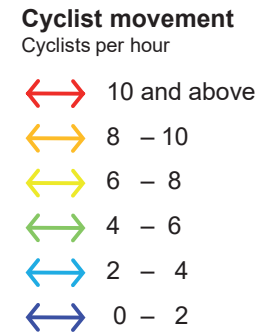
Very low cyclist movement levels throughout the day within the study area.



# Cyclist movement **Weekend** Lunch time peak 11:00 - 12:00



The highest cyclist movement was recorded along Railway Street (36cph).



DERRY & STRABANE SETTLEMENT STUDIES

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